OD-RF-31120

93rd

Bomb Group (H)

TEGGIE ANN

WHAM
BAM

BOMERANG

LIBERTY
LA

LITTLE LADY

LIBERTY
LIMITED

HEINIE HUNTER

MINERVA

FIRE JUNIOR
BOMERANG
EAGER BEAVER
HOT STUFF
HOT FREIGHT
EL LOBO
RED ASS
Navigator-E. B. Ellison
Jo-Jo's
SPECIAL DELIVERY
CELHALOPDOS

THE STORY OF

THE 93rd BOMB GROUP

BRIG. GEN. EDWARD J. TIMBERLAKE

Brig. Gen. Edward J. Timberlake, Jr., was born in Virginia, 10 November 1909, and admitted to the Military Academy from Michigan. He was commissioned a 2nd Lieutenant of Infantry in 1932 and transferred to the Air Corps.

Rated as a Senior Pilot and holder of the Distinguished Flying Cross, Silver Star and Legion of Merit, Gen. Timberlake, at the age of 34, became the youngest general of World War II since the Civil War. His high standards were an inspiration to all men in his command. Through his leadership and integrity, he carved the name of the 93rd on the plaque of Heavy Bombardment.

BARKSDALE FIELD, LA.

Chapter 1
FT. MYERS

On 14 May 1942 with the first phase of our training program completed at Bardsdale Field, Louisiana, the Group departed for its last six weeks of training at Ft. Myers, Florida.

The hot summer days and humid nights at Ft. Myers, alive with myriads of insects and vicious mosquitoes, were overcome by cokes, salt pills, cold beer, and "cuban libras".

During this period the staff busied itself formulating policies, organizing combat crews and securing personnel, equipment, and supplies.

Though difficult to overcome the lethargic weather, we were enthusiastic and anxious to get overseas. Approaching the last phase of our crammed studies, enthusiasm was somewhat dampened when ordered to extend training another six weeks. Fortified with added salt pills and cokes, we accepted this additional training with restraint.

Along with this additional training, many hundreds of miles were flown daily, patrolling from dawn to dusk over the sub-infested waters of the Gulf in which lurking subs were sending an increasing number of cargo vessels to the bottom.

Though we enjoyed the thrill of flying low over the warm waters and along the coast of Cuba and around dry tortugas, we felt the purpose of our mission when we saw the spectacle of torpedoed oil tankers in flames, and miles of floating debris and occasional survivors clinging to bits of wreckage whose position we reported.

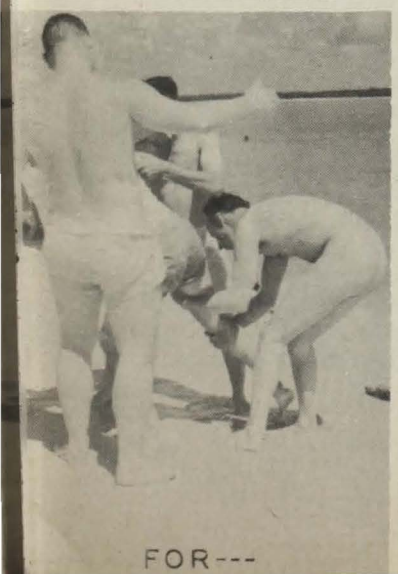
Credited for sinking a sub claimed by the serious, quick-witted, wise cracking Lt. J. L. Jerstad (the 'jerk"), we left for overseas amid excitement of farewells, tears, and subdued emotions.

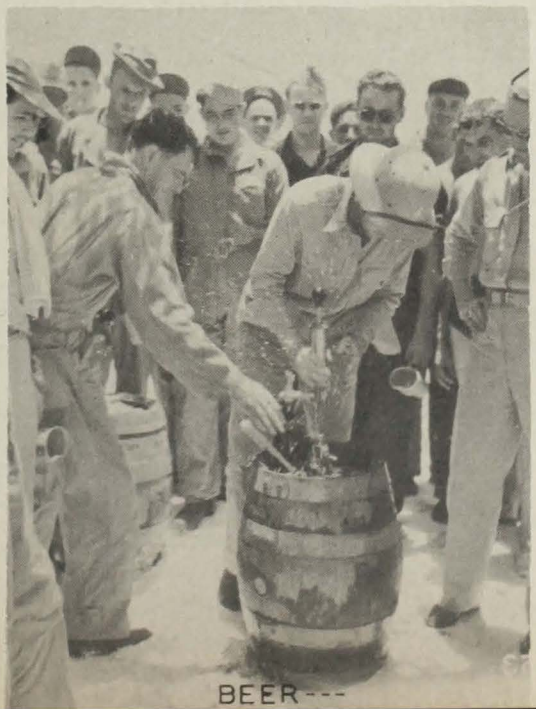
TUDY---

SALT PILLS

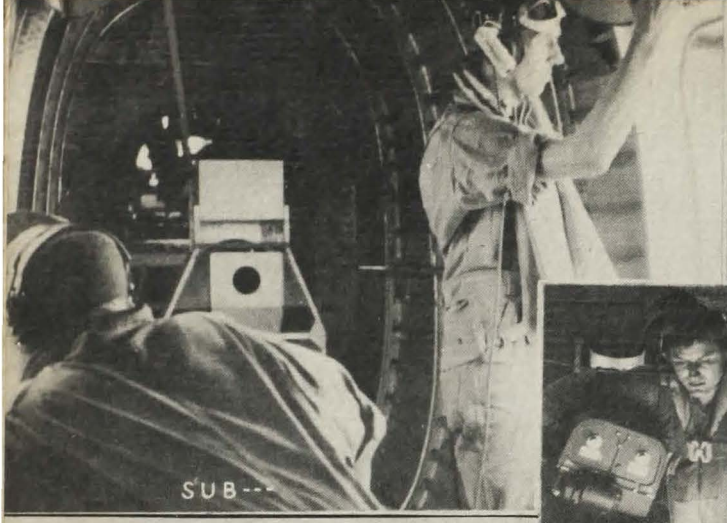
COKES AND DOPE

GATHERING---

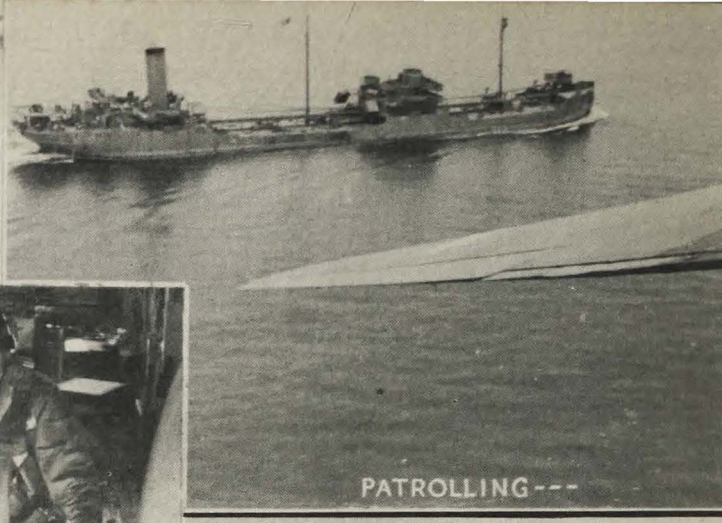

FOR---


BEER---

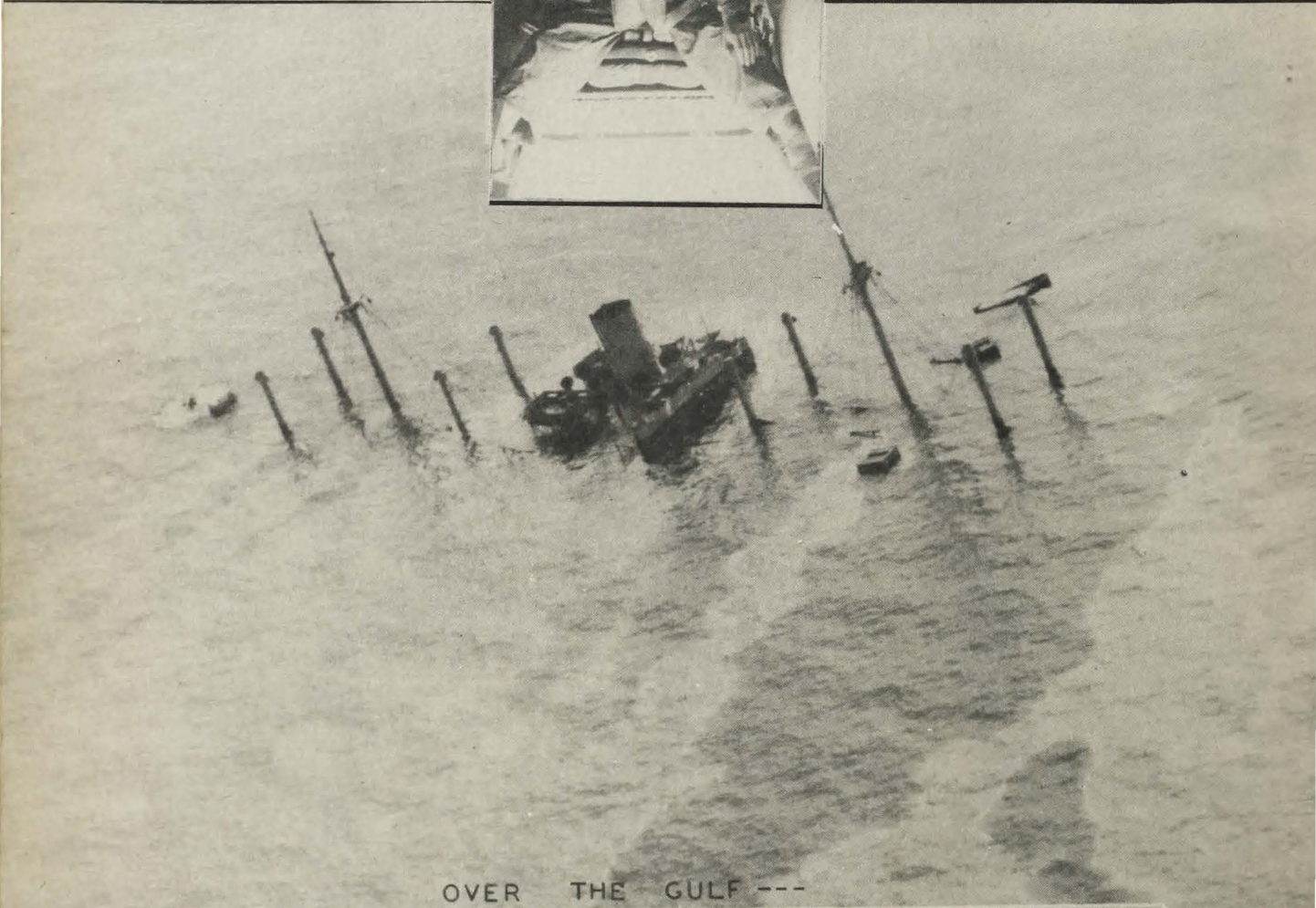
PARTY.



SUB---



PATROLLING---



OVER THE GULF---

CITATION FOR SINKING SUB.

ALCONBURY, ENGLAND.

Chapter 2
ALCONBURY

Since leaving Ft. Myers on 13 August 1942, we had been shuttled on slow troop trains to Ft. Dix and to Greiner Field, New Hampshire, where many of us had gone to join the air echelon, only to be shuttled back to the confusion of Ft. Dix because our full quota of new airplanes was not forthcoming.

At dusk on 4 September 1942, our ground echelon arrived on the congested "Queen Elizabeth" at Greenock, Scotland, on the river Clyde. Darkness descended rapidly. It was raining hard and that night we slept aboard.

Our five-day voyage was uneventful and the partings from loved ones and the nostalgia felt when seeing the Statue of Liberty sink below the horizon as we headed for the open sea, were still vivid in our minds.

The following morning between intermittent showers and patches of sunlight highlighting the red brick houses scattered over the dark, heath covered hills rising up from the river, the slow process of unloading began. Throughout the day troops from all branches of the service, loaded down with barracks bags and wearing helmets, were disgorged in an everlasting stream of khaki from the bowels of the giant ocean liner.

At four thirty, as the last of our group reached the train station, we were piped aboard the train by a Scottish band. We were served dry buns and unsweetened tea by smiling lassies with whom we flirted and tossed chocolate bars and gum as they passed beneath our window. It was a great ovation and we were happy to be nearing our final destination. It was still raining and darkness was falling when we left Greenock. We looked out upon the cheerless, rain soaked streets and houses of towns and villages and rocky hills that were racing by. In a doorway amid a row of bombed houses along the track was a lone, old woman who waved to us as we raced by.

Shortly after leaving Edinburgh, where we had stopped for tea, the air raid siren sounded. It was dark now. The train stopped and ignoring all the rules of the book, we rushed to the windows. Suddenly the whole countryside was illuminated by bright flares dropped from Jerry planes. It gave us a feeling of nakedness and that Jerry could see us looking out the windows. Amid the excitement of tracers from ack-ack guns, the sudden red flash of an exploding plane, and the distant rumble of exploding bombs, we overheard remarks that Jerry was "after us", and laughed when Major Stahlin, our Public Relations Officer groped about, falling, and asking everyone if he had seen his helmet, to which Lt. Grey replied, "Sure I did. Lewis ??xxx and threw it out the window"!! The excitement over, we huddled closely for warmth in our dim, blue lit compartments and tried to sleep, while Sgt. Hutton resumed his poker game and continued to trim the boys as he had been doing since leaving Ft. Myers.

At the Airdrome near the village of Alconbury, we were met by a few of the air crews who had arrived several days before via Newfoundland and Preswick, Scotland. Within the week all planes arrived safely except one which was lost at sea.

The airdrome was partially completed and was being carved from farmland like many others under construction. Lack of billeting facilities caused untold headaches for Major Moffat and Lt. Phillpot, "The Gold Dust Twins", as they dashed about trying to find accommodations for the personnel. Meanwhile, two squadrons were forced to move under tents in a field of mud, to await the completion of Nissen huts that were being hastily constructed. Inadequate working space presented many difficulties; and lack of modern plumbing facilities caused "Attillio", our photographer, to rant and rave—much to our mirth when the collectors arrived each morning to empty the "honey bucket" in stalls located next to his cubbyhole office. The air became thick with repugnant odors and he swore it would eat into his camera lenses and desensitize his films.

Shortly after arriving, we were lectured on mail, security, and English social customs; enlightened on British operational procedures; and further indoctrinated into policies of the Eighth Air Force. The Eighth Air Force at that time was under command of General Eaker and was composed of two Fortress groups and ourselves.

While the staff worked feverishly preparing for our first mission, the combat crews flew practice formations and attended aircraft identification lectures and gunnery classes.

Our American manners and operational methods constantly surprised F/O Ennis, our reserved British Intelligence Liaison Officer, while the more dashing S/LDR Pretty, out British Operational Liaison Officer, amused us with his wit and permitted us to trim him at poker.

At seven o'clock on the morning of October 8th, we filed into the cold, dimly lit briefing room for our first mission. Amid the din of shuffling feet, scraping benches, excited voices, yawns and coughs, Major Woods, our Intelligence Officer, continued to pin maps on the wall. With all lights out except those lighing up the wall maps, Colonel "Ted"

mounted the platform. As he spoke a silence fell across the white faces peering out of the shadows of the darkened room. In his quiet voice he said, "This is the day for which we have been waiting." He outlined the difficulties before us and the importance of flying tight formations, and getting the bombs on the target, and concluded by saying, "I know that you 'Joes' can do it."

Major K. K. Compton, our Operational Officer, gave us the take-off, bomb load, rendezvous with British fighters, course and altitude. He was followed by Capt. "Stormy" Sickles, who gave the weather data. At the close of the main briefing the crews split up and were briefed separately for their special tasks.

At their planes, the crews were greeted by the maintenance and ordnance personnel who worked throughout the cold, dark night loading bombs and making final adjustments.

As the planes warmed up almost everyone turned out, crowding atop the tower and along the line to watch the take-off. At ten o'clock the first ship took off as the flare from K. K.'s very pistol hit the ground. Shading our eyes from the sun, we watched the 24 planes disappear into the scattered white clouds as they headed for Lille, France.

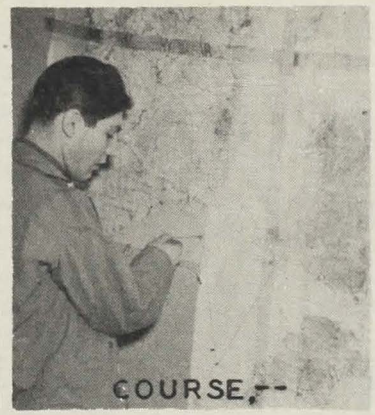
Five hours later the planes were back overhead, much to the relief of everyone. As "Teggie Ann", the lead ship piloted by Major Baker, taxied to a stop the flushed crews, beaming broadly and excitedly talking, were rushed to the interrogation. The tenseness of the morning's briefing was a marked contrast to this happy confused atmosphere as the interrogators fought through the milling crowd gathering up the crews who stood about talking between sips of coffee, dispensed by Mr. Tomasi, our Red Cross representative.

While "Birch", our provost marshall, desperately tried to keep the ground personnel out of the room, General Longfellow and his staff from the Eighth Air Force stood about observing the procedure. No one seemed to pay any attention to them; everyone was talk-

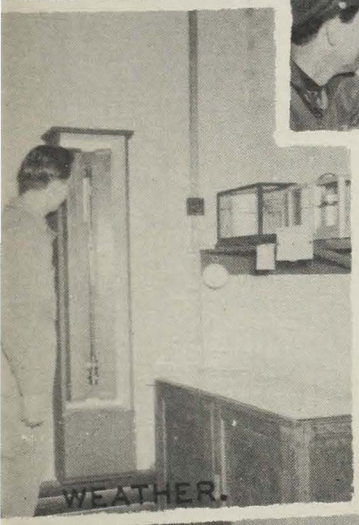
WE'RE UP!

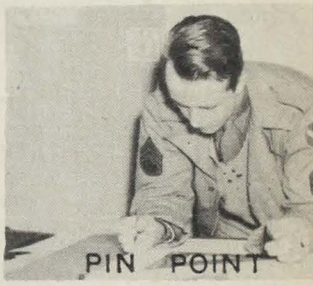
CHECK

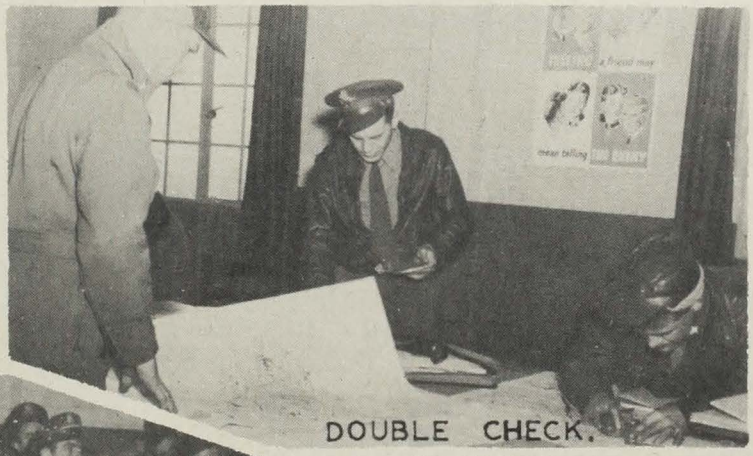
FLAK--


COURSE,--

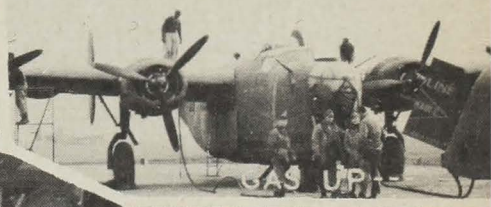
MAPS,--

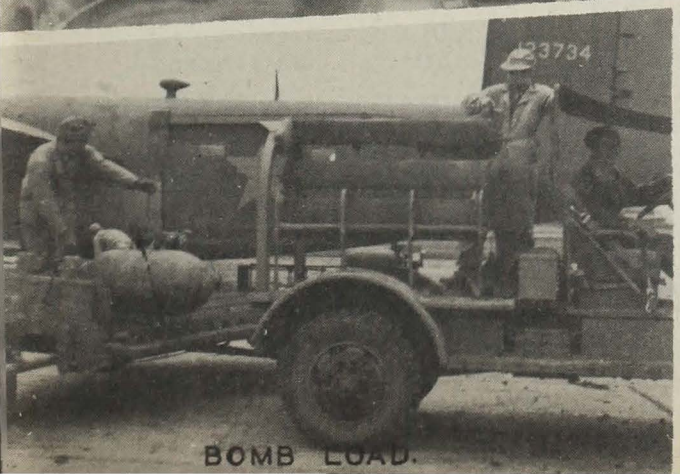

WEATHER.


PIN POINT


DOUBLE CHECK.

BRIEFING.


GAS UP.



BOMB LOAD.

DRESSING.

CHECK UP.

OFF---
MISSION.
TO
OVER---
TARGET
HOME---
DAMAGE INSPECTED---
AFTER LANDING.

STAND BY---

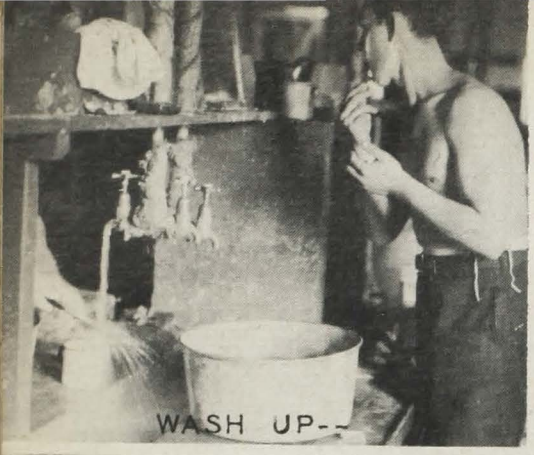
FOR CRASH.

INTERROGATION

HMM--!

CRITIQUE

BOMB DAMAGE---


WASH UP--

SHOW--

SWEEP UP

MUD

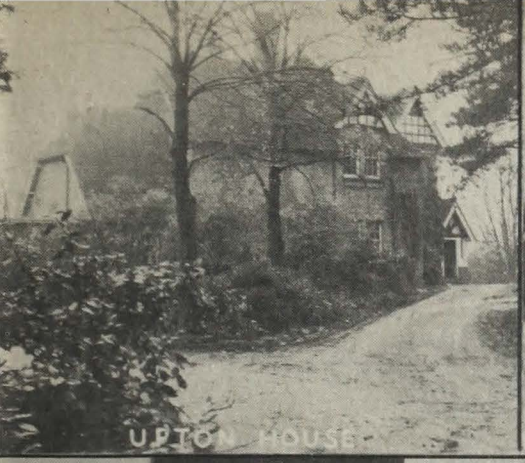
MORE MUD

SECURITY

100 HR. CHECK UP

ENGLAND

AT WORK



UPTON HOUSE

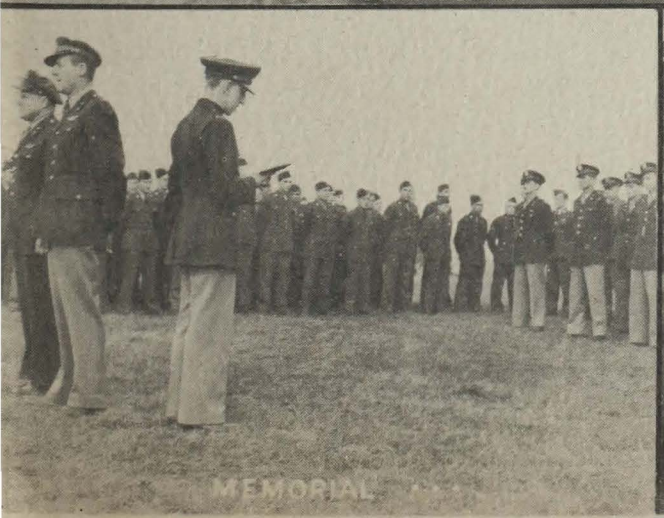
ENTERTAINMENT ---

SINGING

HIS MAJESTY.

READING ---

SOLITAIRE



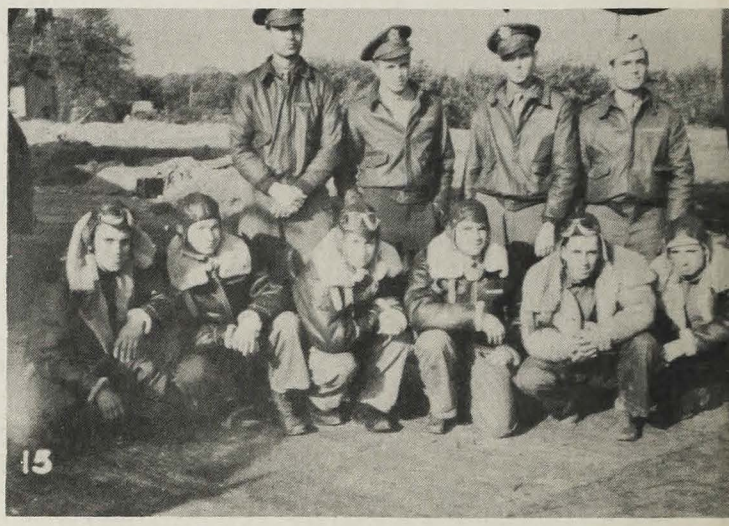
MEMORIAL

AND SERVICES

TOP : LTS JARVIS, FREESE, ELLISON, GILL.
BOTTOM : S/SGTS BILLITER, DOMKE, DAVIS, KEY, KRUGEL, BURTON.

TOP : LTS GARRARD, THAYER, RATH, NELSON.
BOTTOM : S/SGTS SWIGERT, LEIST, FETROW, SANDERS, FENNER JR, MYERS.

TOP : LTS EMMONS, KOZAREK, KUNZE, GILLESPIE.
BOTTOM : S/SGTS MOSS, ZATONSKY, SMITH, ANDERSON, WOODY, LOYLESS.



TOP : LTS CUNNINGHAM, DERX, McBRIDE, DAVIS.
BOTTOM : S/SGTS ACHESON, LAMBERT, PELTIER, HOLSOMBACK, WARD, LONG.

TOP : S/SGT SHARP, LTS CLEMENTS, HOOVER, KALUZA, ELLIS.
BOTTOM : S/SGTS REIFSCHNIEDER, LOCKWOOD, CARNEY, POE, D'AGOSTINO.

TOP : T/SGT SMATHERS, LTS DESSERT, COMPTON, CULPEPPER, SCHMID.
BOTTOM : S/SGTS SALAMON, ANGEVINE, HANCOCK, KISH, GUESS.

TOP : SGT ROBERTS, LTS PINNER, FLEENOR, LEARY, HARDIN.
BOTTOM : S/SGTS SZABO, JUNGBLUTH, KILMER, NELSON, HEGEDUS.

TOP : LTS MICKELSON, HODGES, BAUGHMAN, GRANT, T/SGT BARNES.
BOTTOM : S/SGTS HUGHES, MILLER, KIRKEN, LOGAN, RACE.

TOP : LTS WEIR, EPTING, KENDALL, NAUM, S/SGT DAWLEY.
BOTTOM : S/SGTS INGLE, BATES, FORT, KETTERING, RYAN.

TOP : LTS ZEIGLER, KEEFER, WALKER, YOUNG, S/SGT BAZER.
BOTTOM : S/SGT FOGLEMAN JR, PESCOSOLIDO, LEE, HARMS, OSBORNE.

TOP : LTS YERMAN, SIPE, MURPHY, AVENDANO.
BOTTOM : S/SGTS McBRYAN, McLAUGHLIN, FINNARN, STOVER, LUNT.

TOP : LTS SPARKS, BROWN, QUINLIVIAN, HUNT.
BOTTOM : S/SGTS STARACHER, GARDNER, SENA, KITT, LAFFLER, POTTER.

TOP : LTS CHADWICK, THOMPSON, COLLINS, MERRILL.
BOTTOM : S/SGTS GRIMES, SZOZPANSKI, WAY, MOREE, REGAN, OSER.

TOP : LTS ASCH, GILBERT, KREBS, HALL.
BOTTOM : S/SGTS ASHE, COLLINS, WITMER MURPHY, MILLER, GAFFNEY.

TOP : LTS GARRARD, PODGURSKI, McFARLAND, WALKER.
BOTTOM : S/SGT HAYES, FRAUSTO, WILSON, FOGLEMAN, ANGEVINE, BAZER.

TOP : LTS JANIC, MURPHY, LOWN, RANTALA.
BOTTOM : S/SGTS COWAN, SIRMANS, SLANKARD, MERCER, MABEE, CRESSEY.

TOP : LTS JAMES, JONES, KLEINSTEUBER, WERTZ.
BOTTOM : S/SGTS SERUM, ROBINSON, BOLLE, SKALL, WEBB, CLOTHIER.

TOP : LTS STEWART, BAILEY, CUNNINGHAM, KLOSE.
BOTTOM : S/SGTS HAPE, DALY, SCOTT, CUELLAR, COTTER, SHEETZ.

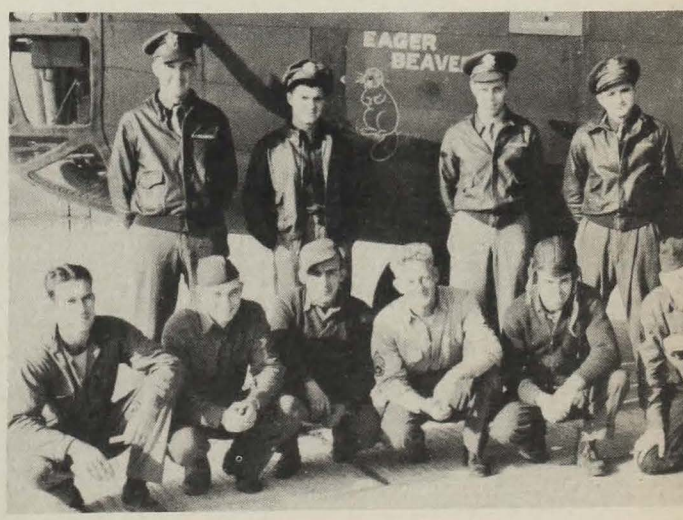
TOP : SGT ANDERSON, LTS BROWN, ROCHE, MARTIN, ERNESS, SGT SHOCKLEE.
BOTTOM : S/SGTS ELDER, SEATON, WOERNER, EISEL.

TOP : LTS ROPER, STEWART, MANN, WHITE.
BOTTOM : S/SGTS HAGGERTY, ZABLOCKI, LEMOINE, DEFREESE, LLOYD, BECKER.

TOP : LTS TURNER, KENT, SCHOENBERGER, WILLIAMS.
BOTTOM : S/SGTS KIRKPATRICK, McMAHON, THOMAS, ELLIOT, ROBERTSON.

TOP : S/SGT McNEELY, LTS JOHNSON, ALFORD, LYNCH, S/SGT OLSON.
BOTTOM : S/SGTS POWELL, DAVIS, NAGLE, DRY, SAKS.

TOP : LTS MURPHY JR, HUBERTY, PEZZELLA, REUTER.
BOTTOM : S/SGTS FAITH, FRITTS, BENNETT, STAFFORD JR, WORKMAN, BARTO.



TOP : LTS BAKER, LENT, ARCHER, RINEHART
BOTTOM : S/SGTS GRISHAM, FLANARY, THACKER, MARTIN, FROST, GROS.

TOP : LTS WOCKENFUSS, KIELT, HARVEY, STOKES.
BOTTOM : S/SGTS RESCH, FLYNN, DANISH, CARUSO, RANKIN, ADAMAN.

TOP : LTS BAKER, SILVERMAN, HEBERT, WILKINSON.
BOTTOM : S/SGTS PARENT, KIMTANTAS, FULTZ, KURAKI, HICKMAN, ANTHONY, ROLLEY.

TOP : LTS McDONALD, BARTHEL, WALKER, BROWN.
BOTTOM : S/SGTS ROSS, MUSSER, TREADWAY, ADELSBERGER, MUSCO, GILBERT.

TOP : LTS BILYEU, REYNOLDS, PACKER, O'BRIEN.
BOTTOM : S/SGTS LANG, WURM, AHLBORN, WOLF, KOMAREK, DAVIS.

TOP : LTS JACOBSON, SHANNAN, GOTT, LENTZ.
BOTTOM : S/SGTS RONDOU, CRAIGHEAD, DURHAM, McQUEEN, JEFFERS, FARLEY.

TOP : LTS ASCH, TATE JR, HAWKINS, HUFF.
BOTTOM : S/SGTS EICHMANN, SECOR, SOUTH, CRANDALL, BOOKER, MOSES.

TOP : LTS LEWIS, SORRELL, WILLIAMS, SIMPSON, T/SGT UFFELMAN.
BOTTOM : S/SGTS DEMUZIO, PURDY, THORPE, PREKEL, DEMARONEY.

TOP : LTS SIMPSON, GARRETT, MARCH, COX, S/SGT REVAREZ.
BOTTOM : S/SGTS TORREY, HELMAN, DETORIS, REARDON, KAMMERER.

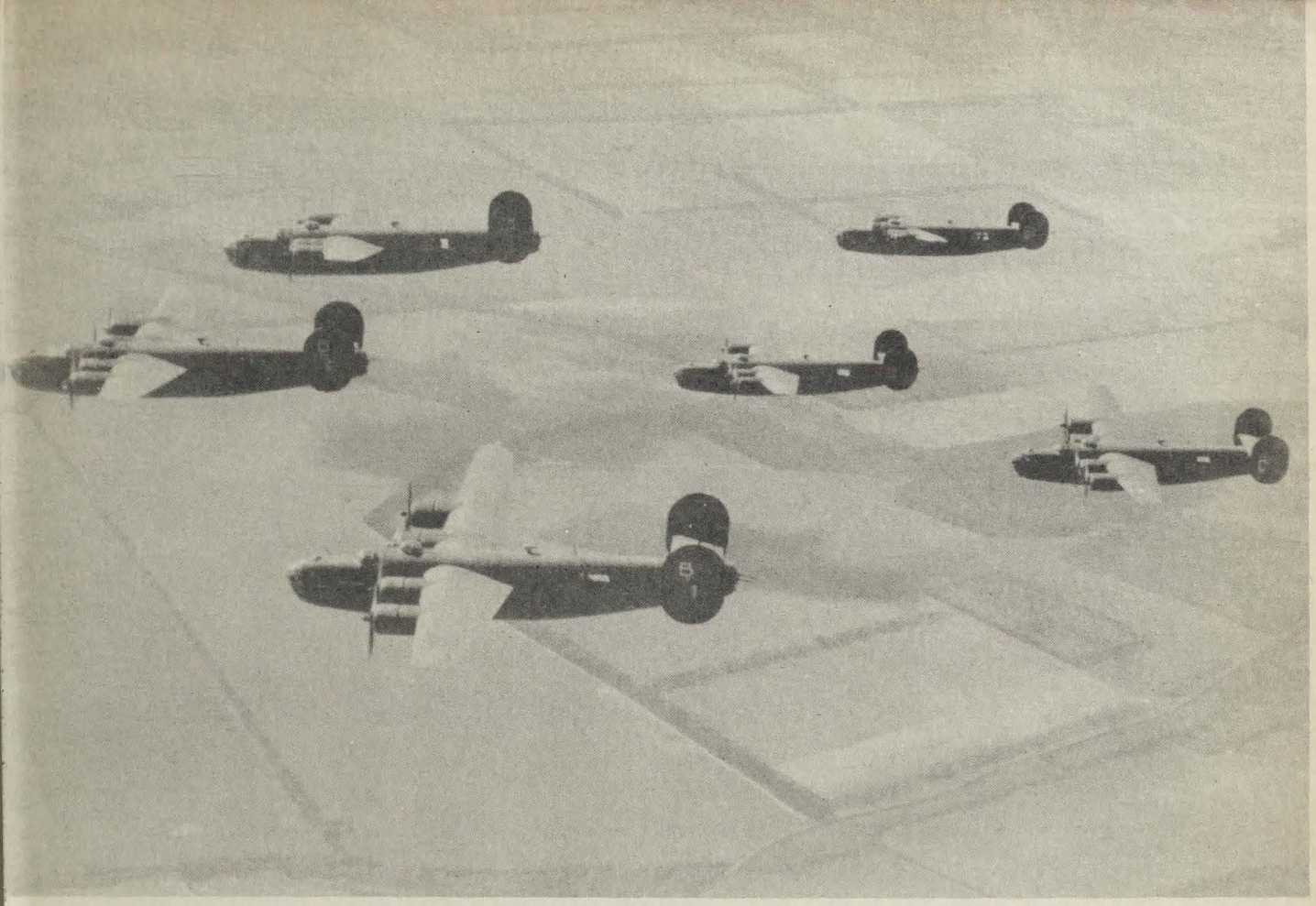
TOP : LTS GRAY, LEWIS, ABELS, RIGGS.
BOTTOM : S/SGTS MALLOY, CREADON, MEDLING JR, REILLY, STALLER, COTTINGHAM.

TOP : LTS SIMS, HUDSPETH, ELSTUN, REINECK.
BOTTOM : S/SGTS CRISSMAN, WENRICH, DELCAMBRE, HARMS, LAWRENCE, PISANO.

TOP : LTS LOFGREN, TUSHLA, MOORE, PASCHAL.
BOTTOM : S/SGTS THOMPSON, SMITH, LUGLIO, DENNIS, GOFELT, ROBINSON.

TOP : LTS MACKS, PIBURN, PINKARD, HALL.
BOTTOM : S/SGTS JENKINS, CLEMENT, THOMPSON, GREGG, DURHAM, LOVE.

LORIENT
BOMB DAMAGE
21
20
6
7
8
22
24
and BREST
PNICE



ing at once. Remarks of, "Where in the hell was our fighter protection?" and "Did you see the Jerry Bastard go down?" were overheard. Off to one side Lt. Cullpepper was excitedly gesticulating how he had seen the bombs "Hit smack on the target through a hole in the clouds;" while Schmid, the lead navigator, quietly explained to Colonel "Ted" how he led the planes into the run up; while "Jerk," when queried about the raid, replied with the classical remark, "Hell, I never seen so much flak."

The interrogation over (one plane lost over the target; Tate's "Ball of Fire, Jr.", crash landed at another station; a few wounded; and several other planes damaged), the groups that night licked their first battle wounds with Mild and Bitters spiked with Irish whiskey.

Because of inclement weather, missions were few and far between. On these days the combat crews attended lectures. Others went on passes to London, Peterborough, Cambridge, or biked over the countryside to village pubs. Weather permitting, practice missions were flown and each squadron tried to out do the other in all kinds of tight formations.

In the early part of November, the 330th Squadron, commanded by tall, thin, pipe-smoking Major Cool, moved to a southern England air base from which it operated a sub patrol over he Bay of Biscay and afforded protection to the first and greatest armada of sailing ships then underway for the invasion of North Africa. During this operation, the 409th Squadron, commanded by the tall, heavy set, good humored Major Musselwhite, was sent to reinforce these patrol activities for a week.

Constant rain, fog, and mud grounded us for many days. Dribbling mail and the eternal C Rations, brussel sprouts, pork chops, and powdered eggs served in cold mess halls, began to annoy us. The cold, black nights and the occasional rattling of windows from bombs which Jerry indiscriminately dropped across the countryside no longer interested us. Time was heavy on our hands and many thought and talked about home. Although we were suffering from boredom there existed good fellowship. We lost our Ft. Myers tan, learned to drink our tea, and continued to surprise the Englishmen with our American ways, to the delight of the English girls.

On the morning of 6 December, a rumor had occasionally been overheard during the past two weeks became a fact—we were going to Africa. We were told to pack for a ten-day trip.

With nine hard missions to our credit, our share of heroes, a visit by King George VI, new promotions, and a change of personnel in several staff positions, we took off for a southern England air base where we were to be briefed for our trip south. Meanwhile the 329th Squadron, commanded by Major Sullivan, remained behind to operate with the 44th Bomb Group which had recently arrived from the States.

NORTH AFRICA

Chapter 3
NORTH AFRICA

On the morning of 7 December 1942, we took off from a southern England air base and headed for Africa. Alerted against patrolling enemy planes, we stripped off our heavy flying clothes as we flew through bright sunny skies. Some planes continued their flight over the sea and others flew across Portugal and southward over Spain.

Descending from 10,000 feet, we dipped our wings and waved to each other as we rendezvoused off the coast of North Africa. We were excited and happy now that we had reached our destination. Turning inland after flying low through the narrows, we glimpsed Gibraltar dimly outlined in the haze of the Mediteranean. Circling our base at Tafaroui, we looked at the white buildings gently rising up from the crescent coastline of Oran where hundreds of heavily loaded cargo vessels were anchored in the harbor waiting to unload their war supplies.

At Tafaroui we joined the personnel of the Fortress and B-25 Groups of the newly formed Twelfth Air Force and many Infantrymen who were bivouacked over the countryside. For hours we waited at our planes for trucks to carry us to salmoned colored French barracks where we were to sleep on dirty concrete floors. Bombers and fighter planes were parked haphazardly all over the muddy field and transport planes were constantly landing and taking-off. Along the line wrecked French planes that had been sabatoged were piled up to one side.

At operations, the mud splattered, bullet riddled offices buzzed with monotones as staff officers sought information from each other. Missions, and the thousand and one problems essential for the welfare of the personnel, were discussed at the same time. The welter of confusions, concomitant with fast moving events of war, was everywhere and it transcended anything we had experienced before.

On the first night the air raid sounded, we didn't know what the hell was coming off. We rushed out of the barracks, running every which way, looking up in the sky with cocked ears. Some of us headed for the fields and hills, while others stood about in expectance. Nothing happened. We laughed at each other's excitement and were amused by "Doc" Payne, who was letting off a stream of expletives as he climbed out of his mud soaked clothes which he acquired when he fell into a water filled foxhole.

We went to Oran where we hilariously joined the merry antics of personnel from all branches of the service. We brushed shoulders with the colorfully robed, tatooed Barber Arabs and petite "Madamoiselles" and our noses twitched from the smells of wine, fruits, and garlic that mingled with the heavy odor from the outdoor "lavabos".

Some of us sipped wine at outdoor cafes, rode in "voitures des cheveaux", sweated out shampoos at the "Continental". Some paid an American dollar to see the forbidden show at "Mary's House, while others went on sightseeing tours and beat off barefooted Arab shoeshine boys. Loaded down with baskets of fruits and bellies full of wine, we boarded our liberty trucks. We had had enough of Oran and were anxious to get back to the base.

When it rained, the rich earth turned into a quagmire, which unlike the soupy mud of England, became gummy and sticky and it clung to our shoes with the tenacity of tar. Pools formed everywhere and our planes constantly threaten to be bogged down—which at last was to "wash out" Lt. Williams' "Geronimo" when he was taking to the harbor ground.

Taking advantage of a dry period, we bombed Berzeta on the 13th and 14th. Clouds and smoke pots over the target obscured our vision making it impossible to observe the results. Heavy flak and a few enemy fighters were encountered.

With Von Arnins neutralized armies slowly being pressed back by our American troops across the mountains, muddy country, his supply and escape routes being scattered by the Reinforced Twelfth Air Force, our Group was ordered to support the Ninth Air Force in their campaign against the supply routes of the more threatening Rommel.

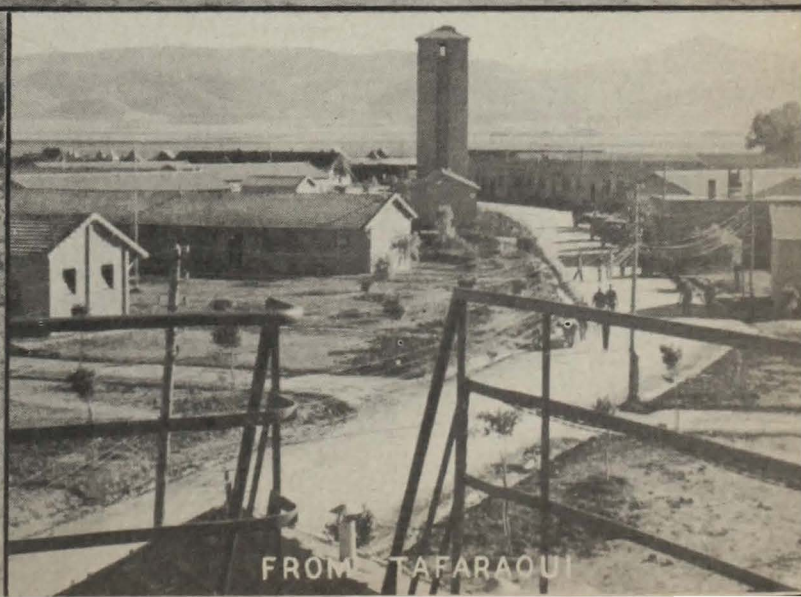
Varied thoughts of past experiences and excitement of unforseen adventures raced through our minds as the heavily loaded planes roared down the bumpy, steel-meshed, moonlit runway and headed eastward at midnight, 18 December, 1942.

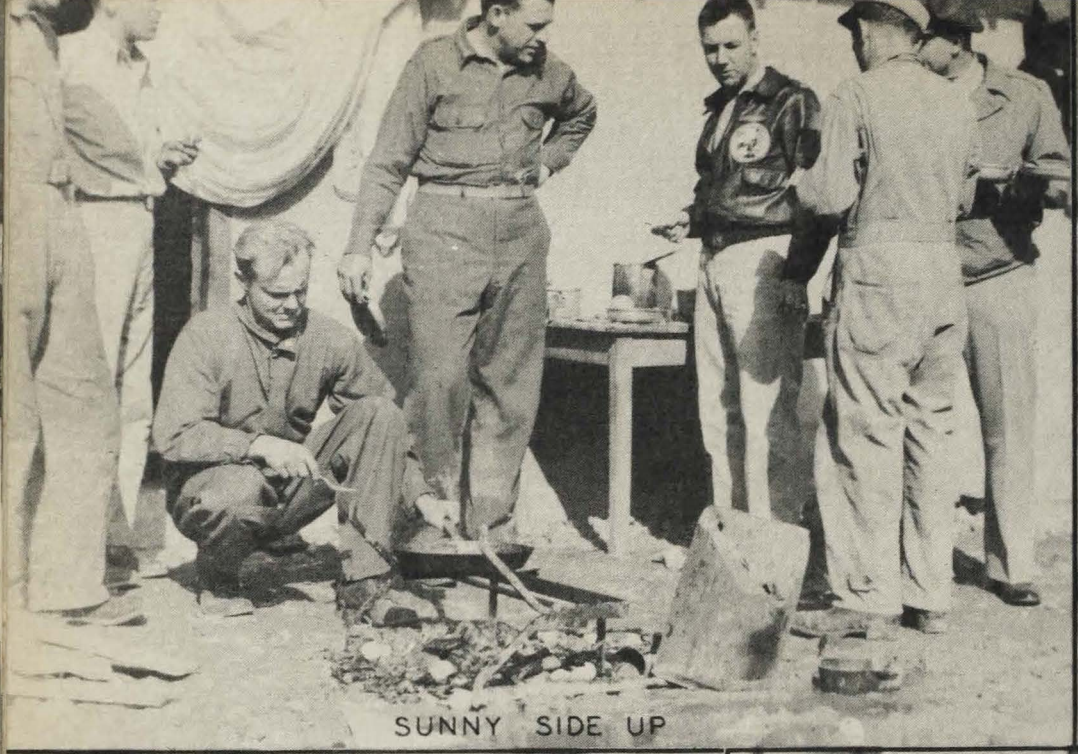
FROM ENGLAND ···

ACROSS THE SEA ···

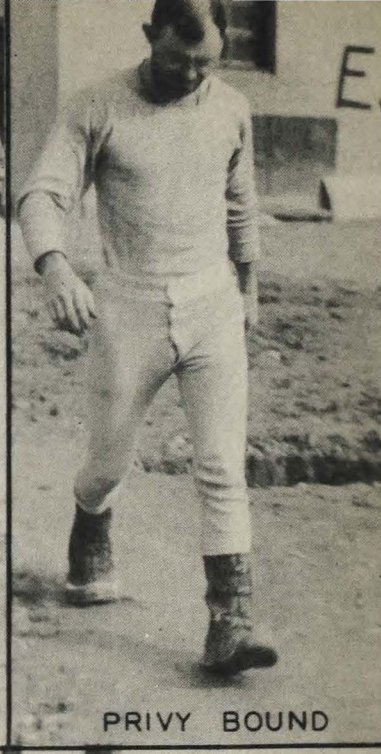
TO NORTH AFRICA ···

AND NEWS ···


FROM TAFARAOUI



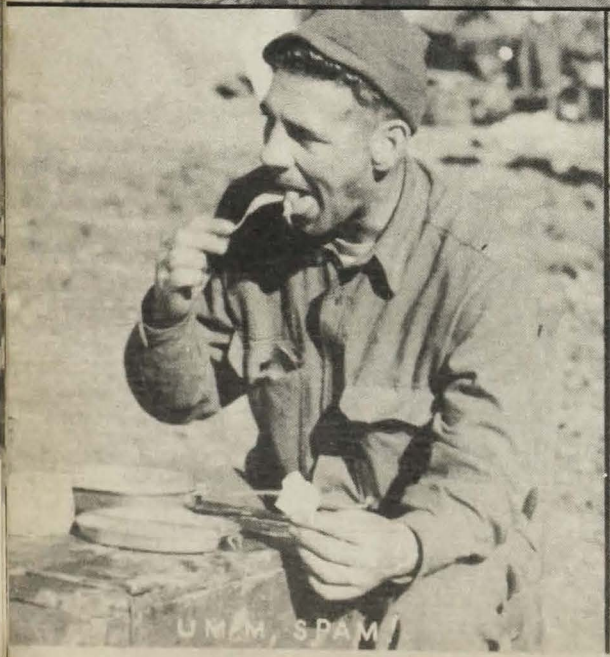
SUNNY SIDE UP



PRIVY BOUND

COIF'FURE

C'EST LA GUERRE



UMM, SPAM!

SHINE SHOOS?

GAMBUT, LIBYA.

Chapter 4
GAMBUT

Gambut, a desolate, dust-ridden escarpment in the Libyan desert, twenty miles inland from the Mediterranean, was to be our home for three months.

Working stripped to the waist, setting up tents, digging foxholes and preparing operations, many wondered if the stories about "Libyan dust storms" weren't all propaganda. We were soon to know otherwise, for at the end of the first week, they came.

Usually the dust started blowing about noon and continued until six o'clock in the evening. Frequently it blew continuously night and day for three and four days at a time. During these blows we huddled in tents, and wondered if they would collapse, which they sometimes did. Regardless how secured, they strained, pulled and blossomed out as clouds of dust whipped under the flaps that swished and beat about in the raw wind. It got in our ears, nostrils and eyes. We ate it, slept in it and cursed it. It buried into our clothes and pores unitl our suntanned faces and hair were tinged grey. Efforts to keep clean were useless and except for a cat wash, we didn't give a damn about trying to keep clean.

The stringent operational methods employed in the U K were cast to the winds and "poop" was reduced to the status of an empty tin can. The days grew longer and more monotonous and Christmas went by without benefit of Divine Services when the Chaplain broke three ribs after driving his jeep into a foxhole on Christmas Eve.

Except for the excitement of missions, and Jerry air raids on Tobruk, 40 miles away, nothing much happened. Once however, an enemy glider was reported in the vicinity. Guards were doubled on the planes and strung around the perimeter of the camp. The night was uneventful. However, the following morning, we were amused when Captain "Stormy" Sickles related to Colonel "Ted" how one of his guards urinated into a box of lemon drops which he set on the ground while issuing instructions to his men.

We indulged in all sorts of "horse play". Sometimes "K. K.", "Schmid", "Jerk" and "K. O." entertained with songs while the bearded, baldheaded "Gray and Lewis" provided their own version of "Salomi". We received no mail and rations were limited. Occasionally, we had canned beer and a potent Australian whiskey which we drank from empty beer cans.

We encountered less fighter opposition than over targets bombed from the U K. Intense flak peppered and tore holes through the planes. Lack of replacements, shortage of spare parts, wear, tear, dust and flight fatigue incurred from the long missions and strained operations. However, the miraculous performances of the maintenance personnel kept the ships airborne. We managed with weather permitting, to get 12 planes over the target every other day.

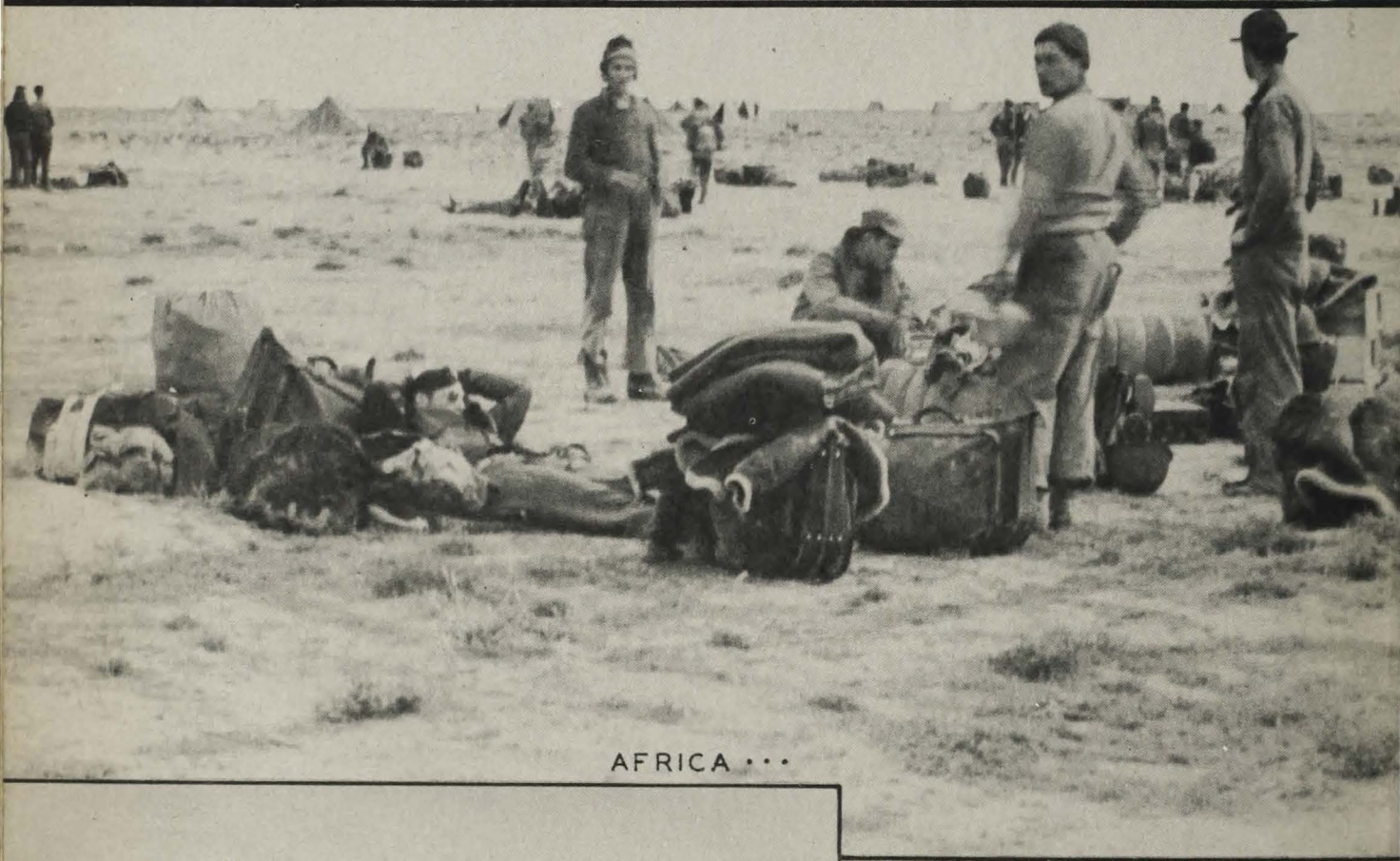
With Rommel pushed out of Tripoli, we continued to pound Naples, Palermo and Messina time and again. Sometimes we hit targets at dusk which required night landings.

Suspense mounted with the difficulties of night landings. The possibilities of getting lost, running low on gas and getting shot up by enemy intruder planes when landing, increased our anxiety. Fortunately we suffered no casualties from intruders, but once a lost plane low on gas crashed from which only four crew members escaped after bailing out at 800 feet.

On the night of 25 February 1943, we departed Gambut and headed back to the U K. Mike Phipps, our intelligence officer, who joined the group at Tafaroui was going back with us, though many others were not returning. We bid farewell to "K. K.", now a full Colonel, whom we left behind to command the 376th Bomb Group stationed in Egypt.

ACROSS ...

NORTH ...

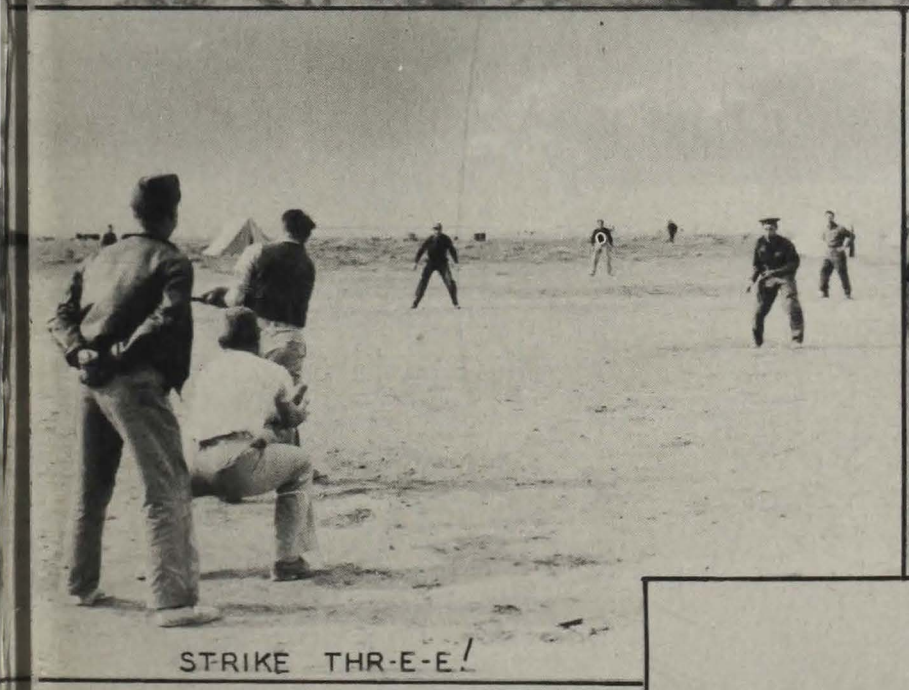


AFRICA ...

TO GAMBUT, ...

LIBYA.

SWEATING IT OUT.



STRIKE THR-E-E!

EGGS FOR JERRY.

MARK IV. "TIGER"

ME. 109'S

WATER ---

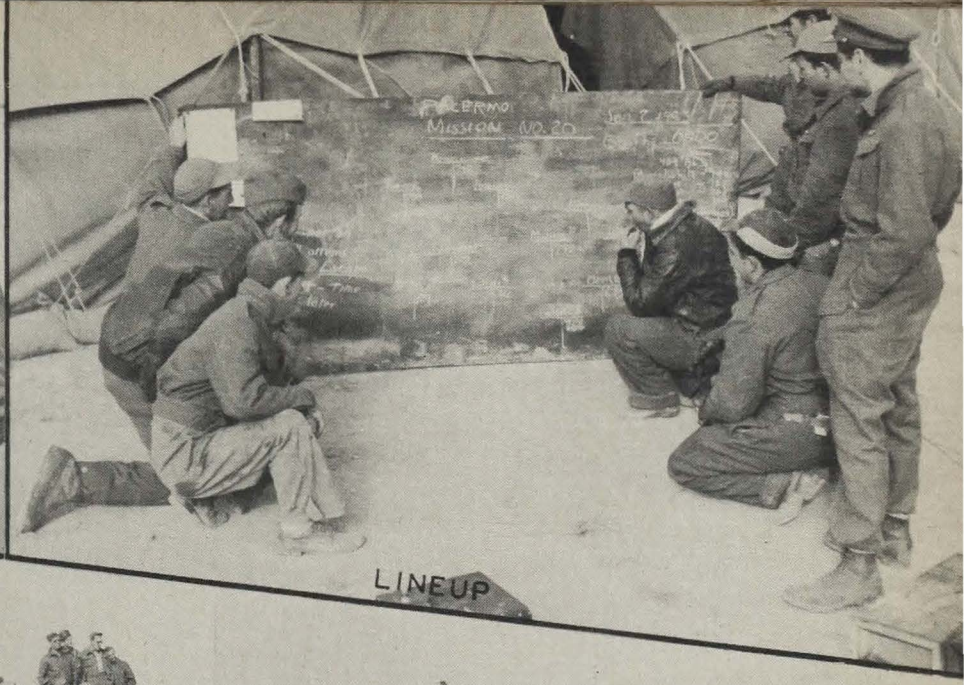
AND CHOW ---

FOR XMAS DINNER.

BARTERING

SCHMID, A[redacted]LLA, AND K.O.

EBERT, E.A. SCHMID, STORMY.

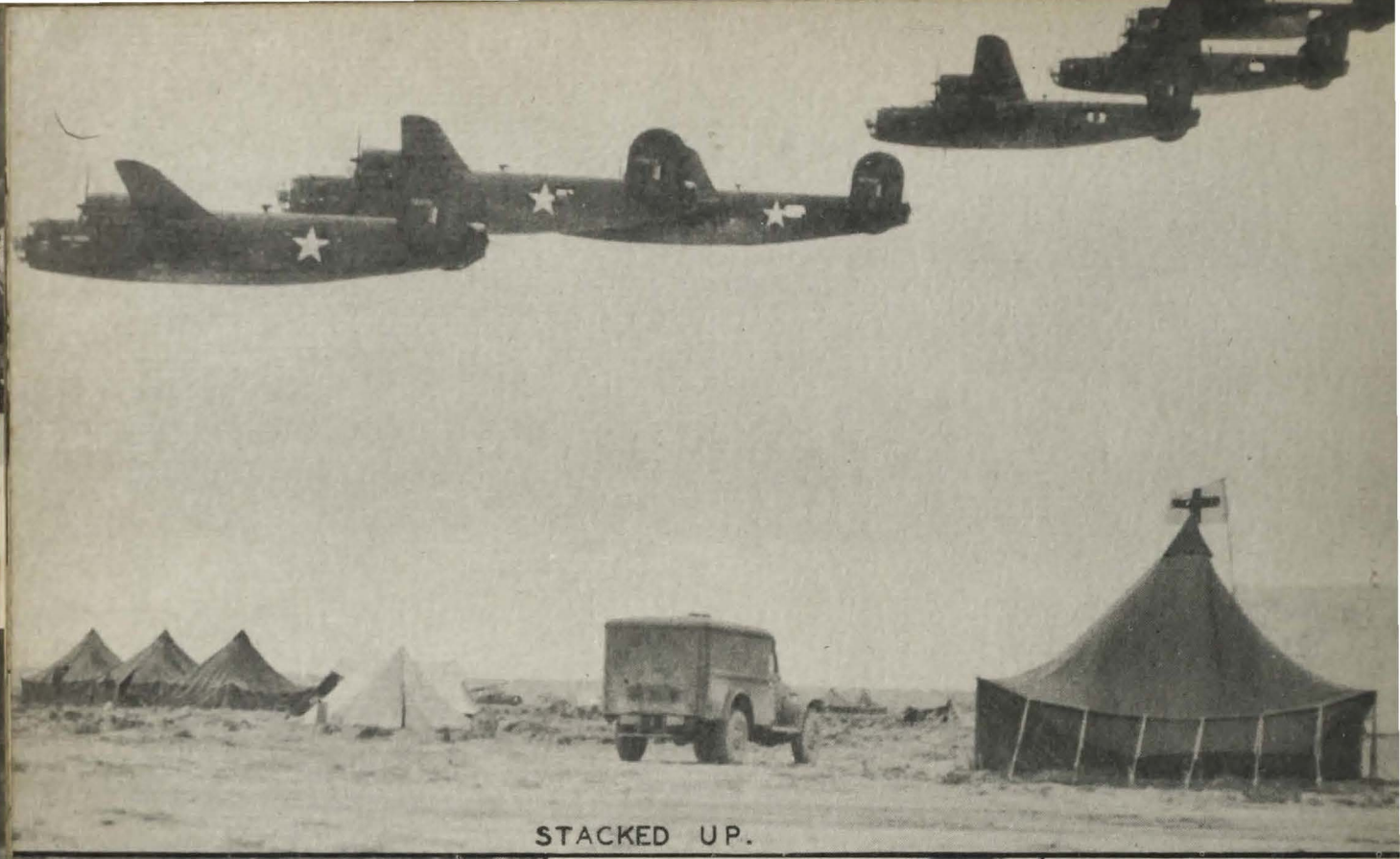


LINEUP

U.S.O. SHOW.

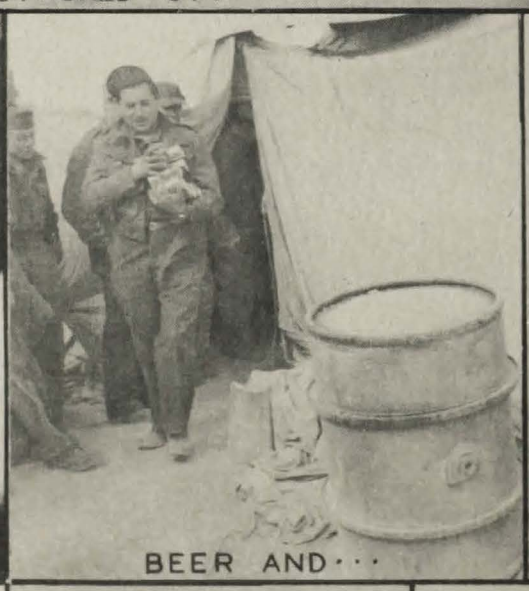
GEN. BRERETON DECORATES TATE

KENDALL RIDES



STACKED UP.

CANNED



BEER AND···

RINGERS.

FIRES···

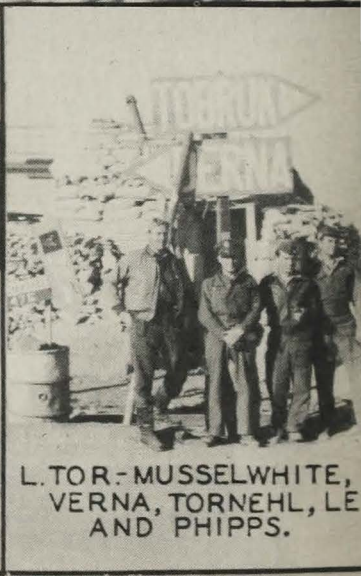
DUST···

AND FOXHOLES.

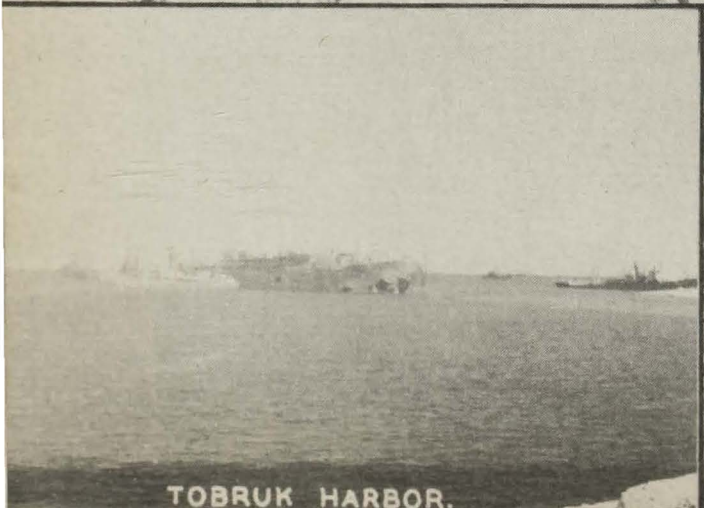
SFAX
FLAK...
OVER NAPLES

ISMALIA

"DEATH OF FASCISM."



L. TOR - MUSSELWHITE, VERNA, TORNEHL, LE AND PHIPPS.

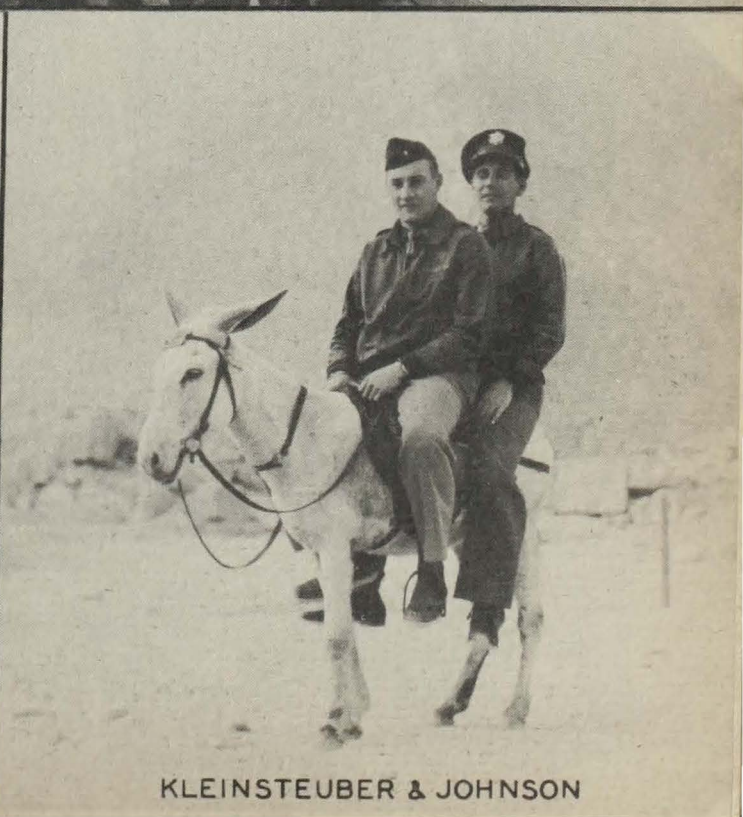


TOBRUK HARBOR.

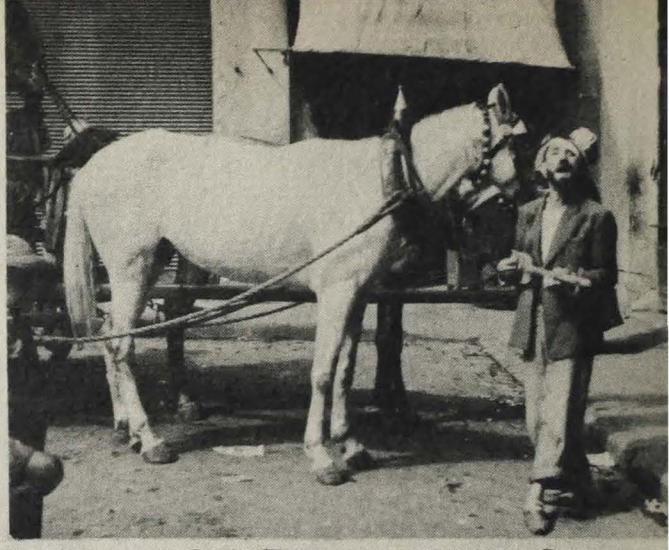
PYRAMIDS

CAIRO ---

FAID



KLEINSTEUBER & JOHNSON



"THE CASBAH" of ALGIERS

HARDWICK

LT. COL. ADDISON E. BAKER

Chapter 5
HARDWICK

Suntanned, dirty and covered with dust, we landed our chipped, battle scarred planes at Hardwick on 27 February 1943. The weather was beautiful; green fields, budding flowers, trees and fresh air gave promise of an early Spring. We were wildly greeted and dubbed "desert rats" by personnel left behind, to whom we gave fruits and souvenirs picked up in Gibraltar. It was good to be back and the living, technical and Red Cross buildings scattered over the countryside and along the hangar line were impressive.

Shortly after departing for Africa, Major Brown replaced Major Sullivan as C.O. of the 329th Squadron, moved to Ethel, and continued operating alone or with the 44th Bomb Group, while the remaining personnel moved to Hardwick.

Bathed and in uniforms for the first time in months, we attended the bi-weekly dance on the second day after our return. Girls were brought in from the much bombed city of Norwich, eighteen miles away. We danced, mixed ale with scotch and settled little differences with black eyes, raised hell, then went to bed. The following morning we nursed hangovers and continued to read accumulated mail.

As staff officers settled down in their new offices and went to work, combat crews were given a seven-day leave. While in Africa, the airdromes, fifteen or twenty miles apart throughout East Anglia were rushed to completion to accommodate the ever increasing bomber and fighter groups arriving from the states.

Preparations were rushed and on 18 March 1943, we bombed Vegesack, followed by Wilhelmshaven and Scotteville after flying three diversions for the Fortress Groups. The successful bombing attack on Vegesack, though costly in men and planes, achieved meritorious recognition and Lord Trenchard, Father of the R.A.F., personally congratulated us.

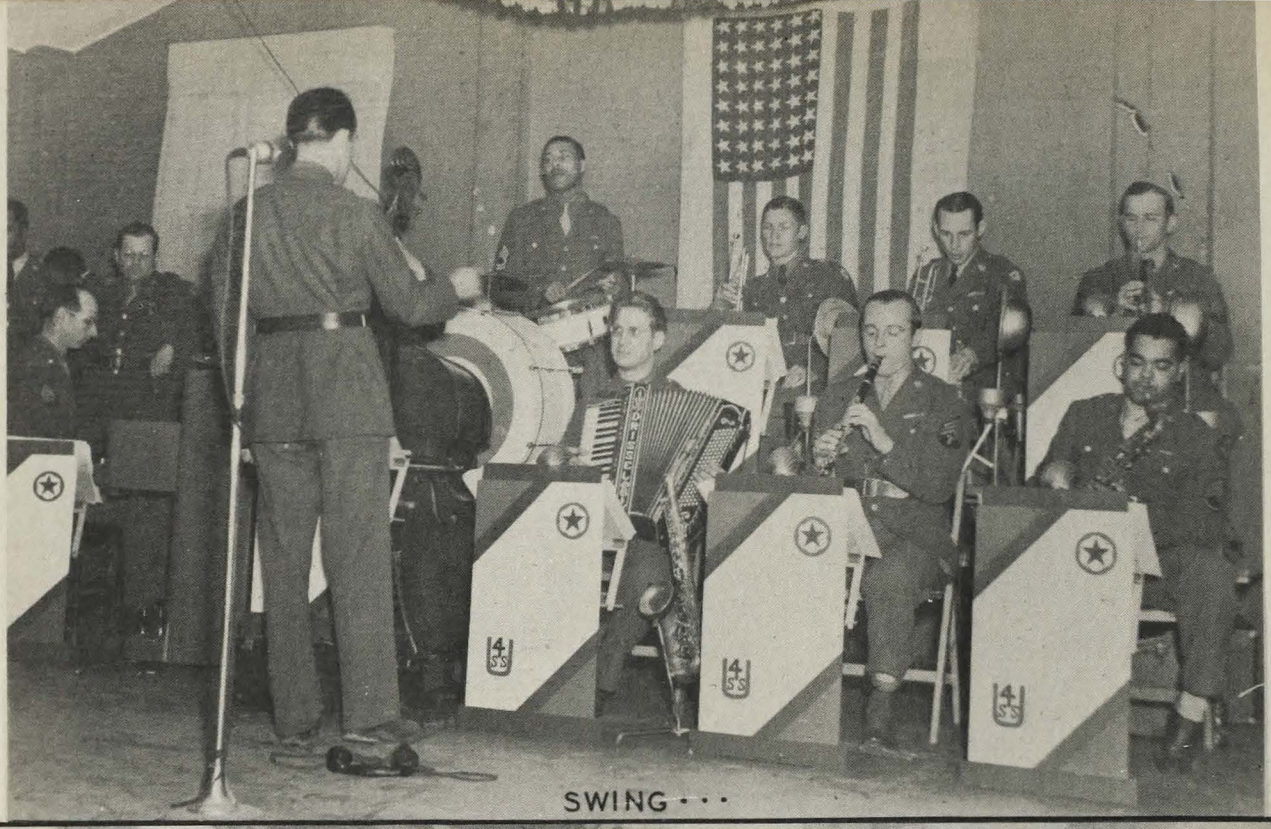
With the arrival of the other Groups, the 8th AAF was formed into divisions and further divided into Wings. We were in the second division under command of Brig. Gen. P. J. Hodges, an affable man, but a stickler for tight formations and bombing accuracy. Col. Ted was given command of a Wing which included our Group from which he picked his staff. The Group was now commanded by Col. Baker. Col. Baker's pleasing, gregarious personality appealed to us and we were pleased to serve him.

Many high ranking officers and government officials continued to visit us after our return from Africa. Gen. Frank M. Andrews who visited and sweated out chow lines with us in Gambut was killed, along with Shannon and his crew when "Hot Stuff" tore into a bleak Icelandic mountain. Sgt. George Eisel, the tail gunner, who escaped two similar accidents survived after being pinned in the wreckage for fourteen hours.

During April and May we bombed Rotterdam, Antwerp, Brest, Bordeaux and flew several diversions. In June we were told to fly a low level bombing attack. Skeptical and scared, we weren't told when or where. Flying wing tip to wing tip at an altitude of 150 feet, Col. Baker led us for a week over the hangar line which was used as a target. Joined by planes from other Groups we continued to fly as before in waves of three. Roaring engines reverberated through hangars and buildings, frightening, yet spectacular. Planes swooped across the field day after day until the formation was perfected. Still ignorant of our target, we took off again for Africa on 25 June, 1943.

RED CROSS

ACTIVITIES



SWING · · ·

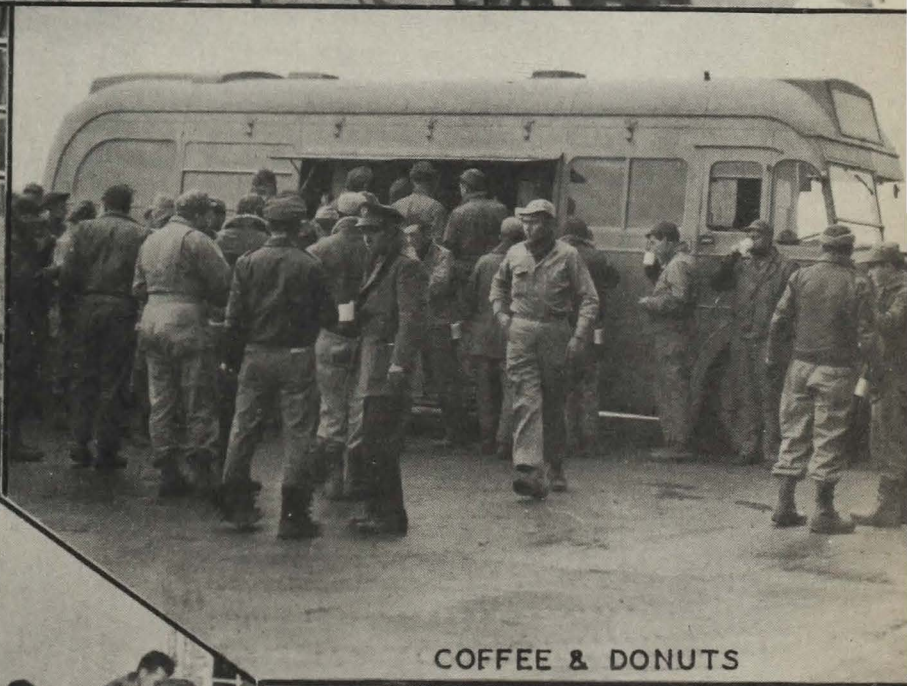
· · · AND SING.

PRETTY PLEASE

CHECKERS.

BREEZE

OFF MOMENTS



COFFEE & DONUTS

RELAXATION

MILD & BITTER

CAKE SURGERY.

JUMP'N JIVE

TEA & TARTS.

JUST FUN.

JAM SESSION.

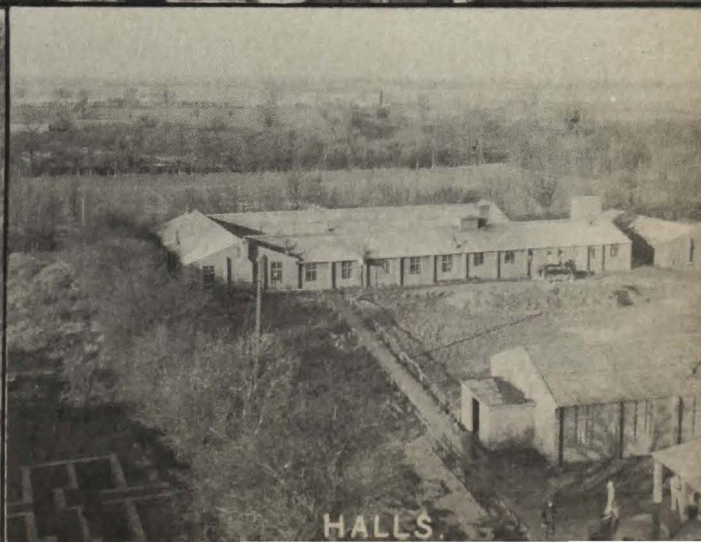
TETE-A-TETE

OFFICERS · · ·

AND ·

E.M.S.

MESS

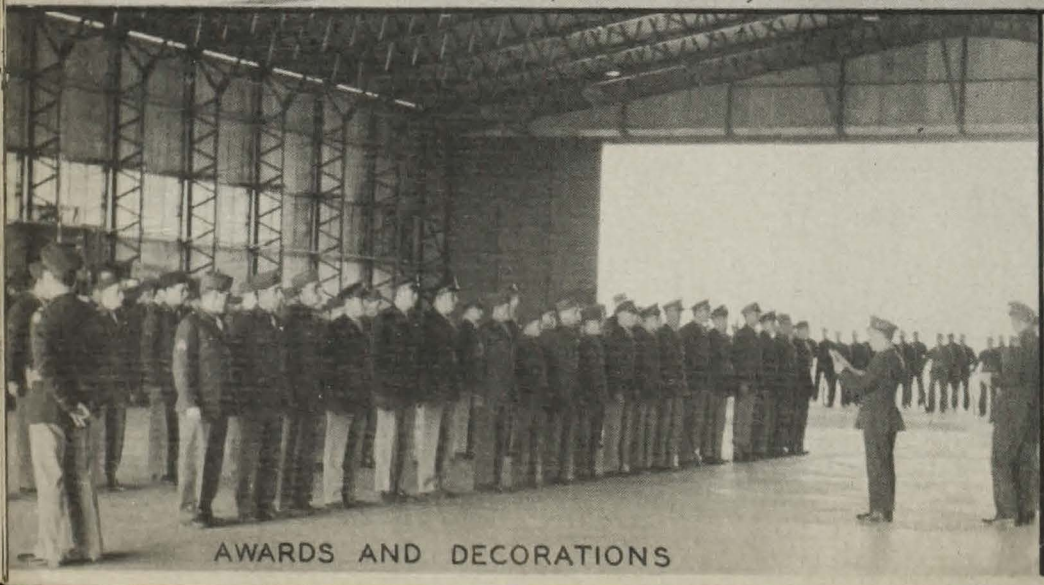


HALLS.

COL. TIMBERLAKE AND LORD TRENCHARD

GEN'S HODGES AND ANDREWS

GEN. ANDERSON, COL. WOODS, GEN'S. ARNOLD AND HODGES.



AWARDS AND DECORATIONS

WHITE AND GEN. DEVERS

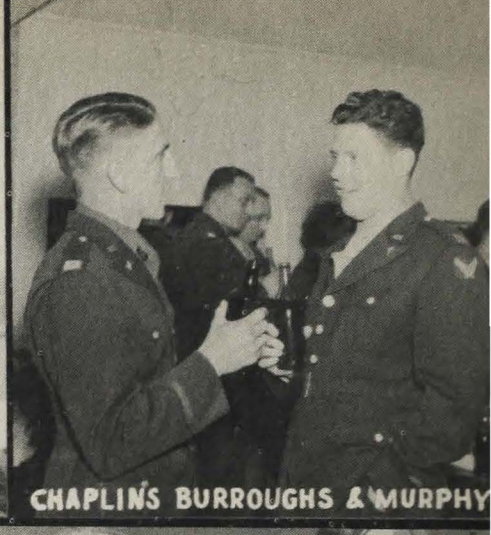
QUEEN ELIZEBETH, EPTING & HEBERT

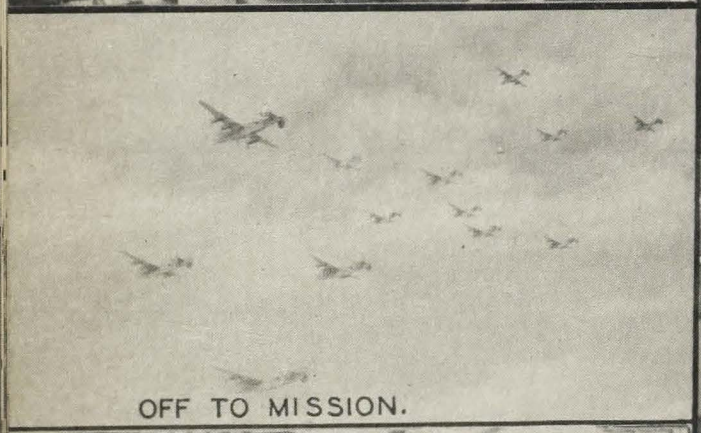
GEN. ANDREWS INSPECTS ---

COMBAT ---

AND MAINTENANCE PERSONNEL.

EASTER SERVICES


CHAPLIN'S BURROUGHS & MURPHY


OFF TO MISSION.

JONES & ROPER.

BEN KUROKI

P-51 MUSTANG.

CULPEPPER, TIMBERLAKE, & SCHMID.

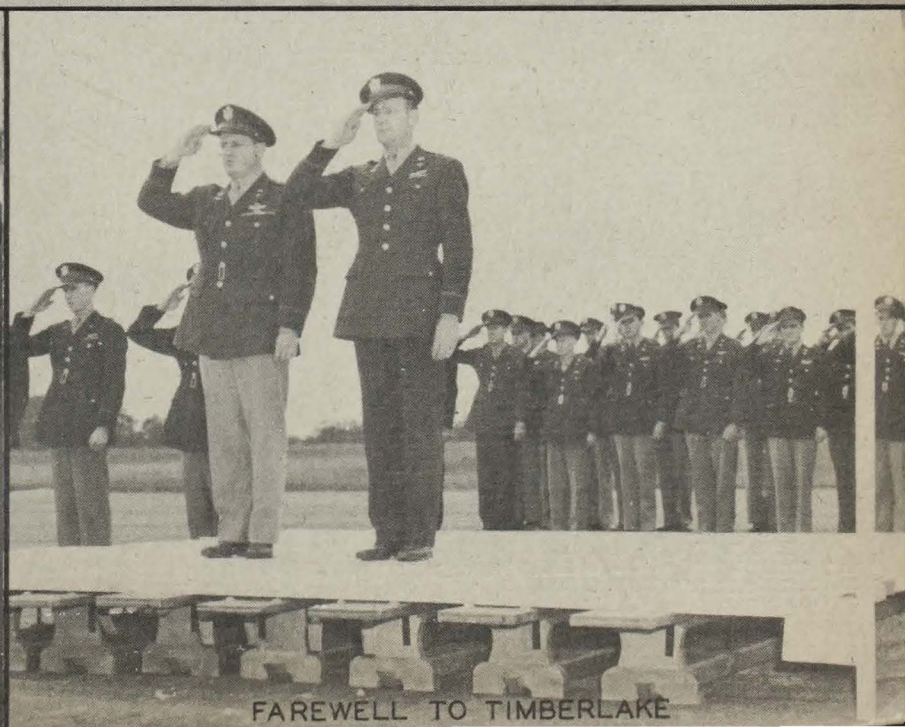
BOMBS AWAY

WILHELMSHAVEN.

VEGESACK.

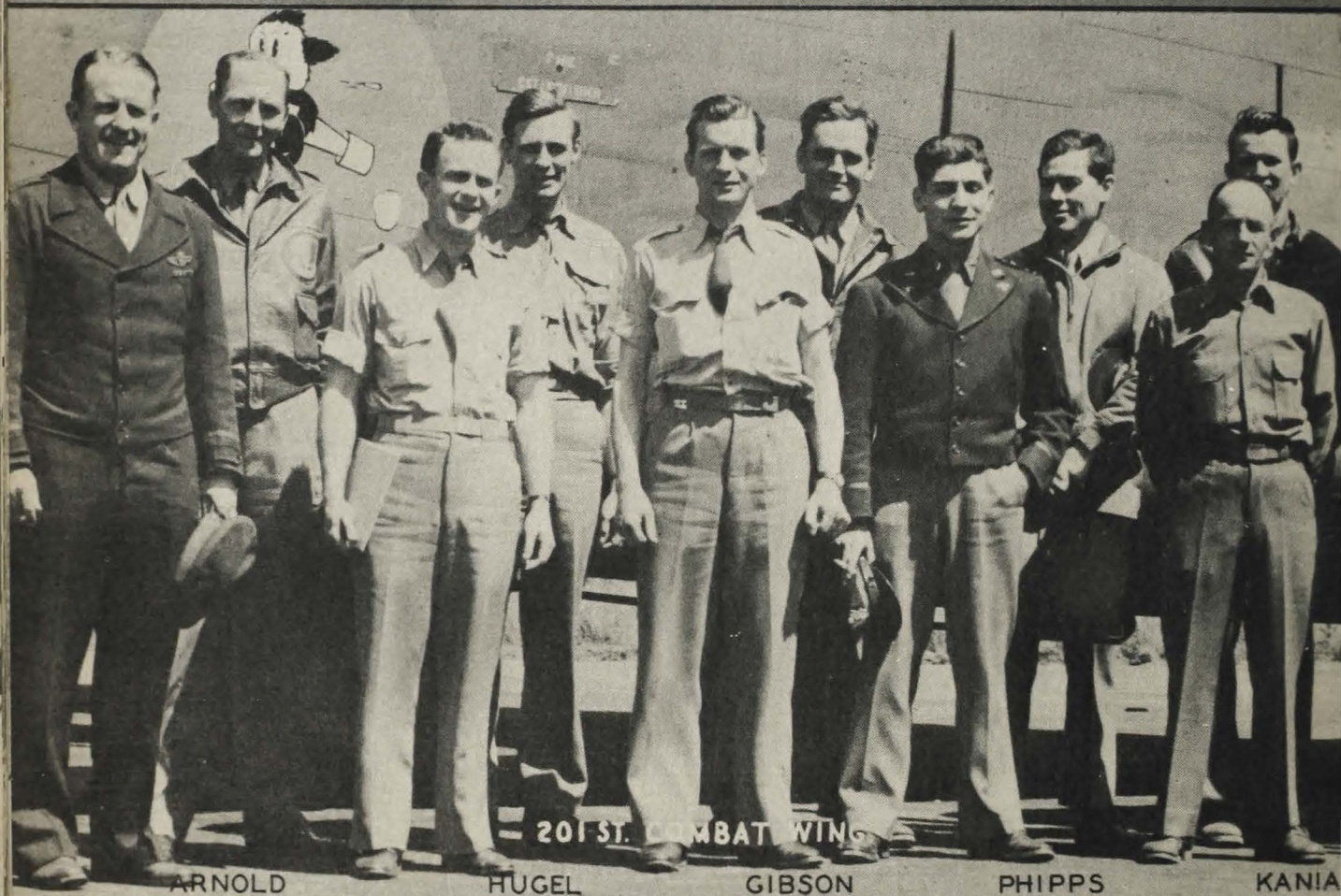
LECTURES.

LOVETT ARRIVES



FAREWELL TO TIMBERLAKE

PRACTICING FOR TARGET "X."



MBERLAKE ARNOLD JERSTAD HUGEL SCHMID GIBSON ALBA PHIPPS MISHMASH KANIA

OFF TO---

AFRICA.

LIBYA

Chapter 6
BENCHAZI

On 27 June 1943 we arrived at a landing ground eighteen miles east of Benghazi, Libya.

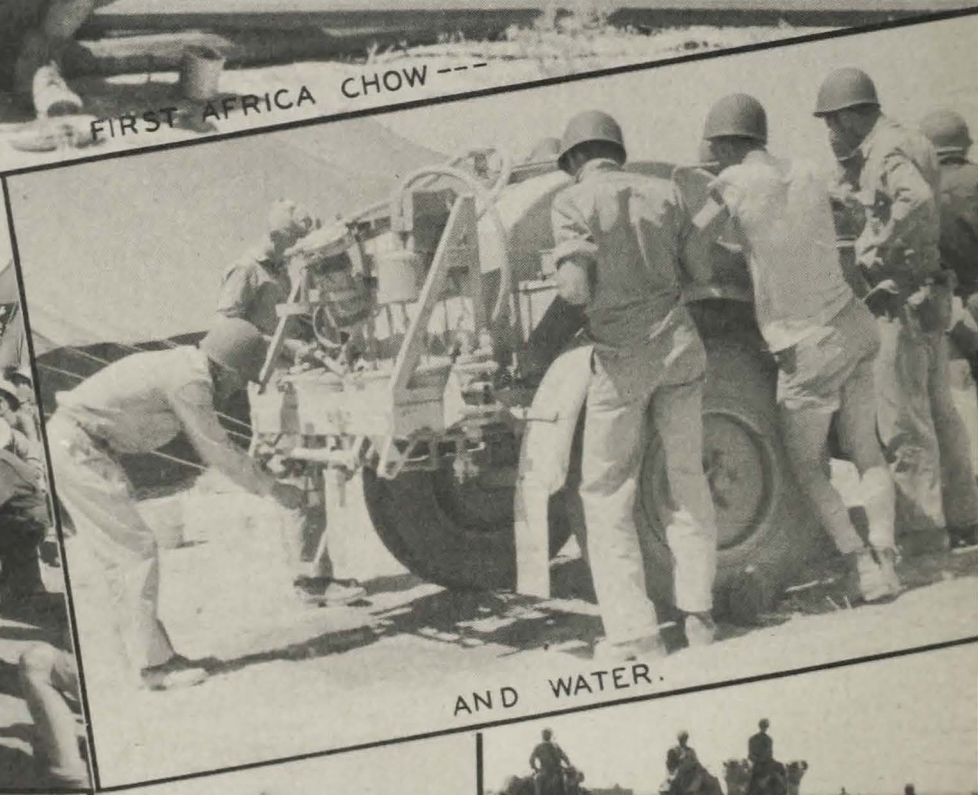
With Rommel's and Von Arnin's armies being pushed out of Cape Bon, we went to work. On 5 July we took off for our first missions against San Pancrazia. Relentlessly we pounded Messina and the airdromes at Arbini, Comiso and Vip Valentia. Enemy opposition was nil as our armies pushed out of Sicily, across the Messina Straights, and up the boot of Italy. We smashed out to Villa San Giovanni, again to Vilo Valentia, on to Loggia, Naples and after careful briefing, the Rome Marshalling yards, on the 19th.

The excitement of fast moving events and collapse of the Axis grip in the Mediterranean made us forget the low level attack we had praciced for in the UK. Most of us thought that perhaps it wouldn' be necessary now that our armies were steadily pushing toward Rome. We were wrong however, for shortly after bombing Rome, we started low level flying again.

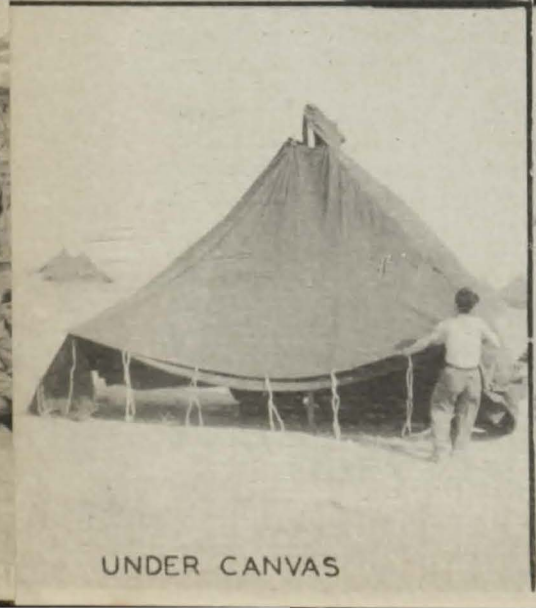
Not until we were briefed did we learn that we were to fly a low level attack against the Ploesti Oil Wells. On the morning of August 1st, a total of 175 airplanes from the surrounding landing grounds took off in clouds of dust. We watched them rendezvous and head for the target. Those of us who remained behind didn't know what to think. We just waited and wondered what the crews were thinking. Ten hours later the planes came into sight—slowly they dribbled in. We didn't like it. They were straggling. Battered and shot full of holes, they landed with wounded aboard. Tate landed with corn stalks stuck in his bomb bay doors. Dusk was falling and a few more came in. We counted our returned planes—eleven were missing, including Col. Baker. We couldn't think of anyone in particular. There were just too many of them—and we were hurt.

FIRST AFRICA CHOW---

LECTURE---



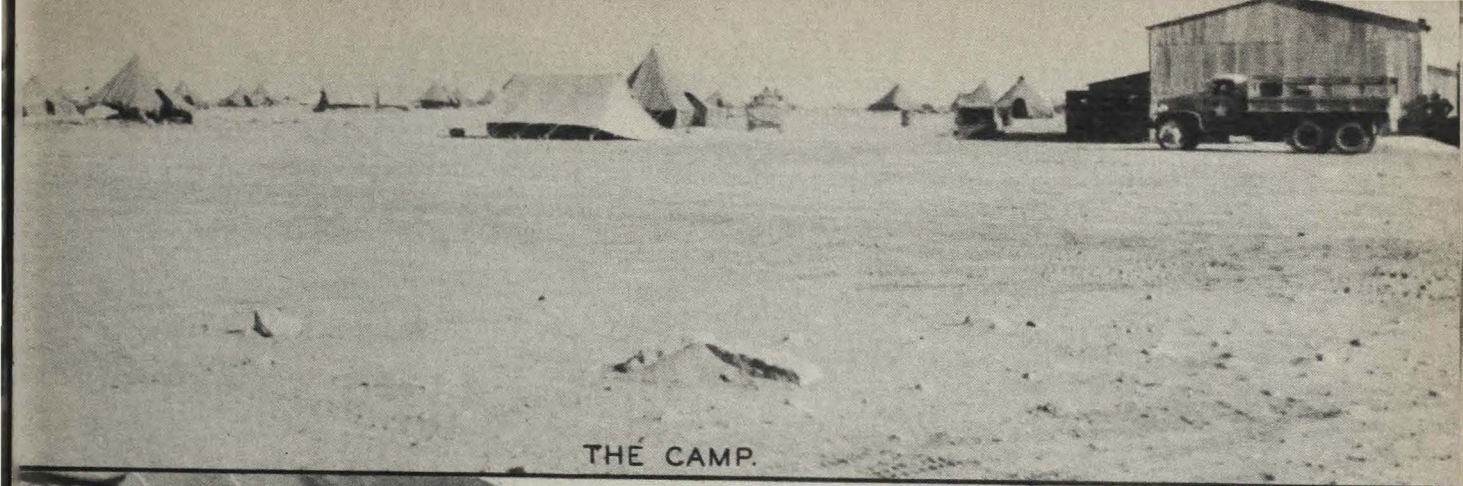
AND WATER.



UNDER CANVAS

GOING UP

STA[illegible] CLAIM

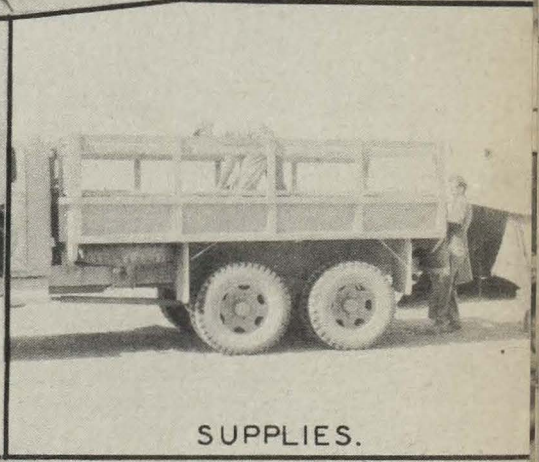


THE CAMP.

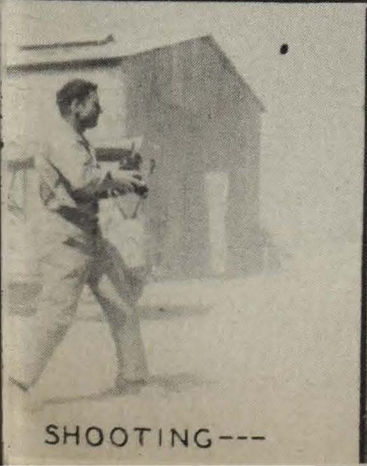
STAFF MEETING.

DESERT TRIM.

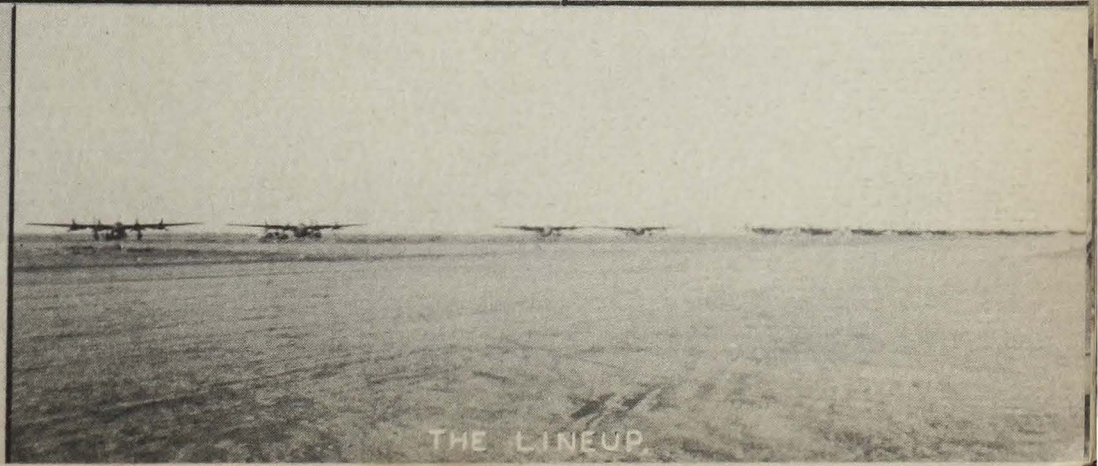
HOUSE CLEANING.



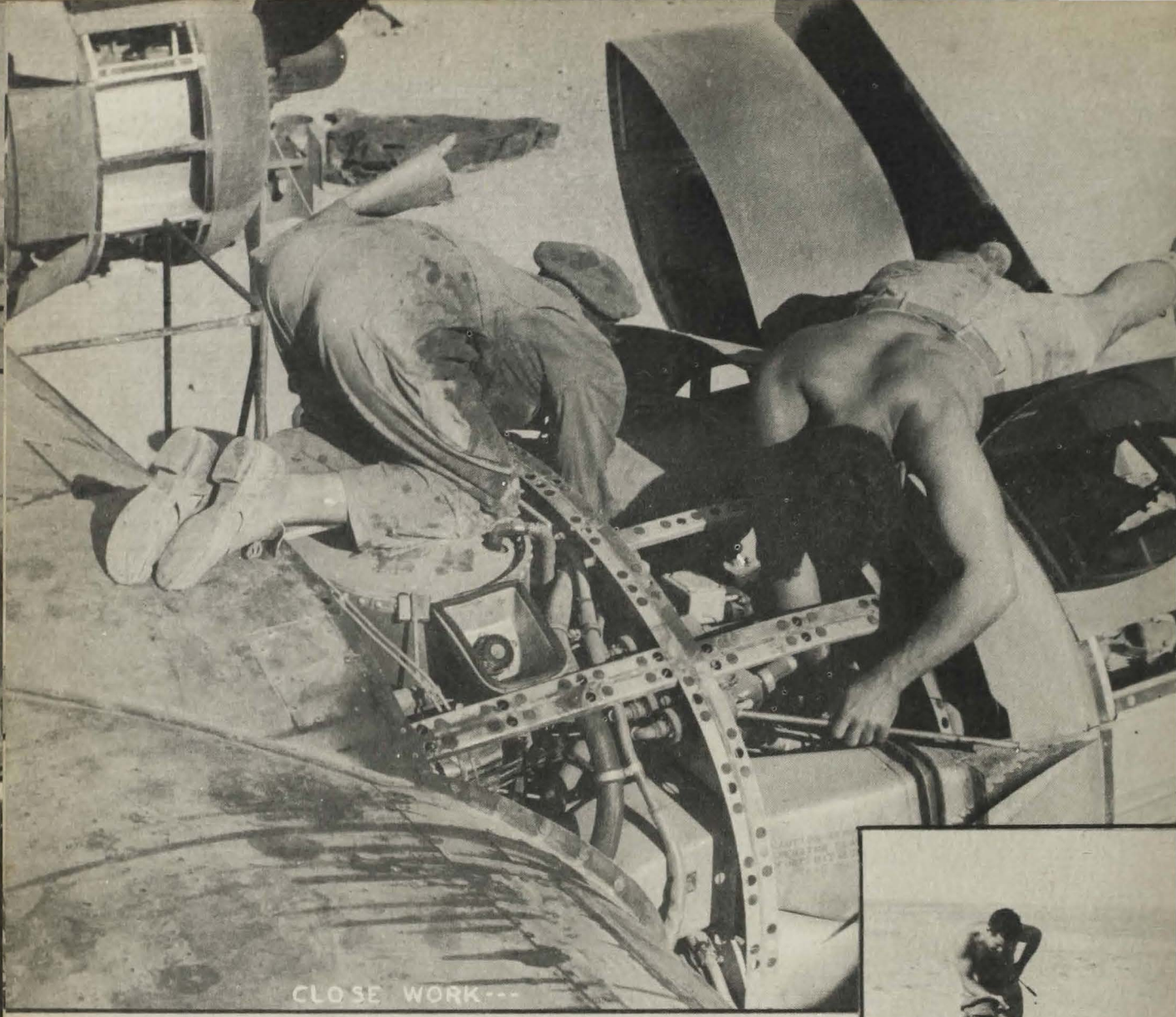
SUPPLIES.



SHOOTING---



THE LINEUP.

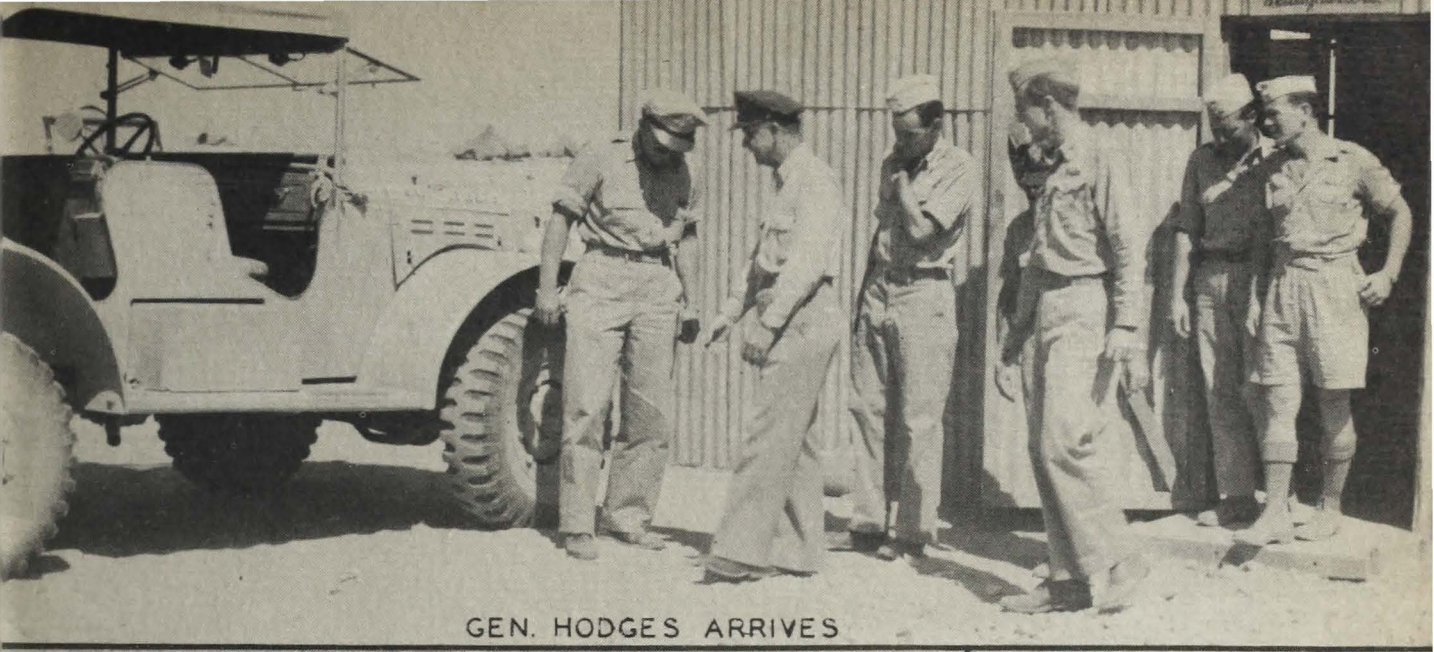


CLOSE WORK---

A BRIEF RESTS---

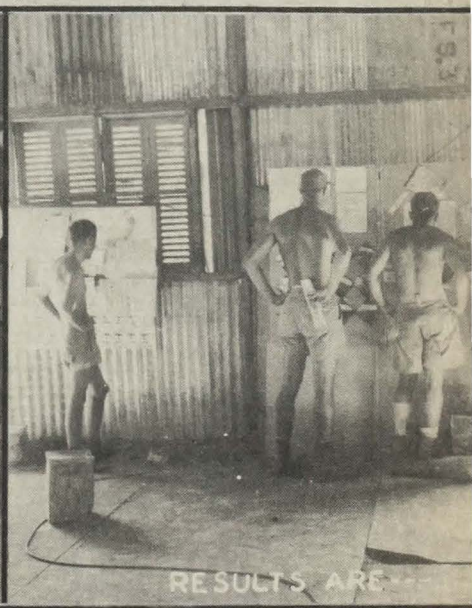
AND FOOLISH---

FUN.

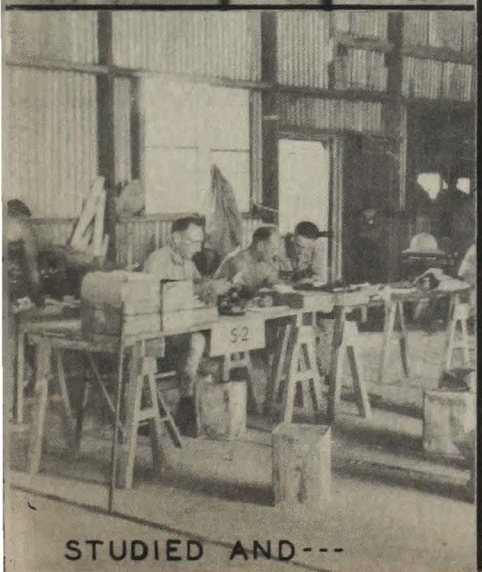


GEN. HODGES ARRIVES

MISSION OVER---



RESULTS ARE---

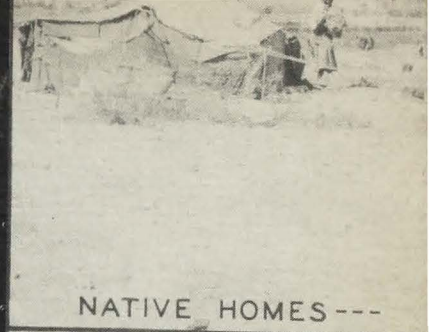


STUDIED AND---

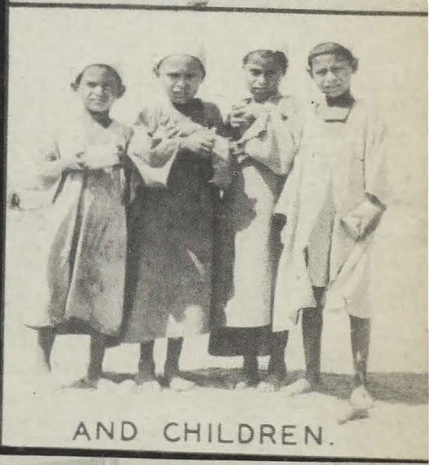
MAINTENANCE CREWS BRIEFED.

ROME
VIBO
VALENTIA

SERVICES.



NATIVE HOMES---

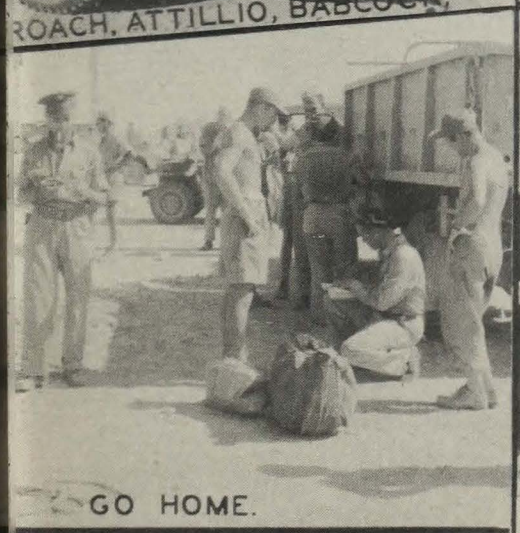


AND CHILDREN.

ROACH, ATTILLIO, BABCOCK,--

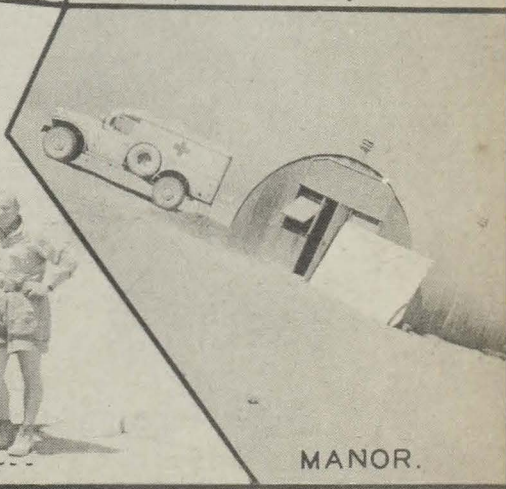
TO THE BEACH.

MACKS, CULPEPPER, & HUBERTY



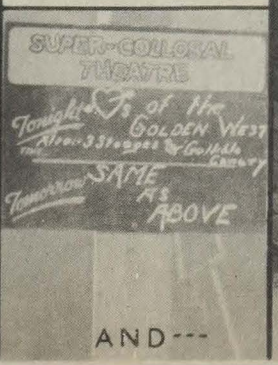
GO HOME.

PILL ROLLERS---

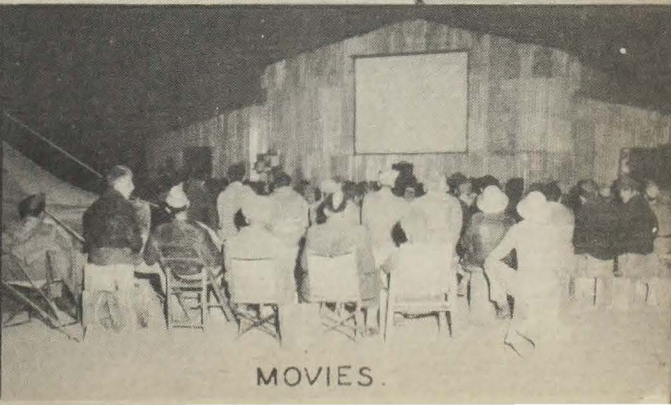


MANOR.

ENTERTAINMENT---



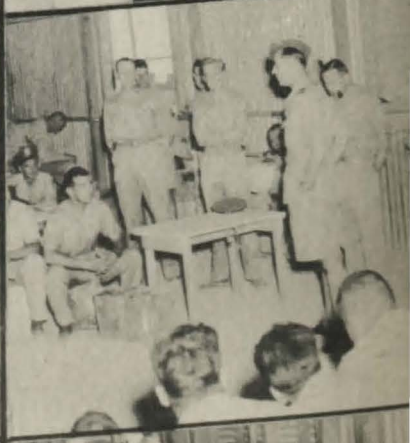
AND---

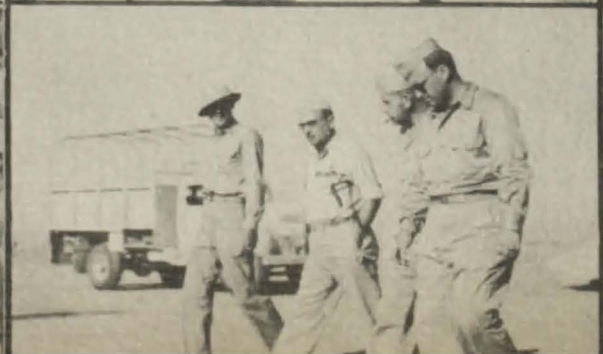


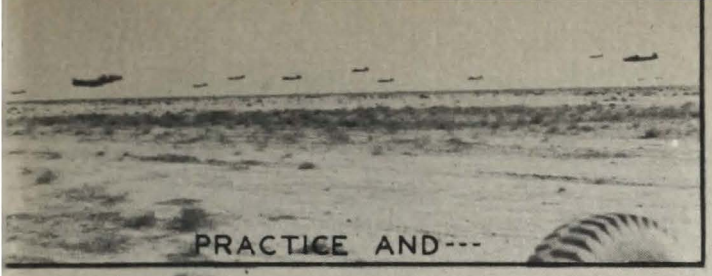
MOVIES.

THE BRASS --

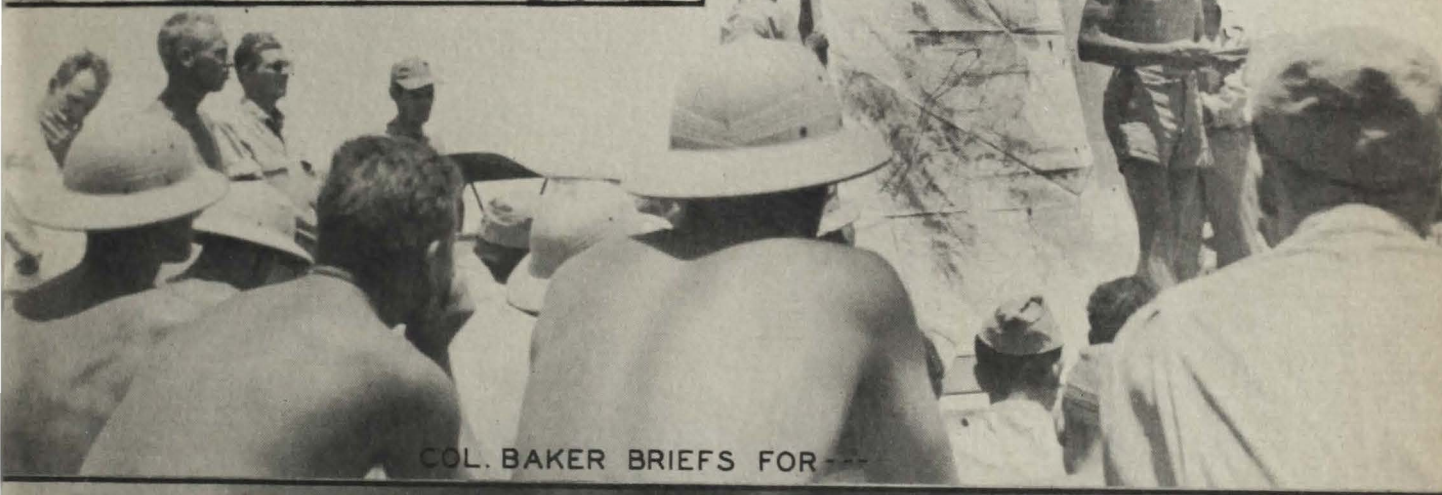
INSPECTS.





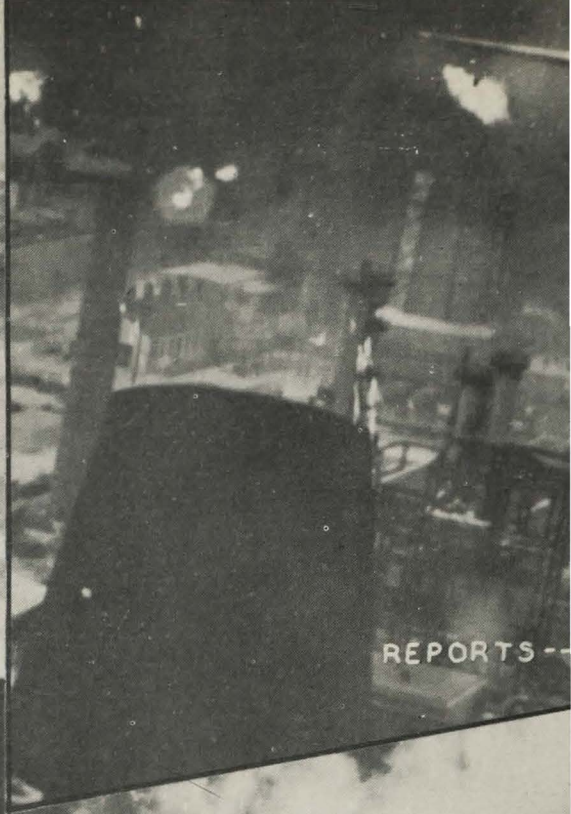


PRACTICE AND---



COL. BAKER BRIEFS FOR---

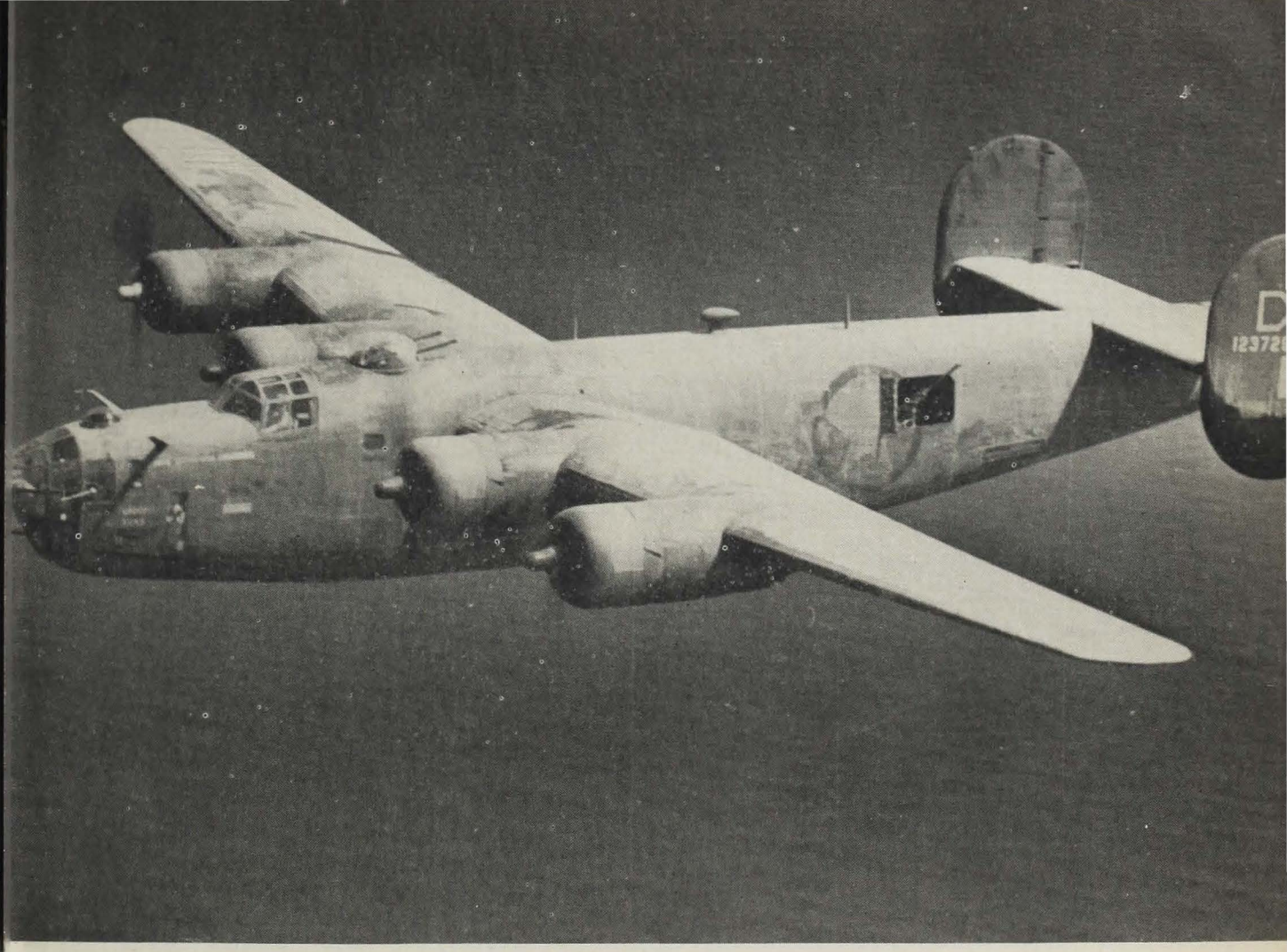
PRESIDENT ROOSEVELT---


REPORTS--

THAT 60%--

DAMAGE---

HAS BEEN DONE.



Col. Feigel, who was formerly with the Group back in the States, arrived to succeed Col. Baker as C. O. Col. Feigel was young, knew his job and was attentive to details. His task was a difficult one, but we knew he would succeed.

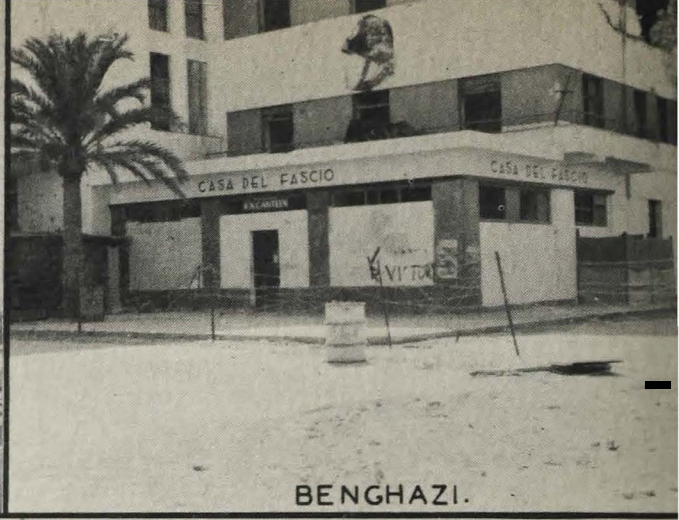
When we first arrived at Benghazi, hoards of locust were consuming the last of dried weeds scattered about. The weeds gone, they commenced to eat each other. Within a week they became listless, died off and disappeared in the hot winds that blew clouds of dust every afternoon. With the disappearance of the locust arrived the flies and dysentery.

Being only two miles from the sea, we enjoyed its clear water and washed away the dust and grim that covered us from head to foot every day. It wasn't like Gambut. Here we had movies every night, cigarette rations, and mail, but less beer and liquor.

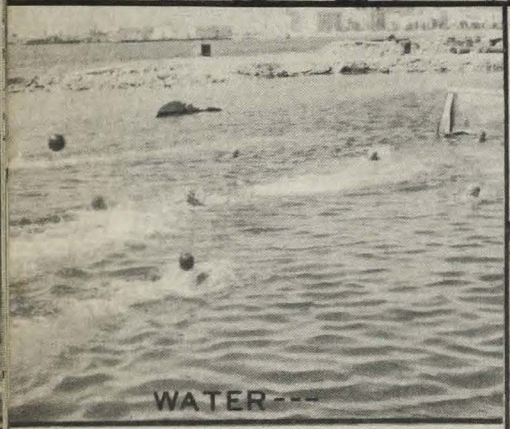
Prior to the Ploesti raid, one of the crews missed the base when returning from a mission that required a night landing. After several days of search patrol, Lt. Jones located the crashed plane, several hundred miles south of the coast. Jones spotted the parachute that Lt. Streets, the plane's navigator and members of the crew spread out on the ground. Jones tossed them food, water and messages of instruction. Not being able to land anywhere, it was necessary to send a British desert patrol after them. After nine days they were returned to a hospital for recuperation. The four other crew members left a note at the crashed ship giving directions in which they were headed, but they were never located and like many others were swallowed up in the cauldron of hot dry sand and burning stones.

New crews arrived to replace our losses and those who were going home after completing their twenty-fifth mission. Crews were sent to Cairo for a few days rest, where they sipped cool drinks at Sheppards and flew around the pyramids. On 13 August we bombed Wiener-Neustadt, Foggia on the 16th and 19th and Cancello on the 21st.

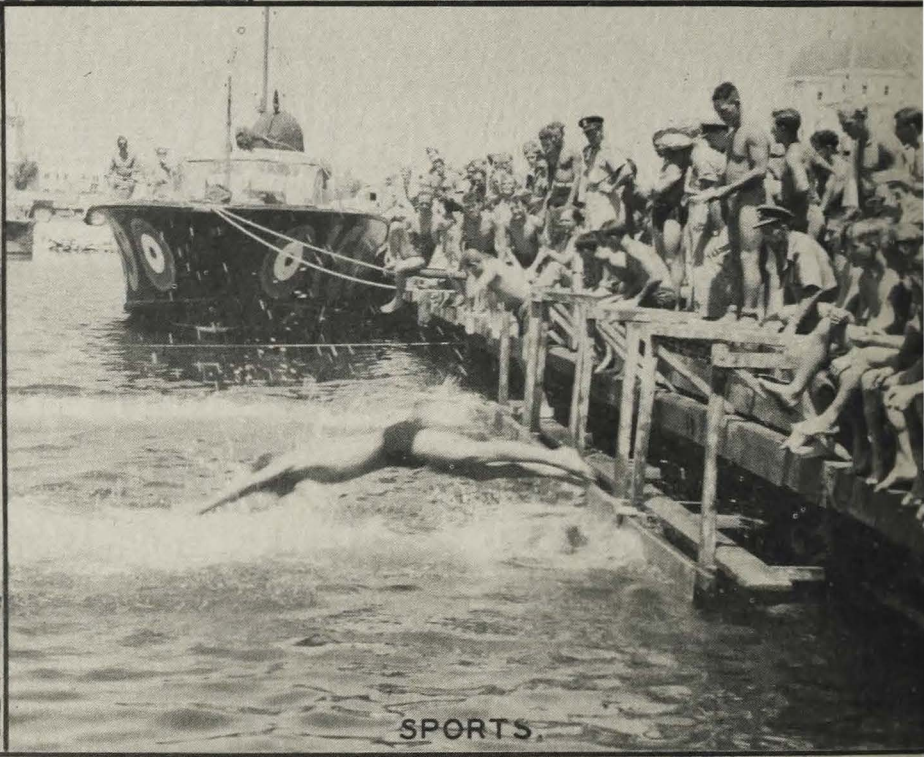
OVER ---



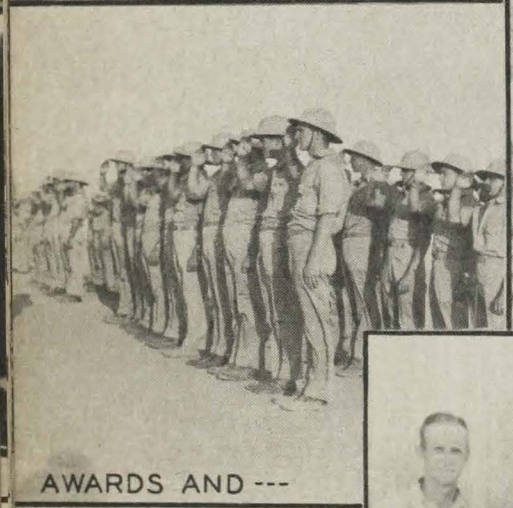
BENGHAZI.



WATER---



SPORTS.



AWARDS AND ---

DECORATIONS.

THE STAFF.

WE GAS UP UP---

AT---

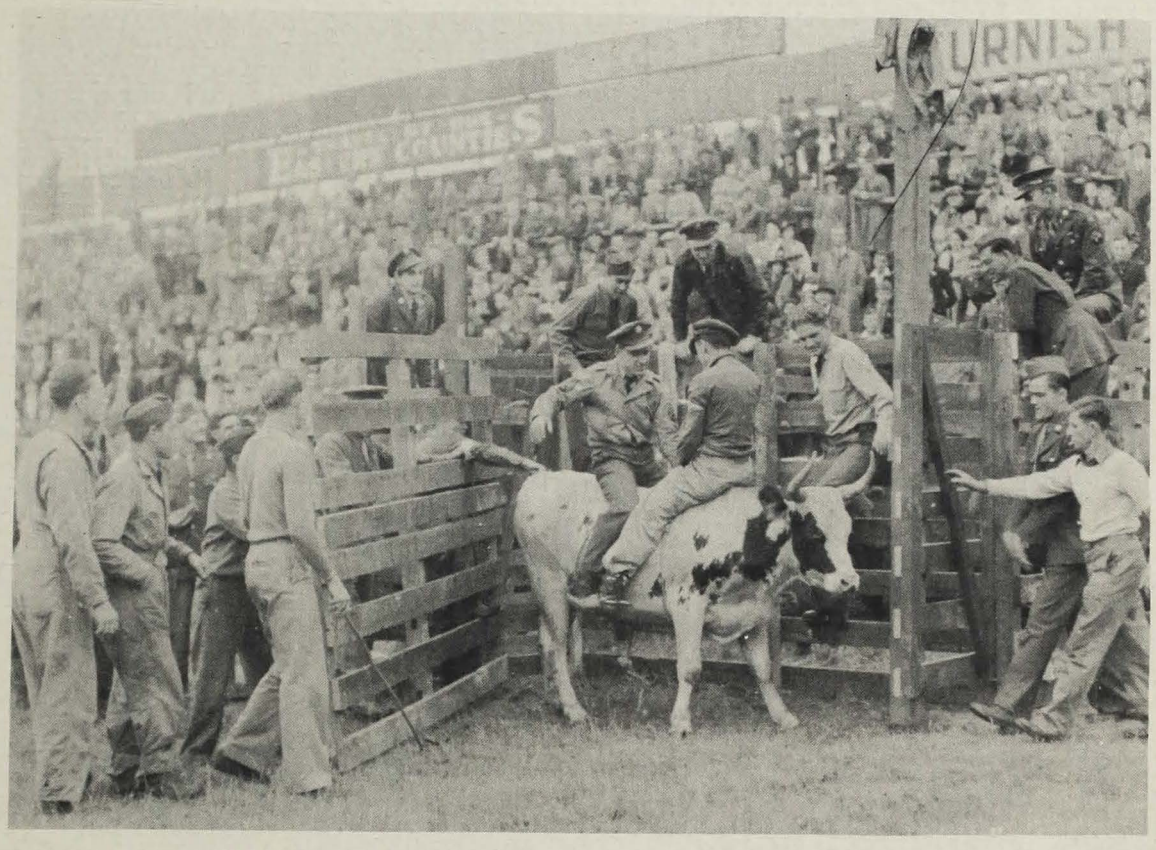
MARRAKECH

COL. LELAND G. FIEGEL

Born in Minnesota 13 March Colonel Leland G. Fiegel was admitted to the Army from Minnesota.

Col. Fiegel gained the respect of all men in his command by his spirit of cooperation fine qualities and leadership.

HARDWICK



Chapter 7
HARDWICK

To Air Force personnel there is nothing more humdrum than to be on an airdrome without airplanes. Those of us who were to remain behind were to feel the weight of dread monotony for a total of seven months during our first fourteen months overseas. These long months were spent building roads, hauling soil, bricks, and lumber for the construction of the airdrome.

Because of security reasons we were never informed of the African activities. We longed to be with the planes and crews. Though empty rumors were plentiful, the lack of official communications made us feel that we were forgotten. However, we were to forget our dreary existence when we heard about the Ploesti raid on the radio. It was a terrible blow. We knew that our planes had participated in the raid and it gave us an intimate feeling of contact. The rumors and conflicting reports which had reached us only served to increase darkened spirits. We anxiously awaited. It wasn't until returning crews related the story, that we adjusted ourselves to the worse fears. Except for a few planes that landed in Algeria, Fez, Oran and Tunis with mechanical failures, the majority of the planes returned on 27 August. Without delay the planes were quickly overhauled. On 1 September we bombed the airdrome at St. Omer. On the 6th we celebrated our first anniversary overseas and on the 15th bombed the airdrome at St. Chartres.

Along with these activities we reorganized. Col. R. D. Potts took over Group Operations and was succeeded by Maj. Roach as C.O. of the 330th Squadron. Col. G. W. Brown became Air Executive and was succeeded by Maj. Dick Merrill as C. O. of the 329th Squadron, while Cols. Tate and Dessert remained as C.O.'s of the 328th and 409th Squadrons.

Before we had time to complete reorganization or remove the dust from our last campaign we were suddenly ordered to Africa again. We were surprised and without warning we were off for Tunis on the morning of 17 September, 1943.

WILKINSON AND GOBLENSKI DRAW ON

WHILE OTHERS DRINK.

TUG-O'-
WAR.
HITS --
RUNS.
ENCORE.

328'TH. HEAVY BOMB. SQUADRON
LT. COL. J. TATE JR. COMM.

329'TH. HEAVY BOMB. SQUADRON
LT. COL. G.W. BROWN COMM.

330'TH. HEAVY BOMB. SQUADRON
LT. COL. R. D. POTTS COMM.

409'TH. HEAVY BOMB. SQUADRON
LT. COL. K. O. DESSERT COMM.

THE HQ. STAFF

BACK ROW – MAJ. SICKLES, CAPT. KENNEDY, LT'S. HOGAN, SMITH, STEWART, F/O. MAIDEN, LT'S. GIBSON, RIODAN, GOODREAULT, CAPT'S. LLEWYLYN, VERNA.

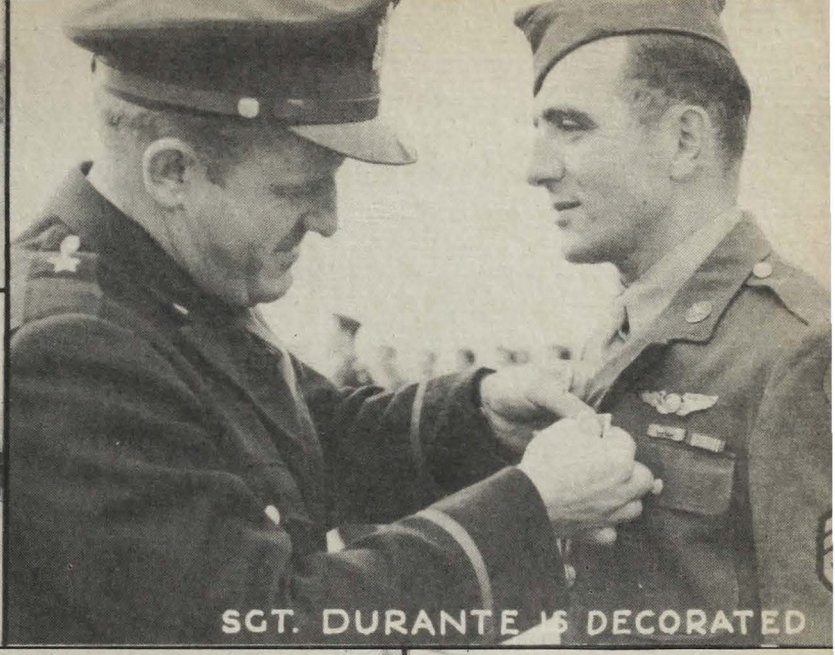
CEN. ROW – CAPT'S. FENEBERG, HINCH, HAYES, RUSSELL, MAJ. LAKE, CAPT'S. STEWART, STREET, MAJ'S. KING, TORHNEL.

FRONT ROW – MAJ'S. BABCOCK, BRANNON, LT. COL. PHILPOTT, COL. FIEGEL, LT. COL BROWN, MAJ'S. PORTER, PAYNE, CAPT. BARTEL.

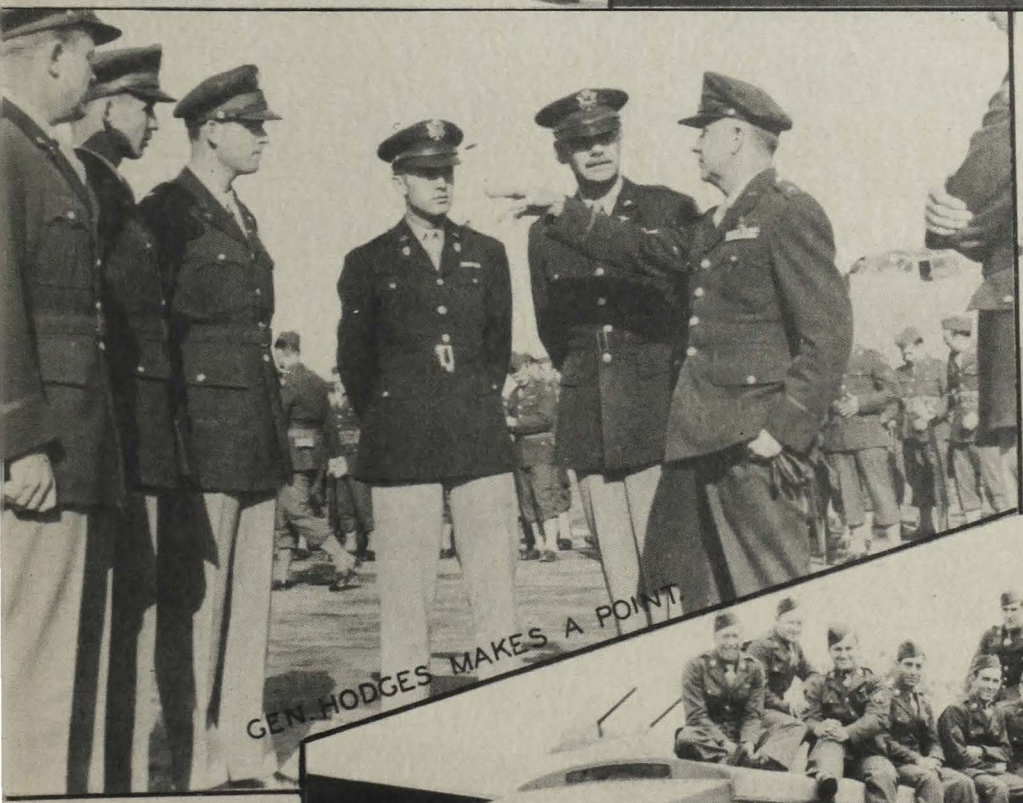
376'TH. SERVICE GROUP.

PREPARING FOR---

DECORATIONS.



SGT. DURANTE IS DECORATED

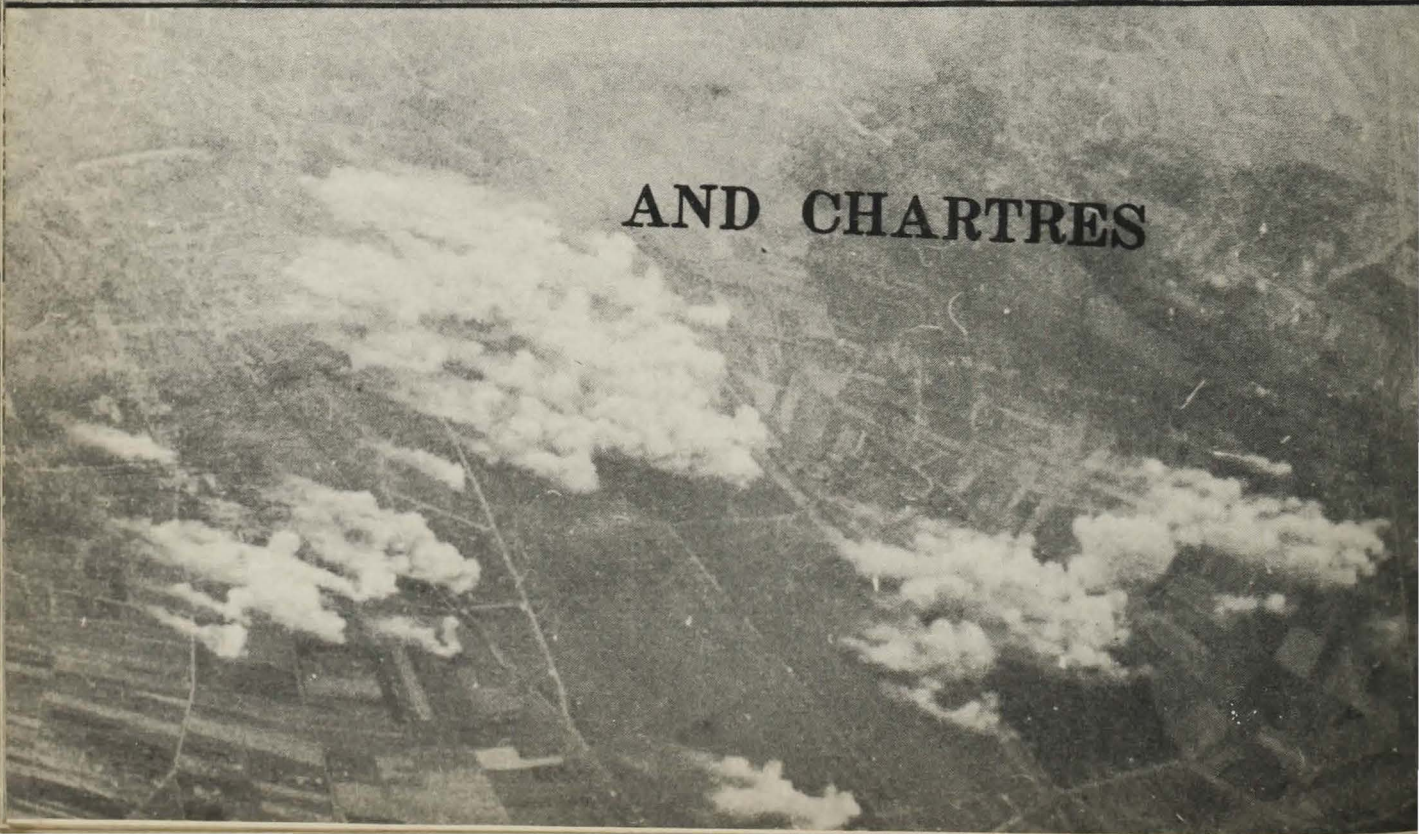


GEN. HODGES MAKES A POINT

RECEIVING AWARDS.

MEDICAL DETACHMENT.

HEAVIES
OVER ST.OMER


AND CHARTRES

NORTH, AFRICA.

Chapter 8
TUNIS

On 18 September we arrived at an air strip near Tunis. Atop a hill a white mosque glittering in the hot sun looked down upon the peaceful countryside which only a short time before was a scene of bitter fighting. The dust covered almond and olive groves, fields and hills were dug with foxholes and packed with bomb craters. Burnt out tanks, guns and wreckage of Italian, German and American equipment were strewn about. Here and there a black cross marked the spot of a hastily dug German grave.

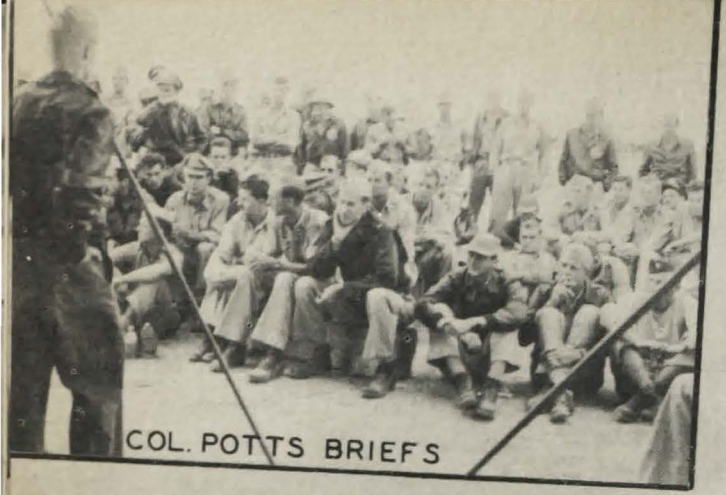
We found the city of Tunis dirty and dusty. Little damage had been done, but the effects of war were plainly visible. On the outskirts of Tunis near the Casbah, crowds of Arab men, women and children rummaged through the city dump for bits of food. The stench was sickening and stomachs turned, when they dug around several, fly infested, swollen, dead horses.

Unlike the other African campaign we had sufficient airplanes and crews. We carried additional personnel and were able to operate with less strain. We had more comforts, better food and were free from the demoralizing dust storms. Though conditions were improved, we suffered from the hot afternoons and annoying flies. Several crews were plagued with yellow jaundice and dysentery was more prevalent. We suffered, yet were amused and kidded each other when we raced to the trench all hours of the night. Our pain was further alleviated by the amusing remarks of "Hinch" when "Scriba", who likewise suffered from dysentery and was recuperating from a hemorrhoidal operation, made a bee-line for the trench.

With more entertainment facilities available, our antics during spare moments evolved around sensible human traits. It wasn't like Gambut where we slid down our tents, or howled and chased with clubs the thousands of kangaroo rats that emerged from their holes at twilight in early spring. Or like the time others played cowboys and Indians with 45s much to the embarassment of Col. Ted when he and visiting Generals rushed out of the staff tent at the sound of gunfire and whizzzing bullets that passed over their tents. Nor was it like Benghazi where we adopted desert rats as pets, which we fed and let scamper around our tents. While others, much to the distress of tentmates, enticed the rats with food to provide better targets for their 45s.

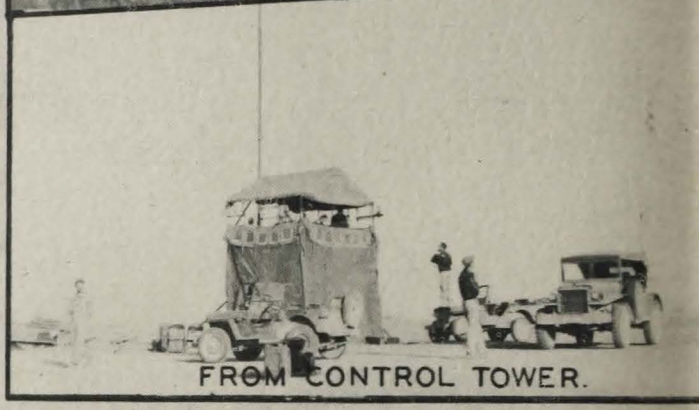
The multiple events and conditions encountered on previous African campaigns left many of us a bit drawn and thin. But with the improved conditions of Tunis, we could talk and joke about Gamut and Benghazi. Though conditions were better, we were anxious to get back to England.

Consecutively we bombed Leghorn, Pisa and the airdrome at Lucca on the 21, 24, and 25 September, followed by Weiner Neustadt on October 1. Until this time the raid to Weiner Neustadt was the longest bombing mission for a B-24 and was led by General Ted. All these raids were successful and without losses over enemy territory. We packed up and returned to England on October 2, 1943.



COL. POTTS BRIEFS

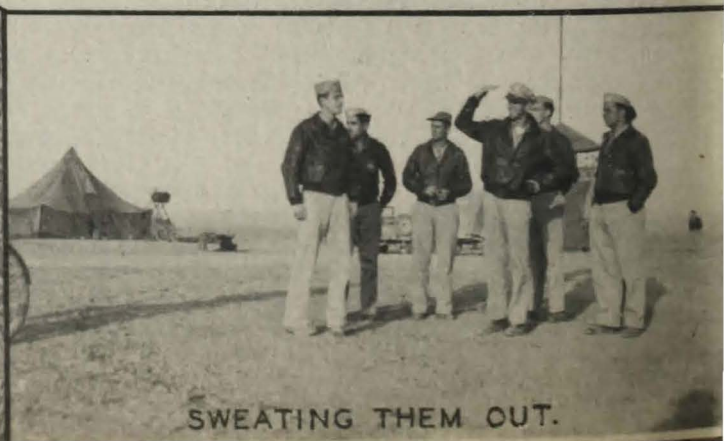
WE WATCH TAKEOFF----



FROM CONTROL TOWER.

PLANES OVER--

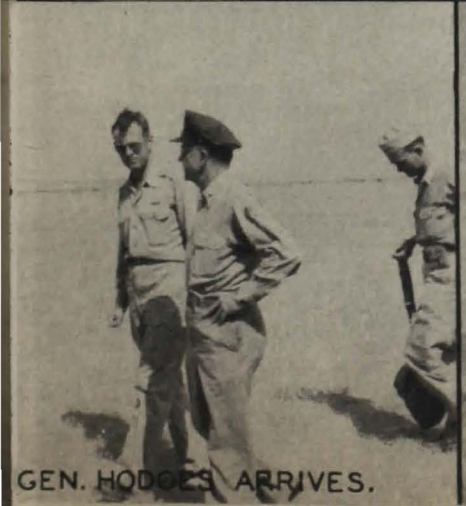
PISA.



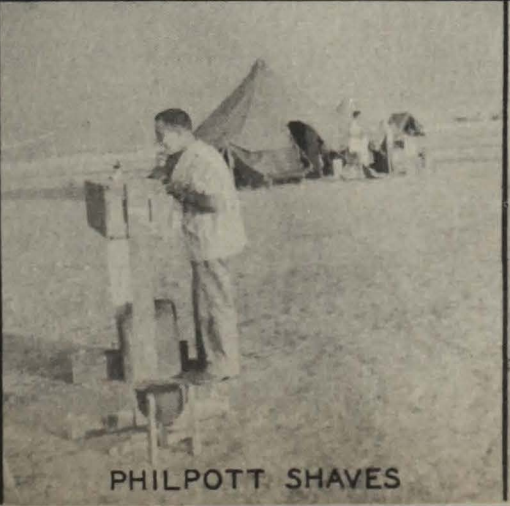
SWEATING THEM OUT.

WE ARE BRIEFED---

AGAIN FOR---



GEN. HODGES ARRIVES.

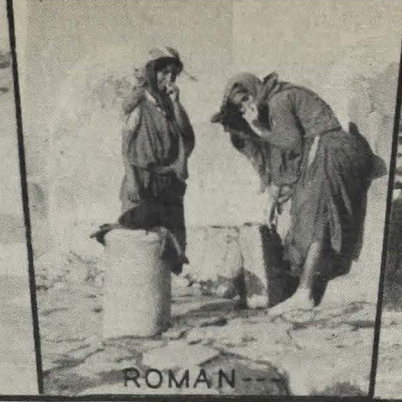


PHILPOTT SHAVES

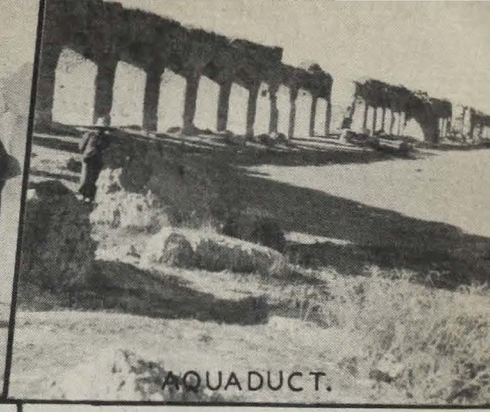
SOMETHINGS COOKING.

PISA
WIENER-NEUSTADT

THE ---



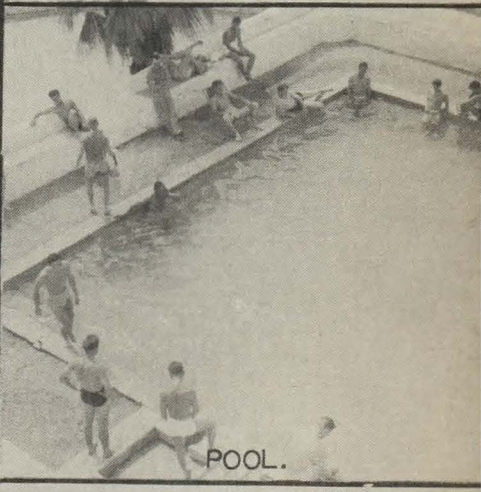
ROMAN ---



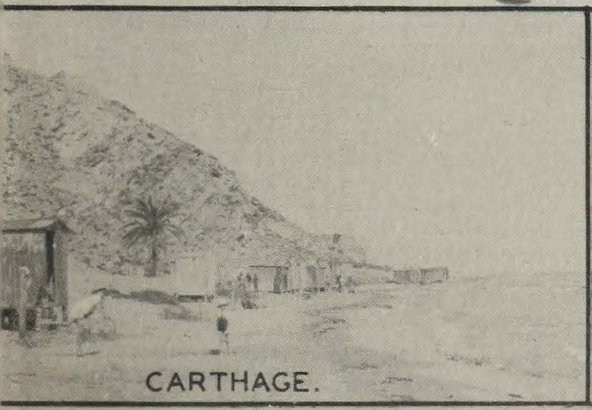
AQUADUCT.

ATTILLIO, TATE, ROCHE.

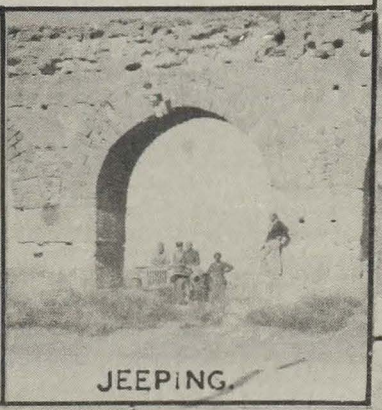
THE --



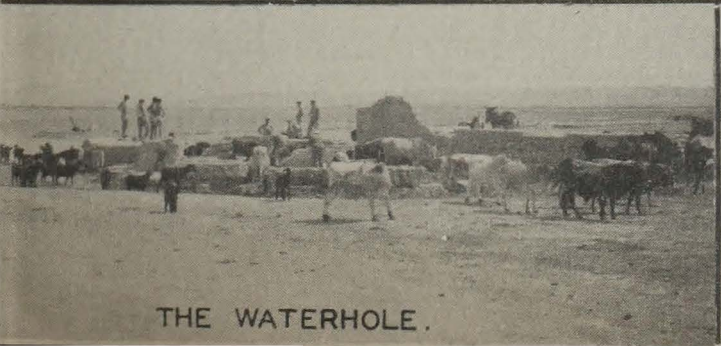
POOL.



CARTHAGE.



JEEPING.



THE WATERHOLE.

VIEWS FROM PONT-DE-FUHS.

HARDWICK

Chapter 9
HARDWICK

The 8th Air Force was nearing its bombing peak when the Group returned from Tunis on October 3 1943. We had been waiting for this moment and doubled our efforts to meet the demanding requirements of precision bombing.

Alone we hit Vegesack and Danzig on the 8th and 9th. Both raids were very successful, but Vegesack was costly both in men and planes.

When flying with other groups, the take-offs never failed to capture our interest. The sight of hundreds of bombers criss-crossing and circling low overhead to get into formation stirred the imagination. The sky became full with planes and the air roared with the drone from many engines. Though spectacular, occasionally the inevitable mid-air collision occurred.

Through fields of flak and swarms of German fighters in sub-zero weather, the Group fought its way to Schweinfurt, Gelsenkishen, Whilmshaven, Munster and many other targets. Losses were small and we thanked our fighter protection. Events were moving fast. Without loss the airdrome at Furth and Gotha were destroyed, including runways and hundreds of German aircraft on the ground.

Winter rolled into spring. We hammered at the rocket coast and precipitated hundreds of tons of bombs on the suspected Buzz Bomb launching sights. Relentlessly we lashed out to other targets. In March we bombed Berlin and within a few days reached our first 100th Bombing Mission. Col. G. W. Brown, the last of the original pilots left in the Group, and Sgt. B. J. Edelman, a bombardier, participated in the first and the hundredth mission. We had come a long way and our celebration was not without memories of the original personnel whose pioneering spirit paved the way with ruggedness and individual resourcefulness.

By Spring 1944, all of the original combat crews and a large percentage of ground personnel were gone. Many were killed or missing in action. Some went home. Others were transferred to higher Headquarters and various other Bomber and Fighter Groups; while still others were transferred to the 9th AAF.

The personalized days were gone and the task became routine. Replacements came and went. Flying was just as dangerous, but bombing became more proficient with increased Fighter protection and Radar aid.

D Day came, followed by a shower of Buzz bombs and V-2, that kept the wary away from London. Bombing continued on through the Battle of the Bulge. Then suddenly it was over. We flew our last mission, the 391st, on 25 April 1945.

With the European War over, we weren't forgetful of Japan.

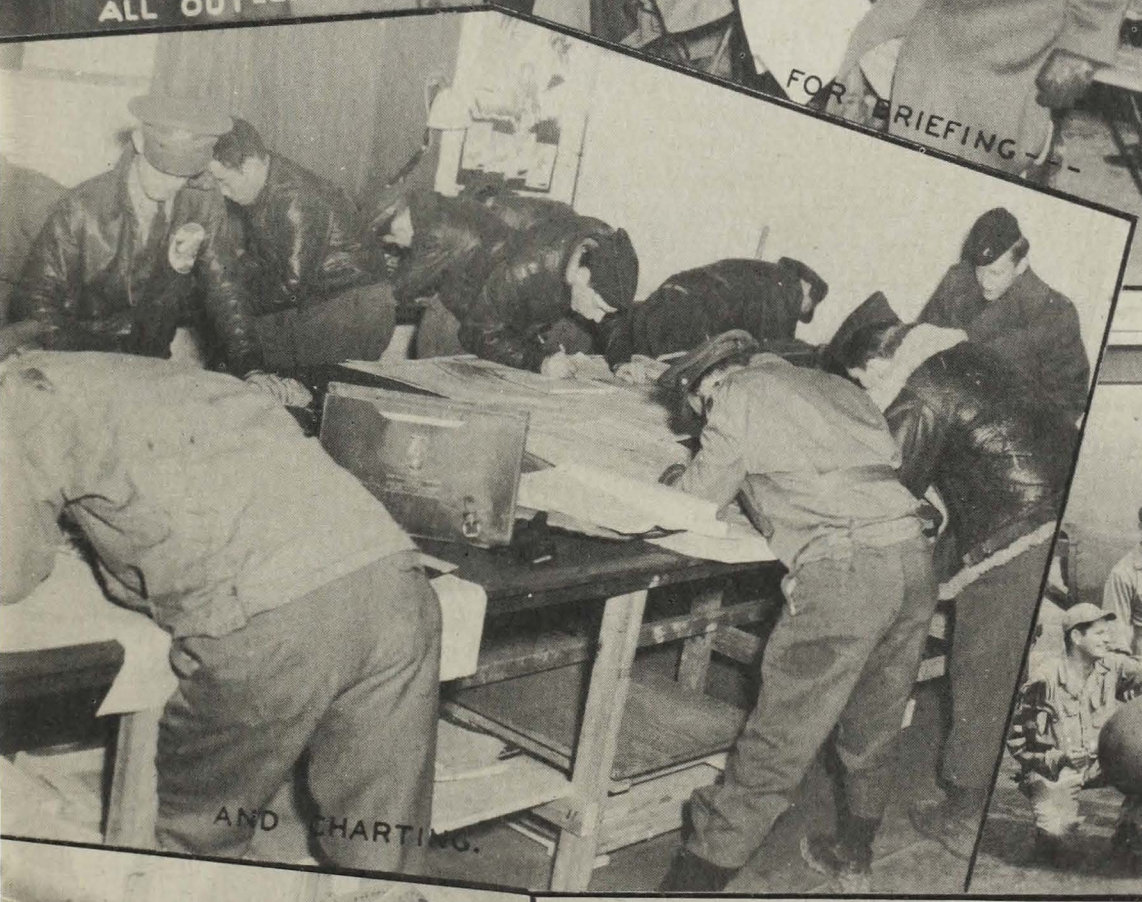
Secretly plans were made for an Exodus out of England. On 12 June as we headed for our train in Harleston, English farmers and villagers lined the streets and roads as we passed by in trucks. They waved, but it wasn't like the joyous reception we had received three years before. It was a solemn, quiet occasion and it was plainly visible they regretted our leaving. It was touching and we felt that these people were our friends, regardless of any differences, likes or dislikes we may have had towards each other.

On 1 June, the Air Echelon safely arrived in the States, followed by the ground personnel, which arrived in New York aboard the Queen Mary on 20 June. All personnel was given 30 day's leave with orders to report to Sioux Falls, S. D., after which they were to reassemble at Pratt, Kansas. Meanwhile V-J Day arrived and the Group never reassembled. Demobilization was rapid and the joyous trek homeward began.

Whatever mingled thoughts or emotions were experienced at War's end, one thing was certain to all of us. Never again did we want another war. Though unexpressed at the moment, we realized that the Battle For the Peace lay ahead of us and we were determined to fight it out—not with planes, tanks and cannon, but with common sense—our debt to those who didn't return. For never shall we forget the whispering voices of those we left behind.

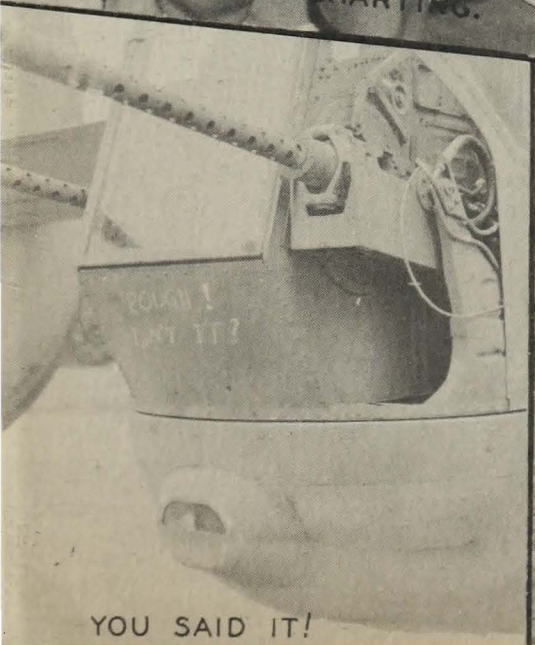
ALL OUT---

FOR BRIEFING---

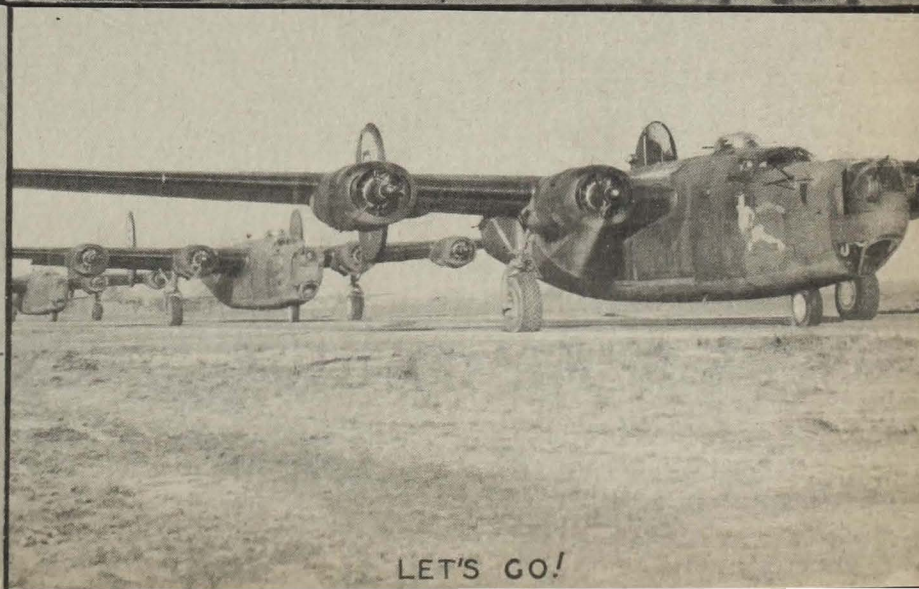


AND CHARTING.

BOMBS.



YOU SAID IT!

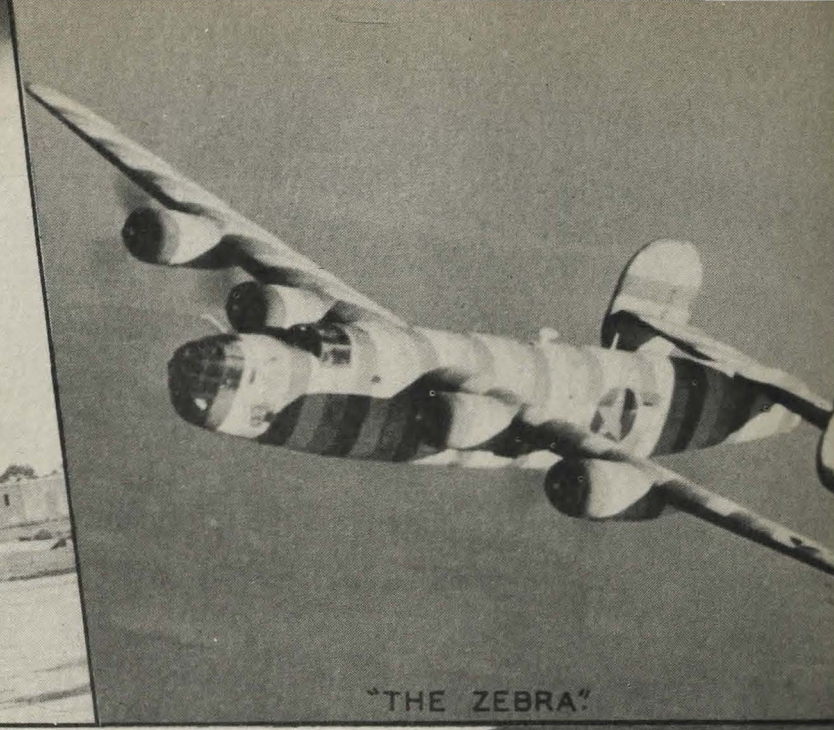


LET'S GO!

"SILVER STREAKS ACROSS THE SKY
ANNOUNCE OUR ESCORT FLYING HIGH,"
TO---
DANZIG,
AND FROM---

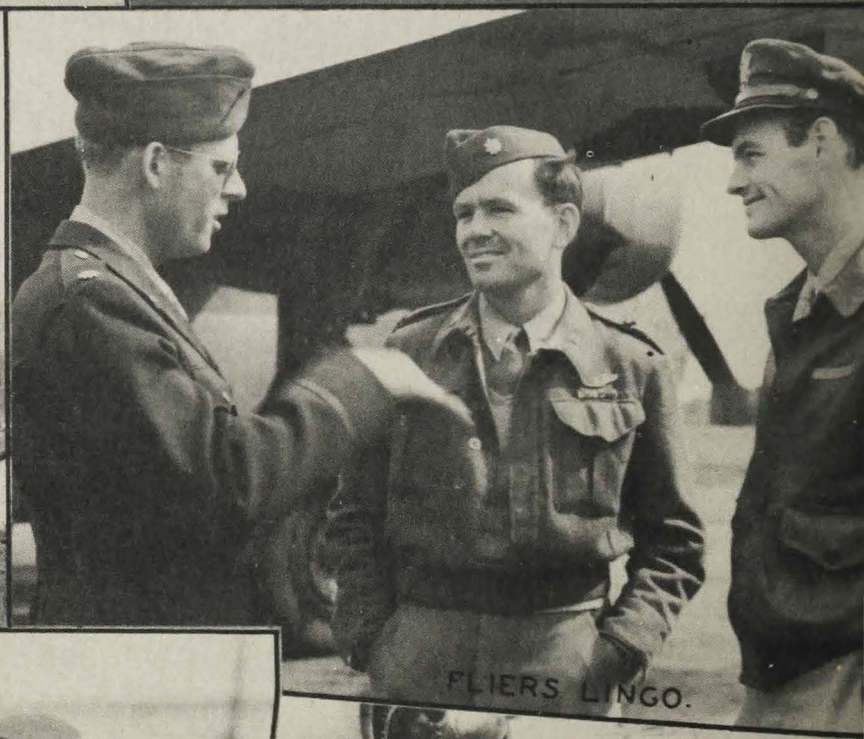
THEY PROTECT US.

TRAGEDY STALKS.



"THE ZEBRA."

FIRE FIGHTERS.



FLIERS LINGO.

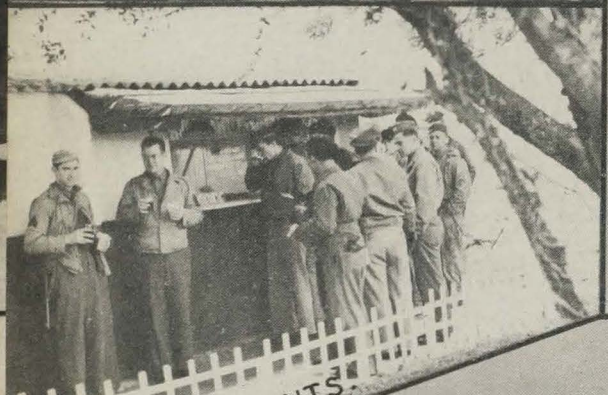
A LUCKY MISS.

BOMBS FOR--

BERLIN
FURTH
RJUKAN
GOTHA AND
BUCHEN

"HUTTON TELLS ANOTHER"

PHOTO DISPLAY ATTRACTS ENG. CADETS.



REFRESHMENTS.

NISSEN ROW.

CLOTHSLINES

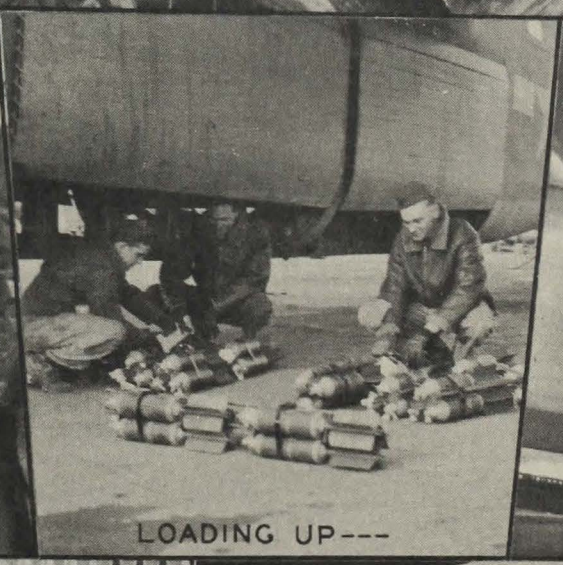
AND BEAUTIFICATION.

POST EXCHANGE.

SQUADRON PARTY.

BACK FROM MISSION.

THE



LOADING UP---

AND REPAIR.

GOES HOME.

OFF TO TOWN.

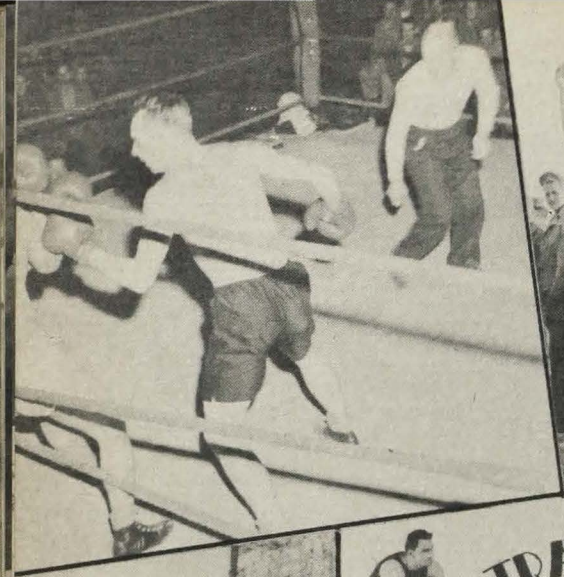
FLYING 0 CIRCUS
FLYING 8 CIRCUS
FLYING 4 CIRCUS
FLYING 2 CIRCUS
3rd AF CHAMPS 1944
R-40-4-93)(24-3-44) OFFICERS B.B. TEAM

FLYING 3 CIRCUS
FLYING 8 CIRCUS
FLYING 1 CIRCUS
FLYING 2 CIRCUS
FLYING 4 CIRCUS
FLYING 7 CIRCUS
FLYING 6 CIRCUS
(GPR-42-5-93)(18-3-44)(E.M. B.B. TEAM

THE CHAMPS

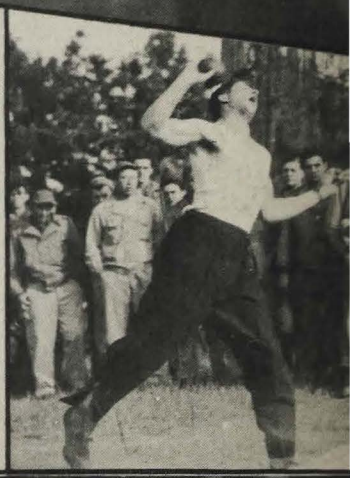
TEAM CHAMPIONSHIP
TEAM CHAMPIONS

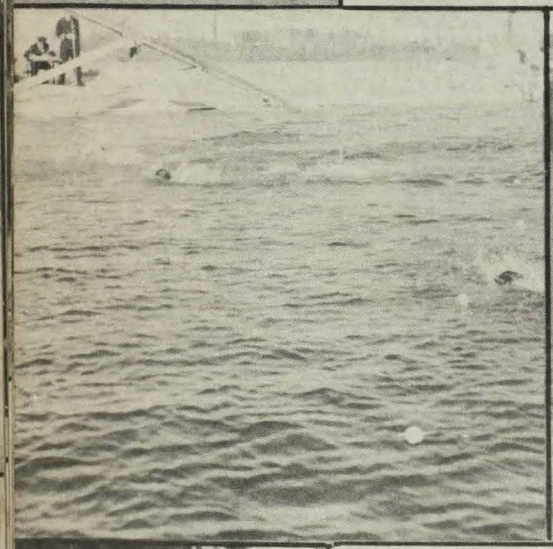
U.S. ARMY
100TH MISSION
COMPLETED ---
CONGRATULATES CREWS ---
LT. COL. BROWN CUTS THE CAKE.

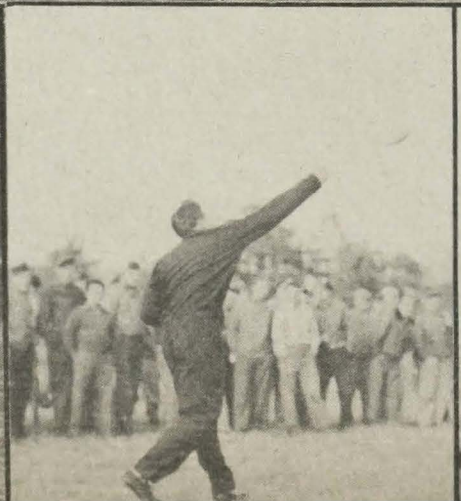


43

THE
TRAVELLING CIRCUS
OF THE
93RD BOMB GROUP
2nd AIR DIVISION CHAMPS
10
RUNNER UP FOR
8TH AIR FORCE
CHAMPIONSHIP







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Barton, R. H., Route 2, Adel, Georgia
Bates, E. P., Route 3, Centerville, Tennessee
Barto, F. J., Grays Landing, Pennsylvania
Bates, Hubert R., Route 3, Centerville, Tennessee
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Balch, G. W., 22 Malvern Road, Charlotte, North Carolina
Ballard, T. E. Box 314, Lombardy, Mississippi
Barnes, B. G., R. R. 2, Farmersville, Illinois
Barnes, F. E., Way, Mississippi
Barnes, J. J., 12 Livingston, Buffalo, New York
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Baker, T. J., Route 1, Clifton, Tennessee
Baker, A. H., General Delivery, Duck River, Tennessee
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Bazer, J.E., Arnegard, North Dakota
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Barrett, F. E., 701 West 178th Street, New York, New York
Bader, R. L., 60 West Maynard Avenue, Columbus, Ohio
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Bagbay, E. L. Jr., 416 Raynolds Street, Augusta, Georgia
Babinec, S., Route 1, Shelby, Michigan
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Baker, T. J., 427 Veritas Street, Nashville, Tennessee
Baston, A., Avon Park, Florida
Bates, E. M., 604 Figuerrce Street, Walla Walla, Washington
Bazer, J. E., Sidney, Montana
Bayer, J. T., Hughes, Arkansas
Bauer, L. S., West Line, Missouri
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Blood, A. A., Nehalen, Oregon
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Bevil, J. T., 1404 21 Street, Detroit, Michigan
Beyer, R. G., 2618 Penbrook Avenue, Pennsylvania
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Beall, L. D., R D. 1, Gunter, Texas
Belzer, J., Musselshell, Texas
Barnett, L. H., R. D. 3, Sparta, Wisconsin
Bechlem, R. L., Blue Mounds, Wisconsin
Best, W. J., 1006 256 Street, Wilmington, California
Benson, H. F., 4036 Gallatin Street, Hyattsville, Maryland
Bertels, E. W., 24 Poplar Street, Trenton, New Jersey
Beard, P. E., Haughton, Louisiana
Beckwith, M. R., 630 East Lamita Avenue, Glendale, California
Benson, S. M., Tokeneke Road, Darien, Connecticut
Belba, G. M., Route 1, Denison, Ohio
Beckman, R. W., 1728 McMillion Avenue, Birmingham, Alabama
Bell, P. J., West 5 Avenue, Florala, Alabama
Becker, E. M., 329 South Lincoln Street, Westmont, Illinois
Berdo, C. W., Route 2, Washington, Iowa
Benson, S. M., Tokeneke Road, Darion, Connecticut
Beamer, J. G., 1522 South 9 Street, Louisville, Kentucky
Becks, J. D., 3141 West 100 Street, Cleveland, Ohio
Bergeron, J. O., 7 Fairlawn, Woonsocket, Rhode Island
Benchman, S., 2970 Fullerton, Detroit, Michigan
Beck, W. R., 1245 59 Street, Brooklyn, New York
Bockle, W. J., 253 Spring Street, Youngstown, Ohio
Bishop, G. J., R. D. 1, Zeeland, Michigan
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Boggs, L. O., 612 East Davis Street, Burlington, North Carolina
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Boyle, E. H., 413½ Green Leaf Street, Allentown, Pennsylvania
Boyce, V. C., Route 1, Washington, Arkansas
Bowman, W. M., Seymour, Texas
Bowman, G. S., 541 Connor Avenue, Hendersonville, North Carolina
Boyd, C. F., Route 1, Ft. Gibson, Oklahoma
Bowers, H. E., 1117 Hathaway Avenue, Louisville, Kentucky
Barto, F. J., Grays Landing, Pennsylvania
Babcock, W. E., Jeddo, Michigan
Boudreaux, N. J., 1419 Socrates Street, Algiers, New Orleans, Louisiana
Bouchard, S. E., 413 Locust Street, Covington, Virginia
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Boutain, R. P., 314 East Alleghney Avenue, Emporium, Pennsylvania
Bloom, J. I., 319 Mississippi Avenue, Clarksdale, Mississippi
Bonnom, D. E., 1338 Belmont Avenue, Indianapolis, Indiana
Boves, J. T., 611 Steele Street, Bridgeport, Connecticut
Bolster, J. F., Courtland, Lake George, New York
Brannon, T., Station Hospital, Camp Richett, Virginia
Badtlett, R. B., Troy, Montana
Bassett, W. H. C., 300 Maugate Road, Upper Darby, Pennsylvania
Boswell, J. E., Route 1, De Leon, Texas
Beaumont, W. R., 317 East Clarkson Avenue, Philadelphia, Pennsylvania
Beauliew, P. J., 20 May Street, Lorrence, Massachusetts
Bernard, M. L., 3627 Briggs Blvd., NE, Grand Rapids, Michigan
Borges, J. R., 43 Thompson Avenue, Bristol, Rhode Island
Bocheck, R. O., 606 G. Avenue, NW, Cedar Rapids, Iowa
Bousquet, F. L., 43 Franklin Terrace, South Bridge, Massachusetts
Bongils, R. W., 90 Fullerton Avenue, Newburgh Orange, New York
Bournazoes, G., 39 Estes Street, Ipswich, Massachusetts
Booth, J. F., 340 Oak Drive, Howlett, Long Island, New York
Bowers, W. F., 745 Rockland Street, Lancaster, Pennsylvania
Bogan, J. P., 1345 North 4 Street, Columbus, Ohio
Butler, J. W., Sycamore, Cochituate, Massachusetts
Butler, D. A., Box 276, Canyon, Texas
Buhanick, E., 54 Richard Street, Passaic, New Jersey
Brand, G. W., 470 Bernard Street, Rochester, New York
Bradford, W. E., 17 South 3 Street, Salem, New Jersey
Brooks, J. W., Route 2, Yazoo City, Mississippi
Bremser, W. R., 101-A South 6 Avenue, West Bend, Wisconsin
Brecht, L. F., 19 Alfred Street, Mount Lebanon, Pittsburgh, Pennsylvania
Brannan, C. F., 410 Pecan Street, Texarkana, Arkansas
Burkhalter, E. L., Route 2, Bronsen, Texas
Brocato, S. S., Indianola, Mississippi
Brewton, G. C., 1440 De Soto Avenue SW, Atlanta, Georgia
Biffle, O. A., Route 1, Waynesboro, Tennessee
Braund, J. H., Box 2518, Cutbank, Montana
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Bickley, J. M., Route 5, Abilene, Texas
Browder, J. A., Route 3, Winnsboro, Louisiana
Bitner, R. O., 220 Forster Street, Harrisburg, Pennsylvania
Brueck, G. F., 135 Mohawk Street, Rochester, New York
Breelick, J. E., Route 1, Box 797, Waukesha, Wisconsin
Burlinghaus, K. E., 3034 Nursery Street, Cleveland, Ohio

Burnete, M. D. Sr., 411 Sycamore Street Brenham, Texas
Bugland, A. J., 405 Lincoln Avenue, Charleroi, Pennsylvania
Brundage, R. L., 2946 Colorado Avenue, Indianapolis, Indiana
Brock, H. E., R. D. 1, Leinarts, Tennessee
Brummett, L. C., 613 Branch Street, Kingsport, Tennessee
Braunel, J. H., Box 2518, Cut Bank, Montana
Brewer, F. A., 3217 Dodds Avenue, Chattanooga, Tennessee
Boswell, J. E., Route 1, De Leon, Texas
Barker, F. W., R. D. 2, Hixson, Tennessee
Bruntayer, D. F., 1200 Patterson Street, Burlington, Iowa
Brinson, M. E., Grantsboro, North Carolina
Buchanau, A. E., 1712 West La Rue Street, Pensacola, Florida
Bucci, M. A., 23 Wareham Street, Medford, Massachusetts
Bridges, J. M., Route 1, Mooresboro, North Carolina
Burchall, J. E., 41 Elmwood Close, Wellington, Surrey, England
Bryce, R. D., 17 Elizabeth Street, Jersey City, New Jersey
Bryant, R. F., R. D. 2, Smith Grove, Kentucky
Bryan, A. H., Route 3, Colliersville, Tennessee
Brown, J., c/o Ladder Ranch, Hillsboro, New Mexico
Bullington, W. F., Route 2, Dyersburg, Tennessee
Brown, R. L., 84 Belden Street, New Britain, Connecticut
Brackett, J. C., R. D. 1, Sele Creek, Tennessee
Brown, E. L., Mead, Nebraska
Brown, J. P., 524 4 Street, New Cumberland, Tennessee
Brown, R. W., 3001 North Dresham, Chicago, Illinois
Brown, G. C., 440 Riverside Drive New York, New York
Brown, G. C., 107 West Louis Street, Ithica, New York
Brown, L. L. Jr., Malvin, Arkansas
Brown, L. L., Malvern, Arkansas
Brown, C. F., 734 South 5, Louisville, Kentucky
Brown, H., 305 West End Avenue, New York, New York
Brown, K., R. R. 1, Jackson, Ohio
Brown, D. R., 100 Mansfield Street, Bossier City, Louisiana
Brown, J. L., 1451 Logan Street, Shreveport, Louisiana
Brown, R. L., 903 Bluff, Cedar Falls, Iowa
Brown, J. I. Jr., Whitehall, Maryland
Brown, W. B., Norton, Virginia
Booker, C. W., 921 Telfair Street, Augusta, Georgia
Burkard, W. M., 1105 Laskin Street, San Francisco, California
Baker, C. C., 2177 Casa Grande Street, Pasadena, California
Bedwell, P. G., 703 East 30 Street, Marion, Indiana
Cummings, R. W., Harrington, Washington
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Cummins, J. D., 100 Burivell Street, Little Falls, New York
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Cox, L. C., 1st Avenue, Ferndale, Maryland
Crimando, V. J., 5864 Barrett Street, Detroit, Michigan
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Crawford, D. M., East Bay Road, Lake George, New York
Crowe, E. P., Route 1, Waynesboro, Tennessee
Cress, D. B., Box 113, North Robinson ,Ohio
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Croy, Le Roy, 640 American Avenue, Long Baach, California
Creednore, W. D., Manasquam, New Jersey
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Cuellar, R. T., Cuellar Service Station, McAllen, Texas
Cuellar, J. M. Jr., 307 B Angeleno Street, San Gabriel, California
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Carpenter, M. J., Watalula, Arkansas
Caudell, B., Route 1, Homer, Georgia

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Carroll, C. J., 1566 1st Avenue, New York City, New York
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Carrol, R. L., R. D. 1, Westlake Road, North East, Pennsylvania
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Clark, C. G., 223 Magazine Street, Salute St. Marie, Michigan
Christensen, N., 1467 East 39th South, Murray, Utah
Cameron, C. A., St. Charles, Minnesota
Cameron, C. A., 404 6th Street SE, Rochester, Minnesota
Caldwell, F. B., 1417 Arrow Avenue, Anderson, Indiana
Cambria, S. M., 29 Can Avenue, Nillside, New Jersey
Caldwell, R. C., Box 7070, Galt, California
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Callhan, C. C., 195 East Market Street, Corning, New York
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Campbell, D. E., 12 Etna Road, Dedham, Massachusetts
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Carlson, R. H., Kingston, Illinois
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Chase, D. M., 709 Congress Street, Ottowa, Illinois
Clay, H. C., 5919 Franklin Avenue, Hollywood, California
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Clute, L., Weehawken, New Jersey
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Christensen, W., Augden, Iowa
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