



Timeline for Francis B. Froah

Military Service

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January 1944: Francis was working at the Armory at Rock Island, Illinois and living in Davenport, Iowa. Not wanting to be in the Infantry, he signed voluntary induction papers early in February to join the Army Air Corps.

February 8, 1944. He received his induction notice.

February 14, 1944. He reported to Camp Dodge, near Des Moines, Iowa. After a few days they were sent to Kessler Field, Biloxi, Mississippi for basic training for eight weeks and then to Kingman Army Airfield and Yucca

Army Airfield for Aerial Gunnery School in western Arizona. He graduated on July 29, 1944 and was promoted to PFC.

August 1944. He was assigned to Drew Field, Tampa, Florida, for additional training and crew assignment.

September 16, 1944. He was assigned to the Gillespie Crew. 2nd Lt. Richard T. Gillespie, Pilot and 2nd Lt. Robert J. Beiting, Co-Pilot. Other enlisted crew members assigned at this time were Cpl Paul H. Jones, Cpl Raleigh Martin, Cpl Richard O. Lawrence and PFC Blaze J. Napolitan.



September 30, 1944. This was his first flight in a B-17G from Drew Field, Tampa, Florida lasting 6 ½ hours.

October and November, 1944. He booked about 122.50 flying hours at Drew Field with his new crew.

November 27, 1944. The crew was assigned to Hunter Field, Savannah, Georgia to prepare for overseas assignment. Francis was promoted to Corporal.

December 7, 1944. The crew was ordered to Camp Kilmer, New Jersey, pending overseas deployment through New York. They left New York for England on board RMS Queen Elizabeth.

Christmas 1944. The Crew spent Christmas in England. On December 28th the Crew was assigned to the 8th AF, 447th Bomb Group, 708 Bomb Squadron and was moved to RAF Station Rattlesden, Rattlesden, England. No flying time during December 1944.



Back Left to Right: Radio Op. Paul H. Jones; Waist Gun Raleigh Martin; Tail G. Blaze J Napolitan; Eng. Richard O. Lawrence; Ball G. Francis B. Froah. Front Left to Right: Mickey Op. Joseph Nidich; Bomb. Lee A. Small; Pilot, Richard T. Gillespie; Co-Pilot, Robert J. Beiting; Nav. Milton A. Trodick

Rattlesden was home to the 8th Air Force, 447th Bomb Group known as Station 126.

January was spent training for combat with about 18 hours flying time.

Mission #1 (206) - January 29, 1945. The Gillespie crew flew its first combat mission to Kassel, Germany. The mission lasted 6 hours and 55 minutes. The 447 put up 36 planes including one PFF. (Specially equipped B-17s, called Pathfinder Force were equipped with a radar navigation system (H2X) devised for targeting through heavy cloud cover, also known as a "Mickey Ship". All future missions include one PFF.) 5 planes returned for mechanical or other unknown reasons with

30 B-17Gs dropping 92 tons of bombs from an altitude of 25,000 feet. One plane returned with minor battle damage from flak.

Note: On this day of their first mission, the 8th Air Force dispatched 1,158 bombers and 700 fighters to hit industrial plants at Kassel and rail targets in Central Germany; the attacks were made using H2X radar; they claimed 6 Destroyed, 2 Damaged, Luftwaffe aircraft; 1 B-24 and 2 P-51s are lost.

Mission # 2 (207) - February 1, 1945 to Wessel, Germany. 35 planes plus one PPF were dispatched with 2 returning because of mechanical problems and 10 returned for unknown reasons. 24 planes dropped 114 1000lbs GP Bombs from an altitude of 26,000 feet. All aircraft returned safely with no battle damage. Six hours flying time.

February 14, 1945 mission (211) to Wessel, Germany. 41 planes including a PPF took off, however, for unknown reasons, the Gillespie Crew, along with 7 others turned back. 4:20 hours flying time. Bombs were probably dropped in the English Channel. No credit for combat mission.

Mission #3 (214) - February 18, 1945 back to Wessel, Germany. Thirty nine aircraft dropped 222 1000lbs GP Bombs from an altitude of 22,400 feet. Six planes returned with minor battle damage. 6:00 hours flying time.

Mission #4 (215) Nuremburg, Germany. The 447th put up 36 B-17Gs with only one turning back for unknown reasons. 222 1000lbs GP Bombs were dropped from 24,400 feet or a total of 111 tons of explosives. One crew member of the group was wounded and 3 aircraft reported major damage and 16 aircraft had minor damage all from flak. 7 hours 50 minutes flying time.

Mission #5 (216) - Aalen, Germany, February 22, 1945. Aalen avoided most of the combat activity during World War II. It was only during the last weeks of the war that Aalen became a target of air warfare, which led to the destruction and severe damage to parts of the town, the train station, and other railway installations. There were a series of air attacks lasting for more than three weeks ending in April 1945. On February 22nd the 447th sent 36 aircraft with one turning back and dropped 438 500lbs GP Bombs from 14,000 feet which is

considerably lower than on previous missions. All aircraft returned safely with 11 reporting minor damage. 9 hours 35 minutes flying time.

Mission #6 (217) February 23, 1945, Crailsheim, Germany. The 447th BG launched 36 B-17Gs to bomb the marshalling yards at Crailsheim, Germany. 432 500 lbs GP Bombs were dropped from only 13,000 feet with clear visibility and all aircraft returned with no reported battle damage. 8 hours 20 minutes flying time. Actual photo below from February 23 raid on Crailsheim, Germany.

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Mission #7 (218) Bremen, Germany - February 24, 1945. The 447th dispatched 34 planes to Bremen with 4 returning to base before reaching the target. 30 planes dropped 204 500 lbs GP Bombs and 200 500 lbs Incendiary Bombs from 26,000 feet. Twelve planes suffered major damage from flak but all returned safely. 6 hours 15 minutes flying time.

Mission #8 (220) Berlin, Germany, February 26, 1945. 40 B-17Gs left and all made it to the Alexanderplatz Railway Station in Berlin and back. 489 500lbs. bombs, a mix of GP and Incendiary, were dropped from 26,000 feet. Two planes received major battle damage from flak. 8 hours 25 minutes flying time.

Note: It was about this time that the Gillespie crew began flying as a lead crew, which meant they no longer were flying in the B-17G 43-38903 as in the past, but a plane that was outfitted with a radar dome mounted in the place of the lower ball turret. That meant they no longer would have a ball turret gunner. Francis was put into a gunner crew pool and flew with various crews that were short a gunner. I know most of those last missions he flew as a "Toggler".

Later in the war when long range fighters and 2 years of pounding had all but made the Luftwaffe non-existent, the bombardier was replaced with a toggler. Where the bombardier was a commissioned officer, the togglers were enlisted men. When a toggler was on the aircraft, it did not carry a Norden Bombsight. When the toggler saw the lead plane drop his bombs, he would toggle the bombs to drop out of his aircraft. When not on the bomb run, whether it was a toggler or a bombardier, the crewman flying that position would man the nose guns. On all of the missions with the Gillespie crew, Francis flew as the ball turret gunner. There are no records at which position he would have flown on the remaining missions. Below is an actual photo of B-17G 43-38903. Francis is most likely on board.



Mission #9 (221) Leipzig, Germany, February 27, 1945. Thirty five B-17Gs dropped 630 250lbs GP Bombs and 70 500lbs GP Bombs from 25,800 feet. All aircraft returned safely with no battle damage sustained. Flying time: 7 hours and 55 minutes.

Mission #10 (222) Ulm, Germany, March 1, 1945. Thirty seven aircraft dropped 344 500lbs and 184 500lbs. Incendiary Bombs from 22,000 feet. All aircraft returned to base with no battle damage reported. 8 hours flying time.

Mission #11 (231) Hanover, Germany, March 14, 1945. Thirty three aircraft dropped 346 500lbs GP Bombs and 138 500lbs M-17A1 Cluster, Amiable, Incendiary Bombs from an altitude of 24,000 feet. When M17 and GP Bombs were mixed together they were a very effective tool used for destroying railroad yards and airfields. One tail gunner in the group was wounded and 4 aircraft sustained minor battle damage from flak. All returned to base safely.

Mission #12 (231) Wittmundhafen, Germany, March 21, 1945. Thirty two aircraft dropped 757 100lbs GP Bombs and 224 500lbs GP Bombs from 24,000 feet. All planes returned safely with no battle damage reported. 5 hours 30 minutes flying time.

Mission #13 (238) Velbert Area, Germany, March 22, 1945. Thirty four bombers dropped 210 500lbs GP Bombs and 210 500lbs M17 Cluster Bombs from 25,000 feet. All aircraft returned safely with 4 receiving major battle damage and 5 receiving minor damage from flak. 5 hours 5 minutes flying time.

Mission #14 (240) Varrelbusch A/F, Germany, March 24, 1945. Varrelbusch Air Field was a Luftwaffe airbase during World War II. The airfield was severely damaged after the air strike by Allied bombers on March 24, 1945. The 447th sent thirty five bombers to Varrelbusch and dropped 1,444 150lbs GP Bombs that day from 20,000 feet. All aircraft returned to base with no reported damage. 5 hours 10 minutes flying time.

Note: On this day, March 24, 1945, The 8th Air Force sent 527 B-17s to hit Steenwijk (114), Zwischenahn (74), Varel (88), Varrelbusch (113) and Plantlunne

(13) Airfields in the morning; targets of opportunity are Wittmundhafen Airfield (13) and other (2); 1 B-17 is lost and 2 damaged; 1 airman is KIA and 9 MIA.

Mission #15, April 3, 1945, Kiel, Germany. At Kiel were "Sub Pens". A submarine pen is a bunker that is designed to protect submarines from air attack. This town was constantly bombed in World War II, the targets often being the "Kilian" and "Konrad" bunkers. On April 3, 1945 the 447th put up 34 bombers and dropped 219 1000lbs GP Bombs on Kiel from an altitude of 25,000 feet. All aircraft of the 447th returned safely with one having major battle damage and 8 others reporting minor damage from flak. 7 hours 10 minutes flying time.

Note: On April 3rd, the 8th Air Force sent a total of 752 B-17s to hit the "Sub Pens" at Kiel; 2 B-17s are lost and 121 damaged; 1 airman is WIA and 20 MIA. Escorting are 517 P-51s; they claim 1 aircraft; 2 P-51s are lost and 2 damaged beyond repair.

Mission #16, April 8, 1945, Plauen, Germany. The 447th sent 35 aircraft to hit the marshalling yards at Plauen, Germany. They dropped 370 500lbs and 74 M17 Cluster Bombs from 15,000 feet. All aircraft returned safely to base.

Mission #17, April 9, 1945, Neuburg Air Field, Germany. The group put up 37 aircraft to bomb the air field at Neuburg, Germany. They dropped 420 500lbs GP Bombs, 76 100lbs GP Bombs and 78 150lbs GP Bombs from 10,000 feet. Bombing was visual (without radar) with good results. All aircraft returned with no damage. 7 Hours 10 minutes flying time.

Note: 289 B-17s are sent by the 8th Air Force to attack an oil depot (89) and airfield (66) at Neuburg and Schleissheim Airfield (128); 3 B-17s are lost and 42 damaged; 2 airmen are KIA, 5 WIA and 56 MIA. The escort is 193 P-51s; they claim 1 destroyed and damaged 3 aircraft in the air and 70 destroyed and 37 damaged on the ground; 3 P-51s are lost (pilots MIA).

Mission #18, April 11, 1945, Ingolstadt Air Field, Germany. The 447th group put up 37 bombers and dropped 304 M41 120lb Fragmentation Bombs (anti-personnel bombs), 60 1000lbs B-2 Bombs, 248 300lbs GP Bombs and 16 500lbs B-1

Bombs on the airfield at Ingolstadt. All aircraft returned to the base safely. 8 hours flying time.

Mission #19, April 19, 1945, Dresden, Germany. The group launched 28 aircraft to hit the railroad industry and rail bridge at Pirna near Dresden. They dropped 324 500lbs GP Bombs from 20,000 feet. On this mission, the final mission for Staff Sergeant Francis B. Froah, one B-17G 42-31188 "Dead Man's Hand" from the 709th Squadron was shot down by two ME-262 Jet aircraft who made a single pass. Three chutes were seen and a later note indicates that all but one of the 10 man crew on the aircraft was liberated by U. S. Ground Forces. 8 hours 35 minutes flying time.

April 29, 1945. Just two days later, after Francis's final mission, the 447th Bomb Group, and its 4 squadrons, the 708th, the 709th, the 710th and the 711th fly their final mission to Ingolstadt, Germany. All aircraft return safely to Rattlesden.

April 30, 1945. Adolf Hitler, the Nazi leader, committed suicide during the Battle of Berlin.

May 8, 1945. Victory in Europe Day, generally known as V-E Day was celebrated as a public holiday. The war in Europe was over and with the surrender of the Germans, approximately 350,000 officers and enlisted men had served in the 8th AAF during the three year or so period in which the Americans participated in the European Theater of Operations. The 8th AAF suffered one-half of the U.S. Army Air Forces' casualties in World War II (47,000-plus casualties with more than 26,000 deaths). The Eighth's personnel also earned 17 Medals of Honor, 220 Distinguished Service Crosses, 850 Silver Stars, 7,000 Purple Hearts and 46,000 Air Medals.

The 8th began the process of returning the American Airmen and their Aircraft to the United States. Since the war in the Pacific was not yet over most of the men expected to be transferred to the Pacific to help win the war with Japan.



June 20, 1945. Francis received orders to fill a combat crew position on a B-17G, 43-39805 called "Bang Bang Lulu". He was to fly in a waist gunner position as part of a combat crew that was to return "Bang Bang Lulu" to Bradley Field, Windsor Locks, Connecticut. The name came from a song and marching cadence often with naughty lyrics. The flight from Rattlesden, England was to RAF Station Valley, Wales; probably Meeks Field, Keflavik, Iceland; RCAF Station Goose Bay, Labrador and onto Bradley Field, Connecticut. In addition to the full combat crew there were ten passengers, all military personnel returning to the USA from combat assignments. They passed through Goose Bay on July 4, 1945, and were treated to a special holiday luncheon. The next day they landed at Bradley Field, Connecticut. Flying time for the whole trip from Rattlesden, England was 24 hours 5 minutes with four landings. S/Sgt Francis Froah had been stationed overseas for 6 months and 20 days.

July 1945. Francis was again at Drew Field, Tampa, Florida. With the war in the Pacific still ongoing, the Army decided to keep the B-17 replacement crew training mission active, albeit on a reduced scale.



August 15, 1945 VJ Day - Victory in Japan Day. World War II is now over and those returning from duty in Europe will not be reassigned to the Pacific.

Between August 15th and Francis' discharge on January 28, 1946, the Army had the enormous task of processing all of the returning service men back to civilian life. It took several months for all of this to happen. Those with overseas duty were processed first and the others just waited their turn. I know he spent time at Drew Field, Tampa, Florida and at Brooks Field, San Antonio, Texas during those last few months of active duty. Length of Army Air Corps service: 1 year 11 months and 12 days.

Decorations: Francis received the Good Conduct Medal, the European-African-Middle East Campaign Medal, and the Air Medal with two Oak Leaf Clusters (one award for every 5 Combat Missions) along with the WW II Victory Medal.

November 11, 2015,



Larry M. Hutchinson

Timeline for Francis B. Froah

Military Service

Part Two - November 2019

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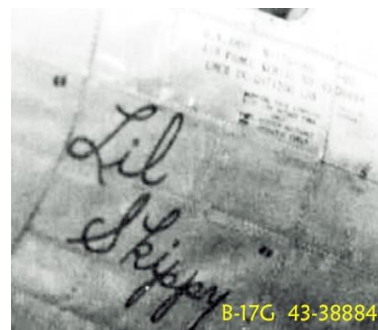
In November of 2015, I put together a timeline for Francis B. Froah's military service. After basic training and gunnery school, Francis was assigned to the Richard Gillespie crew in September of 1944. They trained together and Francis flew his first eleven missions with this crew as the ball turret gunner. In the last few years, additional information, including loading lists, more detailed mission target information and photos for the 8th Air Force, 447th Bomb Group, 708 Squadron have become available and we can now detail the missions Francis flew after leaving the Gillespie Crew.

When the green and untested Gillespie crew arrived at Rattlesden, Station 126 in England they were assigned to fly their first mission to bomb the railroad marshalling yards at Kassel, Germany on January 29, 1945. The green crews were not given the very best equipment to fly on their first missions. The



Gillespie Crew was assigned to fly the battle weary B-17G # 43-38950 named "Ol' Boomerang" and "Ol' Boomerang" lived up to its name and carried them safely to the target and returned home again.

On their second mission to bomb the railroad bridge at Wessel, Germany the Gillespie crew flew on another well used aircraft known as #43-38884 "Lil Skippy". Just like "Ol' Boomerang"... "Lil Skippy" brought them home safely. Both of these old war birds survived the war and



were flown back to Arizona and sold for scrap in 1946.

After proving themselves as a worthy crew, on their third mission they were assigned to a much better aircraft known only as #43-38903. Pilot Richard Gillespie spoke of it in a letter from 1997. "We were

assigned a ship of our own and it was a good one too. It was built by Boeing and it flew like a dream. We flew a number of missions in it and talked of painting a name on her." Well as far as I know.. It never happened.

On February 14, 1945, they flew on a mission back to Wessel, Germany, this time not carrying bombs but chaff. Chaff was a radar countermeasure in which aircraft spread a cloud of small, thin pieces of aluminum. For some reason they returned to base about two hours before the bomber stream. They did not receive credit for flying a combat mission which seems unfair and perhaps a mistake. Francis actually flew 20 Combat missions.

Francis flew his last mission with Gillespie Crew on March 1, 1945 in 43-38903 to bomb the railroad yards at Ulm, Germany. The 903 was then assigned to the Osborne Crew, however, Francis would get a couple more rides in the good ship 903 before the war was over.

The Gillespie Crew had been promoted to "Lead Crew" which meant that they would now be flying a radar equipped B-17 that had the ball turret removed and a radar dome installed in its place. They were known as "Mickey Ships". Now the crew had no need for a gunner in that position. Francis would fly his missions with other crews and become a "Toggler". His job would be to man the front turret and drop the bombs when the lead ship dropped theirs.

In the early days of WW II, each bombardier sighted for his individual aircraft through the famous Norden Bombsight. However, it was soon learned that if a



tight formation was maintained, and if the group's best bombardier was in the lead aircraft doing the aiming, and if the rest of the formation dropped their bombs when he dropped his, similar results would be achieved and the bombers could better protect themselves with their combined firepower while in tight formation.

Bombardiers were always officers, but under this new system an enlisted gunner could man the front guns and flip the toggle switch that dropped the bombs when the lead ship dropped theirs. For the next 9 missions Francis flew up front in the nose as a "Toggler".

Mission #11 (231) Hanover, Germany, March 13, 1945. This was Francis' first mission with a new crew. He was assigned to fly on a mission to bomb a munitions plant at Hanover, Germany on #43-37797, named "American Beauty". The pilot was 1st Lt. Howard J. Gurney and the Co-Pilot was 1st Lt. Raymond J. Kohler. The only photo I could find of this aircraft was a photo from the "Bone Yard" in Kingman, Arizona from 1946. Note the serial number and the yellow tail and square K of the 447th Bomb Group.



Mission #12 (231) Wittmundhafen, Germany, March 21, 1945. On this mission Francis was back flying in #903 but this time he is with 1st Lt. W. W. Osborne as the pilot and 2nd Lt. John P. Lesney in the right hand seat. The mission was to bomb an airfield at Wittmundhafen.

Mission #13 (238) Velbert Area, Germany, March 22, 1945. On this mission he has been assigned to fly on #43-38905 "Bang Bang Lulu" along with the Colby Crew to bomb military encampments at Heilbert. The pilot was 1st Lt. Malcolm Colby and the co-pilot is Lt. Condor. When the war was over, Francis flew home from England in this aircraft "Bang Bang Lulu".

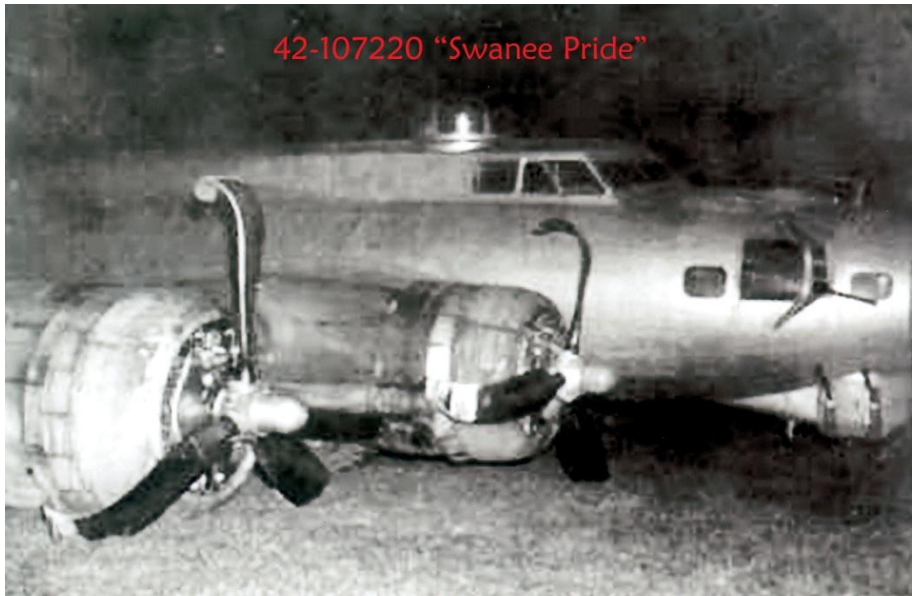
Mission #14 (240) Varrelbusch A/F, Germany, March 24, 1945. Another mission for Francis in yet another aircraft. This time it was a bombing run on the German Airfield at Varrelbusch in #43-37756 "Milk Wagon" flown by the Roberts crew. The pilot was 1st Lt. L. D. Roberts and co-pilot was 1st Lt. William Overstreet. Photo is of ground crew members who worked day and night to keep her airworthy.

"Milk Wagon" is credited with having completed 129 missions, with no aborts between June 20, 1944 and April 21, 1945. It too was sold for scrap at Kingman, Arizona in 1946.



Mission #15, April 3, 1945, Kiel, Germany. This is Francis' last ride in #43-38903 and with the Osborne Crew. He has flown 11 missions in this aircraft, this time to bomb the submarine pens at Kiel. After the war, the good ship #43-38903, still unnamed, was flown back to the U.S.A and on to Kingman, Arizona to be salvaged.

Mission #16, April 8, 1945, Plauen, Germany. On this mission to bomb the railroad yards at Plauen, Francis flew with pilot 1st Lt. Sidney L Radus and co-pilot John T Swiridow Jr in #42-107220. "Swanee Pride". After V-E Day, "Swanee Pride" was seriously damaged during a flight on



May 24, 1945, was designated beyond repair and salvaged in England. One of the

447th's "Century Ships, "Swanee Pride" is credited with 104 combat missions. It was the oldest, built in 1942, and the only plane that Francis flew in that did not return to the U.S.A. after the war.

Mission #17, April 9, 1945, Neuburg Air Field, Germany. Francis' next mission was to bomb a German airfield at Neuberg. Close to the end of the war, Neuburg also served as a base and construction facility for the jet-driven Me 262 fighter aircraft. The B-17G #43-38940 also known as the "Black Brassiere" was flown by 1st Lt. Thomas D. Maxwell and the co-pilot was 1st Lt. Robert T. Frock.



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Mission #18, April 11, 1945, Ingolstadt Air Field, Germany.

Another trip back to bomb an airfield just a few miles from the Neuberg airfield bombed two days earlier. Same plane "Black Brassiere" flown by the Maxwell - Frock crew.

Mission #19, April 19, 1945, Dresden, Germany. Francis' final

combat mission was also flown in #43-38940 "Black Brassiere" to bomb the railway line at Dresden. The pilot was 1st Lt. Ollie D. Leppard and the co-pilot was Cecil Biggerstaff.



Color Schemes for the 447th Bomb Group - Square K on yellow tail.

Sgt Francis B Froah

A	B	C	D	E	F	G
Mission	447th Mission	Date	Target	Aircraft	Crew	Notes
1	206	29 Jan 45	Marshalling Yards at Kassel, Germany	43-38950 'Ol Boomerang'	Gillespie	Ball Turret Gunner
2	207	1 Feb 45	Railway Bridge at Wesel, Germany	43-38884 'Lil Skippy'	Gillespie	Ball Turret Gunner
	211	14 Feb 45	Road Bridge at Wesel, Germany	43-38903?	Gillespie	Ball Turret Gunner/Chaff Ship
3	214	19 Feb 45	Railway Bridge at Wesel, Germany	43-38903?	Gillespie	Ball Turret Gunner
4	215	20 Feb 45	Marshalling Yards at Nurnberg, Germany	43-38903?	Gillespie	Ball Turret Gunner
5	216	22 Feb 45	Operation Clarion, Marshalling Yards at Aalen, Germany	43-38903?	Gillespie	Ball Turret Gunner
6	217	23 Feb 45	Operation Clarion, Marshalling Yards at Craihsheim, Germany	43-38903?	Gillespie	Ball Turret Gunner
7	218	24 Feb 45	Submarine Yard at Bremen, Germany	43-38903?	Gillespie	Ball Turret Gunner
8	220	26 Feb 45	Alexanderplatz Railway Station, Berlin	43-38903?	Gillespie	Ball Turret Gunner
9	221	27 Feb 45	Communications Centre at Leipzig, Germany	43-38903?	Gillespie	Ball Turret Gunner
10	222	1 Mar 45	Marshalling Yards at Ulm, Germany	43-38903?	Gillespie	Ball Turret Gunner
11	231	14 Mar 45	Munitions Plant at Hannover, Germany	43-37797 'American Beauty'	Gurney	Bombardier
12	237	21 Mar 45	Airfield at Wittmundhafen, Germany	43-38903?	Osborne	Bombardier
13	238	22 Mar 45	Military Encampments at Heibert, Germany	43-38905 'Bang Bang LuLu'	Colby	Bombardier
14	240	24 Mar 45	Airfield at Varrelsbusch, Germany	43-37756 'Milk Wagon'	Roberts	Bombardier
15	244	3rd Apr 45	Submarine Yard at Kiel, Germany	43-38903?	Osborne	Bombardier
16	248	8 Apr 45	Marshalling Yards at Plauen, Germany	42-107220 'Swanee Pride'	Radus	Bombardier
17	249	9 Apr 45	Airfield at Neuburg, Germany	43-38940 'The Black Brassiere'	Maxwell	Bombardier
18	251	11 Apr 45	Airfield at Ingolstadt, Germany	43-38940 'The Black Brassiere'	Maxwell	Bombardier
19	256	19 Apr 45	Railway Line at Dresden, Germany	43-38940 'The Black Brassiere'	Leppard	Bombardier



SEPARATION QUALIFICATION RECORD

SAVE THIS FORM. IT WILL NOT BE REPLACED IF LOST

This record of job assignments and special training received in the Army is furnished to the soldier when he leaves the service. In its preparation, information is taken from available Army records and supplemented by personal interview. The information about civilian education and work experience is based on the individual's own statements. The veteran may present this document to former employers, prospective employers, representatives of schools or colleges, or use it in any other way that may prove beneficial to him.

1. LAST NAME—FIRST NAME—MIDDLE INITIAL			MILITARY OCCUPATIONAL ASSIGNMENTS		
2. ARMY SERIAL No.	3. GRADE	4. SOCIAL SECURITY No.	10. MONTHS	11. GRADE	12. MILITARY OCCUPATIONAL SPECIALTY
FROAH, Francis B.			1 1/2	Pvt	Basic training (521)
37 685 210	S/Sgt	483-20-0863	6	Sgt	Aerial Gunner (611)
5. PERMANENT MAILING ADDRESS (Street, City, County, State)			5	S/Sgt	Armorer Gunner (612)
PO Box 306 Scott Co. Kellogg, Iowa			2	S/Sgt	Auto Equipment operator (345)
6. DATE OF ENTRY INTO ACTIVE SERVICE	7. DATE OF SEPARATION	8. DATE OF BIRTH	1	S/Sgt	Armorer (911)
16 Feb 44	28 Jan 46	2 Jan 1926	9. PLACE OF SEPARATION		
SAD AAFDC, San Antonio, Texas					

SUMMARY OF MILITARY OCCUPATIONS

13. TITLE—DESCRIPTION—RELATED CIVILIAN OCCUPATION

AIRPLANE ARMORER GUNNER: Flew in 19 combat missions in a B-17 Aircraft over enemy occupied territory of Germany, Belgium, and Holland. Pulled firing pin to arm bombs while airplane was in flight. Inspected and assisted in the repair of bomb racks, gun sights, and turrets. Fired caliber 50 machine guns while in combat.

1-29 Kassel	9 High 6:55	3-1 Ulm (tog)	8 Low 8:00
2-1 Wessel	9 High 5:25	3-14 Hannover	10 High 7:00
2-19 Wessel	9 Low 6:00	3-21 Wihmundhaven	7 Lead 5:00
2-20 Wurmberg	6 High 7:50	3-22 Zelbert	8 Low 5:05
2-22 Arlen	3 High 9:35	3-24 Yarrelbtusch	3 High 5:10
2-23 Crailsheim	3 Lead 8:20	4-3 Kiel	7 Lead 7:10
2-24 Bremdn	3 Low 11:15	4-8 Baulen	11 High 8:05
2-26 Berlin	6 Low 8:25	4-4 Newberg	9 Low 7:45
2-27 Leipzig	11 Low 7:55	4-11 Ingolstadt	5 Low 8:00
4-19 Dresden 6 Lead 8:05			

Note: There are a number of typos and spelling errors... I guess they were happy the war was over... and all they really wanted to do was get everyone home as soon as possible!

Photos 1944 - 1945

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Trying out a P-51







Trafalgar Square,
London 1945



447 Bomb Group



708th Bomb Squadron

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November 11, 2019