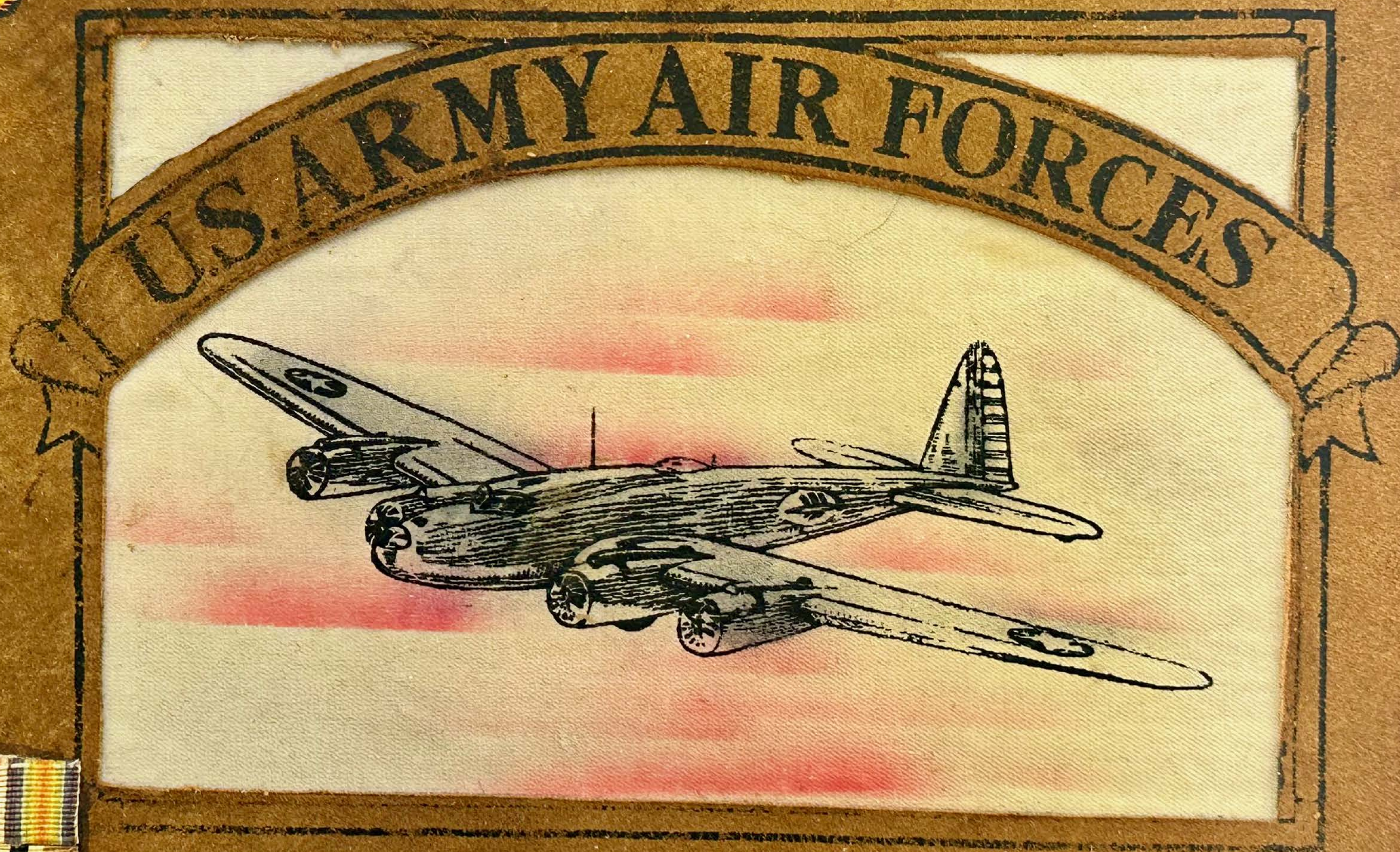


Service Album



J.J. NICASTRO

AIR RAID REGULATIONS

1. As soon as the bombs start to fall, run like hell. It doesn't matter where—as long as you run like hell. Wear track shoes. If the people in front of you are slow, you won't have any trouble getting over them.
2. Take advantage of the opportunity afforded you. When the air raid sirens sound the warning of any air attack:
 - a. If in a bakery—grab a cake.
 - b. If in a tavern—grab a bottle.
 - c. If in a movie—grab a blonde.
3. If an incendiary bomb is found burning a building, throw gasoline on it. If no gas is available, throw a bucket of water on it. You can't put it out this way, but it's a lot of fun.
4. If you find an unexploded bomb—pick it up and shake it. Maybe it will go off.
5. Always get excited and holler bloody murder. (It will add to the fun and confusion and scare hell out of the kids.)
6. Drink liquor, eat onion, fish and roquefort cheese before entering a crowded air raid shelter. It will make you very unpopular with the people in your immediate vicinity, not counting the discomfort that would be more prevalent if the shelter was closely crowded.
7. If you should be a victim of a bomb explosion—don't go to pieces. Just lay still and no one will notice you.

Rouges Gallery



"HAM"
39161977
Charles R. Hamilton



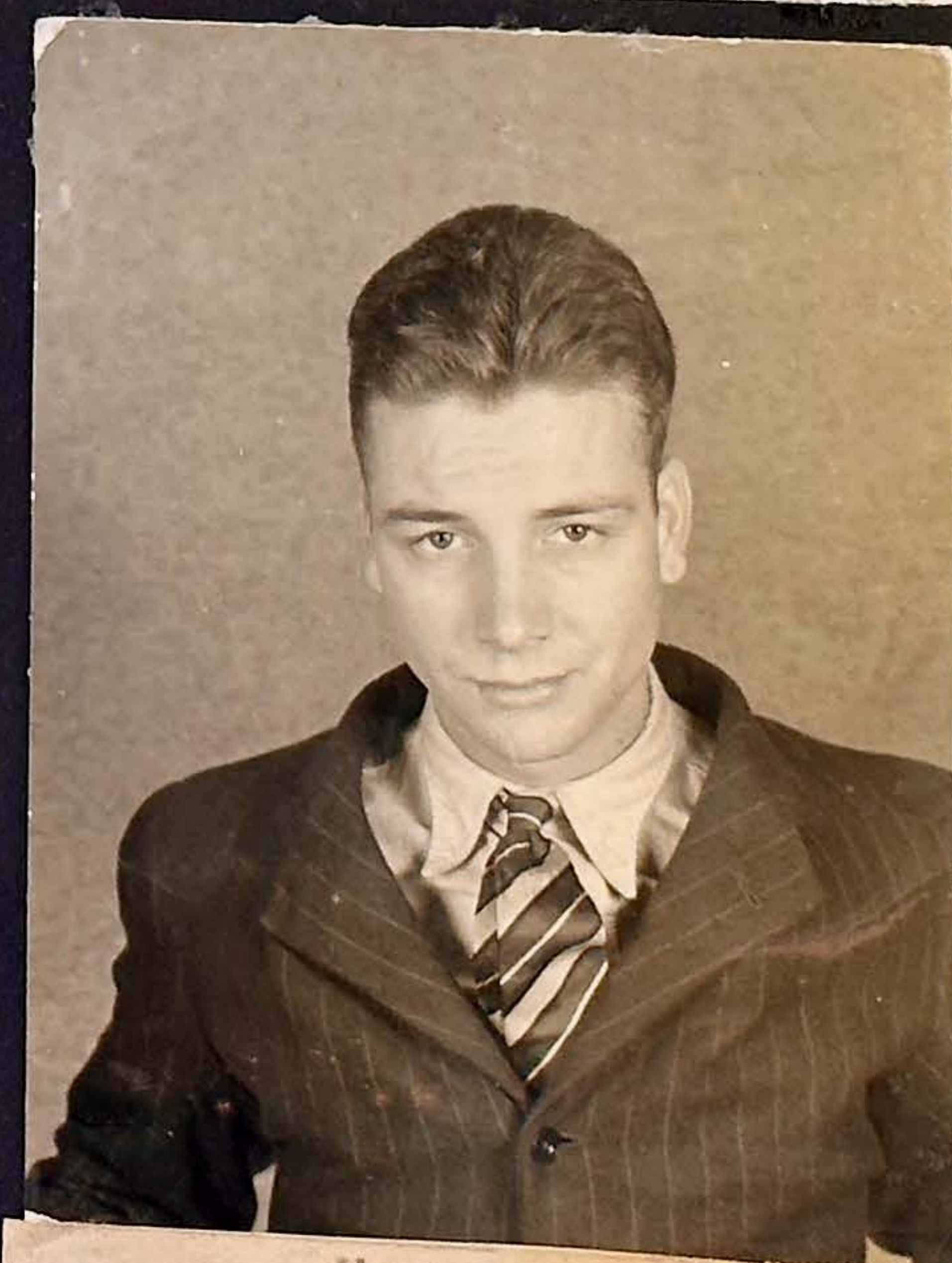
"NICK"
32236302
Joseph J. Nicastro



"PETE"
16008988
Hans A. Petersen



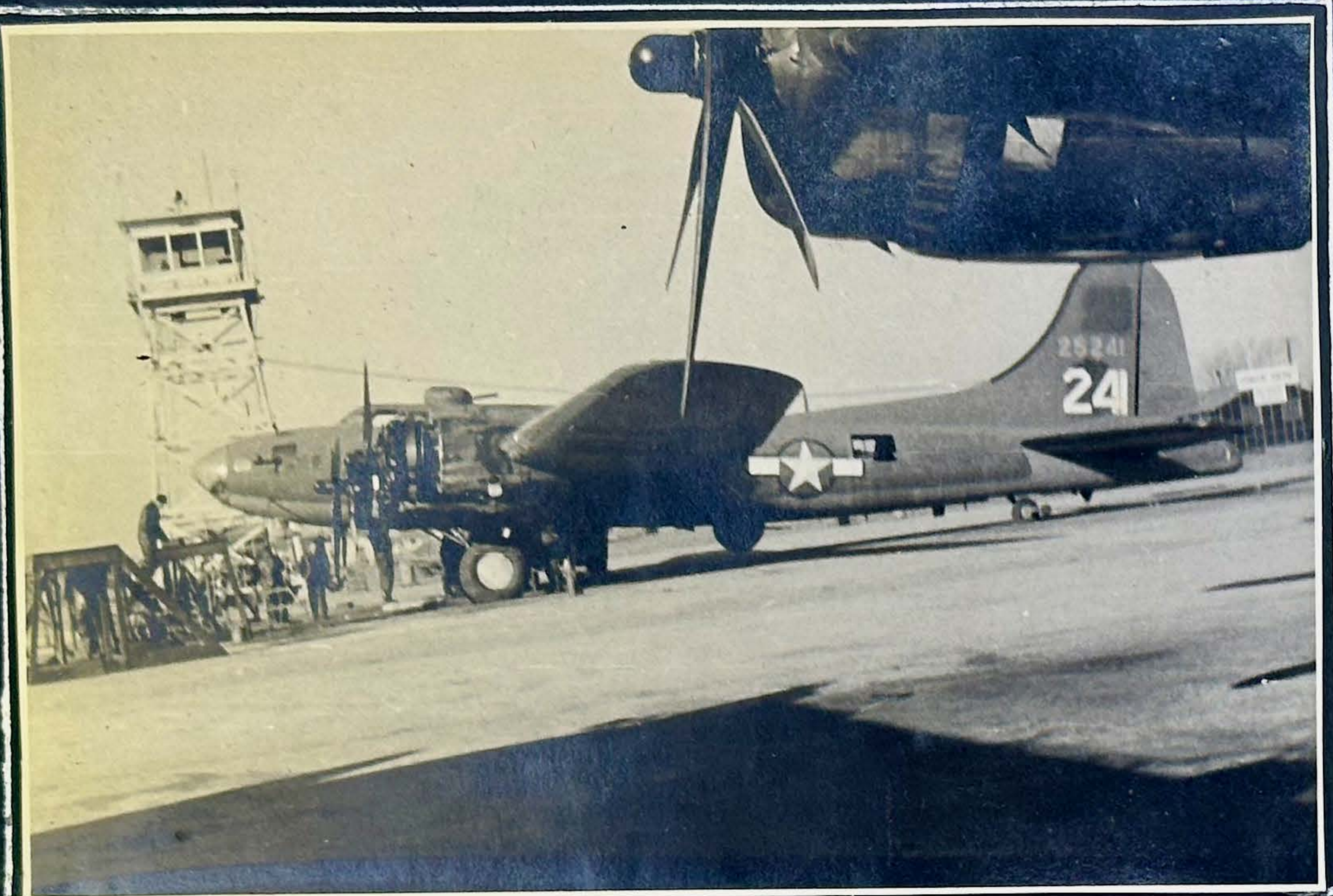
"ABE"
14159117
Horace A. Leaver



"FLACKY"
19174166
Charles A. DeMoulin



MARRAKECH, AFRICA



ENGINE TROUBLE AGAIN



Pete, Abe, Root, Ham and Ali.



Root and Ham



Root and Me



Chuck, Pete, Abe and Stinky.



Ham and Me with Stinky.



Main Street in Marrakech



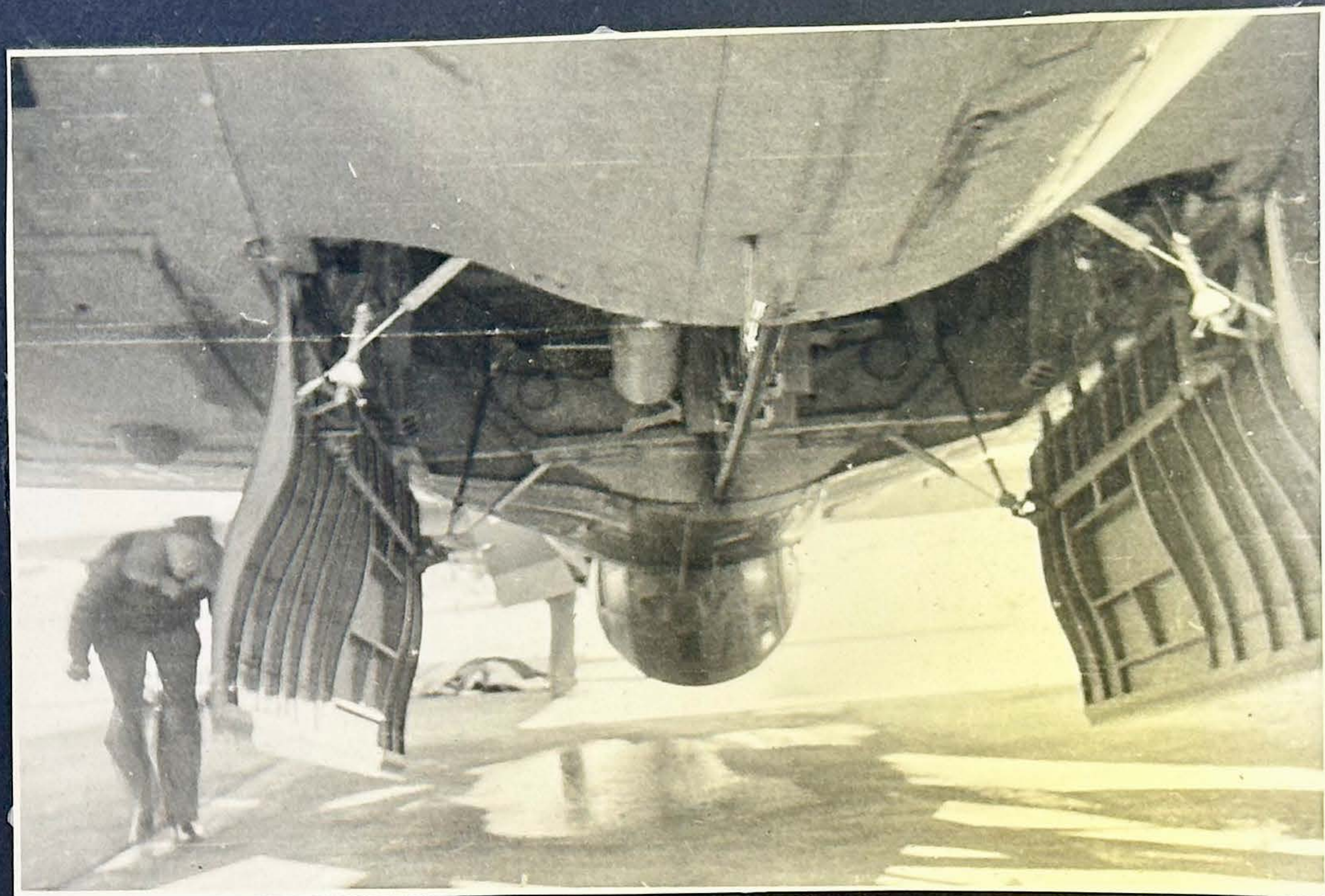
King and Crew



Bags our
cleanup boy



Ham and Me



Ham Me Pete
And Bags



Prop Wash



Chuck and
Pete



Root and Pete



Me



Ayrab

HORAM, England



Front: Abe, Me and Bob.
Rear: Ham, Chuck, Pat, Jay and Jim.



Coming back from
Calais Raid



Flack over Calais

As the escorted Forts and Libs roared out in the early morning light, some units were taking the air for the second time in little more than 12 hours. Late Sunday, Fortress and Marauder formations slipped across the Channel to make precision attacks on Pas de Calais military objectives which have been rocket gun emplacements. One B17 and one B26 were reported missing.



J. J.

No. 1 - Calais, France

Berlin Hit Again; Luftwaffe Shuns Fight

Reluctance Mystifies Yanks; Cloud Was No Deterrent, They Say

Estimated 1,400 Tons Hurlled Onto Reich Capital, Possibly Including Some Of New Giant Incendiaries

March 22

Virtually unchallenged by the Luftwaffe, Flying Fortresses and Liberators of the U.S. Strategic Air Forces bombed Berlin for the fifth time yesterday, loosing an estimated 1,400 tons of bombs on the battered German capital.

The size of the force was not officially disclosed, but it was estimated to be around 600 heavy bombers, escorted by approximately 800 fighters. Preliminary reports indicated that losses were comparatively light.

Skies above Berlin were cloudy enough to force the American bombardiers to use the scientific cloud bombing method, but both fighter pilots and bomber crews said upon their return that cloud conditions were not

sufficient to have kept Luftwaffe fighter planes on the ground.

Flak, however, was the heaviest yet experienced over Berlin, they said.

Thirteen bombers and nine fighters failed to return, headquarters announced.

Huge fires in the capital were reported by the returning airmen, who said they could see great stretches of the city through breaks in the clouds.

Some of the smoke pillars, they said, rose as high as 5,000 feet.

The lack of fighter opposition was the chief subject of discussion among returning crews. They said the clouds appeared to start about 1,000 feet off the ground, thus giving German fighters ample opportunity to take off, and extended to 10,000 feet, with clear sky above.

The Luftwaffe, far from beaten, possibly had decided that conditions were not ideal for visual bombing and therefore it was not worthwhile to risk its dwindling fighter strength in attacks on the heavies.

Thunderbolts, Lightnings and Mustangs shuttled back and forth over Germany for more than six hours without opposition, including two hours spent over Berlin itself. A few of the fighters then swept down to shoot up a dozen locomotives, three coastal vessels and other targets. Only one aircraft was claimed and that was an He177 four-engine bomber that was shot down as it took off from a German airdrome.

A few bomber crewmen and fighter pilots said they had spotted German fighters, which kept their distance.

"I thought I saw some Messerschmitt 109s on top of the cloud," said 1/Lt. Gerald Leinsweber, of Houston, Tex., a Lightning pilot. "We dived down there, but before we reached them they stuck their noses into the clouds and disappeared."

Another P38 pilot, Capt. Joseph Meyers, said: "I kept wondering all day what had happened to the Luftwaffe, since I didn't even have a single report of 'bandits' on the radio. Nobody seemed to be even discussing them any more."

In addition to high explosives and other incendiaries, the American bombers possibly hurled on the German capital 500-pound "block-burner" incendiaries, known as the M-76, use of which in the European theater was revealed in Washington yesterday.

The War Department said that the huge incendiary, whose destructive power was "tremendous," could not be extinguished once it had started to burn. It contains a mixture of jellied oil and powdered magnesium.

Incendiaries now form about 60 per cent of the bomb loads dumped on
(Continued on page 4)



Going down over Berlin.



Flack over Berlin



No. 2 - Berlin

U.S. Bombers Pound Berlin Unchallenged by Luftwaffe

(Continued from page 1)

Europe, as against only 5 per cent earlier in the war, the announcement revealed.

Plane passengers arriving in Stockholm from Berlin said the raid was the heaviest yet in daylight. As the plane left Berlin, the passengers could see great fires throughout the city, particularly in the north.

The industrial district of Tegel to the northwest of Berlin, where the mammoth Rheinmetall Borsig armament plant is situated, was hit, the passengers reported.

Many pilots who had been to Berlin before reported that the intensity of the flak over the capital was unrivalled, and it was heavy over the entire route as the armada passed from one flak area to another.

After the bombs were away, clouds broke and many crews reported fires and dense columns of smoke.

"Smoke poured up from a factory, about half of which was in flames," said 2/Lt. Robert E. Thomas, of Portsmouth, Va. "We got some beautiful hits."

2/Lt. William H. Garland, of Detroit, a Fort navigator on his 39th mission, said: "It was the most beautiful fighter-bomber synchronization I have ever seen."

More praise for the fighters came from 2/Lt. Marion Northway, of Champagne, Ill., a bombardier: "Mustangs, Light-

nings and Thunderbolts were with us all the time. We didn't have any flak before reaching the target, but it was very heavy over Berlin and on the way out."

1/Lt. Fred T. Clark, of Chicago, a bombardier, reported tremendous explosions. "I saw one big puff of red flame come clear through the clouds which were up several thousand feet."

Maj. James Stewart, the film star, flying as a Liberator wing commander on his first trip to Berlin, said: "The flak was heavy, and the fighter support was swell. I saw a few enemy fighters, but they kept their distance."

"It was my third trip to Berlin. Those clouds of smoke coming up from burning Berlin made my trip worth while," said Chinese-American 1/Lt. Delbert E. Wong, of Bakersville, Cal., "I'd like to get another capital—Tokyo."

The American blow at the German capital repaid the enemy, with compound interest, for the Luftwaffe's brief raid on London early yesterday morning. The raid, which cost the Nazis nine of approximately 100 bombers, caused heavy damage in scattered areas and numerous casualties. More than 100 flats in one London suburb were wrecked; a nursery was gutted by 100 fire bombs, but nurses carried 22 babies to safety; many houses, apartments and business establishments were damaged.



Flak from "Flack Island", Heligoland

No. 2 - Berlin



↑
Me
↓



Ham



Ham

Airfields Hit In U.S. Stabs Into France

21st Operation of Month By Heavies Follows Big RAF Raid on Essen

Strong forces of U.S. heavy bombers struck into southwest and central France yesterday to batter German airfields and boost their March score of attacks on Nazi targets to 21—three more than the previous high.

While the heavies attacked targets in France for the second successive day, Marauder mediums kept up the hammering of the so-called "invasion coast" with blows at the Pas de Calais area.

Covered by a "very strong" escort of P38s, P47s and P51s of both the Eighth and Ninth Air Forces, an estimated force of from 500 to 750 Fortresses and Liberators struck at the Reich's carefully conserved air strength after the Ruhr's armament city of Essen was saturated with a "great weight" of high explosives and incendiaries in a RAF raid late Sunday night.



No. 3 - Bordeaux. F



Pete and
Flacky



Pete and
Lady Moe



Me and Flacky



Me



Abe



Pete and Lady Moe
and Ham



Jay and Lady Moe



Lady Moe and Me

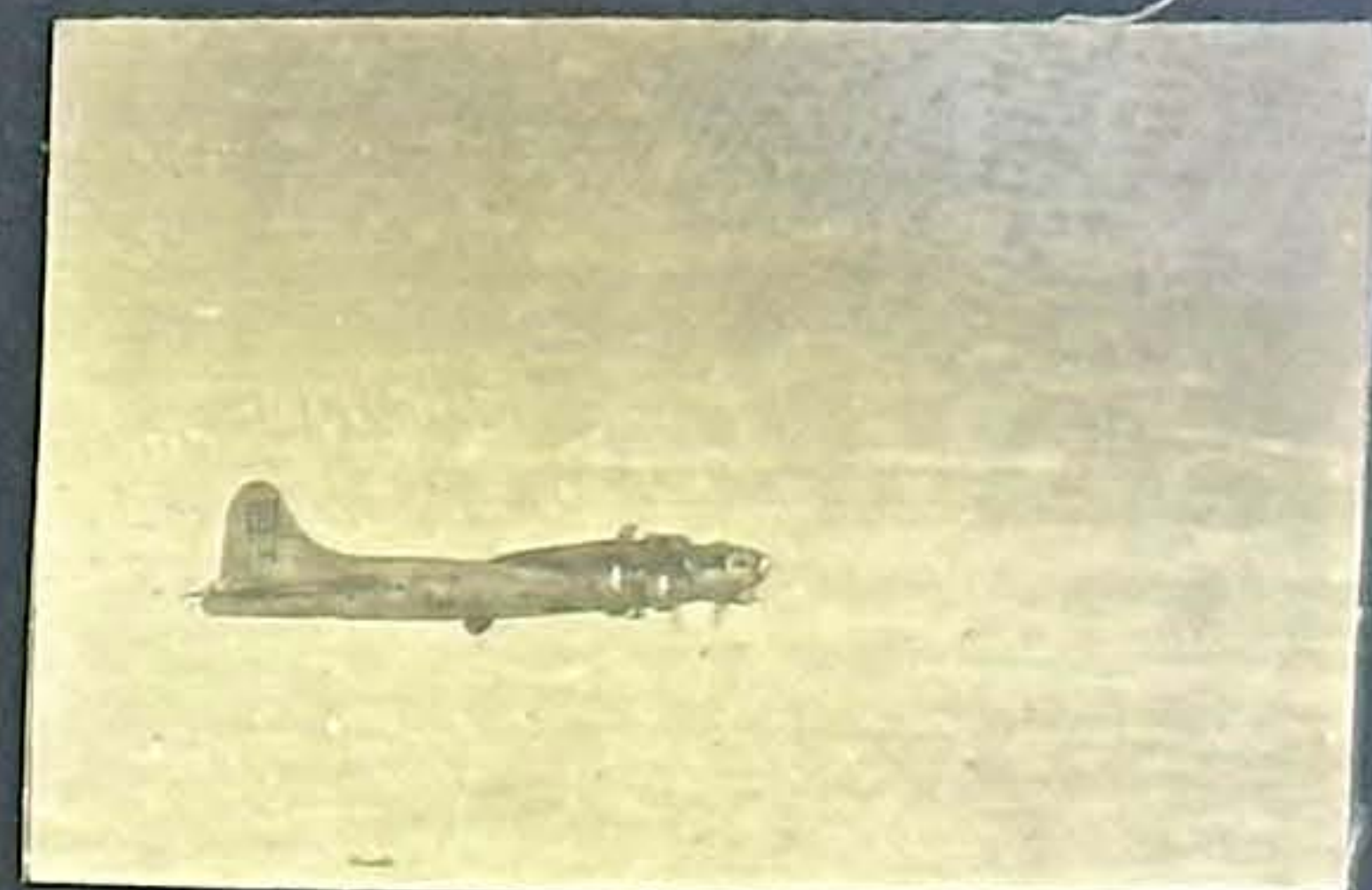


Ham, Abe, Pete
and Russ

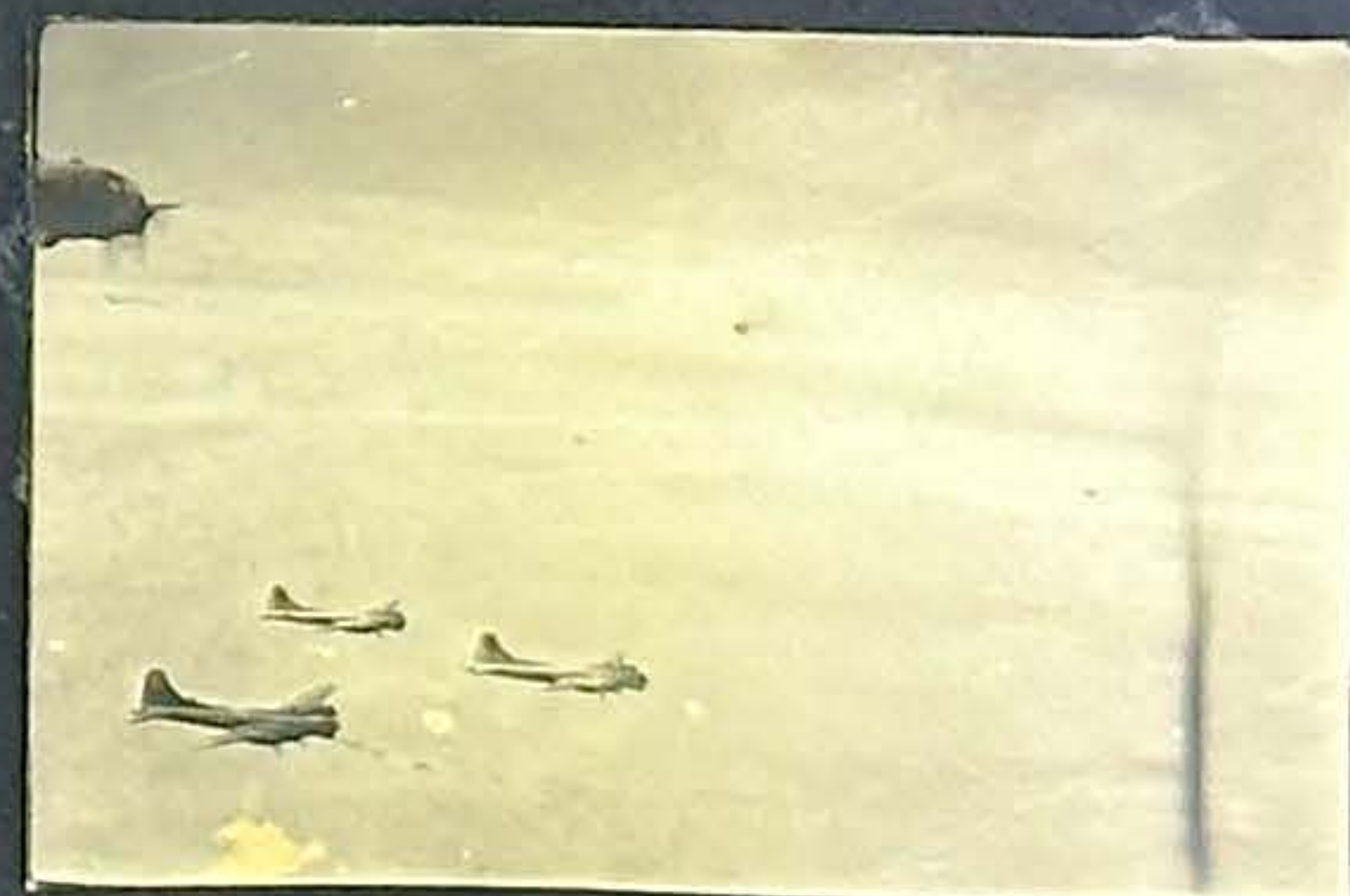


Going Home - Maybe!!!

At the Handorf, Achmer, Oldenburg, Quackenbruck and Rheine airdromes, attacked Saturday by B17 Flying Fortresses, damage varied from severe to moderate. Several aircraft on the ground were destroyed or damaged at each of the airdromes attacked.



Sho-Sho-Baby



Bombers and Escort



On The Bomb Run



Hagenbauchs + Crew

N E 21



Me



Tony and Jay



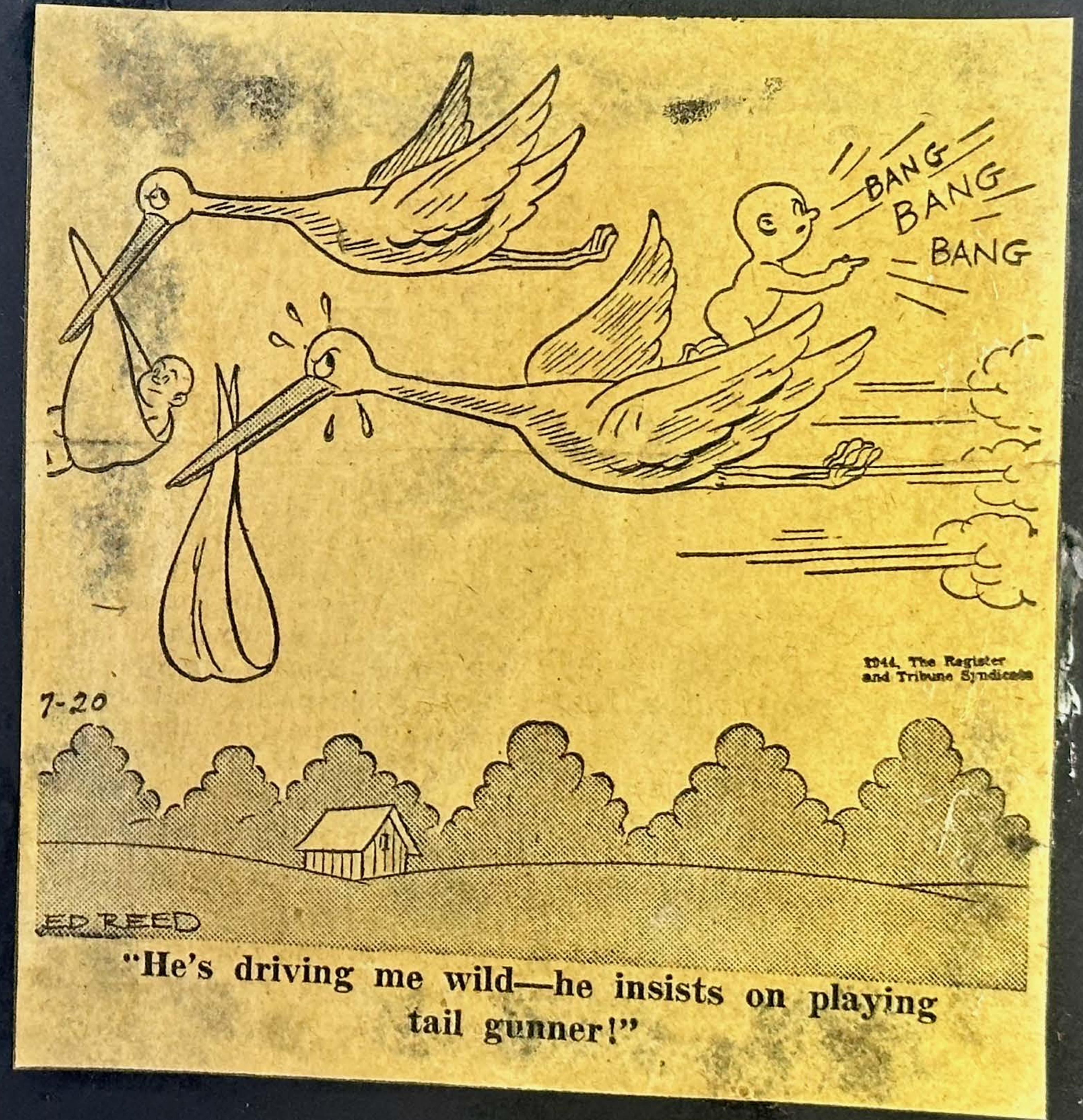
Tony



Me



Pete Ham and
Chuck.



In Tuesday's attack on Nazi aircraft factories at Oschersleben and Bernberg and the industrial cities of Rostock and Arnimswalde and other industrial targets in Germany, 126 enemy aircraft were destroyed in aerial combat—74 by Liberators and Fortresses and 52 by escorting P47s, P51s and P38s of the Eighth and Ninth Air Forces.

Sixty-four U.S. bombers and 16 fighters did not return out of a force of nearly 1,000 each.

Photographs taken during the raids revealed heavy damage to Focke Wulf production at Oschersleben, to fighter engine manufacture at Arnimswalde, to Junkers fighter and bomber output at Bernberg, to aircraft component factories and railway lines at Sorau, 80 miles southeast of Berlin, as well as to the Rostock and Stettin targets.

Enemy fighter opposition was determined and many aerial battles were fought from the enemy coast to the targets. Crewmen reported that the Germans used all types of single and twin-engine fighters.



Bombs Away

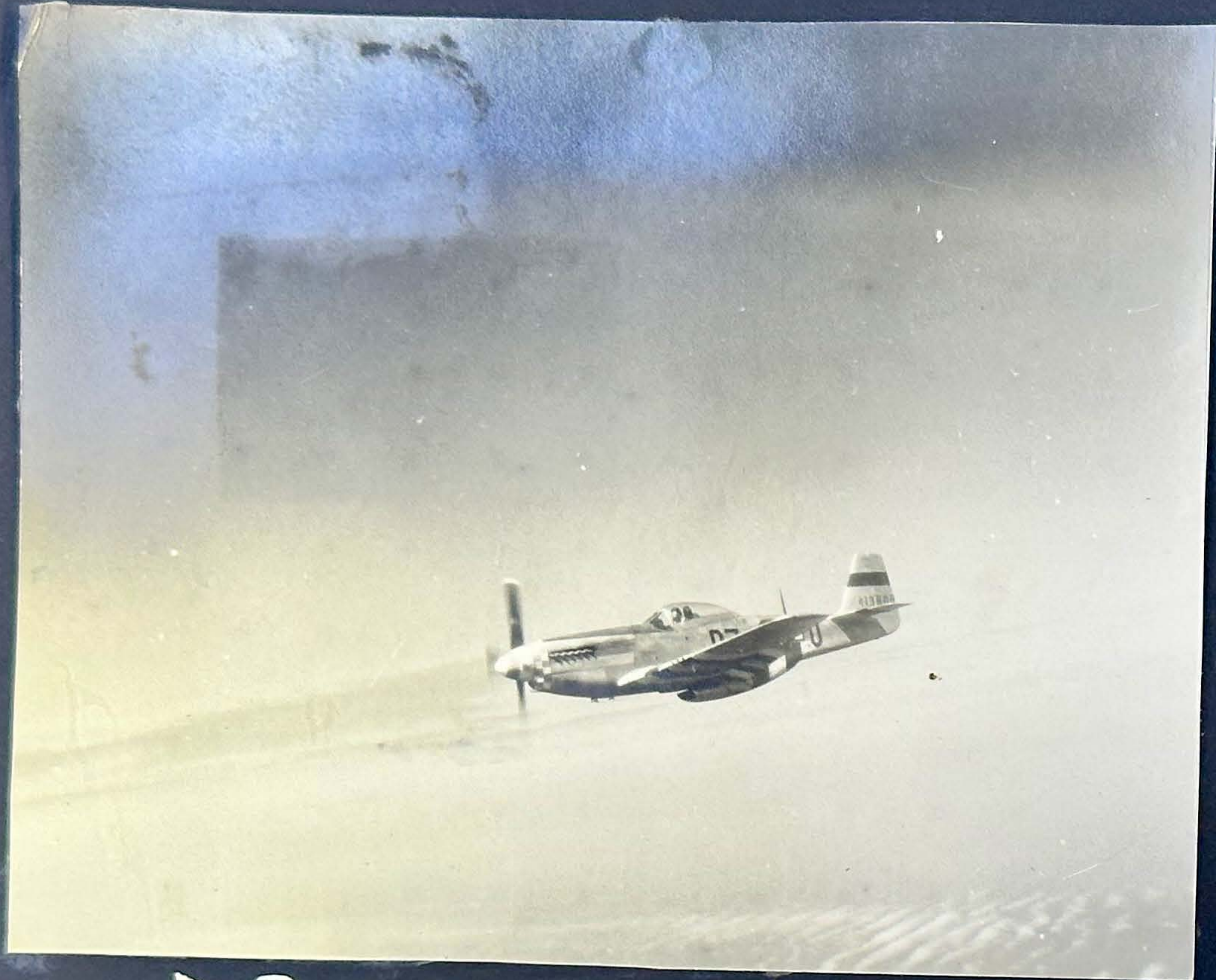


Looking back, one going down

No. 7 - Rostock, Ger



2. P-38 and a P-47 escort



↖ P-51 Escort From Blakeslees Group ↗



Flack and



More Flack



"10. Aces"



"Heaven can Wait"



No. 7- Rostock

Study Shows Vast Damage In Big Raids

Lull Comes in the Air War After Thursday Attacks Costing 36 U.S. Heavies

April 13

Widespread destruction of German factories and aircraft installations whose importance to the enemy mounts as the day of invasion draws nearer was reported yesterday by USAAF headquarters in both Britain and Italy as information on the far-ranging attacks Thursday was correlated.

Dawn yesterday brought Germany and the occupied countries their first lull in aerial attacks since last Saturday. The air war which had cost the Germans at least 551 planes in six days apparently was confined to a night-time "Battle of the Capitals," in which British Mosquitoes attacked Berlin and a few Nazi raiders stabbed at London.

Up to late last night no major operations had been reported, either from Britain or Italy, but Ninth Air Force Thunderbolt fighter-bombers, darting down unexpectedly from a heavy cloud bank, bombed a German airfield in north-east France and destroyed about 20 of the 50 or more aircraft on the field, some of them taking off. These and other fighter-bombers over France returned without loss.

The Thursday attacks cost the Eighth Air Force 36 bombers and eight fighters. Fort and Lib gunners shot down 25 planes, and fighter pilots claimed 51, in addition to a large number on the ground.

Details of Damage

From Strategic Air Force officers in Britain and Italy, however, came the details of the great damage inflicted in the Thursday north-and-south offensive, when some 4,000 Allied planes blasted targets in nine enemy-dominated countries.

Photos taken during the Eighth's attacks on Schweinfurt, Oberpfaffenhofen, Lechfeld and Augsburg indicated good results on all targets.

At Schweinfurt, the large Kugelfischer ball-bearings plant was covered by a heavy and compact pattern of high explosives. A large new building, which escaped direct hits in previous attacks and which was believed to have been a self-contained bearings factory, was hit by at least five heavy bombs.

The main railway lines at Schweinfurt and a marshalling yard also were hit.

Augsburg Plane Plants Blasted

Destruction of at least three-fourths of the Messerschmitt works at Augsburg was claimed as a result of Thursday's operations, several buildings undamaged in previous raids having been struck.



Abe, Me, Ham, Chuck
and Tony



Abe, Ham, Tony, Chuck
and Pete in a favorite position

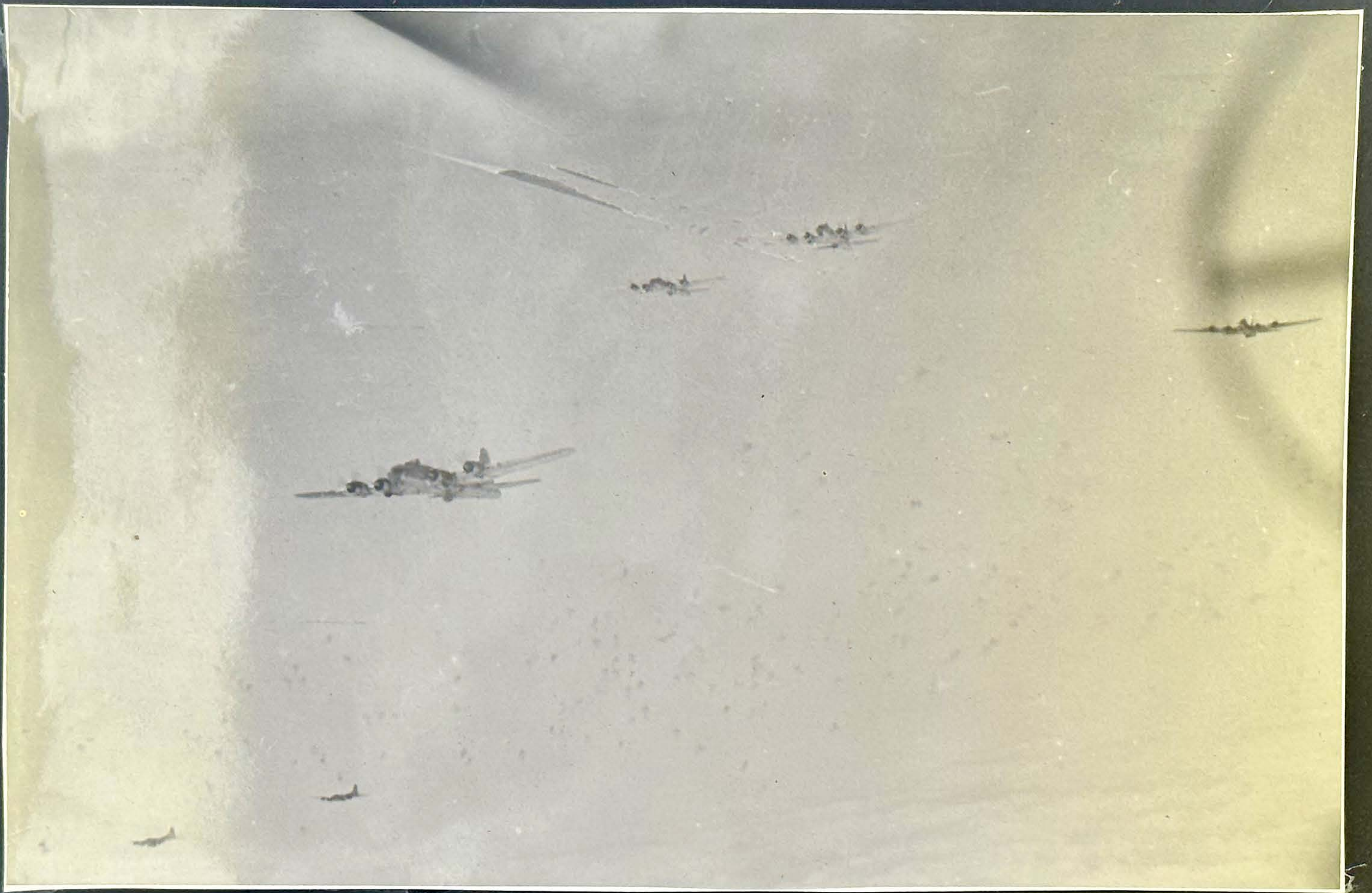


"Silver Dollar"



P-38 Escort

No. 9 - Augsburg, Ger.



9-Augsburg, Ger.

500 Tons Rained on Nazis in 30 Hours

Luftwaffe's Fields, Invasion Defenses Rent by U.S. Fleets

Day Thrusts Into W. Germany Mark Third Giant Raid in 2 Days, Follow RAF's 4,400-Ton Blow at Rail Targets

April 19

Thundering across Germany in the third tremendous assault at German invasion defenses within 30 hours, American Liberators and Fortresses delivered smashing blows yesterday at fighter factories and airplane parking fields in western Germany. Between 750 and 1,000 bombers took part, escorted all the way by an equally large number of P38s, P47s and P51s.

The giant armadas roared over the English coast only a few hours after the greatest force of RAF bombers ever dispatched against occupied Europe, numbering more than 1,000, had hurled a load of 4,400 tons of bombs on railway targets in France.

Within 30 hours, it was estimated that the Allied air forces had sent 6,000 planes—mediums, light bombers and fighter bombers, as well as the heavies and fighters—to dump some 8,500 tons of high explosive and incendiaries on aircraft installations and railway centers vital to the German defense of hundreds of miles of coastline.

It was 30 hours of the most intensive pre-invasion aerial assault yet loosed upon the enemy, with the RAF smashing key railway junctions and rail lines to the coast by night and the USAAF sapping the Luftwaffe's strength by day.

And so light was the opposition encountered that it appeared evident that the Germans were holding their fighter strength for the day of the landings.

Losses Extremely Low

Losses in all the operations were remarkably light. The RAF, sending its biggest-ever force, lost only 14 bombers, less than 1.4 per cent. The U.S. raids on Germany cost only five bombers and two fighters. In the previous day's operations, over Berlin and surrounding areas, the USAAF lost 19 bombers and six fighters, headquarters announced yesterday.

While the biggest formations of the day hit targets in Germany, other forces ranged across northern France, hammering at the defenses behind the so-called "invasion coast."

A separate force of Liberators struck the Pas de Calais area at a cost of only one bomber, and Marauders of the Ninth struck other targets, along with Bostons, Mitchells and Typhoons of the RAF.

Meanwhile, the Ninth Air Force revealed officially for the first time that a U.S. light bomber—the A20 Havoc—now is operating against the Germans from bases here, supplementing the work of the growing Marauder forces.

The bombers met almost no fighter opposition over Germany, and American fighter pilots had to scour the skies to find enemy planes to fight. In all, the escorting fighters knocked down 16, and the bombers five.

Anti-aircraft, too, was on a reduced scale at most targets, returning crews said, though the Libs encountered intense flak over the Pas de Calais.

The Forts and Libs made round trips of 350 to 550 miles to strike their targets—fighter aircraft factories in the vicinity of Kassel; aircraft parks at Eschwege, Paderborn, Gutersloh, Lippstadt and Werl, all in the vicinity of Hamm and Kassel. Hangars and barracks were covered with bombs, strike photos showed.

Targets attacked at Eschwege, Paderborn, Gutersloh, Lippstadt and Werl were fighter fields used as parking places for new planes ready for combat.

Crews back from Lippstadt said flak was light. Only one group reported encountering enemy fighters, and these did not press the attack.

The weather was overcast en route to the target, but it cleared at Lippstadt, permitting visual bombing. Fliers said the field was covered with hits.

Crews attacking Werl also bombed
(Continued on page 4)



No. 10 - Werl, Ger.

Pre-Invasion Blitz Renewed; 30,000 Tons Hit Foe in a Week

American bombers and fighters renewed their pre-invasion blitz on Nazi targets across Europe yesterday a few hours after a night armada of more than 1,000 RAF planes had closed out the war's heaviest week of air offensive with attacks on three German cities.

With nearly 30,000 tons of high explosives and incendiaries heaped on Nazi targets from the Atlantic Wall to the Balkans in the six days and nights up to yesterday's dawn, Marauders and Havocs, with Allied light craft, were opening the second week of the non-stop blitz as they headed over the Channel to the Continent, while in the south of Europe, a force of U.S. heavies struck again at aircraft factories near Vienna.

Twice during the day the medium and light bombers went out, and while they were pounding the nearer targets, a force of nearly 500 U.S. fighters and fighter-bombers went on a deck-level strafing and dive-bombing expedition which took them over German airdromes in France. For the Marauders and Havocs, yesterday afternoon marked their tenth mission in six days and fourth in two days.

Heavy Flak Barrages

It was possibly significant that as the bombing prelude to amphibious assault on the Continent was stepped up to the war's highest pitch, the Nazis apparently had chosen the trans-Channel French coast to reinforce against air attack. Crews returning from weekend attacks along the flank of France facing the English coast reported unusually heavy barrages of flak, and vast areas of French sky were filled with bursting anti-aircraft fire.

The Forts and Libs, with escorts of P38s, 47s and 51s from the Eighth and Ninth Air Forces, were striking in very great strength for the fourth time in five days when they went to Hamm Saturday.

With good visibility, the heavies heaped explosives on the railway yards there which are rated at a capacity of 10,000 cars daily.

Heavy damage was done to the Hamm yards, photographs showed, with bombs striking all along a three-mile stretch of tracks and switching trains. Fires, possibly from tank cars, spread after the attack, and the main station and repair shops also seemed to have been hit, according to the photos. Steel works near the yards were hit, and fires were still burning there as the bombers turned away.

The day's box score showed 18 bombers and 13 fighters missing for the destruction of 20 German planes by bomber gunners and another 34 in aerial combats with the fighters.

The Luftwaffe came up to protect one of the key points in the Nazi system of mobile reserves to meet invasion, and bitter dogfights twisted across the western German skies. High spot of the fighting came when Col. Don Blakeslee's Mustang fighter group jumped on more than 25 Me109s, forced them into a defensive circle and then picked off 17 of the trapped Germans. Blakeslee got a

double, and 1/Lts. John Godfrey, of Woonsocket, R.I., and Willard W. Milliken, of Malvern, Iowa, three each.

Other German planes were destroyed in aerial combat, and scores shot up on the ground, while some Thunderbolt units also included rail yards and trains, barges and oil tankers in the day's targets.

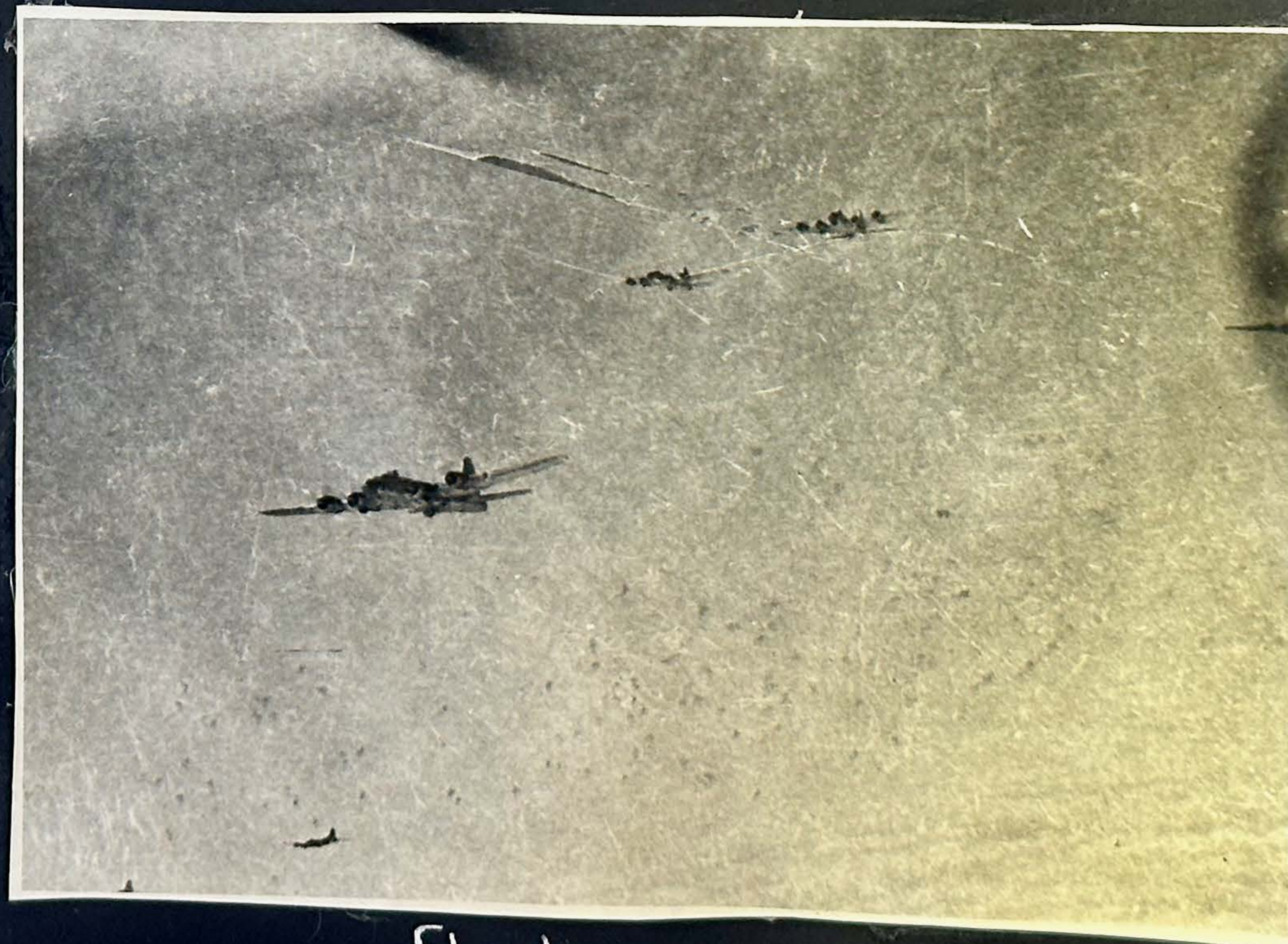
Largely, the escort kept the fighters from the bombers, but some enemy formations of 30 or 40 planes broke through the cover to barrel-roll through the B17s and 24s which, making one of their latest missions, landed back in England at dusk or even in the darkness.



Me in the New Tail



Gassing Up.



Flack

No. 12 - Hamm, Ger.

Heavies Hit In Rumania And Reich

Co-Ordinated Thrust One Of War's Biggest; Nazis Tell of Fierce Battles

A force of 3,000 American war-planes yesterday clamped tighter the aerial squeeze on Germany and Nazi-held Europe, striking from north and south in one of the heaviest co-ordinated attacks of the war.

Between 750 and 1,000 Eighth Air Force Fortresses and Liberators, escorted by the same number of fighters, slugged their way more than 500 miles to hit airdromes near Munich and aircraft factories at Friedrichshafen.

From bases in Italy, a force of 500 to 750 Forts and Liberators of the 15th Air Force, with as many fighters, thundered across the Balkans to hit Bucharest, capital of Rumania, targets at Ploesti and an aircraft plant at Belgrade, in Yugoslavia.

As the huge force of heavies from the ETO punched through German defenses over the southwestern Reich, some of the fighters swooped down on German airfields and left scores of parked Nazi planes burning after strafing attacks.

One Mustang squadron, commanded by Capt. Stephen W. Andrew, of Dallas, Tex., claimed 28 enemy aircraft destroyed, 27 of them on the ground, and 1/Lt. Edwin L. Heller, of Schnecksville, Pa., set up some sort of a record by getting seven on the ground—four Me110s, two Ju88s and one Ju52 transport—while Capt. Robert C. MacKean, of Yonkers, N.Y., destroyed five on the ground.

Other fighter groups reported bitter air battles with Nazi interceptors, but a few units made the entire trip without aerial combat.

Sixth Mission in 8 Days

Most of the bomber formations, which split into task forces as they skirted the Swiss borders, found clear weather to pinpoint their targets as they carried out their sixth operation in the last eight days. They were picking up the pre-invasion blitz where the Marauders, Havocs and long-range fighters left it late Sunday evening.

German radio stations described the progress of the bomber formations across Europe as they closed in from north and south, and claimed that "gigantic air battles" were being fought by the Luftwaffe as it sought to preserve some of the battered factories which, it was revealed Sunday, even now are unable to replace current losses.

One Fortress division came back from Friedrichshafen to report not a single attack by enemy fighters, although a few were sighted in the distance, but a veteran B17 division ran into one of the toughest battles of its career, with the Nazis hurling rocket-firing interceptors and single- and twin-engined planes into headlong flight at the bombers.

Liberators flew back to base after what one crewman called "a perfect mission," and reported attacks by only three fighters.

While there was no immediate announcement of losses or claims, it seemed likely from unofficial reports that, including planes destroyed on the ground, the fighters had experienced one of their best days.

Nor was there any announcement of specific targets other than Friedrichshafen, but from Switzerland came reports that big fires could be seen burning across the Swiss-German border at Oeberlinger, Meersburg, Markdorf and Amzell, all within a 20-mile radius of Friedrichshafen.

Other Swiss dispatches said that at least eight U.S. bombers had crash-landed on neutral territory. One message said that Swiss fighters had herded damaged American bombers to forced landings and internment.

The Forts and Libs went out to Europe early in the morning after the RAF had kept the offensive going with night blows on Bilvorde, a German communications depot near Brussels, in Belgium, and Mannheim, in Germany, for the loss of six aircraft.

The Luftwaffe, for its part, showed it was still a fighting force to be reckoned with when it sent night bombers against southern and southwestern England, losing five planes in what may have been a reconnaissance in force to check British port activity.

With yesterday's simultaneous heavy blows from Italy and Britain, the main weight of attack was getting back to inner Europe, following the two-a-day raids by Marauders and Havocs on Sunday, which kept up the hammering of the Atlantic Wall invasion defenses.

Rail Yards Blasted

After a morning foray against targets in northern France, the B26s and A20s went back to the offensive against railway targets, hitting the train-packed yards at Namur, in Belgium, in their tenth operation in six days.

Allied reconnaissance planes late Sunday afternoon had gone snooping over Belgium and came home just before dusk with the discovery of the jam-packed freight yards at Namur. Weary Marauder ground crews, having prepared nine hauls in six days, rushed a battle fleet to readiness, and air crews took them off to the junction point of the five rail lines from Brussels, Mons, Luxembourg, Cologne and Liege. When they turned away from Namur, without loss, the Ninth Air Force bomber men could see at least 14 fires, and one train apparently laden with ammunition had exploded with devastating effect over the whole area.



No. 13 - Friedrichshafen

No Losses in Brunswick Raid; Cross - Channel Blasting Continues

April 26

American bombers renewed the Battle of Central Germany yesterday, some 500 Fortresses and Liberators striking targets in the Brunswick area without loss, while between 500 and 750 fighters kept up the daylight sweeps aimed at destroying the Luftwaffe before invasion begins.

The daylight forces were carrying out their twelfth straight day of attack against the Luftwaffe and Germany's intra-continental transport system, which is essential for invasion defense. For the first time in a week, however, the night had given the Nazis a comparative respite. RAF heavy forces were grounded, and only Mosquitoes, hitting Cologne, and the mine layers were out in darkness.

Twice in Tuesday night and Wednesday morning darkness the Luftwaffe struck back at England. Just after midnight, Nazi bombers feinted at two south-coast towns, and just before dawn they came back, causing damage and casualties at several places. British defenses claimed four enemy aircraft destroyed.

German Overseas News Agency for the first time referred to Luftwaffe attacks against England as "of particular interest in connection with the Anglo-American invasion reports," and it was assumed that possibly the attack was designed to cover up a reconnaissance of southern British ports nearest the bomb-scarred French coast.

Meanwhile, a report on photographs of Tuesday's air attacks showed evidence of appreciable damage to airfields in France and railway yards in Germany; it was announced.



Vapor Trails made by escorting fighters