

457th Bomb Group History
June 1944

GP-457-H1
11 JUNE 1944

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GROUP HISTORY

EIGHTH AIR FORCE

FIRST BOMBARDMENT DIVISION

94th Combat Bomb Wing

457TH BOMBARDMENT GROUP

PERIOD COVERING 1ST JUNE TO 30TH JUNE 1944

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The month of June 1944 opens with promise of living long in the annals of history in the memory of people throughout the world.

Our Group flew its 57th mission on the 2nd of June to Hardelot, France. The target was a coastal defense battery where the guns were mounted in open concrete emplacements. Major Beere was the Combat Group Commander with Lt. Selwyn flying as his pilot. Lt. Mueller was the Deputy Commander with Lt. Mathis as his pilot.

We dispatched 18 A/C, 17 of which attacked the Primary Target, the results of the bombing was unknown due to the weather being 10/10 overcast. The Group encountered no flak or enemy fighter opposition, and our fighter support was very good.

It was announced that the Officers' party would be held Saturday, 10 June in the Officers Club. From efforts being exerted previous to this time, there is every indication that the party will be a gala affair. The first 3 grades of enlisted men held a meeting at the NCO Club the 1st of June, at which time they elected officers and memberships were taken.

All members of this command contribute quite freely to the Prisoner of War Fund, and 300 lbs was turned in to 1st Division by this Station. Also donations were made payday to a fund for the purpose of purchasing band instruments for a Group Band. All officers of the Group were assessed an additional pound for Club dues to help defray the cost of the band instruments, and to help beautify the Club. Notice was published through the Daily Bulletin that any member of this command who has a relative or a friend who is in a German Prisoner of War camp, to give the necessary information to the Station Prisoner of War Officer and arrangements would be made to send regular weekly packages to the Prisoner.

On 3 June our Group put up two Combat Boxes of 18 ships each. Capt. Snow was Air Commander of the Lead Box, and ^{Capt.} Smith was Commander of the Low Box. Each box had a separate target but both in the same vicinity. Neither box encountered any flak or enemy aircraft opposition, and the bombing was undetermined due to the fact that the weather was again 10/10 overcast. It seems considerable emphasis is being placed on coastal targets.

Attention of all personnel is called to the fact that when non-commissioned officers are addressed, their surname will be prefixed by their rank. The Dental Clinic is in a position to clean the teeth of personnel of this command, but an appointment must be made in advance.

On the 4 of June our Group put an entire Combat Wing into the air. We attacked the target with 12-ship boxes (3). The targets were two railroad choke points about 10 miles south of Paris, being purely tactical targets, they are one part of the plan to disrupt and destroy the German transportation and communication system prior to our invasion effort. Col. Luper was the Wing Commander, Major Dickinson Air Commander of No. 3 Box, Capt. Syptak Air Commander of the 2nd box. All aircraft attacked the Primary Target and bombing results were reported good. There was no enemy aircraft opposition and only meagre flak noticed in the vicinity of the town of Cama.

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A new telephone directory for the Station was distributed, apparently in close coordination with higher eschelons which seemed a very great improvement over previous directories. The Bus schedule from the Base to Peterborough was again modified which seems to be a weekly or bi-monthly function, in order to keep everyone thoroughly unfamiliar with times of arrival and departure.

The following message from the 94th Combat Wing dated 1 June which was for the information of all personnel of this command, is as follows: "The last few days have not only proved that you can operate continuously but that you can also operate at top efficiency. The missions to Sorau, Oschersleben, and Luxeuil have been outstanding in their accomplishments. I would like to personally congratulate each one of your crews. Their ability, loyalty, fighting spirit and morale are all that can be asked for in any fighting force. To the supervisory and all ground personnel the results should be highly pleasing -- much satisfaction felt that practice, work, and attention to details are paying such rich dividends. We know we can bomb! Let's set the standards for the division during the month of June and for the eighth Air Force thereafter -- or in other words Let's win this war in a hurry. --- LACEY-----"

We also received a congratulatory message from Gen. Williams which is as follows: "Restr 8 AF D-69217 in recent operations this Air Force the efforts of the 1st Bombardment Division have been outstanding. In the missions of 29 and 30 May combat performance of units 1st Division approached perfection. Such performances could not have been achieved except through superb training and indoctrination and a high devotion to duty. It is desired that the supervisory and combat personnel responsible for these results be commended. DOOLITTLE."

Also a message from Gen. Williams, as follows: "The contents of this well earned commendation from the Commanding General, Eighth Air Force, will be brought to the attention of all personnel under your command. The hard work, the drive, and the careful planning that made these successful operations possible is something that we can look back on with pride. My sincere congratulations on a job well done. Let's keep up the good work. WILLIAMS."

There are several bits of pertinent information as well as official that warrant notice during the first part of this month. Some are: Coal and coke compounds in all sites are off-limits to all personnel, due to the fact the use of fuel is quite restricted at this time. No one is authorized to use the pistol range unless the range officer is present. All Field Grade Officers and Officers occupying field grade vacancies, are required to complete a course of instruction and qualify with the .45 calibre pistol before 10 June 1944. Attention is also called to the fact that travel warrants are now available at the office of the Quartermaster. The PX Ration Cards are available for all members of this command now. New electric light bulbs cannot be obtained unless old ones are turned in for exchange. Officers were informed that a Mobile Sales Unit handling officers' clothing will be open for business at RAF Station 121 on 26 and 27 June. Attention of the members of the NCO Club is called to the fact that there is considerable work to be done on their club and since they are anxious to get it in condition for utmost use, will appreciate voluntary donations of time to help accomplish this end.

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On 6 June 1944 - this is D-Day the day of days, but millions of people have been preparing and working for it. The formations flown this day varied somewhat from previous operational missions. The 457th Group put into the air the first and third forces of the 1st Bomb Division. The 1st force was composed of 4 squadrons of 6 aircraft each. The leaders of the force and leaders of the squadrons were as follows: 1st force and 1st squadron leader, Lt. Col. James R. Luper; 2nd squadron, 1st Lt. Louis Mueller; 3rd squadron, 1st Lt. Joseph Riley; 4th squadron, Capt. Richard E. Hoelzer. The third force was composed of 3 squadrons of 6 aircraft each, and the leaders of the force and squadrons were as follows: 3rd force and 1st squadron, Major Fred A. Spencer; 2nd squadron, Lt. Dozier; 3rd squadron Lt. Newmeyer.

The targets were coastal defense areas on the shore of the Cherbourg Peninsula, and while it was a momentous occasion, there was little drama connected with it as far as our efforts were concerned due to the fact that we flew above a cloud layer with visibility completely restricted. All aircraft attacked the target with unknown bomb results. There were no enemy fighters or enemy aircraft encountered throughout the mission. All aircraft and crew members returned safely, hoping a thousand times that their efforts in this great undertaking was all that could be expected. This was the 60th mission for our Group. The feeling of all personnel was impossible to record.

On 7 June we flew our 61st mission to Falaise, France. The target was the center of the city and the purpose was to destroy all highway junctions in the town, thus disrupting transportation facilities in the area of our invasion effort. Major Smith was the Air Commander, with Lt. Bennett as Deputy. The bombing was again done by RFF method, due to 10/10 overcast in the target area, so the results were undetermined.

On 8 June our target was the railroad junction in the southeast part of Etampes, France, which is located about 30 miles south of the City of Paris. It is on the main road line connecting Paris with all points south and east. Our Group put up 3 12-ship boxes, with Major Watson being Air Commander of the Lead, and Major Dickinson Deputy Lead; Major Beere Commander of the High Box, Capt. Hoelzer as Deputy; Capt. Smith Commander of the low, and Lt. Riley Deputy of the Low.

The Group put 42 aircraft into the air for this mission, and after flying to the target were unable to bomb due to 10/10 undercast. Formation encountered no enemy aircraft opposition, but 8 or 9 planes suffered battle damage due to flak. After searching for targets of opportunity until several aircraft were quite low on gas, the Air Commander decided to return to base with all bombs.

On 9 June the regular weekly Enlisted Men's dance was held at the Aero Club. The Officers' party was held at their club Saturday 10 June. The track meet that was scheduled for this Station on 11 June has been postponed until 15 June. The Post Barber Shop is closed one day 9 June to complete renovation. There will be a definite effort made by all organizations responsible for various sections of this Station, that their respective sites are thoroughly policed at least once a week. Apparently slight laxness in recent days has caused the place to become somewhat unsightly and it is time for an improvement.

Arrangements have been made for bus transportation from Peterborough to this Station nightly commencing 11 June, for the military personnel of this command. Two commercial buses will leave the bus station at Bishops Road, Peterborough at 2230. The fare will be one shilling and each bus will accommodate 50 passengers. This schedule is to be maintained regardless of changes in the Liberty Run.

On 10 June we flew our 63rd mission to Gael, France. Major Hoffman was the Air Commander, with Lt. McDonald his pilot. We put up an 18-ship box for this mission. Our target was the airfield located near the town of Gael. We encountered no enemy aircraft opposition and only meagre flak that was not very accurate. The results of the bombing were unobserved.

The Station Band, "The Fireballs" entertained at the Officers' Party on Saturday night before the largest crowd ever attending one of these parties, and won the high praise of everyone present. The Band has also played two engagements at the EM dances and nothing but the highest praise has been heard regarding their performance.

The Bernay-St. Martin Airfield was our target for 11 June. This is purely a tactical target, located about 27 miles west by north of Evreux and is considered a possible advance base for fighter aircraft. Capt. Snow was Air Commander with Lt. Fischer his pilot. There was no enemy aircraft opposition and no flak. Due to a 10/10 cloud overcast, the bombing results were unobserved, but Gee Box fixes tend to indicate the bombs were dropped more than a mile from the briefed target.

On 12 June our Commanding Officer, James R. Luper, O-21240 was promoted to the rank of Colonel, and quite a festive occasion was ordered at the Officers Club. This means a lot to the base and personnel of the Station, as well as to the man himself.

On the 12 June we flew our 65th mission to Vitry-En-Artois. The target was an airfield located about $4\frac{1}{2}$ miles southwest of Douai, France. This field was used by the RAF in 1939 and 1940 and later was greatly developed by the GAF, when they based long-range bombers as well as night fighters here. For this mission we put up three 12-ship boxes. The Wing Leader was Lt. Col. Henry B. Wilson; the high Box was led by Capt. Syptak and the Low Box was led by Major Fred A. Spencer. There was no enemy aircraft opposition, but considerable flak was encountered in the vicinity of Brussels, causing damage to approximately 15 aircraft. The bombing results were considered good.

On 14 June our Group attacked LeBourget and Melun Airfields. We put five 12-ship boxes into the air on this mission, as it was a maximum effort. Capt. Snow and Capt. Belcher led one box, Major Dickinson and Lt. Dozier led another, Major Spencer and Capt. Mays led a third, Major Hoffman and Lt. Lady led the fourth, Col. Cobb was Wing Commander with Capt. Syptak Deputy. There was light to moderate flak which was quite accurate in target areas, and nil to light enemy aircraft opposition.

On this mission Lt. Gibbons' aircraft caught fire, shooting out and burning out his interphone and filling the plane with smoke. He gave the order to bail out, set his AFCE and thinking all members of the crew were

out of the plane, bailed out himself. However, the other crew members were able to put the fire out and Capt. Syptak brought the plane back to base losing none of the personnel.

In addition five other aircraft were lost on this mission, including the following personnel:


Allen, Roy W.	2nd Lt.
Lewis, Verne H.	2nd Lt.
Anderson, Lawrence	2nd Lt.
Brusse, Joseph C.	2nd Lt.
Plum, Ray E.	S/Sgt.
Goldsborough, William C.	Sgt.
Renson, Leonard S.	Sgt.
Smith, Earnest L.	S/Sgt.
Long, Gordon	Sgt.

Johnson, Malcolm E.	2nd Lt.
Cobb,	Lt. Col.
Muston, Donald E.	2nd Lt.
Hough, Roy A. Jr.	2nd Lt.
Patry, William G.	2nd Lt.
White, Randall N.	S/Sgt.
Davison, Molton R.	Sgt.
Ray, Clarence A.	Sgt.
Vargo, Steve	Sgt.
Osborn, Raymond L.	Sgt.
Wilks, David	2nd Lt.

Rogers, William F.	2nd Lt.
Wolczanski, Stanley J.	2nd Lt.
Collard, Wilbert J.	2nd Lt.
Bunch, Milton E.	Sgt.
Lane, Joshua D. Jr.	T/Sgt.
Chumas, John	T/Sgt.
Quick, David H.	S/Sgt.
Jones, Ray (NMI)	S/Sgt.
Shumway, Orion H.	Sgt.

Blackwell, Charles R.	2nd Lt.
Baskette, Theodore R.	2nd Lt.
Boon, Verne M.	2nd Lt.
Meyers, Irving H.	2nd Lt.
Howard, Thomas W.	T/Sgt.
Nabozny, Edward	T/Sgt.
McCall, Francis W.	S/Sgt.
Leahy, Thomas G.	S/Sgt.
Kuraskiewicz, Sylvester C	Sgt.

McGranahan, Louis W.	F/O
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Morgan, Keith W.	F/O
Hudic, Chester V.	Sgt.
Baker, Henry L.	S/Sgt.
Higtower, Oscar C.	S/Sgt.

Bombing results varied in the different boxes from fair to good.
Light enemy aircraft opposition was encountered by some of the boxes.

The target for 15 June was the Marshalling Yard and storage sheds in the Northeast section of the town of Angouleme in France. The 457th Group furnished an entire wing on this mission, flying three 12-ship boxes. Major Smith was Leader of the Lead Box, Major Hoffman was Commander of High Box, and Major Dickinson was Commander of the Low Box. With the exception of one A/C, all planes bombed the Primary target. This A/C dropped on Target of Opportunity. There was no enemy aircraft opposition — the flak was meager and inaccurate so none of our aircraft suffered battle damage.

Bombing results seemed quite good, although there was some smoke in the target area, giving the bombardiers a little trouble. Bombs were observed to drop on and around the briefed MPI. The fighter support for the entire mission was excellent.


A TWX was received by this Station from ETOUSA concerning the appearance of United States Military personnel, in effect the TWX called attention of everyone to the fact that the appearance of U.S. personnel at present was far below the prescribed standard, and that an effective measure would have to be taken immediately to rectify this situation. Commanding Officers of all organizations are expected to submit a full report on this matter.

The 17 June being Saturday, was the day for all personnel of this Station to carry their gas masks, and be prepared for a gas alert at any time. Personnel of this Station is also notified that classes in military courtesy will be conducted during the evenings for all personnel failing to salute which is one of the basic fundamentals of a good soldier. Military discipline will have to be maintained at a high level, and instruction necessary to bring this about will be furnished by the various organizations.

On 17 June we put up an 18-ship box to attack an airfield located at Monchy-Breton, France. Major Watson was Air Commander for the day. Fighter escort was continuous and thorough for the entire mission. The anti-aircraft was light and fairly accurate at the target area. No planes were lost and no enemy aircraft encountered. Visual bombing was impossible due to 9-10/10 undercast, but a break in the clouds right at the target at the time of bombs away showed our results poor.

On June 18 finds us returning to our old friend, the City of Hamburg, with two 18-ship formations. Major Spencer being Commander of one box, and Capt. Snow being commander of the other. No enemy aircraft were encountered, however in the target area there was intense but inaccurate anti-aircraft fire for a period of some 5 minutes. The fighter support was very good. The weather was from 7-8/10 undercast at the target area, also a smoke screen as well as industrial smoke visible in the city, which obscured the target. Strike photos of our bombing results showed it to be very poor.

On 19 June the 457th Group again furnished an entire wing consisting of 3 12-ship boxes to the 8th Air Force. Lt. Col. Wilson was Air Commander of the lead box, and Major Smith was Commander of the low, and Capt. Schuchman Commander of the high. The target was the air field at Landes De Bassac, France. There were no enemy aircraft encountered which was



fortunate as our escort apparently did not make the rendezvous points. The flight encountered no anti-aircraft at all, however considerable was observed off the route in the vicinity of Bordeaux. Although the weather was 10/10 during most of the route, it broke to about 3-4/10 overcast in the target area, so bombing was done visually with good results.

On June 25 finds us returning to Hamburg, furnishing two 18-ship boxes in the 1st Division's effort. The target for the day was the oil refineries and storage depot in the city itself. Major Hoffman was Air Commander of the lead box, and Capt. Smith was Commander of the low box. There were approximately 7 enemy aircraft FW 190 type encountered by the Group. The anti-aircraft fire was very intense and fairly accurate at the target and was of a barrage type. 18 of our aircraft suffered minor damage, two major, and one aircraft was lost due to this anti-aircraft fire. Three men were wounded and 10 missing, being crew of the aircraft shot down in the target area. Bomb results were excellent. The weather was CAVU over the target and there was an ineffective smoke screen as well as some smoke from previous bombings of other groups on targets with MPI's in other parts of the city.

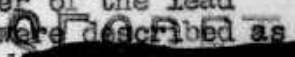
Lts. John L. Fowler, Co-pilot, and Ralph C. Jordan, Bombardier of A/C No. 574; and S/Sgt. Joseph M. Sofranko, Engineer of A/C No. 889 were wounded on this mission.

The personnel of A/C No. 615 lost to anti-aircraft fire are as follows:

Lt. William B. Bomar	Pilot
Lt. Jack A. Lade	Co-pilot
Lt. Charles Curione	B
Lt. Robin E. Hill	N
Sgt. William H. Kane	AEG
Sgt. Edmond Klein	RO
Sgt. Erwin E. Tengler	RWG
Sgt. Albert W. Leeing	BTG
Sgt. Richard A. Bohl	TG

The afternoon of 20 June finds us attacking our second target for the day. The target is the construction works at Watten, which is one of the first noballs to be constructed along the French coast and believed to be one of the spots from which pilotless aircraft is launched. We dispatched a 12-plane formation, with Major Snow being the Air Commander and Lt. Herbold flying as his pilot.

The target area was 10/10 covered, so the group attacked a target of opportunity which was the Poptingle Air Field. We had no fighter opposition and there was light and inaccurate flak in the vicinity of Ostend.

The 21st of June finds our Group going back to Big "B". On this effort we put up two complete boxes of 18 aircraft and one squadron of a third. Major Watson was Wing Commander of the lead box with Capt. Belcher as deputy lead; Capt. Hoelzer was Commander of the low box and Capt. Mays his pilot. Major Spencer was Air Commander and Squadron leader of the lead squadron of the High Composite Box. Our bombing results were described as 

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good by the crews. Enemy aircraft were seen in the distance but made no attack on our formation. The flak at the target was of approximately 10 minutes duration and described as moderate and fairly accurate. Flak was also seen in the vicinity of Lubeck and Moraitz Lake. 18 of our combat personnel is listed as missing from two aircraft, one believed to have blown up in the target area at 1026, the other was seen to leave the formation under control and it is hoped that they were able to make a safe landing somewhere north of the target. Two of our personnel were wounded and one killed in this operation. Edwyn (NMI) Dempsey the Ball Turret Gunner on A/C No. 458 of the 748 Squadron was killed.. Lyle Johnson Tail Gunner on Lt. Sherrod's crew A/C No. 591 was wounded, as was Eldon D. Kruf, the Top Turret Gunner on Lt. Reppa's crew, A/C No. 458.

On 22 June we put up two 12-ship boxes to attack railway marshalling yards at Rouen, France. Major Peresich is Air Commander of the low box and Lt. Mueller Air Commander of the lead box. The low box results were excellent, while the lead box MPI was 900' short of the briefed MPI, however some bombs were quite effective. There was flak of moderate intensity and accuracy encountered in the target area. No enemy aircraft were encountered.

Our target on 23 June was two noball installations located near St. Martin L'Hortier. We furnished one 12-ship box and the high squadron of a composite box for the 94th Wing. These targets were believed to be more pilotless aircraft sites.

The weather was 10/10 covered so the bombing results were unobserved. We had no enemy aircraft opposition, and flak was meager and inaccurate but noticed in the vicinity of Abbeville and Neufchatel.

Notice has been issued to all personnel of this Base that no further telephone calls concerning operational missions will be made on the PRX line. There have been some reports violating travel restrictions so attention is called to a letter from EFOUSA Headquarters dated 12 June 1944 regarding restriction of travel. Due to insufficient patronage to the civilian bus service from the Base to Peterborough and return has been discontinued. Military Police have been instructed to pick up all personnel who do not carry complete identification while on pass. Several new signs have been painted and posted in specific areas on the base and attention of all personnel is drawn to them and strict compliance expected.

→ Our Group being part of the 8th Air Force came in for its share of congratulations on 20 June when the 8th Air Force received the following TWX from Gen. Doolittle: "Preliminary reports of the bombing of oil and other targets in Germany today are most encouraging. From all indication, this will probably be another of the fine examples of coordinated precision bombing attacks that has given the Eighth Air Force its enviable reputation. The simultaneous destruction of this series of plants supporting the oil industry will have a serious effect on Germany's war effort and attack on the tank depot and motor transport and aircraft component factory also deprives the enemy of more of his most critical weapons. Please extend my sincere congratulations to all participating personnel for the exceptionally fine execution of an important operation." DOOLITTLE.

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Also the following complimentary letter was received from Gen. Arnold:

"Your sustained maximum efforts leading up to and during the operation against the European Continent have permitted our surface forces to operate unhampered from enemy air opposition and have paved the way for them to move forward with greater speed. This together with the direct blows against Germany itself has shortened the remaining time for defeat of the enemy.

I regret that I cannot visit every unit to commend you and your commanders personally for the energy, aggressiveness, and teamwork you and they have displayed in accomplishing your missions.

The job is not over. I wish you all good fortune in keeping the German Air Force subjugated and in carrying on until the final collapse of the Axis." /s/ H. H. Arnold, General, U. S. Army, Commanding General, Army Air Forces.

The switching station at Holque, France was our target on 24 June. We put up one 12-ship box and one spare. Major Peresich was the Air Commander. All 13 aircraft attacked the primary. The weather was CAVU with a slight haze in the target area, and the bombing results were reported to be very good. There was no enemy aircraft opposition and the flak was moderate but not too accurate in the target area.

Our target for 25 June was a buried fuel dump near Montbartier, France. For this effort we put up three 12-ship boxes of a complete combat wing. Majt. Watson was Air Commander of the lead box, Capt. Lady of the High and Lt. Hähly of the low box. Bombing results were very good, the weather being CAVU over the target, all boxes had a clear bombing run. There was no enemy fighter opposition and the flak was considered moderate but fairly accurate over the target area. Our fighter support as usual was quite good.

On 28 June we attacked the airfield at Laon/Couvron, France, putting up two 12-ship boxes. Major Spencer was Air Commander of the lead box, and Capt. Godfrey of the low box. The weather was CAVU over the target, and lead box bombing results were quite good and the low box results were poor. 25 aircraft attacked the target meeting no enemy aircraft opposition and only meager flak in the target area.

The last mission of the month was flown on 29 June. The target was the large aero-engine factory located just 5 miles northeast of Leipzig, One of the sources of production of JU-88's, JU-88's and HE-111's. We furnished two 18-ship boxes for this effort. Major Peresich being Air Commander of the Low Box, and Col. Luper being Air Commander of the Wing. Only 21 aircraft of the total number dispatched attacked targets. 13 aircraft were forced to return because of bad weather they were unable to find the group formation. 10 of the 14 aircraft that bombed the primary target were considered to have good results, 8 aircraft from the low box bombed a target of opportunity which was railway marshalling yards at Wittenberge. The results of this bombing was also considered good. Flak was encountered at the target and described as being moderate and fairly accurate. About 20 ME-210's or 410's painted brown and tan some black and silver, and 4 or 5 ME-109's made an attack at our formation;

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however none of our aircraft were lost to these fighters, neither were there any claims made.

We lost one aircraft to a combination of anti-aircraft fire and enemy fighters, three of our personnel were wounded.

A/C No. 167 encountered considerable flak and was shot up to some extent, and thinking the aircraft was going down the following three members of the crew bailed out:

Lt. Bert Lindstrom	Bombardier
S/Sgt. Charles J. Brubos	Chin Turret Gunner
T/Sgt. Terence T. Camp	Top Turret Gunner

The personnel of A/C No. 562 which was lost on this mission are as follows:

1st Lt. Albert Gumlauskas	P
2nd Lt. William T. Neidhardt	CP
2nd Lt. Harry E. Will, Jr.	N-B
T/Sgt. Paul E. Beatty	TTG
S/Sgt. Ralph DeLeonardis	ROG
Pvt. Louis F. Beske	BTG
Sgt. Charles L. Campbell	WG
S/Sgt. Enos C. Bleacher	CTG
S/Sgt. Joy F. Stacy	TG

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The announcement is made that beer is available at the Beverage Bar at the Station PX every night except Friday from 1800 to 2200 hours.

The British Red Cross is sponsoring a Garden Fete at Connington Castle on Saturday, July 1st at 1430 hours and a dance in the Officers Mess at 2100 hours. All proceeds will go to the British Red Cross. Our Station Band will play for both the Fete and the Dance.

Arrangement have been made thru Special Services to get transportation for all personnel of this Base to go swimming at one of the nearby pools. The bus schedule between the Base and Peterborough has again been advised and everyone must coordinate their trips into town to correspond with this schedule. The Enlisted Men's Council holding its meeting on 30 June 1944 at 1300 hours considered to be quite important, so an effort is being made to have all members present. The PX will be closed all day Friday, 30 June for the monthly inventory. There is a meeting of all members of the Senior NCO Club Friday 19 June at 1900 hours.

Despite warnings some vehicle drivers have been disregarding obstruction lights on the perimeter track. The lights are constructed for the safety on the tract and strict disciplinary action will follow on the heels of future violation.

A letter from Supreme Hqs, AEF, subj: "Message from His Majesty King George VI", dated 18 June 1944, is quoted for the information of all personnel:

"Today I have visited the beaches of Normandy which will be forever famous. All that I saw on my journey and on soil of France has moved me deeply. I have come home feeling an intense admiration for all those who planned and organized this vast project and for the gallant and successful execution of it in all its varied phases by everyone of those engaged in this great battle."

American Red Cross activities for June: The case work for this station has about been the same as in the past months with a slight increase in inquiries due to the men of the various organizations not receiving mail for awhile due to the invasion but through the cooperation of the military all the cases have been dealt with to the satisfaction of the men involved.

There was only one loan made at this station for the month of June and collections have been very satisfactory.

The Club has been functioning at top speed during the month with various types of entertainment for the boys. During the month 26 entertainment functions were held in the club. During the month, there were 45,521 snacks served across our snack bar and approximately 8000 to the missions. Both of these figures are exclusive of the coffee and tea and 'cokes' served.