

**457<sup>th</sup> Bomb Group History**  
**May 1944**

GP-457-HI  
MAY 1944

DECLASSIFIED  
DOD DIR 5200.8

EIGHTH AIR FORCE

1ST BOMBARDMENT DIVISION

94th Combat Bombardment Wing (H)

457TH BOMBARDMENT GROUP

-----

COVERING PERIOD 1 MAY 1944 to 31 MAY 1944

-----

5025-59

[REDACTED]

After a comparative busy month in April, we expect to go ahead in anticipation of better weather toward the completion of the job in the very near future. We expect the month of May to be a record as far as missions are concerned and have every intention of bettering previous months, and feel that we are restricted only to the extent of what part weather plays.

On 1 May Special Order No. 82 was issued and indicated the promotion of enlisted men of this station. There was a total of 207 WCO promotions, 51 in the 748th Squadron; 22 in the 749th; 50 in the 750th; 30 in the 751st; 43 in the 468th Sub-Depot, and 3 in the 1212th QM. Happy days and a nice way to start the month for these men and we offer them congratulations. All vehicular and pedestrian traffic to and from the Farmhouse buildings in the center of the airdrome are instructed to use only the road which leads from the perimeter track between dispersal areas 30 and 31. Under no circumstances is the runway to be used for this type traffic, according to official bulletin No. 85. Along this same line, attention is called to Paragraph 2, sub-Paragraph 2, Circular 38, ETOUSA, 14 April 1944: "All military personnel not in formation while walking in the United Kingdom will utilize sidewalks and footpaths, and not the traveled portion of the highway wherever possible. Where no sidewalk or footpath is provided, such personnel will walk well to the right side of the road facing the oncoming traffic."

The Officers of this Base are notified that a mobile sales unit will be at AAF Station 110 on the 8th and 9th of May with sales hours being from 0900 to 1700. All officers so desiring may take advantage of this.

Our operational function started the 1st day of May and was directed against a large and important no-ball target, located in an open field not far from the village of St. Pol, France. This is one of the eight largest no-balls along the coast and is serviced by a small spur railroad connecting to the main St. Pol line.

Col. Wilson led the Box with Lt. Lady flying as his pilot. Major Hozier was in Deputy command, with Lt. Soenke as his pilot. Due to the fact that the weather was 10/10 covered from the IP to the Primary Target, it was impossible to bomb as briefed. Our Group dropped on target of opportunity, namely, the airdrome located at Roye/Am. Visibility at this point was fair with very few scattered clouds and a light haze. While the bombing pattern was poor, considerable damage was done and results could be classified as fair. There was no enemy aircraft opposition, however the flak over primary and target of last resort was intense and accurate. 12 of our aircraft suffering flak damage. Our fighter escort was sufficiently effective. The two navigators of the Lead plane suffered minor flak wounds. They were Lt. Maston and Lt. Kruger.

On 3 May, special order No. 84 of this station was published, in which Major Arnold E. Walters was relieved from assignment to the 88th Station Compliment Squadron and assigned to Hq. 457th Bomb Group, and appointed Station Ground Executive as his primary duty; thus relieving Major Frank B. Counselman, who was transferred to another Division of the 8th Air Force.

Due to continued restriction of motor transportation, there were quite a list of traffic regulations published for information and compliance by all personnel of this station.

[REDACTED]

[REDACTED]

According to a letter issued from HTOUSA Headquarters dated 27 April 1944, subject: Battle Participation, all combat personnel and/or all persons who have participated in a combat mission are authorized to wear a star on their HTO ribbon. This does not include ground personnel.

The drive for curtailment of motor transportation seems to be continuing with more restrictions placed upon the use of vehicles.

On 4 May we flew the second mission of the month, which took us to Berlin, Germany. Major Watson was in command of the group with Lt. Belcher as pilot. Capt. Smith was Deputy Lead with Lt. Schuchman being his pilot. The target was the railroad station of the Friedrichstrasse Railroad, which is located in the center of the big city, and is the nerve center of the most important railroad transportation in Germany. This mission was recalled after the aircraft were over the continent, apparently because of very bad weather; however 17 aircraft of our Group dropped on an airdrome near Berlin, Holland, which was considered a target of opportunity. Bombing results were considered fair - there was no enemy aircraft opposition and only meagre and inaccurate flak was encountered, and our fighter support was good.

Major Arnold E. Walters was appointed President of the Post Exchange Council as an additional duty to replace Major Frank B. Gonselman, under authority of special Order No. 86 dated 5 May 1944. The Officers' Club is making an appeal to any personnel of this command who have a flare for painting or drawing either by virtue of a hobby or profession, to assist in decorating the club. There is considerable publicity being given to the anticipated collection of a Prisoner of War Fund. This Fund will be used to send packages every week to members of this Air Force who are being held by the Germans in prison camps.

Attention of all personnel was called to Daily Bulletin No. 41, dated 19 March 1944, which prohibits the wearing of service caps by enlisted men. Only the garrison cap is authorized to members of this command. X

An enlisted men's special service council has been formed with representatives from each unit on this base. The sole function of the council is the furthering of special service activities for enlisted men, and should bring about some very desirable results.

Members of this command are notified that the Post Exchange will be closed Sundays effective 7 May. Also there has been a change in the bus schedule operating between the base and the city of Peterborough.

On 7 May, our group participated in its 3rd mission of the month, having exactly the same target as we had for the 2nd mission; namely, the Friedrichstrasse Railroad Station in the center of Berlin. On this mission Major Hoffman flying with Lt. Johnson as his pilot, was Group Leader. Major Spencer was Deputy Lead, with Lt. Senke his pilot. Due to the fact that the target area was completely covered by clouds bombing was done by PFF. And obviously the results could not be observed, however how could we miss a target of that size so we do not feel the flight was in vain. The flak was meagre and only fairly accurate, and our fighter escort was excellent.



[REDACTED]

May 8th found our Group flying again to Berlin, with the same target as the previous one. On this mission we put up a box and two-thirds. Col. Epper was the Group Commander with Lt. Salsyn acting as his pilot. Again the target was completely overcast, so only Lt. A/C attacked the primary target and those with PFF methods, with unobserved results. 11 aircraft attacked targets of opportunity, 10 aircraft bombed Brandenburg and vicinity also with unobserved results, and 1 aircraft attacked an unidentified target of opportunity near Schwedt. While there was no enemy fighter opposition, the AA fire was intense and fairly accurate. 19 of our planes suffered battle damage. Our fighter escort as usual was good.

On 8 May the Commanding Officer issued a complete or detail account of the policy in vogue in this theater in reference to the relief of combat crew personnel. This was issued in Station Memo No. 35-2, a copy of which is being included in the Group History.

According to special order No. 90 issued 9 May 1944, Major Frederick W. Hutchinson is attached to Det. "A" 1061st M.P. Co. for the purpose of commanding the Station Alert Detachment as an additional duty. A copy of S.O. No. 90 which includes the personnel concerned in the Station Alert Detachment is attached to the Group History. All officers of Hq, 457th Bomb Group below field grade are required to turn in their pistols to the 748th Supply Room by Friday, 12 May. Ground alert alarms and defense precautions action to be taken have been set up and all personnel are instructed to know what their various duties are. Again we find a change in the bus schedule, it seems this changing is a semi-weekly affair.

On 12 May our target was the synthetic oil and kindred products factory, situated at Datskendorf, 14 miles SSE of the center of Halle. This target is of highest priority and calls for a maximum effort. Lt. Col. Wilson was the Group Commander of one box, and Major Spencer was commander of the other, as we put two boxes into the mission. The bombing results for the lead box was fair with part of the bomb pattern in the target area short and left of the assigned MPI. The results of the low box was fair with the bomb pattern believed to be slightly beyond the MPI. There was no attacks made by enemy aircraft, and the anti-aircraft was meagre to moderate and accurate. The weather over the target was CAVU but there was a ground haze and smoke which slightly obscured visibility. One of our aircraft was missing at the end of this mission and there is no information concerning it. The crew on this aircraft consist of the following:

|     |                    |     |                       |
|-----|--------------------|-----|-----------------------|
| P   | Akers, John        | ENG | Peterson, Harold T.   |
| CP  | Scott, Charles T.  | ENG | Malgo, Christopher W. |
| H   | Dell, Lloyd C.     | RO  | Marsteller, Robert J. |
| B   | Kruszynski, Leo L. | ETC | Moore, Austin F.      |
| ETC | White, Edward      | TC  | Taft, Wallace V.      |

Due to the danger of riding bicycles after dark without lights, any personnel found doing this will have their bicycle confiscated by the M.P. and turned in to the station ordinance. It seems there is a lack of military courtesy exhibited by members of this command, consequently there will be classes conducted for all personnel reported for failing to salute. This course will consist of two one-hour lectures to be held in Headquarters, and it is sincerely hoped that the attendance

[REDACTED]

[REDACTED]

will be kept to a minimum. Authorized under S.O. No. 91 issued from Headquarters of this station, 13 May 1944, 151 additional enlisted men are entitled to wear the Good Conduct Medal. Copy of these orders are enclosed in the Group History.

Major Hoffman commanded the group on 13 May when we had the synthetic oil manufacturing company located 8 miles north of the City of Stettin as our target of the day. This is our second consecutive raid on the German synthetic oil industry, and is a continuation of our effort to destroy the German transportation facilities at their source. This plant is second only to the location at Brun, and produces approximately 10% of Germany's total synthetic oil output. The target area was approximately 8/10 covered which required PFF bombing. Thru breaks in the clouds the results were observed to be fair, with quite an extended bomb pattern covering a large portion of the city. While our Group was not attacked by enemy aircraft, between 60 and 75 were seen to attack other units of the Wing. The flak was moderate but inaccurate, and our fighter was good with the exception of a very short interval at the target area. Due to the PFF conditions, the secondary target was bombed rather than the primary.

Our Chemical Warfare Unit has some interesting films they are using for training purposes being shown at the Base Theatre between 0800 and 1000 hours. Richard H. Hebert, group Communication officer was promoted to the rank of Major, effective 11 May. Since there is a dearth of tailors and barbers in the S.T.O., this station puts out a frantic appeal for any personnel who has had experience in either line to please contact Capt. Horner at the PX and the Base will be glad to utilize their services. Our Daily Bulletins call our attention constantly to such things as camouflage discipline, saluting, military discipline courtesy, wearing of identification tags, personal appearance and various other elementary things that we should have learned in basic training. This should be quite a help to the personnel and we hope it is having the desired effect. On 18 May at 1500 hours, the G-2 section conducted a simulated briefing of combat crews in the main briefing room for the benefit of all ground personnel, such as engineering, communications, armament and ordnance who wish to see what an actual briefing is like. Attendance was good and the demonstration very noteworthy.

Attention is called to all personnel of this command, that those interested in voting in the State elections should contact the voting officer, 2nd Lt. Herbert S. Shapiro.

On 19 May found this group putting up two complete boxes with our target being the all-important city of Berlin. Our HPI was the government buildings located near the center of town, approximately 1 mile east of the point so often used in previous missions as the SPY. 32 aircraft dropped their bombs on the city with fair results. There was a 6/10's cloud coverage over the target area, making completely accurate observation impossible. The Group was attacked by 50 to 60 enemy aircraft, mostly ME 109's and a few FW 190's. As a result of one of the attacks, we lost one aircraft. The anti-aircraft in the target area was moderate but generally inaccurate. 7 of our aircraft suffering battle damage. We claim to have destroyed 1 enemy aircraft.

[REDACTED]

**[REDACTED]**

The personnel of the aircraft lost is as follows:

|     |                       |      |                          |
|-----|-----------------------|------|--------------------------|
| P   | Lt. Phillip H. Birong | ROG  | Sgt. Norman Musiel       |
| CP  | Lt. Robert A. Patty   | AASG | Sgt. Albert L. Kissenger |
| N   | Lt. Frank Martinjak   | AROG | Sgt. Luis Franco         |
| B   | Lt. Paul V. Owens     | AG   | Sgt. Pasquale H. Sacco   |
| ASG | Sgt. Max L. Hull      | A&G  | Sgt. William H. Farrar   |

Our Group dentist, Lt. Carlo Galinas was promoted to the grade of Captain, effective 15 May.

Our target for 20 May is the aircraft works and airfield at Villacoublay, situated about 5 miles southwest of Paris. The main function of this aircraft works is repair and maintenance of several types of aircraft. It is comparatively important 4th echelon maintenance depot for PW 190's and other types.

Major Hoffman was commander of the Group with Lt. Johnson his pilot. Flying the new 12-ship formation on this mission, 11 of the aircraft dropping on the primary target. There was no enemy aircraft opposition and the anti-aircraft fire was moderate and very accurate, 11 of our 12 planes suffering battle damage. As usual our fighter support was very good, and our observed bombing results also were good.

On the 22 of May we attacked the submarine pens and warship building yards in the city of Kiel, which is located at the southern end of Kiel Fjord. This is definitely one of Germany's most important ship-building areas. Col. Rogner was the Air Commander and Group C.O. for this mission with Lt. Brannon acting as his pilot. Major Honier was Deputy Commander with Lt. Maginis being his pilot. Again we flew the 12-ship formation, and all aircraft dropped on the primary target. The bomb results were not good altho the target was only 5/10's overcast. There were no enemy aircraft making attacks on our group, and the flak was moderate and inaccurate. Our fighter support was splendid.

The attention of all personnel of this command is called to change No. 13, Section 3, Pamphlet Hq, AFOSMA, subject: Maintenance and Operation of Motor Vehicle. This concerns existing laws, rules and regulations of the road. They are expected to be followed and adhered to explicitly, otherwise disciplinary action is to be taken. This pamphlet is issued by command of Gen. Eisenhower. Capt. William F. Smith

Capt. William F. Smith, Commanding officer of the 750th Squadron was promoted to the grade of Major, effective 15 May.

It is now possible to obtain new light bulbs from utilities only when an old bulb is turned in as exchange. The Special Services Department is now holding classes in Elementary Spanish for all personnel interested.

On 23 May we again put up two boxes "A" and "B". The target for A Box was the R/R Marshalling Yard at Blainville which is located 11 miles SE of Nancy, France. Needless to say this is an important transportation target in military Germany. The target for "B" box is the railroad marshalling yard in Spinal, which is located 36 miles SSW of Nancy. Both of these boxes consisted of the 12-ship formation. Major Spencer

**[REDACTED]**



[REDACTED]

was Group Commander of A box, with Lt. Godfrey his pilot. Capt. Mays was Deputy Leader. Major Smith was Commander of B box with Lt. Schuchman as his pilot. Major Pearce was Deputy Leader. In A box 11 aircraft attacked a target of opportunity with bomb results being unobserved due to cloud cover and photos also fail to give results. This box encountered no enemy aircraft and no flak. B box dropped on their primary target of Spinal with good results. Neither did they encounter any enemy aircraft or flak, and our fighter support was excellent throughout.

The Officers' Club is undergoing a thorough redecoration and renovation. New concrete floors are being put in, in addition to painting and general improvement.

On 24 May this group had its 50th operational mission, and again we go to the nerve center of Nazi Germany, Berlin itself. Col. Wilson was the Air Commander with Lt. Selwyn his pilot. Capt. Dickinson was Deputy Commander and Lt. Christanson his pilot. 15 of our aircraft dropped on the primary target with unknown results, due to 7/10 cloud coverage. Altho there was no enemy aircraft opposition, the flak was intense and accurate. Our fighter support was very good. 14 of our aircraft suffered battle damage, 3 members of the crew were wounded and one aircraft with 10 men was missing. The personnel of the missing aircraft are as follows:

|    |                       |    |                  |
|----|-----------------------|----|------------------|
| P  | Lt. Harry Stafford    | EW | Francis Craven   |
| GP | Lt. Bernard Yavorosky | RR | Virgil R. Book   |
| N  | Lt. Arthur Finch      | IN | Reginald Jackson |
| B  | Lt. Anthony G. Wodek  | EG | Walter E. Osika  |
| TF | Sgt. Virgil D. Naylor | BT | Robert Ridge     |

This crew is believed to have landed in the North Sea.

There are several improvements scheduled for the Consolidated Mess. One is new steam equipment which is being installed and should be completed by June 10th. The floors in the kitchen and the east wing are to be resurfaced. The entire interior is to be painted or freshened up. All the personnel appreciates this and will do their bit in keeping the place in better shape.

X { Our Station band seems to be coming along fine, and makes its first appearance Friday night at the dance which is being held at the Aero Club. Incidentally it is called to the attention of all officers that the enlisted men are quite capable of managing the affair by themselves, and assistance by the officers is expected to cease immediately.



[REDACTED]

On 25 May our Group put two B-24 ship boxes on targets in Metz, France. Lead Box was unable to bomb on initial bomb run so made a 360 before release, but regardless of this additional effort, the actual MPI was 1000 feet from the briefed MPI in a southwesterly direction. The Low Box was more successful in their actual MPI which was from 200 to 250 feet from the assigned MPI. There were no enemy A/C encountered by either box, and the anti-aircraft fire was meagre and inaccurate. Although it was CAVU over the target, there was a slight ground haze.

Major Watson was Air Commander of one box with Lt. Belcher acting as his pilot. Capt. Syptak was Air Commander of the Low Box with Lt. Godfrey as pilot.

There is some effort being expended to increase our camouflage discipline by inducing the personnel of the base to use only authorized foot paths, and avoid crossing areas in order to save a few steps by means of a short cut. Also emphasis is being placed upon wearing the proper uniform, such things as no ties, mixed uniform, etc. have been noticed just recently at this station.

The STOUA Headquarters published a letter concerning the collection of souvenirs by U. S. Troops. Because it is so timely and of such importance, I feel that a copy of it is worth adding.

- "1. A growing practice is reported among US Troops to collect souvenirs in the form of unexploded bombs and fragments thereof, and to tamper with unexploded bombs, bomb containers and incendiaries.
2. This practice is extremely dangerous and has resulted in injury, death, and permanent disability of personnel. In addition to the unnecessary risks involved, souvenir hunting at the scene of bombing incidents seriously hampers the activities of bomb reconnaissance personnel and bomb disposal squads, by probing and distorting holes of entry, destruction and mutilation of clues, and increasing the difficulty of these units in properly diagnosing the incident.
3. It is desired that all troops be impressed with the importance of refraining from picking up fragments, and not touching enemy missiles until bomb disposal officers can make a reconnaissance and properly diagnose the incident."

The 27 of May finds us again putting up two B-24 ship boxes and attacking a railroad marshalling yards at Ludwigshafen, Germany. This railroad yard is of terrific importance as far as the north and south traffic is concerned, and also handles considerable east-west traffic. Col. Luper was Air Commander with Lt. Brennan flying as his pilot, of the Lead Box. Capt. Dickinson was commander of the Low Box with Lt. Johnson as pilot. All 36 aircraft attacked the primary target with fair results, however some reports would indicate that the bombing was not too accurate. The weather was CAVU over the target, and our ships encountered moderate flak, which was quite accurate. A total of 19 of our ships suffered battle damage and the formations were attacked by from 30-50 enemy aircraft, mainly ME-109's. We lost a total of 3 planes, two to enemy fighters and one from unknown sources. One member of the combat crews was killed, one wounded, and a total of 30 missing. To offset these losses, our claims are 7 E/A destroyed, 1 damaged and 9 probable.

[REDACTED]

**[REDACTED]**

Lt. Whitlow's ship was flying in #5 position of the high squadron of the Lead Box, and it is believed that enemy aircraft in making a pass through the formation shot his right wing off. He was seen to salvo his bombs and fall into a tight spiral to the right. There were at least 3 chutes seen to open from this plane and possibly more, but due to the fact that other ships were going down at approximately the same place and time, the chutes from the aircraft could have been mistakenly identified.

Lt. Dee was noticed to be having a hard time maintaining his air speed and altitude when about half way back from the target, also it was noticed that his bomb bay doors were still open. Suddenly he made a 40 degree turn to the left, rapidly losing altitude was caught in the middle of a heavy flak barrage. He was last seen at about 12,000 feet going down rapidly but apparently under control. At approximatel

At approximately 1225 hours, Lt. Birkman's aircraft was noticed to be in formation, flying a homeward bound course. Shortly after this his A/C made a 180 degree turn, No. 3 engine was on fire and he was steadily losing altitude. His ship was last seen heading in a southerly direction, apparently under control but still losing altitude. It is thought possibly he could have been heading for Switzerland.

T/Sgt. Clayton L. Betterton was killed in action by bullets from an ME 109. Betterton was the Top Turret Gunner on Lt. Lee's crew of the 748th Squadron, flying ship No. 552.

A 20 mm shell exploded in the radio room of aircraft No. 088 of the 749th Squadron inflicting a wound under the right eye of Sgt. Thomas G. Scott, the Radio Operator, who was a member of Morris H. Shuff's crew.

The personnel of the crews missing in action are as follows:

Ship #055

|     |                       |      |                 |
|-----|-----------------------|------|-----------------|
| P   | Birkman, Roger W.     | R.O. | Kefka, Andrew   |
| CP  | Kucherenko, Alexander | LWG  | Toney, John L.  |
| N   | Stanko, Michael N.    | RWG  | Jones, James C. |
| B   | Cochran, James M.     | BTG  | Buechel, John   |
| TTG | Koch, Raymond         | TG   | Bailey, Errol   |

Ship #460

|    |                       |    |                        |
|----|-----------------------|----|------------------------|
| P  | Dee, William E.       | RO | Hatcher, George L. Jr. |
| CP | Cotterell, Robert M.  | LW | Sternor, Orval         |
| N  | Oberstein, Lawrence   | RW | Floyd, Stephen L.      |
| B  | Jay, Donald S.        | BT | Sak, Steve J.          |
| TT | Jones, William H. Jr. | TG | Treadwell, Thomas L.   |

Ship #

|    |                       |    |                   |
|----|-----------------------|----|-------------------|
| P  | Whitlow, Artie J.     | RO | Clark, Paul R.    |
| CP | Cunningham, Robert H. | LW | O'Masters, Lovell |
| NB | McLaughlin, Daniel G. | RW | Towle, Robert V.  |
| TT | Isker, Paul R.        | BT | Woodis, Roe S.    |
| TG | Ambrose James V.      |    |                   |

**[REDACTED]**

[REDACTED]

The next party at the Officers Club is scheduled for 10 June and is in the hands of the Junior Officers of the Board of Governors. Music will be furnished by the very famous ETO orchestra "The Fireballs."

There has been a slight change in the alert signals as far as ground defense is concerned. Further information, restrictions, rules and regulations concerning transportation have been published for the guidance of all personnel of this command. It is possible to draw ammunition for training purposes from the Station Ordnance Officer, with proper authorization from Squadron Supply Officers. According to AR 775-10 ammunition issued for defense purposes will not be expended for training or purposes other than actual attack.

Since it is practically the end of the month the attention of personnel is called that it is necessary to make payment to the Base Post Office for subscriptions to Yank and Stars & Stripes.

On the 28th our Group attacked the aero-engine factories located at Dessau, Germany. This target is the center of the Junkers Aircraft Organization and are primarily engaged in development and experimental work on new as well as existing models. This target has one of the highest priorities of all the remaining targets in Germany.

Major Hoxier was Air Commander with Lt. Brannon being his pilot in a PFF ship.

One aircraft attacked the primary target, 6 the secondary, which was Leipzig, and 7 attacked targets of opportunity. The results are not very encouraging and if we say they were merely unobserved, we will pass on without further comment. Our airplanes encountered very stiff enemy aircraft opposition, meeting from 60-80 fighters. The anti-aircraft fire was moderate and accurate, 12 out of 16 planes suffered battle damage. One member of the combat crew was killed, 4 wounded and 23 are missing. We lost two aircraft to enemy fighters, and one the cause of which has not been determined. In compensation for this costly mission, our crews claim 14 aircraft destroyed, 1 damaged and no probable. This is far too fine much to hope that the bulk of these claims will be verified or acknowledged by the Air Force.

Walter F. Pittman, of A/C 615 received a flak wound in left eye. Lt. Gides in A/C 079 of 749th Squadron received a very serious flak wound in the head. RO Richard R. Hazelhurst was wounded by flak. RWO Charles V. Shevell was wounded by flak, and David V. Scharff was also wounded by flak. The last 3 men were flying in ship 034 of the 749th Squadron. S/Sgt. Harry Bernstein in ship 506 of the 751st Squadron was killed by flak.

Personnel missing due to ships going down in target area are as follows:

Ship #067

|    |                       |    |                     |
|----|-----------------------|----|---------------------|
| P  | Stohl, Rudolph M.     | RW | Bemis, William F.   |
| OP | Schellenger, David W. | LW | Welling, Irvin A.   |
| N  | Millham, John O.      | RO | Hegener, Walter W.  |
| B  | Thomas, James E.      | BT | Moore, Sheldon E.   |
| TT | Kriete, Robert C.     | TG | Stewart, Charles L. |

[REDACTED]



[REDACTED]

Ship #452

May 4

P Hauf, Emanuel  
CP Swain, Donald V.  
N Hawley, William R.  
B Jaqua, Richard E.  
TT Johnson, Willis H.

RO Kilroy, James J.  
LW Moore, Paul R.  
BT Furts, Walter  
TG Gascon, Oscar A.

Ship #520

P Knipfer, Clyde B.  
CP Bruha, Richard H.  
N Derdzinski, George R.  
B Gray, Stanley V.  
TT Voit, Stephen T.

RO Bendino, Nicholas F.  
LW Waltho, Percy  
BT Furrle, Nicholas D.  
TG Goldstein, Joshua

On the 29 of May our target was the Focke Wolf Assembly plant at Sorau, Germany. This is one of the newest and largest of the Focke Wolf group and is of vital importance in curtailing the production of enemy fighting planes. Major Hoffman was Air Commander, with Capt. Godfrey flying as his pilot. Major Beere was Deputy Commander with Capt. Mays as pilot.

Our bombing results were excellent with the actual MPI being right on the assigned MPI, with a very good bomb pattern. The Group encountered from 30-40 enemy A/C consisting of ME 109's, FW 190's, and JU 88's. Only meagre flak was encountered at 2 or 3 places enroute, however some of it was quite accurate. 11 of our planes suffered minor battle damage.


The Board of Governors of the Officers Club decided to assess each officer of the group an additional pound to defray expenses of re-decorating the Club, and to make up any deficit in the Prisoner of War fund. Showers have been completed for personnel of this base, the building east of the Officers Club is now ready for the Officers' use at any time. The building east of the Consolidated Mess is available for the enlisted men at all times. The Aero Club library published a notice requesting that everyone who had borrowed books please return them, as the library is quite depleted due to people keeping books for an indefinite period.

Attention of all personnel is called to the fact that many directives and regulations have been issued from time to time by this command. Apparently the personnel has not taken them seriously, but now these are going to be strictly enforced and woe unto him who is caught breaking the law.

On 30 May our target is again the fighter aircraft assembly factory located at Oschersleben. This plant is primarily engaged in the production of FW 190's, and again it brings to light the 8th A.F. determined effort to eliminate fighter production in Germany. Major Smith was the Air Commander with Capt. Schuchman his pilot. Lt. Newmeyer and Lt. Fischer was flying in the Deputy Lead plane.

[REDACTED]





The weather was 0/10's or CAUV at the target, and strike photos showed our bombing results to be poor, not even close to the assigned MPI. Our group was attacked by 20-25 E/A mostly ME 109's and FW 190's, which made a mass attack from the nose. Flak encountered was moderate and not very accurate.

A new system of issuing Ration Cards to all personnel has been set up in Headquarters, and it will be impossible to issue duplicates since these cards cover a period of approximately two months it behooves everyone to take better care of them in the future. The Non-commissioned Officers Club which consists of the first three grades, plans to hold a meeting the 1st of June at which there will be an election of officers and a membership drive. Being the last day

Being the last day of the month the PX will be closed all day for inventory.

The date for the officers party has been set for 10 June and will be planned and handled by the Junior members of the Board of Governors.

The last day of the month finds us with a French military airfield located at Luxeuil as our target for today. This airfield has one of the highest priorities in this area, since the Germans have used it extensively after taking over France. Lt. Col. Wilson was Air/Commander with Lt. Johnson his pilot; Major Beere was Deputy Commander with Lt. Gibbons his pilot.

Today the bombing results were excellent, meaning our Bombardiers hit the actual MPI directly on the assigned MPI, and everyone certainly feels 100% better. No enemy aircraft were encountered by this group, and only meagre flak enroute, inaccurate and none at the target.

Thus we conclude the operations for the month with a total of 18 missions.

#### Red Cross activities for June

There has been no great increase in the case work during the present month for there were closed just as many cases as there were new ones opened. During the past month a new feature has been added to the program of the Club which is in the form of an Open Forum which has been inaugurated with the aid of the Special Service Officer. During the month we have given the boys 33 types of entertainment and programs. During the month there were served across the snack bar 75,442 snacks and approximately 7500 to the missions both of these figures are exclusive of the coffee and tea served.