

**The History
of a
Bombing
Outfit**



**The 386 th
BOMB GROUP**

FOREWORD

This book is published at the end of the war in Europe. It is intended to summarize and analyze the part played in this great war against Nazi Germany by the 386th Bombardment Group (M), to tell something of the background of the organization and of the men who have been a part of it, to describe some of the conditions under which the group lived and operated, and to list the men who have had some part in building its proud record.

From day to day ground crews servicing planes and bombing them up knew only that the planes must be made ready; cooks knew that air crews had to eat — almost always at odd hours; operations, intelligence and administrative clerks knew that their paper work was apparently necessary, had to be accurate and in on time. But why? and was this playing a part? and, if so, what part? were questions that were hard to answer. Even air crews who were flying one mission in every three or four found it difficult to see their contribution to the overall effort. True, they saw their bombs drop where they were briefed to drop them and they assumed, more than knew, that with each attack they were playing a part. But what part or how much of a part even they couldn't know. From day to day there was no time to pause or to reflect. When today's work was done, tomorrow's work had already begun.

The job has been completed. Total victory has been won, and with it comes the first opportunity to pause, to analyze and appraise the total of the group's day to day efforts, and to fit each day's work into its place in the

jigsaw pattern of the overall scheme.

One can now see that the group played a definite and an important part, even though a relatively small part since it was one small unit among many. It was active in every campaign. It helped to beat down the German Air Force, to reduce and delay the use of flying bombs, to prepare the beaches for the invasion, to isolate the battle ground, to destroy enemy supplies and to ruin the means of transporting them, to soften up enemy resistance to the advances of allied ground forces and to make the enemy's withdrawals more costly. It helped prepare the ground for the great airborne landings and gave support, in both British and American sectors, as circumstances dictated. It bombed targets, large and small, difficult and easy, in good weather and bad. Its overall record for accuracy in bombing was high.

This is a record of accomplishment of which each member of the group may well be proud and in the making of which each member of the group played his part. In doing his every day job, no matter how remote from operations it may have seemed, each man contributed to the co-operation and team work for which the group was well known. Without it, this record would have been impossible to achieve.

This was not done without cost. More than 300 officers and men were shot down behind enemy lines and some 175 of these are listed as Killed or Missing in Action. To Them, this book is respectfully dedicated. We must never forget either their great sacrifice or the cause for which they gave their lives.

PART I

The 386th's Part in the War Against Germany

The war against Germany has been divided into six phases or campaigns. The first, the phase before any landings had been made on the continent, was waged by the Army Air Forces and subsequent campaigns by the Ground Forces with the helping hand of the Air Forces.

The 386th Bombardment Group participated in each of six major campaigns and all members of the group assigned for duty between the dates delineating each campaign were awarded the Bronze Battle Star to the ETO ribbon. The campaigns as outlined by SHAEF were:

Air Offensive—Europe 4 Jul 1942—5 Jun 1944
Normandy6 Jun 1944—24 Jul 1944
Northern France ...25 Jul 1944—14 Sep 1944
Rhineland15 Sep 1944—21 Mar 1945
Ardennes16 Dec 1944—25 Jan 1945
Central Europe ...22 Mar 1945—End of War

In each of these campaigns the 386th, along with other medium and heavy bomb groups, played its part, and although one small unit in a huge allied air force, the 386th made itself felt in every phase of the war against Nazi Germany. Wherever there was work to be done, the 386th was there.

In its 409 missions is included every type of tactical and strategic target. In all, the group mounted a total of 12,496 sorties, attacked some 433 targets and dropped nearly 18,287 tons on them. In these campaigns the group attacked more bridges than any other type of target. Next came Flying Bomb sites, communications centers, defended villages and troop concentrations, coastal guns, supply depots and dumps, and finally a few miscellaneous targets.

Of the 433 targets attacked in the group's total effort in the war against Germany there were:

70 Bridges
59 Airfields
59 Marshalling Yards
55 Flying Bomb Sites
50 Communications Centers
47 Defended Villages and Troop Concentrations
46 Coastal Guns and Shore Defenses
39 Supply Depots and Dumps
8 Miscellaneous Targets

The cost to the group was the loss of 49 of its aircraft shot down over enemy territory and slightly more than twice that number crash landing back at base. 2048 of its aircraft were battle damaged during the 21 months of operations. In its turn the group destroyed 32, probably destroyed 18 and damaged 21 enemy aircraft, having the highest record of enemy planes shot down of any of the 11 groups of IX Bomb Division. 85 per cent of the group's losses were due to heavy flak and 15 per cent due to enemy fighter action and battle damage figures run to roughly the same percentages.

More than 300 men were shot down behind enemy lines. More than 700 men were involved in crash landings at friendly bases or in ditchings in the channel in planes that were badly battle damaged. Of the 300 going down behind enemy lines approximately 130 became prisoners or managed to evade or escape the enemy. Approximately 175 are listed as killed or mission in action. This last figure is expected to be slightly reduced when an accurate accounting of Prisoners of War has been made.



Colonel Thomas G. Corbin
Commanding Officer

The Air Offensive Against Europe

4 July 1942—5 June 1944

The Air Offensive-Europe dates from the first raid by American aircraft to be dispatched from England. A formation of 12 Flying Forts celebrated the Fourth of July, 1942, with an attack on Abbeville. From that day forward, began the build-up of American air power which, in combination with the steadily growing RAF, was to become a formidable air army that was to blast the Luftwaffe from the skies and make the ultimate victory possible. At the end of a year there were three wings of heavy bombers and one wing of mediums. The following year, the year before the invasion, was to see this bombing strength trebled and the appearance of the first American fighters which for the rest of the war were to play so important a part in insuring allied supremacy over the battle grounds. By D-Day, there were more American planes in England than English. The 386th, which arrived in England some 11 months after the first raid in the Air Offensive-Europe, was quickly in action. This campaign was, for the 386th, the longest and most active. It dispatched more planes, attacked more targets and dropped more bombs than in any of the other campaigns.

Analysis of the type of targets attacked during the Air Offensive against Europe shows four general phases of the group's operational activities during this period:

1. Attacks on the GAF, its airfields and installations.
2. Attacks on launching sites for flying bombs and rockets.
3. Attacks on enemy rail communications, on coastal guns, and on bridges in the effort to isolate the invasion area.
4. Preparing the ground for the Allied armies before the invasion.

In all, during the Air Offensive-Europe, the group mounted 5512 sorties dropping 7174 tons on 192 different targets which were:

- 55 Airfields
- 53 Flying Bomb and Rocket Sites
- 34 Coastal Defenses
- 23 Marshalling Yards
- 22 Bridges
- 5 E-boat pens, Factories, etc.

During the period the group lost 21 aircraft over enemy territory and had 1118 aircraft battle damaged.

The group's attacks on airfields, which were the most numerous targets of the Marauders during the first months in operations, played an important part in keeping the Luftwaffe on the move in France, Belgium, and Holland. This group alone piled up a total of 1991 sorties against enemy airfields and dropped some 2163 tons of bombs on them. The Luftwaffe moved its bases deeper and deeper into the interior to get away from these blows and special intelligence reports indicate that the consistent hammering of the Marauders definitely impaired the efficiency and morale of the units stationed in the occupied countries and prevented effective attacks against allied troop and supply concentrations during the build-up before the invasion.

Next to airfields, the launching sites for flying bombs and rockets which were later to inaccurately, but harassingly, bombard London and southern England, received most of the attention of the Marauders. It was in November, 1943, that this group first turned to this work. 1561 sorties were made against this type of target and some 1960 tons of bombs were dropped on them. In January, 1944, this group attacked only such targets. During that month 327 aircraft dropped almost 327 tons on these targets alone. The fact that this represents just about one ton per aircraft is indicative of the difficulty encountered in bombing these targets, due to their small size, their excellent camouflage, and the usually bad weather prevailing over the continent. The rate of abortive missions increased during the months in which these targets were under attack, mainly due to the poor weather conditions. Owing to the importance of the targets, however, the pressure of the attacks had to be maintained no matter what the weather.

Commendation

After Group's first operational mission, against Woensdrecht Airfield, 30 July, 1943, from Commanding General, 3rd Wing:

«Congratulations to you and your gallant combat crews and all the others of the 386th on your first operation against the enemy. The job was well done and typified the growing strength of the 3rd Bomb Wing.»

CANDEE

Former Commanding Officers . . .



Brigadier General
(then Colonel)
Richard C. Sanders
(18 Nov. 1943—22 Jan. 1944)



Colonel
Joe W. Kelly
(22 Jan. 1944—25 Aug. 1944)



Colonel
Lester J. Maitland
(1 Dec. 1942—18 Nov. 1943)

The results of this methodical campaign for the destruction of these sites may now seem poor in the face of the fact that flying bombs were later launched and caused many civilian deaths in England. However, intelligence reports say that not one bomb was ever launched from any of the sites under attack during that period. The flying bombs which eventually did bombard England were launched from smaller, more simply and quickly built modified sites to which the enemy had to resort when their original sites, more elaborate and permanent affairs, were so methodically destroyed.

Marauders were credited by Air Marshall Sir Trafford Leigh Mallory with the most effective attacks of any aircraft dispatched against these sites. All types of allied aircraft attacked them at one time or another during the winter of 1943-44. The attacks were systematic and well planned. As soon as photo intelligence revealed that a site was 50 per cent completed, that site was placed on high priority and was attacked at the very first bombing opportunity.

Marshalling yards, more particularly those with important repair facilities, coastal guns, and bridges were then attacked by the group, as they were by all the groups of IX Bomber Command, during the three months preceding the invasion. Against marshalling yards 1048 aircraft were sent out by the 386th, and 1368 tons of bombs dropped. The disruption in rail travel and destruction of the rail repair facilities of Belgium and France are now well known and many an enemy supply and troop train had to travel a much longer and more hazardous route as a result of these attacks and later attacks on rail and road bridges.

During the months of April, May and early June, 1944, the group attacked a number of coastal guns and other coastal defenses. There was seemingly no system to these attacks but it later became known that this was the design of higher command—that for every attack in the known invasion area there were to be two attacks in other areas as a security screen. The heaviest bombs were carried in these attacks and over the period some 1548 tons were dropped on them by 772 aircraft of the group.

During the several weeks before invasion the job of isolating the battle ground by attacks on bridges, principally across the Seine River, was systematically carried out. In this

relatively short period of time 1070 tons of bombs were dropped by 636 aircraft. The results of these attacks are now well known.

During this campaign the 386th lost more aircraft in attacks against airfields and had more planes battle damaged than in attacks on any other type of targets. Bridges, particularly those across the Seine, were relatively the «toughest» targets however, for, although attacks on bridges constituted only 9.1 per cent of the group's efforts during this short campaign, 5 aircraft were lost and 5 washed out in crash landings.

The flying bomb sites accounted for 22.4 per cent of the group's total effort and on these raids 5 aircraft were lost and 7 washed out in emergency landings. These missions were «milk runs» at the outset but became progressively tougher as the campaign developed. Some of them were among the roughest the group ever had.

With the approach of D-Day had come the obvious appearances of preparation for the big day. Crews returning from missions saw the Thames and all the South England ports jammed with assault craft and merchant and naval shipping of all kinds. The attacks of the month preceding the actual invasion were a

Commendation

After Group's two attacks on 23 March, 1944, against Criel Marshalling Yard in France and Haine St. Pierre Marshalling Yard in Belgium, from Commanding Officer, 99th Combat Wing:

«My heartiest congratulations on your excellent bombing results on both missions of 23rd March, against Marshalling Yards at Criel, France and Haine St. Pierre, Belgium. Your entire days effort from early rising, mission planning, formation and assembly procedures, bombing and landing in some cases under difficult weather conditions call for the highest praise possible. Our targets are becoming ever more important and your superior work yesterday indicates your ability and readiness for our increasing part in exterminating the German war machine. I particularly desire to commend the formation leader on the performance of his crew in leading the second mission to Haine St. Pierre.»

Staff . . .



Lt. Col. Jewell C. Maxwell
Air Executive



Lt. Col. D. D. Daggett, Jr.
Ground Executive



Maj. Herman Reefer, S-1



Maj. Thomas B. Haire, S-2



Maj. George S. Howard, S-3



Capt. Jack Zeltner, S-4

give-away to anyone who analyzed the targets which were being hit. The ground had been well prepared. Every known big gun position had been hit. Since they were so deeply emplaced in concrete they had not all been knocked out but many of them were. The Marauders had cut the bridges across the Seine and had disrupted rail transportation. At the very last the enemy's radar detection system was knocked out. A constant allied fighter patrol had kept even enemy reconnaissance planes from flying over English ports. The pre-invasion plans were complete and the invasion was launched after a one day delay, hoping for better weather.

Normandy Campaign

6 June 1944—25 July 1944

The Normandy campaign which began with the missions on «D» Day, 6 June 1944, continued through to the day of the great bombardment of St. Lo, 25 July 1944, which preceded the lightning break-through of General Patton's tanks for the gallop across France. This was possibly the busiest period in the group's operational history. In the relatively short period of 48 days the group mounted 43 missions. The weather encountered on D-Day remained to hamper operations but even in spite of the poor weather of that memorable June, during the Normandy campaign the group averaged almost a mission a day. Actually there were twenty days when the group could not go out because of weather conditions but whenever conditions were at all favorable, the group went out twice each day.

On D-Day this group had an interesting and intricate task. Most Marauder groups were assigned to bombing enemy defensive concentrations on the beaches. This group was selected to be the last formation of bombers to bomb before the first assault troops hit the beach. The 386th was selected for this job by General Bradley, who had studied bombing patterns and bombing accuracy for several months prior to the invasion. The concentrated patterns and high record of accuracy maintained over months of bombing earned for the group this high honor and great responsibility. The group bombed at H-Hour minus 5 minutes.

The confidence of higher command was well placed for, although the bombing was necessarily done at altitudes as low as 2000 feet due to poor weather prevailing, the group's bombs were right on their aiming points.

Commendation

After Group's attack on Varenquville Coastal Guns, 25 April 1944, from Commanding General, 99th Combat Wing:

«Please convey to the Commanding officer and all members of the 386th Group my congratulations on the superior bombing they did at Varenquville on 25 April. It is indeed a sobering thought to realize that magnificent bombing such as this is mandatory for successful execution of our tremendously important D-Day missions. It is with great pride and pleasure that I forward this congratulatory message from the Commanding General . . . »

In all during the Normandy campaign the group attacked 43 targets. 1376 aircraft dropped 2375 tons of bombs. The cost to the group was five aircraft lost and 195 of its planes battle damaged. Analyzing the type of targets attacked during the campaign, there were:

- 12 Supply Dumps and Depots
- 8 Coastal Guns
- 7 Defended Villages and Troop Concentrations
- 7 Marshalling Yards
- 5 Bridges
- 2 Headquarters
- 2 Flying Bomb Sites

The eight coastal guns were hampering the unloading of troops and supplies along the beaches. Several of these guns were attacked in coordination with the infantry's push into Cherbourg and one was attacked after the taking of this great port when a group of die-hard Nazis held out on the Northwest tip of the peninsula and were firing into the city while American troops were clearing the town. On this occasion the guns were seen to be firing as the bombs went away. It was one of the group's best strikes and no more was heard from that particular battery.

The overall strategy following the landings seemed to be to prevent the enemy from bringing up troops and supplies to the beach-head front. To aid in this explains why the group attacked five bridges, two of which were destroyed in two attacks on the same day. Both were top priority bridges and the attacks drew the special commendation of Major General Brereton, Commanding General.

Special Staff . . .



Maj. Elliott J. Levin
Communications



Maj. John W. Saar
Surgeon



Capt. Arvil B. Mullins
Assistant Operations



Capt. Clifford W. Olson
Training



Capt. Henry P. Behrens
Bombardier



Capt. Fred Davis
Navigatoꝛ



Capt. John T. Maletic
Armament

Ninth Air Force. They were the bridges at Nogent-le-Roi and Sable-sur-Sarthe, both small bridges but of tactically great importance.

In addition to the bridges, the group further assisted in the disruption of enemy means of transporting troops and supplies in the attacks on the seven marshalling yards, probably the most important of which, and certainly the roughest of which being the marshalling yard at Rennes. The city of Rennes was the enemy's most important communications center for bringing troops and supplies up from the south and east to their front lines and to their troops on the Brest Peninsula.

The attacks against the bridges and marshalling yards by medium bombers rounded out the allied efforts at isolating the battle ground. The remainder of the targets attacked by the group during this campaign were more of a tactical nature.

The seven defended villages and troop concentrations were among the roughest in the group's experience and at least two of them, namely the attacks on Caen and St. Lo, were history-making in their significance. Both of these targets were attacked twice, Caen on 8 June and 22 June; and St. Lo on 15 July and 25 July. Earlier in the campaign on 13 June the group attacked a repeater station in St. Lo but the memorable attacks against the target were those of the 15th and 25th of July. The attack of the 25th has been described as the greatest concentrated air blow of all time. All the heavy and medium groups in the ETO bombed the town and the troop concentrations around it at five minute intervals, the show lasting well over two hours.

Caen, the eastern hinges of the enemy's

defenses, was held by strong formations of Panzer units, and its anti-aircraft defenses were concentrated and effective. Although for some of the heavy groups St. Lo was a very rough target, Caen was for the 386th the roughest mission of the campaign, with the possible exception of the attack on Rennes. These two targets presented the most intense and accurate flak the group had experienced in several months, comparing in its intensity with the group's now classic experiences over St. Omer, Amsterdam Schipol, Cherbourg, Paris, LeHavre, Rouen, Calais, Boulogne and Dunkirk.

The seven missions against marshalling yards were a continuation of the group's previous attacks on rail facilities, and differed only in that such raids were now of more tactical significance. These marshalling yards were for the most part in important communications centers such as Rennes, Bretigny, Mont Secret, where the group attempted to catch a panzer division detraining, Amiens and Flers. The attacks were designed to accomplish the two-fold purpose of destroying whatever was in the yards and of so disrupting rail transportation service that movements of troops and supplies to the German armies at the front were delayed.

The five attacks against bridges—all of them railroad bridges—further disrupted rail transportation which had become, due to the lack of gasoline reserves, the enemy's principle means of transportation.

The most numerous, and possibly the most immediately significant from a tactical point of view, were the twelve attacks against the enemy supply dumps and depots. These targets



Plane afire - - - - Spreads - - - - Falls - - - - - Crashes

Special Staff (cont.) . . .



Maj. Ullman J. Carruth
Engineering



Capt. John A. Miller
Ordnance



1st Lt. Howard A. Bardwick
Weather



Capt. John M. Cutler
Air Inspector



Capt. Herman Cook
Gunnery



Capt. Paul F. McDevitt
Statistical



Mr. Richard Moncure
ARC Field Director



Capt. George J. Ruhl
Chaplain



Capt. Gordon B. Hemans
Chaplain

were well dispersed and well camouflaged in woods and presented very difficult problems to the bombardiers. Most of the attacks on these dumps were area bombing attacks which were never popular with the bombardiers. Hard to find, and nothing to see when they were found, the group never-the-less produced some excellent results on them. The only satisfaction the crews derived from these missions was that they were almost all «milk runs» being out in open country and usually undefended by heavy guns.

It was during this campaign that the flying bomb attacks on London and South-eastern England were begun, not from the original sites, which this group had helped to bomb into uselessness, but from new, hastily constructed sites so cleverly camouflaged that they were almost impossible for the aerial eye to find. Never-the-less, the group was twice dispatched to attack these new sites in an attempt to ease the blows on London. But if the original flying bomb sites were hard to find and to bomb, these new sites were next to impossible from the group's normal 12,000 foot altitude of attack.

The campaign ended on the eve of the massive attack on St. Lo. The ground had been at least partially prepared for the breakthrough. The allied navies and merchant marine had been plying back and forth in the heavy and dangerous channel traffic to bring the necessary men and supplies to support the drive when it came. The group had been kept busy, busier probably than it had ever been, but had scarcely noticed the increased pace since each of its missions now had a more direct bearing on the progress of the armies and the outcome of the war.

Northern France

25 July 1944 to 14 Sept. 1944

The campaign of Northern France began with the massive air attacks on the city of St. Lo and the enemy troop concentrations defending it, and continued through the breakthrough and the drive across France by the armies of both Bradley and Montgomery. It ended with the allied armies up against the Siegfried line and just about at the end of their supply lines.

During this campaign the group attacked 44 targets, sending out 1346 planes and dropping some 1993 tons. These 44 attacks cost the group 6 aircraft shot down behind enemy

lines and 140 of its aircraft battle damaged. The missions were against very much the same types of targets as in the Normandy campaign and included:

- 17 Bridges
- 13 Defended Villages and Troop Concentrations
- 8 Supply Dumps and Depots
- 4 Coastal Guns
- 1 Railroad Embankment
- 1 Airdrome

As the enemy started his retreat to the east the 386th joined in the aerial campaign to knock out his bridges before him. From the five attacked during the Normandy campaign the pace was stepped up and seventeen were attacked during this period. Not only did the group attack more bridges than any other type of target in this campaign but these were also the roughest missions. The enemy had learned to defend the bridges he needed. The bridges at Ecouche, Tours La Riche, Joigny La Roche, Pontoise, Criel, Fismes and Rouen will long be remembered by the crews who went after them as being rough targets. It was during this period, on 9 August, that the group did the job on the bridge at Beaumont-Sur-Oise, if not to its regret, certainly to its future inconvenience.

These attacks on bridges had much to do with the success of ground operations in the Falaise Gap, for it piled up concentrations of enemy troops and supplies so that dive bombers and artillery could do the magnificent work they did.

The attacks on the thirteen defended villages and troop concentrations also had much to do with the clearing up of the Falaise Gap. There were two attacks on Caumont and one upon Flers made in co-ordination with other medium and fighter groups. On 27 August the group participated in the mass air attacks on troops and vehicles piled up along the Seine

Commendation

After Group's attack on the Namur Bridges, 8 May 1944, from Commanding General, IX Bomber Command:

«Your excellent bombing of Namur Bridges on May 8, 1944, collapsed span on railroad bridges Namur to Luxembourg. I congratulate you and your group.»

ANDERSON

The Squadrons . . .

552nd



Maj. B. W.
Lambert, CO



Capt. F. G.
Ladewiec, Op.



Maj. E. D.
Downs, Ex.

553rd



Maj. H. L.
Burris, CO



Maj. S. D.
Marquis, Jr., Op.



Maj. W. P.
Zoellner, Ex.

554th



Maj. H. G.
Reed, CO



Capt. C. C.
Oates, Op.



Maj. W. C.
Woolfert, Ex.

555th



Lt. Col. B. B.
White, CO



Capt. J. H.
Strand, Jr., Op.



Maj. H.
Lowe, Ex.

Commendation

After Group's attack on Rouen Railroad Bridge, 9 May 1944, from Commanding General, IX Bomber Command;

«Your Group's bombing on evening mission, 9 May 1944, was extremely good. Please express to your crews my appreciation for their efforts and my admiration of the results obtained.»

ANDERSON

River at Rouen. The enemy was being impeded in crossing the Seine in retreat as it had been in crossing it in early June to go to the attack. The first attacks against the defenses of the Siegfried line constituted four targets in this category. There were two attacks against the Scheld fortifications and two against forts at Metz. These were the first bombs the group was to drop on Germany and gave the group its first inkling of just how tough the Siegfried line was going to be to crack. Metz was by far the roughest of these targets. The remainder of the attacks against troop concentrations were the missions to Brest where the enemy was holding out to deny the use of that excellent port to the allies.

It was at about this time that the group introduced into combat operations the new A-26 and the first mission was to Brest. In all, eight missions were dispatched to Brest, two of them being run by A-26's. The specific targets were coastal guns, bridges and troop concentrations. The first missions were rough but subsequent missions became «milk runs».

The eight supply dumps attacked during the period were, as they had been in the Normandy campaign, area bombing attacks against dumps well hidden and well camouflaged. For the most part they were not well defended targets, but one, the Foret D'Andaine was very rough. The results of attacks against such targets were not easily determined as all that the photographs usually revealed were badly torn trees. Occasionally secondary explosions would occur and, as in the case of several fuel dumps, smoke would rise to 12,000 feet, always very satisfying to a bombardier.

The four coastal guns were all in the Brest area and were guns that the enemy had brought to bear on the advancing Amer-

ican troops. The railroad embankment was the only effort at disrupting rail transportation facilities, other than bridges, during the entire campaign, the only campaign in which the group did not go systematically after marshalling yards. The reason for not going after marshalling yards was said to be that the need to do so ceased to exist when the enemy started his headlong retreat across France and Belgium. France's already badly battered marshalling yards were saved from further attack by SHAEF order.

The one airdrome attacked, that at Leeuwarden in Northern Holland, was the target of the A-26's which were being given targets of all types to give them a thorough test.

The campaign ended with the first attacks against the Siegfried line. Patton's troops had penetrated into Metz but had to withdraw because of the inability of supply lines to keep up with him. The British armies had crossed the Seine and pursued the enemy through the Pas de Calais, northeastern France and into Belgium. The lines established in this campaign were mainly those held through the long hard winter which lay ahead.

The Rhineland Campaign

15 Sept. 1944 to 21 March 1945

The Rhineland Campaign which started with the systematic attacks, both on the ground and in the air, against the Siegfried Line started approximately in mid September, continued through the winter and ended with the softening up preparations for the 21st Army Group's and General Patton's almost simultaneous crossing of the Rhine in late March. This was the longest and most arduous campaign and much of the hard work was done during the bitter, cold months of the winter.

During the campaign the group attacked 99 targets. 2796 aircraft dropped 4349 tons, for a higher average per aircraft dispatched than in any of the previous campaigns. This was because the group was attacking targets within Germany. Here-to-fore, care was always exercised when bombing targets in the occupied countries to drop only on briefed targets or very carefully selected targets of opportunity. Policy changed when all targets were within Germany and crews were instructed not to return any bombs if it was at all possible to find suitable targets of opportunity.

The longest of the campaigns, with the

Guardians Of Hush Hall . . .



War Room at Beaumont-Sur-Oise.



*Capt. G. S. Hogg
S-2, 552nd Sqdn.*



*Capt. S. I. Jaffe
S-2, 553rd Sqdn.*



*Capt. J. L. Moore, Jr.
S-2, 554th Sqdn.*



*Capt. R. P. Meservey
S-2, 555th Sqdn.*



*Capt. G. H. Charters
Photo Officer*



Photo Trailer at Beaumont-Sur-Oise.

exception of the Air Offensive against Europe, the targets differed from those attacked in the previous campaigns only in that there were many more defended villages and communications centers among them. Of the 99 targets attacked there were:

- 26 Defended Villages and Troop Concentrations
- 22 Marshalling Yards
- 20 Communications Centers
- 15 Bridges
- 10 Supply Depots and Dumps
- 3 Rail Junctions
- 2 Airdromes
- 1 Leaflet Mission

Many of these targets were a part of, or were just behind, the Siegfried Line and attacks were made on them in a systematic way and at a relentless pace.

Most of the group's work during this campaign was in support of the American 12th Army Group but a number of missions were run in support of Field Marshall Montgomery's British 21st Army Group.

The defended villages which the group attacked were for the most part villages and towns near or right on the front lines. These missions called for the very best precision bombing and absolute accuracy in timing as in many cases the infantry and armor went into the attack immediately after the bombings. They were usually small towns in which the ground forces had found, or expected to find, serious resistance. The purpose of the attacks was to soften up the resistance and make the taking of the towns less costly.

Most of these towns being so near the front lines were very well defended with concentrations of heavy flak guns; a few were not. American artillery had developed effective counter battery fire which formation leaders could call upon by pre-arrangement as they approached their IP's. In most cases, this considerably reduced the amount of flak expected. In a few cases the concentrations were so great that the targets were rough in spite of the counter flak fire. Among the roughest of these targets were such names as Bad Munster, Aldenhoven, Dillingen, Merode and St. Wendel, which will be long remembered by the crews of those missions.

The 22 attacks on marshalling yards were in resumption of the allied campaign against enemy rail transportation which had been temporarily suspended during the campaign of

Northern France. The campaign, as far as the 386th was concerned, started off with attacks on yards at Duren and at Venlo, both very rough missions, but of all such targets in this campaign probably the attacks against Grevenbroich, Weisbaden and Hengelo stand out in the minds of the crews who attacked them as the most difficult.

The tempo of the attacks against these targets was increased in March, toward the end of the campaign, in an attempt to impede the rail transportation of troops and supplies, both north and south behind the enemy's lines, and east and west between the front lines and the heart of Germany. It was desired, in preparation for the projected crossings of the Rhine, to prevent the enemy from being able to send troops and supplies to threatened areas. 15 yards were attacked in 18 days.

In conjunction with the attacks on marshalling yards, the 15 bridge attacks, mostly railroad bridges, served to hamper enemy rail movement. The Germans had learned to defend their bridges and these missions were all pretty rough. The enemy definitely felt these attacks and set about repairing the bridges as quickly as the Marauder Groups hit them. As a consequence, the group was called upon to go back to several of them two or three times. Crews reported seeing cranes and men working on the Konz Karthaus bridge as they were making their bomb run on their third attack.

It was during this campaign that the group attacked the Remagen bridge but the bombing was not good. Only the approaches to it were damaged in the attack. The Remagen bridge was later the one bridge across the Rhine captured intact and enabled General Hodge's troops to get across, establishing the

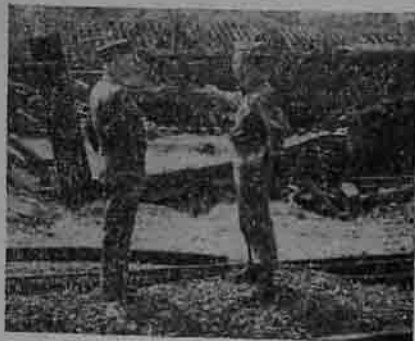
Commendation

After Group's attack, 12 June 1944, on Bretigny Marshalling Yard from Commanding General, 99th Combat Wing:

«Your attack on, 12 June 1944, on Bretigny has won special commendations from Commanding General IX Air Force. PRU has shown all roads blocked and town smashed. Congratulations on excellent bombing.»

THATCHER

Bomb Damage . . .



Col. Corbin points out to Brig. General Doran damage caused by group's bombing of Wiesbaden Marshalling Yard (*top left*). Other pictures show attacks on Naumburg Ordnance Depot, New Ulm Marshalling Yard and Frielassing Ordnance Depot and extent of destruction caused by these attacks.



first bridgehead east of the Rhine. The more well known bridges attacked during the period were those at Arnhem, Venlo, Neuweid, Konz-Karthaus, Ahrweiler, Mayen and Remagen.

The twenty communications centers were towns usually further behind the front lines than the defended villages and for the most part had good networks of roads and railroads running into and out of them. In most cases the attacks were made prior to the launching of an allied attack as these were towns which would logically be used as location for headquarters and through which troops and supplies would pass to the front lines. The attacks were designed to disrupt the organization of the enemy's defenses and to create havoc in his lines of supply and communication. Some of the towns were well defended but the majority of them were not unusually rough. The most memorable ones were probably those at Dulmen and Elsdorf.

The ten supply depots differed from those attacked during the Normandy and the North-

ern France campaigns mainly in that inside Germany the depots were mostly large and permanent establishments rather than just piles of stocks hidden under trees in a forest. These offered fine targets to the bombardiers who could see where their bombs were hitting and and who could judge from the bomb strike photos the accuracy of their bombing and the damage that was done. These targets were definitely well defended and these missions constituted some of the roughest of the campaign. Many of them were located in or near large cities all of which were of course well defended for the other targets in them. The best remembered of these depots, some of which were oil storage depots and the remainder ordnance depots, will probably be those at St. Wendel, Kaiserslautern, Unna, Weisbaden and Dulmen.

The three rail junctions were attacked as part of a colossal one day attack by every allied aircraft in the ETO on rail facilities throughout Germany. The purpose of the attack was to cut rail lines in hundreds of places at one time and so to tax the repair facilities. But to the 386th these attacks, which occurred on one day, were more important because this was the only occasion on which the group went down on the deck to straff, after bombing at normal altitude.

The two attacks on airdromes were attacks on fields upon which the enemy was concentrating his increasingly large number of jet planes which have always been considered potentially a menace. The one remaining mission was a leaflet mission to the Colmar pocket where the group dropped hundreds of thousands of leaflets advising the German soldier of the futility of further resistance. On the reverse side of the leaflets were passes in both German and English which the Jerries could use as a pass to give themselves up and enjoy the relative luxury of American PW pens.

The final missions of the campaign saw the beginning of the attacks on communications centers behind the lower Rhine. The British and Canadians with some close support help from Marauders had pushed up to the Rhine in its lower regions, General Hodges' First Army had established the bridgehead at Remagen and was slowly consolidating it, and General Patton's Fourth Armored and Fifth Infantry Division were racing across the Saar Basin toward the Rhine south of Mainz. The stage was almost set for the crossings at many points.

Commendation

After Group's attacks, 1 August 1944, on Nogent-sur-Le Loire and Goutard Port Martneau Railroad Bridges, from Commanding General, Ninth Air Force, to Commanding General, IX Bomber Command:

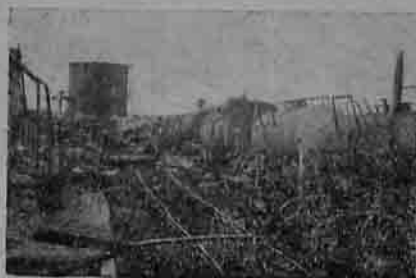
«The bombardment units of your command during the past busy and productive weeks have shown an exceedingly high degree of skill in destruction of enemy bridges. An outstanding mission was performed on 1 August 1944 when the 386th Bomb Group destroyed two assigned high priority bridges in one mission. These two at Nogent-Sur-Le Loire and at Goutard Port Martneau had never been attacked before and had become an integral part of the interdiction net designed to prevent all enemy rail movement through the Paris-Orleans gap. Both bridges, each attacked by only a box of eighteen B-26's were completely destroyed. All of your groups have done excellent bombing on bridges and each deserves special commendation for it. Congratulations to entire organization.»

BRETON

Bomb Damage . . .



Attack on oil storage depot at Daggendorf showing smoke rising to bombing altitude (*above*). Damage to oil tanks and to railroad sidings in depot seen in 3 pictures (*to right*). Attack on Triptis Marshalling Yard (*below*). Ground photos later taken reveal twisted wreckage after this attack (*bottom left and right*).



The Ardennes Campaign

16 Dec. 1944 to 25 Jan. 1945

The Ardennes campaign was sandwiched in the middle of the Rhineland campaign. The enemy, taking full advantage of bad weather for air operations, massed an army of panzer and infantry units and made a savage counter-attack into Belgium. With fighters, dive bombers and medium bombers helplessly grounded and the attack launched at points along the thinly held American lines, the enemy had great initial success. The seriousness of the situation and the extent of the enemy's plan were not known for several days when it was learned that the Germans were using nearly all their reserve panzer units.

For seven days the 386th, and all other medium bomb groups were grounded by the weather. On December 23rd, however, the weather broke and the group went out twice. The weather remained good for four days in which time the group dispatched seven missions.

During the campaign, the shortest of the six in point of time, the group attacked 13 targets of which ten were bridges, two were defended villages and one a rail junction. 407 aircraft were sent out and 735 tons of bombs were dropped. While two aircraft crashed on take-offs, none were lost behind enemy lines.

The attacks on the ten bridges, all railroad bridges, constituted the group's main effort in the campaign. The overall plan for the medium bombers seemed to be to destroy the enemy's means of getting troops, equipment and supplies to its armies in the bulge. In the forty days of the campaign the group was able to operate only 11 days, running double missions two days.

The bridges attacked will long be remembered, mainly because they were briefed so many times. No matter what the weather prospects, crews were briefed and held in readiness for a possible change that would enable the missions to take off. Some bridges were briefed as many as ten or twelve times. Few crews with the group in the winter of 1944-1945 will ever forget the Konz-Karthaus bridge. This bridge was briefed at least fifteen times and during this campaign attacked twice. Other bridges attacked during the campaign were those at Ahrweiler, Keuchengen, Bullay, Neuweid and Sinzig which last was the roughest mission of the campaign.

The two defended villages were towns along the route of the enemy advance in which troops were known to have concentrated. They were the towns of Blumenthal and Nedeggen. The rail road junction attacked was near Euskirchen at a point where two main line railroads fed together before entering the town.

The back of the German offensive was broken after the four days of good weather which began two days before Christmas and continued through to 27 December. Although the threat remained, gradually, with his supply lines badly cut and with fighter-bombers constantly harassing him, the enemy went on the defensive and it was a matter of time before the original line was re-established.

The Central Europe Campaign

22 March 1945 to 7 May 1945

The Central Europe campaign, the final campaign of the war, began with the intensified preparations for the crossing of the Rhine in its lower regions by Field Marshall Montgomery's 21st Army Group, continued through the masterful encirclement and mopping up of the Ruhr, and ended with the merciless destruction of every strong point in which the enemy attempted to make a stand. In the campaign the group dispatched 1059 aircraft, dropped 1661 tons of bombs, lost two of its aircraft and had 68 planes battle damaged.

The 386th's part consisted of 31 attacks on such targets as:

- 9 Depots
- 7 Marshalling Yards
- 7 Communications Centers
- 6 Defended Villages
- 1 Bridge
- 1 Airdrome

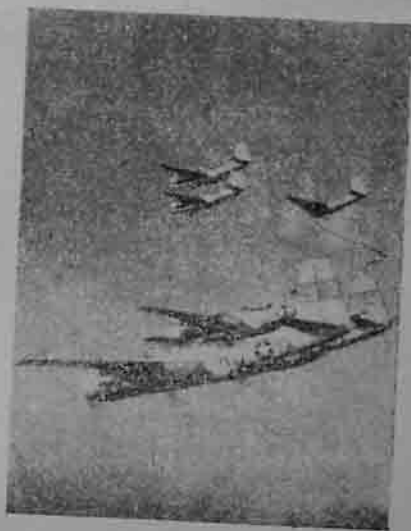
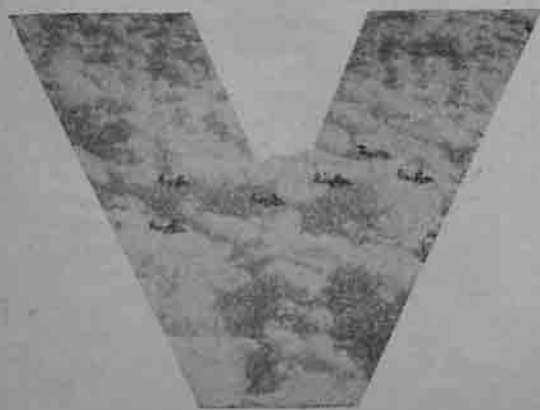
Commendation

After Group's attacks on the Kempton Ordnance Depot, 16 April 1945, and on the Magdeburg Defended Village and Ravensburg-Weingarten Ordnance Depot, 17 April 1945, from Commanding General, 99th Combat Wing:

«Your bombing results of 11 superiors and 7 excellents for the afternoon of 16 April and both missions of 17 April set a standard hard to surpass. Keep up the good work.»

VANCE

Formation . . .





Donuts and coffee after the mission.

The 9 supply depots attacked were hit after the British in the north and Patton in the south had made their successful crossings. Some were oil storage depots, some ammunition depots and others general ordnance depots. As the retreating and disorganized Germans fell further back into the heart of Germany, these many targets became of increasing importance and their destruction deprived them of what little war stocks were left. The warehouses at Munchen-Bernsdorf, Naumburg and Frielassing were well hit and being the largest will probably be best remembered by the crews who made the attacks. The most spectacular raid was probably that on the Ebenhausen oil storage depot where smoke from the burning oil rose well above the 12,000 feet at which the formation was flying. None of these missions were very rough by former standards probably because most of the enemy anti-aircraft guns had been destroyed and supplies of ammunition were becoming more and more scarce.

The 7 marshalling yards attacked were in continuation of the policy to attack any rail transportation facilities that might be helpful to the enemy in continuing what was now obviously hopeless resistance. The marshalling yards were all quite close behind the enemy's front lines and the attacks were probably designed, as much to destroy what was in the yards at the time—and therefore immediately useful to the enemy—as to impede rail transportation. The yards at Wittenberg will probably be longest remembered since the attack on them was one of the best and this mission was certainly the roughest of the whole campaign. More than half of the planes attacking were battle damaged.

The 7 communications centers and 6 de-

fended villages saw some of the best bombing of the group's operational history and on the whole the worst flak of the campaign. All were towns and villages not far behind the enemy's front lines, which were attacked mainly just before the airborne landings across the Rhine, and just after them during the mopping up of the Ruhr pocket.

In preparation for the paratroopers and glider troops, each of the medium groups were assigned communications centers behind the lines, to be attacked systematically beginning four days before the airborne operation. The 386th was assigned the towns of Dulmen, Stadtlohn, Denslaken, and Scheimbach which targets it attacked eight times in the five days of excellent weather which prevailed. Other groups were assigned other towns. Probably in the five days, more than twenty towns were systematically and completely obliterated.

The other defended villages attacked in the campaign were villages and towns where the enemy elected to make a stand. Magdeburg was probably the best example of this kind of attack. With the decision of the enemy to defend it came the decision of higher command to turn the «mediums» loose on it. Each group had a section of the city assigned to it and no part of the city escaped unscathed. It fell to advancing infantry the very next day.

The one bridge attacked during the period was the bridge at Hof, which was attacked to deny its use to the retreating enemy. The air-drome was one of the last remaining bases of German jet propelled aircraft at Landau-Straubing.

The campaign ended with the war's end. The group's last target was an ammunition dump at Stod which was attacked May 3rd. With the crossing of the Rhine, the enlargement of the three bridgeheads, the closing off of the Ruhr to the rest of Germany, the British advances to the north, the meeting with the Russians in the center and the cutting off of possible retreat into the redoubt area by Patton's troops in the south brought on the mass surrenders, first to the American Seventh Army and to the allied armies coming up from Italy. These were closely followed by the surrenders in central and north Germany to the British and the American First and Ninth Armies. General Patton's Third Army and the Russians, in west and east Czechoslovakia, saw the last fighting before the total surrender was complete.

Flak . . .



Ugly flak scores a direct hit
(above). B-26 limps home
smoking in right engine
(left). A-26 bombs go down
as flak comes up (right).
B-26 falls in two parts over
Little Vendeville airdrome
after direct flak hit (below).



Missions . . .

MISS N	DATE	TARGET
1	30-7-43	Woomerich A D
2	11-7-43	Akberville Douca A/D
3	7-7-43	St. Onas Ft. Houga A/D
4	9-8-43	St. Onas Ft. Houga A/D
5	13-8-43	Woomerich A/D
6	17-8-43	Byes Sud A/D
7	16-8-43	Woomerich A/D
8	22-8-43	Bousmont Le Regz A/D
9	27-8-43	Pois Nord A/D
10	11-8-43	Hesdin Forest Dump
11	2-9-43	Mazzaarbe Power Plant
12	4-9-43	Lille Delivrance M.Y.
13	5-9-43	Contra M.Y.
14	6-9-43	Ronen M.Y.
15	8-9-43	Struges M.Y.
16	7-9-43	Lille Delivrance M.Y.
17	8-9-43	Lille Vendeville A/D
18	8-9-43	Boulogne C.P.
19	9-9-43	Boulogne C.P.
20	9-9-43	Boulogne C.P.
21	9-9-43	Boulogne C.P.
22	14-9-43	Lille Nord A/D
23	15-9-43	Mareuil A/D
24	19-9-43	Beauvais Lille A/D
25	19-9-43	Lille Nord A/D
26	22-9-43	Eyrenq-Fauville A/D
27	23-9-43	Beauvais Lille A/D
28	24-9-43	Eyrenq-Fauville A/D
29	27-9-43	Conches A/D
30	10-10-43	Woomerich A/D
31	11-10-43	Beauvais Lille A/D
32	8-10-43	Lille Vendeville A/D
33	16-10-43	Beauvais Neuvillers A/D
34	24-10-43	St. Andre-de-Lune A/D
35	24-10-43	Beauvais Neuvillers
36	1-11-43	Torquayville A/D
37	1-11-43	Amsterdam Schipol A/D
38	5-11-43	Minesweeper Rocket Site
39	7-11-43	Meulan Morillon Aerodrome
40	7-11-43	Monsieur A/D
41	10-11-43	Lille Vendeville A/D
42	11-11-43	Minesweeper Rocket Site
43	21-11-43	Lille Vendeville A/D
44	26-11-43	Posuieres au Sauterie A/D
45	26-11-43	Audouard Village Supply D
46	29-11-43	Cherres A/D
47	12-12-43	Lille Vendeville A/D
48	6-12-43	Cambrai Neergoes A/D
49	6-12-43	Cherres A/D
50	4-12-43	Lille Vendeville A/D
51	3-12-43	Lauchung Site A-40
52	5-12-43	Lauchung Site A-19
53	5-12-43	Lauchung Site A-40
54	13-12-43	Amsterdam Schipol A/D
55	13-12-43	Lauchung Site A-58
56	20-12-43	Lauchung Site A-43
57	20-12-43	Lauchung Site A-43
58	21-12-43	Lauchung Site A-75
59	21-12-43	Lauchung Site A-85
60	21-12-43	Lauchung Site A-70
61	22-12-43	Lauchung Site A-44
62	22-12-43	Lauchung Site A-94
63	18-12-43	Lauchung Site A-94
64	30-12-43	Lauchung Site A-25
65	30-12-43	Lauchung Site A-57
66	30-12-43	Lauchung Site A-44
67	11-12-43	Lauchung Site A-67
68	11-12-43	Lauchung Site A-39
69	4-1-44	Lauchung Site A-54
70	4-1-44	Lauchung Site A-67
71	4-1-44	Lauchung Site A-54
72	4-1-44	Lauchung Site A-60
73	4-1-44	Lauchung Site A-37
74	8-1-44	Lauchung Site A-26B
75	7-1-44	Lauchung Site A-41
76	7-1-44	Lauchung Site A-26A
77	14-1-44	Lauchung Site A-70
78	14-1-44	Lauchung Site A-57
79	14-1-44	Lauchung Site A-110
80	21-1-44	Lauchung Site A-100
81	21-1-44	Lauchung Site A-86
82	23-1-44	Lauchung Site A-99
83	24-1-44	Lauchung Site A-85
84	24-1-44	Lauchung Site A-21C
85	29-1-44	Lauchung Site A-91
86	29-1-44	Lauchung Site A-29
87	3-2-44	Lauchung Site A-71
88	5-2-44	Lauchung Site A-54
89	5-2-44	Lauchung Site A-17
90	5-2-44	Lauchung Site A-81
91	6-2-44	Cornelille en Vrain A/D
92	6-2-44	Lauchung Site A-71
93	6-2-44	Cambrai Neergoes A/D
94	9-2-44	Tregues M.Y.
95	9-2-44	Lauchung Site A-9
96	10-2-44	Lauchung Site A-71
97	10-2-44	Lauchung Site A-89
98	10-2-44	Lauchung Site A-79
99	11-2-44	Amiens M.Y.
100	11-2-44	Lauchung Site A-28
101	13-2-44	Lauchung Site A-29
102	13-2-44	Lauchung Site A-56
103	13-2-44	Lauchung Site A-26A
104	15-2-44	Lauchung Site A-26B
105	15-2-44	Lauchung Site A-16
106	15-2-44	Lauchung Site A-77A

MISS N	DATE	TARGET
107	15-2-44	Lauchung Site A-92
108	23-2-44	Gize Rages A/D
109	21-2-44	Gize Rages A/D
110	22-2-44	Gize Rages A/D
111	24-2-44	Deelen A/D
112	24-2-44	Lauchung Site D-4
113	23-2-44	St. Trood A/D
114	25-2-44	Lauchung Site D-4
115	28-2-44	Lauchung Site D-4
116	28-2-44	Lauchung Site A-117
117	28-2-44	Lauchung Site A-83
118	29-2-44	Lauchung Site A-62
119	29-2-44	Lauchung Site A-12
120	29-2-44	Lauchung Site A-83
121	2-3-44	Lauchung Site D-4
122	2-3-44	Lauchung Site A-68
123	2-3-44	Lauchung Site A-68
124	7-3-44	Tregues M.Y.
125	3-3-44	Lesni Athies A/D
126	4-3-44	Malines M.Y.
127	3-3-44	Lauchung Site A-61
128	3-3-44	Lauchung Site A-39
129	3-3-44	Lauchung Site A-78
130	6-3-44	Giel M.Y.
131	7-3-44	Lauchung Site A-71
132	7-3-44	Lauchung Site A-77
133	8-3-44	Volke A/D
134	28-3-44	Lauchung Site D-4
135	15-3-44	Aulnoy M.Y.
136	10-3-44	Lauchung Site A-57
137	20-3-44	Giel M.Y.
138	23-3-44	Giel M.Y.
139	23-3-44	Haut St. Pierre M.Y.
140	23-3-44	Huron M.Y.
141	26-3-44	Imuden E. J. Buis-Pans
142	6-4-44	Hasselt M.Y.
143	10-4-44	La Haute Lun. Position
144	10-4-44	Namur M.Y.
145	4-4-44	Conches M.Y.
146	12-4-44	St. Ghislain M.Y.
147	13-4-44	Namur M.Y.
148	15-4-44	Surgate C.G.
149	19-4-44	Dinze C.G.
150	19-4-44	Malines M.Y.
151	20-4-44	Frisamp C.G.
152	20-4-44	Lauchung Site A-100
153	21-4-44	Lauchung Site A-119
154	22-4-44	Lauchung Site A-92
155	22-4-44	Lauchung Site A-88
156	23-4-44	Lauchung Site A-65
157	25-4-44	Namur M.Y.
158	25-4-44	Vassigneville C.G.
159	26-4-44	St. Cleme M.Y.
160	28-4-44	Giel M.Y.
161	30-4-44	Lauchung Site A-59
162	30-4-44	Bethune M.Y.
163	1-5-44	Doqui M.Y.
164	1-5-44	Valenciennes M.Y.
165	2-5-44	Valenciennes M.Y.
166	4-5-44	Dobelen C.G.
167	7-5-44	Mesures Chateville M.Y.
168	7-5-44	Barthelemy L. Faville C.G.
169	8-5-44	Namur RR Bridge
170	8-5-44	Namur RR Bridge
171	9-5-44	Lauchung Site A-11
172	9-5-44	Rouen RR Bridge
173	19-5-44	St. Marie-au-Bois C.G.
174	20-5-44	Dennin Pireux A/D
175	20-5-44	Bousmont sur Cle A/D
176	22-5-44	Beauvais Lille A/D
177	23-5-44	Mary C.G.
178	24-5-44	Beauvais Lille A/D
179	24-5-44	Cambrai Estrees
180	25-4-44	Large Bridge
181	26-3-44	Poisy Bridge
182	27-3-44	Louvrois RR Bridge
183	27-3-44	Maison Lefre RR Bridge
184	29-3-44	Nantes Gasscourt RR Bridge
185	28-3-44	Dreux Radio Station
186	29-3-44	Aulnoy Mans RR Bridge
187	29-3-44	Calais C.G.
188	30-3-44	Mantes Gasscourt RD Bridge
189	31-3-44	Rouen H.Y. Bridge
190	3-6-44	Ault C.G.
191	4-6-44	Ault C.G.
192	5-6-44	Calais C.G.
193	6-6-44	St. Martin de Verville C.G.
194	6-6-44	La Madeleine C.G.
195	6-6-44	Les Dunes de Verville C.G.
196	6-6-44	Houlgas C.G.
197	7-6-44	Amiens M.Y.
198	7-6-44	Mont Secour Schings
199	8-6-44	Les D.V.
200	8-6-44	Verrin H.Y. Bridge
201	10-6-44	Mont Barville C.G.
202	10-6-44	Catillon C.G.
203	11-6-44	Confines RR Bridge
204	12-6-44	Reims M.Y.
205	12-6-44	Bertruy M.Y.
206	13-6-44	St. Lis-Reperet Station
207	14-6-44	Thy M.Y. and RD Junction
208	14-6-44	Aras-an-Defend A/D
209	15-6-44	Bois de Bajer Amos A/D
210	15-6-44	Leval Defend A/D
211	17-6-44	Sannoches Forest Supply D
212	18-6-44	Forest d'Andane Supply D

Missions . . . (continued)

MISS N	DATE	TARGET
213	18-6-44	Launching Site A-101
214	20-6-44	Envy St. Julien Launching Site
215	22-6-44	Cheerbourg Hill Defended Area
216	22-6-44	Caen Chateau HQS
217	24-6-44	Cheerbourg C.G.
218	25-6-44	Fort d'Errouyes Fuel Dump
219	25-6-44	Caumont (Epesses) RR Embankment
220	25-6-44	Auderville C.G.
221	30-6-44	Conde sur Vire RR
222	4-7-44	La Bache Forest Supply Dump
223	5-7-44	Souches Forest Fuel Dump
224	6-7-44	Cantcha Forest Fuel Dump
225	8-7-44	Caen HQS
226	8-7-44	Battignery Orléans Fuel Dump
227	11-7-44	Fiers Fuel Dump
228	12-7-44	Fort de Conglas Fuel Dump
229	12-7-44	Nogent-le-Roi RR Bridge
230	15-7-44	St. La Defended Area
231	17-7-44	Rennes Fuel Dump
232	18-7-44	Denouville Defended Area
233	18-7-44	Nogent-le-Roi RR Bridge
234	23-7-44	Ganches Forest Fuel Dump
235	24-7-44	Sablé-sur-Sarthe RR Bridge
236	25-7-44	St. La Defended Area
237	26-7-44	Maingy Defended Area
238	28-7-44	Ecouche RR Bridge
239	30-7-44	Caumont Defended Area
240	30-7-44	South Caumont Defended Area
241	31-7-44	Tours-la-Ruche RR Bridge
242	1-8-44	Château de Lave R.B.
243	1-8-44	Le Luye Ammo Dump
244	6-8-44	Fort de Perseigne Fuel Dump
245	6-8-44	Fort d'Ardenne Fuel Dump
246	7-8-44	Le Lunde Ammo Dump
247	8-8-44	Juigny-la-Rocher RR Bridge
248	9-8-44	Beaumont-sur-Oise RD Bridge
249	9-8-44	Epernon RR Embankment
250	10-8-44	Fumes RR Bridge
251	0-8-44	Pompaux RR Bridge
252	11-8-44	Giel RR Bridge
253	12-8-44	Fleur Defended Area
254	13-8-44	Lisieux Enway Defended Area
255	18-8-44	Estevay RR Bridge
256	18-8-44	St. Malo C.G.
257	18-8-44	Falouts RD Bridge
258	17-8-44	Pont Audouin RR Bridge
259	16-8-44	Beaumont-sur-Oise Ammo Dump
260	23-8-44	Brest C.G.
261	26-8-44	Breil de Mont Fuel Dump
262	27-8-44	Rennes Defended Area
263	28-8-44	Fort de Laque Fuel Dump
264	30-8-44	Ile de Creahure
265	1-9-44	Brest Strong Points
266	1-9-44	Brest Bridges
267	3-9-44	Brest Strong Points
268	6-9-44	Brest Strong Points
269	6-9-44	Brest Strong Points (A-20's)
270	6-9-44	Brest Strong Points
271	9-9-44	Pas de Calais Defended Area
272	10-9-44	Kaizer Bridge (A-20's)
273	10-9-44	Fort de Hays Supply Dump
274	11-9-44	Metz Gun Positions (A-20's)
275	11-9-44	Metz Fortifications
276	11-9-44	Luxembourg A.D. (A-20's)
277	12-9-44	Scheidt Fortifications (A-20's)
278	12-9-44	Scheidt Fortifications
279	14-9-44	Brest Strong Points (A-20's)
280	16-9-44	Brest up Zoum Dike (A-20's)
281	18-9-44	Duero M.Y.
282	19-9-44	Duero M.Y. (A-20's)
283	23-9-44	Vieille M.Y.
284	23-9-44	Weymbach Dragon Teeth
285	30-9-44	Archeure RD Bridge
286	6-10-44	Duery Battery Area
287	6-10-44	Hazegra M.Y.
288	8-10-44	Hilf Mairies Comm Center
289	12-10-44	Aldershausen Comm Center
290	13-10-44	Ollingen Comm Center
291	14-10-44	Veule RR Bridge
292	10-11-44	Colmar Strong Point
293	11-11-44	Putzheim Comm Center
294	14-11-44	St. Wendel Storage Dump
295	18-11-44	Merzig Defended Village
296	23-11-44	Kaiserslautern Storage Dump
297	24-11-44	Gersheim Storage Dump
298	28-11-44	Bellay Mail Ammo Dump
299	29-11-44	Pas Defended Area
300	30-11-44	Germond Factory Strong Point
301	3-12-44	Friedenthal Strong Point
302	3-12-44	Neuwied-Hahn RR Bridge
303	8-12-44	Neuwied-Hahn RR Bridge
304	10-12-44	Bakel Defended Area
305	10-12-44	Colmar Area (Leuzert)
306	12-12-44	Schauswien Defended Village
307	13-12-44	Schauswien Defended Village
308	19-12-44	Germond Defended Village
309	18-12-44	Bismuthal Germond Units
310	23-12-44	Abbeville RR Viaduct
311	23-12-44	Niedergail Defended Village
312	23-12-44	Koos Karlsruhe RR Bridge
313	25-12-44	Koos Karlsruhe RR Bridge
314	23-12-44	Reinsingen RR Bridge
315	26-12-44	Abweiler RR Bridge
316	27-12-44	Annweiler RR Bridge
317	1-1-45	Koos Karlsruhe RR Bridge
318	14-1-45	Billy RR Bridge

MISS N	DATE	TARGET
319	16-1-45	Newwed Highway Bridge
320	21-1-45	Euskirchen RR Junction
321	22-1-45	Sinzig RR Bridge
322	26-1-45	Euskirchen RR Bridge
323	29-1-45	Bendol RR Bridge
324	29-1-45	Annweiler Bridge
325	1-2-45	Engers RR Bridge
326	2-2-45	Hilfeshaus Defended Village
327	3-2-45	Dalben Defended Village
328	6-2-45	Rheinbach Ammo Dump
329	8-2-45	Grenzbach M.Y.
330	9-2-45	Versen RD Junction
331	10-2-45	Berg Gladbach M.D.
332	13-2-45	Newwed Idols RR Bridge
333	14-2-45	Narvill Defended Village
334	14-2-45	Honnagen RR Bridge
335	16-2-45	Luxa Ordnance Depot
336	17-2-45	Meyen Bridge
337	21-2-45	Harfeld RR Bridge
338	21-2-45	Nastien Comm Center
339	22-2-45	St. Wendel Comm Center
340	22-2-45	Tückemühle CC (Low Level)
341	22-2-45	Herrng Kaval. C.C.
342	22-2-45	Selbach C.C. (Low Level)
343	23-2-45	Elndorf Communication Center
344	24-2-45	Versen Defended Village
345	25-2-45	Mechbach RR Junction
346	26-2-45	Garweiler Defended Village
347	28-2-45	St. Wendel Defended Village
348	1-3-45	Geers Ordnance Depot
349	2-3-45	Merxhausen Comm Cen.
350	1-3-45	Weybach Ordnance Depot
351	3-3-45	Kiss M.Y.
352	4-3-45	Bull Comm Center
353	3-3-45	Brading M.Y.
354	6-3-45	Lehrbach M.Y.
355	8-3-45	Trotzfeld M.Y.
356	8-3-45	Weybach M.Y.
357	9-3-45	Nastien M.Y.
358	10-3-45	Luppstadt M.Y.
359	10-3-45	Nastien M.Y.
360	11-3-45	Nidda A.D.
361	12-3-45	Hager M.Y.
362	12-3-45	Sagen M.Y.
363	13-3-45	Rhense A.D.
364	11-3-45	Tückemühle M.Y.
365	14-3-45	Colbe
366	15-3-45	Tückemühle M.Y.
367	15-3-45	Neunkirchen Comm Cen.
368	16-3-45	Heidrich A.D.
369	16-3-45	Lauder Bereska Area
370	17-3-45	Kaiserslautern M.Y.
371	17-3-45	Eindorf RR Junction
372	16-3-45	Wetzlar M.Y.
373	16-3-45	Krenath M.Y.
374	16-3-45	Nietz RR Bridge
375	15-3-45	Nassau RR Junction
376	30-3-45	Syden Ammo Plant
377	21-4-45	Dobson Comm Center
378	21-4-45	Stadlheim Defended Village
379	21-4-45	Stadlheim Defended Village
380	22-4-45	Stadlheim Defended Village
381	23-4-45	Dernbach Comm Center
382	23-4-45	Schermbeck Comm Center
383	24-4-45	Abbas Comm Center
384	24-4-45	Dreier Communication Center
385	25-4-45	Cherhoff Comm Center
386	26-4-45	Wurzburg M.Y.
387	30-4-45	Ehrenhausen Oil Storage DE
388	1-5-45	Erlach Comm Center
389	3-5-45	Hancke M.Y.
390	4-5-45	Craikheim M.Y.
391	8-5-45	Müncheln-Bermsdorf Ordnance D
392	8-5-45	Sodenhausen Defended Village
393	11-5-45	Neumberg Ordnance Depot
394	11-5-45	Kulmb M.Y.
395	12-5-45	Kreuzen Ordnance Depot
396	12-5-45	Hil RR Bridge
397	16-5-45	Zerbit Defended Village
398	16-5-45	Kreuzen Ordnance Depot
399	17-5-45	Magdeburg Defended Village
400	17-5-45	Kreuzburg-Wienhausen Defended V.
401	18-5-45	Neuhag Duesen Oil Supply Depot
402	18-5-45	Falkenberg RR Junction
403	19-5-45	Ulm M.Y.
404	23-5-45	Dagendorf Ordnance Supply
405	20-5-45	Witzburg M.Y.
406	21-5-45	Amberg-Puchheim M.Y.
407	24-5-45	Landsau-Strubing A.D.
408	25-5-45	Friedmann Ordnance Depot
409	3-5-45	Sied Ammo Dump

HONOR ROLL

Men of the 386th Killed or Missing in Action

Of more than 300 officers and men of the 386th who have been shot down behind the enemy's lines, approximately 176 are listed as Killed or Missing in Action. This is not an official list, but a list compiled from the Group's records shortly after V-E Day before it was possible to process all returning Prisoners of War.

MIA or			MIA or		
Name, Rank	Sqdn.	KIA	Name, Rank	Sqdn.	KIA
Adams, W. R., 1st Lt.	552	KIA	Danforth, S. M., 1st Lt.	552	KIA
Alfredson, C. W., Jr., S/Sgt.	552	KIA	Danowitz, S. B., T/Sgt.	553	MIA
Allenbrand, J. B., 1st Lt.	554	KIA	Dawson, H. A., Sgt.	553	MIA
Ambrose, J. C., 2nd Lt.	554	KIA	Davis, J. E., 2nd Lt.	553	KIA
Apps, E. J., S/Sgt.	554	MIA	Dennon, A. A., Jr., 1st Lt.	554	MIA
Baird, G. P., Jr., Cap.	552	KIA	Dilg, J. H., 1st Lt.	555	KIA
Balcom, L. D., T/Sgt.	555	KIA	Dorton, J. L., S/Sgt.	554	MIA
Becker, F. J., S/Sgt.	555	MIA	Dunn, G. H., Jr., T/Sgt.	552	KIA
Beeble, R. R., S/Sgt.	555	MIA	Ellington, B. W., S/Sgt.	552	KIA
Benjamin, J. S., 1st Lt.	554	MIA	Ellis, J. T., Sgt.	554	KIA
Bergeron, G. C., S/Sgt.	554	MIA	Evans, R. D., S/Sgt.	553	KIA
Bernauer, W. L., Cpl.	554	KIA	Faith, R. H., T/Sgt.	554	MIA
Beyl, R. N., Sgt.	554	MIA	Faverman, J., 2nd Lt.	555	MIA
Biby, R. H., S/Sgt.	553	KIA	Flinn, W., 1st Lt.	555	KIA
Biegelman, E. O., S/Sgt.	552	KIA	Graff, D. J., S/Sgt.	555	KIA
Birmingham, R. J., S/Sgt.	553	MIA	Guice, T., 2nd Lt.	555	MIA
Blue, V., 1st Lt.	553	KIA	Harr, H. E., Sgt.	553	MIA
Borrell, R. A., 1st Lt.	555	KIA	Harris, W. B., T/Sgt.	555	MIA
Bradley, W. T., Sgt.	555	MIA	Hartman, W. M., Jr., S/Sgt.	552	KIA
Bragg, P. W., S/Sgt.	553	KIA	Hazel, R. B., 2nd Lt.	554	MIA
Brandenberg, J. E., 1st Lt.	552	KIA	Hazlett, G. H., Jr., 1st Lt.	555	MIA
Briggs, F. O., 1st Lt.	553	MIA	Henry, L. A., T/Sgt.	553	MIA
Brower, W. F., 1st Lt.	554	MIA	Hercker, J. H., Sgt.	554	KIA
Bruck, J. M., 2nd Lt.	552	KIA	Hicks, W. D., 2nd Lt.	555	KIA
Brundage, W. A., 2nd Lt.	555	MIA	Higgenbotham, L. C., 1st Lt.	553	MIA
Brusman, J., S/Sgt.	553	KIA	Higgins, J. C., Jr., 1st Lt.	552	MIA
Burk, D. V., 2nd Lt.	555	KIA	Hoffman, G. E., Capt.	553	MIA
Canty, J. H., S/Sgt.	555	MIA	Hoffman, R. L., 1st Lt.	553	KIA
Carlquist, D. A., S/Sgt.	554	MIA	Holm, R. L., 1st Lt.	555	MIA
Carlson, J. M., 1st Lt.	554	KIA	Foppe, H., S/Sgt.	553	MIA
Clark, H. M., Sgt.	553	MIA	Houser, J. L., 2nd Lt.	553	MIA
Cochran, S. W., 1st Lt.	555	MIA	Hurley, G. M., 2nd Lt.	554	MIA
Coffey, W. J., Jr., 2nd Lt.	552	KIA	Jackson, C. A., 1st Lt.	555	MIA
Connaday, C. C., 1st Lt.	553	MIA	Jenkins, T. W., 2nd Lt.	553	MIA
Corbin, H. J., 2nd Lt.	552	KIA	Jokns, C. M., S/Sgt.	553	MIA
Cox, W. F., Jr., 1st Lt.	552	KIA	Johnson, E. G., 2nd Lt.	555	KIA
Coyle, T. P., S/Sgt.	555	MIA	Johnson, G. M., 2nd Lt.	555	MIA
Cubba, L. J., S/Sgt.	554	KIA	Kay, F. J., 1st Lt.	554	MIA
Curtis, R. E., 2nd Lt.	553	MIA	Kehn, L. A., 2nd Lt.	553	KIA
Cuthbertson, J. F., Sgt.	553	KIA			

HONOR ROLL . . . (continued)

MIA or			MIA or		
Name, Rank	Sqdn.	KIA	Name, Rank	Sqdn.	KIA
Kelly, D. E., Sgt.	553	KIA	Ray, W. C., 1st Lt.	554	KIA
Kichen, R., S/Sgt.	554	MIA	Regan, J. J., 2nd Lt.	552	KIA
King, H. M., S/Sgt.	555	MIA	Repeta, H., T/Sgt.	555	MIA
Kirk, L. W., S/Sgt.	555	MIA	Roberts, R. C., F/O	555	MIA
Kondak, S. F., Sgt.	555	MIA	Roth, H. J., 2nd Lt.	555	MIA
Krump, H. V., T/Sgt.	552	KIA	Rudy, J. J., Pvt.	554	KIA
Kulick, H. W., Correspondent.		KIA	Samuelson, M. L., S/Sgt.	555	KIA
Land, H. C., Sgt.	553	KIA	Schoffstall, D. L., S/Sgt.	554	KIA
Larson, C. V., 1st Lt.	554	KIA	Schultz, F. A., 2nd Lt.	554	KIA
Lawson, O. E., S/Sgt.	554	MIA	Shute, J., 2nd Lt.	553	MIA
Lehman, C. E., S/Sgt.	554	MIA	Slustrop, A. P., 1st Lt.	555	MIA
Lodge, F. W., Jr., 2nd Lt.	555	KIA	Smith, W. A., S/Sgt.	554	MIA
Lopez, A. A., Jr., T/Sgt.	555	MIA	Solley, J. H. C., 1st Lt.	552	MIA
MacDonald, M. S., 1st Lt.	554	MIA	Solomon, C. L., T/Sgt.	553	KIA
McCaslin, T. J., S/Sgt.	555	MIA	Somerville, P. F., Sgt.	555	MIA
McCleskey, D. F., S/Sgt.	554	MIA	Stetson, L. H., 1st Lt.	554	MIA
McCollum, S. D., 2nd Lt.	553	KIA	Stone, D. F., 2nd Lt.	552	KIA
McDaniel, R. E., 1st Lt.	554	MIA	Stonehouse, W. M., Sgt.	555	KIA
McGonigle, L. R., S/Sgt.	555	KIA	Sumlin, R. F., Lt.	553	MIA
McGrady, H. F., 2nd Lt.	554	MIA	Sundberg, W. A., S/Sgt.	555	MIA
McIntire, M. B., F/O	554	MIA	Swanson, F. E., Sgt.	554	MIA
McMullen, R. A., 1st Lt.	554	MIA	Tanck, D. D., 1st Lt.	554	KIA
McSweeney, J. J., 2nd Lt.	554	MIA	Thatcher, O. D., Capt.	555	KIA
Madison, T. L., T/Sgt.	554	MIA	Thornton, C. V., Major	555	MIA
Marrin, J. T., 2nd Lt.	555	MIA	Tiger, G. H., F/O	553	KIA
MarZalek, F., S/Sgt.	553	MIA	Tiller, H. A., 2nd Lt.	554	MIA
Meldrum, J. W. (Observer)			Trigonides, D. P., 1st Lt.	552	KIA
Major	461 AAA AW Bn.	MIA	Turner, E. E., Major	554	KIA
Melson, W. F., 2nd Lt.	555	MIA	Turner, W. E., S/Sgt.	555	MIA
Meserow, D., 1st Lt.	555	MIA	Upton, T. S., S/Sgt.	552	KIA
Meyer, W. A., S/Sgt.	554	KIA	Van Damme, W. A., S/Sgt.	552	MIA
Miller, C. A., 1st Lt.	555	KIA	Van Pelt, W. D., 1st Lt.	555	KIA
Miller, U. W., 1st Lt.	554	MIA	Vermette, A. J., S/Sgt.	552	KIA
Misner, H. G., Sgt.	553	KIA	Vogiatzis, G., Sgt.	554	KIA
Mitstifer, D. B., F/O	554	MIA	Volpp, S. E., S/Sgt.	553	MIA
Molnar, R. S., 2nd Lt.	553	KIA	Ward, E. J., T/Sgt.	554	MIA
Morgan, C. H., T/Sgt.	554	MIA	Webber, D. J., S/Sgt.	553	MIA
Murray, E. B., S/Sgt.	554	MIA	Weiss, D. L., Lt. Col.	555	KIA
Newell, W. R., Sgt.	552	MIA	White, L. P., Sgt.	554	MIA
Nordland, W. A., 1st Lt.	554	MIA	Whitehead, J. E., T/Sgt.	552	KIA
Owen, R. J., Capt.	555	MIA	Williams, R. D., Capt.	553	KIA
Pardridge, J. H., 1st Lt.	554	MIA	Williams, K. I., 2nd Lt.	553	KIA
Park, J. H., S/Sgt.	552	MIA	Williamson, R. D., Capt.	553	KIA
Parsons, F. L., 1st Lt.	552	KIA	Woody, J. H., S/Sgt.	544	MIA
Perkins, R. E., T/Sgt.	555	MIA	Woolsey, A. R., 2nd Lt.	544	KIA
Perry, J. D., Lt.	553	MIA	Working, R., Sgt.	553	MIA
Peterson, S. B., S/Sgt.	555	MIA	Young, J. P., Jr., S/Sgt.	553	MIA
Powers, C. D., Sgt.	553	MIA	Zimmerman, G. F., 1st Lt.	553	KIA
Price, T. U., S/Sgt.	555	MIA	Zitnyar, J., S/Sgt.	554	MIA

PART II

History of the Group from Activation to V-E Day

It was on 1 December 1942, almost a year after the treachery of Pearl Harbor that the 386th Bombardment Group (M) was activated under the leadership of Lieut. Colonel Lester J. Maitland. The organization took place at MacDill Field in Tampa, Florida, and was activated by III Bomber Command. Not the first B-26 group to be organized but one of the first, the personnel of the group was selected from the 21st Bombardment Group, an OTLI outfit, key personnel being handpicked by Col. Maitland himself and First Lieutenant Hankey, his Operations Officer. The four squadrons assigned to the group were the 552nd, 553rd, 554th and 555th Bombardment Squadrons.

It is interesting to look back at the staff as it was in the very beginning in light of the many changes that have been made and in view of the few remaining after the completion of the war against Germany. Colonel Maitland's executive officer was Major E. F. Quinn. First adjutant of the group was Lieutenant Little who later became executive officer of the 553rd squadron. Shortly thereafter Lieutenant George Dougherty took over the functions of adjutant, having served under Colonel Maitland in the Phillipines. S-2 was Major J. I. Mellen, S-3 Lieutenant H. G. Hankey, S-4 Lieutenant Marion B. Smith. Colonel Maitland's Engineering Staff was headed by Captain Carruth. Group Navigator and Bombardier were Lieutenants Raper and Economidis. Lieutenant Levin headed Group Communications and Captain Saar was the Group Surgeon. For Squadron Commanders Colonel Maitland placed Lieutenant T. G. Corbin in command of the 552nd Squadron, Captain F. W. Harris in command of the 553rd Squadron,

Captain T. I. Ramsay in command of the 554th Squadron, Captain S. R. Beatty in command of the 555th. The squadron adjutant jobs were held by Lieutenant Downs in the 552nd Bomb Squadron, Lieutenant Little in the 553rd, Lieutenant Wolfert in the 554th, and Lieutenant Lowe in the 555th Squadron. Lieutenant George Howard was a co-pilot in the 552nd Squadron. Flight Officer Lambert, who had been recently commissioned from a staff sergeant pilot, was a pilot in the same squadron. Lieutenant Friedman, Lieutenant Zoellner, Lieutenant Weicherz and Lieutenant Warren, all names to become well known in their various squadrons and in the group were newly commissioned from Miami OCS and were performing such tasks as personnel and supply in their various squadrons. Lieutenant Haire and Lieutenant Hogg were assistant intelligence officers in the 552nd Squadron and Lieutenants Jaffe and Moore in the 553rd and 554th Squadrons respectfully. Lt. Reeve was statistical officer in the 555th Squadron and Lieutenant McDevitt was statistical officer in the 553rd. Lieutenant Maletic was group armanent officer and Lieutenant Miller headed the Ordnance section of the 553rd Squadron.

Group Spirit

Having lived and trained together in the 21st Group, the 386th got off to a quick start with a spirit of inter-squadron friendliness and cooperation that was to characterize the development of the group through its training and throughout its operational history in the war against Germany. Enlisted personnel came to the group from all parts of the country, from

Bases of the 386th . . .



all types of units and with all kinds of records of service. They quickly captured the spirit and feeling in the group and it was not long before the entire organization had developed a character which made it almost apparent that a man either belonged or did not belong to the 386th.

The training program at MacDill did not differ a great deal from that to which all personnel had become accustomed in OTU and air crews were flying night and day. Ground crews were kept busy keeping planes flying. Headquarters and orderly room personnel were kept busy unsnarling the vast personnel problems, selling bonds and insurance and feeling out their commanding officers. It soon became apparent that there was a lot of fun to be had by all concerned but that there was a lot of work to be done also and that there was a commanding officer who demanded that the work be done but who wanted his men to have all the fun it was possible to allow.

Barracks life at MacDill was not a great deal different from barracks life anywhere. Conditions were a little better than some of the conditions in which the men were later to find themselves and a little worse than some. Passes to Tampa were allowed but restrictions were many and the MP's tough. All personnel who did not have special permission to be off the base over night were required to be back on the base at eleven o'clock. It took a pretty ingenious man to beat the system although many an officer and enlisted man found that he could fit, not very comfortably, but adequately, in the trunk compartment of the cars of the very few who were allowed access to the base after the curfew hours.

Club and recreational facilities were very adequate. The officers' club, although very crowded, was very elaborate and its mess considered good. The enlisted men had their own enlisted clubs which were also very crowded, but mostly personnel of the group did their effective operating in the vicinity of Tampa at such well known haunts as the Tampa Terrace, Flamingo Room, Columbia Restaurant and Larry Ford's.

Cross Countries

Flying personnel escaped the tedium of the training schedule with occasional cross country's upon returning from which they rounded out their training as true members of the Army Air Corps by learning to lie like

veterans. Stories of cross country's occupied fully 60 percent of the leisure time of the air crews, the other 40 percent was divided between playing cards, sleeping and eating.

The six weeks of the first phase of overseas training was completed on schedule and with a good record and group was alerted to move from Tampa to Lake Charles, Louisiana, where it was to go through its second and third phases of training. Rumors of what conditions were going to be like in Lake Charles were of course numerous. Most of the personnel had been in the Tampa vicinity for some months and naturally had grown roots and as is always the case in the Army, no one likes to move from where he is, as bad as it might be, for fear the next place is going to be so much worse. The advance publicity that Lake Charles got originating from the better latrines was very poor publicity indeed. No one wanted to go but of course no one could do anything about it. Just two months after the group was organized the planes took off and the ground crews entrained for Lake Charles.

Lake Charles did not turn out as badly as had been predicted. It had been an advanced flying training base and although it was much smaller and did not have nearly the same facilities as MacDill Field had had, it was a clean comfortable field and it did not take very long before the group felt pretty much at home at it. It was situated on the main highway about four miles west of the town of Lake Charles which the group discovered to be a pleasant, hospitable southern town in which it was not difficult to make friends.

Training Schedules

Training was the big thing at Lake Charles and everybody was knocking themselves out making and remaking the training schedules. The training was being done by squadrons under the direction of Group Operations and Group Intelligence. Each squadron had its own ready room in which the intelligence offices were set up. The building was a beehive of activity at all times.

The training program was like all training programs in that the group trained for tactics it was never to use. Some of the training was done under group auspices using squadron officers to give talks to air crews of the entire group. These were held in the post theater, which was a very nice

little theater but its wooden seats were no softer than wooden seats ever are. Such classes as Aircraft Recognition, Naval Vessel Recognition, First Aid, Geography, Map Reading, what little was known about communications and what little was known about evasion and escape were given. Everyone was, of course, green and inexperienced and only once or twice were these training classes conducted by combat experienced personnel. They received very good attention indeed since they stood out so strongly against the inexperienced instructors of the group's inexperienced staff.

Engineeringly speaking the men on the line kept busy keeping the planes flying. The program was ambitious and Lieutenant Hankey with the backing of Colonel Maitland drove the crews hard. Over the training period more than 8000 hours were logged in the air with only one accident to mar the record. The accident was a mishap experienced by Lieutenant Ben Ostlind with Lieutenant Gene Blackwelder as his co-pilot. They were going out to test a low level bomb sight they had been working on. One engine cut out and the plane was too low to do anything but bring it in on its belly in the swamp with its bomb bay doors open.

Stepping Out

It wasn't all work at Lake Charles however as it never has been all work with the 386th. Somehow members of the 386th always have managed to get around. Here at Lake Charles it was no different. In a town that was pleasant and free of strict MP's the group blossomed forth minus the disapproving eye of the strong right arm of the law. Such spots as The Palms, Bat Ghormley's, Blackstone Cafe, Charleston Hotel, Walgreen's, The Green Frog and the Avalon were favored with the group's patronage. The latter two and a few others alongside the road on the way to town provided wonderful steaks at, of course, exorbitant prices and had adequately stocked bars, a feature which never drove a member of the 386th away from a restaurant's doors.

The girls were plentiful, beautiful and friendly. Most of the men think of Lake Charles as a good army town because of the hospitality they received there. Possibly it was a case of coming events casting their shadows before them for even though the group was there a relatively short time Chaplain Odor kept himself pretty busy tying marital knots.

Housing was a pretty tough problem. Officers and men who had brought their wives with them from Tampa and those who acquired wives while in Lake Charles had difficulty finding suitable accommodations in town. In many cases the hospitable towns-folk took in members of the group and treated them as one of their own family until the group left.

As the second phase of training neared completion there were many inspections of all kinds—of airplanes and training records, of personnel records, show-down inspections, dental inspections and physical inspections. It began to be apparent that the War Department was going to find a use for the 386th in an overseas theater. Rumors were running rife. Guesses on the date for overseas departure constituted an important part of every bull session. At about this time the 344th Bomb Group, whose commanding officer was Colonel John Hilger of the Tokyo raid fame, arrived on the base for the purpose of participating in the Louisiana Maneuvers and with this group came Lieutenant Jewell C. Maxwell who was one of the 344th's squadron commanders.

Having done well in the various inspections and having been proclaimed nearly ready for combat the 386th became the Blue Air Force in the Louisiana Maneuvers then in

Silver Star

HUGO A. HYWARI, S/Sgt., 552nd Bombardment Squadron — *For gallantry in action while participating in aerial operations against the enemy on 14 January 1944. While participating in an attack upon heavily defended enemy installations in occupied Europe, the aircraft in which S/Sgt. Hywari was serving as Engineer-Gunner was repeatedly hit by anti-aircraft fire which severely wounded the Tail Gunner, painfully wounded the waist gunner in the right hand, and shattering S/Sgt. Hywari's top turret, injured him in the face and right eye. Although suffering severe pain from his wounds, S/Sgt. Hywari realizing the weakened defence of the plane occasioned by the injuries to the other gunners, remained gallantly at his gun position, refusing medical attention until the plane was clear of enemy territory. His brave action brings great credit both to himself and to the Army Air Forces.*

progress. Since this was the nearest thing to simulating actual combat conditions interest ran high. Briefings were held in the large hall of the headquarters building and S-2 and S-3 personnel busied themselves with intricate mysterious code devices for locating targets. First Lieutenant Ray Sanford and Second Lieutenant Tom Haire were dispatched on DS to the 2nd Air Support Command as Liaison between the group and the Armies in the maneuvers.

The part the 386th played in the maneuvers was not a great one mainly for two reasons. For the first two weeks communications were not working and secondly just as these difficulties were being ironed out the alert orders for the overseas movement reached the group which began to nail the lids on its cases and pack its «A» and «B» bags which were packed and unpacked for one inspection after another no less, some of the men will swear, than sixteen times.

Security

Security talks were given to all personnel and a security silence clamped down. None-the-less for the latest information on when the group was to leave and what its probable destination was, everyone in the group admitted that the straightest dope could be gotten at Walgreens. Certainly most of the Walgreen predictions came true.

The complete air echelon left 27 April 1943 by train. It was probably the first time the group as a whole realized that it had become as one large family. Most of the ground personnel certainly wished it could have gone along with the air echelon and it left those staying behind with an empty feeling of having nothing to do. There was speculation as to whether the air and ground echelons would ever get together again and whether or not the group would ever see its equipment again.

It wasn't long however that those left behind were kept waiting. On 8 May 1943 the two troop trains that were to take the group to Camp Kilmer backed into the sidings and with the post band playing, the group divided into two parts and boarded the trains. Captain Christian and Captain McKinney were the two train commanders. It so happened that the sidings had not been used by anything heavier than a few empty flat cars in some years and it is distinctly remembered by a large percentage of the group that it took

six hours to go the first twelve miles until the train eventually reached the main road bed.

Camp Kilmer

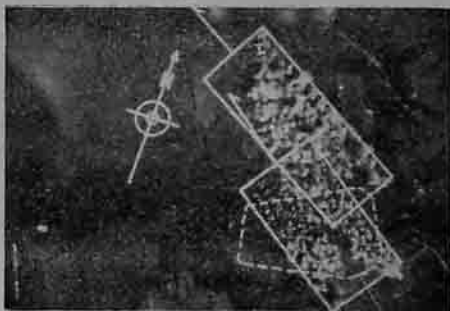
There is probably not a lot of difference between ports of embarkation but since fate decreed that the 386th was to be processed by and to pass through Camp Kilmer, this camp constitutes the group's impression of a port of embarkation and by and large it is not a very favorable impression. Everything that had already been done in preparation for going to a port of embarkation, of course, had to be done all over again. Clothing was issued and taken away and reissued and taken away again. The men practiced getting aboard ship and they had a landlubber's version of «abandon ship» procedure. Censorship of mail started which was a new experience for both the enlisted men who wrote the letters and for the officers who had to read them. The only bright spot in the entire period of the stay at Camp Kilmer were the relatively few occasions upon which the men were allowed an evening pass to New York City which was some forty miles away. For those who lived in New York and New Jersey it was a real break and many of the members of the group had a few last evenings at home with their families. For the most part, however, men of the group were seeing New York for the first time and it would shock the average New Yorker to have heard the description of New York as related by these men after their two or possibly three visits to the Great White Way.

Camp Kilmer is no different from any other Army post in that its latrines were sources of just as good rumors as can be found on any Army post. The rumors here were mainly along the lines that the group was destined to be there two or three months while the War Department made up its mind whether it would send it to England or the Pacific. Fortunately if a decision was to have been made it was made in the direction of moving the group out some two weeks after its arrival. The group entrained again loaded down with field packs, wearing steel helmets, carrying its heavy «A» bags and its Car-bines. The officers were carrying a wide assortment of miscellaneous baggage most of which, before very long they wished they had left behind. The train carried the group to Hoboken, New Jersey, where it was to board a ferry to carry it across the Hudson River to Pier 79 where the Queen Elizabeth docked.

Typical Targets . . .



Marshalling Yards
(*St. Wendel*)



Storage Dumps
(*Forest D'Ecouve*)



Coastal Guns
(*Brest*)



Bridges
(*Maison La Fitte*)



Rocket Sites
(*Sottevast*)

A band played military marches as the thousands of men who were to board the transport waited on the crowded dock. The men kept themselves pre-occupied trying to remember the newly assigned secret code numbers and letters designating each unit and the numbers in chalk on their helmets. Most of the men were at this stage pretty homesick, bewildered, sore at being pushed around and ready for anything except a duplication of Camp Kilmer.

Good Queen Liz

The group was at this time under the command of Captain Christian who was the senior ground officer and who was at the time the S-2 officer of the 553rd Squadron. At the time, it is probably safe to say, there was not a man aboard the Queen Elizabeth who would want ever to be reminded of the trip. After the first expressions of amazement at the size of the Queen Elizabeth and after the recovery from their first interest and bewilderment it became quickly apparent that the trip across the ocean was not as advertised in the Cunard Star Line's four colored advertisements in the country's best magazines. Sardines in a can had at least elbow-room which is more than the members of the 386th Bomb Group had in the quarters assigned to them. Men were allowed to sleep in bunks only every other night. On the odd nights they slept in the halls or out on the enclosed decks. They could not sleep out on the open decks which most of the men would have preferred because there was a ship regulation against that. There were fire drills and boat drills it seemed incessantly. Actually there was only one a day but whenever a man was not scrambling up and down the stairs he was standing in a chow line, which was a full city block long, for one of the two meals of the day. By the time the man reached the mess line he had forgotten whether he was there for the first or the second meal. The rest and comfort so widely advertised by the steamship companies was noticeable only by its absence. Men were stacked in some cases five high and that was every other night. On the odd nights they were stacked just one high but two inches separated from the next man and on the hard steel floor.

When it came to the officers rank had its privileges. In a small single stateroom if it was to be occupied by second lieutenants

Commendation

After Group's attack, 14 June 1944, on Road Junctions in town of Flers, from Commanding General, IX Bomber Command:

«Overall assessment shows IX Bomber Command's bombing on 14 June to be the best it has ever done. Your bombing at Flers . . . was excellent and did much to raise the average. I congratulate and commend you not only for your performance on this occasion but for the consistently good results you are obtaining.»

ANDERSON

only eighteen officers were assigned to the room. Anyway you sliced it it was rough, it was crowded and it was not a good trip.

It was taken pretty well - - surprisingly well - - by all concerned. With all the regimentation, with all the confusion, with all the crowding, the men of the group showed good spirits. Remarkably few of them showed the irritation that any normal American would have definitely shown under any other circumstances but the circumstances of going overseas to where the group could get on with the work it was trained for and the men could get on with the work for which they entered the Army.

The Queen Elizabeth was a fast ship which proceeded without escort although because it did so it had to sail an evasive course. Each twenty minutes there was a violent change in course which heeled the ship well over to its side to foil any enemy submarines which were sailing an intercepting course. The Queen Elizabeth was no different from an army base - - in fact it really was a colossal army base and judging by the personnel one could almost say an army air base for most of the personnel were Air Corps and those who were not belonged to units servicing the Air Corps. All the ship lacked were air crews and aircraft.

Rich Men—Poor Men

For entertainment there was very little. There was the public address system which gave the news and which issued those orders

that sent personnel from the bottom-most decks of the ship to the very top scrambling from one drill to another or from one meal to another. After dark none of the personnel could go out on deck and the ship was completely blacked out. But where the ship could provide no organized entertainment the officers and men managed pretty well, if not to entertain themselves certainly to fill up their time. Gambling, mainly of course poker and craps, attracted the large numbers and fortunes were made and lost overnight. The men who were lucky on the last night of the trip probably carried off 80 percent of all the money that boarded the ship. Private Morris Coopersmith had at one time about 75 percent of all the money on «B» deck. As far as it is known the only man in the group who financially bettered himself as the result of the crossing was Coco who was one of the fortunate ones to have his streak come during the last part of the trip.

The first contact with the continent occurred after the Queen Elizabeth was some three days out of New York when through the fog and low overcast could occasionally be seen an RAF Coastal Command B-24 under whose watch the boat proceeded. It was relieved by other RAF Coastal Command Liberators until the ship came in sight of land. First sight of land came early the morning of June first, off the starboard bow. The land was Northern Ireland and to most of those on deck it was a real thrill. As the Queen Elizabeth entered the channel into the Irish Sea and proceeded up the Firth of Clyde to Gourock, men of the group, and in fact all the men on the ship, stood three and four deep by the rails looking at and commenting on the land upon which they were soon to debark. The harbor of Gourock, not far from Glasgow, is deep into the Firth of Clyde and was at the time a very busy harbor. There were naval vessels of all types including escort carriers and destroyers. Harbor craft flying the British Ensign were hurrying to and fro. A great many of the craft were manned by WRENS of the British Naval Service who needless to say drew an appropriate volume of whistling from the representatives of the 386th.

Invasion of England

The problem of debarking more than 20,000 officers and men was a great one and was done in lighters which plodded back and forth between the ship and the docks carrying

the men of the group loaded down with full packs, helmets, «A» Bags and arms. Arrival of the lighters was greeted by a Scottish band and was the most enthusiastic reception that most of the men in the group had received since they had been in the army. They were a proud group as they stepped out of the lighters onto the dock and were served doughnuts and coffee by smiling Scottish girls working for the American Red Cross. The regimentation and pushing around continued, for the men could not break ranks. They marched along the station platform which backed right onto the dock and filed into the queer little compartments in the queer little railway carriages of the queer little English train. The people of Scotland seemed glad to see the group for though there was little they could do, they did everything they could.

As all trains will, this train eventually pulled out, not noisily, not quickly as American trains would, but quietly and slowly in the early evening. To most men it was astounding how light it still remained in spite of the fact it was nearly nine o'clock and as it grew later the fact that it continued to remain light was still more astounding. The group, of course, had no way of knowing about British Double Summertime.

The destination of the group was still unknown to all but probably the train commander and he, even though he might have known the name of the destination, probably did not know its geographical location in the British Isles. Though all concerned were tired from the long day of debarking all remained awake in their compartments looking out the train windows at the interesting new country-



General Eisenhower looks over equipment display.

side until nearly midnight at which time they dozed, probably dreaming nice dreams of home, of Scotland and wondering what England was like.

Morning found the train running at a good pace through big towns and small villages and stopping very seldom. Stops were made in the stations at Lancaster and at York at both of which places volunteer English women gave out cakes and coffee - - the coffee being of English variety and much of it was secretly but quickly dumped out the windows on the offside of the train. At this stage of the game the bewilderment of most members of the group had returned, and very few

had any idea where Lancaster or York was in the British Isles and almost none having any idea where the train was headed. Eventually it became apparent the train must be nearing its destination for it left the main lines and was off on a single track road through lovely country which was greener even than the rich green that everyone noticed when they first saw English soil. It was mid-afternoon when the train pulled to a stop at a very small station and the word quickly passed through the cars "This is it." On the platform were a few RAF officers and a few American officers and enlisted men two of whom were recognized as Major Mellen and Lieutenant Levin who had constituted part of the group's advanced party. The group was together again!

Silver Star

WILLIAM H. NORRIS, S/Sgt., 553rd Bombardment Squadron — *For gallantry in action while participating in aerial operations against the enemy on 29 November 1943. During the bombing run over an objective in enemy occupied Europe, the B-26 type aircraft in which S/Sgt. Norris was serving as tail gunner was struck by a heavy concentration of flak which destroyed the hydraulic system and one tail gun, and crippled the right engine. Immediately afterwards the plane was attacked by six enemy fighter craft which shattered the top turret, disabled the rudder, and incapacitated the waist gunner. With the top-turret gunner firing blind through lack of visibility and with the waist guns unmanned, S/Sgt. Norris, firing his remaining tail gun, shot down one fighter that was attacking the crippled aircraft from the rear. As the aircraft with rudder damaged lurched downward, S/Sgt. Norris was violently thrown into the waist of the plane, where, seizing the gun, he warded off two fighters maneuvering for position. Then, returning to his tail gun, he successfully shot down another enemy fighter, and, alternately firing the tail and waist guns, he kept the remaining aircraft out of effective range until fighter cover was reached. By his almost single-handed defence of the airplane, Sergeant Norris was directly responsible for the safe return of the aircraft and the crew. His heroic action and gallant devotion to duty reflect the highest credit upon himself and the Armed Forces.*

Snetterton Heath

Piling out of the railway carriages the men lined up in formation and were marched off across the tracks down a small narrow country road in the direction of what was to be the group's next home.

The first thing of a military nature to strike the eye was a camouflaged Nissen hut which can best be described as a corrugated tin affair resembling the upper 3-4 of a beer barrel lying on its side. The only windows were at either end, the ends being made of brick and in some cases wood. The group was to see many of these before it left England and almost everyone in the group was to live in one of them and work in one of them for the duration of his stay in Britain.

The one thing that impressed all of the men was how relatively few huts there seemed to be and this they later learned was due to the wide dispersal used in the laying out of air fields in England, one of the precautions against enemy air attacks. It was obvious that the squadrons were going to be widely dispersed and that there were going to be great distances to be travelled from the living sites, to the working sites and to the line.

The field at Snetterton Heath was nearly completed and had been finished even to the extent that the grass which had been planted in the areas of excavation had come up and there was the feeling that here was a base in which the 386th could certainly be comfortable. The apparent comforts and the pleasant setting came as a surprise. It was not at all

Typical Targets . . .



Airfields
(Amsterdam-Schipol)



Railroad Sidings
(Mont Secret)



Flying Bomb Sites
(Agenvillers)



Communications Centers
(Zerbst)



Railroad Junctions
(Euskirchen)



Barracks Areas
(Landau)

as everyone had pictured an overseas camp would be.

Rationing

It was here that members of the group first tussled with the problem of English money and the English government came in for a great deal of criticism for having devised so complicated a system of currency that it required a scholar in higher mathematics to figure out how much in good old American dollars he was being paid. It was here also that the group got its first taste of rationing. Cigarettes, cigars, candy, tobacco and matches were rationed on a weekly basis and each member of the group was issued a card and could only get his weekly rations by presenting his card to be punched. The ration for the week of the group's arrival was seven packages of cigarettes or fourteen cigars and two bars of candy.

It was also discovered that Colonel Maitland was to be not only Group Commander but Station Commander in charge of the entire post which began speculation as to what this might mean for the individual members of the group.

Rumors were no less frequent than at any of the other bases at which the group had been stationed and the only difference was that most of the rumors were of a more serious character. It had leaked out that the 322nd Group during the first part of the month of May had had two disastrous missions. Lacking the true facts the rumors were wild in the extreme. It was heard, presumably straight from the 322nd Group, that that Group had dispatched ten aircraft on a mission and that none of them had returned. This



Generals Eisenhower, Bereton and Thatcher inspect a bomb bay.

turned out to be the case but since there was a security blackout on any of the details rumors spread and grew more fantastic. The morale of the newly arrived air crews took a sharp nose dive.

One of the first things the men were very quick to notice was a complete absence of MP's. The tremendous size of the base and the fact that only certain parts of it were fenced in with coiled barbed wire made the restriction which had been imposed a restriction in name only. The more venturesome members of the group went off the base the very first night they arrived. Some of them managed to find a country dance and some even managed to get as far as Norwich, seventeen miles to the north-east and the following day the tales about the English girls spread like wildfire throughout the group. They were wonderful; they were terrible; they were beautiful; they were ugly; they were hospitable; they were cold. It just depended on who was telling the story and where he had managed to sneak off the night before.

Rumors and Facts

From members of the advanced party stories of London and of other of the big towns, of the RAF and of the few American heavy groups who had already been in England for some months, started to spread through the group. This was somewhat of a different story, a story of admiration for the English people for the way they were geared for war, for the way they had withstood the blitz, for the way they were cooperating in helping the Americans set up. There were still few enough Americans in England at that time that Americans were an oddity and had little trouble getting to meet the English people.



Gen. Eaker with Col. Maitland after talking to air crews prior to going into operation.

Rolling Stones

The prospects looked good. The group was comfortably situated on a large country estate. There was no mud, grass was green, and the weather was fine. The men of the group kept saying to each other that this was too good to be true. It was too good to be true for within a week orders came to move and exactly one week after the group arrived it departed for its next station further south in East Anglia.

This move which was the result of a reorganization within the Eighth Air Force was made in order that the three wings of heavy bombers and the one wing of medium bombers could be separated for purposes of better operation. After the first raids by the 322nd Bomb Group it had become apparent the medium bombers presented problems not encountered in the operation of heavy bombers and it was about this time that the Third Bombardment Wing with its three bombardment groups was transferred to VIII Air Support Command.

The trip itself from Snetterton Heath to Boxted, which was the name of the new base, was not a long one and for a change during a group move it did not rain. It was hot however, when the train pulled into Dedham Station and the men had to march under the broiling sun from the station to the new base. It was apparent upon arrival that this was really a new base for it was not completed to anywhere near the degree that Snetterton Heath had been. Although there were many of the now familiar Nissen huts, there were many more huts and buildings still under construction. There was more dirt and mud lying about and less of the nice green rolling fields that had made Snetterton Heath such a pleasant setting.

The group settled down quickly however, and almost immediately upon its arrival the remaining air crews which had travelled the northern route via Newfoundland, Iceland and Scotland arrived. The group had been told that this was to be its base for some time.

Letters Home

Visiting officers from higher headquarters came down to deliver security talks. No one was allowed to leave the field until he had attended this lecture. Letters home for the next month said little more than «We have arrived and are now based somewhere in Eng-

Distinguished Service Cross

WILMA T. CALDWELL, Jr., Second Lieutenant, Air Corps, United States Army. — *For exceptionally meritorious heroism while participating in a medium bombardment mission over enemy occupied Europe, 22 August 1943. Shortly after the completion of the bombing run, the airplane piloted by Lieutenant Caldwell was attacked by an enemy fighter, which resulted in an engine being damaged, and a fire, which involved the fuel tanks, being started in the bomb bay. Faced with the imminent destruction of his crippled and almost unmanagable plane, subjected to the intense heat of the growing fire, and in spite of radio warnings from other pilots in his formation, Lieutenant Caldwell chose to remain at the controls of his ship, keeping it in a controlled glide in order to give his crew an opportunity to escape. After the fourth man had parachuted to safety, the plane exploded in midair. The gallantry displayed by Lieutenant Caldwell in sacrificing his life for his comrades is in keeping with the finest traditions of the United States Army.*

land, I am well.»

Colonel Maitland, Captain Hankey and Lieutenants Raper and Economidis attended frequent meetings with operations staffs of the other groups at Third Wing Headquarters which had moved from Elvedon Hall to Marks Hall some ten miles to the west of the new base, for the purpose of discussing how the medium bombers were going to be employed. None of the groups were operating pending the decision arrived at as the result of these meetings but a training program was instituted to acquaint air crews with the Allied and enemy operational planes which might be encountered over the continent. There were also many classes in British Flying Control Procedures, Air-Sea Rescue, Escape and Evasion, Flak and Evasive Action, German Fighter Tactics and even the use of oxygen. The intelligence section began to gather, mainly from Air Ministry sources through Third Wing, colossal amounts of target material, large numbers of maps of all scales and numerous bits of mimeograph dope on the enemy. It began to set up its situation room which was located in the headquarters area just a

few paces away from operations and only 50 yards from the headquarters building itself. The sign on the door restricted admittance to Colonel Maitland, Major Quinn, Captain Hankey and intelligence personnel. Even squadron commanders were not permitted to enter.

Eventually word came down that the 323rd Bomb Group was to go on its first mission on July 16th. It would be a great understatement to say that news of how the 323rd fared on its first mission was eagerly awaited. Rumors spread before the news came in. Rumor had it that they lost as many as four or five planes. Actually the news was good. They had attacked a marshalling yard at Abbeville and while they encountered flak they had not in fact lost any planes and had met no fighters.

Diversions

A few days later they went out again, this time with the 322nd and the 386th flying a diversion mission to points over the channel for purposes of confusing enemy radar. Again to the astonishment of members of the group all of the 323rd planes returned. The group flew four diversion raids before it actually went into operations. This was the crews' very first experience with briefings and interrogations. At briefings they were told little more than the navigational data they needed to know for flying over the channel and at interrogations there was little to tell for most of the time had been out over water. Knowing little of what would be the anticipated reaction of the German Air Force to the Marauders' new activities in the ETO and feeling that Herr Goering would make every effort to squash the enthusiasm of the newly arrived medium groups, a heavy reaction by the German Air Force was expected. The group's gunners were probably never more alert than they were on these first diversion missions.

On the fourth of these diversions the 322nd joined the 323rd and got their feet wet for the first time in a real medium level bomb operation. It was obvious that it was just a matter of days before the 386th would go out on its first mission. The tension was high. Although the talks on ditching procedure, air-sea rescue and escape served to bring a certain amount of reality to the training program most of the air crews wanted to be on the first loading list.

Night of July 29th

On the night of July 29, 1943, came the group's first field order, teletyped paragraphs of instructions that took the combined efforts of the entire operations and intelligence staffs to fathom. Looking back on that evening it is interesting and even amusing to remember the confusion and effort that went into the preparations for that mission. The inexperienced intelligence and operations staff of the group were alerted in their entirety. Some eight officers and at least twelve enlisted men in the intelligence section had some part in the preparation of that one mission. The operations office was a beehive of activity with all hands present and beavering about. The intricacies of working backward from the zero hour to a time at which to awaken the crews, to a time to feed the crews, to a time at which to get the crews to briefing, to a time at which to start engines, to a time at which to take off, to a time at which to complete making the formation over the field, to a time at which to leave the field in formation and finally to a time at which to rendezvous with the fighters, had the operations staff tied up for most of the night. Everyone in the section was refiguring everyone else's work. The situation in the S-2 block was no better. Officers were running back and forth between the situation room and the file room picking up maps of all scales and of many more areas than were needed. Photographs were procured from any source possible. Landfall pictures fifty miles on either side of the proposed landfall were pulled out and displayed on the walls of the situation room. Visitors from Third Wing, not very experienced themselves, came down in the middle of the night with one or two photographs which, since they were the only ones



Crews leave briefing and take trucks to their planes.

Lake Charles to St-Trond . . .



Final inspection and parade at Lake Charles prior to leaving for overseas.



Group's aircraft lined up on the line at Lake Charles upon completion of overseas training.



Parade and air show as group is awarded Unit Citation following V-E Day.



Brigadier General Sanders decorates group standard at presentation of Unit Citation.



Brigadier General Sanders congratulates Colonel Corbin upon award of Silver Star and Croix De Guerre.

in the entire command, could not be left with the group and therefore the lead bombardier and the navigator, Lieutenant Dunn and Lieutenant Slein were awakened and brought up to be given a fleeting glimpse of the photographs which, after they had had a look at them, were carefully rewrapped in their secret envelope and taken back to Third Wing Headquarters by their courier.

Flak data from every source was gathered and posted on the 1:50,000 scale map which was being used for the planning of the bomb run. Guns from the German «88» down to little automatic machine guns were plotted. During the evening Colonel Samuel E. Anderson, then chief of staff of the Third Bomb Wing, came down to visit the situation room to see what progress was being made. What his impressions were no one ever officially heard and it is very likely that he was impressed more with the number of officers and enlisted men working on the mission and with their diligence than with the efficiency and economy of their efforts.

At midnight mess personnel were roused and at two o'clock CQ's woke up the operations officers who personally went around from bed to bed and rounded out the crews. At 2:30 most of the crews went through the motions of eating breakfast in a room that was filled with the electricity of anticipation. At three o'clock the briefing room was already crowded and filled with smoke from the lungs of the chain smoking and by now wide awake pilots, bombardiers, navigators and gunners.

Obstacles to Progress

Naturally at just this time the power failed and there were no lights in the briefing room. The communications staff under the direction of Lieutenant Levin went into action. Lieutenant Cook, communications officer of the 552nd, working furiously against time, managed somewhere to find a putt-putt to rig up and got enough light to illuminate at least part of the briefing room and to run the projector. Selected to conduct this first briefing were Captain Hankey for operations, Lieutenant Hogg for intelligence, Lieutenant Levin for communications, Lieutenant Anderson for weather, Captain McKinney for security, Lieutenant Raper for the navigators, Lieutenant Economidis for bombardiers and lastly Colonel Maitland, who had set himself up to lead

this first mission, with Captain Tom White as his pilot.

Briefing took something over two hours and probably all that can be said for it was that it was undoubtedly the most complete, if also the most disjointed briefing the crews of the 386th ever had.

The crews who had been checked off for security reasons as they entered the briefing room dramatically emptied their pockets and were given their escape kits and escape money as they left the briefing room. Half hour after briefing was over engines were started. Fifteen minutes later the first plane was in the air.

It took nearly a half hour to get the twenty-one planes of the group into formation over the field and then begin the long climb to altitude which at that time had to be reached over the field so that for a full hour after taking off planes droned noisily over the field, building up the already heightened suspense that everyone on the field felt from the KP's who prepared their breakfast, the cooks who cooked it, the CQ's who woke the crews, armament men who bombed up the planes and ordnance men who fuzed the bombs, intelligence and operations men who helped prepare the mission, the crews who were left behind, right through to the supply men who issued them their clothes.

First Mission

Approximately an hour after take off with the formation almost out of sight at 12,000 feet, suddenly all became quiet. The formation had left, flying east to Clacton where its rendezvous with the fighters was to be made.

It was an excited bunch of crews that came in for interrogation and unfolded the story of the first fighter attacks that any of the medium bombers in the ETO had ever had, and of the first medium bomber to go down in medium level operations.

The crews that were on that mission told and retold the story of the mission and how they felt through every phase of it to the interested but nervous crews that had been left behind. After this rough mission the crews were far from sold on the value and the efficiency of medium level operations in the ETO. For the next several months the group half hopefully indulged in the speculation that it was to move again to some theater where the flak and fighters were not so tough.

Thus started the group's long period of operations against the German enemy. With each mission preparations smoothed out and became more efficient, more routine. Within the next four weeks there was a vast improvement in every section that had anything to do with the preparation, planning, briefing and the actual carrying out of the missions.

Colchester

Although the field was called Boxted Air-drome very few of the men ever did find where the town of Boxted was. The center of the group's off time operational activities was the garrison town of Colchester, an English town of historical interest dating back beyond the days of the Roman conquerer. The town itself was garrisoned by British troops and had been garrisoned by both Australians and Canadians so that the girls of Colchester had handled the advances of the best men from all corners of the world. They had not, however, yet encountered the lotharios of the 386th who it can now be told, took the town completely by storm. A city of about 40,000 it lay down a long hill from camp approximately two miles away. A very large proportion of the men in the group who were permitted to leave the base spent all their spare time there and made many good friends.

At the time there were relatively few heavy bombardment groups in England, only two other medium groups and there were no American fighter groups. Americans were still somewhat of a novelty. The men wasted no time, as far as Colchester was concerned, in letting the novelty of the Americans wear off.

One of the things that happened while the group was at Boxted was the procurement and issuing of bicycles, not to all personnel but to a large enough percentage of personnel that almost everyone had a bicycle available to him for cruising about the countryside. There was a Red Cross Club in town, several good restaurants, probably the best known of which was The Cloisters. Among the pubs where it was always easy to find a contingent of the 386th were the Rose and Crown, The Cups, The Bull, The Red Lion and The George Hotel.

Already the group began to become acquainted with new units which were coming on the base to service the group. The 76th Air Service Squadron, the 20th Station Complement Squadron, 2045th Fire Fighting Pla-



Bicycle built for three.

toon, 1769th Ordnance Company and the 1176th MP Company were those among the new units which were to be with the group to the end of its operations against Germany.

First Replacements

Already the first air crew replacements began to arrive to the surprise and consternation of the original combat crew members who made such appropriate remarks as «My God! Are they expecting to get rid of us that soon?» At first the arrival of these replacements was resented but it was not long, what with the pace of operations, that it was seen that these replacements were necessary and the old crews were soon very glad indeed to have them alternating with them particularly as the missions became rougher and rougher.

The group spent a beautiful summer at this base in Boxted. It had soon settled down for a long stay, always a sign that it will not be long before it would be necessary to move. During the summer a system of passes was set up and everyone in the group had been to London at least once. Apart from the difficulty sometimes encountered in getting hotel rooms London proved a good operational base for the 386th operators.

It was during this summer that most of the members of the group experienced their first bombing. There were a number of air raid alerts shortly after the group arrived at Boxted but none of them were taken very seriously and most of the members of the group had just wandered out of their huts and looked up in the sky to see what an air raid looked like. It wasn't until after a 500 pound bomb was dropped just about midway between the Headquarters and the Service Squadron site that the group took the potential enemy bomb-

ing threat seriously. On that occasion two men were killed and 29 men wounded. That very afternoon each man had his own personal slit trench and for the next few months the sound of the siren found all the slit trenches occupied.

Butterfly Bombs

The only other occasion where bombs were actually dropped on the field was a few days after this original bombing when two German fighters dropped cannisters of «butterfly» bombs between the flying control tower and the perimeter track across one of the runways. Each of the cannisters contained a number of individual «butterfly» bombs which were little more than small land mines. Though small they were capable of killing and maiming. Nobody was hurt in this raid but it was some time before the bomb disposal squad made that part of the field safe to cross.

In addition to these bombings most of the group had been in London during London attacks and were alternately scared to death and thrilled at the defenses of London. Air crews compared the tactics used by the German Air Force with their own tactics against German targets and all of them were unanimously damn glad they never had to fly over London. Some of the men became as adept as the Londoners at distinguishing between the «crumph» of a falling bomb and the «crack» of big anti-aircraft guns.

Officers' First Party

It was here at Boxted also that the officers of the group threw their first party in England. Giving the party had been delayed because an officers' club had not yet been completed. Shortly after the group arrived work was started in building a wing to the officers mess for a reading room and a place in which to hold a dance and for two long months this wing was under construction. In the meantime the officers were meeting and getting to know the girls in the vicinity who were to be their first guests at a party. Colonel Maitland made arrangements with Colonel Anderson, Commanding Officer, 3rd Bomb Wing, for the group to be «stood down» on the following day and the officers were so notified. Liquor supplies were brought up to a party level, the floors were waxed, decorations put up, an orchestra hired and by late afternoon of the day of the party the group's officers were completely ready for the party

which was to set the pattern for many others.

There probably never was such a party! Three bars operated at full tilt the entire evening. Officers who had not been exposed to such quantities of liquor for some months made up for lost time and their English guests kept pace with their hosts. The party was held on a warm evening in late summer and in all respects was probably the finest the officers of the 386th ever ran.

It happened at half past eleven. Apparently an emergency came up for a field order came in. The dance which was scheduled to go on through the early hours of the morning was stopped at midnight and by one o'clock most of the guests had been taken home and most of the crews on the loading list had hit the sack for a few hours of sleep before being called for briefing. Briefing that morning was little more than just adequate. Whole jars of aspirins and huge buckets of water were set on the table at the entrance to the briefing room and each red eyed man took three or four to adjust himself to the fact that he was really going to have to fly a mission. The details of it were painfully but well enough presented. The mission came off with good results and without mishap.

By the end of summer the rumors of a move were everywhere and preparations began to be made. The group almost to a man hated to leave Colchester where in the town and its outskirts they had made a great many friends, but these were considerations not very often given much weight by higher commands and on 24 September 1943 the group left Boxted for Easton Lodge, Great Dunmow, Essex, some twenty-five miles further inland.



Anglo-American Party at Garrison Officers' Club in Colchester.

Enemy Strikes Back...



On to Dunmow

Great Dunmow was a new field, still under construction and only about fifty percent completed when the group moved to it. Different from the other two fields which the group had occupied, this field was being built by American Army Engineers and although there was still a Clerk of the Works and some English labor, they were working with the Engineers, and the building of the field was essentially an American undertaking. Just the bare essentials were ready. The air field itself and its runways were in usable shape but the accommodations were not anywhere near the state of readiness of the two fields the group had previously occupied.

Air crews and ground staffs had gained a great deal more experience and missions were being planned and briefed with considerably more efficiency and with less effort and upheaval. Armament and Ordnance crews were still operating at ungodly hours of the night and unfortunately frequently had to change bomb loads due to changes in decisions from higher up. Cooks had to get up perhaps not quite as early as the very first days but still very early in the morning. Combat crews were getting used to their early risings and operations and intelligence personnel had got into a groove where setting the wheels for a mission into motion was now pretty well routine.

At Home Abroad

The group had learned to settle down and make itself at home wherever it was and as it seemed that it was to remain at Great Dunmow certainly through the winter and probably well into the next spring everyone began to make themselves comfortable. Most of the



Easton Lodge, Great Dunmow.

personnel still lived in Nissen huts and the only ones that did not were Group Headquarters personnel who were living in the lodge. For all practical purposes, with the coming of winter, the lodge, while a beautiful large house from the outside, presented mainly the problem of how to keep warm in it.

An officers mess existed but there was no club and work was begun on another wing to the large Nissen building to provide one. A Red Cross Aero-club for the enlisted men was fortunately one of the few buildings to have been completed by the time of the group's arrival and under the direction of Dick Moncure and the Red Cross girls and with the help of the few more artistic members of the group who did some «Sad Sack» murals on the walls, its program was quickly underway.

Colonel Sanders

Shortly after the group's arrival it experienced its first change in commanding officers. Colonel Maitland was relieved of his command for assignment back in the United States and Colonel Richard C. Sanders assumed command. To most of the group, many of whom had never served under another Commanding Officer in a combat unit, it was difficult to visualize how the group could function without the familiar figure of big Colonel Maitland. His leadership of the group had been strong and colorful. He had been rough on those who did not produce but fine to those who had. He had given a lot of character to the group and although he had been rough at times, had been fair always. The group was sorry to see him go but with operations on a day to day basis and the daily work remaining always to be done, it was soon realized that Colonel Maitland had formed a group which by this time was organized enough that it could carry on the details of operations and administration in his absence. It was not long before all concerned realized that the change of Commanding Officers meant little change to them personally in their every day life.

Colonel Sanders, was every bit as big as Colonel Maitland and occupied just as much space in the back seat of his sedan but he was very different. He was soft spoken and although almost no one in the group knew him, or knew of him, until the day he assumed command, individuals within the group were soon being surprised to find out how much Colonel Sanders knew about them. For the first weeks he was a source of constant amaze-

ment to those who came in contact with him. He not only knew their jobs, what they were doing but even was able to call a man whom he may have met only once before by his first name, which he always did. Almost within two weeks time it seemed that Colonel Sanders had been Commanding Officer for as far back as anyone could remember.

Upon assuming command he had left things pretty much as they had been, but it became apparent that in his quiet soft spoken way he was getting things done in an extraordinarily efficient way. Shortly after his arrival his fine, quick, dry sense of humor became appreciated and within an incredibly short time there wasn't a man on the base who had not sized him up as a good «Joe» and who wasn't glad to have him as his Commanding Officer.

Necessity—Mother of Invention

Members of the group had learned to make themselves as comfortable as conditions allowed even on the Queen Elizabeth crossing the ocean. Here at Dunmow it was no different. Enlisted men built themselves a beer bar right next to the Post Exchange and although the only offering was local «mild and bitter» it provided a pleasant place in which to while away the evenings. Beer apparently had a peculiar effect on the kidneys and it was a foregone conclusion that anybody who spent the evening there would make at least two or three trips during the night for relief.

With the approach of winter came the problem of heating the Nissen huts and the big barn-like rooms in the lodge. Coal was unavailable and coke was strictly rationed and even if coal and coke had been plentiful it is doubtful if the little English stoves that had been issued to each hut would have been equal to the work of taking the chill off the insides of one of those tin buildings. The more ingenious members of the group went to work on improvised stoves made out of old oil barrels and while it did not do a perfect job it certainly did a better job than the tiny ineffective issue equipment.

At this point most of the combat crews had between 25 and 30 missions and were old hands at the bombing game. There was a lot of conversation about tours of duty and men were eager to get on the loading list so they could finish up first. There was no definite



Softball championships at Dunmow.

commitment from higher command but there was a tacit understanding that fifty missions in mediums would constitute a tour.

Ice Rears its Ugly Head

The approach of winter also presented a problem of ice on the wings of the aircraft, forming during the condensation of moisture in the early mornings and freezing on the fuselage of the planes. Engineering sections had hours of work before missions chipping and sweeping the surfaces free of ice before the planes could take off. Later when «Kill Frost» became available through supply channels the job was not as great as in those early days when every bit of the ice had to be removed by sheer hard work on the part of the engineering section.

Three new wings of the IX Bomber Command, the 97th, 98th and 99th, were organized. It was soon learned that the wing to which the 386th was to be assigned, the 99th wing, was going to be located at Great Dunmow under the command of Colonel Thatcher, who had been the Commanding Officer of the 323rd Bombardment Group. Through the grapevine it was understood that there were to be seven additional light and medium groups coming to England and that there would be four groups in each of two wings and three in the other wing.

In February the new groups began to arrive all as green and cocky and inexperienced as the 386th had been when it first arrived overseas. However with eight to nine months overseas experience the group felt its seniority and its superiority and while it gladly assisted the staffs of the new groups who came to it for operational advice, it was noticeable that the members of the group adopted

the attitude of the master talking to the novice. Some of the combat crews with flight lead and box lead experience and who were well up in number of missions were transferred from the group and assigned to various squadrons of the new groups for purposes of instructing and checking them out in combat flying and procedures. This was the first mass exodus of personnel from the group. Up to this time none of them had finished tours and the group was still working with its original crews and with the first replacements that came to it before the group even went into operations.

Another CO

Along about this time the group was to experience another change in Commanding Officers. This the group could not understand since all was going well. Bombing was good and getting better. Everyone had come to know and like Colonel Sanders and could not be sure what a new Commanding Officer would be like. It was obvious that there were bigger things in store for Colonel Sanders for his quiet, efficiency and rare technique in handling men had been obvious from the start. The group heard the rumor first and it was later confirmed at the time of the actual change that Colonel Sanders was to become Chief of Staff of IX Bomber Command. While the group was sorry to see him go, as they would be sorry to see any real good friend go, they were glad that he was not going far and that he would be in a position of influence in bomber command where they were sure he would do a good job. Rarely has a commanding Officer left such a marked impression upon his command as did Colonel Sanders in the few months he was the «Old Man».

The group's luck in drawing good Commanding Officers held out, however, as was soon obvious after Colonel Joe W. Kelly, who had been the Air Inspector of IX Bomber Command, took over in Colonel Sander's place. He seemed only half the size of the two previous Commanding Officers but he was loaded with energy, loved to fly and fight. He liked a good time himself and wanted his men to have a good time. He turned out to be, to the group's immense relief, a «Good Guy», and a good Commanding Officer.

Home Sweet Home—Maybe

More and more as the crews neared the 50 missions which were supposed to constitute their tour, anticipation of going home ran

high. The first pilots to reach the 50 mark were Captains Moe Elling and Lem Burgess, both of whom had had some rough times and both of whom had been sweating out the last few sorties. Moe Elling gave the control tower a buzz job, the like of which has rarely been seen when he came back from his fiftieth. The 555th and 552nd Squadrons took the occasion to throw parties in honor of the first men in their squadrons to finish their tour and these were parties that will long be remembered by all who attended.

Unfortunately the following day word came down from IX Bomber Command that fifty missions did not constitute a tour although it did say that arrangements were being made to send men home for thirty days leave after which they would return to their organizations and continue on. Thus began the first rotation back to the United States that affected the 386th. The first of the combat crews to go were a happy lot indeed. In the first bunch only seven crews were allowed to go, two crews each from three squadrons and one crew from the other squadron.

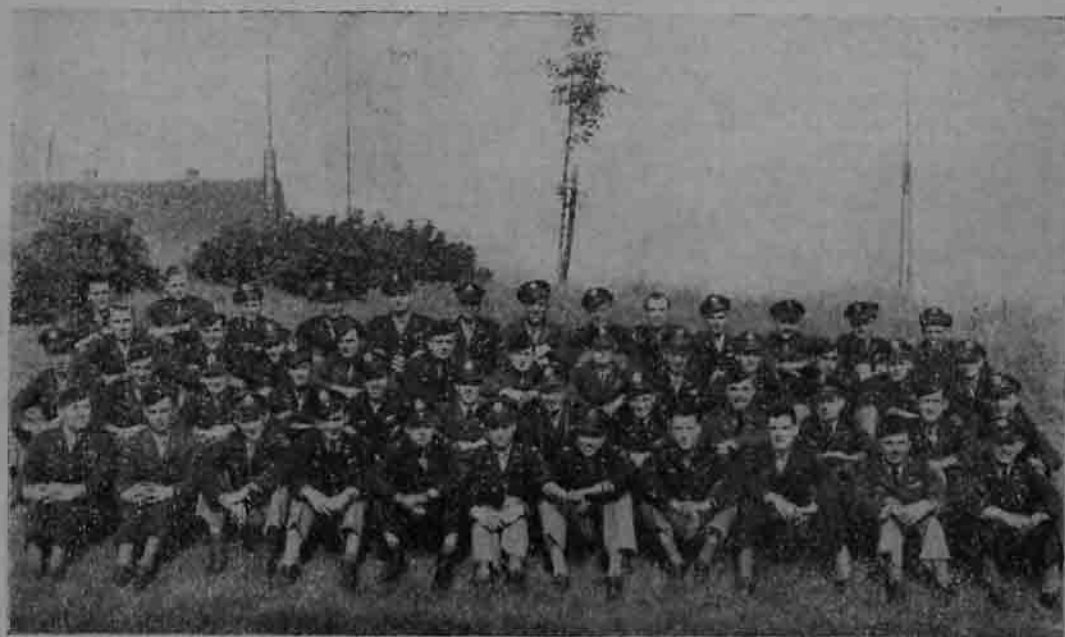
The replacement problem in the late winter and early spring of 1944 was critical particularly in the Navigator and Bombardier categories. It became so critical that it gave rise to an unofficial air rating popularly known as «Toggleer». Toggleers were mainly aerial gunners who were checked out on the toggling procedure. They were also required to know the basic principles of pilotage and dead reckoning navigation in case the plane got into trouble and had to proceed home on its own. The toggling procedure consisted of standing by the toggle switch, opening the bomb bay doors on the bomb run, seeing that all the bomb switches were turned on, the intervalometer properly set, and pressing the toggle switch when the lead aircraft released its bombs. Some of the intelligence officers and even a few of the squadron ground officers were checked out and some of them got as many as fifteen to eighteen missions riding as toggleers. Intelligence officers, according to combat crews, turned out to be flak attractors, two of them, Captain Haire and Lieutenant Hogg getting slightly wounded and one of them, Captain Jacobs, riding a crippled plane down to a crash landing in which, fortunately, he wasn't hurt.

Two mission days began to be a regular thing whenever the weather permitted and on

Squadron Officers . . .



552nd Bomb Squadron



553rd Bomb Squadron

two occasions that spring the group went out three times. It was obvious from the operations of the Allied Air Forces that the invasion was not too far off. Types of targets the group was attacking began to change and instead of hitting the air fields and the flying bomb sites that had been up to this time the main targets of the group it began hitting railway facilities, marshalling yards and later in the spring bridges and coastal guns. The air was filled now with American fighters and instead of the Spitfires, which had been giving the group its fighter cover, it was becoming more and more customary to see Thunderbolts, P-51's and some P-38's off the wings. Also colossal formations of heavy bombers, finding the skies over their own fields too crowded to form, were forming over the group's «buncher» beacon.

Busy Chaplains

On the social side men in the group were applying in great numbers for permission to marry and the chaplains and squadron officers were kept pretty busy investigating the young English ladies of their choice. By this time everyone in the group had their favorite places to go on passes or leaves and the group knew its way around England as though it had been stationed there for years instead of months.

By May the group began speculating on the date of the invasion; operations and intelligence personnel were scanning maps and «second-guessing» General Eisenhower's staff. They had their own theories on when, under what conditions, and on what kind of a shore the invasion would take place. Tide tables, sunrise and moonrise charts were studied. Of course nothing conclusive was ever determined.

For one thing the group was called upon to run some practice experimental missions to work out with the ground forces some pre-invasion technical details at Slapton Sands in Southwest England and on the southern beaches of the Wash, just north of East Anglia. Here they were bombing according to mysterious instructions and never knew the significance of what was learned from the bombings.

At this time passes of all kinds were restricted and except for crews on combat leave no one could be in London after 2300 hours.

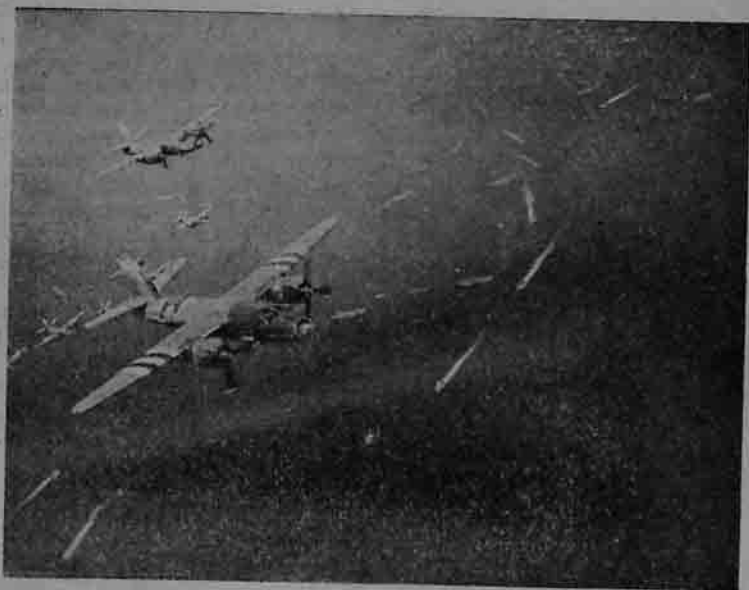
Invasion Plans

The first men in the group to know the

plans for D-Day were Colonel Kelly and Captain Haire, who was at that time assistant S-2. The group's part was disclosed to them about five days before the original date set for the invasion. The targets to be attacked and the intricate timing of the attacks were carefully figured out and gone over again and again to make sure there were no slip-ups. Considerable quantities of target material in the form of vertical and oblique pictures, photo maps and mosaics and large scale maps were provided so that any possibility of a mistake in identifying the target to be attacked was almost negligible. It was learned at that time that the 386th, by virtue of its high record of accurate bombing had been selected by no less person than General Bradley himself to be the last group to bomb before the troops went ashore. This was a high honor to be paid by so high

Silver Star

IRVING T. LaFRAMBOISE, Captain, 553rd Bombardment Squadron. — *For distinguished and meritorious service while participating in aerial flight against the enemy on 29 November 1943. Shortly before the B-26 type aircraft which Captain LaFramboise was piloting in an attack upon enemy installations in occupied Europe reached the target area, it was subjected to heavy anti-aircraft fire which badly crippled the ship, destroying the hydraulic system, damaging the right engine, and causing the aircraft to fall out of formation, where it was immediately attacked by enemy fighter craft, which shattered the rudder, wounded the waist gunner, and caused the plane to go into several uncontrollable dives. Showing unusual dexterity and flying skill, Captain LaFramboise succeeded in righting the aircraft and, despite further damage which entailed the loss of the left engine, destruction of the compass and other instruments, he was successful in bringing the aircraft back over the Channel, jettisoning unnecessary equipment, and in crash landing the plane with the landing gear jammed and bomb bay doors still open. By his heroic action in bringing back to the base an aircraft so badly damaged as to have warranted abandoning it, Captain LaFramboise has brought great credit to both himself and to the Armed Forces.*



Group's formation passes over some of the D-Day channel traffic on its way to its target. Note special invasion stripes on the wings and fuselage.

a personage to the accomplishments of the group.

The formal briefing was little different from the ordinary briefings and differed only in that messages were read from General Eisenhower, General Bradley, General Brereton and General Anderson. The mission itself, other than that it took off before dawn, was little different from any of the 180 or more missions the group had previously run.

In many ways as far as the 386th was concerned the mission was a milk run. No heavy flak was seen. At a few places considerable light flak was encountered, however none of the ships were damaged and all of them returned safely to base. The crews had been briefed to fly at 12,000 feet but if it was impossible due to weather, to bomb at an altitude as low as 1500 feet. Actually the group bombed between 2000 and 3000 feet. The areas assigned were well hit which was a tribute to both the experience of the combat crews and the excellence of the target material which had been provided for them.

With D-Day over, each day of operations seemed an anti-climax in spite of the fact that the group's operations from D-Day forward were probably more important than they had

been before D-Day.

Missions became routine again and, except for the weather, which was mostly bad, the group's missions followed the pattern set in previous months. The group participated in the mammoth bombing of St. Lo preceding the break through of Patton's armor. The liberation of Paris provided an added thrill mainly because it was the first capital to be liberated and Paris had been a very rough flak city. «Keep Mobile» slogans decorated General Brereton's headquarters and the headquarters of IX Bomber Command. The motto was frequently heard by the group and, of course, was responsible for most of the rumors that the group was expected to move out any day.

The Mobile 386th

A practice move had been made by all the groups in IX Bomber Command. Each was called upon to swap bases with one of the other groups of the Command. It had been intended that the practice moves would cover longer distances but due to the transportation shortage it was decided to keep the practice move within the Command. The 386th's part in these practice moves had been the swapping

of bases with the 323rd. Whether or not the move proved that either the 386th or the 323rd was a mobile unit will never be known but that the move did take place is a matter of historical record. It was a costly move for the group in that the one night that the group was away from its own base at Great Dunmow was the night which the German Air Force had selected as a good night to make an attack upon Earls Colne, home of the 323rd. Two JU88's were shot down that evening. One of them, probably on its way to London, fell with full bomb load within 100 feet of one of the group's aircraft and blew it to small bits. The following day the group moved back to the relative peace and quiet of Great Dunmow where nothing ever happened.

By the end of June the group, by virtue of its frequent operations and double mission days, had built up the experience level of the combat crews to approximately 55 missions. Three sets of crews had already gone home for 30 day leaves and the first crews that had gone home were momentarily expected back. By the end of July additional crews had gone home and it was decided that the crews that had come back should be returned to the States again, many of them having flown only four or five missions on their second tour and some of them having flown none. Combat personnel completed its first turn over at this time and the experience level had dropped from a high of an average of 55 missions per combat crew member as of June 30th to an average of something less than 30 missions. Replacement crews were coming in at a quick rate and for the first time in the group's history ground personnel were bewildered by the large number of new faces to get to know. Prior to this, replacement crews had been coming in in small enough quantities that they had been readily and quickly absorbed.

In August there were several important changes in the group including another change of Commanding Officers. Colonel Kelly who had become widely popular with everyone in the group — with both combat and ground personnel — was relieved of his command to take a well earned rest. He had flown some 30 missions as lead pilot and there wasn't a crew in the group that didn't like to fly behind him. He had led missions during the hectic and rough days just prior to D-Day, had participated in the D-Day operations and had gone on many of the group's roughest missions. There was another important change dur-

ing the month of August, Lieutenant Colonel Hankey who had been relieved of his job as operations officer to become Air Executive Officer during the month of July was given a 30 day leave in the States. He was never to come back for assignment with the group. It would be impossible to tell the story of the group without telling something of the part Colonel Hankey had played in its development. He had been with it from the time the group was brand new and he was a Lieutenant until the group had become an experienced and efficient combat unit and he had become Lt. Colonel. A salesman, a driver of men, a fine and fearless flyer and a good leader of bombing missions, it is hard to imagine a better operations officer. His briefings were a delight to attend mainly because they so little resembled briefings. Difficult missions he had the knack of making seem less difficult. He knew what he wanted and he would not settle for less.

Colonel Corbin Takes Over

An old friend and an original member of group took command after Colonel Kelly left. Lieutenant Colonel Thomas G. Corbin had started off with the group as Commanding Officer of the 552nd squadron and had later become the group's air inspector and the group's Air Executive. He had then gone to Bomber Command to the IG section and had become a Lieutenant Colonel as Command's Air Inspector. Colonel Corbin returned to the group with a knowledge of the origin of the group, of its operational capabilities and broadened with the experience gained as the Command's Air Inspector. At the time of his assumption of command a move to the continent was imminent.

While Colonel Corbin was commanding officer of the group for longer than any other previous CO with the exception of Colonel Maitland, he was very nearly CO for the shortest period of time. The very first mission the group ran after he assumed command, he placed himself on the loading list. It was a rough mission. On the bomb run the first burst of flak scored very nearly a direct hit and was close enough to knock out an engine. On the remaining engine, Colonel Corbin's plane lost altitude and could not remain in formation. The irrepressible Captain Bill Smith, his bombardier, insisted on bombing and somehow the Colonel held their plane level enough so Smitty hit an oil depot rather

than just jettisoning his bombs.

But then they lost more altitude and it became obvious that they would get wet if they tried to make England. The Colonel decided to try to make it behind the rapidly advancing American Third Army lines. He figured it pretty close and actually belly landed in a field from which German troops were retreating and upon which troops of the 9th Infantry Division were advancing. Five minutes earlier or one mile shorter he would probably have commanded a barracks in a German Stalag rather than the 386th for the next ten months. It was a close shave and explains why the Colonel has always been so partial to the doughs of the 9th Infantry Division, his rescuers.

Colonel Corbin took over the group at a good and bad time. Good because with the move to the continent imminent his experience in the Inspector General's office together with his knowledge of the group from its early beginnings and of its personnel he was admirably equipped to move a not very mobile garrison unit into field conditions. Bad because with the group in the middle of its second almost complete turn over, the experience level of the combat crews had dropped far off. From a high of an average of 55 missions per combat crew member in June it had sunk

to an average of approximately 30 missions—with the vast majority having less than 30 missions and a relatively few with as many as 80 missions to bring up the average.

Colonel Corbin's task was a big one. Moving the group to a bombed-out field in France within a month of taking command, setting it up operationally under the very most difficult conditions, developing new leaders to replace those who had returned to the States, and bringing the group's bombing up to the high level of accuracy it was later to attain, was a large order and a credit to Colonel Corbin that it was accomplished in spite of the conditions in which the group was to live and operate.

The groups of the two other wings had already moved to the continent and the number of the remaining targets within the range of Marauders based in England was quickly decreasing. With the first complete turn over in combat personnel of the group just completed, the problems of moving a medium bombardment group to the continent were many. Just where the group was to move and in what condition it would find the field to which it was to move was something that was not known until approximately a week before it was necessary to send the advanced echelon. Since Colonel Hankey had left for the States



Naval supply vessels seem small but numerous from 12,000 feet.

the group was without an Air Executive Officer. This was quickly remedied by the arrival, approximately ten days to two weeks before the move, of Lieutenant Colonel Jewell C. Maxwell, who had been a squadron commander in the 344th Bombardment Group.

The confusion involved in the making of the move was less than one would have expected. No one knew for an absolute certainty whether the move was to be accomplished entirely by boat or by air or in what proportion by boat or by air. Paris had just been liberated and the Germans were retreating rapidly to the East and Northeast. This altered the over all plan in that instead of being assigned a field to the Southwest of Paris the group was now assigned a field to the Northeast. By good fortune it was also decided that air transportation would be available and that on days when the group was not operating it could use its own planes to shuttle equipment back and forth between the new field at Beaumont-Sur-Oise and Dunmow.

Another Move

The targets of the group were getting further and further away as the Germans retreated to the East and there were only a very few within the range of the group at the time scheduled for the group to move. Personnel took their last passes to various places in England to say their last goodbyes to their friends they had made there. Sections within the group were ironing out their problems as to what to take and what to leave behind. Show down inspections were held and the accumulation of 16 months of being stationed in England were sent home through the mails. Officers' footlockers were sent off for indefinite storage. Some of the men mailed packages to themselves or to friends in England who later mailed the packages to them. The officers wrote off their footlockers, never expecting to see them again. All that the show down inspections proved was that at the time of the show down all extra equipment had already been turned in or was excellently hidden. Some of the men however will never forget nor forgive the officers who took away from them one or two extra pairs of undershirts and underdrawers and the few little knick-knacks which while certainly not necessary to living on the continent would have made that drab life a little more pleasant.

On the 19th of September the reconnaissance echelon departed by vehicle for the port



A-26 rides through flak.

of embarkation. The advance echelon under the command of Lieutenant Colonel Maxwell, who in the short time he had been with the group had given evidence of being a man who got things done, departed by air for Station A-60. Between the time the advance echelon left and the rear echelon left on the 2nd of October there was little to do. Actually there were several briefings but no missions. Targets were too far away and the weather was not at all favorable.

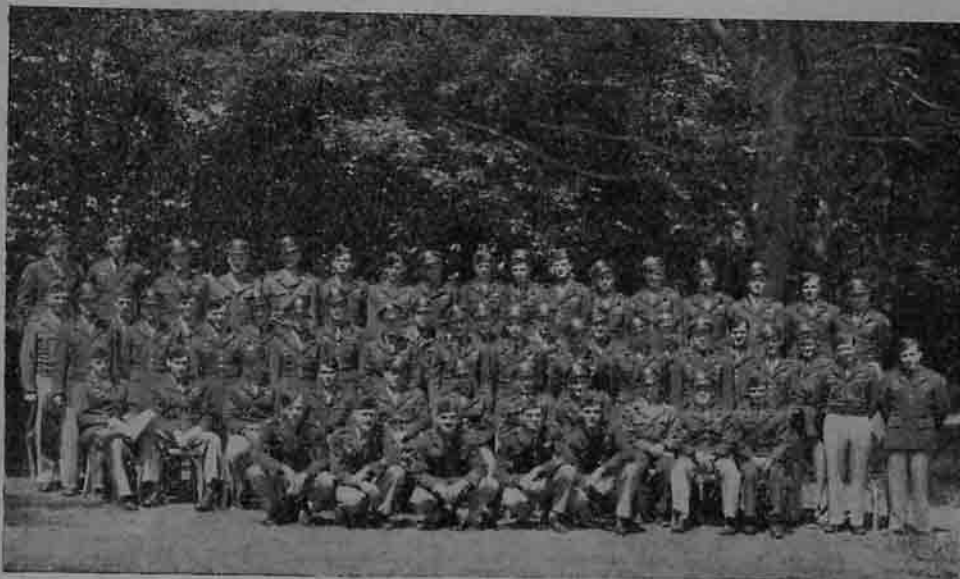
As Advertised

Beaumont-Sur-Oise turned out to be as advertised. It had been badly banged up by bombing—the 386th having contributed to the effort—and what had been left had been reduced to ruins by demolition by the retreating German armies which had left the vicinity approximately three weeks before.

There wasn't a building intact on the whole field, which was so laid out that the group had to set up for the first time in its operational history in a widely dispersed manner. Because of the wide dispersal necessary, each of the squadrons operated more as individual units than they ever had before.

French labor could be and was requisitioned to help in repairing headquarters buildings, the runways and later for the construction of a few other necessary buildings for group and for the squadrons. To say that this was a confusing arrangement is to put it mildly for although the work was necessary to be done it was also felt necessary to have the CIC investigate each of the workmen. These investigations were time consuming and very confusing but as the Germans had left the same area little more than a month previous to the group's arrival there was considerable feeling against hiring any collaborators. The point was to hire as much civilian help as possible so that normal operations of the group

Squadron Officers . . .



554th Bomb Squadron



555th Bomb Squadron

could be carried on without using operational personnel of the group for fixing up and maintaining the air field.

Mud was a terrible problem. Tire damage during the first several weeks at Beaumont was staggering and Colonel Corbin was compelled to use the strictest measures to educate all personnel to keep the hell out of the mud. Due to the heavy cratering on the perimeter track and runways each night new holes would occur. Captain Carlin's Company «A» of the 834th Engineer Battalion was kept «on-the-go» keeping the runways servicable and the taxi-ways passable.

Scrounging

Tents were a new experience to the men of the group but somehow in spite of the mud and in spite of living under canvas men of the group started to make themselves right at

home. Scrounging details from each squadron were on the road every hour of every day picking up lumber from old German camps for floors and walls so that in a matter of weeks most of the tents were fixed up with floors, walls and doors and were about as comfortable as one can make a pyramidal tent. Generally speaking there were four officers assigned to each tent or six enlisted men.

Change over from operating in England to operating in France was effected so that if operational necessity required, a mission could have been flown from the new field without missing a day of operations. It did not turn out to be necessary to go out on the first day but a briefing was held the following morning. In spite of the wide dispersal of the squadrons, in spite of the difficulties involved in communications, transportation and the fact that a hospital ward tent was the only available

386th Publishing Company

The writing and production of this book has been entirely a Group enterprise. Published under all kinds of difficulty, credit must be given to several members of the group who worked long hours in writing the text, assembling photographs, laying out the photographs for the engraver, setting type, reading proofs for correction, finally laying out the corrected and completed pages, printing, folding, cutting and binding.

The book was printed at the Huis DeGeneffe Printing Shop in St. Trond, Belgium — a plant that had been closed down by the Nazis four years before when the owner refused to print German propaganda in his weekly newspaper. The owner, Mr. Emile DeGeneffe, was a real friend to the book and to its publishers. He gave the greatest co-operation and was invaluable for his advice and help in arranging for paper, engravings and the use of all the equipment in his shop. His brother Joseph was also of invaluable assistance. Neither spoke English but the publishers got by with a combination of pidgeon Flemish, pointing, and international understanding of printing procedures.

The text was written by Major T. B.

Haire, S-2 and a publisher in civilian life, who also supervised the publishing of the book. S/Sgt. Arthur Lundell was the book's art director. He made up the original dummy and laid out the photographs for the engraver. T/Sgt. Clark typed most of the manuscript. Great credit must go to Sgt. Mark O'B. Bennett, an experienced linotypist, who set most of the copy on an erratic machine which had not been in operation for four years. He spent as much time in repairing the machine as he did in setting the type. His patience with all the break-downs and his persistence in spite of them had much to do with the ultimate appearance of the book. He was spelled at the machine by T/Sgt. Seegar who made continuous operation possible by relieving Sgt. Bennett during chow hours. Captain G. H. Charters was the book's project engineer who's greatest accomplishment was the rigging up of a portable but continuous gas supply for the Linotype machine when the irregular city supply was frequently and inconveniently failing. Credit must also go to Captain Jack Zeltner who acted as advisor in Matters of Procurement, to Sgt. Jacob Perlman for his liason with the pressmen and to the men of the Photo Lab who turned out the Photos.

housing for a make-shift briefing room, a perfectly normal briefing was carried out in which the only difference was the more rustic setting and more crowded quarters. A projector had been set up and a screen improvised and the briefing was conducted in exactly the same manner as the briefings had been conducted for many months past. Actually it was not until October 6 that the group ran its first mission from Beaumont although every morning briefings were held. On October 6th two missions were run, the first one being to the Duren Barracks Area where the group did one of the best jobs of its career. Apparently the group could bomb well under any conditions.

Soon after the arrival of the group to Beaumont it became apparent that entertaining one's self in off duty hours was going to be a major problem. The town of Beaumont itself was a typical French provincial town with narrow winding streets and no night life whatever. Furthermore, there was the language barrier and although this was not an insurmountable obstacle to some of the more experienced members of the group it took a little while before the average man could make himself understood by the local French girls. There weren't even moving pictures to attend. Trips to Paris, which was less than twenty miles away, were restricted to day passes and further restricted to a very small percentage of any one command at any one time. Overnight passes were never allowed except to combat crews on a special combat pass who were taken care of at special hotels requisitioned and set up for that purpose. Furthermore, personnel who did go into Paris were not permitted to eat either at French restaurants or at army messes. All and all it seemed very little was being done to break the monotony of life on the continent. The pace of operations began to accelerate as weather got better, making life at Beaumont pretty much all work and no play. Within a week the men were tired of going into dreary Beaumont and there were few in the group who had enough grasp of the French language to make friends as they had done while stationed at previous bases.

Engineers with Hairy Ears

Captain Carlin's engineers were doing a good job in maintaining the runways and in keeping the air field generally servicable. With the help and cooperation of the effer-

vescent Monsieur Blanquette and his hoard of carpenters, masons and laborers some work was gotten underway toward repairing the group headquarters building and later toward building a briefing building and an intelligence building. The briefing building was designed and constructed according to the plans of S-3 and S-2 personnel, based on sixteen months experience in operating from England. As a briefing building it was far more efficiently laid out and its rooms far more usable than even the briefing building the group had left behind in England. Similarly the S-2 building was planned and built as an intelligence officer's dream of a perfect field set up. It had a big room which was a combination situation room and war room. The building housed the various subsections of the intelligence section but the war room was the main attraction to combat men of the group. Although the squadrons were widely dispersed personnel from the squadrons visited the war room almost daily to follow the bomb line, attend GEO talks, and read the latest «Poop». It was laid out with every map used in planning a mission permanently placed on the walls so that at the shortest notice a mission could be planned and briefed to operations and lead crews with almost no delay.

Club Life

Each of the squadrons, and, in fact, every unit on the station set up clubs for its enlisted men and officers. Although the clubs were never as elaborate as the clubs on the bases in England they were better patronized and served a more needed purpose. Most of them were in tents but a few of them, as time went on, were moved to buildings which were built for that purpose. Christmas and New Year parties were as one could expect under the conditions. At any rate there were a large number of clubs to be visited if one was to call upon all his friends in the group and the



Winter presented many problems.

old timers who had many friends in the group became very drunk indeed.

Life in a tent during the winter at Beaumont was rough at best. There was little coal to be had. If the group had had twenty times as much coal it could not have kept warm. Consequently wood details of both officers and enlisted men were constantly out trying to find timber that could be cut. There was a lot of red tape and as it became colder there was some cutting down of timber which was not authorized to be cut; but probably no more than occurred in any of the other groups similarly set up on the continent. At the time of arrival in Beaumont group headquarters had been almost hidden by trees in the lee of a small wooded area but by January group headquarters buildings were setting out in a perfectly open field with nothing but stumps about it. Combat crews, intelligence and operations personnel will never forget Beaumont for the wicked ordeal it always was to get up each morning at three, four and five o'clock for attending almost daily briefings.

By mid-winter most of the organizations had a place where both the officers and men could get together and enjoy the evening in one or another of the officers' or enlisted men's clubs. Some of these were set up in tents, one in a barn, one in an old school house, and two of them in buildings erected for that purpose.

At about this time there came to the group a man who was to become the group's Ground Executive Officer. A fair haired, good natured, soft spoken Louisiana rice farmer and attorney, Lieutenant Colonel Daggett came to the group from the «never-never» land of Ninth Air Force Headquarters where he had gained much valuable experience both in Africa and in Chantilly in the useful art of scrounging. With extraordinary energy and tirelessness the new Colonel set about trying to alleviate the rough pass situation by requisitioning in the town of Beaumont several buildings for officers' and enlisted men's clubs in town. He also requisitioned a movie theater and a dance hall for both the officers and the enlisted men and with the assistance of Captain Hitchcock, the Special Service Officer, he arranged dances once a week, which were widely attended, certainly not for the beauty of the girls who were ever present but for the absolute want of anything else to do. The motor pool ran regular runs into town to the

Silver Star

RAYMOND P A P E SANFORD, 1st Lieutenant, Army Air Forces, United States Army. — *For gallantry in action, while serving as pilot of a B-26 airplane on a combat mission over enemy occupied territory, 2 August 1943. Enroute to the target, Lieutenant Sanford was painfully wounded when the airplane sustained a direct flak hit. With complete disregard for his wounds, Lieutenant Sanford courageously maintained his position in the formation and continued on to successfully bomb the target. Though his airplane was severely damaged, he made an excellent landing returning to the home base. The courage, skill and devotion to duty displayed by Lieutenant Sanford on this occasion reflect the highest credit upon himself and the Armed Forces of the United States.*

movies, to the clubs and to the dances and although this was a poor substitute for passes to Paris it was a great improvement over the facilities that had existed before. In addition the imaginative Colonel with Major George Howard took off in a jeep for southern France and found themselves a hotel at Neris des Bains which they decided to take over on a lend-lease basis for a group «flak» home so that ground personnel of the group who could not get overnight passes and who had been working hard for long periods could get a well deserved week's rest. This program was instituted immediately and later when the leaves to England and to the Riviera were instituted in the European Theater of Operations the rest and relaxation problem that had been bothering the group since it had arrived on the continent became less critical.

Up Front

It was while the group was at Beaumont that the air crews and some ground personnel were selected for visits to front line units. These trips lasted anywhere from seven to ten days and every man that ever went up returned enthusiastic in his praise of the men of the front lines and more understanding of the difficulties they had to overcome. Somewhat later front line troops came back to some of the bomb groups and the 386th entertained some 80 of them over a period of three months. The men that came down from the front lines fre-

quently gave talks on conditions at the front to combat crews and other personnel and the exchange was distinctly worthwhile.

No story of the life of the group at Beaumont would be complete without mentioning the rodent residents of most of the tents. There are members of the group who will never forget the biggest rats ever seen, rats capable of carrying off shoes and of biting into tin containers and eating the food therein. There is at least one bald headed captain who will swear that one rat took pleasure in sliding down his bald pate just as an added source of irritation to him after the rat had carried off his week's rations of cigarettes and candy.

Horses Changed in Mid Stream

In mid January rumors preceded official word, as rumors usually do, that the 386th was to convert to A-26's sometime in the indefinite future. On February 1st official word was received that this would be accomplished by February 15th. Rarely has the group seen the army move so quickly for shortly after the first word was received 18 A-26's arrived on the base. Immediately a training program under the direction of Colonel Corbin and Colonel Maxwell was got under way. The conversion was regarded at the time as almost

impossible to accomplish in the short time allowed. The tails of the new aircraft were painted with the horizontal yellow stripe of the 386th and acceptance checks run on them. There could be no interruption in the group's operations with the B-26's. Pilots to be trained, checked out on days when they were not on the loading list to fly a regular mission in the B-26's. An A-26 Mobile Training Unit returned to the field and set up its displays for teaching both air crews and ground crews some of the intricacies of the new plane. Working feverishly to make the change over on schedule Colonel Maxwell had every plane that was flyable flying every minute it possibly could. The new planes would take off with one crew and fly for a few minutes in the vicinity of the field and land again. They would not even take the time to return to their hardstands. The next crew scheduled to fly it would meet the plane on the perimeter track where the crews were exchanged and the plane take off again. In some cases the crew that had just flown the plane possibly for the first time was helping to check out the second crew which had met the plane on the perimeter track. Toward the middle of the month the remainder of the planes came onto the field and engineering



Snow and ice increased the work of ground crews who never once let weather interfere with their getting planes ready.

sections which were working 18 to 20 hours a day ran acceptance checks on them, painted them with the group's tail marks and released them for flying just as quickly as mass chain inspections would allow. By February 19th the group had received and had ready enough A-26's to run a complete mission and Colonel Corbin notified higher command. Bad weather intervened on the 20th and the mission had to be scrubbed. The following morning the crews were briefed again and a formation of 23 A-26's took off to attack Herford Railroad Bridge.

The change over involved the transfer of many of the combat crews made surplus by the changing over to an aircraft which had a crew of two rather than of six. Men high up in missions were, generally speaking, sent home. Others were transferred to some of the other B-26 groups.

Pilots and gunners fell immediately in love with the A-26 which had so many more desirable characteristics than the old B-26 had had and was so much more easy to fly and to handle under difficult circumstances. Most of them felt a certain loyalty to the old Marauders which had done such a good job but they were not at all sorry the change over was made.

Everyone in the group will remember Beaumont and probably there was no one in the group who regretted leaving there. It cannot be said though, that even in spite of the miserable living conditions during a hard winter the group did not have its share of fun. Toward the end officers of some of the squadrons had parties to which they were able to bring nurses from some of the General Hospitals in the Paris vicinity and these parties were held in the true tradition of all 386th parties. They were not the large scale brawls of the days in England where one club served all the officers in the group but they were certainly very worthy imitations on a smaller scale.

It was while the group was at Beaumont that the ground forces broke through the Siegfried line, reached and crossed the Rhine River, surrounded and subdued the Ruhr Valley and went on into Central Germany and Southern Germany. At this point it became apparent that the group could not be expected to bomb in support of the ground forces for very much longer since the targets were already at the limit of the range of the aircraft.

It was just a question of sweating out a move and hope that the move would be to a better place than the one the group occupied. It could hardly have been worse. As the rumors began to fly and the official plans began to be known it appeared that the group would move to the Northeast — into Belgium. There was some talk that the group might move to St. Trond, Belgium, and that it might share that field with one of the other groups of the wing and as this was reported to be a field in excellent condition with many facilities everyone crossed their fingers and hoped for the best.

It seemed almost too good to be true when word came down that the field at St. Trond was to be the next field occupied by the 386th, and the 386th was to occupy it alone. Whether or not anyone in the group had any influence on this decision it was pretty generally decided by most of the personnel that Colonel Corbin had somehow worked a miracle. The first officers to make a reconnaissance of the field on April 1st came back with such glowing tales that no one could believe it was true until the last man in the rear echelon actually took off for and landed at St. Trond on April 9th.

Civilization Again

At Beaumont most of the men had learned to fend for themselves and to make usable gadgets out of small sticks of wood and had almost forgotten what it was like to live in a house with walls and ceilings and windows. In Beaumont a man's latrine was a drafty trench but in St. Trond bath rooms, complete with tiling and running water, were provided. There was even central heating and showers.

The officers were billeted in a group of modern buildings about a mile off the perimeter track toward the town of St. Trond—buildings that had been erected for the Germans only three or four years before and which the Germans had neglected to demolish in their hasty retreat toward the Fatherland. The area resembled more a modern suburban residential area than army barracks. It even had a large swimming pool conveniently located in the middle of the area.

The enlisted men did not have so luxurious a set-up but all of them were located in a tremendous building which had been at one time the Belgian War College. It was old and run down and during the first few weeks,

before its plumbing facilities and messing facilities could be arranged, the men had a rough time. Still, bad as it was during that period it was better than the best days at Beaumont and, if for no other reason than just the change, everyone was pretty generally satisfied and happy.

Working facilities on the field itself were also more than adequate and far more than the group had expected to find. Group headquarters was located in a four story building, the lower three floors of which were below the surface of the ground, built that way by the Germans to protect themselves against Allied air attacks. S-2 was set up in what had been for the Germans a fire house. It was a modern building complete with slide pole and it was there that all operational planning and briefing took place. The war room was set up in the part of the fire house that had been a garage. This had been completely walled in with soft board and all the necessary operational maps of all scales were set up as they were at Beaumont so that even on the shortest notice a briefing could be held. The briefing room and the Navigator - Bombardier room were upstairs in the building which gave everyone who attended the briefings the opportunity to slide down the fire pole, a fascinating pastime. It was a far more elaborate set up than any intelligence officer in the field had a right to hope for.

S-3 was located approximately 100 yards from S-2 in a long low building which suited their requirements admirably. It was large enough that Armament, Ordnance, Weather and the Searchlight Unit could all be housed comfortably under the one roof. Each of the squadrons had operations offices and engineering offices on the line somewhere along the perimeter track but except when there was flying to be done personnel remained in their respective areas where all the mess halls were set up. There was no reason for anyone except Headquarters and Operations personnel to go down to the field except for the purposes of flying. Classes and training devices for both officers and gunners were maintained in the officers' area and in the gunners' area to ease the burden on transportation.

The group found that the people of Belgium could for the most part understand English even if they couldn't speak it. The girls were probably no prettier than the French girls but they seemed easier to get along with.

St. Trond

The town of St. Trond itself was a pretty little town quite a bit larger than Beaumont and very much more pleasant to visit. For one thing there were several small restaurants which seemed to have limitless supplies of beefsteak, chips and eggs and for the first few weeks there was a great run on these restaurants. Another feature of the town, to the surprise of the men, was the existence of several ice cream parlors which served bonafide ice cream, maybe not quite as good as that they used to get at home, but pretty fair ice cream which could be made up into sundae of all kinds.

Operationally it was becoming obvious that the Germans could not hold out much longer, that in fact effective organized resistance had ceased along most of the front lines. It seemed now a question of reducing objectives which were being defended hopelessly by fanatical SS troops. Crews who had not been able to get up to the front in the earlier liaison trips were clamoring to make the trip before the war was over and many of them were able to do this.

One of the main features of the life at St. Trond was the hiring of civilian personnel to keep the living areas policed and perform all the kitchen police duties in the kitchens. In the officers' mess Belgian women waited on tables. It was far and away the most comfortable set-up the group had ever had and a pleasant place to be at the war's end.

In all this time the squadrons had seen many changes in commanding officers. Lt. Colonel Lockhart, 552nd CO, returned to the States in July 1944 for a 30 day leave. He was followed by Major Perry for a short time until he went to group as S-3. Captain Curran took over then and when he went to the States, Captain Lem Burgess assumed command. Due to difficulty with his ears, he left the squadron shortly after the move to France and Captain George Howard took command. Shortly before V-E Day he became Group Operations Officer and Major Bud Lambert assumed command.

In the 553rd, Lt. Colonel Harris went up to 99th Wing and was replaced by Major Dewhurst who turned the squadron over to Major Hoover when he went home. Captain Howard Burriss took over the squadron when Major Hoover returned to the States.

Lt. Colonel T. I. Ramsey turned the 554th

over to Captain Peter B. Green who brought the squadron to the continent. Major Henry Reed took over when Lt. Colonel Green went home in the spring of 1945.

The 555th saw the greatest number of CO's and was the only squadron to lose a commanding officer in action. The squadron which had a long spell of hard luck lost two successive CO's on rough raids. When Lt. Colonel Beatty went to Group as Air Executive, Major C. V. Thornton was placed in command. When he was shot down over Holland Major Don Weiss assumed command. He was shot down over Caen. Major J. T. Wilson then took over, until, when he left for the States, he turned the squadron over to Major B. B. White. When later as a Lt. Colonel he developed a knee injury and went home, Captain John Strand took over and was in command on V-E Day.

V-E Day

V-E Day was received by the group in the traditional 386th manner. The evening at the bar in the officers' club was probably not much different from any evening at the bar except that there was considerably more liquor both provided and consumed than on an ordinary night. With the men in the cadet build-

ing the celebration was no less boisterous and no less complete. The attitude universally seemed to be that although this day had been imminently expected for a week it had been the day all of them had been «sweating out» since that May 27th, 1943, when they sailed past the Statue of Liberty. This had been the primary objective of two years of effort, of long days and nights of work, cold hands working on cold engines, of flying through tough flak, of getting up early in the morning to prepare food for combat crews, of handling massive quantities of administration required of a combat unit. It was a day worth celebrating and very few members of the 386th let the opportunity pass.

Approximately two weeks after V-E Day came official word that the group would undertake an extensive program to orient crews with the different operational problems to be encountered in the Pacific theater, a theater about which almost no one in the European Theater of Operations knew very much.

The group was back where it started. It was more experienced and more tired but had finished one job and was setting about learning how to handle the problems of another. There were two down and one to go!



Visiting infantry officer gives talk to air crews in Group War Room.

PART III

Personnel of the Squadrons as of V-E Day and During Periods Prior to V-E Day

Group Headquarters . . .

Personnel assigned as of V-E Day.

COLONEL :

Corbin, T. G.

LIEUTENANT COLONELS :

Daggett, D. D.
Maxwell, L. C.

MAJORS :

Burns, H. L.
Carruth, U. J.
Cowan, E. E.
Hays, T. B.
Lavin, E. J.
Telfs, H.
Rubenstein, M.
Sass, J. W.

CAPTAINS :

Behrens, H. P.
Blumenthal, A. P.
Charters, G. H.
Cook, H.
Culler, J. M.
Davis, F.
Hemans, G. B.
Hitchcock, H. C.
Maletic, J. T.
Miller, J. A.
Mullins, A. B.
Nash, W. P.

Olson, C. W.

Post, D. P.
Ruhl, G. J.
Snyder, M. P.
Zelner, J.

FIRST LIEUTENANTS :

Bardwick, H. A.
Bollinger, A. B.
Eppand, H. H.
Leone, J. A.
Lyon, R. M.
Momenec, A. W.
Rohr, J. W.
Yeager, C. A.

SECOND LIEUTENANTS :

Du Mars, Glen M.
Smith, R. H.

WARRANT OFFICER :

Lord, F. H.

MASTER SERGEANTS :

Bradshaw, L. H.
Farley, L.
Ganucheau, J. J.
Jackman, G. W.
Pagnelli, R.

TECHNICAL SERGEANTS :

Bernabe, W.
Clark, I.
Churchwell, P. B.
Criss, R. R.
De Reu, H. H.
Edwards, L.
Elliott, C. R.
Fontana, P.
Krauch, F. E.
McKee, P. R.
Seeger, W. H.
Snyder, J. J.
Walden, C. C.

STAFF SERGEANTS :

Cassbeer, M. L.
Harvey, R. B.
Hume, R. T.
Ladden, W. D.
Lundell, A. W.
Matten, W. H.
Parker, F. I.
Ritter, D. L.
Rosend, H. H.
Stephens, D. R.

SERGEANTS :

Barry, J. L.
Craig, R. J.
Geardlyon, J. J.

Fitzsimmons, F. P.

Gehring, A. F.
Gear, S. J.
Johnson, H. M.
McKee, H. R.
Pridar, H. V.
Shaw, H. C.
Shirk, J. E.
Sondker, E. W.
Wetzel, J. M.
Wilson, R. J.

CORPORALS :

Bacon, F. E.
Clayton, D. S.
Golden, L. B.
Marolt, F. P.
Müller, R. H.
Murray, J. J.
McGooley, R. J.
Provenzale, S.
Witham, D. C.

PRIVATE FIRST CLASS :

Allen, R. E.
Baxter, B. R.
Eckstein, M. M.
Johnson, W. S.
King, J. G.
Lea, R. G.
McCabe, W.
Pigott, J. F.
Whiteside, R. E.
Yates, L. E.

Personnel assigned during periods prior to V-E Day.

COLONELS :

Kells, J. W.
Maitland, L. J.
Sauters, R. C.

LIEUTENANT COLONELS :

Beay, S. B.
Cameron, W. E.
Harker, H. G.
Perry, L. D.

MAJORS :

Bingham, J. M.
Dunn, H. A.
Bushman, H.
Christman, C. H.
Dillinger, J. O.
Daugherty, G.
Fitzsimmons, S. G.
Harty, C. E.
Hill, A. E.
Mellou, J. J.
Meyers, L. C.
Quinn, L. F.
Raper, E. E.
Ridners, E. A.
Smith, W. E.
Turner, W. A.
White, T. I.

CAPTAINS :

Anderson, C. W.
Bishop, J. I.
Bushnell, R. W.
Cahen, A. W.
Cunningham, R. L.
Dery, F. D.
Egler, C. W.
Heward, J. E.
Jacobs, A. J.
LeMaster, K. K.
Lippers, R. A.
Miller, J. E.
Oder, W. H.
Olland, B. R.
Penion, J.
Rodesch, R. K.
Saffell, P. L.
Smith, M. B.

FIRST LIEUTENANTS :

Acheson, C. M.
Anderson, E. A.
Conello, T.
Craig, E. L.
Enkoff, S.
Gunderson, C. G.
Lyons, B. M.
Peterson, A. E.
Smeltzer, O. G.
Sturgeon, E. E.

SECOND LIEUTENANTS :

Inook, G. A.
Schacter, T.

MASTER SERGEANTS :

Cobb, H. W.
Melissas, E. D.
Reidmond, R.
Woodard, B. L.

STAFF SERGEANTS :

Jacobs, I.
Scott, G. B.

SERGEANTS :

Lizias, A. T.
Pallmer, L. A.
Woodruff, H. C.

CORPORALS :

Edwards, H. G.
McGee, W. R.

PRIVATEs :

Hiro, F. J.
Simpson, R. E.

552 nd Bomb Squadron . . .

Personnel assigned as of V-E Day.

MAJORS :

Dowse, Eldon W.
Lambson, Buel W.
Nygren, Gaudin E.

CAPTAINS :

Armstrong, John M., Jr.
Bourne, Nicholas J.
Friedman, Warren J.
Hain, James F.
Hoge, Gaudin S.
Luzawski, Frank G.
Lusk, Morgan B.
Fazlitan, Willard F.
Rozdie, Joseph S.
Wautier, John R.
Zamiski, Edward J.

FIRST LIEUTENANTS :

Ashley, James W.
Ayer, William W.
Baker, Harold W.
Brimley, Xenophon A.
Byron, Warren L.
Benton, Frank R.
Cami, Robert J.
Clegg, Ernest L.
Cochridge, Charles M.
Coffin, Robert S.
Cull, Robert T.
Daumer, William H.
Davis, Lawrence M., Jr.
Dyer, Donald G.
Delaney, Charles E.
Dose, John C.
Duff, Danny R.
Dunning, Leslie L.
Eiler, Frederick O.
Fate, Buckley W.
Frost, Joseph H., Jr.
Colladay, Tibba M.
Hart, Ralph D.
Hawkins, Edward M.
Hens, Charles P.
Jenny, Norman W.
Lanston, John W.
Mastitis, William R.
McVey, James C.
Parker, Carl U.
Pattison, William C.
Richmond, John W.
Roberts, Ray F.

Rogers, Alpha C., Jr.
Thomas, John S., Jr.
Tolaksy, Anthony T.
Watson, Maurice E.
Wendel, Carl P.
Wetherald, Roy A.
Whited, Robert L.
Whitell, William H.
Williams, John E., Jr.
Willow, Alfred T., Jr.
Yandell, Wesley

SECOND LIEUTENANTS :

Allen, Bonnie R.
Bendt, George
Forester, John M.
Gulick, Herman R.
Maori, John Z.
Haygood, Herman R.
Huffman, Louis D., Jr.
Hymon, Robert L.
Marks, Louis M.
Sniest, Earl H.
Taylor, William D.
Westman, Fred H., D.

FLIGHT OFFICERS :

Hulliker, James A.
Sander, John F.

FIRST SERGEANT :

McAlister, Lester H.

MASTER SERGEANTS :

Cooper, James W.
Drozdak, Peter A.
Lagony, Albert E.
Mason, Edward
Pappas, Paul B.
Petrusicky, Lester S.
Schroedl, William
Wood, Lorenis P.
Langford, Ralph E.

TECHNICAL SERGEANTS :

Brian, William J.
Bigham, James W., Jr.
Birkhoff, Arnold S.
Bouillon, Robert L.
Burch, Albert M.
Bustling, William D.
Caldwell, John T.
Camilleri, Vincent J.
Conner, James F.
Couture, Nollan B.
Cummings, Bernard L.
Crighton, Elmer H.
Etinger, Carl E.
Festus, Richard V.
Gallagher, Arthur P.
Geyrho, Edward J.
Hardsy, Arthur E.
Isham, Lawrence V.
Lusk, Theodore
Madara, Armando F.
Mason, Jack L.
McNash, Eldon E.
Malmelli, John J.
Mantgomery, Sam R.
Moore, J. C.
Morkawski, John R.
Murphy, Edward C.
Sawyer, John A.
O'Neill, Michael J.
Orth, Robert P.
Parker, Jesse D.
Paikhurst, Daniel J.
Fate, Carl
Payne, Joseph M., Jr.
Perkins, Joe M.
Perry, Louis W.
Poundstone, Charles J.
Price, Roy E.
Prout, Haskell M.
Roy, Edward K.
Reynolds, George C., Jr.
Rowland, Donald W.
Salisbury, Homer L.
Salley, Lester E.
Schmidt, Henry J.
Schwartz, Harold E.
Truban, Robert C.
Wright, Arthur C.

STAFF SERGEANTS :

Adams, John T.
Albert, Meris A.
Altagliero, Norbert F.
Brady, Donald T.
Bellis, Harold
Bellucci, Joseph N.
Bender, Russell A.
Biggs, Clarence P.
Bowman, David A.
Burket, Frank M., Jr.
Dale, Byron J.
De Ocampo, Augustine A.
Di Scullia, Rudolph F.
Ferrell, Thomas F.
Grada, Marco V.
Hatcher, Ray A.
Kryzetz, Willis L.
Seaver, Francis E.
Limbier, William J.
Madriga, John P.
Marangoli, Louis C.
Marmolite, Dominick F.
Mastubay, Jesse D., Jr.
McQue, Walter F.
Madurea, Roy J.
Munden, Harry A.
Napp, John O.
Newman, Robert L.
Nugent, Leon
Parrish, William M.
Parker, Robert A.
Polky, Harry
Haffaris, Thomas E.
Robinson, Floyd L., Jr.
Richards, Guy C.
Rogers, Wayne A.
Rosenthal, Arthur L.
Shannon, Robert A.
Serrano, Ruben
Serna, Joseph G.
Sore, John P.
Taylor, James W.
Friedman, Charles F.
Wharton, Kenneth E.
Wilk, James S.
Wilson, Paul A.
Wood, Oliver S.

Mullins, Homer R.

SERGEANTS :

Alexander, Paul L.
Anderson, Robert E.
Ayonne, Augusto J.
Behar, Nathan
Bell, Basil B.
Berkow, Louis W.
Bustion, Raymond J.
Clington, Norman L.
Cook, Malcolm C.
Coutal, Joe M.
Davidson, Glen F.
Deane, David C.
De Moler, Arthur
Earl, Harold J.
Edwards, Logan R.
Ehlers, John J.
Empson, Freeman
Frazier, Paul A.
Garrin, Malcolm H.
Cash, Wallace R.
Gee, Russell V.
Goff, Edwin V.
Golden, Philip R.
Goren, Vincent J.
Guthrie, Benjamin
Harris, Albert G.
Heinauer, Theodore T.
Herkobahmer, Maurice D.
Husik, William
Hobson, Raymond J.
Howarth, Harry
Jarvis, Earl L.
Johnson, Durward W.
Kallio, Nicholas A.
Kot, Matthew J.
Lans, Harold W.
Larson, Albert
Lewis, Benjamin W.
Lehr, Robert C.
Mathison, Clarence I.
McGinn, Judson B.
McLanahan, Thomas W.
McMullen, Howard E.
Nicholson, Clifford D.
O'Kelly, Carl E.
Owens, James W.
Page, Phinus B.
Patterson, Henry R.
Perdue, Herbert C.
Pierce, Samuel P.
Purvis, Lynn H.
Puzi, John
Ryle, Marion J.
Saccomani, Maria C.
Schaef, Alfred W.
Sopko, Edward E.
St. Felix, Le Roy C.
Summers, Stanley E.
Sylvet, John J.
Tess, Julian H.
Terranova, Michael
Whit, Raymond E.
Wyatt, William R.
Yep, James L.
Zelenarik, Frank

PRIVATES :

Bal, John H.
Beam, Leon D.
Bierach, Richard O.
Bodkin, Earl L.
Brewer, Edmund T.
Bruno, Dominic J.
Buckley, Charles F.
Cannastella, Frank A.
Carter, Verrie E.
Christ, Michael J.
Cusick, Vincent F.
Cook, Enos M.
Cotner, Melvin D.
Crapler, Charles J.
Daddio, James
Dawson, Harold C.
Deaton, Emmet C.
Devesse, Charles R.
Flores, Frederick A.
French, John F.
Friedberg, Theodore
Gaston, Henry L.
Gonzalez, Manuel S.
Greenberg, Herman W.
Guttan, Arthur J.
Hawthorn, Herbert M.
Hollis, Charles A.
Huck, Albert B.
Hirshberg, Ueol M.

Jagow, Edward N.
Kiley, Louis W.
Kuhn, Wilson F.
Laxton, William H.
Lisfield, Donald G.
McBee, Alexander W., Jr.
Maurano, Edward J.
Maxwell, Robert J.
McLone, James W.
McCaslin, Charles F.
McCue, James O.
McLary, John R., Jr.
McMullen, Miles F.
Mullins, Louis C.
Meyer, William C.
Nesher, Cleoey A.
Newman, James E.
Nolas, Peter R.
Oland, Fred
Paris, Ben
Patterson, Charles G.
Portless, Ross A.
Ramsay, Robert M.
Reisenberger, Henry C.
Reynolds, Leo J.
Riley, Jerry G.
Rock, Sterling B.
Routh, Bernard M.
Roth, Leroy M.
Schuber, Joseph H.
Serrano, Lewis V.
Shedde, Harvey N.
Southard, Charles W.
Sewart, Jonathan H.
Sverdlow, Leon
Taylor, James W.
Vukovic, George R.
Vonn, Joseph H.
Walters, Paul H.
Warren, Charles C., Jr.
Welsh, Gerald N.
Wilson, Clyde A.
Wood, Joe J.

PRIVATES FIRST CLASS :

Adkins, Leanda
Angerer, Lloyd G.
Aronis, Ralph J.
Beaman, Willard R.
Bishop, Charles
Blankenship, Charles E.
Boveri, John H.
Bowers, Herbert J.
Carbone, Joseph P.
Carroll, Philip
Coston, Gene J.
Christensen, Henry K.
Coopermuth, Morris
Coppes, Isaac T.
Czaska, Eugene W.
Davenport, Donald J.
Drevel, Walter L.
Dugan, Howard H.
Dudding, Lloyd Z.
Faller, Peter J.
Ferraro, Vincent J.
Garcia, Carlos G.
Glaver, Charles E.
Hamilton, Albert R.
Hopp, Anton W.
Hudzik, William L.
Johnson, Clifton A.
Kahn, Joe A.
Lecuyer, Gerald J.
Maddox, Charles M.
Mader, Walter
McCreath, Bates L.
McNee, John D.
Molina, Leonardo
Palavoda, Stanley
Pohl, John J.
Ricketson, Cassis L.
Shaw, Clyde J.
Stango, Alphonso A.
Sunn, Gregory C.
Towndell, Earl W.
Vandell, Stanley A.
Vice, Murphy A.
West, Fred J.
Wilson, Raymond C.
Zinn, Clarence G.

PRIVATES :

Landauer, Kenneth J.
Malton, Wallace
Oskowski, Melvin L.
Pezala, Charles H., Jr.
Pinos, Carmel A.
Salinas, Louis S.
Swatt, Robert H.

552 nd Bomb Squadron . . .

Personnel assigned during periods prior to V-E-Day.

LIEUTENANT COLONEL :

Luckhart, C. W.

MAJORS :

Corran, Emmet E.
Howard, George S.
Nygren, Gordon E.
Perry, Laund D.
Thomson, Charles V.

CAPTAINS :

Andrews, Allen L.
Aulman, Ronald W.
Baard, Gus P. J.
Barr, Paul E.
Bishop, James E.
Blackwelder, Frank H.
Burgess, Leonard H.
Calk, William J.
Corliss, Thomas C.
Cutter, John M.
Hatch, Stewart A.
Haugst, Lewis R.
Humble, Solon A.
Jacob, Arthur L.
Lukman, Theodor
Lunt, Lester J.
Loorgan, Warren M.
Lubanski, Justin C.
Mable, Frank W.
Meier, Fred A.
Oatford, Benjamin R.
Porter, Byron L. J.
Price, William
Rams, Herbert C.
Shank, Earl J.
Spencer, Rumney J.
Wendt, Harold A.

FIRST LIEUTENANTS :

Albus, Murray S.
Ackerman, Sam
Adams, Willard R.
Albert, John F.
Allen, John C.
Anderson, Eugene F.
Andranigan, Amar M.
Anderson, Thurlief I.
Armstrong, Cyril J.
Aron, Ivan W. J.
Bather, Robert B.
Bayne, Donald I.
Bell, Warren H.
Bernard, Henri J.
Bernstein, Samuel I.
Bers, Robert
Black, James A.
Blair, Paul R.
Bolinger, Asa D.
Bowling, Russell R.
Brandenburg, Jack L.
Brandtson, Axel C.
Brown, Surl D.
Byant, John M.
Bukley, Edward R.
Burnmaster, Frank W.
Cary, Howard
Carls, William H.
Cilone, Charles J.
Clever, Ernest C.
Cox, William F. J.
Craze, Robert L.
Danforth, Stephen F.
Davis, Oma G.
Demarest, John, Jr.
Dickinson, Edgar C.
Dove, John W.
Du Bois, Glenn O.
Goodman, Raymond L.
Greene, George Y.
Greenwood, Jack
Hanz, Thomas B.
Hanna, Max E.
Hartley, David M. C.
Hedger, Vernon R.
Hendrickson, Arthur M.
Hendry, William T.
Higgins, Jesse C.
Hoffman, Robert B.
Hovath, Ernest P.
Horn, James U.
Israel, Walter U.
Johnson, Glen H.
Keen, William G.
Klein, Roy
Knight, Francis C.
Langman, John D. J.
Lester, Harry J.
Loring, John O.
Lyon, Robert M.

Madson, Gordon K.
Meloyne, Joseph D.
McNair, Ross A.
Molner, Robert P.
Munich, Charles W.
Murray, Nick J.
Nelson, George J.
Neville, Robert G.
Newman, G. F. J.
Nookley, Walter
Nyberg, John A.
Parsons, Floyd I.
Petrey, John B.
Popowski, Anthony
Poznyarski, Willard J.
Ragland, William O.
Rice, Wendell H.
Rosa, Rufus C. J.
Rothlieb, Milton E.
Sawin, Robert
Schrier, John L.
Sennott, Harry A.
Snyder, Millard P.
Snyder, Robert E.
Solter, James H. C.
Stamm, John H. J.
Lansley, Robert W.
Tegarden, Dean P.
Vigoren, Donald E.
Waltz, Frank W.
Whittle, Henry E.
Workman, William M.
Wright, Don B.
Young, James J.

SECOND LIEUTENANTS :

Anderson, John L.
Andin, Roy H.
Anberg, George C.
Arvett, Neal E.
Baldwin, William E.
Banks, Emory E.
Bell, Thomas N.
Bottanley, Gordon F.
Brian, Wesley E.
Bruck, Joseph M.
Bryant, James W.
Beall, Henry E.
Barnson, James I.
Clare, Robert H.
Clements, Robert W.
Coffey, William J. J.
Coller, Theodor E.
Conner, Howard W.
Corbin, Harold J.
Deniro, Peter, Jr.
Dixon, Lawrence P.
Dobson, Melville H.
Dow, Randolph C.
Draganchuk, William
Eggenman, Harold W.
Engles, James B.
Fairbair, Dennis D.
Fenerty, John J. J.
Ferguson, Harvey E.
Flynn, Charles J.
Fowler, Oca L.
Germann, Albert C.
Gillett, Morton
Hessel, Herman L.
Hesters, William T.
Hester, James A.
Hoff, Harold C.
Hymn, Robert L.
Jones, Casey
Lael, Francis V.
Laurik, Torro E.
Lone, Ralph W.
Lowman, Marvin D.
Mahan, John W. Jr.
Mairinos, William
Meyer, John W. Jr.
Mey, Robert C.
Morgan, Jack B.
Morgan, William R.
O'Brien, Francis P.
O'Brien, Virgil B.
Parrell, Thomas F.
Reed, John V.
Reed, Robert A.
Regan, James J.
Reis, Gilbert
Raman, Lee I.
Sanders, Roy T.
Smith, Roy H. Jr.
Stone, Deasing F.
Wise, Raymond E.
Wood, John W. J.
Woodcock, Walter D.
Yanery, Homer G.

FLIGHT OFFICERS :

Alison, Everett I.
Boutman, William F.
Conley, Frank I.
Doy, Maurice E.
Freiburger, Alfred L.
Cragg, Robert C.
Lunell, Edward J.
Lynch, William H.
Tapp, Stanley A.

MASTER SERGEANTS :

Car, Oswald B.
Chew, Robert
Comper, James C.
Elder, James C.
McEwen, Ralph

TECHNICAL SERGEANTS :

Adams, James D.
Ayer, David N.
Beas, Eugene J.
Brow, Francis X.
Conner, James F.
Coursay, Charles W.
Cusman, Wayne L.
Duckers, Jack M.
Dunworth, William J.
Doran, Gilbert J.
Dunn, George H. Jr.
Fitzsimmons, Robert S.
Flynn, Eugene F.
Fontana, Patsy
Farny, Richard E.
Gordon, John W.
Griffith, Joseph G.
Grua, Leo W.
Hadley, Harold B.
Hall, Donald D.
Hankmeyer, James M.
Harris, William B.
Hoschek, Andrew
Hoxie, Norman C.
Hoxley, Venoy J.
John, Earl
Kahl, Edward H.
Kaiser, Charles H.
Kump, Howard V.
Kuhley, John F.
La Vance, Sidney H.
Le Maire, Ralph T.
Lodge, Lawrence H.
Loflin, Fred L.
Martin, Samuel L. Jr.
Mason, Jack L.
Mason, Joseph W.
Meyer, Robert W.
Murphy, Timothy F.
Neatherly, William H. A.
Norman, Lester L.
O'Kane, Robert W.
Olson, Kenneth J.
Russett, John S.
Scholz, Howard R.
Senkewicz, John P.
Todd, Alexander G.
Turner, William
Viveland, Burton L.
Webb, Gerald T.
Whitehead, Jack E.
Wright, John D.
Zimay, Linus A.

STAFF SERGEANTS :

Abriola, Daniel A.
Alfredson, Carl W.
Angel, Gordon
Anusweiger, Frank A.
Arrip, Prudence
Austin, Glenn
Baker, Harry E.
Baker, Max E.
Bell, Norman L.
Bennett, Kenneth E.
Berquist, Robert L.
Blyna, Emmett Jr.
Bombar, Frank A.
Buckner, Percie S.
Carlson, Harold W.
Casta, Hansel E.
Clark, John W.
Collins, Joseph H.
Conway, Robert L.
Corbin, David E.
Coyte, Robert E.
Davenport, Billy T.
Dickerson, Harry S.
Dipple, Alan N.
Dumas, Albert F.
Edgar, Chester O.
Ellington, Boyce W.
Elli, Charles H.

Everhart, Larch H.
Frasco, William I.
Fleetwood, Guy D.
Flemmons, Harry J.
Fitz, Arthur, Jack W.
Frederick, William A.
Frensch, Robert J.
Genswill, Is'el A.
Gerlach, Irving H.
Goldman, Thomas T.
Gunn, Ned
Gusson, Richard A.
Gross, Richard H.
Hallock, Frank J.
Hamm, Donald E.
Harper, Paul E.
Harris, George M.
Hastman, Warren M.
Harvey, Roger B.
Henry, Thomas B.
Hinson, Hollis R.
Hood, Eugene J.
Hubbard, Francis M.
Hudlow, Chester D.
Hudson, Joseph W.
Hunt, William J.
Hynes, Lyle M.
Hyatt, Hugo A.
Kerush, Wilmer J.
Kier, Chasin P.
Ladden, William D.
Lange, Howard W.
Lewis, Jacob E.
Lowrie, James H.
Magnuson, Roger D.
Makely, Joseph M.
Mason, David G.
Maxley, Milton C. M.
May, Herbert L.
McCannell, John V.
McGraw, William V.
McKin, Myron G.
McKinney, Frank G.
Mudry, Edward P.
Melancon, Samuel J.
Murray, William L.
Munich, Charles H.
Park, John H.
Perry, John R.
Peterson, Zephora
Port, Russell
Raley, Ellen H.
Porter, Roland D.
Pratt, Norman F.
Rafferty, Lawrence A.
Richter, Leo R.
Rosen, Rubin
Rouse, James A.
Rosen, Aubrey L.
Sanchez, Joseph E.
Schwartz, Leroy F.
Soren, Emmanuel B.
Schul, William G.
Scudder, Phil J.
Smith, Edward A.
Smith, Charles W.
Sporn, Emmanuel B.
Staley, Elton J.
Stearns, Edward A.
Strollo, Alfred
Thaler, Christian H.
Tomlin, Les R.
Underwood, Arden C.
Upton, Thomas S.
Vermette, Arthur J.
Wilkie, James E.
Wright, Robert D.

CORPORALS :

Baker, Raymond L.
Beane, Charles D.
Brimson, Ronald E.
Cawston, John W.
Coshlin, Frank R.
Damschneider, Fred P.
Ferman, Jack
Hahn, Asner
Hinton, Myron B.
Patterson, Ayer L.
Pimmey, John P.
Sawyer, Jonathan H.
Sartin, Harvey B.
Teece, Jack A.
Waters, Arthur T.

PRIVATES FIRST CLASS :

Allen, Richard E.
Anton, Gustave W.
Berlin, James C.
Chavira, Rene P. Jr.
Hahn, Emory E.
Hartman, Theodora C.
Koff, Harry
Lowery, Riley B. Jr.
Moore, Edwin A.
Mulligan, John H.
Oatman, Leonard
Pietro, Salvatore P.
Revere, Joseph E.
Scott, George D.

Kellogg, Eason T.
Madson, Allan J.
Mead, John W.
Meyers, John H.
Meyer, George F.
McGuck, Vernon P.
McGinn, Louis P.
Morgan, William B.
Patterson, Edward J.
Revere, George C.
Tschobik, Nicholas
Sawyer, David C.
Schallert, James W.
Sprout, John W.
Tanner, Harry
Wenters, Lawson E.
Wise, Paul
Wright, Kenneth L.
Wiley, Roy M.
Worthington, Jack B.
Wynstruff, Herbert C.

CORPORALS :

Baker, Raymond L.
Beane, Charles D.
Brimson, Ronald E.
Cawston, John W.
Coshlin, Frank R.
Damschneider, Fred P.
Ferman, Jack
Hahn, Asner
Hinton, Myron B.
Patterson, Ayer L.
Pimmey, John P.
Sawyer, Jonathan H.
Sartin, Harvey B.
Teece, Jack A.
Waters, Arthur T.

PRIVATES :

Amulevics, John S.
Becker, Harold L.
Berman, Leo B.
Boca, Albert J.
Bohannon, Fred
Christie, Elrod P.
Claus, George J.
Columan, Charles Z.
Conley, Charles D.
De Groot, William F.
Di Baccio, Anthony F.
Dorris, Paul I.
Dove, Stanley A.
Falmer, Marshall
Farrill, John J.
Harvey, Charles E.
Hoffman, Edmund H.
Hoffman, Thomas J.
Ingram, Edward J.
Jackson, Gus W.
Jobe, Billie R.
Johnson, Ward W.
Kraft, Frank E.
Larkin, John J.
Mansfield, Edward D.
McMullen, William F.
McMurry, John W.
Minton, Gertruda B.
Mickell, John J.
Moore, Joseph S.
Muller, Isam B.
Northwood, Henry J.
Palumbo, Victor L.
Pensabini, Joseph A.
Petersen, John W.
Roberts, John J.
Romanus, James A.
Roulet, Albert A.
Schmidt, Robert R.
Schultz, Norman A.
Shapiro, Kenneth M.
Shaw, Walter E.
Shaw, Edward J.
Shibler, Raymond E.
Valliere, John P.
Wahl, Carl M.
Whitmore, Robert A.

553 rd Bomb Squadron . . .

Personnel assigned as of V-E Day.

MAJORS :

Barrin, Howard L.
Marquis, Stewart D., Jr.
Zorlitta, Wallace P.

CAPTAINS :

Brookhouse, Robert B.
Brown, Henry M.
Cleveland, Edward D.
Coleman, James K.
Dugger, Bert S.
Heendricks, Tom F.
Jaffe, Sol I.
Keating, Edward T.
Kyle, William Q.
Meyers, John H.
Mills, William W., Jr.
Roseberry, Daniel B.
Rutt, Ronald G.
Semmer, Leonard A.

FIRST LIEUTENANTS :

Aitchbold, Henry L.
Austin, Robert L.
Bazan, Evan M.
Bucher, Lester J.
Buse, Robert J.
Christiansen, Herbert W.
Christianson, Lester R.
Cohen, Milton M.
Crawford, James R.
Cummings, Richard C.
Day, Arthur L.
Dennison, Richard H.
Dulan, Verdon L.
Douglas, Chester W.
Eink, Clifford R.
Fox, Bob D.
Fron, Francis J.
Graham, Harold V.
Givens, George Y.
Harrison, Raymond
Hagger, Ben, A.
Hill, Dean E.
Krebs, James E.
Krauth, Walter G.
Law, Thomas L., Jr.
Layne, William J.
Logan, George R.
Miller, Charles J.
Mills, Harold J.
Wemyer, Harold J.
Oxborn, Austin C.
Peatre, David A.
Ruter, Charles A.
Schultz, Earl C.
Smokunas, Frank J., Jr.
Wetendorf, Albert H.
Winberg, Roger E.
Winklerman, Edward H.

SECOND LIEUTENANTS :

Berney, Robert D.
Cantu, Peter
Carter, George
Chanak, Donald N.
Funsten, Louis F.
Hsieh, Gordon W.
Jones, Joseph W.
Libby, James K.
Lipkin, Louis
Martin, Robert J.
McChes, Jack C.
Maxell, Austin
Ramsley, Robert E.
Robson, Robert E.
Sechler, Walter P.
Simon, John M.
Smith, Eugene J.
Szenbergh, Sabo A.
Whitaker, John R.
Zack, Anthony H.

FLIGHT OFFICER :

Paik, William M.

FIRST SERGEANT :

Jones, George M., Jr.

MASTER SERGEANTS :

Brown, Stanford
Della Barba, Camillo J.
Hammond, Lisa L.
Katz, Charles
Linton, Harry W.
Linton, George B.
Owen, Henry R.

TECHNICAL SERGEANTS :

Alexander, Lester J.
Amundson, Carter B.
Applegate, Robert A., Jr.
Barber, Philip J.
Bergfeld, Julius M.
Beaman, Edward S.
Brown, Robert A.
Bruggeman, John B., Jr.
Cole, Robert J.
Coleman, John A.
Dovez, Harry C.
Falls, Willie C.
Funk, Morris K.
Gager, Francis L.
Gardner, Paul Q.
Ginsburg, Martin
Gottier, Maurice C.
Graziano, Philip J.
Harrison, Leonard J.
Hasselman, George
Hemond, Gerald A.
Knipp, Fred W., Jr.
Knight, William P.
Kreisk, John L.
Kurek, Theodorus M.
Levy, Herman J.
Lincoln, Harvey A.
McDaniel, Fred
McLaughlin, James J.
Miller, John
Muhl, Nelson W.
Mulkins, John B.
Murray, Alvin W.
Neilon, Nels D.
Nepres, Charles E.
Oetge, Andrew A.
Pace, Lee F.
Rasmussen, Richard H.
Reinders, Kenneth W.
Reuck, Ronald J.
Snyder, Calvin E.
Souder, George W.
Stahlman, Donald C.
Thomas, James W.
White, Crawford S.
Wolfe, Cecil C.
Wolfe, Jack (nm), Jr.

STAFF SERGEANTS :

Baker, J. H.
Barr, James R.
Bell, Leonard J.
Bode, William E.
Brown, Earl C.
Carnico, Clyde W.
Debyr, Stanley M.
Doelman, Norman M.
Fleming, John V.
Gipe, Gordon A.
Green, Charles W.
Hennick, Hubert P.
Harrh, Edward D.
Kucely, Dana F.
Koetter, Alfred F.
Latorie, Gregory (nm)
Marmo, Gerard C.
McWhee, James C.
Medina, Tony A.
Morris, John R.
Morris, Leonard W.
Nelson, Knute A.
Okannen, William J.
Owen, James L.
Parker, Walter C.
Peterson, Harold P.
Porta, Edward A.
Ranger, Warren V.
Reilly, Edward C., Jr.
Rodecovitch, Steve
Rudnik, Joseph J.
Saunders, Edward D.
Scanlan, William N.
Schultz, Theodore R.
Sem, Erling O.
Sherman, Donald M.
Smith, Ben, Jr.
Stephania, Paul H.
Suzak, Lawrence A.
Tamayo, Raymond T.
Twyler, Herman S.
Turk, Max M.
Luter, Arthur L.
Wagner, Robert C.
Welton, John V.
Wilson, Howard R.
Zate, Phillip P.

SERGEANTS :

Anderson, Fred C.
Barr, Roy R.
Bennett, Henry M., Jr.
Bennett, Mark O.
Bowman, Charles P.
Brown, Gale M.
Bucklin, George A.
Cairns, Herbert E.
Calkmette, Louis C.
Cicco, Charles P.
Clark, Charles F.
Coffman, William L.
Cullen, George L.
De Vito, Michael L.
Donovan, James D.
Doolley, Richard A.
Favonia, Angelo W.
Foster, Harold D.
Foster, Lester W.
Gardner, Harold W.
Goldfaden, Robert
Hickey, Willard C.
Hojusa, Theodore S.
Holmes, Paul R.
Ingram, Edward L.
Jakobczyk, Stanley T.
Jarell, Edward
Kritz, Jack W.
Lawrence, Francis J.
Leschke, Nathan
Leyman, Sidney T.
Malaeki, Theodore
Mangano, Joseph
Massey, Lloyd E.
Mauro, Frank
Miller, Maurice R.
Nieraha, Julius C.
Monka, James H.
Monson, Arthur C.
Munier, Willie N.
Naragassara, Jean C.
Narghaman, George C.
Pavelka, Joseph O.
Perlmann, Jacob
Petro, Charles
Furr, Leslie F.
Lopez, Thomas
Prince, Richard J.
Razala, John A.
Recrevus, Donald M.
Rourke, Walter M.
Russo, James T.
Rutkowski, Aloysius E.
Schwarz, Ernest A.
Shane, John E.
Shaper, James E.
Shupe, Boyd L.
Spars, Orville C.
St. John, Raymond P.
St. Pierre, Roger R.
Stoba, Donald F.
Taman, Vincent E.
Wilkinson, Murray F.

CORPORALS :

Altman, Hubert T.
Bailey, Walter J.
Bland, Sumner N.
Bowman, Warren C.
Bresner, Kenneth D.
Brith, William
Brown, James W.
Campbell, Ellsworth L.
Christensen, Louis
Cugnard, Paul E., Jr.
Collins, Harry P.
Davis, Roger L.
Ewart, John D.
Fernandez, Reynaldo
Foley, William D.
Gaughan, Edward J.
Gehring, Julius C.
Gensolini, Edward F.
Gomboss, Emanuel B.
Gulfin, Arnold
Grossman, Milton B.
Guzlewski, Adam S.
Habensicht, Alvin H.
Hawthorne, Kenneth
Hemer, William F.
Herron, Russell C.
Hodge, Paul P.
Horkus, Benjamin F.
Jacks, Amil A.
Julkas, Steve
Kath, Walter
King, William T.
Koppenhaver, Thomas A. L.
Kostich, Paul

Lambert, Robert W.
Lanza, Michael E.
Loner, Jackson B.
Maccaluso, John P.
Marlowe, Isaac H.
Martin, Adelaard L.
Marrin, Samuel L.
McLaughlin, William F.
McMaster, Billy D.
Muhavets, Eugene M.
Nichole, Edwaa C. Jr.
Norman, Claus C.
Ockman, Samuel
O'Dowd, William H., Jr.
Pfeid, William O.
Pentivione, Angelo L.
Petree, Charles C.
Pierce, John L.
Pollock, Joseph B.
Popick, Leo
Richards, William L.
Riley, Joseph P.
Scarfo, Dominick A.
Coates, Henry F.
Schall, Roy G., Jr.
Schmitt, Joseph
Seader, Grover C. Jr.
Spinello, Robert L.
Stull, Ned R.
Sydenstricker, William A. Jr.
Symanski, Richard R.
Verville, Gerald J.
Vinzco, Angelo J.
Walker, Thomas J.
Weaver, Albert C.
Welder, Howard W.
Wolfe, Robert W.
Zrekhan, Isa E.

PRIVATES FIRST CLASS :

Adler, Walter Z.
Bernardo, Frank
Bates, Donald H.
Bostick, Nople L.
Breuss, Ivan J.
Brant, Joe W.
Cannon, Joseph J.
Cole, Mildred H.
Colman, Hartz C.
Davis, James L., Jr.
Dickey, Orpheus
Dyer, Frank W., Jr.
Elin, Perry J.
Garcia, Emilo
Gastrich, Richard F.
Gendron, Henry E.
Greenfield, Sam
Hankins, Charles W.
Hart, Richard A.
Halbert, Dan
Hauk, Edwin J.
Hugley, George C.
Hytreck, Julius L.
Kane, Robert L., Jr.
Kally, Howard J.
Kruze, Orville R.
Larnick, Alexander T.
Leone, Vincent
Longo, Louis C.
Murphy, Walter
Murray, Howard A.
Nall, Ernest S.
Pearah, Foster E.
Petty, Henry J.
Polinsky, Harry
Pritchard, Leslie E.
Rabinowitz, Jerome
Rathund, Karl A.
Reaso, Maurice
Smith, Fred L.
Stamps, Eliah A.
Stone, Oliver K.
Thomas, Floyd C.
Turner, Charles E.
West, Hubert A.
White, James A.
Williams, Amiel
Wren, Grady R.

PRIVATES :

Abney, Harold C.
Boyer, Frank
Davidson, Raymond
Challorone, August C.
Caldersche, Indore M.
Rathier, Raymond C.

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553 rd Bomb Squadron . . .

Personnel assigned during periods prior to V-E Day.

LEUTENANT COLONELS

DeWitt D. H. Jr.
Harris L. W.

MAJORS

Burton H. Jr.
Farris L. H.
Hawser G. W.

CAPTAINS

Adams J. L.
Belmont H. P.
Bingham J. M.
Chapman C. H.
Edville J. C.
Dye H. H.
Farr R. T.
Giles M. C.
Haber L. E.
Harris B. T.
Henry J. G.
Hoskins G. W.
Kleinrich D.
La Flamance J. T.
Little C. T.
Lusklin C. W.
Lyle J. D.
Meyers L. R.
Pogel M. A.
Flawden W. M.
Richardson E. H.
Saltzman M.
Sauli W. L.

FIRST LIEUTENANTS

Acum W. P.
Baikun W. E.
Barber R. D.
Benint H. B.
Bliss V.
Boerens M. E.
Burd J. P.
Brinson J. S.
Bucholtz E. M.
Briggs F. O.
Blythe C. J.
Burdley T. C.
Burdick J. A.
Butt B. J. Jr.
Callaway A. S.
Cannaday C. C.
Carr J. A.
Carrill E. A.
Cassell A. J.
Cannon R. E.
Crimm J. R.
Davis F.
Dean P. W. Jr.
Dennis L. W.
Dinan E. F. Jr.
Dumkes R. C.
Douglas R. T.
Ekanen J.
Evans H. E.
Faulder H. E. Jr.
Fitch C. A. Jr.
Gass J. A. Jr.
Gerr J. F. Jr.
Goodwin J. E.
Gustman S. U.
Hesse D. B.
Halverson R. H.
Hanna R. C.
Harris W. G.
Hatch C. C.
Heister W. R.
Hightsham L. D.
Hochstetler W. D.
Hodge H. E. Jr.
Houder E. D.
Howe C. J.
Jones C. W.
La Taurota G. C.
Lee R. M.
Lindquist C. K.
Loyell S. R.
Lover R. D.
Ludwig R. M.
Maguire R. J.
May C. D.
McLusk O. L.
McGowan P. J.
Morton E. E.
Michael H. D.
Middlebroock M. T.
Mische V. E.
Mysell A. A.
Murray G. W.
Mylan A. B.
Nelson K. H.
Oltzhouse N. I.
Parkins J. H.
Quigley R. L.
Raper E. J.
Rauli W. H.

Reeves E. L.
Renaley R. E.
Richardson A. H.
Richardson W. H.
Risser S. W.
Roflander S. L. Jr.
Schleier M. P.
Scott S. E.
Seckler W. P.
Seemore J. M.
Shaw E. A.
Simpkinson D. J.
Sisk S.
Sclafano B. D.
Stefano P. T.
Stenburgh S. A.
Stout J. H. Jr.
Sutton L. J.
Sweetman C. V.
Talar M. T.
Warden E. H.
Warr S. E.
Young B. B.

SECOND LIEUTENANTS

Beckhoff R. B.
Bell U. E.
Betta L. C.
Bernard W. A.
Bridelmeier H. H.
Blasius R. W.
Bowl W. R.
Chalmers J. J.
Choate F. L. Jr.
Costas B. G.
Costello T.
Dallas W. W.
Davis J. E.
Duty W. J.
Dyerson R. E.
Eaton G. S.
Ellis N. G.
Finch R. F.
Gabrio J. E.
Halen W.
Harber L. E.
Hickman I. E.
Hill III H. G.
Hogg G. S.
Hopper W. L.
Houston J. L.
Jenkins T. W.
Johnson I. A.
Jordan C. S.
Kelm E. A.
Kibby F. M.
Lantry H. C.
Mangipane J. W.
McCollum S. D.
McNairna C. F. F.
Mattox D. W.
McDane H. P.
McDevitt P. F.
McKelown E. H.
Milne E. R.
Molnar R. S.
Muller M. R.
Pattis J. L.
Paulsen W. F.
Perry J. D. Jr.
Pitzer J. R.
Reed W. A. Jr.
Reeves C. O. Jr.
Robb M. L.
Scherman R. M.
Sharp D. W.
Shore J. W.
Sott R. G.
Strung H. B.
Sundin R. F.
Swain W. S.
Tepens J. J.
Thorpe H. P.
Thistle J. W. Jr.
Tone A.
Tork W. R.
Turner D. O. Jr.
Umphries J. O.
Walters R. W.
Waters J. S.
Wat J. I.
Watts M. E.
White H. M. Jr.
Willis M. I.
Williams R. D.
Wilson S. J.
Witt F. F.
Zimmerman G. F.

FLIGHT OFFICERS

Bacon D. J.
Bandy C. W.
Calkins L. C.

Di Loreto J. J.
Milacek S. V.
Tiger G. H.

MASTER SERGEANTS

Alexander W. W.
Cook G. E.
Casper J. W.
Eller J. C.
Norris W. W.
St. Arnaud J. E.

TECHNICAL SERGEANTS

Angelo J. R.
Barlow E. A.
Breecher L. K.
Cohen B. S.
Cooch F. G.
Darby J. G.
Dobson S. B.
Depon J. W.
Evans R. D.
Egman C. E.
Faul L.
Fero F.
Garren T. C.
Glynn J. V.
Good J. E.
Graham H. R.
Grant L. H.
Graves L. J.
Hickok R. H.
Hidgen J. E. Jr.
Hingstler J. L.
Hutley J. E.
Jacobs A. W.
King W. E.
Kotul J. E.
Lavin E.
Lovelace R. V.
Lynch A. A.
Magness J. G.
McKendrick J. E.
McMullen R. H. Jr.
Monti R. C.
Russell C. D.
Senders R. W.
Schick P. E.
Scholnick H.
Scott P.
Shank M. E.
Spittal S. S.
Storch F. R.
Taub H. L.
Troupe J. W.
Trillon W. C.
Wilkinson B. B.
Williams H. P.
Woleben F. E.
Woodcutt H.

STAFF SERGEANTS

Anderson R. L.
August C. J.
Ballou J. C.
Ball T. W. Jr.
Bisward V. E.
Bates L. J.
Baumer F. D.
Biby R. H.
Bingham R. J.
Boisvert M. J.
Bowen J.
Bragg P. W.
Bull C. M.
Broer R. E.
Brown W. J.
Brown S. E.
Brown R. C.
Brown G. D.
Brinson J. P.
Carpenter A. B.
Callan W. H.
Carlson W. A.
Cambis A. J.
Canfield T. P.
Chadburn R. L.
Chandler R. S.
Clark W. O.
Cook J. C.
Corbett C. H. Jr.
Curlman C. A.
Daniel P. H.
De Lisle F. J. Jr.
Dunn K. K.
Dunsmuck J. J.
Diaper H. L.
Dunn J.
Edelman T. V.
Elli F. B.
Faker R. M. Jr.
Fliggen J. B.
Fogarty A. D.
Gange W. H.

Gillum D. C.
Globerman M. J.
Green B. M.
Ladlow G. G.
Hilborn J. E.
Hartman J. M.
Moory L. A.
Haggins R. E.
Hooper H.
Husack K. I.
Jacobs H. J.
Janas J. V.
Jasen H. E.
Jensen V. A.
Jewson K. F.
Johns C. M.
Johnsgo D. C.
Killefer N. L.
King M. C.
Kopecky J. V.
Kuzlowki K.
Kurzwahl K.
Lanessa H. J.
Larbank J. D.
Lee C. E.
Lavin M.
Lynch E. D.
Machach H.
Malinowski J. F.
Manley E. C.
Marlet E.
Marcus J. M.
Maszalek F.
Mastracchio F. D.
Matus L. D.
McFarland L. D.
McLeod C. B.
Meant C. J.
Mehl J. A.
Milne W. J.
Minnis A. A.
Molnars I. S.
Moore B. E.
Newell H. L.
Newell R. J.
Norris W. H.
OKelly J. W.
Paragon P.
Palczok W. H.
Pezium A. A.
Pittman E. C.
Points H. L.
Pranzani J. J.
Pryor J.
Reyer M. R.
Rice J. J.
Roe J. J.
Ruller W. D.
Rowenski W.
Rustland A. R.
Shannon J. R.
Shelton G. E. Jr.
Sheets P. J.
Shew A. J.
Smart A. E.
Small R. E.
Smiley H. M.
Smith G. L.
Snyder R. W.
Sunderland H. E.
Sway P. V.
Tatum W. H.
Trench R. M.
Underwood I. A.
Van Dorn W. A.
Van Wert G. R.
Valm S. A.
Webster J.
Williams M. H.
Willings E. W. H.
Wilner G. B.
Worthy W. F.
Wortysiak M.

SERGEANTS

Adams E. J.
Agnostic L. G.
Aitcher J.
Arnold C. V.
Baxendale G. S.
Barratta S. A.
Beatty J. A.
Bebb L. F.
Bender D. S.
Bennett O. H.
Bisnon H. A.
Birtusa J. M.
Boggs T. M.
Burr G. B.
Burgess H. H.
Cald M. C.
Clark H. M.
Coadler J. W.
Dewann H. A.
Falkman F. J.
Foster L. W.
Garcia W. A.
Hanel C. J.
Harr G. W.
Hobson M. J.
Irwin H. B.
Jacobs J. A.
James S. A.
Kelly D. E.
Klein J. F.
Klimes J. G.
Lund H. C.
Lundson D. H.
McHenry J. F.
Metzger J. L.
Meeker R. I.
Menna H. D.
Moslava J. W.
O'Donnell H. A.
Ogilvie H. A.
Oval A. E. Jr.
Pattun J. E.
Pattun F. M.
Powers D. D.
Preston M. A. Jr.
Rozell K. J.
Sattelmeyer F. A.
Schuss E. P.
Seeger W. F.
Solomon O. L.
Su A. T.
Sukh J.
Spaulding R. D.
Teece E. V.
Touff R. E.
Travis J. A.
Waren C. R.
Wetzel J. M. Jr.
Working R. W.
Zenk R. F.

Dewann H. M.
Falkman F. J.
Foster L. W.
Garcia W. A.
Hanel C. J.
Harr G. W.
Hobson M. J.
Irwin H. B.
Jacobs J. A.
James S. A.
Kelly D. E.
Klein J. F.
Klimes J. G.
Lund H. C.
Lundson D. H.
McHenry J. F.
Metzger J. L.
Meeker R. I.
Menna H. D.
Moslava J. W.
O'Donnell H. A.
Ogilvie H. A.
Oval A. E. Jr.
Pattun J. E.
Pattun F. M.
Powers D. D.
Preston M. A. Jr.
Rozell K. J.
Sattelmeyer F. A.
Schuss E. P.
Seeger W. F.
Solomon O. L.
Su A. T.
Sukh J.
Spaulding R. D.
Teece E. V.
Touff R. E.
Travis J. A.
Waren C. R.
Wetzel J. M. Jr.
Working R. W.
Zenk R. F.

CORPORALS

Berk M. D.
Bart J. J.
Dawson H. A.
Feakins E. C.
Famer K.
Galmeyer W. P.
Haar H. E.
Hall W. H.
Harrington J. A.
Harrison S.
Huling C. I.
Jahres J. S.
Keby D. E.
King F. S.
Lairney R. E.
Mannella C. W.
Marie D. T.
McMinn O.
Mears R. D.
Meyer H. G.
Mudri E. D.
O'Donnell W. J.
Oldfield B. A.
Richards G. G.
Robbins F. W. Jr.
Rylback J. M.
Shaw C. D.
Sherbas E. L.
Sims D. F.
Tetter J. F.
Williamson J. W.
Wilson R. J.

PRIVATE FIRST CLASS

Bishop C.
Boone C. E.
Borman L. M.
Bradford C. B.
Brown B. L.
Campado S.
Casperis O.
Catalano J. J.
Eika A. W.
Eruda R. J.
Henderson R. L.
Higgins W. J.
Hojewell J. I.
Huang J. I.
Keough A. H.
Klein J. M.
Kulback F. P.
Lacy S. C.
Macholowski S. J.
Marke C. B.
Maxberry R. C.
McDermott J. J.
Molles G. H.

McNed L. D.
Minton P. C.
Mora J. G.
Oiler H. C.
O'Kelle J. E.
Patterson R. I.
Sano A. P.
Savage J.
Williams H. A.

PRIVATEs

Alkono M.
Austin L. W.
Balfour J. T.
Baker H. L.
Brace R.
Bromberg J. J.
Bridger R. P.
Callan A.
Callahan J. V.
Cannito J. A.
Campado J.
Cassini J. J.
Cockburn J. W.
Corcoran H. J.
Dalton J. J.
De Cost J. D.
DePaulo J. P.
Dykes R. P.
Eynon G. W.
Falkon G. W.
Falkowski C. M.
Galligan C. C.
Gallier H. E.
Gastin R. J.
Gifford H. H.
Henderson H. H.
Kahn N. A.
Kerley F. J.
Kinn A. M.
Kilby W. E.
Kirklin J. W.
Kyle V.
Lewicki L. E.
Lynn J. J.
Lynch W. S.
Johnson F. W.
Latorni J.
Lahman C. E.
Lynch J. D.
Luskowski L. F.
Maguire F. F.
Mason J. J.
Martin M.
Maysard A.
Miche A. M.
Mint M.
Mishell M.
Moser M. E.
Newburger F. H.
Niss W. J.
Nowosinski A.
Ostrowski N. F.
Paddock L. M.
Pell C. D.
Peters D. D.
Pisack P. J.
Richards W. E.
Rosen R. E.
Santora J. M.
Schall H. A.
Shaw W. E.
Sizala M. J. D.
Sizala M. J.
Sunderman W. T.
Thompson J. M.
Tompson H. V.
Thurston J. E.
Tweed W. H.
Valenti J. P.
Wabek J. J.
Ward P. J.
Walters H. J.
Walker J. J.
White J. J.
Wright J. W.
Young J. P.

554th Bomb Squadron . . .

Personnel assigned as of V-E Day.

MAJORS :

Boyd, Henry G.
Wolcott, Walter C.

CAPTAINS :

Corwin, Charles
Cretzner, Douglas F.
Dickson, Doyle D.
Falk, Samuel O.
Knecht, Francis G.
Mair, Alfred M., Jr.
McDowell, Robert E.
Mikins, Michael M.
Moore, Jesse L. Jr.
Gorez, Carl C.
Plunkett, James C.
Weischer, Edmund M.

FIRST LIEUTENANTS :

Allen, John F.
Altmeyer, Donald C.
Amiot, Donald J.
Benjamin, Alvin C.
Blickstein, Robert
Bryson, John T.
Buckshoff, Richard S.
Colvert, James B.
Craze, John M., Jr.
Deslin, Paul
Erb, Henry K.
Hazel, Robert B.
Hefert, Lucian J., Jr.
Hetzman, Eugene M.
Horn, George M.
Hockaby, Karl W.
Kennedy, Robert C.
Kiefer, Ray D.
Kink, Howard D.
Korn, Robert A.
Lanast, Worth W.
Lee, George R.
Leaves, George B., Jr.
Lubman, Donald G.
Malloft, Maurice
Mansfield, John F.
Marcellino, Herman J.
McSweeney, John T.
Meyersau, Robert J.
Micholain, Harold
Muhls, Thomas A.
Paves, Harold
Rehm, Robert B.
Reu, Henry J.
Ridgeway, Guy E.
Roper, Willis A.
Searle, Jesse T.
Schubel, John E.
Sensation, Thomas M.
Sime, Asa P., Jr.
Tomassello, Peter III
Tucker, Earl A.
Turner, Gregory F.
Van Patten, James G.

SECOND LIEUTENANTS :

Blacken, Arthur B.
Carson, Floyd A.
Coddington, James L.
Ginnel, Peter B.
Demorey, Frank J.
Gibson, John E.
Giffith, Arthur E.
Gonkowski, Henri J.
Kist, Martin P.
Oliver, Robert E.
Tottle, Robert E.

FIRST SERGEANT :

Mitchell, George F., Jr.

MASTER SERGEANTS :

Arena, Joseph
Burch, Doyle O.
Clouston, Edward E.
Huller, Philip D.
Thorn, Frank J.
Watson, George L.

TECHNICAL SERGEANTS :

Axe, John R.
Baanhjesson, Robert E.
Baldix, Leonard L.
Blair, Lewis
Brown, Martin R.
Caldwell, Robert E.
Carroll, George L.
Crapps, William D.
Dailey, Benjamin F.
Danke, Frederick G.
Domagno, Charles S.
Dinger, Richard A.
Giordano, Vincent J.
Gorell, Clyde J.
Griffin, William J.
Giffith, William S.
Groom, Oliver L.
Gubin, Joseph J.
Hall, Byron B.
Hones, Arnold A.
Krause, Frank M.
Lazdella, Joseph P., Jr.
Leech, Dean F.
Maines, William L.
McConis, Edgar A.
McLaughlin, Richard J.
Midgett, John W.
Mutter, Harry A.
Nagel, Loren E.
Pigg, Jon W.
Ralph, Richard R.
Reagan, Alva A.
Rust, Richard L.
Sauer, Howard A.
Scoblen, Adam D.
Scherzinger, Robert F.
Shue, Everett D.
Smith, Alva L.
Sparks, Leslie B.
Thornton, Noah E.
Truony, Frederick E.
Troy, John R.
Turner, Plentice W.
Vanda, Peter P.
Vaughn, Winfield C.
Walkowski, Lawrence M.

STAFF SERGEANTS :

Abram, Edwin F., Jr.
Barnes, William A.
Bartley, Willie P.
Benson, Lester W.
Benowitz, Harry
Borch, Robert F.
Bolinshat, John
Brigg, Sanford L.
Brown, William A.
Callery, James
Carlquist, Donald A.
Conley, William P.
Crawford, Paul E.
Davis, William R.
Day, Charles F., Jr.
Eckel, Peter
Ehrhard, Ralph J.
Ellis, Frederick F.
Fitzgibbon, Arthur T.
Fresbaur, Martin E.
Gomez, Emilio O.
Hahn, Jerome L., Jr.
Haines, Wilfred W.
Hurd, Gilbert D.
Jameson, Robert E.
Jaschke, Clarence L.
Keith, Arnold M.
Kelly, Kenneth A.
Lamb, Howard R., Jr.
Lair, John B.
Larman, Leonard O. M.
Lerer, Jack
Lester, Leroy
Lestow, Erwin H.
Mann, William R.
Matz, Andrew
Palmer, Roy L.
Pascarella, Anthony L.
Patrick, Nicholas
Pelle, Steve A.
Reynolds, King O.
Roberson, Harry L.
Ruby, Martin J.
Sooders, Bertis E.

Singer, Nathan
Sivick, Michael
Sizock, Gustave W., Jr.
Tanney, Howard A., Jr.
Tucci, Fred A.
Voraek, Emil
Walker, Robert E.
Weigner, Jerome S.
Williams, Irvine A.

SERGEANTS :

Arlington, Harold E.
Baton, Robert E.
Bilben, Mayne R.
Blevins, Gail S.
Britt, Maxie E.
Caron, Zenon S.
Candon, John W.
Darrow, William S.
Drotos, Edward F.
Dubiel, Frank J.
Dubs, Harry L.
Durant, Eddie
Egzi, Joseph
Gillespie, John P.
Gillman, Leonard R.
Gronlind, Abraham H.
Hellenberger, Edward W.
Herman, Harry E.
Hewins, Howard I.
Hinkle, Carl R.
Huzela, Michael
John, Eugene H.
Kaufman, Ladislav A.
Kell, Ernest F.
Kidwell, Oakey F.
Kiser, John A.
Kohler, Williams A., Jr.
Kulig, Joseph J.
Larkin, David J.
Leonard, William J.
Lerner, Norman L.
Linger, Carl F. W.
Magalska, Lawrence J.
McConnell, William J.
McDonald, Marvin H.
Millington, Wilbert R.
Mitchell, Edmund L.
Moreau, Marcel E.
Murray, Charles E.
O'Kras, Richard S.
Olson, John L.
Opka, Peter P.
Portny, Joseph
Reichmanster, Roland E.
Rides, William F.
Rushford, Leon
Sanders, Carl V.
Schot, Francis J.
Shore, Charles F.
Sider, Theodore I.
Sizba, Gladys
Swank, Charles E.
Swick, Harold W.
Thorne, Lewis E.
Tuggle, John W.
Tylak, Aloysius A.
Van Houten, Vincent
Vaughn, Maurice W.
Walters, Halia E.
Wend, Reinhold R.

CORPORALS :

Amenolara, George F.
Anderson, Herman H.
Ballard, Charles R.
Bjolin, Gordon L.
Briggs, Iva R.
Burton, Hubert C.
Chapman, James J., Jr.
Chevront, Glen D.
Cook, Cline D.
Cooper, Frederick S.
Coppin, Russell E.
Carr, Robert E.
Costa, Joseph F.
Cugler, Harry J.
Davidson, Irving G.
Dingle, Edward G.
Dixon, William E.
Donnis, Norman A.
Dorenwirth, Robert F.
Flint, Albert D.
Flores, Louis B.

Fried, Samuel M.
Garrison, Myron L.
Gannarelli, Amicare L.
Gray, Floyd F., Jr.
Greening, Virgil R.
Hall, Carl F.
Harper, Hubert L.
Hester, John T.
Hyden, Alfred L.
Johnson, James W.
Johnson, Victor
Kirkpatrick, Kenneth A.
Koch, Richard H.
Koop, Thomas J.
Kwastroski, Braxton L.
Lang, Willard D.
Levy, Melvin
Longo, Samuel
Lowery, James D.
Marsenicuk, Joseph J.
Matteson, Arthur W.
Mazak, John
McEvers, Ralph
McLaughlin, Walter T.
McNally, Peter
Milam, Carl F.
Morse, Robert B.
Muzianetz, Joseph L.
Mans, Joseph E.
Nabholz, Arentos J.
Otega, Charles E.
Parker, Albert F.
Pisic, Isaac W.
Pucito, Richard R.
Reagan, William W.
Reed, Harold N.
Ricardo, William
Russell, Ernest J.
Ryostan, Carl
Scolobian, Calogoro
Sokal, Guyver O.
Seymour, Walter E.
Svevis, Ralph
Simmons, Cecil R.
Siter, Raymond
Smith, William J.
Solomon, William
Subshy, Donald E.
Tadete, Louis E.
Tegman, Basil I.
Tompon, Robert C., Jr.

PRIVATES FIRST CLASS :

Abramowitz, Irving
Andrews, Gordon I.
Barnon, Ernest
Caputo, Joseph A.
Catinis, Joseph W.
Crampton, Henry B.
Elzondio, Paul R.
Enos, Ernest
Faulkner, Willard E.
Finn, Timothy J.
Fletcher, Fred W.
Foman, Bert R.
Gallian, Ransom
Garrison, Ladden D.
Gosden, Harold J.
Goodman, Floyd A.
Goodwin, Bruce F.
Herman, Fred C.
Keller, Charles B.
Lampkin, Raymond A.
Laitos, Victor J.
McEneath, John L.
McGuire, James A.
McMann, Frank J., Jr.
Orey, Robert C.
Phillips, James R.
Raisis, Aeneas
Riley, Gaius M.
Sarno, Lawrence N.
Shipula, Joseph
Smith, George E.
Vancek, John C.
Ward, Walter B., Jr.
Weatherbee, Merle A.
Wooten, Gordon
Yuska, Ed

PRIVATES :

Anderson, Marvo S.
Ballard, Melvin A.
Ehrlich, Paul A.
Jukovski, James
Kujicki, Charles A.
Sedra, Hyman

555 th Bomb Squadron . . .

Personnel assigned as of V-E Day.

LIEUTENANT COLONEL

White, Boyd B.

MAJOR

Lowie, Herbert

CAPTAINS

Beggs, Burton L.
Clark, Roy E.
Lanoni, Ralph J.
Marion, Robert J.
Manservigi, Robert P.
Peterson, George W.
Schlacke, Henry P.
Smith, Raymond W.
Stelman, Harold E.
Strand, John H., Jr.
Schwabberger, Raymond C.
Warren, Martin J.

FIRST LIEUTENANTS

About, Glenn H.
Brooks, Enoch B.
Buckman, Howard M.
Canning, Marvin H.
Chinn, Jack M.
Costanedo, Wesley J.
Colton, Marvin C.
Cuthers, J. C. (10)
Darrin, Doyle M.
Downing, Adolph M.
Foster, Travis E.
Egan, Rhonda M.
Ellison, Edward E.
Eron, Gerald E.
Hansgen, William M.
Floy, John W.
Fuller, Richard H.
Gannon, Francis E.
Gree, Charles J.
Hildebrand, William R.
Hornick, Jack C.
Inselberg, Maurice J.
Jantach, Robert F.
Johnson, Clarence C.
Kelly, Donald J.
Kilby, Donald R.
Kneib, Howard J.
Kovacs, Michael J.
Leonard, James H.
Levin, Max F.
Lipton, John J.
Maasey, Herman R.
Mathis, Walter
McConnell, Fred S.
Miller, Maurice S. Jr.
Mills, Melvin W.
Oywood, George F.
Quinn, John J.
Ship, Kenneth W.
Smith, Herbert D.
Snider, Robert J.
Steghen, Edward K.
Stith, Robert V.
Suss, Donald F.
Swanson, David M.
Thompson, Lawrence A.
Tinsley, James R.
Walls, Norwood F.
Wicks, Edward L.
Williams, Raymond M.
Madson, Earl H.
Deverry, Glenn H.

SECOND LIEUTENANTS

Amley, Alwyn
Beisner, Arnold
Benjamin, Donald J. G.
Boulton, John C.
Gunn, Charles J.
Lantry, Frederick B.
Gibson, L. W.
Gore, Robert L.
Kooner, William D.
Saylor, Edward J.
Silcox, William H.
Simsion, George A.
Williamson, Willie G.

FIRST SERGEANT

Hutches, Morris

MASTER SERGEANTS

Baylor, Robert L.
Clevinger, Charles W.
Culverhouse, Tyler T.
Heed, Robert W.
Sylvan, Gustaf J. II

Webb, Charles M.
Woochetter, Joseph W.

TECHNICAL SERGEANTS

Baker, James R.
Batchelder, Calvin
Cavanna, August A.
Chappell, Nathan
Clark, Francis A.
Clifford, Jack
Crawford, Daniel
Doll, George A.
Edwards, Douglas C.
Ehlers, Robert J.
Eisenhour, Clarence E.
Erazmilla, Jose A.
Giffard, David P.
Guthrie, Lavagnne
Haldeman, William J.
Hall, Jack C.
Howlett, John W.
Hulse, Carl E.
Koch, Claude A.
Langan, Orville W.
Lanning, Edward J.
Latt, Harmon F.
Lynch, Edward H.
Morgan, Homer B.
Newman, Otis R.
Newson, William H. Jr.
Nevak, Ernest J.
Owens, Gordon F.
Oxford, Grady
Pudisim, Kai A. Jr.
Peltier, Mitchell E. Jr.
Quigg, Leo W.
Roberts, James R.
Ryan, Robert L.
Schiffler, Lacey L.
Sewall, Robert J.
Shaps, Julian C.
Smiley, Henry M.
Smith, Ira L.
Smith, Sammie T.
Stang, Norman C.
Staten, Eric
Sullivan, Alfred H.
Sweeney, John J.
Taylor, John F.
Thacker, Donald R.
Thell, Herbert E.
Timm, Kenneth A.
Walker, Roland E.
Watts, Michael J.

STAFF SERGEANTS

Arnold, Raymond L.
Bednarek, Joseph G.
Berthous, Joseph K.
Bingham, Leland W.
Boris, Roland H.
Collman, Robert J.
Cook, Guy O.
Davis, Leslie L.
Dickinson, Robert K.
Dunell, Charles W.
Eck, Warren E.
Edwards, David C.
Faries, Alfred M.
Finney, John C. Jr.
Gardner, Eugene
Gorre, Chester
Gosner, Arthur M.
Giffith, Donald D.
Gordick, Frank S.
Hamilton, Carl
Henricks, Jay A.
Hornes, Harold E.
Houshine, Charles A.
Johnson, Robert G.
Katos, Rex W.
La More, Augustus F.
Lewis, Robert V.
Lucas, Peter E.
Mansfield, Dale R.
Matychak, Basil W.
McMaskin, Theo E.
Melvin, Richard E. Jr.
Merrinwaters, Thos. B.
Meyer, Alvin H.
Moddrell, Chester L.
Murphy, Francis J.
Negrin, Morris J.
Nordin, Willard G.
Papert, William D.
Pierson, Glen E.
Rosen, Cyril W.
Shaw, Raymond E.
Skellenberger, Res
Sedell, Omar D.

Senior, Alphonse H.
Sweggs, William C.
Van Aacken, Marvin R.
Watts, George F.
Wallace, Earl W.
Warner, Stanton W.
Wetmore, Charles E.
Williams, Robert A.
Zack, George G.

SERGEANTS

Ardisse, Matthew
Barret, William L.
Black, Lloyd R.
Bois, Raymond C.
Brown, Flavius C.
Buckley, Elmer T.
Chegeki, John
Corv, Carl J.
De Grammont, Louis P.
De Muth, Frederick J.
Eakley, Frances J.
Eling, Martin F.
Carney, Thomas J.
Ernst, Myron C.
Fletcher, Charles J.
Gilliam, Glenn R.
Hersham, Edward T.
Hyle, Maurice J.
Jennings, Ollie P.
Laskowski, John J.
Layman, Raymond H.
Lela, Joseph
Levinson, Ted J.
Levitz, Irving
Levitz, Elbert G.
Marsh, William B.
Mason, Edward J.
McChur, Elgie P.
McMullan, John E.
Meadows, Marvin K.
Miller, Henry
Moyst, Frances K.
Nielsen, Raymond P.
Olsnik, Harry J.
Pearson, James M.
Pentilo, James V.
Pimpe, John A.
Pong, Pinkney A. Jr.
Powers, Grady H.
Remoeth, Leslie G.
Reyes, Pedro G.
Ricci, Frank
Rocchack, Wright
Sackett, George P.
Schade, Richard F.
Schlenker, Philip
Small, Donald W.
Smith, Joseph C.
Smith, Paul A.
Smithson, George W.
Stanfield, Clarence H.
Suchania, Edward J.
Sylvain, Wilfrid J.
Tabor, Glen O.
Tetraault, Alfred O.
Tye, John R.
Uram, Anthony J.
Walsh, Gerald J.
Weed, Andrew M.
Whitt, Charlie C.
Wilson, Harry F.

CORPORALS

Berlett, Arthur C.
Baxter, Abel J.
Black, Charles K.
Bunker, Andrew L.
Cahill, Georges S.
Carrigan, Charles T.
Ciechan, Boleslaw J.
Clark, John D.
Cooke, Arthur
Dube, Roger A.
Eberrold, Woodrow M.
Eckle, Harold D.
Flowers, Robert D.
Friedman, David
Fulkerson, Robert T.
Glaze, Charles E.
Gimm, James W.
Hall, Charles E.
Heermann, John L.
Hollingsworth, Ralph T.
Holmgren, John M.
Howdyshell, Paul D.
Huffman, Henry F.
Hughes, Paul E.
Jandro, Harold W.
Kahley, Robert H.

Kaplan, Jack
Kardas, Raymond S.
Keane, Charles K.
Kochis, Andrew
Lally, John H.
Lindvall, John H.
Luebig, Vincent P.
Maing, Richard A.
Markovits, Joseph
Mastrobuccone, Salvatore J.
Mathis, George P.
Mehl, Oren L.
Mercede, Dale M.
Mickels, Clarence F.
Milford, Henry R.
Moran, John J.
Neumann, Harold W.
Pantley, Douglas D.
Patterson, John H. Jr.
Pitzer, Charles H.
Quirk, Robert P.
Ressa, Earl J.
Reuth, Frank
Rogers, Richard K.
Scampton, Franklin S.
Schachz, Tony P.
Schumm, Arthur F.
Schuster, Raymond J.
Shinn, Floyd C.
Simsion, Alfred W.
Simpson, Gordon A.
Smith, Willie A. Jr.
Snyder, Mathias H.
Spinozza, Frank P.
Sachowak, John E.
Steeble, Ralph W.
Sweet, Glendon W.
Vobrosky, Edward J.
Waldhelm, John E.
Warren, Ralph A.
Wayman, Walter R.
Wenz, Edward L.
Williams, Arthur S.

PRIVATE FIRST CLASS

Beavers, Richard L.
Boys, Glenn R.
Cannon, Clarence O.
Cummings, William D.
Delagaza, Pedro C.
De Roe, Joseph L.
Edings, George A.
Gentry, Earl J.
Green, Samson
Hartman, Merrill G.
Hatley, Samuel C.
Hughes, Earl B.
Janzell, Edward J.
Jarratt, Rex
Kline, Arthur D.
Kuzan, Edward J.
Lafferty, Henry G.
Laudermilk, J. L.
Maciej, Joseph J.
Mirella, Leo R.
Nevins, William F.
Norris, Carroll L.
Oguzala, George B.
Pumphrey, Edwin D.
Rudner, Urban
Savin, Robert L.
Sternlich, Lawrence
Swiatkowski, Frank L.
Taylor, Cleo W.
Tensinger, Daniel F.
Thao, Gia J.
Tonillo, Jose B.
Wilson, Clifford W.
Young, Thomas W.
Zabosky, Edward A.
Ziegelke, Hugh G.

PRIVATEs

Briden, William V.
Chinn, Michael R.
Davis, Adam S.
Farnia, Frank J.
Flynn, Boyd
Frederick, Gordon W.
Getterez, Arturo S.
Jaek, John J.
Madson, Herbert W.
Mayes, Alfonso F.
Salerno, Domingo G.
Secore, Edward
Willian, Gordon T.

555 th Bomb Squadron . . .

Personnel assigned during periods prior to V-E Day.

LIEUTENANT COLONELS

Montague, Robert V.
Shank, Thomas L.
Harris, Sherman R.
Wynn, James L.
Waters, James J.

MAJORS

Perkins, Robert L.
McVick, Frederick C.
Fennell, Philip
Houston, Charles V.

CAPTAINS

Alanson, Albert D.
Bridgman, Paul I.
Blackburn, David A.
Burns, Howard L.
Carrill, H. A., Jr.
Ellis, Milton G.
Ewing, James B.
Holliman, Thomas M.
Hines, Russell
Kelle, Gaby E.
Kendall, Robert L.
Lehman, Theodore
Lorenzana, William L.
LeMaster, Keith K.
Miller, John E.
Nash, William P., Jr.
Olson, Miles M.
O'Neil, Edward W.
Orrison, Francis J.
Owens, Glenn C.
Owen, Robert J., Jr.
Perkins, Harry C.
Peterson, George W.
Reiner, Ernest A.
Rice, Joseph H., Jr.
Runk, Robert E.
Snyder, Raymond P.
Sly, James L.
Smith, John M.
Tatlock, George
Taubert, Nelson W.
Trotter, Orville D.
Van De Veyver, Leon A.
Watts, Homer T.

FIRST LIEUTENANTS

Anderson, Eugene J.
Auliffe, James W.
Baker, Albert F.
Baird, Gerald M.
Bischoff, Edward B.
Burrell, Richard A.
Cortney, Henry W.
Balkens, Clifford L.
Burger, Albert G., Jr.
Cannon, Jara E.
Chast, Frank H.
Cochran, Samuel W.
Daly, Joseph J.
Deyvall, William M.
Duff, David
Davis, Raymond E.
De Chase, Eugene W.
De Soria, John J.
Die, John H.
Dissell, Leo H.
Dowling, Lester B.
Ehringer, George R., Jr.
Elliot, Truman C.
Fleming, Edmond T.
Flan, William
Folmer, Tom M.
Fry, Charles F.
Gaa, Robert B., Jr.
Hage, George S.
Harkins, William J., Jr.
Harrison, William A.
Hart, Richard A.
Haynes, William C.
Hazel, George H., Jr.
Hadden, James J., Jr.
Hahn, Roger T.
Jenkins, Charles A.
Kilbach, Edward B.
Kilgley, Robert E.
Knight, George W.
Kovilka, William L.
Lagarias, Victor R.
Laska, Edward J.
Lehman, Donald G.
Leonard, James H.
Lewin, Murray I.
Lowry, James H.
Marrin, James T.
Marshall, Lemuel L.
Mathis, Walter
Muttan, Benjamin B.
Maxwell, James L.
McClure, Homer H.
McCreary, David
Miller, Maurice S.
Miller, Charles A.
Mohr, Ralph W.

Montague, Robert V.
Shank, Thomas L.
Harris, Sherman R.
Wynn, James L.
Waters, James J.

Thoulet, Bernard P.
Townsend, Harold G.
Vance, Robert L.
Ward, Robert L.
Webster, George J.
Wickham, William M., Jr.
Yankins, Maurice
Yerby, Thomas L.
Zink, Emil J.
Zisch, Christ P.
Zweig, Herbert A.

FLIGHT OFFICERS

Althaus, Bernard F.
Bancroft, Saffire
Bentley, Russell R.
Boydette, Eugene H.
Cardinale, Otto A.
Harrick, George F.
Kattar, Herbert A.
McArdell, Oliver L.
McIntosh, Harold R.
Lowe, Albert
Miller, Alton P.
Patterson, James R.
Roberts, Raymond C.
Wagoner, Barner W.

FIRST SERGEANTS

Brown, Paul
Shank, Joe F.

MASTER SERGEANTS

Chen, Robert
Lusk, Frank H.
Young, Gilbert M.

TECHNICAL SERGEANTS

Adams, Bernard J.
Anderson, Clifford E.
Belton, Leo D.
Borenkowsky, Andrew P.
Bowling, Lloyd M.
Bradshaw, Winch D.
Bryant, Bruce T.
Collins, Gordon V.
Crampton, Thomas J., III
Clifford, Jack
Coyne, Robert H.
Crawley, James P.
Harris, William B.
Hall, Wesley J.
Hornbush, John J.
Kendall, Leonard B.
Hindle, Louis A.
Hudack, Alan J.
Hunt, Sidney A.
Linger, Adelle A., Jr.
Mann, Charles J.
Marler, John S.
McDaniel, Donald E.
McKinney, Leonard B.
McNulty, Charles
Monroe, James V.
Morris, Robert P.
Nava, Rudolph
Chase, Ray A.
Pender, James S.
Parr, William A.
Pekins, Robert A.
Pellon, Sioux B.
Ponter, Rudolph L.
Pitt, Edward A.
Repta, Henry
Rosa, Adolph J.
Roussin, Lloyd A.
Sheehan, Charles H.
Shuman, David E.
Smith, Charles A.
Somers, John J.
Swain, Albert V.
Swinton, Michael
Tanner, Herbert T.
Trotter, Robert E.
Wick, Christian J.
Yankovsky, Irving
Zehner, Harold A.

STAFF SERGEANTS

Allison, Raymond J.
Austin, Wayne R.
Bailey, Joseph C.
Baxby, Francis C.
Barni, Robert E.
Barr, Alby H.
Bregle, Robert C.
Becker, Robert M.
Berkala, William
Bent, Norman L.
Blumensider, Wesley W.
Blumer, William F.
Bretzick, Paul J.
Bridley, William T.
Buehler, Harold L.
Buck, Tyson L.

Care, James P.
Carpenter, Robert D.
Carty, John D.
Culham, Geo. W.
Cunha, Albert F.
Currell, Robert E.
Carter, James W.
Cobb, Jess I.
Cochran, John P.
Conner, Raymond J.
Cora, Michael A.
Cormier, Robert J.
Cormier, James J.
Cox, Curtis C.
Coyle, Theodore P.
Czerniak, Marvin W.
Cymbrow, James R.
Cofford, Clarence E.
Daigle, Gerald A.
De Almeida, Lincoln M.
Dempster, Owen A.
Dhill, Irving L., III
Donovan, Daniel R.
Doyle, John T.
Dugan, James J.
Eady, James H.
Emler, Lawrence B.
Evans, Howard C.
Falk, George H.
Fisher, Lewis G.
Flaherty, Walter W.
Fleming, Henry D.
Flanagan, George A.
Gannon, Norman A.
Gottschalk, Walter W.
Graft, Daniel J.
Gulion, Martin R.
Curtis, John E.
Guschak, Harold E.
Hammill, Harold V.
Harrick, Frank E.
Hammont, Robert L.
Higgins, Leslie D.
Hunt, Norman H.
Hulstinger, John L., Jr.
Haw, William C.
Jackson, William L.
James, Victor A.
Johnson, Charles S.
Kryz, Robert L.
Kozal, Herbert M.
Kuk, Leo W.
Kozzick, Henry J.
Lafleur, Allen D.
Le Bryn, Charles E.
Lester, Kenneth L.
Lewitt, Gerald W.
Mather, Frank A.
McCabe, Hugh J.
McCallin, Thomas J.
McGinn, Louis R.
McQuinn, John T.
Melanson, Samuel J.
Merritt, Leonard D.
Meyer, Charles R.
Moore, Charles M.
Mulligan, Phillip F.
Morray, Edward B.
Mullis, James
Naylor, Robert C.
Owen, Russell M.
Oylek, Frank A.
Palucky, George
Paluchuk, Peter
Phillips, Thomas D.
Polk, Raymond V.
Pomeroy, Cecily B.
Pojanay, Edward O.
Prest, Thomas A.
Raab, Edgar F.
Ridman, Robert F.
Reynolds, Harry E.
Richey, Dale C.
Sampson, Gordon A.
Santolucito, Morris L.
Schmidt, Robert E.
Schnitzer, Russell Z.
Scherer, Alva C.
Scheidt, Michael S.
Seymour, Frank A.
Seymour, Keryn J.
Sowers, Claude L.
Spauldo, Vincent J.
Spauldrey, James D.
Spence, Nathan
Steiner, Walter
Stevley, Matthew T.
Sudon, Paul C.
Sully, Fred J.
Sundberg, Wayne A., III
Tolliver, Thaine L.
Toussier, William L.
Trotter, Charles T.
Villareal, Charles
Walt, Samuel F.
Wynn, Robert J.

Woodward, James W.
Young, Samuel C.
Zuberly, Howard T.
Ackerman, Harry T.

SERGEANTS

Ikala, James A.
Balog, Frank
Bridgman, George W.
Easley, John T.
Bell, George W.
Dancy, James S.
Bolin, Paul
Benson, Marvin C.
Cannon, Frank L.
Cave, Joel N.
Chambers, Charles
Chou, William E.
Dawson, James
Dunn, Raymond
Dwyer, Murray J.
Egan, John F.
Fried, William G.
Gibson, William J.
Gordon, John S.
Halverson, Robert T.
Hawthorn, William D.
Heinrichs, Steve
Hick, Robert H.
Hicks, Frank L.
Holt, Donald P.
Johnson, Glenn F.
Jordan, William J.
Koop, Edna H.
Koschik, Stanley S.
Koschik, Frank E.
Lace, Robert W.
Lacey, Robert G.
Leitch, Charles H.
Liskowski, James V.
Lorrey, George H.
Matthew, Bernard V.
Mayer, Frank W.
McGinn, Harry W.
Miller, Charles B.
Murray, Edward J.
Mullis, Albert E.
Mullis, Charles J.
Mullis, Jerry H.
Munich, Gordon D.
Neal, James C.
Nelson, James J.
Neville, Kenneth L.
Nevin, William H.
Norwood, Doris E.
Pain, Frank P.
Petter, Daniel
Pomplun, Calvin R.
Purdie, Hayden V.
Purvis, Harry M.
Rishdie, George S.
Rosenberg, Gust
Rosa, Edward A.
Shenker, Louis J.
Somerville, Paul F.
Smeethouse, William
Thomas, William C., III
Thompson, George E.
Tuck, Lem S., Jr.
Tuitano, Carl J.
Wassard, Robert B.
Williamson, George R.
Wise, John R.
Whites, Richard.

CORPORALS

Bal, John A.
Baker, Stephen W.
Betz, James P.
Bost, James P.
Burger, Richard E.
Chester, Robert W.
Clark, Earl N.
Clarkenberg, Carl
Dunbar, M. J.
Fernandez, Arthur B.
Finkel, Howard
Hinch, Manuel
Mead, Daniel
Miez, Frank G.
Norenberg, Arthur E.
Pardlo, Bruce W.
Patterson, Herman N.
Sanson, John J.
Shupla, Joseph
Sizak, John M.
Sorenson, Roy W.
Ulyanich, John K.
Vaserech, George
Young, Harry E.
Ziegler, John

PRIVATE FIRST CLASS

Caban, Daniel E.
Colmer, Herbert M.

Dominigant, Joe R.
Dunson, Charles E.
Hall, Julius
Hague, Carl B.
Hagan, Clarence
Karlitz, Warren
Lindner, Samuel S.
Lorrey, Maurice
Mason, Frank E.
McDonald, Clifford E.
McKee-Smith, Edward P.
Owen, James
Peters, Kenneth J.
Rosa, Elliot
Saul, Howard.

PRIVATES

Braman, William R.
Bell, James C.
Bohringer, Arthur
Byron, Andrew L.
Cannon, John W.
Cawley, Ernest W.
Cawkerham, John W.
Casper, John J.
Dahora, Benjamin
Dawson, Robert P.
Datta, Walter G.
Dugas, Edward J.
Falkner, William S.
Gault, James H.
Gentry, Murray
Gore, Paul R.
Koop, Edna H.
Koschik, Stanley S.
Koschik, Frank E.
Hickard, Calvin E.
Holler, Theodore G.
Jungbluth, Frank M.
Koschik, Robert E.
Laskowski, Irving
Kank, Joseph N.
Lung, Glenn E.
Lynch, Charles T.
Lynch, Richard E.
Lowry, Riley B., Jr.
Maggio, Anthony
Martin, Clayton L., Jr.
Masterson, Fred A.
Matsubara, Joseph F.
Max, George H.
McNary, Edward
McNulty, John F.
McQuinn, Vernon A.
Mickelson, John W.
Molter, Raymond L.
Mullis, James J.
Norton, Charles
Pachauer, Walter T.
Palomares, Edward F.
Reed, William L.
Rehmann, Elmer R.
Nekrasov, John H.
Raffin, Felix C.
Rosen, Harry
Sims, Anthony J.
Schauer, Lewis J.
Schreck, Ernest A.
Edgar, M. Scotter
Scott, Glenn R.
Shupla, Joseph
Szymanski, James W.
Wise, John R.
Wynicki, Felix T.
Szymanski, Leonard C.
Tegen, Robert J.
Tonnasawski, Joseph S.
Thompson, Edmund D.
Tomponis, Leroy
Vilbrand, Robert J.
Walt, Louis
Whaley, Edward D.

HEADQUARTERS
UNITED STATES FORCES
EUROPEAN THEATER
Office of Theater Censor

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SUBJECT: Unit Publication.

TO : Commanding Officer, 386th Bomb Group, APO 140, U.S. Army.

The attached publication "The History of a Bombing Outfit" published by your organization has been examined and passed by this office, and is approved for mailing in personal correspondence, and for carrying in personal baggage from this theater.

(SIGNED) JAMES R. ARNOLD
Lt. Col., GSC
Theater Censor