



The 416th Bombardment Group (L), after two months of overseas training at Laurel Army Air Field, Laurel, Mississippi, moved to a Port of Embarkation in the vicinity of New York, arriving January 3rd, 1944. Processing, lectures, and the checking of equipment completed, the group crossed the gangplank of a transport ship two weeks later, and the long awaited trip across the Atlantic Ocean had begun. A fortnight later the ship steamed into a harbor of the British Isles, and the 416th had arrived.

A train ride over the British countryside brought the outfit to its new air base located in the village of Wethersfield, sixty miles Northeast of London.... and just a few minutes by air to the closest German air base.

As in the past (Lake Charles and Laurel) the 416th Bomb Group just about took over the base. A service group, the M.P.s, Quartermaster, and a small contingent of the R. A. F. comprised the rest of the personnel stationed at the field. The runways were not completed when the Group arrived and a number of the buildings were still under construction. Instead of barracks, or tents(as men had surmised), the men were quartered in Nissen huts, which served the purpose very well. A number of farms were located on the base; the surroundings being very picturesque.

Squadron Operations was located on the line, but quite a distance from the planes. A good size-briefing room was situated nearby with modern combat crew waiting rooms, lecture hall, etc.

The 416th Bomb Group was to be part of the Ninth Air Force and the Ninth Bomber Command, both of which were just recently set up to form the serial spearhead of the second Front invasion, which was expected to come in the not to distant future. Major General Brereton commanded the Ninth Air Force and the Ninth Bomber Command is under Brigadier General Anderson.

Before the outfit could go into combat on Operational missions the combat crews had to have a certain amount of refresher training as well as

acquaint themselves with the new situations which would arise flying in this zone under various conditions. Ground school for the pilots, bombardiers, and gunners were conducted every day. Each pilot had to fly a certain amount of transition, formation and navigation missions before he tested his skill over enemy territory.

Note: * A “no-ball” mission targeted V-1 and V-2 rockets launched by Germany towards the end of the war.

** Bombing on “ Gee”. This was a technique for locating targets that were not bombed visually. Gee was an electronic triangulation system modeled on Loran, (Long Range Aid to Navigation).

The following combat crews were assigned by Captain Lloyd F. Dunn,
Operations Officer of the Squadron.

Commanding Officer: Major David L. Willets
Operations Officer: Captain Lloyd F. Dunn
Ass't. Operations Officer: 1st Lt. Stuart M. Hixon

<u>Pilot</u>	<u>"A" Flight</u>	<u>Gunner</u>
Lt. Francis W. Demand (F.L.)		S/Sgt. Reuben J. Troyer
		S/Sgt. Clyde W. Middleton
Lt. George W. Cowgill		S/Sgt. Hollis A. Foster
		Sgt. Egon W. Rust
Lt. William A. Merchant		S/Sgt. Clifford J. Harp
		Sgt. Kenneth P. Brown
Lt. Anthony R. Durante		S/Sgt. Harry T. Best
		S/Sgt. Italo R. DeGiusti

Bomb-Nav..... Lt. Henry T. Arrington

"B" Flight

Lt. Robert E. Stockwell (F.L.)	S/Sgt. Charles R. Henshaw
	S/Sgt. Jack(NMI) Steward
Lt. Joseph T. Schouten	Cpl. Joseph E. Feistl
	S/Sgt. Robert R. Williamson
Lt. Richard E. Greenley	S/Sgt. Howard C. Worden
	S/Sgt. Joseph J. Rzepka
Lt. William E. Cramsie	S/Sgt Felix H. Larronde
	S/Sgt. Henry A. Lempka

Bomb-Nav..... Lt. Albert(NMI) Jedinak

“C’ Flight

Lt. Lavern A. Marzolf (F.L.)

S/Sgt. Horace E. Wellin
Sgt. Louis G. Kutzer

Lt. Richard V. Wheeler

S/Sgt. Jack S. Brower
Sgt. Earl (NMI) Corrin

Lt. Michael (NMI) Zubon

S/Sgt. William C. Russell
S/Sgt. Jean R.L. Tanner

Lt. Ronald D. Perkins

S/Sgt. Vincent N. Sherry
Sgt. Robert H. Linneman

Bomb-Nav..... Lt. Peter G. Royalty

“D” Flight

Lt. Everett T. Platter (F.L.)

S/Sgt. Keith L Johnson
S/Sgt. Joseph L. Czech

Lt. Horace F. Pair

S/Sgt. Herbert A. Marion
Sgt. Victor P. Adams

Lt. Harold D. Andrews, Jr.

S/Sgt. George M. Cook
Sgt. Ernest R. Werley

Bomb-Nav.....Lt. Robert J. Basnett

“E” Flight (Added on 27th of Feb. 1944)

Capt. Laverne F. Huston (F.L.)

Sgt. Pervy L. Clearman
Pvt. Allen J. Ziekus

Lt. Hilary P. Cole

Sgt. Franklin R. Chvatel
S/Sgt. Benjamin G. Fandre

Lt. Robert H. Smith

Sgt. Ellis C. Malone

Lt. James D. Adams

Tragedy struck fast at the 671st Bomb Squadron when 2nd Lt. Williams D. Minnicks, piloting an A-20G, 43-9213, was killed on the morning of 14 Feb., 1944. This was the young pilot's first flight since leaving the states. He took off at 0910 and about 20 minutes later was seen headed into the overcast in a steep climb. Observers believed the plane stalled and Lt. Minnicks was unable to pull out. The ship crashed on its back and was a total wreck.

Two gunners were supposed to have gone up with Lt. Minnicks, but they didn't have any parachutes.

February 15-29

A number of "Doughnut" missions were scheduled during this period with formation flying stressed. The Squadron received four more A-20G-25 airplanes and two A-20 Bs, which had been attached to an R.A.F. unit, and had been over enemy territory several times.

Four pilots, Captain Laverne F. Huston, 1st Lt. Hilary P. Cole, 1st Lt. Robert H. Smith and 2nd Lt. James D. Adams, joined the outfit on the 22nd of February, 1944. These men had flown A-20s with the R.A.F., and already had a few combat missions to their credit.

On the afternoon of 21 February 1944, Lt. Albert Jedinak became eligible for the Caterpillar Club. While flying in the lower gun position on a formation mission he was thrown out the open hatch when Lt. Francis DeMand, piloting the ship, went into a slight dive and then pulled up abruptly. The chute opened and the erswhile Bombardier-Navigator landed in a field about 40 miles from Weathersfield, much to the dismay of the natives.

Returning to the station Lt. Jedinak made the following statement:
"These planes ain't safe"!

March 3, 1944

The 416th Bombardment Group was alerted on the night of March the 2nd, 1944, and the ground crews went into action loading and fusing the 500 lb. demolition bombs and preparing the ships for the first operational mission. The ships took off at 0830, but went no further than the English Channel where they failed to pick up a fighter escort and had to return with a full bomb load. Four of our ships were used, but 2nd Lt. Henry T. Arrington was the only member of the Squadron in on the first mission.

March 4th, 1944

Eight combat crews and six aircraft of the 671st Bombardment Squadron participated in the second operational mission on March 4, 1944. Taking off at 0830, Major Farmer led the 18-ship formation over the Channel and into France. There was a 10/10-cloud cover over the coastal area. The target was the St. Martin Airdrome at Bernay, but the formation passed the initial point and had to return without dropping the eggs on enemy territory. Through a misunderstanding, some of the planes dropped their bombs in the channel on the way back.

The formation was over enemy territory for 42 minutes and crews reported heavy but inaccurate flak two miles to the rear at various points.

The following crews took part in the three hour mission.

Capt. Lloyd F. Dunn
Lt. Peter G. Royalty
T/Sgt. Jean P.L. Tanner
S/Sgt. William C. Russell

Lt. Stuart M. Hixon
S/Sgt. Benjamin G. Fandre
Sgt. Franklin R. Chvatel

Lt. Horace F. Pair
S/Sgt. Herbert A. Marion
Sgt. Victor P. Adams

Lt. Richard V. Wheeler
S/Sgt. Jack S. Brower
Sgt/ Earl C. Corrin

Lt. Robert E. Stockwell
S/Sgt. Charles R. Henshaw
S/Sgt. Jack Steward

Lt. Richard E. Greenley
S/Sgt. Howard C. Worden
S/Sgt. Joseph J. Rzepka

Lt. Everett T. Platter
Lt. Henry T. Arrington
S/Sgt. Keith L. Johnson
S/Sgt. Joseph L. Czech

Lt. William E. Cramsie
T/Sgt. Felix H. Larronde
S/Sgt. Henry A. Lempka

Maj. Col. T.R.Aylesworth*
S/Sgt. Robert R. Williamson
Cpl. Joseph E. Feistl

March 7th, 1944

Major Towles led an 18 ship formation, 10 of which were manned by 671st combat crew personnel on the next operational mission on March 7, 1944; take off at 1335.

The A-20s picked up their fighter escort at the enemy coast and proceeded inland to the Conches Airdrome where they dropped 45 demolition bombs on the runways and taxi strips. No enemy aircraft was encountered, but a slight barrage of flak was seen.

Lt. Michael Zubon piloting an A-20 of another Squadron had engine trouble on the way back and landed at Hawkinge on the English coast where necessary repairs were made. The rest of the ships returned to the base without casualties. Due to a malfunction of the cameras, pictures of the bombed areas were unavailable.

The following crews took part:

Capt. Lloyd F. Dunn
Lt. Peter G. Royalty
S/Sgt. Horace E. Wellin
Sgt. Louis G. Kutzer

Major David L. Willets
2nd Lt. Albert Jedinak
T/Sgt. Felix H. Larronde
S/Sgt. Henry A. Lempka

Capt. Laverne F. Huston
Sgt. Pervy L. Clearman
Pvt. Allen J. Zeikus

Lt. Robert E. Stockwell
S/Sgt. Charles R. Henshaw
S/Sgt. Jack(NMI) Steward

Lt. William E. Cramsie
Sgt. Franklin R. Chvatal
S/Sgt. Benjamin G. Fandre

Lt. Harold D. Andrews, Jr.
S/Sgt. George M. Cook
Sgt. Ernest R. Werley

Lt. Anthony R. Durante
S/Sgt. Harry T. Best
S/Sgt. Italo R. DeGiusti

Lt. Joseph T. Schouten
Cpl. Joseph E. Feistl
S/Sgt. Robert R. Williamson

Lt. Richard V. Wheeler
Sgt. Earl(NMI) Corrin
S/Sgt. Jack S. Bower

Major Clarence S. Towles, Jr.*
Lt. William L. Smith*
S/Sgt. Keith L. Johnson
S/Sgt. Joseph L. Czech

March 8th-16th

Bad weather conditions prevented the 416th Bomb Group from dropping any bombs on the targets in France during this period. The 671st went on the alert on the morning of March 13th, 1944 and remained on through the 16th, but each mission was cancelled before the ships left the ground.

A number of training flights got off, a few of which were bombing and gunnery missions over the North Sea.

By March 16th, 1944, the Squadron boasted 10 aircraft, two A-20Bs, five A-20G-30, and the latest addition, an A-20J-10. This ship is almost the same as a G-25 with the exception of a glass nose, which allows the Bombardier ample room to operate. There is more armor in this ship than in an A-20B. Major David L. Willetts test hopped the plane to be the first pilot in the outfit to fly the new lead ship.

For record purposes the airplanes and serial number follow:

A-20B 41-3368	A-20G-25 43-9203	A-20G-25 43-9221
A-20B 41-3369	A-20G-25 43-9218	A-20G-30 43-9707
A-20G-25 43-9220	A-20G-25 43-9219	A-20G-30 43-9699
	A-20J-10 43-9914	

March 18th,1944

The 671st had only two crews participating in a raid over Northern France on March 18, 1944. The target was Vicquerittes, but it was not hit due to a malfunction of the bomb racks. Very little flak was encountered, however, the first battle damage of the Group occurred when a small piece pierced Lt. Poindexter's ship, 707.

All planes returned safely, although one made a single engine landing away from the base.

The following crews took part:

Lt. Laverne A. Marzolf
Sgt. Louis G. Kutzer
Sgt. Pervy L. Clearman

Lt. George W. Cowgill
S/Sgt. Hollis A. Foster
Sgt. Egon W. Rust

March 19th,1944

The mission on March 19,1944 in which 12 of this Squadron's crews participated was the baptism on the 671st Bomb Squadron into actual combat. Taking off at 1700, the group of 33 planes set course at 1720, but one of the ships had to return because of engine trouble.

The planes made their landfall and began their approach to the target area, St. Omer in Northern France, with Major Towles in the lead ship. Upon nearing the target area a cloud of flak came up to meet the ships and was still there when they left. One B-17 came tumbling down from above in flames and exploded above and ahead of the formation. This incident made the bombers divert from the bomb run and choose another. As the ships were coming up on the bombing line the second time, from the southeast two B-26s', one of which was missing a tail were seen to go down. Two parachutes were reported to have opened. On this same run, a P-47, evidently hit by flak was headed earthward in a steep spiral, and finally hit with an explosion. All during this time flak was exploding around the formation and making hits on the A-20s. The second box of the formation dropped their bombs on this run, but due to a cloud front in the target area, the bombs did not drop true.

Seeing the first box did not drop bombs on either the first or the second runs Major Towles led the formation over the target area again. This time the flak became more accurate, hitting an engine on Lt. Pair's ship. He pulled out

of formation and headed back to England. He feathered the prop and crash-landed on the coast. In the meantime his two gunners, S/Sgt. Marion and S/Sgt. Adams, were believed to have bailed out and landed safely. Lt. Pair, however, in the crash landing, suffered what was thought at first to be serious injuries, but which later proved to be moderate injuries. Lt. Pair received treatment in the Royal Sussex hospital and was expected that he would return shortly.

Captain Dunn was greeted by a piece of flak, coming through the right hand side of his windshield and received a scratch on his eyebrow. Mech gunner Chvatal of Lt. Cole's crew received a similar injury when a flak fragment entered the gunner's compartment. Cpl. Fiestl, turret gunner in Lt. Schouten's crew, received a small flesh wound in the leg.

Ship No. 220 received the greatest amount of damage due to the flak, Lt. Smith's ship, 707 received a flak hit in the right tire, which in turn blew out on landing, but caused no damage to the aircraft.

Percentage of Battle Damage to all aircraft that participated in the flight was 100%, with one aircraft a total loss due to a fire after Lt. Pair's crash landing was successfully completed.

The following crews of the 671st Bomb Sq. took part in this mission:

Major David L. Willets	Capt. Lloyd F. Dunn	Lt. Robert H. Smith
Lt. Robert J. Basnett	S/Sgt. Hollis A. Foster	S/Sgt. Harry T. Best
T/Sgt. Felix H. Larronde	Sgt. Egon W. Rust	S/Sgt. Italo R. DeGiusti
S/Sgt. Henry A. Lempka		
Lt. Hilary P. Cole	Lt. Joseph T. Schouten	Lt. William E. Cramsie
S/Sgt. Benjamin G. Fandre	Cpl. Joseph E. Feistl	S/Sgt. Jack S. Brower
Sgt. Franklin R. Chvatal	S/Sgt. R. R. Williamson	Sgt/ Earl C. Corrin
Lt. Richard E. Greenley	Lt. Everett T. Platter	Lt. Ronald D. Perkins
S/Sgt. Howard C. Worden	S/Sgt. Keith L. Johnson	S/Sgt. Vincent Sherry
S/Sgt. Joseph J. Rzyepka	S/Sgt. Joseph L. Czech	Sgt. Robert H. Linneman
Lt. James D. Adams	Lt. Robert E. Stockwell	Lt. Horace F. Pair
S/Sgt. George M. Cook	S/Sgt. Charles R. Henshaw	S/Sgt. H. A. Marion
Sgt. Ernest R. Werley	S/Sgt. Jack Steward	Sgt. Victor P. Adams

March 22nd, 1944

This Squadron had eleven crews alerted for a mission, with Montdidier Airdrome as the target, and upon going out to the ships twice for take off, the mission was scrubbed.

March 23rd, 1944

Take off was at 1054 for the same target as yesterday. This Squadron furnished twelve of thirty-six ships, one and two flights of the second box. The formation made rendezvous with "Spits" and entered Enemy Coast at 1149. At first we thought it would be a "Milk Run", as we encountered no flak at the coast, however, just as everyone began relaxing the "Stuff" started coming up in groups of 4 and 6 bursts, both black and white, under the boxes and above the boxes, between the boxes and in the boxes, all quite accurate with visual sightings.

The formation proceeded to the initial point, passed over it and kept going; lost. After making several corrections to the right when we should have been going left, the Seine River came into view and in the near distance Paris, with its Eiffel Tower. At this point the formation swung around to the left and began backtracking up to the target. Most of the pilots except the crew in the lead ship saw the target on the right as we flew by trying to find the initial point. Shortly after this, we flew almost over Poix and in turn, Poix greeted the formation with a bit of heavy and accurate flak. After moderate evasive action the formation was out of range of these guns, only to run into flak again just South and East of Dieppe, at which time evasive action was begun again to avoid the town and leave the coast where we came in.

The trip back was uneventful, however, upon landing 2nd Lt. Ronald D. Perkins had to use the air bottle, as he landed about two thirds down the runway. Upon investigation, we learned that he received a flesh wound in the side of his chest beneath his left arm. 1st Lt. George W. Cowgill's hydraulic system was shot out and that in turn made another "Air Bottle" landing without flaps.

As far as could be found out, all except five of the ships received Battle Damage due to flak. Only one enemy fighter was observed and it was being chase earthward by two Spitfires of our escort.

The mission was unsuccessful, due to the navigation of the lead ship. Weather CAVU.

The following combat crews of this Squadron took part in the raid of 23 March, 1944.

Capt. Lloyd F. Dunn
Sgt. Ernest R. Werley
S/Sgt. George M. Cook

Lt. Lavern A. Marzolf
Sgt. Louis G. Kutzer
S/Sgt. Horace E. Wellin

Lt. Michael Zubon
S/Sgt. Jean Tanner
S/Sgt. W. C. Russell

Lt. Anthony R. Durante
S/Sgt. Harry T. Best
S/Sgt. Italo R. DeGiusti

Lt. George W. Cowgill
S/Sgt. Hollis A. Foster
Sgt. Egon W. Rust

Lt. Francis W. Demand
S/Sgt. Reuben J. Troyer
S/Sgt. Clyde W. Middleton

Lt. Everett T. Platter
Lt. Henry T. Arrington
S/Sgt. Keith Johnson

Lt. Ronald D. Perkins
S/Sgt. Vincent N. Sherry
Sgt. Robert Linneman

Lt. Stuart M. Hixon
S/Sgt. B.G. Fandre
Sgt. Franklin Chvatel

Major David L. Willets
Lt. Albert Jedinak
T/Sgt. Felix Larronde
S/Sgt. Henry A. Lempka

Lt. Richard Wheeler
S/Sgt. Jack Brower
Sgt. Earl Corrin

March 24th, 1944

It seemed as though the 416th Bombardment Group would not have another target until it hit Montidier. Six crews from this Squadron were alerted for the mission on March 24th, 1944. At 1115, the crews went out to the ships although bad weather and low visibility had not broken. The mission was scrubbed at 1150.

March 26th, 1944

The 416th Bomb Group (L) was badly in need of a really successful combat mission. Previous efforts had been beset by practically every possible difficulty; faulty navigation, faulty armament and equipment, bad weather, and sad to relate, personnel error in bombing and use of cameras.

Today was a different story. Success at last crowned our efforts. Take-off was at 1300; the weather was good. In the lead ship piloted by Lt. Col. T.R. Ford were the 671st own Lt. H.T. Arrington, as navigator, and Lt. P.G. Royalty Bombardier. Weather over France was clear, the target, a “no-ball”*, rather difficult to pick out, designated as Vacqueriette. In addition to the lead Bombardier Navigators, one flight in the lead box was made up entirely of 671st personnel.

No flak or enemy fighters were encountered on the trip. The first box, it was revealed by pictures, had a perfect concentration of bombs on the target area. The second box was not quite as accurate, two flights just falling short of the target. The return was uneventful.

The following day the Group received congratulations from the Commanding General, IX Bomber Command, and the 416th was accepted as “having arrived” as a combat organization.

The following crews participated in this mission.

Capt. Lloyd F. Dunn	Lt. Francis W. DeMand	Lt. William Merchant
T/Sgt. Jean R.L. Tanner	S/Sgt. Reuben J. Troyer	S/Sgt. Clifford Harp
S/Sgt. William C. Russell	S/Sgt. Clyde W. Middleton	Sgt. Kenneth P. Brown
Lt. Hilary P. Cole	Lt. Robert H. Smith	Lt. James D. Adams
S/Sgt. Vincent Sherry	S/Sgt. Jack S. Brower	Sgt. Louis Kutzer
Sgt. Robert Linneman	Sgt. Earl Corrin	S/Sgt. Horace Wellin
Lt. Peter G. Royalty	Lt. Henry T. Arrington	S/Sgt. Howard Worden

* A “no-ball” mission targeted V-1 and V-2 rockets launched by Germany towards the end of the war.

April 10th, 1944

After the successful mission on March 26, the 416th had a long wait for its next mission. There were several false starts. Twice take-off and assembly were performed, but Bomber Command recalled the flights before they left England.

Finally on April 10th, 1944 the group hit the jackpot with not one but two missions. The morning flight was a sad one for this Squadron. Lt. Cramie, flying with S/Sgt. Henshaw and S/Sgt. Steward, was lost on the return after having an engine on his ship A-20G No. 699 shot out over the target. It is believed that the ship went down in the Channel. No word has been received and the three crew members have been listed as Missing in Action. Lt. Raines and crew from the 669th Bomb Squadron were also lost and believed to have gone down in France. Lt. Street of the 669th Squadron lost an engine over the target area, gave his crew the bailout signal, and then made a successful belly landing on an emergency airfield in England. The crew was picked up by Air/Sea Rescue. Captain Dunn had his hydraulic system and emergency air brake system shot out, and was unable to stop on landing, washing out A-20G No. 218. Gunner S/Sgt. Worden received a slightly wrenched back when the ship hit the ditch. Otherwise, the crew was unhurt.

Due to poor weather the mission was unsuccessful. The bombs were actually dropped some distance from the proper target- a “ No Ball”.

Mission II for April 10th was a more successful affair. Again, the target was a “ No Ball ”. Flak and fighter opposition were absent. Two bomb runs were made, but the lead box was unable to bomb. The Bombardier could not pick up the target. The second box did bomb and hit the target.

The following crews took part in the morning mission:

Capt. Lloyd F. Dunn	Lt. William A. Merchant	Lt. Stuart M. Hixon
S/Sgt. Howard C. Worden	S/Sgt. Kenneth Brown	S/Sgt. Hollis A. Foster
S/Sgt. Joseph J. Rzepka	S/Sgt. Clifford J. Harp	S/Sgt. Egon W. Rust
Lt. Michael Zubon	Lt. Marzolf, Lavern A.	Lt. Harold Andrews
T/Sgt. Jean Tanner	S/Sgt. Louis G. Kutzer	S/Sgt. George M. Cook
S/Sgt. William Russell	Sgt. Joseph Feistl	S/Sgt. Ernest Werley

Continued next page

Lt. Anthony R. Durante
S/Sgt. Harry T. Best
S/Sgt. R.R. Williamson

Maj. David L. Willets
Lt. Henry Arrington
Lt. Peter G. Royalty
T/Sgt. Felix H. Larronde
S/Sgt. Henry A. Lempka

Lt. James D. Adams
Sgt. Pervy Clearman
Cpl. Allan J. Zeikus

Lt. William E. Cramsie
S/Sgt. Charles R. Henshaw
S/Sgt. Jack Steward

The following combat crews participated in the afternoon mission:

Capt. Lloyd F. Dunn
T/Sgt. Jean Tanner
S/Sgt. William Russell

Lt. Ronald D. Perkins
S/Sgt. Vincent Sherry
S/Sgt. R. H. Linneman

Lt. Richard Wheeler
S/Sgt. Earl Corrin
S/Sgt. Jack Brower

Lt. Robert E. Stockwell
S/Sgt. Ernest R. Werley
S/Sgt. George M. Cook

Lt. William A. Merchant
S/Sgt. Clifford Harp
S/Sgt. Kenneth Brown

Lt. Francis DeMand
S/Sgt. C. Middleton
Cpl. Reuben Troyer

Lt. Richard E. Greenley
S/Sgt. Howard C. Worden
S/Sgt. Joseph J. Rzepka

Lt. Joseph T. Schouten
S/Sgt. Hollis Foster
S/Sgt. Egon W. Rust

Col. Harold Mace
T/Sgt. F. Larronde
S/Sgt. Henry Lempka

An additional news note on operations of March 10th, 1944.....
A-20 crews were used to drop “windows” ahead of B-26 formations going into the heavily defended Le Havre area. The window (metal strips) spoils the radar-controlled flak of the Germans. Verbal reports indicate that flak damage to the B-26s was practically nil.

The following crews participated:

Lt. Robert H. Smith
S/Sgt. Victor Adams
S/Sgt. A.A. Stockham

Lt. Hilary P. Cole
S/Sgt. Franklin Chvatal
S/Sgt. Benjamin Fandre

Lt. Everett Platter
Lt. Robert Basnett
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

April 11th,1944

The 416th went on their third mission in 25 hours on the morning of April 11, 1944. One box was led by Major Willetts with Lt. Basnett navigator and Lt. Royalty bombardier. There were two boxes each with a separate “No-Ball” target. They were both bombed successfully, and the two boxes reformed and started their return trip. Moderate flak was encountered, but little damage was done.

Upon arrival over England the formation found it necessary to let down through the clouds. The result was hardly as desired, as the ships scattered all over this section of England, coming in by twos and threes. All ships returned.

The following crews participated in the successful raid:

Lt. Robert H. Smith	Lt. Joseph T. Schouten	Lt. Everett Platter
S/Sgt. Victor P. Adams	S/Sgt. R.R. Williamson	S/Sgt. K.L. Johnson
S/Sgt. Arnold A. Stockham	S/Sgt. Harry T. Best	S/Sgt. Joseph Czech
Lt. George W. Cowgill	Lt. Ronald D. Perkins	Lt. Hilary P. Cole
S/Sgt. Hollis A. Foster	S/Sgt. R. H. Linneman	S/Sgt. F.R. Chavtal
S/Sgt. Egon W. Rust	S/Sgt. Vincent Sherry	S/Sgt. B.G. Fandre
Lt. Robert E. Stockwell	Maj. David L. Willets	Lt. Harold Andrews
Cpl. Reuben J. Troyer	Lt. Peter G. Royalty	S/Sgt. George Cook
S/Sgt. C.W. Middleton	Lt. Robert Basnett	S/Sgt. Ernest Werley
	T/Sgt. F.H. Larronde	
	S/Sgt. Henry A. Lempka	

April 12th, 1944

Another day... another "No-Ball"... and the 416th hit its target again. This was confirmed by photo reconnaissance. The target area covered by 8/10ths cumulus, but on the second run the lead bombardier caught the target in his sight and let go. The bombs dropped out of site through the clouds. No flak or fighters were experienced.

The following crews participated:

Lt. Stuart M. Hixon
S/Sgt. K.L. Johnson
Sgt. Joseph Czech

Lt. Lavern A. Marzolf
S/Sgt. Louis G. Kutzer
S/Sgt. Vincent Sherry

Lt. Hilary F. Cole
S/Sgt. F.R. Chavtal
S/Sgt. B.G. Fandre

Lt. Michael Zubon
T/Sgt. Jean Tanner
S/Sgt. William C. Russell

Lt. George W. Cowgill
S/Sgt. Hollis A. Foster
S/Sgt. Egon W. Rust

Lt. Francis W. DeMand
Cpl. Reuben J. Troyer
S/Sgt. C.W. Middleton

Lt. Anthony R. Durante
S/Sgt. Harry T. Best
S/Sgt. R. H. Linneman

Lt. Richard Wheeler
S/Sgt. Earl Corrin
S/Sgt. Jack S. Brower

Continue next page.

Capt. Lloyd F. Dunn
Lt. Albert Jedinak
T/Sgt. F. H. Larronde
S/Sgt. H. A. Lempka

S/Sgt. Ernest Werley

S/Sgt. George Cook

S/Sgt. A.A. Stockham

April 13th, 1944

Today's target was another double "No-Ball", each box in the formation taking a different target. Major Willetts with Lt. Royalty as bombardier-navigator led the show. It was another successful mission, and the 416th Bomb Group was beginning to get "hot". Moderate flak was reported, but no fighters encountered.

The following crews took part:

Lt. Ronald D. Perkins
S/Sgt. Vincent Sherry
S/Sgt. R. H. Linneman

Lt. Harold Andrews
S/Sgt. George M. Cook
S/Sgt. Ernest R. Werley

Lt. Joseph T. Schouten
S/Sgt. Robert R. Williamson
S/Sgt. A.A. Stockham

Lt. Robert H. Smith
S/Sgt. Hollis Foster
S/Sgt. Egon W. Rust

Maj. David L. Willetts
Lt. Peter G. Royalty
Lt. G.F. Sutliff
T/Sgt. Felix Larronde

Lt. Anthony Durante
S/Sgt. Harry T. Best
S/Sgt. I.R. DeGiusti

Lt. Michael Zubon
T/Sgt. Jean Tanner
S/Sgt. William Russell

Lt. Lavern Marsolf
S/Sgt. Horace Wellin
S/Sgt. Louis Kutzer

Lt. Everett T. Platter
Lt. Albert Jedinak
S/Sgt. Keith Johnson
S/Sgt. Joseph Czech

April 15th, 1944

No mission today, but a review of operations since last Monday shows three (3) "No Ball" targets suspended from the list out of five missions run. We can proudly say that the 416th has proved itself in combat.

April 18, 1944

Finally the 416th Bomb Group got a chance in target design.... The marshalling yards at Charleroi St. Martin. Take-off was late in the afternoon. The formation returned well before dusk.

The ships left the English coast and made landfall near Ostend, and proceeded to the target. Very little and inaccurate flak was encountered during the tour of the continent. The target was hit.... Bursts were seen on a engine repair shed, a power house and marshalling yards proper. One flight dropped their bombs slightly over the target, but it is believed they luckily hit locke in a nearby canal, causing some damage. The second box failed to drop their eggs.

The trip home was without incident and even though the formation was over enemy territory for forty to fifty minutes no fighter reaction was noted. All planes returned safely.

The following crews participated:

Capt. Lloyd F. Dunn
Lt. G.H. Sutcliffe
S/Sgt. Harry T. Best

Lt. Lavern A. Marzoff
S/Sgt. Horace E. Wellin
S/Sgt. Louis G. Kutzer

Lt. James D. Adams
Cpl. Allan J. Zeikus
Sgt. Pervy L. Clearman

Lt. Francis W. DeMand
Cpl. Reuen J. Troyer
S/Sgt. Clyde Middleton

Lt. Harold D. Andrews
S/Sgt. George M. Cook
S/Sgt. Ernest R. Werley

Lt. William A. Merchant
S/Sgt. Clifford J. Harp
S/Sgt. Kenneth P. Brown

Lt. George W. Cowgill
S/Sgt. Hollis Foster
S/Sgt. Egon W. Rust

Lt. Robert E. Stockwell
S/Sgt. Vincent N. Sherry
S/Sgt. R. H. Linneman

Lt. Richard E. Greenley
S/Sgt. Howard C. Worden
S/Sgt. Joseph J. Rzepka

April 19, 1944

Yesterdays change in targets was too good to be true, and the 416th found themselves on a mission back on the Rocket Coast of France after another No-Ball. Flak was not encountered except for a few inaccurate bursts along the route. The first box bombed slightly to the side of the target, but did some damage. The second box strung their bombs from one end of the target to the other in perfect bombing style. No one failed to return.

The following combat crews took part in the mission:

Lt. Robert H. Smith
S/Sgt. Victor P. Adams
S/Sgt. Arnold A. Stockham

Lt. Richard V. Wheeler
S/Sgt. Earl Corrin
S/Sgt. Jack S. Brower

Lt. R E. Greenley
S/Sgt. H. C. Worden
S/Sgt. J.J. Rzepka

Lt. James D. Adams
Sgt. Pervy L. Clearman
Cpl. Allan J. Zeikus

Lt. Hilary P. Cole
S/Sgt. F. R. Chvatal
S/Sgt. B.G. Fandre

Lt. R.E. Stockwell
S/Sgt. Keith Johnson
S/Sgt. J. L. Czech

Lt. Michael Zubon
S/Sgt. Jean Tanner
S/Sgt. William C. Russell

Lt. Joseph T. Schouten
S/Sgt. Hollis A. Foster
S/Sgt. R.R. Williamson

Lt. W.A. Merchant
S/Sgt. C.J. Harp.
S/Sgt. K. P. Brown

S/Sgt. Ernest R. Werley
S/Sgt. George M. Cook

Capt. Lloyd F. Dunn
Lt. Henry T. Arrington
T/Sgt. Felix H. Larronde
S/Sgt. Henry A. Lempka

Lt. Peter G. Royalty

April 20th, 1944

The same No-Ball was the 416th's objective again, and it appeared that the raid on April 19th had not completely knocked the emplacements at Gorenflos out. Take off was at 1300, but land fall at the enemy coast was not as it should have been and the formation went in south of Dieppe. However, 9/10 of thin clouds along with considerable haze greeted the ships in what was believed to have been the target area, and the formation was forced to bring its bomb load back to base. Flak was inaccurate and failed to cause any damage.

The following crews went along for the ride:

Lt. Francis W. DeMand
Cpl. Reuben J. Troyer
S/Sgt. Clyde W. Middleton
Lt. Everett T. Platter
S/Sgt. Keith L. Johnson
S/Sgt. A.F. Mayhew

Lt. Harold D. Andrews
S/Sgt. Ernest R. Werley
S/Sgt. George M. Cook
Lt. Joseph T. Schouten
Sgt. J. E. Feistl
S/Sgt. R.R. Williamson

Lt. James D. Adams
Cpl. Allan J. Zeikus
Sgt. Pervy L. Clearman
Capt. Lloyd F. Dunn
Lt. Henry T. Arrington
T/Sgt. F H. Larronde
S/Sgt. H. A. Lempka

Continued from previous page.

Lt. Ronald D. Perkins
T/Sgt. Jean R.L. Tanner
S/Sgt. William C. Russell

Lt. Richard V. Wheeler
S/Sgt. Earl Corrin
S/Sgt. Jack S. Brower

Lt. George Cowgill
S/Sgt. Hollis A. Foster
S/Sgt. Egon W. Rust

Lt. Robert E. Stockwell
S/Sgt. Howard C. Worden
S/Sgt. Joseph J. Rzepka

The ships were hardly down from the mission when the wheels began to turn and the 416th Bomb Group was slated to hit the enemy coast.... this time a No-Ball at Boiscarre. Taking off at 1800, the formation made it's landfall just north of Dieppe, actually right over the town, and were greeted with moderate and accurate flak. However, this did not stop the bombers and they proceeded on course. Flak came up at irregular intervals all the way to the target. Along with the flak came something new, small white balls which seemed to fill the formation, but caused no damage or unusual effects. What this was is yet to be found.

As in the afternoon, the weather was very hazy and the bombardiers could not find an opening to drop the bombs. So much to their regret, the

planes hauled the bombs back for the second time that day. The path chosen was right between Abbeville and De Crecy Forest where a number of ack-ack guns are located. Luckily for the formation a Marauder outfit was on the right and seemed to be catching all the flak thrown up.

S/Sgt. Hollis Foster observed a parachutist about 5 miles inland and on course as the planes were flying out. S/Sgt. Egon Rust of the same crew also saw what he thought to be a parachutist striking the water about 15 miles from the enemy coast.

Almost all of the ships received battle damage on this trip, but no one was injured. One plane blew out a tire on landing. That was due to no hydraulic pressure and the use of the air bottle.

The following crews took part in the mission:

Maj. David L. Willetts	Lt. Everett Platter	Lt. W.A. Merchant
Lt. Peter G. Royalty	S/Sgt. Keith Johnson	S/Sgt. Clifford J. Harp
T/Sgt. Felix H. Larronde	S/Sgt. A.F. Mayhew	S/Sgt. Kenneth P. Brown
S/Sgt. H. A. Lempka		

Continued from previous page.

Lt. R E. Greenley	Lt. Michael Zubon	Lt. Stuart M. Hixon
S/Sgt. H. C. Worden	S/Sgt. Jean Tanner	S/Sgt. Hollis A. Foster
S/Sgt. J.J. Rzepka	S/Sgt. William C. Russell	S/Sgt. Egon W. Rust

Lt. Hilary P. Cole	Lt. Harold D. Andrews	Lt. Robert H. Smith
S/Sgt. F.R. Chavtal	S/Sgt. Ernest R. Werley	S/Sgt. Arnold A. Stockham
S/Sgt. B.G. Fandre	S/Sgt. George M. Cook	S/Sgt. Victor P. Adams

April 21st, 1944

The “No-Ball” for today was the unpronounceable Yurench Bois Carre. Major David Willetts led with “Shorty” Royalty doing the bombigating. The mission came in the milk run classification, no enemy opposition worth note. Bombing results were good.

The following crews participated:

Maj. David L. Willetts
Lt. Peter G. Royalty
T/Sgt. F. H. Larronde
S/Sgt. H. A. Lempka

Lt. George W. Cowgill
S/Sgt. Hollis A. Foster
S/Sgt. Egon W. Rust

Lt. Robert H. Smith
S/Sgt. Victor P. Adams
S/Sgt. Arnold A. Stockham

Lt. Joseph T. Schouten
Sgt. Joseph E. Feistl
S/Sgt. R.R. Williamson

Lt. R.E. Stockwell
S/Sgt. Keith Johnson
S/Sgt. Joseph Czech

Lt. Francis W. DeMand
Cpl. Reuben J. Troyer
S/Sgt. Clyde W. Middleton

Lt. R E. Greenley
S/Sgt. H. C. Worden
S/Sgt. J.J. Rzepka

Lt. W.A. Merchant
S/Sgt. K. P. Brown
S/Sgt. C.J. Harp

Lt. Richard V. Wheeler
S/Sgt. Earl Corrin
S/Sgt. Jack S. Brower

April 22nd, 1944

The morning target for today was one of the familiar No-Ball targets of the Pas De Calais area—Behen. Boxes were led by Major Campbell and Major Price. The mission was a short run in from the coast. Flak was encountered on the bomb run, but no one was injured, nor were any ships severely damaged. Bombing results were officially described as good.

The following crews manned the ships:

Lt. Lavern A. Marzolf	Lt. R.E. Stockwell	Lt. Richard Wheeler
S/Sgt. Horace Wellin	Lt. Albert Jedinak	S/Sgt. Earl Corrin
S/Sgt. Louis G. Kutzer	S/Sgt. Arnold A. Stockham	S/Sgt. Jack S. Brower
	S/Sgt. Joseph Czech	
Lt. Michael Zubon	Lt. R. D. Perkins	Lt. Harold D. Andrews
S/Sgt. Jean Tanner	S/Sgt. Vincent Sherry	S/Sgt. G. M. Cook
S/Sgt. William C. Russell	S/Sgt. R. H. Linneman	S/Sgt. Ernest R. Werley
Lt. Hilary P. Cole	Lt. James D. Adams	Lt. Joseph T. Schouten
S/Sgt. F.R. Chavtal	Cpl. Allan J. Zeikus	Sgt. J. E. Feistl
S/Sgt. B.G. Fandre	Sgt. Pervy Clearman	S/Sgt. R.R. Williamson

This Squadron furnished eight crews for the afternoon mission on April 22, 1944.... the target being a No-Ball at Lingham. The formation made landfall at Gravelines, between Calais and Dunderque, and were greeted with some heavy flak, but no damage resulted. The ships approached the target in a north westerly direction, and after the bombs had dropped a barrage of flak tore into the formation, causing considerable damage. However, it was not vital and the planes made it back alright.

Upon return to the field it was learned that the second box failed to drop their bombs and they could not pick up the target. However, the first box hit squarely and the bomb results were termed good.

Chalk up another one for the following crews:

Lt. Lavern A. Marzolf	Lt. Stuart M. Hixon	Lt. Everett T. Platter
S/Sgt. Horace Wellin	S/Sgt. Harry T. Best	S/Sgt. Keith Johnson
S/Sgt. Louis G. Kutzer	S/Sgt. Italo R. DeGiusti	S/Sgt. Joseph Czech

Continued on next page.

Lt. James D. Adams
Cpl. Allan J. Zeikus
Sgt. Pervy L. Clearman

Lt. Ronald D. Perkins
S/Sgt. Vincent Sherry
S/Sgt. R. H. Linneman

Lt. W.A. Merchant
S/Sgt. K. P. Brown
S/Sgt. C.J. Harp

Lt. Robert H. Smith
S/Sgt. Victor P. Adams
S/Sgt. Arnold A. Stockham

Maj. David L. Willetts
Lt. Peter G. Royalty
T/Sgt. H. Larronde
S/Sgt. H. A. Lempka

April 23rd, 1944

Sunday seems an ill-fated day for the 416th Bomb Group. The outfit received its real baptism of fire just over a month ago on March 19th, 1944, on what is now aptly called “Bloody Sunday”. Today was another dark Sunday for this Squadron in particular. Take off for another “No-Ball”- Bonnieres- was in the mid-morning. Up to the target area nothing of importance happened except for some inaccurate flak. The second box took an extremely long (1 1/2 minutes) bomb run for a known well defended target. It was on this run that Lt. Joseph T. Schouten, flying number four in the lead flight second box, received a hit on his right engine. He held position, however, until additional direct hits blew the entire fuselage off directly behind the wing, and the forward section of the plane tumbled to the ground. No chutes were seen to open. Though the crew are officially “Missing in Action”, the Squadron has reconciled itself to the loss of Lt. Schouten, S/Sgt. Feistl and S/Sgt. Williamson. Sgt. Feistl had received the Purple Heart and a cluster for injuries sustained on previous missions with this Group.

Additional flak on the way out left a considerable number of the ships battle damaged. Bomb results were only fair.

The following crews participated:

Lt. Richard E. Greenley
S/Sgt. Howard C. Worden
S/Sgt. Joseph J. Rzepka

Lt. James D. Adams
Sgt. Pervy L. Clearman
Cpl. Allan J. Zeikus

Lt. Hilary P. Cole
S/Sgt. F.R. Chavtal
S/Sgt. B.G. Fandre

Lt. Anthony R. Durante
S/Sgt. Harry T. Best
S/Sgt. Italo R. DeGiusti

Lt. Robert R. Smith
S/Sgt. Arnold A. Stockham
S/Sgt. Victor P. Adams

Lt. R E. Stockwell
S/Sgt. Hollis Foster
S/Sgt. Egon W. Rust

Lt. William A. Merchant
S/Sgt. Clifford J. Harp
S/Sgt. Kenneth P. Brown

Lt. Joseph T. Schouten
Sgt. Joseph E. Feistl
S/Sgt. R.R. Williamson

April 25th, 1944

Major Willetts and “Shorty” Royalty led the first box to the target, a “No-Ball”, on the morning of April 25, 1944. Landfall was made at Berk Sur Mer where barrage balloons were reported, but not encountered. No flak was encountered until the bomb run, which proved that the lead ship was flying true to course. Here the St. Omar defenses opened up on the formation, but the bursts were to the right and they escaped with little damage. Bombing results were good.

The following crews participated:

Lt. Richard V. Wheeler	Maj. David L. Willetts	Lt. Harold D. Andrews
S/Sgt. Earl Corrin	Lt. Peter G. Royalty	S/Sgt. George M. Cook
S/Sgt. Jack S. Brower	T/Sgt. Felix H. Larronde	S/Sgt. Ernest R. Werley
Lt. Michael Zubon	Lt. William A. Merchant	
T/Sgt. Jean R.L. Tanner	S/Sgt. Clifford J. Harp	
S/Sgt. William C. Russell	S/Sgt. Kenneth P. Brown	
Lt. Lavern A. Marzolf	Lt. Ronald D. Perkins	
S/Sgt. Horace E. Wellin	S/Sgt. Vincent N. Sherry	
S/Sgt. Louis G. Kutzer	S/Sgt. Robert Linneman	

The 416th Bomb Group on the second mission of the day dispatched thirty-seven aircraft. Contrary to the usual procedure the two boxes did not go in together. The first box led by Major Meng with Lt. Powell as Bombardier-Navigator preceded the second box by 15 minutes. The latter was led by Captain Dunn and Lt. Arrington of this Squadron. The first box bombed just short of the target with a few hits on the target area. Lt. Arrington did an excellent job of hitting the target with the result that the second box plastered the objective with a strong concentration of bombs. The target was a coastal defense gun position (155 mm howitzers), and marked the first group visit to the Cherbourg area. No flak or enemy fighters were seen. Bombing results were classified very good.

The following crews took part:

Lt. Francis W. DeMand	Lt. James D. Adams	Lt. Anthony R. Durante
Cpl. Reuben J. Troyer	Cpl. Allen J. Zeikus	S/Sgt. Harry T. Best
S/Sgt. Clyde W. Middleton	Sgt. Pervy Clearman	S/Sgt. Italo DeGiusti

Continued from previous page.

Lt. Robert H. Smith	Lt. Robert E. Stockwell	Lt. Richard E. Greenley
S/Sgt. Clifford J. Harp	S/Sgt. Vincent N. Sherry	S/Sgt. Howard C. Worden
S/Sgt. Kenneth P. Brown	S/Sgt. Robert H. Linneman	S/Sgt. J.J. Rzepka
Lt. Hilary P. Cole		Capt. Lloyd F. Dunn
S/Sgt. Franklin R. Chvatal		Lt. Henry T. Arrington
S/Sgt. Benjamin G. Fandre		T/Sgt. Jean R.L. Tanner
		S/Sgt. William C. Russell

April 26th, 1944

This Squadron furnished eight crews for the mission on April 26th, 1944 against a "No-Ball" at Louvain. The exact narrative on the course, target, and so forth is unavailable because of so many missions being run in such a short length of time. However, no crews were lost and battle damage was slight. The bombs dropped on the target with fair concentration, but did not put the target in the suspended category.

The following crews participated:

Maj. David L. Willetts	Lt. Harold D. Andrews	Lt. Lavern A. Marzolf
Lt. Peter G. Royalty	S/Sgt. George M. Cook	S/Sgt. Horace E. Wellin
T/Sgt. Felix H. Larronde	S/Sgt. Ernest R. Werley	S/Sgt. Louis G. Kutzer
S/Sgt. H. A. Lempka		
Lt. Richard V. Wheeler	Lt. Michael Zubon	Lt. Ronald D. Perkins
S/Sgt. Earl Corrin	T/Sgt. Jean R.L. Tanner	S/Sgt. Vincent N. Sherry
S/Sgt. Jack S. Brower	S/Sgt. William C. Russell	S/Sgt. Robert Linneman
Lt. Anthony R. Durante	Lt. Henry T. Arrington	Lt. Francis W. DeMand
S/Sgt. Harry T. Best		Cpl. Reuben J. Troyer
S/Sgt. Italo DeGiusti		S/Sgt. Clyde W. Middleton

April 27th, 1944

This Squadron furnished 12 crews for the mission against the marshalling yard at Charleroi on the morning of April 27th, 1944. The formation took off in the usual manner with a total of 6x500 lb. bombs, two of which were mounted on wing racks. This flight was more or less of an experiment and the outcome was not as bad as was expected, although a loss of airspeed and sluggishness of control was noted.

The planes entered the enemy coast between Dunkerque and Ostend, an area quite free of flak. Very shortly after crossing the coast the formation approached an undercast which held all the way around the route, causing the shops to return without dropping their bombs. On the way out a slight amount of "through the overcast" firing was observed, but did no damage. All planes returned safely although several were quite low on gas.

The following crews took part:

Lt. Stuart M. Hixon T/Sgt. Felix Larronde S/Sgt. Henry A. Lempka	Lt. Ronald D. Perkins S/Sgt. Vincent N. Sherry S/Sgt. Robert H. Linneman	Lt. Michael Zubon T/Sgt. J.R. L. Tanner S/Sgt. W.C. Russell
Lt. Robert E. Stockwell S/Sgt. Horace E. Wellin S/Sgt. Louis G. Kutzer	Lt. Anthony R. Durante S/Sgt. Harry T. Best S/Sgt. Italo R. DeGiusti	Lt. Hilary P. Cole S/Sgt. F.R. Chvatal S/Sgt. B.G. Fandre
Lt. Everett T. Platter Lt. Robert J. Basnett S/Sgt. Keith L. Johnson S/Sgt. Joseph L. Czech	Lt. Harold D. Andrews S/Sgt. George M. Cook S/Sgt. Ernest R. Werley	Capt. Lloyd F. Dunn Cpl. R.J. Troyer S/Sgt. C.W. Middleton
Lt. Richard V. Wheeler S/Sgt. Earl Corrin S/Sgt. Jack S. Brower	Lt. Robert H. Smith S/Sgt. Victor P. Adams	Lt. George Cowgill S/Sgt. Hollis Foster S/Sgt. Egon W. Rust

The 416th Bomb Group went back to the marshalling yards at Aras again in the afternoon and managed to drop most of the bombs on the target. However, the wing racks showed up faulty and at frequent intervals on the return trip a 500 lb. bomb would fall off. One exploded 200 yards from the control tower at Gossfield, over which the formation flew. No one was believed to have been injured in this slip-up, however, one English house is known to have been bombed off the English countryside.

Landfall was made at Trouqueville at which point the ground defenses threw up a little light flak which did not reach the formation. On the bomb run a four gun emplacement opened up on the formation, but caused no damage. Bombing results were good. The ships left France between Calais and Dunkerque.

The following crews participated:

Lt. Stuart M. Hixon
S/Sgt. Harry T. Best
S/Sgt. Italo R. DeGiusti

Capt. Lloyd F. Dunn
Lt. Henry T. Arrington
T/Sgt. Felix Larronde
S/Sgt. Henry A. Lempka

Lt. George Cowgill
S/Sgt. Hollis Foster
S/Sgt. Egon W. Rust

Lt. Francis W. DeMand
S/Sgt. Clyde W. Middleton
Cpl. R.J. Troyer

Lt. Lavern A. Marzolf
Lt. Albert (NMI) Jedinak
S/Sgt. Horace E. Wellin
S/Sgt. Louis G. Kutzer

Lt. Hilary P. Cole
S/Sgt. Franklin R. Chvatal
S/Sgt. B.G. Fandre

Lt. Robert H. Smith
S/Sgt. Victor P. Adams

April 30th, 1944

The last day of an intensive month of operations was marked by another “double” for the 416th Bomb Group. In the morning the target was an old “No-Ball”— Bonnières. A new procedure was attempted, in that three twelve-ship boxes were used rather than two eighteen’s. The worth of this measure can’t, as yet, be evaluated. It does seem to give a certain flexibility to the formation, but the results were not good. Only one of the boxes hit the target.

Lt. Cowgill, flying his last and tenth mission for this Squadron (he has been transferred) used up a good share of his luck when a shell (probably an 88) entered the bottom of his fuselage, and passed out the top without going off. Hang on to that horseshoe George, and good luck! Only a few ships received battle damage, with no injury to personnel.

The following crews participated:

Lt. Everett T. Platter
Lt. Robert J. Basnett
S/Sgt. Keith L. Johnson
S/Sgt. Joseph L. Czech

Lt. James D. Adams
Sgt. Allan J. Zeikus
S/Sgt. Pervy L. Clearman

Lt. Francis W. DeMand
Sgt. Reuben J. Troyer
S/Sgt. C.W. Middleton

Lt. Richard E. Greenley
S/Sgt. Howard C. Worden
S/Sgt. Joseph J. Rzepka

Lt. Anthony R. Durante
S/Sgt. Harry T. Best
S/Sgt. Italo R. DeGiusti

Lt. George W. Cowgill
S/Sgt. Hollis A. Foster
S/Sgt. Egon W. Rust

Lt. Lavern A. Marzolf
S/Sgt. Horace E. Wellin
S/Sgt. Louis G. Kutzer

Lt. William A. Merchant
S/Sgt. Clifford J. Harp
S/Sgt. Kenneth P. Brown

Number two for the day was a marshalling yard north of St. Quentin in France. A 72-ship formation was dispatched, led by the 409th Bomb Group. It was a rather uneventful trip — the 409th was off the target; both of the 416ths were on. The only break in an otherwise dull trip was when the 409th started to lead this outfit out of the Continent over Ostend, Belgium, a hot-spot. Major Meng and Captain Dunn left the 409th at this point, taking their two boxes southward, and exiting at the proper place. Some flak came up from Ostend, but it was out of range. Lt. Powell in the first box of this Group did bombing described as very good to excellent, while Lt. Arrington in box two got an excellent rating.

The following crews took part in the second mission:

Capt. Lloyd F. Dunn	Lt. Lavern A. Marzolf	Lt. R. E. Stockwell
Lt. Henry T. Arrington	Lt. Robert J. Basnett	Lt. Albert Jedinak
S/Sgt Hollis A. Forter	S/Sgt. Louis G. Kutzer	S/Sgt. K.L. Johnson
S/Sgt. Egon W. Rust	S/Sgt. Horace E. Wellin	S/Sgt. J. L. Czech
Lt. Richard E. Greenley	Lt. Anthony R. Durante	Lt. Ronald Perkins
S/Sgt. Howard C. Worden	S/Sgt. Harry T. Best	S/Sgt. V.N. Sherry
S/Sgt. Joseph J. Rzepka	S/Sgt. Italo R. DeGiusti	S/Sgt. R.H. Linneman
Lt. Hillary P. Cole	Lt. James D. Adams	Lt. F. W. DeMand
S/Sgt. Franklin R. Chvatal	Sgt. Allan Ziekus	Sgt. Reuben Troyer
S/Sgt. Benjamin G. Fandre	S/Sgt. P.L. Clearman	S/Sgt. C.W. Middleton
Lt. William A. Merchant	Lt. Richard V. Wheeler	Lt. Michael Zubon
S/Sgt. Clifford J. Harp	S/Sgt. Earl Corrin	T/Sgt. Jean Tanner
S/Sgt. Kenneth P. Brown	S/Sgt. Jack S. Brower	S/Sgt. W.C. Russell

May 1st, 1944

Target: Chaleroi Marshalling Yards at Montignies.

This formation, led by Major Willets took off on a milk run over enemy territory. This target offered good bombing results with a minimum of flak. Although the trip was quite long, none of the planes ran short of gas. The Group was to hit this same target previously but the mission was scrubbed once and obscured by clouds a second time. All planes returned safe with nary a flak hole. Bombing results were good.

The following crews participated:

Maj. David L. Willets	Lt. Lavern A. Marzolf	Lt. Hilary P. Cole
Lt. Peter G. Royalty	Lt. Robert J. Basnett	S/Sgt. F.R. Chvatal
T/Sgt. Felix H. Larronde	S/Sgt. Louis G. Kutzer	S/Sgt. B.G. Fandre
S/Sgt. Henry A. Lempka	S/Sgt. Horace E. Wellin	

Continue on next page.

Lt. Richard V. Wheeler
S/Sgt. Earl Corrin
S/Sgt. Jack S. Brower

Lt. Robert E. Stockwell
S/Sgt. Hollis A. Foster
S/Sgt. Egon W. Rust

Lt. Everett T. Platter
S/Sgt. Keith L. Johnson
S/Sgt. Joseph L. Czech

Lt. Michael Zubon
T/Sgt. Jean R.L. Tanner
S/Sgt. William C. Russell

S/Sgt. Victor P. Adams

Target: Blanc Misseron Marshalling Yards.

The formation led by the 409th, who attempted to lead the 416th astray over the heavily defended Ostend area, hit at machine shops of a locomotive works in this area. Damage was not as great as was expected, although the 416th Bomb Group did hit a corner of the target area after making three bomb runs. Flak was only seen over the Ostend sector. The formation returned to discover they had to go out again on the next day on the same target.

Following are the crews:

Lt. Robert E. Stockwell
Lt. Albert Jedinak
S/Sgt. Hollis A. Foster
S/Sgt. Egon W. Rust

Lt. Everett T. Platter
S/Sgt. Keith L. Johnson
S/Sgt. J. L. Czech

Lt. Hilary P. Cole
S/Sgt. F.R. Chvatal
S/Sgt. B. G. Fandre

Lt. Ronald D. Perkins
S /Sgt. V. N. Sherry
S/Sgt R.H. Linneman

Lt. Lavern A. Marzolf
S/Sgt. Louis G. Kutzer
S/Sgt. Horace E. Wellin

Lt. R. E. Greenley
S/Sgt. H. Worden
S/Sgt. J. Rzepka

Lt. Michael Zubon
T/Sgt. Jean Tanner
S/Sgt. William C. Russell

Lt. Richard Wheeler
S/Sgt. Earl Corrin
S/Sgt. Jack Brower

Lt. James D. Adams
Sgt. Allan Zeikus
S/Sgt. Pervy Clearman

Lt. William A. Merchant
S/Sgt. Clifford J. Harp
S/Sgt. Kenneth P. Brown

Lt. Anthony R. Durante
S/Sgt. Harry T. Best
S/Sgt. Italo R. DeGiusti

Lt. Francis DeMand
Sgt. Reuben Troyer
S/Sgt. C.W. Middleton

May 2nd, 1944

Target: Blanc Misseron Marshalling Yards.

The job done last evening on this same target apparently did not satisfy higher headquarters. While the shops were hit, they were not knocked out. Accompanied by the 409th Bomb Group, the 416th went after the same target. The mission went about as scheduled until the bomb run. The lead bombardier of the second box (Lt. Arrington) was unable to pick up the target in his sight. The first box bombed, and as the second box crossed the target, the high box (409th) came almost directly over it. Our second box moved aside just in time to prevent the bombs dropping through the formation. Another run was made, and the bombs dropped on a burning target. Captain Dunn and Lt. Arrington were red-faced the next day when the photographs showed that they had bombed Valenciennes M/Y, 6½ miles S.W. of the target, a B-26 target of the day. No flak was encountered. Bomb results for the first box were classified as good.

The following crews participated:

Capt. Lloyd F. Dunn
Lt. Henry T. Arrington
S/Sgt. Hollis A. Foster

Lt. Hilary P. Cole
S/Sgt. Franklin R. Chvatal
S/Sgt. Benjamin G. Fandre

Lt. Ronald D. Perkins
S/Sgt. Vincent Sherry
S/Sgt. Robert Linneman

Lt. Lavern A. Marzolf
Lt. Robert J. Basnett
S/Sgt. Horace E. Wellin
S/Sgt. Louis G. Kutzer

Lt. Richard E. Greenley
S/Sgt. Howard C. Worden
Sgt. Joseph J. Rzepka

Lt. William A. Merchant
S/Sgt. Clifford J. Harp
S/Sgt. Kenneth P. Brown

Lt. Anthony R. Durante
S/Sgt. Harry T. Best
S/Sgt. Italo R. DeGiusti

Five New Crews Assigned

Five crews, direct from the States via a Replacement Center in Ireland joined the 671st Bomb Squadron early this month (May) to bolster the combat capacity of this organization. It is necessary for the pilots to undergo a certain amount of orientation flying and learn the formation procedure used by this group on its missions.

Lt. Robert W. York was the first one of the new pilots to go on an operational mission, taking part in the flight on the morning of May 13th, 1944.

The following crews were assigned:

Lt. Robert W. York	S/Sgt. Harley J. Wilde	Sgt. Lewis A. Ashton
Lt. Floyd W. Henderson	Sgt. Richard M. Griswold	Sgt. Phillippe E. Coulombe
Lt. Ronald A. Wipperman	S/Sgt. Henry S. Ahrens	Sgt. Louis C. Mazza
Lt. James H. Miller	Sgt. Robert G. Schron	Sgt. Julius Galander
Lt. Ray C. Morehouse	Sgt. Leonard A. Zygiel	Sgt. Arthur J. Burgess

416th In Secret Mission

Taking off just daybreak, the 416th Bomb Group took part in a combined practice invasion with sea and land forces on May 4th, 1944. Details of the mission are secret and cannot be disclosed at this time. However, it can be stated that the results were very satisfactory.

The following crews participated:

Capt. Lloyd F. Dunn	Lt. Robert E. Stockwell	Lt. Everett T. Platter
Lt. Henry T. Arrington	S/Sgt. Victor P. Adams	S/Sgt. Keith L. Johnson
S/Sgt. Hollis A. Foster	S/Sgt. Horace E. Wellin	S/Sgt. Joseph L. Czech
S/Sgt. Egon W. Rust		
Lt. Hilary P. Cole	Lt. James D. Adams	Lt. Robert H. Smith
S/Sgt. Franklin R. Chvatal	Sgt. Allan Ziekus	S/Sgt. C.W. Middleton
S/Sgt. Benjamin G. Fandre	S/Sgt. P.L. Clearman	Sgt. Reuben J. Troyer
Lt. Harold D. Andrews	Lt. Richard E. Greenley	Lt. William A. Merchant
S/Sgt. George M. Cook	S/Sgt. Howard C. Worden	S/Sgt. Kenneth P. Brown
S/Sgt. Ernest R. Werley	S/Sgt. Joseph J. Rzepka	S/Sgt. Clifford J. Harp

May 7th – May 13th, 1944

After a four day recess the 416th Bomb Group reached a new bombing high, crossing the English Channel 11 times from May 7th thru May 13th to smash enemy installations in France and Belgium. The Havocs were out in force twice on the 7,8,9,11 and 12th of May, while just once on the 13th. No mission was flown on May 10th because of poor weather.

Marshalling Yards, Airdromes and “No-Balls” were hit in the weeks operations which culminated in a great loss to the 671st Bomb Squadron. On the late mission on May 12th, Lt. Robert E. Stockwell, flying deputy lead in a A-20J No. 129 received a direct hit through the open bomb bay doors and another burst in the tail section, causing the ship to crash over the No-Ball target. Lt. Albert Jedinak, bombardier-navigator, and S/Sgt. Hollis A. Foster and S/Sgt. Egon W. Rust were with him. Two parachutes were seen to have opened, so it is believed that two of the crew are still alive.

Lt. Stockwell had been with the 671st Squadron since last July. He rose to the position of flight leader and was one of the key men in the group. He was liked and admired by everyone and his loss is deeply felt. Lt. Jedinak, bombardier-navigator, who also acted as Squadron Gunnery Officer, had proven himself capable in his profession, and shall also be missed greatly. For Lt. Stockwell it was his 23rd Combat Sortie, while Lt. Jedinak completed his 15th.

S/Sgt. Foster who had finished a tour in the Southwest Pacific Theater before joining the 671st in August was rated as one of the best gunners in the Group and was someone the less-experienced crews could go to for advice and be sure it was the right kind. Sgt. Rust, although not joining the outfit until Laurel, had picked up knowledge fast and was considered apt at his lower gun position.

To the two that bailed out...GOOD LUCK! To the two that didn't ...HAPPY LANDING !

May 7th, 1944
Morning

Target: Blanc Misseron Locomotive Works

Results: Nil

Lt. H.P. Cole
S/Sgt. F.R. Chavtal
S/Sgt. B.G. Fandre

Lt.S.M. Hixon
S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Lt. J.D. Adams
S/Sgt. P.L. Clearman
Sgt. A.J. Zeikus

Lt. R.V.Wheeler
S/Sgt. E. Corrin
S/Sgt. J.S. Brower

Lt. M. Zubon
T/Sgt. J.R.L. Tanner
S/Sgt. W.C. Russell

Major D.L. Willets
Lt. P.G. Royalty
T/Sgt. F.H. Larronde
S/Sgt.H.A. Lempka

Lt. R.E. Stockwell
Lt. A. Jedinak
S/Sgt. C.J. Harp
S/Sgt. V.P. Adams

Lt. R.E. Greenley
S/Sgt. H.C. Worden
S/Sgt. J.J. Rzepka

Lt. E.T. Platter
S/Sgt. K.L. Johnson

Lt. H.D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt. R.H. Smith
S/Sgt. R.H. Linneman
S/Sgt. V.N. Sherry

Lt. L.A. Marzolf
Lt.R.J. Basnett
S/Sgt.L.G. Kutzer
S/Sgt./H.E. Wellin

Afternoon

Target: Behen No-Ball

Results: Nil

Lt. R.E. Greenley
S/Sgt. H.C. Worden
S/Sgt. J.J. Rzepka

Lt.E.T. Platter
S/Sgt.K.L. Johnson
S/Sgt.J.L. Czech

Lt.R.H. Smith
S/Sgt.F.R. Chvatal
S/Sgt.B.G. Fandre

Lt.R.D. Perkins
S/Sgt.V.N. Sherry
S/Sgt. R.H. Linneman

Lt.W.A. Merchant
S/Sgt.C.J. Harp
S/Sgt.V.P. Adams

Lt.A.R. Durante
S/Sgt.H.T. Best
S/Sgt.I.R. DeGiusti

Lt.J.D. Adams
S/Sgt.P.L. Clearman
Sgt. A.J. Zeikus

Lt.L.A. Marzolf
S/Sgt.L.G. Kutzer
S/Sgt.H.E. Wellin

T/Sgt.J.R.L. Tanner
S/Sgt.W.C. Russell

May 8th, 1944

Morning

Target: Aersshot Marshalling Yards

Results: Nil

Lt. R.H. Smith
S/Sgt. J.S. Brower
S/Sgt. E. Corrin

Lt. A.R. Durante
S/Sgt. H.T. Best
S/Sgt. I. R. DeGiusti

Lt. H.P. Cole
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

Lt. J.D. Adams
S/Sgt. P.L. Clearman
Sgt. A.J. Zeikus

Lt. M. Zubon
T/Sgt. J.R.L. Tanner
S/Sgt. W.C. Russell

Lt. R.E. Stockwell
Lt. A. Jedinak
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

Lt. W.A. Merchant
S/Sgt. C.J. Harp
S/Sgt. V.P. Adams

Lt. L.A. Marzolf
S/Sgt. H. E. Wellin
S/Sgt. L.G. Kutzer

Lt. R.D. Perkins
S/Sgt. V.N. Sherry
S/Sgt. R.H. Linneman

Lt. S.M. Hixon
T/Sgt. F.H. Larronde
S/Sgt. H.A. Lempka

Afternoon

Target: Ailly L'Haut Cloches

No-Ball

Results: Good

Lt. H. D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt. M. Zubon
T/Sgt. J.R.L. Tanner
S/Sgt. W.C. Russell

Major D.L. Willetts
Lt. P.G. Royalty
T/Sgt. F.H. Larronde
S/Sgt. H.A. Lempka

Lt. R.H. Smith
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

Lt. R.V. Wheeler
S/Sgt. J.S. Brower
S/Sgt. E. Corrin

Lt. R.E. Stockwell
Lt. A. Jedinak
S/Sgt. H.C. Worden
S/Sgt. J.J. Rzepka

Lt. E.T. Platter
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

Lt. R.D. Perkins
S/Sgt. V.N. Sherry
S/Sgt. R.H. Linneman

May 9th, 1944

Morning

Target: Aerschot Marshalling Yards

Results: Good

Lt. A.R. Durante
S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Lt. H.D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt. M. Zubon
T/Sgt. J.R.L. Tanner
S/Sgt. W.C. Russell

Lt. W.A. Merchant
S/Sgt. C.J. Harp
S/Sgt. V.P. Adams

Lt. J.D. Adams
S/Sgt P.L. Clearman
Sgt. A.J. Zeikus

Lt. R.V. Wheeler
S/Sgt. J.S. Brower
S/Sgt. E. Corrin

Lt. R.D. Perkins
S/Sgt. V.N. Sherry
S/Sgt. R.H. Linneman

Lt. L.A. Marsolf
S/Sgt. L.G. Kutzer
S/Sgt. H.E. Wellin

Lt. S.M. Hixon
T/Sgt. F.H. Larronde
S/Sgt. H.A. Lempka

Lt. R.E. Stockwell
Lt. A. Jedinak
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

Lt. R.E. Greenley
S/Sgt. H.C. Worden
S/Sgt/ J.J. Rzepka

Lt. H.P. Cole
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

Afternoon

Target: Bois D'enfer

No-Ball

Results: Fair

Lt. R.V. Wheeler
S/Sgt. J.S. Brower
S/Sgt. E. Corrin

Lt. R.E. Stockwell
Lt. A. Jedinak
S/Sgt. H.A. Foster
S/Sgt. E.W. Rust

Capt. L.F. Dunn
Lt. H.T. Arrington
T/Sgt. F.H. Larronde
S/Sgt. H.A. Lempka

Lt. F.W. DeMand
S/Sgt. C.W. Middleton
Sgt. R.J. Troyer

Lt. R.E. Greenley
S/Sgt. H.C. Worden
S/Sgt/ J.J. Rzepka

Lt. A.R. Durante
S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Lt. R.D. Perkins
S/Sgt. V.N. Sherry
S/Sgt. R.H. Linneman

Lt. H.D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt. R.H. Smith
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

May 11th, 1944

Morning

Target: Corneille Eu Vexin Airdrome

Results: Fair

Lt. R.D. Perkins
S/Sgt. V.N. Sherry
S/Sgt. R.H. Linneman

Lt. R.H. Smith
S/Sgt. V.P. Adams
S/Sgt. C.J. Harp

Lt. H.P. Cole
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

Major D.L. Willetts
Lt. P.G. Royalty
T/Sgt. F.H. Larronde

Lt. R.V. Wheeler
S/Sgt. J.S. Brower
S/Sgt. E. Corrin

Lt. R.E. Stockwell
Lt. A. Jedinak
S/Sgt. H. E. Wellin

S/Sgt. P.L. Clearman

Sgt. A.J. Zeikus

S/Sgt. L.G. Kutzer

Afternoon

Target: Aerschot Marshalling Yards

Results: Good

Lt. R.V. Wheeler
S/Sgt. E. Corrin

S/Sgt. J.S. Brower

Lt. L.A. Marsolf
Lt. R.J. Basnett
S/Sgt. H. E. Wellin
S/Sgt. L.G. Kutzer

Lt. S.M. Hixon
S/Sgt. H.A. Foster
S/Sgt. E.W. Rust

Lt. M. Zubon
T/Sgt. J.R.L. Tanner
S/Sgt. W.C. Russell

Lt. A.R. Durante
S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Lt. H.D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt. H.P. Cole
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

May 12th, 1944

Morning

Target: Monchy Breton

Results: Fair

Lt. J.D. Adams
S/Sgt. P.L. Clearman
Sgt. A.J. Zeikus

Lt. A.R. Durante
S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Lt. E.T. Platter
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

Lt. M. Zubon
T/Sgt. J.R.L. Tanner
S/Sgt. W.C. Russell

Lt. R.D. Perkins
S/Sgt. V.N. Sherry
S/Sgt. R.H. Linneman

Lt. R.H. Smith
S/Sgt. V.P. Adams
Sgt. R.J. Troyer

Lt. R.V. Wheeler
S/Sgt. J.S. Brower
S/Sgt. E. Corrin

Lt. H.P. Cole
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

Lt. H.D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt.S.M. Hixon
T/Sgt. F.H. Larronde
S/Sgt. H.A. Lempka

Lt. L.A. Marzolf
Lt. R.J. Basnett
S/Sgt. H.E. Wellin
S/Sgt. L.G. Kutzer

Capt. L.F. Dunn
Lt. H.T. Arrington
S/Sgt. H.A. Foster
S/Sgt. E.W. Rust

Afternoon

Target: Beauvoir

Results: Good

Lt. L.A. Marzolf
Lt. R.J. Basnett
S/Sgt. H.E. Wellin
S/Sgt. L.G. Kutzer

Lt. F. W. DeMand
Sgt. R.J. Troyer
S/Sgt. C.W. Middleton

Lt.S.M. Hixon
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

Lt. M. Zubon
T/Sgt. J.R.L. Tanner
S/Sgt. W.C. Russell

Lt. J.D. Adams
S/Sgt. P.L. Clearman
Sgt. A.J. Zeikus

Major D.L. Willetts
Lt. P.G. Royalty
T/Sgt. F.H. Larronde
S/Sgt. H.A. Lempka

Lt. R.E. Stockwell
Lt. A. Jedinak
S/Sgt. H.A. Foster
S/Sgt. E.W. Rust

May 13th, 1944

Target: Beauvois-Fille

Results: Good

Lt. J.D. Adams
S/Sgt. P.L. Clearman
Sgt. A.J. Zeikus

Lt. R.V. Wheeler
S/Sgt. J.S. Brower
S/Sgt. E. Corrin

Lt. F. W. DeMand
Sgt. R.J. Troyer
S/Sgt. C.W. Middleton

Lt. H.P. Cole
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

Lt. M. Zubon
T/Sgt. J.R.L. Tanner
S/Sgt. W.C. Russell

Lt. S.M. Hixon
T/Sgt. F.H. Larronde
S/Sgt. H.A. Lempka

Lt. A.R. Durante
S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Lt. E.T. Platter
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

May 15th, 1944

Take-off, assembly, fighter rendezvous, and bomber rendezvous were normal and according to schedule on the mission of May 15th, 1944. Major Meng with Lt. Powell led Box 1, while Captain Hulse and Lt. Conte led Box 11. The target was Criel Airport in France.

Landfall was made at the correct point of entry, and then followed a superb bit of navigation over 10/10 cloud cover to the initiation point and target. The target, consisting of a large and small hanger, was completely demolished by Box 1. Box 11 failed to drop because a stray cloud moved in over the target after Box 1 had dropped.

Light, inaccurate flak was experienced at the target. Return to base was made without incident and there was no battle damage to the ships.

Continue on the next page.

The following crews participated:

Lt. R.W. York
Sgt. L.A. Ashton
Sgt. R.W. Griswold

Lt. A.R. Durante
S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Lt. F.W. DeMand
Sgt. R.J. Troyer
S/Sgt. C.W. Middleton

Lt. W.A. Merchant
S/Sgt. C.J. Harp
S/Sgt. K.P. Brown

Lt. R.E. Greenley
S/Sgt. H.C. Worden
S/Sgt. J.J. Rzepka

Lt. R.V. Wheeler
S/Sgt. E. Corrin
S/Sgt. J.B. Brower

Lt. J.D. Adams
S/Sgt. P.L. Clearman
Sgt. A.J. Zeikus



May 19th, 1944

Fighting a thick haze and large cloud formation, the 416th failed in its attempt to knockout and enemy coastal gun target on the afternoon of May 19th, 1944. The 670th lost a ship and two gunners, but the pilot managed to bail out. The ship went into a spin when Lt. Crispino flew into cumulo-nimbus clouds and continued to fly formation instead of switching to instruments.

The following crews took part:

Lt. R.A. Wiperman
S/Sgt. H.S. Ahrens
Sgt. L.C. Mazza

Lt. A.R. Durante
S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Lt. J.D. Adams
S/Sgt. P.L. Clearman
Sgt. A.J. Zeikus

Lt. R.W. York
S/Sgt. V.P. Adams
S/Sgt. H.A. Merion

Lt. R.H. Smith
S/Sgt. A.A. Stockham
Sgt. R.J. Mahoney

Lt. F.W. DeMand
Sgt. R.J. Troyer
S/Sgt. C.W. Middleton

Lt. R.E. Greenley
S/Sgt. H.C. Worden
S/Sgt. J.J. Rzepka

Lt. W.A. Merchant
S/Sgt. C.J. Harp
S/Sgt. K.P. Brown

Lt. E.T. Platter
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

Lt. H.P. Cole
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

Lt. H.D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt. F.W. Henderson
Sgt. R.M. Griswold
Sgt/ P.E. Coulcombe

May 20th, 1944

Faulty navigation was responsible for the 416th Bomb Group missing its scheduled target on the morning of May 20th, 1944...the airdrome at Beauvois-Fille, but the airfield at Montidier, looking quite similar to the former target, was hit instead and the mission did not go as a complete failure. Several dispersal areas were hit.

Two crews from the 668th Bomb Squadron went down near the target, but five parachutes were seen to have opened. Lt. Bradford and Lt. Kleopfel piloted the two ships. Lt. Merchant returned on a single engine, making a force landing in a wheat field adjoining Great Sailing. Lt. Merchant received cuts about the face when a flak burst smashed his windshield. (The farmers of Essex have put a price on the "Feathers" head because this was the second field he has plowed up in a weeks time. Remember the cub?)

Lt. Wipperman and Lt. York landed at nearby fields due to flak damage to their gas tanks.

With both boxes dropping their bombs on dispersal areas and buildings, the 416th rained havoc on the airfield at Corneille Eu Vexin late in the afternoon. Results were classified as excellent, Major Campbell and Captain Clark led the formation. Flak was mild and all the ships returned.

The following crews went on the morning mission:

Lt. R.W. York Sgt. L.A. Ashton S/Sgt. H.J. Wilds	Lt.R.V. Wheeler S/Sgt. E. Corrin S/Sgt. J.S. Brower	Lt. M. Zubon T/Sgt. J.R.L. Tanner S/Sgt. W.C. Russell
Lt. J.D. Adams Sgt. A.J. Zeikus S/Sgt. P.L. Clearman	Lt. R.H. Smith S/Sgt. A.A. Stockham Sgt. R.J. Mahoney	Lt. R.E. Greenley S/Sgt. H.C. Worden S/Sgt. J.J. Rzepka
Lt. H.P. Cole S/Sgt. F.R. Chvatal S/Sgt. B.G. Fandre	Lt. F.W. Henderson Sgt/ P.E. Coulcombe Sgt. R.M. Griswold	Captain L.F. Dunn Lt. H.T. Arrington S/Sgt. H.A. Marion S/Sgt. V.P. Adams
Lt. W.A. Merchant S/Sgt. C.J. Harp S/Sgt. K.P. Brown	Major D.L. Willets Lt. P.G. Royalty T/Sgt. F.H. Larronde S/Sgt. H.A. Lempka	

The following combat crews took part in the afternoon mission:

Lt. R.A. Wipperman S/Sgt. H.S. Ahrens Sgt. L.C. Mazza	Lt. H.D. Andrews S/Sgt. G.M. Cook S/Sgt.E.R. Werley	Lt. A.R. Durante S/Sgt. H.T. Best S/Sgt. I.R. DeGiusti
Lt. E.T. Platter S/Sgt. K.L. Johnson S/Sgt. J.L. Czech	Lt. F.W. DeMand Sgt. R.J. Troyer S/Sgt. C.W. Middleton	

The following letter and endorsement speak for themselves:

Headquarters
Ninth Air Force

In reply refer to: 330:13

APO 696, U.S. Army
10 May 1944

Subject: Commendation.

To: Commanding General, IX Bomber Command, APO 140, U.S. Army.

1. Your attention is invited to the following letter received from Air Chief Marshal Sir Trafford Leigh-Mallory, Air Commander-in-Chief, Allied Expeditionary Air Force:

“Now that full reports have come in relating to the recent concentrated effort against special targets in Northern France, it is apparent that of all Bomber Forces involved, those of the Ninth Air Force proved to be by far the most efficacious in knocking out these difficult and well defended targets.

“2. I have also watched the results of the Ninth Air Force operations against coastal defense batteries, and here again have been impressed with the accuracy of the bombing.

“3. The concentrated, determined, and highly skilled manner in which these Groups have operated augurs well for the future, and I shall be glad if you will convey my congratulations to all those air and ground crews which have been involved in these operations.

/s/ T. Leigh-Mallory
Air Chief Marshal,
Air Commander-in-Chief,
Allied Expeditionary Air Force.”

2. It is with genuine pride and satisfaction in your accomplishments that I forward this letter on to you and every member of your command. You have had keen competition in your relentless assaults against the enemy and the statement of the Air Commander-in Chief that you have “proved to be by far the most efficacious in knocking out these difficult and well defended targets” is in itself great praise.
3. I have full faith and confidence in your ability and determination to maintain your most commendable record in the approaching invasion of the Continent. I wish you every success.

/s/L.H. Brereton

Major General, U.S.A.
Commanding.

HEADQUARTERS, IX BOMBER COMMAND, APO 140. U.S. ARMY, 15 May 1944

TO: Commanding Officers, All Combat Wings, IX Bomber Command;
Commanding Officers, All Stations, IX Bomber Command.

1. The above letter from the Commanding General, Ninth Air Force, expressing his pride and satisfaction in the accomplishments of IX Bomber Command and his faith and confidence in IX Bomber Command's ability and determination to operate efficiently and effectively in the coming invasion of the continent and the endorsement will be:
 - a. read to all combat crew members at briefing.
 - b. posted on all Squadron bulletin boards on your station for a period of three days in order that all station personnel may be informed of the high regard the Air Commander-in Chief, Allied Expeditionary Air Force, and the Commanding General, Ninth Air Force, have for IX Bomber Command and its accomplishments and of my own great pride in IX Bomber Command.
2. I dictate the above steps to inform all personnel of this letter because I am fully aware that the present scale of operations and the excellent enlisted man in IX Bomber Command is doing his assigned task in the most efficient and loyal manner possible. Combat crews deliver the bombs, the work of the ground personnel makes it possible for them to do so. Any credit due IX Bomber Command belongs to the command as a whole—not to any individuals.
3. General Brereton's expression of faith and confidence in IX Bomber Command is most gratifying. It is also a challenge to us all. I am fully confident that no unit or individual of IX Bomber Command will fail to do his utmost to make the approaching invasion of the Continent the greatest success in military history. Your utmost efforts will be necessary, but I am confident they will be sufficient for victory. You have been tested and found worthy of the great part you will take in the supreme effort to crush our enemies. I am proud of you and confident of your success.

/s/ Samuel E. Anderson
Brigadier General, USA,
Commanding.

Copy of the original
Lloyd F. Dunn
Captain, Air Corps,
Operations Officer.

May 22, 1944

Major Meng of the 670th Squadron was to lead two boxes of eighteen ships into enemy territory to attack the airdrome, Cormeille En Vexin, and its north dispersal area, the MPI being a hanger in that area.

However, after take-off and about ten minutes from the base the formation ran into some heavy cumulous clouds of frontal structure. Evidently this front was supposed to be weaker than it actually was. At any rate, the formation put into use the greatly abused “ascent through the overcast” policy of the Group and at least twenty-four of the aircraft originally dispatched got on top and proceeded on course. The rest of the trip was quite uneventful although everyone “sweat-out” the bomb run which was almost five minutes long. However, no flak came close to the formation and all twenty-four aircraft returned safely, but a little low on gas.

Two aircraft, believed to have been from one of the other A-20 Groups, were lost on the afternoon mission. One was seen burning and later exploded on crashing west of Rouen; the other made its way out of the French coast and part way across the channel, but evidently some of the light flak received on the entry had found its mark, and the aircraft never reached England.

Bombing results for this Group, which hit the target just after two boxes of B-26's struck blows, was classed as excellent with at least three direct hits on the Aiming Point.

The following crews participated in this mission:

Lt.R.V. Wheeler	Lt. F.W. DeMand	Lt. E.T. Platter
S/Sgt. J.S. Brower	Sgt. R.J. Troyer	S/Sgt. K.L. Johnson
S/Sgt. E. Corrin	S/Sgt. C.W. Middleton	S/Sgt. J.L. Czech
Lt. R.A. Wipperman	Lt. R.E. Greenley	Lt. R.H. Smith
S/Sgt. H.S. Ahrens	S/Sgt. H.C. Worden	Sgt. R.J. Mahoney
Sgt. L.C. Mazza	S/Sgt. J.J. Rzepka	S/Sgt. A.A. Stockham
Lt.R.D. Perkins	Lt. S.M. Hixon	Lt. F.W. Henderson
S/Sgt. V.N. Sherry	T/Sgt. F.H. Larronde	Sgt. R.M. Griswold
S/Sgt. R.H. Linneman	S/Sgt. H.A. Lempka	Sgt. P.E. Coulombe
	Lt. H.D. Andrews	
	S/Sgt. G.M. Cook	
	S/Sgt. E.R. Werley	

May 24th, 1944

Major Willets lead the Group formation into another airdrome, this time west of Paris, on the morning of May 24th, 1944. No flak was encountered and the trip was uneventful with one exception – a 3,000 foot per minute descent through scattered clouds upon return to the base. However, this was done with the minimum of chaos and all planes landed safely.

Bomb results were not to good. Lt. Royalty dropped 600 feet short of the A.P. and the second box 2,000 feet short.

In the afternoon Major Price led three boxes of 14 aircraft to the Abbeville-Ducat airdrome. All ships but the last box carried “window” to drop over the areas, which were reported to have heavy flak barrage. In addition three ships went ahead of the formation and dropped window. However, for some unexplainable reason, flak was not encountered during the complete mission – much to the surprise of everyone. Bombing results were fair to good as only two of the boxes hit the A.P.

The following crews took part in the morning mission:

Lt. I.A. Marsolf
Lt. R.J. Basnett
S/Sgt H.E. Wellin
S/Sgt. L.G. Kutzer

Major D.L. Willets
Lt. P.G. Royalty
T/Sgt. F. H. Larronde
S/Sgt. H.A. Lempka

Lt. E.T. Platter
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

Lt. H.D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt. F.W. Henderson
Sgt. R.M. Griswold
Sgt. P.E. Coulombe

Lt. W.A. Merchant
S/Sgt. C.J. Harp
S/Sgt. K.P. Brown

Lt. R.D. Perkins
S/Sgt. V.N. Sherry
S/Sgt. R.H. Linneman

Lt. R.E. Greenley
S/Sgt. H.C. Worden
S/Sgt J.J. Rzepka

Lt. R.H. Smith
S/Sgt. A.A. Stockham
Sgt. R.J. Mahoney

Lt.R.W. York
S/Sgt. H.J. Wilde
Sgt. L.A. Ashton

Lt.R.V. Wheeler
S/Sgt. E. Corrin
S/Sgt. J.S. Brower

Continued on next page.

The following crews participated in the afternoon mission:

Lt. L.A. Marzolf	Lt. E.T. Platter	Lt. A.R. Durante
Lt. R.J. Basnett	S/Sgt. K.L. Johnson	S/Sgt. H.T. Best
S/Sgt H.E. Wellin	S/Sgt. J.L. Czech	S/Sgt. I.R. DeGiusti
S/Sgt. L.G. Kutzer		
Lt. R.A. Wiperman	Lt. R.E. Greenley	Lt. R.V. Wheeler
S/Sgt. H.S. Ahrens	S/Sgt. H.C. Worden	S/Sgt. E. Corrin
Sgt. L.C. Mazza	S/Sgt J.J. Rzepka	S/Sgt. J.S. Brower
Lt.R.W. York	Lt. W.L. Smith (BN)	Lt. J.D. Adams
S/Sgt. H.J. Wilde	S/Sgt. V.N. Sherry	Sgt. A.J. Zeikus
Sgt. L.A. Ashton	S/Sgt. R.H. Linneman	S/Sgt/ P.L. Clearman

May 25th, 1944

The 416th Bomb Group went on its 55th mission on the morning of May 25th, 1944. Major Meng led two boxes of eighteen ships each into France to strike at another landing strip of the enemy. It had been reported in the past that heavy and moderate accurate flak would be encountered near the St. Pol field, but not a burst was seen on the trip. This was the third successive flight in which no flak was seen. Some of the pilots were optimistic enough to believe that the Germans are really running out of ammunition.

Major Meng tried to do a little bombing on his own and dropped accidentally eight miles from the target. However, the second box had a little different luck and hit the M.P.I. on the button. All planes returned safely without a scratch.

The following crews made the trip:

Lt. H.D. Andrews	Lt.R.D. Perkins	Lt. R.W. York
S/Sgt. G.M. Cook	S/Sgt. V.N. Sherry	S/Sgt. H.J. Wilde
S/Sgt. E.R. Werley	S/Sgt. R.H. Linneman	Sgt. L.A. Ashton
Lt. R.H. Smith	Lt. J. H. Miller	Lt. R.V. Wheeler
S/Sgt. A.A. Stockham	Sgt. J. Galender	S/Sgt. E. Corrin
Sgt. R.J. Mahoney	Sgt. R.G. Schrom	S/Sgt. J.S. Brower
	Lt. L.A. Marzolf	
	Lt. R.J. Basnett	
	S/Sgt. H.E. Wellin	
	S/Sgt. L.G. Kutzer	

May 26th, 1944

The 416th crossed the Channel 10 times from May 26th through June 4th to paste the enemy Airdromes, Marshalling Yards and No-Balls in air operations which were intended to knock the blocks from under the Nazis transportation, communication, and defense set-up in occupied France.

May 27th, 1944 was a day, which the combat crews of this outfit won't forget so readily. The target was the Amiens Marshalling Yards. The 409th Bomb Group led the Wing in the morning, but the formations never reached the target... the leader being knocked out of the air. The planes returned with 50% battle damage, and the terrific flak barrage that had hit the formation had put a strain on the crews. The afternoon's news that The Outfit was going back to Amiens brought on a lot of moaning, for the crews realized it was going to be a rough ordeal. Our crews were in the last box, of the two to go out; luckily for us, for the first box caught all the hell and four planes were knocked out. However, one of them reached England safely, although the two gunners bailed out over enemy territory.

The targets, results and crews of these missions follow on the next pages.

May 26th, 1944

Afternoon mission:	Beauvois Fille	Results:Nil
Capt. L.F. Dunn Lt. H.T. Arrington S/Sgt. H.A. Marion S/Sgt. V.P. Adams	Lt. J.D. Adams S/Sgt. P.L. Clearman Sgt. A.J. Zeikus	Lt.W.A. Merchant S/Sgt. C.J. Harp S/Sgt. K.P. Brown
Lt. R.A. Wiperman S/Sgt H.S. Aherns Sgt. L.C. Mazza	Lt. R.D. Perkins S/Sgt. V.N. Sherry S/Sgt. R.H. Linneman	Lt. R.V. Wheeler S/Sgt. J.S. Brower S/Sgt. E. Corrin
Lt. H.D. Andrews S/Sgt. G.M. Cook S/Sgt. E.R. Werley	Lt. A.R. Durante S/Sgt. H.T. Best S/Sgt. I.R. DeGiusti	Lt. R.W. York S/Sgt. H.J. Wilds Sgt. L.A. Ashton
Lt. R.C. Morehouse Sgt. A. J. Burgess Sgt. L.A. Zygiel	Lt. R.E. Greenley S/Sgt. H.C. Worden S/Sgt. J.J. Rzepka	Major D.L. Willets Lt. P.G. Royalty T/Sgt. F.H. Larronde S/Sgt. H.A. Lempka

May 27th, 1944

Morning Mission:	Amiens	Results: Nil
Lt. A.R. Durante S/Sgt. H.T. Best S/Sgt. I.R. DeGiusti	Lt. R.C. Morehouse Sgt. A.J. Burgess Sgt. L.A. Zygiel	Lt. L.A. Marzolf Lt. R.J. Basnett S/Sgt. H. E. Wellin S/Sgt. L.G. Kutzer
Lt. R.H. Smith S/Sgt. A.A. Stockham Sgt. R.J. Mahoney	Lt. R.D. Perkins S/Sgt. V.N. Sherry S/Sgt. R.H. Linneman	Lt. J.H. Miller Sgt. J. Galender Sgt. R.G. Schron
Lt. F.W. DeMand Sgt. R.J. Troyer S/Sgt. C.W. Middleton	Lt. H.D. Andrews S/Sgt. G.W. Cook S/Sgt. E.R. Werley	Lt. J.D. Adams S/Sgt. P.L. Clearman Sgt. A.J. Zeikus

Afternoon Mission:	Amiens	Results: Fair
Lt. L.A. Marzolf S/Sgt. H.E. Wellin S/Sgt. L.G. Kutzer	Lt. R.V. Wheeler S/Sgt. J.S. Brower S/Sgt. E. Corrin	Lt. R.A. Wipperman Sgt. D.A. DeBower Sgt. A.C. Garrett
Lt. R.D. Perkins S/Sgt. V.N. Sherry S/Sgt. R.H. Linneman	Lt. A.R. Durante S/Sgt. H.T. Best S/Sgt. I.R. DeGiusti	Lt. E.T. Platter S/Sgt. K.L. Johnson S/Sgt. J.L. Czech
Lt. R.W. York S/Sgt. E.R. Werley S/Sgt. G.M. Cook	Lt. F.W. DeMand Sgt. R.J. Troyer S/Sgt. C.W. Middleton	Lt. J.H. Miller Sgt. J. Galender Sgt. R.G. Schron
Lt. F.W. Henderson Sgt. R.H. Griswold Sgt. P.E. Coulombe	Lt. R.H. Smith S/Sgt. A.A. Stockham Sgt. R.J. Mahoney	Lt. R.C. Morehouse Sgt. A.J. Burgess Sgt. L.A. Zygiel

May 28th, 1944

Morning Mission:
Good

Bruges St. Michel

Results:

Lt. H.D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt. R.W. York
S/Sgt. H.J. Wilds
S/Sgt. L.A. Ashton

Lt. R.A. Wipperman
S/Sgt. H.S. Aherns
Sgt. L.C. Mazza

Lt. E.T. Platter
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

Lt. J.D. Adams
Sgt. A.J. Zeikus
S/Sgt. P.L. Clearman

Lt. F.W. Henderson
Sgt. R.M. Griswold
Sgt. P.E. Coulombe

Lt. R.V. Wheeler
S/Sgt. J.S. Brower
S/Sgt. E. Corrin

Lt. S.M. Hixon
T/Sgt. F.H. Larronde
S/Sgt. H.A. Lempka

Lt. L.A. Marzolf
Lt. R.J. Basnett
S/Sgt. C.W. Middleton
Sgt. R.J. Troyer

Captain L.F. Dunn
Lt. H.T. Arrington
S/Sgt. H.A. Marion
S/Sgt. V.P. Adams

S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Afternoon Mission:

Vacqueriette

Results: Fair

Lt. H.D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt. R.D. Perkins
S/Sgt. V.N. Sherry
S/Sgt. R.H. Linneman

Lt. R.H. Smith
S/Sgt. A.A. Stockham
Sgt. R.J. Mahoney

Lt. E.T. Platter
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

Lt. F.W. DeMand
Sgt. R.J. Troyer
S/Sgt. C.W. Middleton

Lt. R.C. Morehouse
Sgt. A.J. Burgess
Sgt. L.A. Zygiel

Lt. F.W. Henderson
Sgt. P.E. Coulombe
Sgt. R.H. Griswold

Lt. R.A. Wipperman
S/Sgt. H.S. Aherns
Sgt. L.C. Mazza

Lt. J.D. Adams
S/Sgt. P.L. Clearman
Sgt. A.J. Zeikus

Captain L.F. Dunn
Lt. H.T. Arrington
S/Sgt. H.A. Marion
S/Sgt. V.P. Adams

Sgt. J. Galender
Sgt. R.G. Schrom

Major D.L. Willetts
Lt. P.G. Royalty
T/Sgt. F.H. Larronde
S/Sgt. H.A. Lempka

May 29th, 1944

Morning Mission:	Achiet	Results: Excellent
Lt. S.M. Hixon T/Sgt. F.H. Larronde S/Sgt. H.A. Lempka	Lt. R.W. York S/Sgt. H.J. Wilds Sgt. L.A. Ashton	Lt. R.C. Morehouse Sgt. A.J. Burgess Sgt. L.A. Zygiel
Lt. H. D. Andrews S/Sgt. G.M. Cook S/Sgt. E.R. Werley	Lt. F.W. DeMand Sgt. R.J. Troyer S/Sgt. C.W. Middleton	Lt. L.A. Marzolf Lt. R.J. Basnett S/Sgt. H.E. Wellin S/Sgt. L.G. Kutzer
Lt. J.D. Adams Sgt. A.J. Zeikus S/Sgt. P.L. Clearman		

May 30th, 1944

Morning Mission: Good	Denian-Prouvy	Results:
Lt. F.W. Henderson Sgt. P.E. Coulombe Sgt. R.H. Griswold	Lt. R.D. Perkins S/Sgt. V.N. Sherry S/Sgt. R.H. Linneman	Lt. E.T. Platter S/Sgt. K.L. Johnson S/Sgt J.L. Czech
Lt.W.A. Merchant S/Sgt. C.J. Harp S/Sgt. K.P. Brown	Lt. J.D. Adams S/Sgt. P.L. Clearman Sgt. A.J. Zeikus	Lt. R.W. York S/Sgt. H. J. Wilds Sgt. L.A. Ashton
Lt. R.H. Smith S/Sgt. A.A. Stockham Sgt. R.J. Mahoney	Lt. R.E. Greenley S/Sgt. H.C. Worden S/Sgt. J.J. Rzepka	Lt. M. Zubon T/Sgt. J.R.L. Tanner S/Sgt. W.C. Russell
Lt. H.D. Andrews S/Sgt. G.M. Cook S/Sgt. E.R. Werley	Major D.L. Willetts Lt. P.G. Royalty T/Sgt. F.H. Larronde S/Sgt. H.A. Lempka	Lt. L.A. Marzolf Lt. R.J. Basnett S/Sgt. H.E. Wellin S/Sgt. L.G. Kutzer

June 2nd, 1944

Afternoon Mission:	Gorenflos	Results: Good
Captain L.F. Dunn Lt. H.T. Arrington S/Sgt. H.A. Marion S/Sgt. V.P. Adams	Lt. J.D. Adams Sgt. A.J. Zeikus S/Sgt. P.L. Clearman	Lt. R.D. Perkins S/Sgt. V.N. Sherry S/Sgt. R.H. Linneman
Lt. T.J. Murray Sgt. D.H. DeBower Sgt./ R.J. Jones	Lt. F.W. DeMand Sgt. R.J. Troyer S/Sgt. C.W. Middleton	Lt. R.H. Smith S/Sgt. A.A. Stockham Sgt. R.J. Mahoney
	Lt. A.E. Herman Sgt. J.O. Young Sgt. A.D. Garrett	

June 3rd, 1944

Afternoon Mission:	Shortres	Results: Fair
Lt. H.D. Andrews S/Sgt. G.M. Cook S/Sgt. E.R. Werley	Lt. W.A. Merchant S/Sgt. C.J. Harp S/Sgt. K.P. Brown	Lt. J.D. Adams Sgt. A.J. Zeikus S/Sgt. P.L. Clearman
Lt. H.P. Cole S/Sgt. F.R. Chvatal S/Sgt. B.G. Fandre	Lt. R.H. Smith S/Sgt. A.A. Stockham Sgt. R.J. Mahoney	Lt. R.C. Morehouse Sgt. A.J. Burgess Sgt. L.A. Zygiel
Lt. E.T. Platter S/Sgt. K.L. Johnson S/Sgt. J.L. Czech	Lt. A.E. Herman Sgt. J.O. Young Sgt. A.D. Garrett	Lt. F.W. DeMand Sgt. R.J. Troyer S/Sgt. C.W. Middleton
Lt. M. Zubon Sgt. P.E. Coulombe Sgt. R.M. Griswold	Lt. T.J. Murray Sgt. D.H. DeBower Sgt. R.J. Jones	Lt. R.A. Wiperman S/Sgt. H.S. Aherns Sgt. L.C. Mazza

June 4th, 1944

Afternoon Mission:

St. Pierre DuMont Results: Excellent

Lt. R.E. Greenley
S/Sgt. H.C. Worden
S/Sgt. J.J. Rzepka

Lt. R.C. Morehouse
Sgt. A.J. Burgess
Sgt. L.A. Zygiel

Lt. R.A. Wiperman
S/Sgt. H.S. Aherns
Sgt. L.C. Mazza

Lt. A.E. Herman
Sgt. J.O. Young
Sgt. A.D. Garrett

Lt. T.J. Murray
Sgt. D.H. DeBower
Sgt. R.J. Jones

Lt. R.D. Perkins
S/Sgt. V.N. Sherry
S/Sgt. R.H. Linneman

Lt. F.W. DeMand
S/Sgt. R.J. Troyer
S/Sgt. C.W. Middleton

Lt. J.H. Miller
Sgt. J. Galender
Sgt. R.G. Schrom

Lt. L.A. Marzolf
Lt. R.J. Basnett
S/Sgt. H.E. Wellin
S/Sgt. L.G. Kutzer

S/Sgt. F.B. Chvatal

S/Sgt. B.G. Fandre

This Is It

June 5th brought a complete standdown, on which day no planes were to fly. Battle paint was being put on and all the ships were to be in the best possible condition...they were. Late that night hundreds of planes going out and returning were heard, and everyone had the feeling that something was up, and it was. About 0500 on June 6th, 1944 the crews were alerted for a special stand-by. No one was allowed in or out of the Briefing until almost noon, and by that time the radio had announced that the big show was on – the invasion of the continent by land forces.

The first D-Day mission was off at 1300 and this Squadron was furnishing 15 crews of the 54 that went out. Ceiling was low and the ships crossed over the channel and beaches covered with landing barges, men and equipment, at just some 2,000 feet. The target was a cross-road located in the center of the town Argentan, about 60 miles inland. Dropping from 1700 feet not only the crossroad, but practically the whole town was blasted off the face of the earth. Everyone was sweating it out, going in and out at such an unorthodox altitude, but not a shot was fired at the ships. The ships all returned safely to the base, and each had their story to tell about the show they had seen.

At 2015 the ships went out for the second time in weather which even birds were grounded and under normal conditions the mission would have been scrubbed. The formation flew at low altitude again, making their entry at Coyeaux at 3000 feet. A few seconds passed and it seemed as if all Hell broke loose. Light flak, heavy flak, tracers and small arm fire were met continuously on the route, and all there was to do was pray. However, Major Meng, leading the first box of three box formation, stuck to the course, for the target... a vital Marshalling Yard on the main line southeast of Dieppe, and hit it, amid the greatest concentration of defenses this Group has ever seen. It was impossible to avoid the stuff. Lt. Wipperman's ship caught fire and went down over the target with Sgt. Mazza and Sgt. Ahrens. One chute was seen to have opened. Another plane conked out from one of the other Squadrons, and three chutes were seen opening. Then Major Campbell, Commanding Officer of the 669th Bomb Squadron, went down, but no one knew exactly what happened to him or the ship. Finally the coastline was in sight, and with a few odd shots at the ships for a farewell greeting, the channel was crossed. Two ships from another Squadron crash landed on the coast of England. Everyone was glad to get home from this battle, although there will probably be many more like it.

June 6th, 1944

First Mission:
Good

Argentan

Results:

Lt. M. Zubon
T/Sgt. J.R.L. Tanner
S/Sgt. W.C. Russell

Lt. W.A. Merchant
S/Sgt. C.J. Harp
S/Sgt. K.P. Brown

Lt. J.H. Miller
Sgt. J. Galender
Sgt. R.G. Schrom

Lt. R.W. York
S/Sgt. H.J. Wilds
Sgt. L.A. Ashton

Lt. R.E. Greenley
S/Sgt. H.C. Worden
S/Sgt. J.J. Rzepka

Lt. T.J. Murray
Sgt. D.H. DeBower
Sgt. R.J. Jones

Lt. F.W. Henderson
Sgt. R.M. Griswold
Sgt. P.E. Coulombe

Lt. R.C. Morehouse
Sgt. A.J. Burgess
Sgt. L.A. Ashton

Lt. E.T. Platter
S/Sgt. K.L. Johnson
S/Sgt. J.L. Czech

Lt. A.R. Durante
S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Lt. A.E. Herman
Sgt. A.D. Garrett
Sgt. J.O. Young

Lt. R.V. Wheeler
S/Sgt. J.S. Brower
S/Sgt. M. Corrin

Major D.L. Willetts
Lt. P.G. Royalty
T/Sgt. F.H. Larronde
S/Sgt. H.A. Lempka

Lt. H.P. Cole
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

Lt. L.A. Marzolf
Lt. R.J. Basnett
S/Sgt. L.G. Kutzer
S/Sgt. H.E. Wellin

Evening Mission:
Unobserved

Sergveux

Results:

Lt. H.D. Andrews
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

Lt. R.D. Perkins
S/Sgt. V.N. Sherry
S/Sgt. R.H. Linneman

Lt. J.D. Adams
S/Sgt. P.L. Clearman
S/Sgt. A.J. Zeikus

Lt. S.M. Hixon
S/Sgt. H.C. Worden
S/Sgt. J.J. Rzepka

Lt. F.W. DeMand
S/Sgt. C.W. Middleton
S/Sgt. R.J. Troyer

Lt. R.A. Wipperman
Sgt. L.C. Mazza
S/Sgt. H.S. Aherns

Captain L.F. Dunn
Lt. H.T. Arrington
S/Sgt. H.A. Marion
S/Sgt. V.P. Adams

June 7th, 1944

After a good nights rest (?) the Group drove out again over the invasion coast and penetrated the enemy defenses to hit at bridges, crossroads and an infantry division Headquarters. No enemy fire was met in the days operations, a complete reversal of the day before. These targets were hit on two missions; one in the early morning, and the other in the afternoon. Results were believed to have been good. All planes returned safely.

June 8th, 1944

These in the third day since landings were made on the Normandy coast of France. It looks like the beachhead will hold as troops and supplies have been pouring in almost unceasingly since D-Day.

Again an early morning mission got the crews out of bed and into the air. The weather had been bad the two previous days, and it looked as if the Group was going to get a break when the ships climbed up to 11,000 feet over England, but they found a low ceiling awaiting them just the other side of the Channel and had to drop down on the deck over enemy territory. While on the deck the formation ran into a ground fog and split up as there was no other alternative. Unable to drop the bombs, the ships finally rejoined and returned to base safely.

In the evening the ships started out once more, but were recalled due to more bad weather, which was rapidly moving in at the coast. By the time the last ship landed the visibility was down to almost one-half mile anywhere from the ground to 500 feet.

June 7th, 1944

Morning Mission:	Lessay	Results: Good
Lt. R.E. Greenley S/Sgt. C.J. Harp S/Sgt. K.P. Brown	Lt. T.J. Murray Sgt. D.H. DeBower Sgt. R.J. Jones	Lt. A.R. Durante S/Sgt. H.T. Best S/Sgt. I.R. DeGiusti
Lt. J.H. Miller Sgt. J. Galender Sgt. R.G. Schrom	Lt. A.E. Herman Sgt. J.O. Young Sgt. A.D. Garrett	Lt. R.V. Wheeler S/Sgt. J.S. Brower S/Sgt. E. Corrin
Lt. R.H. Smith S/Sgt. A.A. Stockham Sgt. R.J. Mahoney	Lt. E.T. Platter S/Sgt. K.L. Johnson S/Sgt. J.L. Czech	Lt. M. Zubon T/Sgt. J.R.L. Tanner S/Sgt. W.C. Russell
Lt. L.A. Marzolf Lt. R.J. Basnett S/Sgt. H. E. Wellin S/Sgt. L.G. Kutzer		Major D.L. Willetts Lt. P.G. Royalty T/Sgt. F.H. Larronde S/Sgt. H.A. Lempka
Afternoon Mission:	Balleroy	Results: Excellent
Captain L.F. Dunn Lt. H.T. Arrington S/Sgt. H.A. Marion S/Sgt. V.P. Adams	Lt. F.W. Henderson Sgt. P.E. Coulombe Sgt. R.M. Griswold	Lt. H.P. Cole S/Sgt. F.R. Chvatal S/Sgt. B.G. Fandre
Lt. R.C. Morehouse Sgt. A.J. Burgess Sgt. L.A. Zygiel	Lt. J.D. Adams S/Sgt. P.L. Clearman S/Sgt. A.J. Zeikus	Lt. R.D. Perkins S/Sgt. V.M. Sherry S/Sgt. R.H. Linneman
	Lt. H.D. Andrews S/Sgt. G.M. Cook S/Sgt. E.R. Werley	

June 8th, 1944

Morning Mission:	Recalled	
Lt. R.V. Wheeler	Lt. A.R. Durante	Lt. F.W. Henderson
S/Sgt. J.S. Brower	S/Sgt. H.T. Best	Sgt. R.M. Griswold
S/Sgt. E. Corrin	S/Sgt. I.R. DeGiusti	Sgt. P.E. Coulombe
Lt. R.E. Greenley	Lt. A.E. Herman	Lt. T.J. Murray
S/Sgt. H.C. Worden	Sgt. A.D. Garrett	Sgt. R.J. Jones
S/Sgt. J.J. Rzepka	Sgt. J.O. Young	Sgt. D.H. DeBower
Lt.R.W. York	Lt. W.A. Merchant	Lt. L.A. Marzolf
S/Sgt. H.J. Wilds	S/Sgt. K.P. Brown	Lt. R.J. Basnett
Sgt. L.A. Ashton	S/Sgt. C.J. Harp	S/Sgt. H. E. Wellin
		S/Sgt. L.G. Kutzer

June 9th — June 11th, 1944

Poor weather hampered the 416th's intentions of aiding the ground forces on the Normandy beachhead on June 9, 10, and 11, but the Allies continued to push ahead on all sectors, and now are 12 miles inland.

The Group did not take to the air at all on June 9th due to bad weather. On June 10th the 416th Bomb Group went out twice, once in the morning and again in the evening, but both missions were recalled. In the morning the ships had no more assembled than they were called in. In the evening the formation led by Major Willetts took off in adverse weather and went over the channel, only to be recalled within a few miles of the French coast. Visibility over the channel and the French coast was unlimited, but it was closing in over the base rapidly and the planes were called back so that they might land before it got to bad. As it was visibility was down to 1/2 mile.

On June 11th the formations flew over the target, but were unable to drop their bombs due to low hanging clouds and rain. The following crew took part in this mission:

Lt.T.J.Murray	Lt.R.V. Wheeler	Lt.L.A.Marzolf	Maj.D.L.Willetts
Sgt. D.H. DeBower	S/Sgt.J.L.Czech	Lt.R.J.Basnett	Lt.P.G.Royalty
Sgt. R.J. Jones	S/Sgt.K.L.Johnson	S/Sgt.H.M.Wellin	T/Sgt.Larronde
		S/Sgt.L.G.Kutzer	S/Sgt. Lempka
Lt.A.R. Durante	Lt.M.Zubon		
S/Sgt. H.T. Best	T/Sgt. J. Tanner	Lt.F.W.Henderson	Lt.A.E.Herman
S/Sgt.I.R. DeGiusti	S/Sgt.W.Russell	Sgt.R.M.Griswold	Sgt.J.O.Young
		Sgt.P.E.Coulombe	Sgt.A.D.Garrett
Lt. R.E. Greenley	Lt.J.D.Adams		
S/Sgt.H.C. Worden	S/Sgt.P.L.Clearman		
S/Sgt. J.J. Rzepka	S/Sgt.A.J.Zeikus		

June 12th, 1944

Target: C'Peron
Excellent

Results:

Three boxes went out in the evening of June 12th to hit a railroad just southwest of Paris. The first two boxes failed to do any damage, but Captain Dunn and Lt. Arrington, leading the third box, saved the day by dropping directly on the target. Little flak was encountered and all returned in tact.

The following crew participated:

Captain L.F. Dunn
Lt. H.E. Arrington
S/Sgt. H.A. Marion
S/Sgt. V.P. Adams

Lt. R.C. Morehouse
Sgt. L.A. Zygiel
Sgt. A.J. Burgess

Lt.W.A. Merchant
S/Sgt.C.J. Harp
S/Sgt.K.P. Brown

Lt. F.W. DeMand
S/Sgt. R.J. Troyer
S/Sgt.C.W. Middleton

Lt.R.W. York
S/Sgt. H.J. Wilds
Sgt. L.A. Ashton

Lt.E.T. Platter
S/Sgt.K.L. Johnson
S/Sgt.J.L. Czech

June 13th, 1944

Target: St. Soureur Le Wicompte

Results: Good

The 416th went up on an early mission on June 13th, taking off at 0530 in clear weather and coming back at 0830 with visibility about ½ mile over the field. (A typical example of the wonderful English weather). The formation hit a crossroad in the northern tip of the Cherbourg Peninsula, the second box doing the damage. All aircraft returned.

The following crews took part:

Lt. L.A. Marzolf
Lt. R.J. Basnett
S/Sgt. H.E. Wellin
S/Sgt. L.G. Kutzer

Lt.H.P. Cole
Lt.J.T. Beck
S/Sgt. F.R. Chvatal
S/Sgt. B.G. Fandre

Lt.W.A. Merchant
S/Sgt.C.J.Harp
S/Sgt.K.P. Brown

Lt. T.J. Murray
Sgt. D.H. DeBower
Sgt. R.J. Jones

Lt. S.M. Hixon
S/Sgt. H.C. Worden
S/Sgt. J.J. Rzepka

Lt. A.P. Durante
S/Sgt. H.T. Best
S/Sgt. I.R. DeGiusti

Lt. M. Zubon
T/Sgt. J.R. Tanner
S/Sgt. W.C. Russell

June 14th, 1944

The 416th Bomb Group went on two missions on June 14th, the first one taking off at 0600 and the second on at 1830. The formation really scored on the morning mission when all three boxes hit the target, and important road junction. The results were listed as excellent. In the evening the formation split up and went after two targets – Major Willets leading one and Captain Dunn the other. Captain Dunn’s box received a rating of good on a railroad bridge, while the other box did not fare as well on a highway bridge. All planes returned safely from both missions.

The following crews participate:

Morning Mission:	Aunay Sur Odon	Results:
Excellent		
Lt. A.E. Herman	Lt. R.H. Smith	Lt. R.E. Greenley
Sgt. J.O. Young	S/Sgt. A.A. Stockham	S/Sgt. H.C. Worden
Sgt. A.D. Garrett	Sgt. R.J. Mahoney	S/Sgt. J.J. Rzespka
Lt. R.V. Wheeler	Lt. R.C. Morehouse	Lt.E.T. Platter
S/Sgt. C.R. Orvold	Sgt. L.A. Zygiel	S/Sgt.K.L. Johnson
Sgt. L.A. Ashton	Sgt. A.J. Burgess	S/Sgt.J.L. Czech
Lt. F.W. Henderson	Lt. H.D. Andrews	Lt.J.D.Adams
Sgt. P.E. Coulombe	S/Sgt. E.R. Werley	S/Sgt.A.J.Zeikus
Sgt. R.M. Griswold	S/Sgt. G.M. Cook	S/Sgt.P.L.Clearman
Lt. J.H. Miller	Lt. R.D. Perkins	Lt.F.W. DeMand
Sgt. J. Galender	S/Sgt. V.M. Sherry	Lt. R.J. Hanlon
Sgt. R.G. Schrom	S/Sgt. R.H. Linneman	S/Sgt. R.J. Troyer
		S/Sgt. C.W. Middleton
Evening Mission:	Hillaire De Hercourt	Results: Good
Lt. A.E. Herman	Lt.R.W. York	Lt.R.C. Morehouse
Sgt.J.O. Young	Sgt.L.A. Ashton	Sgt.A.J. Burgess
Sgt.A.D. Garrett	Camera Man	Sgt.L.A. Zygiel
Lt.J.H. Miller	Lt.A.R.Perkins	Lt.E.T. Platter
Sgt.R.G. Schrom	S/Sgt.H.T. Best	S/Sgt.K.L. Johnson
Sgt.J. Galender	S/Sgt.I.R. DeGiusti	S/Sgt.J.L. Czech
Lt.W.A. Merchant	Lt.R.D. Perkins	Lt. T.J. Murray
S/Sgt.C.J. Harp	S/Sgt.V.N. Sherry	Sgt. R.J. Jones
S/Sgt.K.P. Brown	S/Sgt.R.H. Linneman	Sgt. D.H. DeBower
Capt.L.F. Dunn		Major D.L. Willets
Lt.H.T. Arrington		Lt. P.G. Royalty
S/Sgt.H.A. Marion		T/Sgt. F.H. Larronde

June 15th, 1944

On the morning of June 15th this group went out to attack and bomb two bridges located at Lessay, on the west side of the Cherbourg Peninsula. Bombing was done by flights of six aircraft each. The weather going out and over the Channel was very bad and sometimes the formation had to fly as low as 500 feet above the water. However, on approaching the peninsula, the over cast broke and the formation was able to climb to about six thousand feet from which altitude we did our bombing. The results were classed as good although a couple of the flights missed the target, but only by a short distance. No flak was encountered over the entire route and all of the planes returned to base safely... and in the same bad weather the formation took off in.

In the afternoon the 416th went out again. This time the target was a fuel and ammunition dump some ways beyond the bomb line and not very far west of Paris. In the meantime the weather over the continent had closed in and bombing had to be done at about three thousand feet. However, the group had another flak-free mission although some flak was thrown up at the formation in the Caen area. This was wild and inaccurate and did no damage. The fuel dump was left in flames and all of the planes returned to the base in tact.

The following crews took part on the missions flown this date:

Morning Mission:	Lessay	
Lt.F.W. Henderson	Lt.S.M. Hixon	Lt.J.D.Adams
Sgt. P.E. Coulombe	S/Sgt. R.J. Troyer	S/Sgt.A.J.Zeikus
Sgt. R.M. Griswold	S/Sgt. C.W. Middleton	S/Sgt.P.L.Clearman
Lt. A.E. Herman	Lt. R.E. Greenley	Lt. L.A. Marzolf
Sgt. J.O. Young	S/Sgt. H.C. Worden	Lt. R.J. Basnett
Sgt. A.D. Garrett	S/Sgt. J.J. Rzespka	S/Sgt. H. E. Wellin
		S/Sgt. L.G. Kutzer
Afternoon Mission	Dom Front	Results: Excellent
Lt. R.W. York	Lt.A.R. Durante	Lt. J.H. Miller
S/Sgt. V.P. Adams	S/Sgt.H.T. Best	Sgt.J. Galender
Sgt. L.A. Ashton	S/Sgt. I.R. DeGiusti	Sgt. R.G. Schrom
Lt. M.Zubon	Lt.E.T. Platter	Lt.R.H. Smith
T/Sgt. J.R.L. Tanner	S/Sgt. K.L. Johnson	S/Sgt.A.A. Stockham
S/Sgt. W.C. Russell	S/Sgt.J.L. Czech	Sgt.R.J. Mahoney
Lt.F.W. Henderson	Lt. H.D. Andrews	Lt.R.C. Morehouse
Sgt. P.E. Coulombe	S/Sgt.G.M. Cook	Sgt.L.A. Zygiel
Sgt. R.M. Griswold	S/Sgt. E.R. Werley	Sgt.A.J. Burgess
Lt.R.E. Greenley		Capt. L.F. Dunn
S/Sgt.H.C. Worden		Lt.H.T. Arrington

S/Sgt.J.J. Rzepka

S/Sgt.H.A. Marion

June 18th, 1944

Bright and early on the morning of June 18th this Group took off once again... this time the target was the crossroads and railroad and railroad crossings in the Foret De Conches area. However, upon climbing to twelve thousand feet and approaching the enemy coast, the cloud cover over the continent was ten/tenths, but the formation went in, in hopes of a break over the initial point. However, the bombardiers had no such luck for the overcast did not have any breaks in it and the planes had to bring their bombs back to base.

The following crews took part in this mission:

Lt.T.J. Murray
Sgt.R.J.Jones
Sgt.D.H.DeBower

Lt.J.H.Miller
Sgt.R.G.Schrom
Sgt.J.Galender

Lt.F.W.Henderson
Sgt.R.M.Griswold
Sgt.P.E.Coulombe

Lt.C..L.Estes
S/Sgt.C.R.Orvold
Sgt.A.E.DiMartino

Capt.L.F.Dunn
Lt.H.T.Arrington
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.H.P.Cole
Lt.J.T.Beck
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

June 20th, 1944

After no mission being run the previous day, although there was a mission pending and a hot one too, the crews took off this morning on the same mission and to hit the same hot target. *Windows was carried by almost all of the ships, for the bomb run was right over Crecy Forest, notorious for its intense and accurate flak which it invariably throws up at the formations which pass overhead and within range of its guns. However, to the surprise of everyone, little flak was experienced, and the formation did a good job of bombing the No-Ball target. All ships returned safely.

In the afternoon the formation headed out over enemy territory for the second time. This time the target was on the 409th Bomb Group had for a target in the morning. However, they did their usual job of bombing, and the 416th had to go out in the afternoon against the same one. The target, a No-Ball about one mile from the one in the morning, offered the same flak dangers, but it turned into a milk run when flak failed to come up on the bomb run over the Crecy Forest...most unusual! Bombing was judged good to excellent and all planes returned safely without battle damage.

The crews on the following page participated in these missions.

Morning Mission:

Ligescourt

Results: Fair

Lt.L.A.Marzolf
Lt.R.J.Basnett
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

Lt.J.D.Adams
S/Sgt.A.J.Zeikus
Sgt.A.F.DiMartino

Lt.R.V.Wheeler
S/Sgt.C.R.Orvold
S/Sgt.J.S.Brower

Lt.H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.E.R.Werley

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.R.D.Perkins
S/Sgt.R.H.Linneman
S/Sgt.V.N.Sherry

Lt.R.H.Smith
S/Sgt.A.A.Stockham
S/Sgt.R.J.Mahoney

Lt.R.W.York
S/Sgt.H.J.Wilds
A/Sgt.L.A.Ashton

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Capt.L.F.Dunn
Lt.H.T.Arrington
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Afternoon Mission:

Le Grand Rossegnol

Results: Good

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.H.Linneman

Lt.T.J.Murray
S/Sgt.R.J.Jones
S/Sgt.D.H.DeBrower

Lt.F.W.DeMand
Lt.R.J.Hanlon
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

Lt.J.H.Miller
S/Sgt.J.Galender
S/Sgt.R.G.Schrom

Lt.C.L.Estes
S/Sgt.C.R.Orvold
Sgt.A.E.DiMartino

Lt.W.A.Merchant
S/Sgt.C.J.Harp
S/Sgt.K.P.Brown

June 21st, 1944

Target: Middel Straite
Unobserved

Results:

It seems that the No-Ball targets are back for awhile, for this Group went out again on the evening of June 21st to hit these ski-sites. In the last week the Jerrys have put some of their pilotless planes into operation, and this can be determined as the cause for so much attention being put to the No-Balls for bombing by all Groups in this theater. Although the pilotless plane do not present a serious problem at the present time, if allowed to continue with their operation over England, they would eventually have to be taken as serious for if enough of these planes were to be launched they could do great damage in certain areas within their range. Reports have come through that these planes travel at the rate of some 300 miles per hour and carry a lethal load of 2½ to 3 thousand pounds of TNT. This is equivalent to a one ton bomb hitting the ground and causes the same amount of damage.

The formation took off to assemble into boxes of 15 aircraft, something new with this group. In addition, two pathfinders were scheduled to lead the boxes respectively. These pathfinders were B-26's from the Ninth Air Force Pathfinder Group now operating over enemy territory with considerable success. The formation was to bomb through the overcast, which was forecast to be over the target area. Aside from the cloud cover, the target to be hit presented a small aiming point that minute precision had to be accomplished in order to hit the target. The mission met with success, all ships returning, and it was believed the target was knocked out.

The following crews participated:

Lt.F.W.DeMand
Lt.R.J.Hanlon
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.J.D.Adams
S/Sgt.V.P.Adams
S/Sgt.H.A.Marion

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.T.J.Murray
S/Sgt.R.J.Jones
S/Sgt.D.H.DeBower

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

June 22nd, 1944

Target: Cherbourg
Results: Fair

(Ver-riding an all-day stand down,) the Ninth Bomber Command assigned the 416th Bomb Group to do a job on Cherbourg itself in an effort to break the city down for ground infiltration. Fighters, light and medium bombers plastered the defenses in a steady aerial stream and when the smoke had cleared it was found that the Ninth Air Force had done a pretty good job.

The group was to knock out some light gun emplacements that were harassing the allied ground forces. Because of the great number of planes attacking the city it was necessary for exact timing at all checkpoints. Landfall was made according to plan and the bomb run was started for the target. This Squadron held the high flight of the second box to bomb. As the formation approached the target area, bursts of flak were seen coming up between the boxes, but it was very inaccurate due to window, which was being thrown out by several of the A-20s. The bombs went away, but no one was sure that they hit their mark because of the dense smoke that was hanging over the city at the time. Just off the bomb run flak came up, and although inaccurate, it did hit two ships. One made a forced landing on an airstrip in Allied-held territory in France; and the other had to make a single engine flight over the channel, landing at an emergency field in England. The crew, which landed in France, returned to the base the same night in a C-47.

The following crews took part:

Lt.C.L.Estes
S/Sgt.C.R.Orvold
Sgt.A.E.DiMartino

Lt.W.A.Merchant
S/Sgt.K.P.Brown
S/Sgt.C.J.Harp

Lt.R.H.Smith
S/Sgt.A.A.Stockham
S/Sgt.R.J.Mahoney

Lt.S.M.Hixon
T/Sgt.F.H.Larronde
S/Sgt.H.A.Lempka

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.R.V.Wheeler
S/Sgt.J.S.Brower
S/Sgt.A.J.Zeikun

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.E.R.Werley

Lt.F.W.DeMand
Lt.R.J.Hanlon
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

June 24th & 25th, 1944

The 416th ran off two missions on the 24th and 25th of June, hitting fuel dumps and No-Ball targets. Little flak was seen and no ships were lost. Bombing results for these missions was fair.

The following crews participated:

June 24th, Morning:	Middel Straite	Results:Unobserved
Lt.J.D.Adams S/Sgt.A.J.Zeikus S/Sgt.P.L.Clearman	Lt.A.E.Herman S/Sgt.J.O.Young S/Sgt.A.D.Garrett	Lt.R.D.Perkins S/Sgt.V.N.Sherry S/Sgt.R.H.Linneman
Lt.E.T.Platter S/Sgt.K.L.Johnson S/Sgt.J.L.Czech	Lt.A.R.Durante S/Sgt.H.T.Best S/Sgt.I.R.DeGiusti	Lt.M.Zubon T/Sgt.J.R.L.Tanner S/Sgt.W.C.Russell
Lt.C.L.Estes S/Sgt.C.R.Orvold Sgt.A.E.DiMartino		Captain L.F.Dunn Lt.H.T.Arrington S/Sgt.H.A.Marion S/Sgt.V.P.Adams
June 24th,Afternoon:	Bagnoles De Le Orne	Results: Fair
Lt.R.E.Greenley S/Sgt.H.C.Worden S/Sgt.J.J.Rzepka	Lt.W.A.Merchant S/Sgt.K.P.Brown S/Sgt.C.J.Harp	Lt.F.W.Henderson S/Sgt.R.M.Griswold S/Sgt.P.E.Coulombe
Lt.T.J.Murray S/Sgt.R.J.Jones S/Sgt.W.C.Russell	Lt.C.L.Estes S/Sgt.C.R.Orvold S/Sgt.A.E.DiMartino	Lt.R.V.Wheeler S/Sgt.J.S.Brower T/Sgt.J.R.L.Tanner
Lt.F.W.DeMand Lt.R.J.Hanlon S/Sgt.R.J.Troyer		

June 25th, Morning:**Foret D'Andoine****Results: Fair**

Lt.A.E.Herman
 S/Sgt.J.O.Young
 S/Sgt.A.D.Garrett

Lt.R.D.Perkins
 S/Sgt.V.N.Sherry
 S/Sgt.R.H.Linneman

Lt.T.J.Murray
 S/Sgt.R.J.Jones
 S/Sgt.D.H.DeBrower

Lt.H.D.Andrews
 S/Sgt.G.M.Cook
 S/Sgt.E.R.Werley

Lt.J.H.Miller
 S/Sgt.J.Galender
 S/Sgt.R.G.Schrom

Continue on the next page.

Lt.F.W.Henderson
 S/Sgt.P.E.Coulombe
 S/Sgt.R.M.Griswold

Lt.E.T.Platter
 S/Sgt.K.L.Johnson
 S/Sgt.J.L.Czech

Lt.M.Zubon
 T/Sgt.J.R.L.Tanner
 S/Sgt.W.C.Russell

Lt.C.L.Estes
 S/Sgt.C.R.Orvold
 Sgt.A.E.DiMartino

Capt.L.F.Dunn
 Lt.H.T.Arrington
 S/Sgt.H.A.Marion
 S/Sgt.V.P.Adams

Lt.H.P.Cole
 Lt.J.T.Beck
 S/Sgt.F.R.Chvatal
 S/Sgt.B.G.Fandre

Lt.J.D.Adams
 S/Sgt.A.J.Zeikus
 S/Sgt.P.L.Clearman

June 26th – July 6th, 1944

Typical English weather, complete with clouds, rain and mist, confined the 416th Bomb Group to just five missions during this period. Formations went over France once on the 29th of June, the 30th of June and the 4th of July; and finally twice on July 6th. The two June missions were cake runs, but the ships ran into a little trouble in the last three. On July 4th Captain Jackman of the 670th Squadron made a single engine hop back across the channel. He was carrying a cameraman from the 4th Combat Camera Unit assigned to this Group, and, upon reaching England, Captain Jackman ordered the man to jump, which he did. However, for some reason which will never be known, the chute fail to open until it reached the ground, enough said.

On July 6th fines weather brought two missions. The first one was a railroad embankment south of Beauvais and the flak was hot and heavy. No one was injured, but the 671st received considerable flak damage and three ships had to be turned over to the Service Group. The second mission was run in the evening when two boxes went in to hit bridges and cross roads below the beachhead area – bombing by flights. No flak was encountered on this trip, but a couple of FW,s were spotted. They didn't make an attack as they were being mauled by the fighter escort. All planes returned safely and bombing results ran from poor to another excellent for Lt. Cole and Lt. Beck.

Crews on the next page.

The following crews took part in these missions:

June 29th, 1944 St. Hillaire De Vitre(Railway) Results: Good

Lt.W.A.Merchant S/Sgt.K.P.Brown S/Sgt.C.J.Harp	Lt.R.E.Greenley S/Sgt.H.C.Werden S/Sgt.J.J.Rzepka	Lt.R.D.Perkins S/Sgt.V.N.Sherry S/Sgt.R.H.Linneman
Lt.J.D.Adams S/Sgt.A.J.Zeikus S/Sgt.P.L.Clearman	Lt.R.C.Morehouse S/Sgt.A.J.Burgess S/Sgt.L.A.Zygiel	Lt.R.W.York S/Sgt.H.J.Wilds S/Sgt.L.A.Ashton
Lt.M.Zubon T/Sgt.J.R.L.Tanner S/Sgt.W.C.Russell	Lt.J.H.Miller S/Sgt.J.Galender S/Sgt.R.G.Schrom	Lt.E.T.Platter S/Sgt.K.L.Johnson S/Sgt.J.L.Czech
Major D.L.Willetts Lt.P.G.Royalty T/Sgt.F.H.Larronde S/Sgt.H.A.Lempka		Lt.H.P.Cole Lt.J.T.Beck S/Sgt.F.R.Chvatal S/Sgt.B.G.Fandre

June 30th, 1944: Thurry Harcourt (Railroad Junction) Results: Fair

Lt.W.A.Merchant S/Sgt.C.J.Harp S/Sgt.K.P.Brown	Lt.R.C.Morehouse S/Sgt.L.A.Zygiel S/Sgt.A.J.Burgess	Lt.D.L.Withington Sgt.L.D.McElhatten Sgt.C.F.Huss
Capt.L.F.Dunn Lt.H.T.Arrington S/Sgt.H.A.Marion Camera Man	Lt.F.W.DeMand Lt.R.J.Hanlon S/Sgt.R.J.Troyer S/Sgt.C.W.Middleton	Lt.H.P.Cole Lt.J.T.Beck S/Sgt.F.R.Chvatal S/Sgt.B.G.Fandre

S/Sgt.P.E.Coulombe

July 4th, 1944: Defended Area Results: Unobserved

Lt.R.W.York S/Sgt.H.J.Wilds S/Sgt.L.A.Ashton	Lt.J.H.Miller S/Sgt.J.Galender S/Sgt.R.G.Schron	Lt.R.H.Smith S/Sgt.A.A.Stockham S/Sgt.R.J.Mahoney
Lt.F.W.Henderson S/Sgt.P.E.Coulombe S/Sgt.R.M.Griswold	Lt.T.J.Murray S/Sgt.R.J.Jones S/Sgt.D.H.DeBower	Lt.R.V.Wheeler S/Sgt.J.S.Brewer S/Sgt.K.P.Brown
Lt.M.Zubon T/Sgt.J.R.L.Tanner S/Sgt.W.C.Russell		Lt.F.W.DeMand Lt.R.J.Hanlon S/Sgt.C.W.Troyer

S/Sgt.C.W.Middleton

July 6th, 1944

Eperon(Railroad Embankment)

Results: Fair

Morning Mission:

Lt.D.L.Withington
Sgt.L.D.McElhattan
Sgt.C.F.Huss

Lt.R.H.Smith
S/Sgt.A.A.Stockham
S/Sgt.R.J.Mahoney

LT.W.H.Ames
Sgt.H.S.Fessler
Sgt.R.J.Brown

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.K.L.Johnson

Lt.R.E.Greenley
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.E.R.Werley

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt. W.C.Russell

Lt.C.L.Estes
S/Sgt.C.R.Orvold
Sgt.A.E.DiMartine

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.R.V.Wheeler
S/Sgt.J.S.Brewer
S/Sgt.J.L.Czech

Lt.L.A.Marzolf
Lt.R.J.Basnett
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

Major D.L.Willetts
Lt.P.G.Royalty
T/Sgt.F.H.Larronde
S/Sgt.H.A.Lempka

Evening Mission:
Good

Verneuil Le Loupe (Railway)

Results:

Lt.J.H.Miller
S/Sgt.J.Galender
S/Sgt.R.G.Schrom

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.R.E.Colombe

Lt.A.E.Herman
S/Sgt.J.C.Young
Sgt.H.S.Fessler

Lt.R.H.Smith
S/Sgt.A.A.Stockham
S/Sgt.R.J.Mahoney

Lt.C.L.Estes
S/Sgt.C.R.Orvold
Sgt.A.E.DiMartino

Lt.H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.E.R.Werley

Lt.R.V.Wheeler
S/Sgt.J.S.Brewer
S/Sgt.W.C.Russell

Lt.T.J.Murray
S/Sgt.D.H.DeBower
S/Sgt.R.J.Jones

Lt.D.L.Withington
Sgt.L.D.McElhattan
Sgt.C.F.Huss

Lt.L.A.Marzolf
Lt.R.J.Basnett
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

Lt.H.P.Cole
Lt.J.T.Beck
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

Combat Crew Assignment

The following combat crew assignment was made on July 11th, 1944 to supercede all previous ones. Note the change in rank since the 416th left the States!

Major David L. Willetts (C.O.) -- 1st. Lt. Peter G. Royalty
T/Sgt. Felix H. Larronde
S/Sgt. Henry A. Lempka
Major Lloyd F. Dunn (Opns. O.) -- 1st. Lt. Henry T. Arrington

Captain Stuart M. Hixon (Asst. Opns. O.)

“A” Flight

1 st . Lt. Francis W. DeMand	S/Sgt. Clyde W. Middleton
2 nd . Lt. Robert J. Hanlon (BN) (5-29-44)	S/Sgt. Reuben J. Troyer
1 st . Lt. William A. Merchant	S/Sgt. Clifford J. Harp
1 st . Lt. Anthony R. Durante	S/Sgt. Kenneth P. Brown
	S/Sgt. Harry T. Best
	S/Sgt. Italo R. DeGiusti
2 nd . Lt. Robert W. York (4-29-44)	S/Sgt. Harley J. Wilds
	S/Sgt. Lewis A. Ashton

“B” Flight

1 st . Lt. Hilary P. Cole	S/Sgt. Benjamin G. Fandre
1 st . Lt. Robert J. Basnett (BN)	S/Sgt. Franklin R. Chvatal
1 st . Lt. James D. Adams	S/Sgt. Pervy L. Clearman
	S/Sgt. Allan J. Zeikus
2 nd . Lt. Floyd W. Henderson (4-29-44)	S/Sgt. Richard M. Griswold
	S/Sgt. Phillippe E. Coulombe
	Sgt. Charles F. Huss
2 nd . Lt. David L. Withington (6-17-44)	Sgt. Leo D. McElhattan

“C” Flight

1 st . Lt. Lavern A. Marzolf	S/Sgt. Horace E. Wellin
2 nd . Lt. John T. Beck (BN) (5-29-44)	S/Sgt. Louis G. Kutzer
	T/Sgt. Jean R.L. Tanner
Lt. Michael (NMI) Zubon	S/Sgt. William C. Russell
	S/Sgt. Vincent N. Sherry
1 st . Lt. Ronald D. Perkins	S/Sgt. Robert H. Linneman
	S/Sgt. Chester R. Orvold
2 nd . Lt. Coleman L. Estes (5-15-44)	S/Sgt. Authur E. DiMartino

“D” Flight

1st. Lt. Everett T. Platter

1st. Lt. Harold D. Andrews

1st. Lt. Robert H. Smith

2nd. Lt. Horace F. Pair

S/Sgt. Keith L. Johnson
S/Sgt. Joseph L. Czech
S/Sgt. George M. Cook
S/Sgt. Ernest R. Werley
S/Sgt. Robert J. Mahoney
S/Sgt. Arnold A. Stockham
S/Sgt. Herbert A. Marion
S/Sgt. Victor P. Adams

“E” Flight

1st. Lt. Richard V. Wheeler

2nd. Lt. James H. Miller (5-5-44)

2nd Lt. Ray C. Morehouse (5-5-44)

2nd Lt. Arthur E. Herman (5-5-44)

S/Sgt. Jack S. Brower

S/Sgt. Robert G. Schrom
S/Sgt. Julius (NMI) Galender
S/Sgt. Leonard A. Zygiel
S/Sgt. Arthur J. Burgess
S/Sgt. Alvid D. Garrett
S/Sgt. James O. Young

“F” Flight

1st. Lt. Richard E. Greenley

2nd. Lt. Thomas J. Murray (5-15-44)

2nd. Lt. William H. Ames (6-19-44)

2nd. Lt. Joseph J. Lackovich (6-28-44)

S/Sgt. Howard C. Worden
S/Sgt. Joseph J. Rzepka
S/Sgt. Delbert H. DeBower
S/Sgt. Raymond J. Jones
Sgt. Herman S. Fessler
Sgt. Robert J. Brown
Sgt. Theodore (NMI) Connery
Sgt. Rollins M. Barry

Dates in parenthesis are when crews are assigned to this Squadron.

Lt. Pair Returns

After an absence of three months, of which nearly all of it was spent in a hospital in Southern England, Lt. Horace F. Pair returned to the 416th on June 15th, 1944. His ship made a crash landing on returning from France on March 19th, Lt. Pair suffering a fractured leg and other injuries. At first his injury didn't appear to be too serious, but it took three months to heal. He was made operational in the early part of July

July 7th – July 16th, 1944

During the period from the Seventh of July through the 16th of July, the Group ran only six missions. The main reason for the slackening up has been the bad weather. The missions which were run were led by B-26 Pathfinders and the “bomb through cloud” technique was put into use. Many times during this period the crews went out to the ships, but were called back when the mission was delayed and then usually scrubbed. However, every now and then the group was able to sneak in a mission before it could be called off. That alone accounts for the six sorties in the last ten days... rather six missions.

No planes were downed by enemy action during this time and no crews were injured by flak. Quite a bit of flak was met on a few missions and some of the planes were shot up, although none serious.

Odds and Ends

On July 8th, 1944 Lt. Pair went on his third mission, the first in nearly three months. Lt. Ames and Lt. Withington are now regularly seen on the loading lists. These two pilots joined the Squadron a short time ago and have been doing pretty well for the length of time, with the Group S.O.P.s that each has had to contend with. Lt. Lackovich, a recent addition, is sweating out his first mission and is scheduled to go on the morning mission of July 18th... after having completed a refresher transition course as put forth by Group Operations.

Just recently all of the older pilots - those who have been with the Squadron prior to coming overseas - have completed, or are preparing to do so their seven day operational leave. The regular 48-hour passes are still in affect. London has not been a very favorable spot to vacation lately as the Jerries have been putting up quite a few flying bombs. The boys complain about lack of sleep, although it is believed that there is a more underlying train of thought behind this lack of sleep excuse.

July 17th, 1944

There was a new tenseness in the briefing room on the morning of July 17th, 1944. The reason – it was Mission No. 100.... When the boys boarded the boat in New York harbor just six months ago many of them wondered...would there be 100 missions? What would it be like? How long would it take? , etc. Well, this looked like the day, and the crews that went out to the ships that morning felt sort of proud that they were taking part in the big mission. However, it just wasn't in the cards...the weather was cloudy and hazy and after four delays the mission was finally scrubbed late in the afternoon. Still sweating!

July 7th, 1944

Evening Mission:
Results: Unobserved

St. Pierre Sur Dives(R.J.)

Major D.L. Willetts
Lt. P.G. Royalty
T/Sgt.F.H.Larronde
S/Sgt.H.A.Lempka

Lt.A.E.Herman
S/Sgt.R.J.Jones
S/Sgt.D.H.DeBower

Lt.W.H.Ames
Sgt.H.S.Fessler
Sgt.R.J.Brown

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.E.T.Platter
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.H.Linneman

July 8th, 1944

Morning Mission:

Caen (Railroad Junction) Results: Excellent

Lt.T.J.Murray
S/Sgt.D.H.DeBower
S/Sgt.R.J.Jones

Lt.J.H.Miller
S/Sgt.R.G.Schrom
S/Sgt.J.Galender

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.F.W.Henderson
S/Sgt.P.E.Coulombe
S/Sgt.R.M.Griswold

Lt.R.H.Smith
S/Sgt.J.C.Young
S/Sgt.R.J.Mahoney

Lt.R.V.Wheeler
S/Sgt.J.S.Brower
S/Sgt.L.A.Ashton

Lt.H.R.Pair
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.D.L.Withington
Sgt.L.D.McElhattan
Sgt.C.F.Huss

Lt.W.H.Ames
Sgt.R.J.Brown
Sgt.H.S.Fessler

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

Lt.H.P.Cole
Lt.R.J.Basnett
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

Evening Mission:
Good

Rennes (Fuel Dump) Results:

Lt. F.W.DeMand
Lt.R.J.Hanlon
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.R.J.Mahoney

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.F.W.Henderson
S/Sgt.P.E.Coulombe
S/Sgt.R.M.Griswold

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

July 12th, 1944

Morning Mission:
Unobserved

Fort D'Amdaine (Fuel Dump) Results:

Lt.W.H.Ames
Sgt.H.S.Fessler
Sgt.R.J.Brown

Lt.J.D.Adams
S/Sgt.A.J.Zeikus
S/Sgt.P.L.Clearman

Lt.D.L.Withington
Sgt.L.D.McElhattan
Sgt.C.F.Huss

Lt.W.A.Merchant
S/Sgt.C.J.Harp
S/Sgt.K.P.Brown

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.J.H.Miller
S/Sgt.J.Galender
S/Sgt.R.C.Schrom

Lt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

Major D.L.Willetts
Lt.P.G.Royalty
T/Sgt.F.H.Larronde
S/Sgt.H.A.Lempka

July 14th, 1944

Afternoon Mission: Bourth (Railroad Embankment) Results: Unobserved

Lt.F.W.Henderson
S/Sgt.D.H.DeBower
S/Sgt.P.E.Coulombe

Lt.A.E.Herman
S/Sgt.J.C.Young
S/Sgt.A.D.Garrett

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.J.D.Adams
S/Sgt.P.L.Clearman
S/Sgt.A.J.Zeikus

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Major L.F.Dunn
Lt.H.T.Arrington
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.R.E.Greenley
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.D.L.Withington
Sgt.L.D.McElhattan
Sgt.C.F.Huss

July 16th, 1944

Afternoon Mission: St. Hillaire Du Harcourt (R/B) Results: Unobserved

Lt. R.V.Wheeler
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Captain S.M.Hixon
S/Sgt.A.J. Zeikus
S/Sgt.P.L. Clearman

Lt.T.J.Murray
S/Sgt.R.J.Jones
S/Sgt.D.H.DeBower

July 18th – July 25th, 1944

The weather (enough said) curtailed the 416th Bomb Group's activity again during this period, but seven missions were chalked up. Mission No. 100 came off on the morning of July 18th, and in the afternoon the Group passed the century mark. Single missions were run off on the 19th, 22nd, 23rd, 25th and 26th of July. Bombs were dropped on all these flights except the latter on in which a cloud covering over the target interfered. All of these missions were in direct support of allied ground forces in Normandy.

No ships were lost, but flak was met in many instances. A gunner from one on the other Squadrons was killed by a direct flak burst in the turret. This was the first time a member of a crew was brought back to base dead. Lt. Murray had the honor of being the first member of the Squadron to land on the Normandy beachhead when his plane ran short of gas on a late mission on July 19th. Lt. Murray and his gunners, S/Sgt. Jones and DeBower, landed on a P-47 field on the Peninsula and were treated in good fashion. They returned the next day with a few souvenirs... helmets, rifles, etc. They all related to quite and experience.

This Squadron fell behind the others this month in individual sorties mainly because when the 671st had a large number on the loading list, pathfinders were used and a number of the crews would be scrubbed.

Lt. Lackovich got his first mission in on July 18th and is rapidly joining the ranks of the other crews. The first mission in the rough one. After that the rest come a little more easily. Each pilot will tell you that the sack felt wonderful after their first mission. (And you won't find one that tells you it still doesn't feel mighty good.)

Highlight of the above missions was the afternoon encounter on July 18th when the Group received an excellent rating on bombing a Railroad Junction at Gles-Sur-Risle. The strike photo showed a remarkable pattern right in the target area.

Pathfinders were used on the mission on July 28th when the 416th bombed through thick clouds on a fuel dump at LaGoueshiere. Results were unobserved. All crews returned safely.

July 18th, 1944

Morning Mission: Gruerville (Strong Point) Results: Unknown

Lt.A.E.Herman S/Sgt.J.O.Young S/Sgt.A.D.Garrett	Lt.J.D.Adams S/Sgt.A.J.Zeikus S/Sgt.P.L.Clearman	Lt.J.J.Lackovich Sgt.R.M.Barry Sgt.T.Connelly
Lt.C.L.Estes S/Sgt.C.R.Orvold S/Sgt.A.E.DiMartino	Lt.W.H.Ames Sgt.R.J.Brown Sgt.H.S.Fessler	Lt.H.P.Cole Lt.R.J.Basnett S/Sgt.F.R.Chvatal S/Sgt.B.G.Fandre

Afternoon Mission: Gles-Sur-Riale (R/J) Results: Excellent

Lt.R.D.Perkins S/Sgt.V.N.Sherry S/Sgt.R.H.Linneman	Lt.F.W.Henderson S/Sgt.R.M.Griswold S/Sgt.P.E.Coulombe	Lt.J.H.Miller S/Sgt.J.Galender S/Sgt.R.G.Schrom
Lt.D.L.Withington Sgt.L.D.McElhattan Sgt.C.F.Huss	Lt.R.C.Morehouse S/Sgt.L.A.Zygiel S/Sgt.A.J.Burgess	Lt.E.T.Platter S/Sgt.K.L.Johnson S/Sgt.J.L.Czech
Lt.H.D.Andrews S/Sgt.E.R.Werley S/Sgt.D.H.DeBower	Lt.M.Zubon T/Sgt.J.R.L.Tanner S/Sgt.W.C.Russell	Lt.A.R.Durante S/Sgt.H.T.Best S/Sgt.I.R.DeGiusti
Lt.L.A.Marzolf Lt.J.T.Beck S/Sgt.L.G.Kutzer S/Sgt.R.J.Jones	Lt.R.W.York S/Sgt.H.J.Wilds S/Sgt.L.A.Ashton	Lt.H.P.Cole Lt.R.J.Basnett S/Sgt.F.R.Chvatal S/Sgt.B.G.Fandre

July 19, 1944

Afternoon Mission: Brux (Fuel Dump) Results: Good

Lt.C.L.Estes S/Sgt.C.R.Orvold S/Sgt.A.E.DiMartino	Capt.S.N.Hixon S/Sgt.K.L.Johnson S/Sgt.J.L.Czech	Lt.H.F.Pair S/Sgt.H.A.Marion S/Sgt.V.P.Adams
Lt.J.J.Lackovich Sgt.R.M.Barry Sgt.T.Connelly	Lt.T.J.Murray S/Sgt.R.J.Jones S/Sgt.D.H.DeBower	Lt.H.P.Cole Lt.R.J.Basnett S/Sgt.F.R.Chvatal S/Sgt.B.G.Fandre
	Lt.L.A.Marzolf Lt.J.T.Beck S/Sgt.H.E.Wellin S/Sgt.L.G.Kutzer	

July 22nd, 1944

Afternoon Mission:
Unobserved

Bourth (R\E)

Results:

Lt.D.L.Withington
Sgt.L.D.McElhattan
S/Sgt.R.J.Mahoney

Lt.J.D.Adams
S/Sgt.A.J.Zeikus
S/Sgt.P.L.Clearman

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.R.V.Wheeler
S/Sgt.J.S.Brower
S/Sgt.J.L.Czech

Lt.W.H.Ames
Sgt.R.J.Brown
Sgt.H.S.Fessler

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.J.H.Miller
S/Sgt.R.G.Schrom
S/Sgt.J.Galender

Lt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

July 23rd, 1944

Morning Mission:

Evreux (Railroad Bridge) Results: Unobserved

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.R.E.Greenley
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.W.A.Merchant
S/Sgt.K.P.Brown
S/Sgt.C.J.Harp

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.H.Linneman

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.F.W.DeMand
Lt.R.J.Hanlon
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

July 25th, 1944

Morning Mission:	St. Giles (Area)	Results:
Unobserved		
Lt.R.E.Greenley	Lt.W.H.Ames	Lt.T.J.Murray
S/Sgt.H.C.Worden	Sgt.R.J.Brown	S/Sgt.D.H.DeBower
S/Sgt.J.J.Rzepka	Sgt.H.S.Fessler	S/Sgt.R.J.Jones
Lt.J.J.Lackovich	Lt.A.R.Durante	Lt.R.H.Smith
Sgt.R.M.Barry	S/Sgt.H.T.Best	S/Sgt.A.A.Stockham
Sgt.T.Connery	S/Sgt.I.R.DeGiusti	S/Sgt.R.J.Mahoney
	Lt.F.W.Demand	
	Lt.R.J.Hanlon	
	S/Sgt.R.J.Troyer	
	S/Sgt.C.W.Middleton	

July 26th, 1944

Morning Mission:	Marigny (Area)	Results: Nil
Lt. R.W.York	Lt.J.D.Adams	Lt.R.H.Miller
S/Sgt.H.J.Wilds	S/Sgt.A.J.Zeikus	S/Sgt.J.Galender
S/Sgt.L.A.Ashton	S/Sgt.P.L.Clearman	S/Sgt.R.G.Schrom
Lt.T.J.Murray	Lt.R.C.Morehouse	Lt.C.L.Estes
S/Sgt.D.H.DeBower	S/Sgt.L.A.Zygiel	S/Sgt.C.R.Orvold
S/Sgt.R.J.Jones	S/Sgt.A.J.Burgess	S/Sgt.A.E.DiMartino
Lt.D.L.Withington	Major L.F.Dunn	Lt.L.A.Marzolf
Sgt.L.D.McElhattan	Lt.H.T.Arrington	Lt.J.T.Beck
Sgt.C.F.Huss	S/Sgt.K.L.Johnson	S/Sgt.H.E.Wellin
	S/Sgt.J.L.Czech	S/Sgt.L.G.Kutzer

July 28th, 1944

Target:	La Goueshiere (F/D)	Target:
Unobserved		
Lt.J.H.Miller	Lt.R.H.Smith	Lt.A.E.Herman
S/Sgt.R.G.Schrom	S/Sgt.J.S.Brower	S/Sgt.J.C.Young
S/Sgt.J.Galender	S/Sgt.R.J.Mahoney	S/Sgt.A.D.Garrett
Lt.D.L.Withington		Lt.R.E.Greenley
Sgt.L.D.McElhattan		S/Sgt.H.C.Worden
Sgt/C.F.Huss		S/Sgt.J.J.Rzepka

The following is a month-end summary of Ninth Bomber Command Operations as released by public relations and shows what work the 416th Bomb Group has completed, and the part it has played in the invasion of Europe.

* * * * *

D-plus-55 – which is July 31st on the wall calendar -- sees the German war machine reeling backward from the shank of the Cherbourg peninsula under the sledge-hammer impact of the American offensive there; while in the center of the Normandy line the British front has exploded into action and Rommell's defenses are being rolled slowly backward onto the heels of a bulky and badly pounded support system; and still further east the Canadians have anchored the bloody line on Caen and have refused to budge in spite of murderous counter assaults.

This, in a paragraph, is the picture which Marauder and Havoc crewmen see on the ground thousands of feet below them as the sum-total of a difficult month of invasion warfare.

If the pre-invasion month of May could be described as a "softening-up period", and the invasion month of June labeled a "close-in-support month" — then July might well be a month devoted to strangulation of the enemy's life-lines, choking off the battle front from reserves and supplies, confusing and disrupting his movements, forcing him to expend vital fuel and equipment, and generally "tripping him up" where the fall would hurt him most. Perhaps, in a sense, the month of July was a combination of the strategy and tactics of both June and May before it.

July has been a month in which the first feverish surges of the invasion battle settled into a more stabilized situation; in which both invader and defender more or less retarded tempo in order to catch a second wind. Battle lines straightened and solidified and ground progress was a first slow, while supplies and re-enforcement's came up and the generals marshaled their forces for the all-out fight that now appears to be in development.

For the medium and light bombers of the Ninth Air Force, here was a special task. While Montgomery arrayed his forces on the ground, their job was to make life miserable for Rommel – disrupt, delay, destroy – wear him down.

In a summer month which Britons declare to be one of the filthiest weather in nearly half a century, the Marauders and Havocs went at it, day after day, from early morning missions to those which saw them swarming their home fields in partial darkness; flying in weather so bad that not many months ago they would not have ventured off the ground; bombing through heavy clouds – and all the while maintaining a remarkable record of accomplishment.

Now, thirty-one days later, it is obvious that without this aggressive type of operations, the present ground drives doubtless could not have been mounted.

In the early part of July, Ninth medium and light bombers began operations with a series of attacks on bridges, railheads, communications and fuel dumps, climaxing this on July 6th with assaults on 44 targets – more than in any other single day in the Ninth's history in the ETO. The Marauders and Havocs already had smashed the bridges over the Seine and wrecked or rendered useless most of those of over the Loire. The Germans were frantically attempting to repair the broken spans or swing temporary structures over the valleys. But meantime they were being forced to funnel troops and supplies through the Paris area, except on those remaining bridges, which had been temporarily erected or could be temporarily repaired. With the enemy transport thus bottled up, the Ninth bombers aimed at further blocking their movements, and struck at six important rail links in the area west of Paris serving the battle front. The lines were blasted at 36 points in all, and embankments, fills and spurs were severely damaged. As a result of this round of pummeling a crack Panzer division moving toward the front was completely blocked and subsequent pounding of road and junction points in the area still further delayed its movement. To date, intelligence indicates, this division has not yet reached an area of effective employment.

This was all part of the program to force the Germans to movement by road, compelling them to transfer troops and equipment from rail to highway, throwing an added burden on already overstrained motor transport, forcing a high rate of fuel expenditure and shortening the limited life of tanks and heavy tracked vehicles whose normal life-span ranges from 600 to 700 hours. Thus time and gasoline wasted on the back roads of the War Theater were just that much the enemy could not use in the battle lines. At the same time these tactics jammed the highways with vehicles which lay open to strafing or drove them to slow and costly night movements.

On July 7th the Ninth bombers went out to polish off the last of principal bridges spanning the Loire. Three of the four bridges attacked were temporarily destroyed. To accomplish this, the Marauders flew with full bomb load at extreme range – more than 750 miles for the round trip.

During the middle portion of the month the Marauder-Havoc team continued its attacks on communications and fuel dumps, and also went after P-plane launching sites, troop and equipment concentrations, and targets in the battle area.

Flexibility, which characterized this month's operation, was demonstrated in repeated switches from strategical to close-in tactical targets. On July 9th, the bombers joined in a combined assault on the Caen area which resulted in driving the enemy from its positions in the easterly section of this strong-point, and operation which was described by the Army as "decisive".

Between the continued hammering of inland refineries by the heavies, and the constant beating being given to road and rail arteries in western France, intelligence reports of organizations raiding each others fuel supplies to meet their own need, came in and it was indicated that Rommel was hard pressed for fuel. Seizing upon this, the Marauder-Havoc team went into play against the large fuel concentration points in the feeder area behind the front. In spite of bad weather and heavy cloud these missions were run, mostly using Pathfinder technique, and remarkably satisfactory results were reported.

Again in the middle of the month, Marauders and Havocs switched to close-in support and this time went ahead of American ground forces in the St. Lo area. Similar support was again given in the latter part of the month ahead of ground troops when they pushed through St. Lo and began their current drive to the Southwest beyond the bitterly contested town. The joint operation has been described as "paving the way for the most successful offensive on the Normandy front since Cherbourg".

July 25th was the biggest single day in the history of the Ninth bombers' blind activities. Eleven separate group attacks were made on ten targets -- nine bridges and a fuel dump – all employing Pathfinder technique.

A review of statistics for the month reveals that the total bomb-tonnage dropped was not as large as in previous months, due in part to the consistently bad weather which restricted flying and to some degree by the nature and extent of targets attacked.

For those who like the figures, the Ninth bombers flew a total of more than 6400 sorties involving a gross bomb tonnage well over 9,000 tons against a total of some 150 targets. Losses for the period totaled 30 ships, 24 Marauders and 6 Havocs. The figures, in themselves, are less significant than the fact that these operations were carried out in the face of unfavorable flying conditions and a majority of the missions were on blind bombing.

The real essence of this month's activities lies in the fact that at all odds the mediums and lights carried the air war forward during a vital period when the Allied situation was being compressed for the drive that is now so evidently in progress.

July 30th, 1944

Target: Caumont Area
Unobserved

Results:

When the field order came in just after midnight on July 30th with the orders to load fragmentation bombs on the ships for an early morning mission, combat crews and ground crews knew that the 416th was going out to hit troop concentrations somewhere along the Normandy battle line. Armament went to work at 2A.M. loading the frags and briefing was set at 5A.M. The ships took to the air just past 07:30 and proceeded to the target area. A big cloud moved over the target and the ships were forced to drop their bombs through the coverage, but later reports showed that the target area was hit. Other groups of Marauders and Havocs hit along the same line, and this was responsible for the English Army to move up on a wide front.

The following crews took part.

Lt.H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.E.R.Werley

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.H.Linneman

Lt.R.E.Greenley
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.T.J.Murray
S/Sgt.D.H.DeBower
S/Sgt.R.J.Jones

Lt.W.H.Ames
Sgt.R.J.Brown
Sgt.H.S.Fessler

Lt.J.H.Miller
S/Sgt.J.Galender
S/Sgt.R.G.Schrom

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.R.V.Wheeler
S/Sgt.J.S.Brower
S/Sgt.J.L.Czech

July 31st, 1944

The 416th got back on its two a day schedule on July 31st with formations going out at 1000 and 1730 to strike at railroads near the Paris area. The morning mission did not meet with very good results as clouds covered the primary target and the ships had to go on to a secondary, which was also partially covered. One box dropped some of the bombs hitting on the track.

In the afternoon the target was a railroad bridge on the Seine River, just west of Paris. Bombing was done by flights and the mission went down as very successful. Major Willetts and Lt Royalty received an excellent rating with their flight and Lt. Cole and Lt. Basnett's bombing was credited good.

Lt. Merchant and his gunners, S/Sgt. Harp and S/Sgt.K.P.Brown, made a forced landing near Caen, going in when his oil pressure dropped way below normal. The crew returned in their ship, A-20G 221, on August 2nd with a new oil pressure pump; and a few souvenirs. This was the second 671st crew to land in France.

The following crews participated:

Morning Mission:	Leseaux M/Y	Results: Fair
Lt.D.L.Withington Sgt.L.D.McElhattan Sgt.C.F.Huss	Lt.R.D.Perkins S/Sgt.V.N.Sherry S/Sgt.R.H.Linneman	Lt.J.D.Adams S/Sgt.A.J.Zeikus S/Sgt.P.L.Clearman
Lt.F.W.Henderson S/Sgt.R.M.Griswold S/Sgt.P.E.Coulombe	Lt.A.E.Herman S/Sgt.J.O.Young S/Sgt.A.D.Garrett	Lt.T.J.Murray S/Sgt.R.J.Jones S/Sgt.D.H.DeBower
Lt.H.F.Pair S/Sgt.V.P.Adams T/Sgt.J.R.L.Tanner		Lt.F.W.DeMand Lt.R.J.Hanlon S/Sgt.R.J.Troyer S/Sgt.C.W.Middleton

Afternoon Mission: Mantes Gassicourt (R/B) Results: Excellent

Lt.W.H.Ames
Sgt.R.J.Brown
Sgt.H.S.Fessler

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.H.D.Andrews
S/Sgt.E.R.Werley
S/Sgt.G.M.Cook

Lt.J.D.Adams
S/Sgt.A.J.Zeikus
S/Sgt.P.L.Clearman

Lt.J.M.Miller
S/Sgt.J.Galender
S/Sgt.R.G.Schron

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.H.F.Pair
S/Sgt.V.P.Adams
S/Sgt.J.S.Brower

Major D.L.Willetts
Lt.P.G.Royalty
T/Sgt.F.H.Larronde
S/Sgt.H.A.Lempka

Lt.H.P.Cole
Lt.R.J.Basnett
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

August 2nd, 1944

Target: Caudebec (A/D) Results: Good

The 416th began its sixth month of operations in the E.T.C. on August 2nd, 1944 when the group went out in the afternoon to bomb an ammunition dump at Caudebec. Bombing was done by flights, and the flight representing this Squadron got a little more than they bargained for. Lt.DeMand and Lt. Hanlon, leading the 671st flight made their run on the target, but for some reason (still unknown) the bombs did not drop. Lt. DeMand asked permission from Major Meng, leading the formation, to make another run on the target. This granted the six ships went on another bomb run. This time flak came up in a steady stream and peppered the Squadron's ships...however, no injury to personal resulted. The remedy for the failure to drop on the first run was not found and the flight failed to bomb on the target, although two of the ships dropped near the target area by mistake. So there was quite a bit of battle damage for the Engineering section to work on. The Group as a whole got a rating from fair to good on the bombing.

Continue on the next page.

The following crews took part:

Lt.F.W.DeMand
 Lt.R.J.Hanlon
 S/Sgt.R.J.Troyer
 S/Sgt.C.W.Middleton

Lt.R.D.Perkins
 S/Sgt.V.N.Sherry
 S/Sgt.R.H.Linneman

Lt.H.F.Pair
 S/Sgt.H.A.Marion
 S/Sgt.V.P.Adams

Lt.T.J.Murray
 S/Sgt.R.J.Jones
 S/Sgt.D.H.DeBower

Lt.A.E.Herman
 S/Sgt.J.C.Young
 S/Sgt.A.D.Garrett

Lt.C.L.Estes
 S/Sgt.C.R.Orvold
 S/Sgt.A.E.DiMartino

Lt.A.R.Durante
 S/Sgt.H.T.Best
 S/Sgt.I.R.DeGiusti

August 4th, 1944

In an effort to stem enemy rail movement, the Marshalling yard at Beauvais, north of Paris, was the objective for the 416th Group on the evening of August 4th, and bombing results were classified as good. Very little flak was encountered, all the ships returning.

The following crews participated from this Squadron:

Target:	Beauvais (M/Y)	Results: Good
Lt.D.L.Withington Sgt.L.D.McElhattan Sgt.C.F.Huss	Lt.F.W.Henderson S/Sgt.P.E.Coulombe S/Sgt.R.M.Griswold	Lt.H.D.Andrews S/Sgt.G.M.Cook S/Sgt.E.R.Werley
Lt.C.L.Estes S/Sgt.C.R.Orvold S/Sgt.A.E.DiMartino	Lt.W.A.Merchant S/Sgt.C.J.Harp S/Sgt.K.P.Brown	Lt.M.Zubon T/Sgt.J.R.L.Tanner S/Sgt.W.C.Russell
Lt.A.E.Herman S/Sgt.J.C.Young S/Sgt.A.D.Garrett	Lt.F.W.DeMand Lt.R.J.Hanlon S/Sgt.R.J.Troyer S/Sgt.J.L.Czech	Lt.H.P.Cole Lt.R.J.Basnett S/Sgt.F.R.Chvatal S/Sgt.B.G.Fandre

August 5th, 1944

When anyone speaks of a hot outfit, there will be no mistaking it...they mean the 416th Bomb Group...and of course the 671st Bomb Squadron which has always done its share on the Group's record.

On August 5th the Havocs crossed the Channel once in the morning and again in the evening and hung up one of the best bombing records in the Ninth Bomber Command. Bombing by flight in both instances, seven excellents, two goods, a fair, a gross and a no cover were annexed.

The morning target was the marshalling yards at Compiègne. Major Willetts and Lt. Royalty led the 671th crews over the target and planted their bombs in the target area, hitting railroad tracks and wagons loaded with military supplies. Three other flights got excellent and the two remaining ones – good. Flak was nil and all the crews returned in tact.

Major Lloyd F. Dunn and Lt. Arrington flew their last mission together as members of the 671st on the evening of the August 5th. Major Dunn has been transferred to Group Operations as Assistant Operations Officer and so relieved of his duties a Operations Officer of this Squadron. He has kept Operations on the ball all during his stay and is directly responsible for the good showing the 671st has put up. Thus it was only right that he and his teammate, Lt. Arrington, should wind up their partnership with a choice bit of bombing.

The target was a railroad bridge and embankment at Laigle, and Major Dunn's flight did a real job on knocking it out. Hits were made on the tracks and also the bridge. Lt. DeMand and Lt. Hanlon were forced to make a second run on the target when they were squeezed out on their first run. Photographs weren't taken, but crews reported fair to good results.

There was no flak on or just after the bomb run, but Lt. DeMand's flight was to experience quite a hit before it reached friendly territory. The flight got off course after the bomb run and flew over on of the hottest spots in France. Flak came up in every shape, size and form, hitting all six ships. Lt. Perkins in #220 received the brunt of it. His right engine was conked out and a piece of flak had punctured one of his wing tanks. Unable to make it back to England, he made a forced landing in Normandy, completely washing out the ship. He

and his crew, S/Sgt. Sherry and S/Sgt. Linneman were unhurt, and will be returning soon in a Transport plane.

The following crews took part in these missions:

Morning Mission: Compeigne Marigny(M/Y)
Target:Excellent

Lt.T.J.Murray
S/Sgt.R.J.Jones
S/Sgt.D.M.DeBower

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Major D.L.Willetts
Lt.P.G.Royalty
T/Sgt.F.M.Larronde
S/Sgt.H.A.Lempka

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Evening Mission: L'Aigle (R/B) Target: Excellent

Lt.J.D.Adams
S/Sgt.P.L.Clearman
S/Sgt.A.J.Zeikus

Lt.R.W.York
S/Sgt.M.J.Wilds
S/Sgt.L.A.Ashton

Lt.H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.E.R.Werley

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.W.A.Merchant
S/Sgt.C.J.Harp
S/Sgt.K.P.Brown

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.T.J.Murray
S/Sgt.D.H.M. DeBower
S/Sgt.R.J.Jones

Lt.J.H.Miller
S/Sgt.R.G.Schrom
S/Sgt.J.Galender

Lt.F.W.DeMand
Lt.R.J.Hanlon
S/Sgt.C.W.Middleton
S/Sgt.R.J.Troyer

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.H.Linneman

Major L.F.Dunn
Lt.H.T.Arrington
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

August 6th, 1944

In the roughest mission since D-Day, the 416th Bomb Group completely wiped out one of the few remaining bridges on the Seine River on the evening of August 6th. Several other groups failing to do the job, General Anderson of IX Bomber Command called on the 416th to hit the bridge, which was being used consistently by the Germans to transport troops from the rear to the front lines in Normandy.

The enemy, realizing the importance of this bridge, had gun emplacement extending on each side of the river for miles. Flak greeted the flights at the start of the bomb run and did not cease until the ships had flown out of range. Flak damage was close to 100% and nine ships failed to return to base. At this writing four ships and their crews have not been heard from, and it is believed that they went down over enemy territory. Among them is Colonel Farmer, deputy Group Commanding Officer, who was third in a flight. His flight made two runs on the target and the second one was just too much. The 671st Bomb Squadron had 100% battle damage, but all ships and their crews returned safely.

The formation took off first just after 1000, but on approaching enemy territory a front moved in and by the time the planes got near the target it was impossible to do any worthwhile bombing, so the formation returned. The weather cleared up over there during the afternoon and the Group was briefed for the same target, taking off at 1800.

Lt. Marzolf completed his 50th mission on this run and it is one he won't forget for a long time. "Gus" and his hot bombardier-navigator, Lt. Beck, led the 671st ships over the target and dropped their eggs on the MPI, the exact center of the bridge, completely demolishing it. This was the prettiest bit of bombing turned in by this pair, although they have had a good record right along in leading boxes and flights.

The following crews went on the morning mission:

Target:	Bridge Oissel	Result: Nil
Lt.A.E.Herman	Lt.W.H.Ames	Lt.R.E.Greenley
S/Sgt.J.C.Young	Sgt.R.J.Brown	S/Sgt.H.C.Worden
S/Sgt.A.D.Garrett	Sgt.H.S.Fessler	S/Sgt.J.J.Rzepka

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.R.H.Smith
S/Sgt.J.S.Brower
S/Sgt.R.J.Mahoney

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

The following crews took part in the flak-happy evening mission:

Target: Bridge Oissel

Results: Excellent

Lt.R.E.Greenley
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.J.H.Miller
S/Sgt.J.Galender
S/Sgt.R.G.Schrom

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

August 8th, 1944

This turned out to be another double-header in the way of missions for the Group. In the late morning two boxes went in to hit R/R embankments and marshalling yard at Frevent, where this Group had lots of previous experience. The target was as hot as it ever was, and flak knocked down two ships from the 669th Bomb Squadron. In this same area Lt. Stockwell and Lt. Jedinak went down, and also Lt.Schouten. In fact, it was just about the same spot.

However, this did not hinder the bombing any, fair to excellent results being reported. All through lines in the gathering roads have been cut. Of the widespread pattern of strikes covering town and rail areas, a concentration of at least 14 has destroyed half of the large repair shop and several smaller installations, and demolished or damaged at least 17 wagons in the center of the

gathering roads. Two direct hits were seen on lines West of the bridge at the West end of the roads.

The evening mission brought less flak to the formation for a change, but it also brought a new type of hazard – that of enemy fighters; the first that this group has actually and definitely encountered. Three to four ME 109 fighter came out of a top cloud cover to attack the formation. However, they must have misjudged our position, for the escort of P-38's got to them first. One ME 109 took a diving pass at a Lightning and knock out one of the engines. However, it recovered and called for D/F to base, and headed for home. The other P-38's finished off the Jerry as his plane blew up and the pilot was last seen hurtling earthward with the chute still unopened. That was the climax of the mission. All the planes returned to base safely and as far as hitting the target are concerned one flight got excellent and two flights good. The target was a German radar control station in the Argentan-Alcenon sector of Normandy, and extensive damage was believed to have been done.

The following crews took part:

Morning Mission:	Frevant (R/J)	Results: Excellent
Lt.J.D.Adams S/Sgt.P.L.Clearman S/Sgt.A.J.Zeikus	Lt.J.J.Lackovich Sgt.R.M.Barry Sgt.T.Connery	Lt.H.D.Andrews S/Sgt.G.M.Cook S/Sgt.E.R.Werley
Lt.R.W.York S/Sgt.H.J.Wilds S/Sgt.L.A.Ashton	Lt.C.L.Estes S/Sgt.C.R.Orvold S/Sgt.A.E.DiMartino	Lt.W.A.Merchant S/Sgt.C.J.Harp S/Sgt.K.P.Brown
Lt.J.C.Gary Sgt.A.E.Schoen Sgt.R.W.Chevront	Lt.R.E.Smith S/Sgt.R.J.Mahoney S/Sgt.J.S.Brower	Lt.D.L.Withington Sgt.C.F.Huss Sgt.L.D.McElhattan
Lt.W.H.Ames Sgt.R.J.Brown Sgt.H.S.Fessler	Lt.L.A.Marzolf Lt.J.T.Beck S/Sgt.H.E.Wellin S/Sgt.L.G.Kutzer	Lt.R.V.Wheeler Lt.H.T.Arrington S/Sgt.K.L.Johnson S/Sgt.J.L.Czech

Continued on the following page.

Evening Mission:

Chateau-Bois De Pierre
Good

Results:

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.J.H.Miller
S/Sgt.R.G.Schrom
S/Sgt.J.Galender

Lt.R.D.Perkins
S/Sgt.R.H.Linneman
S/Sgt.V.N.Sherry

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.E.R.Werley

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.R.V.Wheeler
Lt.H.T.Arrington
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

August 9th, 1944

The 416th kept up their fast pace with two more missions on August 9th. In the morning the formation went back to hit the radar installation at Prieure du Gast, which they attacked the evening previous with fair results. More bombs were dropped in the target area, but no extensive damage to the installations appeared, although approximately fifty craters are visible with the cleared area. Flak was experienced, causing damage to eight Group ships.

In the evening the target was a railroad bridge at Chauny over the Canal de St. Quentin, 20 miles northeast of Compiegne. The second box hit the bridge with good results, but the first box went on its own. The first flight, through misidentification of the target, attacked a highway bridge at Apilly, 5 miles southwest of the primary. Bombs fell across canal 9 of the town, with a near miss to canal bridge. The second flight dropped their bombs on edge of the Marshalling Yards at Arras, 50 miles northwest of the primary. This was mistaken for the secondary. The third flight followed the first flight over Apilly and results were the same. Flak was sparse and all the ships returned without damage.

Continue on the next page.

The following crews took part:

Morning Mission:	Chateau-Bois De Pierre Good	Results:
Lt.J.J.Lackovich Sgt.R.M.Barry Sgt.T.Connery	Lt.C.L.Estes S/Sgt.C.R.Orvold S/Sgt.A.E.DiMartino	LtR.W.York S/Sgt.H.J.Wilds S/Sgt.L.A.Ashton
Lt.M.Zubon T/Sgt.J.R.L.Tanner S/Sgt.W.C.Russell	Lt.D.L.Withington Sgt.C.F.Huss Sgt.L.E.McElhattan	Lt.R.H.Smith S/Sgt.J.S.Brower S/Sgt.R.J.Mahoney
Lt.W.A.Merchant S/Sgt.C.J.Harp S/Sgt.K.P.Brown	Lt.W.H.Ames Sgt.H.S.Fessler Sgt.R.J.Brown	Lt.A.R.Durante S/Sgt.H.T.Best S/Sgt.I.R.DeGiusti
Lt.H.C.Gary Sgt.R.W.Chevront Sgt.A.E.Schoen	Major D.L.Willetts Lt.R.G.Royalty T/Sgt.F.H.Larronde S/Sgt.H.A.Lempka	Lt.L.A.Marzolf Lt.J.T.Beck S/Sgt.H.E.Wellin S/Sgt.L.G.Kutzer

Evening Mission:	Chauny (R/B) Good	Results:
Lt.T.J.Murray S/Sgt.D.H.DeBower S/Sgt.R.J.Jones	Lt.A.R.Durante S/Sgt.H.T.Best S/Sgt.I.R.DeGiusti	Lt.F.W.Henderson S/Sgt.R.M.Griswold S/Sgt.P.E.Coulombe
Lt.A.E.Herman S/Sgt.J.O.Young S/Sgt.A.D.Garrett	Lt.W.H.Ames Sgt.H.S.Fessler Sgt.R.J.Brown	Lt.R.V.Wheeler Lt.H.T.Arrington S/Sgt.K.L.Johnson S/Sgt.J.L.Czech

Perkins Returns from France with A Story

Lt. Ronald Perkins and his gunners, S/Sgt. Sherry and S/Sgt. Linneman returned from Normandy on August 7th, and the crew had quite a story to tell. It seems that the flak not only put a hole in the wing tank and knocked the right engine out, but also affected the left landing gear. Lt. Perkins did a great job of landing the ship. He brought it down on a landing strip with one engine and one gear down. The plane spun around several times when it hit, completely washing it out. The crew stepped out unhurt, except for a shaking up. "We're lucky to be alive", Lt. Perkins said on his return... and the next day he ran off another mission. There's just no way of keeping the 671st crews down!

August 10th, 1944

Running their fifth and sixth missions in three days, the 416th went out twice on August 10th with fragmentation bombs in the bomb bays, but thick cloud formations over the target on both runs made it necessary for the planes to bring their loads back. The target was an ammunition dump at Foret De Roumare in the morning; and in the afternoon it was an ammunition dump at La Londe De Louge.

The following crews participated:

Morning Mission: Foret De Roumare (A/D) Results: Nil

Lt.J.D.Adams S/Sgt.A.J.Zeikus S/Sgt.P.L.Clearman	Lt.R.J.Murray S/Sgt.D.H.DeBower S/Sgt.R.J.Jones	Lt.R.D.Perkins S/Sgt.V.N.Sherry S/Sgt.R.H.Linneman
Lt.R.W.York S/Sgt.H.J.Wilds S/Sgt.L.A.Ashton	Lt.F.W.Henderson S/Sgt.R.M.Griswold S/Sgt.P.E.Coulombe	Lt.W.A.Merchant S/Sgt.C.J.Harp S/Sgt.K.P.Brown
Lt.J.H.Miller S/Sgt.J.Galender S/Sgt. R.G.Schrom	Lt.J.J.Lackovich Sgt.R.M.Barry Sgt.T.Connery	Lt.M.Zubon T/Sgt.J.R.L.Tanner S/Sgt.W.C.Russell
Lt.R.H.Smith S/Sgt.R.J.Mahoney S/Sgt.J.S.Brower	Lt.J.C.Gary Sgt.R.W.Chevront Sgt.A.E.Schoen	Lt.R.V.Wheeler Lt.H.T.Arrington S/Sgt.K.L.Johnson S/Sgt.J.L.Czech
	Lt.L.A.Marzolf Lt.J.T.Beck S/Sgt.H.E.Wellin S/Sgt.L.G.Kutzer	

Afternoon Mission: La Londe De Louge

Results: Nil

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.H.Linneman

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.D.L.Withington
Sgt.C.F.Huss
Sgt.L.D.McElhattan

Lt.J.H.Miller
S/Sgt.R.G.Schrom
S/Sgt.J.Galender

Lt.J.C.Gary
Sgt.R.W.Chevront
Sgt.A.E.Schoen

Lt.J.D.Adams
S/Sgt.A.J.Zeikus
S/Sgt.P.L.Clearman

Lt.R.V.Wheeler
Lt.H.T.Arrington
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

Lt.R.E.Greenley
Lt.R.H.Mitchell
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

August 11th, 1944

Another twin kill was executed by the 416th on August 11th when the Havocs smashed at an ammunition dump at Foret de Roumarei in the morning and went back in the evening to blast enemy coastal defense batteries at the heavily defended St. Malo.

Pathfinders were used on the morning mission against the ammunition dump, which the Group failed to bomb on the previous evening due to clouds. The clouds disappeared over the wooded target area a few minutes before the formation reached it, but the A-20s bombed on the Pathfinders never the less. Hits were made causing considerable damage. 13 ships received flak damage, but all ships and crews made it back to the base.

The evening mission was another one dutied to the 416th. Infantry divisions mopping up the last remnants of German resistance in the besieged fortress of St. Malo received help from the A-20s, which hammered at stubbornly defended gun positions menacing allied advances. The formation dropped on the guns at the St. Servan entrance to the harbor, bombing a scant 1,500 yards in front of American troops. The guns were reported to have been delaying occupation of the city, which its German commander had threatened to make a "new Stalingrad". Crews reported that the first bombs hit in the water, then waded up the beach and through the target. Bombing by flights, two excellents, a good and three fairs were chalked up. Flak damage was nil.

The following crews participated:

Lt.R.H.Smith
S/Sgt.R.J.Mahoney
S/Sgt.H.D.Brower

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.E.R.Werley

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.R.V.Wheeler
Lt.H.T.Arrington
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

Morning Mission: Foret de Roumare (Amm/D) Results: Good

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connerly

Lt.W.A.Merchant
S/Sgt.C.J.Harp
S/Sgt.K.P.Brown

Capt.S.M.Hixon
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Lt.D.L.Withington
Sgt.L.D.McElhattan
Sgt.C.F.Huss

Lt.T.J.Murray
S/Sgt.R.J.Jones
S/Sgt.D.H.DeBower

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.J.H.Miller
S/Sgt.R.G.Schrom
S/Sgt.J.Galender

S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.R.E.Greenley
Lt.R.H.Mitchell
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

August 12th, 1944

The old 416th Bomb Group was called upon on the evening of August 12th to help in cutting off German troops believed attempting a withdrawal on the Western front from the pocket west of Argentan. More than 150 bombers of the command concentrated a bombing attack on roads and junctions in an area extending from Argentan 20 miles to the west and approximately 10 miles north and 10 miles south of Argentan.

Of the seven Groups dispatched by Bomber Command to strike at the road chokepoints, the 416th turned in the best record with three excellents and two goods. Of these three excellents this Squadron was responsible for two. Lt. Cole and Lt. Basnett, both just back from pass, layed the GP Bombs directly on the MPI, causing damage to the highway, cutting the road and striking several vehicles...a splendid job of bombing. Lt. Wheeler and Lt. Arrington, who have chalked up seven missions since the 8th of August as a new Pilot-Bombardier team, hit their stride on this very important mission also with an excellent.

As the enemy forces tried to withdraw from the pressure of Americans thrusting from the south, Canadians and British from the north and an unyielding Allied line to the west, the 416th and other groups of Havocs and Marauders bombed the escape roads to the rear as well as troops and motor transport concentrated in this area. Another extra-special job of bombing for the Group.

The following crews took part:

Lt.W.A.Merchant
S/Sgt.C.J.Harp
S/Sgt.K.P.Brown

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.J.C.Gary
Sgt.R.W.Chevront
Sgt.A.E.Schoen

Lt.H.D.Andrews
S/Sgt.C.M.Cook
S/Sgt.E.R.Werley

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.W.H.Ames
Sgt.R.J.Brown
Sgt.H.S.Fessler

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Lt.R.V.Wheeler

Lt.A.E.Herman

Lt.H.P.Cole

Lt.H.T.Arrington
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.R.J.Basnett
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

August 13, 1944

The 416th kept up their practice of hitting road choke points in the effort to cut off the German retreat in the Caen-Alencon sector. Taking off at 0900 the ships crossed the French countryside for the 126th time. The whole bomber command had the roads in the Liseaux area, and by the time dusk fell, almost every road and junction was cut to ribbons in this section. One flight received an excellent rating, two fair, and three other flights hit roads, but not the MPI. Six aircraft received flak damage, but all crews returned in tact.

The following crews participated:

Lt.J.C.Gary
Sgt.R.W.Chevront
Sgt.A.E.Schoen

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Lt.D.L.Withington
Sgt.L.D.McElhattan
Sgt.C.F.Huss

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.W.H.Ames
S/Sgt.R.J.Brown
S/Sgt.H.S.Fessler

Major D.L.Willetts
Lt.P.G.Royalty
T/Sgt.F.H.Larronde
S/Sgt.H.A.Lempka

August 15th, 1944

After a one-day stand-down on August 14th, the 416th renewed their efforts against the enemy in the Argentan-Falaïd sector, when the Havocs ranged over the channel to hit a fuel dump on the evening of August 15th. The dump, located at Foret de Chantilly, was well concealed in the woods, and area bombing had to be employed. Crews reported fires and probable hits on the dump. Flak encountered at the target was moderate, but inaccurate. There was a heavy cloud in the target area, which is no doubt responsible for the moderate intensity of the flak. There are 11 heavy guns plotted within range of the target and intense flak has been encountered in the area previously.

The following crews participated:

Lt. H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.E.R.Werley

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.H.Linneman

Lt.D.L.Withington
Sgt.C.F.Huss
Sgt.L.D.McElhattan

Lt.W.A.Merchant
S/Sgt.K.P.Brown
S/Sgt.C.J.Harp

Lt.J.C.Gary
Sgt.C.W.Chevront
Sgt.A.E.Schoen

Lt.R.J.Murray
S/Sgt.R.J.Jones
S/Sgt.R.M.Griswold

Lt.H.P.Cole
Lt.R.J.Basnett
S/Sgt.F.R.Chvatal
S/Sgt.R.G.Fandre

Lt.J.D.Adams
Lt.R.J.Hanlon
S/Sgt.P.L.Clearman
S/Sgt.A.J.Zeikus

August 17th, 1944

Pathfinders took the 416th out to bomb a railroad bridge at Montfort Sur Risle on the afternoon of August 17th. There was complete cloud cover and results were unobserved, although the PFF crews believed the bombs to have fallen on the target. No enemy action was met and all the crews returned.

The following crews participated:

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt. A.D.Garrett

Lt.F.W.Henderson
S/Sgt.P.E.Coulombe
S/Sgt.R.M.Griswold

Lt.M.Zubon
T/Sgt.J.Tanner
S/Sgt.W.C.Russell

Lt.W.A.Merchant
S/Sgt.K.P.Brown
S/Sgt.C.J.Harp

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.R.E.Greenley
Lt.R.H.Mitchell
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

With the addition of two new crews and two bombardier-navigators; a transfer, and a switch in Operations Officers, a new combat crew assignment was turned out on August 9th. First of all Major Lloyd F. Dunn, who joined the 671st as Captain Operations Officer in Laurel, Miss, was transferred to Group as assistant Group Operations Officer, and later was made Commanding Officer of the 670th Bomb Squadron. To replace Major Dunn, Captain Zean R. Moore of the 670th Squadron was shifted into Squadron D Operations.

Lt. John C.Gary and his two gunners, Sgt. Schoen and Sgt. Cheuvront, joined the Group at the end of July and flew their first operational mission on August 8th. Lt. Dan M.Eastman with his two gunners, Cpl. A.B.Eaton and Cpl. R.J.Johnson, joined up the early part of August and at this time are about ready to go on operations.

The two new bombardiers were assigned to pilots... Lt. Alvin C.Burns to Lt. De Mand, and Lt. R.H. Mitchell to Lt. Greenley. Lt. Hanlon who previously was with Lt. De Mand, was assigned to Lt. Adams.

Last but not least Lt. Everett T. Platter (the Beard) was transferred to Group as Training Officer. He had been with the 671st since last July and served a flight leader upon transferral.

Following is the latest assignment:

Operations Officer

Capt.Zean R. Moore

Commanding Officer

Major David L.Willetts

Lt.P.G.Royalty

T/Sgt.F.H.Larronde

S/Sgt.H.A.Lempka

Ass't Opns. Officer

Capt. Stuart M. Hixon

"A" Flight

Lt.F.W. De Mand (FL)

Lt.A.C.Burns

S/Sgt.R.J.Troyer

S/Sgt.C.W.Middleton

"B" Flight

Lt. H.P.Cole (FL)

Lt.R.J.Basnett

S/Sgt.F.R.Chvatal

S/Sgt. B.G.Fandre

"C" Flight

* Capt.L.A.Marzolf (FL)

** Lt.J.T.Beck

S/Sgt.H.E.Wellin

S/Sgt.L.G.Kutzer

Lt.A.R.Merchant

S/Sgt.C.J.Harp

S/Sgt.K.P.Brown

Lt.J.C.Gary

Sgt.A.E.Schoen

Sgt.R.W.Chevront

Lt.M.Zubon

T/Sgt.J.R.L.Tanner

S/Sgt.W.C.Russell

Lt.A.R.Durante

S/Sgt.H.T.Best

S/Sgt.I.R.DeGiusti

Lt.F.W.Henderson

S/Sgt.R.M.Griswold

S/Sgt.P.E.Coulombe

Lt.R.D.Perkins

S/Sgt.V.N.Sherry

S/Sgt.R.H.Linneman

Lt.R.W.York

S/Sgt.H.J.Wilds

S/Sgt.L.A.Ashton

Lt.D.L.Withington

Sgt.C.F.Huss

Sgt.L.D.McElhattan

S/Sgt.C.R.Orvold

S/Sgt.A.E.DiMartino

* Note the new Captain!

** Now a first John

“D” Flight

Lt. J.D.Adams (FL)
Lt.R.J.Hanlon
S/Sgt.P.L.Clearman
S/Sgt.A.J.Zeikus

Lt.H.D.Andrews
S/Sgt.G.W.Cook
S/Sgt.E.R.Werley

Lt. R.H.Smith
S/Sgt.R.J.Mahoney
S/Sgt.H.R.Davis

Lt.H.F.Pair *
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

“E”Flight

Lt.R.V.Wheeler (FL)
Lt.H.T.Arrington
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

Lt.J.H.Miller
S/Sgt.R.G.Schrom
S/Sgt.J.Galender

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.A.E.Herman
S/Sgt.A.D.Garrett
S/Sgt.J.O.Young

“F”Flight

Lt.R.E.Greenley
Lt.R.H.Mitchell
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.T.J.Murray
S/Sgt.D.H.DeBower
S/Sgt.R.J.Jones

Lt.W.H.Ames
Sgt.H.S.Fessler
Sgt.R.J.Brown

Lt.J.J.Lackovich
Sgt.T.Connery
Sgt.R.M.Barry

* A new First.

August 25th, 1944

After a seven day operational lay-off, the 416th went on one of its longest and most successful missions on the afternoon of August 25th. Along with the entire Ninth Bomber Command, the Havocs struck at heavily fortified coastal gun positions in the Brest area in a supreme effort to squelch enemy resistance in the famed and highly prized port. The city, which the Germans have held, even against strong allied pressure since August 5th, staggered under this aerial blow, and it appears that the besieged enemy has had just about enough. In conjunction with the blow from the air, warships outside the harbor entrance and artillery around the city layed down heavy barrages.

Considered one of the finest ports on France's Atlantic seacoast, Brest is becoming increasingly important to the Allies as a possible point for unloading the huge amount of supplies and equipment needed to support their sweeping advance into the interior.

The formation took off from this field at 1300 and did not return until 2100 that evening. Afraid that the duration of the mission would exhaust the fuel supply, arrangements were made for the ships to land at St. Mawgen on the southern coast of England. Most of the ships landed by 1630, and after refueling and necessary maintenance was completed; and the crews fed the formation returned, landing about 2100. The shuttle run from Britain to Russia has nothing on the 416th's shuttle run!

Bombing by flights, the 671st Bomb Squadron again saved the day with two excellents against the C/D batteries. Captain Marzolf and Lt. Beck, leading the first flight in the second box, layed down another perfect pattern, scoring hits on the gun positions. Lt. Adams and Lt. Hanlon, running their second mission together and their first bombing by flight sorties, chalked up an excellent also, with bursts on the batteries and across roads. It looks as if the 671st has paired up another crack pilot-bombardier team.

The other flights received a good, a probable good, fair, and the last flight failed to bomb because of a mechanical failure in the lead aircraft. Three window ships were employed, but no losses, casualties or battle damage resulted.

Continue on next page.

The following crews participated:

Lt.R.W.York
S/Sgt.M.J.Wilds
S/Sgt.L.A.Ashton

Lt.J.M.Miller
S/Sgt.J.Galender
S/Sgt.R.G.Schrom

Lt.R.E.Greenley
Lt.R.M.Mitchell
S/Sgt.M.C.Worden
S/Sgt.J.J.Rzepka

Lt.D.L.Withington
Sgt.C.F.Huss
Sgt.L.D.McElhattan

Lt.J.C.Gary
Sgt.R.W.Cheuvront
Sgt.A.E.Schoen

Lt.H.P.Pair
S/Sgt.M.A.Marion
S/Sgt.V.P.Adams

Lt.R.M.Smith
S/Sgt.J.S.Brower
S/Sgt.R.J.Mahoney

Lt.D.M.Eastman
Cpl.R.J.Johnson
Cpl.A.B.Eaton

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.W.M.Ames
Sgt.M.S.Fessler
Sgt.R.J.Brown

Lt.J.D.Adams
Lt.R.J.Hanlon
S/Sgt.P.L.Clearman
S/Sgt.A.J.Zeikus

Capt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.M.E.Wellin
S/Sgt.L.G.Kutzer

August 26th, 1944

The 416th swarmed over the continent twice on August 26th, once in the morning and again in the afternoon. Both missions were a bid to immobilize Von Kluge's retreating armored forces. In the evening Major Willetts and Lt. Royalty led the formation loaded with fragmentation bombs to the Rouen area where the Germans had amassed heavy concentrations of motor transport, tanks, and other equipment as well as troops. The six flights were assigned different MPEs, but cloud coverage in the area prevented five of the flights from dropping.

Lt. Royalty was able to pick up his target, but just before going on the bomb run a small piece of flak pierced the nose of his ship, hitting him on the back of the hand. "Shorty" kept his head and released his bomb load on the target. Although no photos were taken, crews reported fair to good results. If Lt. Royalty's hand had not been where it was when the flak entered the ship, it is likely that it would have hit him in the face. Under the conditions P.G. can be recommended for a courageous bit of bombing.

Three B-26 Groups smashed at the same target with the Havocs and reports show the attack to be highly successful, although the cloud coverage cut down the effect somewhat. Flak was quite intense on and off the bomb run, but all the ships returned – 10 receiving battle damage.

Marauders and Havocs had previously wiped out every bridge crossing the Seine from Paris to Rouen, and the fleeing remnants of the German Seventh Army had to resort to barges and ferries to make the crossings, impeding their movement, and allowing the air power to further disrupt their battered ranks.

In the morning the Bomber Command centered their attack on four key German fuel storage points, the 416th being assigned the Compienge/Clairoix fuel depot about 30 miles northeast of Paris. The 671st had only one bombardier-pilot team on this mission, and due to a discrepancy in drift by the bombardier, Lt. Hanlon, this flight failed to drop right on the target, but roads leading to the dump were hit and a few of the bombs caused damage to the depot. Three flights racked up excellents and the two remaining ones – good, for a hard –to- beat bit of bombing. Crews reported loud explosions, flames and smoke rising from the badly hit depot. No flak was encountered and all ships returned to the base in tact.

Continued on the next page.

The following crews took part in these two missions:

Morning Mission:	Compienge/Clairoix Good	Results:
Lt.W.A.Merchant S/Sgt.K.P.Brown S/Sgt.J.S.Brower	Capt.S.M.Hixon S/Sgt.H.A.Lempka S/Sgt.R.M.Griswold	Lt.D.M.Eastman Cpl.A.B.Eaton Cpl.R.J.Johnson
Lt.A.E.Herman S/Sgt.J.O.Young S/Sgt.A.D.Garrett	Lt.J.M.Miller S/Sgt.R.G.Schrom S/Sgt.J.Galender S/Sgt.J.D.Adams Lt.R.J.Hanlon S/Sgt.P.L.Clearman S/Sgt.A.J.Zeikus	Lt.R.E.Greenley Lt.R.H.Mitchell S/Sgt.H.C.Worden S/Sgt.J.J.Rzepka
Evening Mission:	Rouen	Results: Good
Lt.H.D.Andrews S/Sgt.E.R.Werley Cpl.R.E.Herr	Lt.T.J.Murray S/Sgt.R.J.Jones S/Sgt.D.M.DeBower	Lt.J.C.Gary Sgt.R.W.Chevront Sgt.A.E.Schroen
Lt.C.L.Estes S/Sgt.C.R.Orvold S/Sgt.A.E.DiMartino	Lt.F.W.Henderson S/Sgt.R.M.Griswold S/Sgt.P.E.Coulombe	Capt.S.M.Hixon Sgt.A.M.Hinson S/Sgt.O.E.Swank
Lt.H.F.Pair S/Sgt.H.A.Marion S/Sgt.V.P.Adams	Lt.D.L.Withington Sgt.L.D.McElhattan Sgt.C.F.Huss	Lt.M.Zubon T/Sgt.J.R.L.Tanner S/Sgt.W.C.Russell
Lt.R.C.Morehouse S/Sgt.L.A.Zygiel S/Sgt.A.J.Burgess	Major D.L.Willetts Lt.P.G.Royalty S/Sgt.J.S.Brower S/Sgt.H.A.Lempka	Lt.H.P.Cole Lt.R.J.Basnett S/Sgt.F.R.Chvatal S/Sgt.B.G.Fandre

Three New Crews Assigned

The following crews were assigned to this Squadron on August 21st, 1944 and are now undergoing an operational training program:

2 nd Lt. A. Remiszewski	Sgt. J.H.Miguez	Cpl. F. Di Orio
2 nd Lt. H.M. Van Noorden	Cpl. R.I. Steffey	Sgt. G. Thompson
2 nd Lt. D.A. Fero	Cpl. T.W. Skelton	Cpl. A.A. Rojas

August 27th, 1944

Bombing through a heavy ground haze, the 416th Bomb Group and seven other Ninth Bomber Command groups struck at troop and vehicle concentrations in the Rouen sector at mid-day, August 27th with successful results. Although photos were not taken due to the cover, visual observation showed four excellents for the 416th. Two flights failed to bomb as their target was obscured by clouds, haze and smoke.

This was another blow at the retreating German Seventh Army, and took place on the West Bank of the Seine in the Rouen loop. The Havocs and Marauders rained down fragmentation and high explosive bombs for on solid hour, causing great fires and explosions. Reconnaissance before the attack had shown troops, armored vehicles and trucks queued up bumper to bumper, awaiting passage across the river.

Captain Marzolf and Lt. Beck represented the 671st, dropping their frags on the AP after making three runs on the target. Flak was moderate – two ships received battle damage and all returned.

The following crews participated:

Lt.H.D.Andrews
S/Sgt.E.R.Werley
Cpl. R.E.Herr

Lt.D.L.Withington
Sgt.L.D.McElhattan
Sgt.C.F.Huss

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.W.H.Ames
Sgt.H.S.Fessler
Sgt.R.J.Brown

Lt.A.R.Durante
S/Sgt.H.T.Best
S/Sgt.I.R. DeGiusti

Capt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

August 28th, 1944

The 416th once again proved its effectiveness against fuel dump targets when it blitzed the key fuel supplies at Doullens, about 60 miles North of Paris and just a few miles from Abbeyville, on the evening of August 28th. Flak was sparse and battle damage nil.

It was Lt. Cole and Lt. Basnett who kept up the reputation of the 671st, with an excellent. The trailing pattern centered 250 feet East of the DMPI. Strikes were made across the target, blanketing the eastern part of the T/A, with probable hits on installations. Several hits were made on the tracks also. Captain Marzolf and Lt. Beck were given a fair on bombing done by their flight, but there was a question as to whether they were given the right pattern on the photos. It is believed that the pair should have been credited with a good. An over-all bombing record for the formation showed three excellents, two goods and a fair.

Crews reported French roads were choked with enemy vehicles abandoned for lack of petrol (Gas, to you Americans).

The following crews went for the plane-ride:

Lt.F.W.Henderson S/Sgt.P.E.Coulombe S/Sgt.R.M.Griswold	Lt.C.L.Estes S/Sgt.C.R.Orvold S/Sgt.A.E.DiMartino	Capt.S.M.Hixon S/Sgt.C.E.Swank Sgt.A.H.Hinson
Lt.J.C.Gary Sgt.A.E.Schoen Sgt.R.W.Chevront	Lt.H.F.Pair S/Sgt.H.A.Marion S/Sgt.V.P.Adams	Lt.T.J.Murray S/Sgt.R.J.Jones S/Sgt.D.H.DeBower
Lt.D.L.Withington Sgt.L.D.McElhattan Sgt.C.F.Huss	Lt.M.Zubon T/Sgt.J.R.L.Tanner S/Sgt.W.C.Russell	Lt.J.H.Miller S/Sgt.R.G.Schrom S/Sgt.J.Galender
Lt.H.P.Cole Lt.R.J.Basnett S/Sgt.F.R.Chvatal S/Sgt.B.G.Fandre	Captain L.A.Marzolf Lt.J.T.Beck S/Sgt.H.E.Wellin S/Sgt.L.G.Kutzer	Lt.F.W.De Mand Lt.A.C.Burns S/Sgt.R.J.Troyer S/Sgt.C.W.Middleton

September 1st – 4th, 1944

With a request from General Omar Bradley and an order a few hours later from General Eisenhower to “bomb and keep bombing until Brest surrenders”, the IX Bomber Command turned all its efforts on this strategic port. Attacks were launched on September 1st and 3rd, weather hampering the formations on the 2nd and 4th. At this writing Brest still remains in enemy hands, but its defenses are shattered and an early occupation of the city and port by Allied troops is expected.

The 416th Bomb Group did not fare very well on its missions due to poor weather. The Havocs left the base at 0730 on the 1st of September, crossed over the target, but could not drop due to a coverage. Another attempt was made in the afternoon, but the ships were recalled before leaving England. Four B-26 Groups had better luck in the morning and dropped their bombs wit devastating results.

Major Willetts and Lt. Royalty led the 416th back to Brest on the morning of the 3rd. Taking off at 0600 in almost complete darkness, the ships reached the target area just as a large cloud drifted in and covered it up. Six IX Bomber Command Groups followed the 416th, as the cloud formation moved away right with the old 416th. Again heavy damage was inflicted to the gun emplacements, forts roads and ammunition dumps in this area.

Bomber Command seemed set on having the 416th drop their eggs on the port, and no sooner had the ships landed from the morning mission than briefing was set for an afternoon sweep at the same target. Visibility wasn't good, but the formation made it over the target and two flights in the second box dropped through scattered clouds with fair results. Two aircraft from the 671st landed in Southern England due to gas shortage. They were piloted by Lt. D.A. Fero and Lt. J.D. Adams.

Flak was light on these missions, and none of the group aircraft received battle damage.

Continued on next page.

The following crews took part:

Morning Mission, September 1st, 1944

Lt.D.M.Eastman
Cpl.A.B.Eaton
Cpl.R.J.Johnson

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.W.A.Merchant
S/Sgt.K.P.Brown
S/Sgt.C.J.Harp

Lt.J.C.Gary
Sgt.R.W.Chevront
Sgt.A.E.Schoen

Capt.H.P.Cole
Lt.R.J.Basnett
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

Morning Mission, September 3rd, 1944:

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.M.Linneman

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.T.J.Murray
S/Sgt.D.M.DeBower
S/Sgt.R.J.Jones

Lt.D.M.Eastman
Cpl. R.J.Johnson
Cpl. A.B.Eaton

Lt.J.M.Miller
S/Sgt.R.G.Schrom
S/Sgt.J.Galender

Lt.J.C.Gary
Sgt.R.W.Chevront
Sgt.A.E.Schoen

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Major D.L.Willetts
Lt.P.G.Royalty
S/Sgt.H.A.Lempka
S/Sgt.W.C.Russell

Lt.F.W.De Mand
Lt.A.C.Burns
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

Lt.R.W.York
S/Sgt.M.J.Wilds
S/Sgt.L.A.Ashton

Afternoon Mission, September 3rd, 1944:

Lt. M.D.Andrews
S/Sgt.E.R.Werley
S/Sgt.O.E.Swank

Lt.D.A.Fero
Cpl.A.A.Rojas
Cpl.T.W.Skelton

Lt.F.W.De Mand
Sgt.A.C.Burns
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

Lt.M.Zubon
T/Sgt.J.R.L.Tanner
S/Sgt.W.C.Russell

Lt.J.D.Adams
Lt.R.J.Hanlon
S/Sgt.P.L.Clearman
S/Sgt.A.J.Zeikus

Lt.R.E.Greenley
Lt.R.M.Mitchell
S/Sgt.J.J.Rzepka
Cpl.C.W.Gurkin

September 5th – 6th, 1944

Bomber Command meant business when it set out to “bomb Brest until it surrendered”. The 416th and the rest of the Ninth Bomber Command went out in successive waves against the port on September 5th and 6th, dropping over 1500 tons of explosives on the installations. The Weathersfield based Havocs flew one mission on the 5th and two on the 6th.

Bombing only a short distance ahead of American ground troops, the 416th tacked up three excellents on their evening mission on September 5th. Captain Marzolf and Lt. Beck did it again with hits on buildings and strong-points. Crews reported severe damage. One pilot commented that there were so many planes over the city, that they practically had to queue up to drop their bombs.

Eleven light and medium bomb groups participated in an early morning assault on the harbor September 6th with excellent results. Good visibility offered the bombardiers a chance to show their skill. Each of the Groups scored at least one excellent and the 416th make off with the best record in the Command with five excellents and a probable sixth. There was a malfunction of the camera in the latter flight, but the Group bombardier reported an excellent by visual observation. Lt. Adams and his bombardier, Lt. Hanlon, leading the third flight in the second box released their bombs on the MPI causing severe damage. This was the second excellent turned in by this pair, who have been leading flights for just a short period. No losses, casualties or battle damage resulted on these two missions.

The weather took a turn for the worse in the afternoon, and the Havocs had to go in over the Brest area at 2100 feet. Visibility was still poor at this low altitude, but three flights were able to pick up their targets and bomb with fair to good results. Light flak and small arm fire were turned on the ships by the ground defenses. One A-20 failed to return... and the Stars and Stripes and English dailies came out with the statement that on Havoc was missing... the first ship to be lost in over 1,000 sorties against Brest.

Who else would be flying that lone A-20 but Lt. William A. Merchant...the Feather... who has crash landed everything from Piper Cubs to A-20s since he has been in the E.T.O. But the fellows who knew him had not

given him up for lost because they felt that if anyone could bring down a ship in distress...it was this Wichita boy. Here's the way it happened: Lt. Merchant flying his old plane No. 221 which had 86 white bombs painted on the side. In No. three position of the first flight in the second box, Merchant approached the bomb run at 2,000 feet when his right engine spouted flames and one of his cylinders broke away. He ordered his gunners, S/Sgt.C.J.Harp and S/Sgt.K.P. Brown, who have flown with him through 48 missions, to bail out after he had salvoed his bombs in a farmer's field. Unable to stay in formation, he pulled out, feathering the right engine.

Crews in the other ships saw Harp and Brown land near the water on a little peninsula south of Brest. Lt. Merchant was last seen limping along on a single engine, headed northeast from Brest. That is the way it happened and no one heard any news of the trio until the morning of the 8th when Harp and Brown returned by Jeep from London, which they had reached by a C-47 from France.

S/Sgt. Brown related the following tale: "Harp and I landed on that little peninsula just south of Brest. We landed about 1½ miles apart, but found each other in a few minutes. We were picked up by American soldiers of the Artillery and taken to a first aid station where S/Sgt. Harp received treatment for his sprained ankle. He lost his boots when he bailed out and landed barefooted. We spent the night here in an old French dwelling with the Medics attached to the Artillery." Brown continued, "Next morning we were taken to the Eighth Corps area by jeep, and then to Morlaix, northeast of Brest. To our surprise we saw an A-20...the Feather...parked in the mud off the runway, and we learned from the mechanic in charge that the pilot was well, but he had left. We waited about a half hour for a C-47 to unload Medical supplies and then boarded the ship and returned to England". Brown concluded, "if you want a thrill...just ask to fly with the Feather".

Getting back to the Wichita Flash who was last seen leaving the target area on one engine...he did get back to England and gave this story: "After I dropped by bombs, and my gunners, I feathered the right engine. The fire slackened and then went out which made me feel 100% better. I didn't want to chance it over the channel so I followed the Brest coastline, looking for a landing strip. I was at 1400 feet when I feathered my prop and I was losing about 50 feet a minute, hopping along at 150MPH. I finally spotted a field northeast of Brest which I later learned was Morlaix. I was at 600 feet then. That old landing strip looked good. I made a 90° side approach and set my wheels down on the pavement, hitting the air bottle when I was about 1/3rd

down the runway. Both tires blew out, but the plane did not leave the runway. He continued, “ I threw the hatch open and got out of the ship just as fast as I could and ran like Hell up the runway, dropping my equipment off as I went.”

Asked what happened next, a smile came over the Feather’s face...

“ You may not believe me”, he said, “ but I spent the night there with an American Red Cross girl, eating fried egg sandwiches in her club-mobile at 0130 in the morning.” Lt. Merchant wouldn’t say that was all he did, but he was sure he had those fried eggs.

The next day he flew to Gael in an L4-B where he stayed three days. “There just wasn’t any transportation”, Merchant said. (The diary has no record of what happened on any one of those three days, but we’ll leave it up to the readers’ imagination.) Finally he got an AT- ride to the coast, and from there a C-47 carried him to London. Lt. Merchant finished up his itinerary by saying, “When and if I get to France...I know where I’m going...for some more fried egg sandwiches!

The following crews participated:

Afternoon Mission, September 5th, 1944:

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.H.Linneman

Lt.W.H.Ames
Sgt.H.S.Fessler
Sgt.R.J.Brown

Lt.D.M.Eastman
Cpl.A.B.Eaton
Cpl.R.J.Johnson

Lt.A.E.Herman
S/Sgt.A.D.Garrett
S/Sgt.J.O.Young

Lt.A.Remiszewski
Sgt. J.H.Miguez
Cpl. F.Di Orio

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.J.J.Lackovich
Sgt.T.Connery
Sgt.R.M.Barry

Lt.D.L.Withington
Sgt.C.F.Huss
Sgt.L.D.McElhattan

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.F.W.De Mand
Lt.A.C.Burns
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

Capt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.H.E.Wellin
Lt.T.W.Sampson

Capt.H.P.Cole
Lt.R.J.Basnett
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

Continue on the next page.

Morning Mission, September 6th, 1944:

Lt.D.A.Fero
Cpl.T.W.Skelton
Cpl.A.A.Rojas

Lt.H.M.Van Noorden
Sgt.G.Thompson
Cpl.R.I.Steffey

Lt.T.J.Murray
S/Sgt.D.H.DeBower
S/Sgt.R.J.Jones

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.F.W. De Mand
Lt.A.C.Burns
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

Lt.J.D.Adams
Lt.R.J.Hanlon
S/Sgt.A.J.Zeikus
S/Sgt.P.L.Clearman

Afternoon Mission, September 6th, 1944:

Lt.F.W.Henderson
S/Sgt.P.E.Coulombe
S/Sgt.L.A.Ashton

Lt.A.Remiszewski
Sgt.J.H.Miguez
Cpl.F.Di Orio

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.J.H.Miller
S/Sgt.J.Galender
S/Sgt.H.A.Marion

Lt.D.L.Withington
Sgt.C.F.Huss
Sgt.L.D.McElhattan

Lt.J.J.Lackovich
Sgt.T.Connery
Sgt.R.M.Barry

Lt.W.H.Ames
Sgt.H.S.Fessler
Sgt.R.J.Brown

Lt.W.A.Merchant
S/Sgt.C.J.Harp
S/Sgt.K.P.Brown

Lt.J.C.Gary
Sgt.R.W.Cheuvront
Sgt.A.E.Schoen

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.H.Linneman

Major D.L.Willetts
Lt.P.G.Royalty
S/Sgt.H.A.Lempka
S/Sgt.C.E.Swank

Capt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

September 10th, 1944

Havocs and Marauders opened the first round of the battle for the German frontier, bombing immediately ahead of Lt. General George Patton's forces to take out the final barrier in the path of the American advance through Nancy. Bomber Command picked the 410th and 416th Groups to hit specified strong points in the Forst de daye, while five B-26 Groups were sent in on area bombing. Intelligence reports showed the A-20s doing more damage than the combined force of Marauders. Other Medium Groups hit bridges near Nancy with good results.

Excellent bombing results and the 416th seem to go hand in hand, for the Wethersfield Wizards added four more excellents to their record. Their bombs fell on the fortification, probably destroying or severely damaging it.

The all-out attack on this target was carried out in answer to Patton's own request to neutralize this zone in order that the American Army could advance through Nancy on their way to the German border.

The following crews took part:

Lt.H.D.Andrews
S/Sgt.E.R.Werley
S/Sgt.O.E.Swank

Lt.H.M.Van Noorden
Sgt.G.Thompson
Cpl.R.I.Steffey

Lt.D.A.Fero
Cpl.T.W.Skelton
Cpl.A.A.Rojas

Lt.M.Zubon
S/Sgt.W.C.Russell
T/Sgt.J.R.L.Tanner

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.R.E.Greenley
Lt.R.H.Mitchell
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

September 11th, 1944

With the Wheeler/Arrington and De Mand/Burns combinations representing the 671st Bomb Squadron, the 416th struck at a German headquarters and communications center at St. Julian les Metz across the Moselle River, and just a short distance from the German border. This target was a center of communications for the entire section of the front. Captain Wheeler and Lt. De Mand, leading the second and third flights in the first box, layed down their bombs with precision on the fortification, and received excellent and good, respectively. The other flight leaders chipped in with an excellent, a good and a fair. One flight did not attack due to a haze over its target.

The damage caused by the Havocs should do much to slow up lateral communications and hinder operations in the sector. Other Havoc and Marauder Groups hit at gun emplacements in this area with good to excellent results.

The Wethersfield formation ran into a flak barrage in the target area, eight ships receiving battle damage, but all returned safely without injury to the crews.

The following crews took part:

Lt.H.F.Pair
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.T.J.Murray
S/Sgt.R.J.Jones
S/Sgt.D.H.DeBower

Lt.F.W.Henderson
S/Sgt.P.E.Coulombe
S/Sgt.R.M.Griswold

Lt.J.C.Gary
Sgt.R.W.Chevront
Sgt.A.E.Schoen

Lt.W.A.Merchant
S/Sgt.K.P.Brown
S/Sgt.C.J.Harp

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.A.Remiszewski
Sgt.J.H.Meguez
Cpl. Di Orio

Lt.H.M. Van Noorden
Sgt.G.Thompson
Cpl.R.I.Steffey

Lt.J.H.Miller
S/Sgt.J.Galender
S/Sgt.R.G.Schrom

Capt.R.V.Wheeler
Lt.H.T.Arrington
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

Lt.F.W.De Mand
Lt.A.C.Burns
S/Sgt.R.J.Mahoney
S/Sgt.H.R.Davis

September 12th, 1944

Morning Mission

The 416th joined in the battle of the Sigfried Line when it combined with other Ninth Bomber Command Groups to blast a Nazi Marshalling Yard and fortifications inside Germany itself. This was the first time that Ninth Air Force Bombers had made their appearance over the “Fatherland”.

Flying over roads choked with allied military traffic streaming toward the German border, the 416th went in unopposed to deliver their initial blow against the Reich. The target was the Marshalling Yard at St. Wendel, some 25 miles inside Germany at a point 17 miles north of Saarbrucken. Haze and ground fog prevented all the flights from releasing their bombs, but two flights picked up the target and hit it with damaging results. Lt. Adams and Lt. Hanlon lead the second flight in the second box, but their target was obscured, although two runs were made. The ships took off at 0800 and were back over the field by 1200.

The following crews participated:

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.R.H.Smith
S/Sgt.R.J.Mahoney
S/Sgt.H.R.Davis

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.D.A.Fero
Cpl.T.W.Skelton
Cpl.A.A.Rojas

Lt.A.Remiszewski
Sgt.J.H.Miguez
Cpl.F. Di Orio

Lt.J.D.Adams
Lt.R.J.Hanlon
Sgt.A.H.Hinson
Cpl.R.E.Herr

Afternoon Mission

General Patton ordered Bomber Command to bomb the Foret of Haye just west of Nancy, again. Patton’s forces were being held up temporarily there on the drive to the German border. In turn Ninth Bomber called on the 416th Bomb Group and three Marauder groups. It was a mission picked for the Havocs and they came through with six excellents on artillery positions and observation posts. Major Willetts and Lt. Royalty led the first box over the target area, and Captain Wheeler and Lt. Arrington took the second box over.

This was the first time this pair had led a box and the boys had quite a time. The way they found and bombed the target was something you might see in a movie, but not in real warfare. The radio was out and Captain Wheeler did not have any communications with his bombardier, with the exception of the call light in the Bombardier's compartment. Lt. Arrington was able to talk to his pilot over the interphone and Wheeler would answer by blinking the light once for yes and twice for no. When Captain Wheeler had a question to ask, he would blink the light several times and Arrington would ask questions until he hit the right one. With this brilliant bit of teamwork, Wheeler and Arrington led their flight to the target and layed down a perfect pattern on the DMPI, causing damaging results. Lt. Arrington reported hitting an ammunition dump in this area and he said smoke and flames shot up to actual bombing altitude.

The following crews took part:

Lt.D.M.Eastman
Cpl.A.B.Eaton
Cpl.R.J.Johnson

Lt.W.A.Merchant
S/Sgt.C.J.Harp
S/Sgt.K.P.Brown

Lt.T.J.Murray
S/Sgt.D.H.DeBower
S/Sgt.R.J.Jones

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.J.C.Gary
Sgt.R.W.Chevront
Sgt.A.E.Schoen

Lt.H.M.Van Noorden
Sgt.G.Thompson
Cpl.R.I.Steffey

Captain R.V.Wheeler
Lt.H.T.Arrington
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

Major D.L.Willetts
Lt.P.G.Royalty
S/Sgt.J.S.Brower
S/Sgt.H.R.Davis

September 14th, 1944

Although on its last legs, Brest still stands and the 416th made another long haul to the battered port on the afternoon of September 14th. Flying through heavy clouds and an overcast the Havocs found the target covered, and after making two runs had to head back to England without dropping their bombs. When the formation approached the English coast all ships were very low on gas. Captain Cole, leading the 671st flight, brought his echelon down below the overcast, which was just 300 feet. Lt. Gary set his ship down on a landing strip in Cherbourg, while the other six ships landed on the southern coast of England. All ships and crews returned to Wethersfield in tact.

The following crews participated:

Lt.D.M.Eastman
Cpl.A.B.Eaton
Cpl.R.J.Johnson

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.Di Martino

Lt.J.H.Miller
S/Sgt.J.Galender
S/Sgt.R.G.Schrom

Lt.R.H.Smith
S/Sgt.R.J.Mahoney
S/Sgt.H.R.Davis

Lt.H.D.Andrews
S/Sgt.E.R.Werley
Cpl.R.E.Herr

Lt.J.C.Gary
Sgt.A.E.Schoen
Sgt.R.W.Chevront

Captain H.P.Cole
Lt.E.J.Basnett
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

September 16th, 1944

In a prelude to the invasion of Holland, the 416th Bomb Group and four other IX Bomber outfits hopped the channel on the late afternoon of the 16th to stymie attempts by the Germans to establish Walcheren Island as a fortress guarding the entrance to Antwerp harbor. The 410th Bomb Group and a B-26 formation struck first at the Arnemuiden dike, the only link between Walcheren Island and the Zuid Beveland isthmus, and then the 416th, a Marauder group and a flight of A-26s hit the Bath dike connecting the isthmus with the mainland.

This was of the shortest missions the 416th has pulled, but not by far the easiest. Flak guns, mounted on both land and sea barges, and sent a steady

stream of hail into the formation. The first box caught nearly all of it, two ships going down from the 669th Squadron. One went down over the target area, while the other crash-landed in France. The crew of this ship is safe, but the other has been listed as missing in action. Luck was with the 671st as its two flights were in the second box, and were not touched by the flak.

Lt. Greenley and Lt. Mitchell did a good job of cutting up a railroad and highway. The bombs fell 900 feet West of the MPI, but their bombs blanketed the railway, causing as much damage as if the MPI was hit on the button. Lt. De Mand and Lt. Burns led the third flight, but their bombs fell short of the target due to an error in judgement of the bomb run.

The next day hundreds of gliders covered the English skies, all bound for Holland in another phase of the invasion.

The following crews took part:

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.R.H.Smith
S/Sgt.R.J.Mahoney
S/Sgt.H.R.Davis

Lt.J.H.Miller
S/Sgt.J.Galender
S/Sgt.R.G.Schrom

Lt.T.J.Murray
S/Sgt.R.J.Jones
S/Sgt.D.M.DeBower

Lt.F.W.Henderson
S/Sgt.P.E.Coulombe
S/Sgt.R.M.Griswold

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.Di Martino

Lt.J.J.Lackovich
Sgt.R.M.Barry
Sgt.T.Connery

Lt.D.A.Fero
T/Sgt.J.R.L.Tanner
S/Sgt.P.L.Clearman

Lt.A.Remiszewski
S/Sgt.H.T.Best
S/Sgt.I.R.DeGiusti

Lt.D.M.Eastman
S/Sgt.C.J.Harp
S/Sgt.K.P.Brown

Lt.J.D.Adams
Lt.R.J.Hanlon
S/Sgt.K.L.Johnson
S/Sgt.J.L.Czech

Lt.F.W.De Mand
Lt.A.C.Burns
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

Lt.R.E.Greenley
Lt.R.H.Mitchell
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Off to France

Rumors finally materialized, and the “dry-run” 416th Bomb Group was off to France on September 16th, 1944. The advance echelon left Wethersfield on this date, followed by the rear and air echelons on the 23rd of September. The motor convoy of the rear echelon pulled out of the Wethersfield airdrome on September 27th... and the whole 416th was either in France or on its way.

The destination...A-55, a few miles North of Melun and 25 miles southeast of Paris. The advanced echelon arrived to find the airfield had received a terrific pasting by the Fortresses when the field was in German hands just one month previous. There were no buildings left in tact, but the men took advantage of all available material and set up operations. Tents were put up in all the areas for living quarters and in many instances working quarters.

Reminders that the field was once in Nazis hands were evident all over, German Bombs were left on the hardstands, remains of several Luffwaffe aircraft were scattered on the field, and Nazi propaganda leaflets were found in large quantities.

The airfield is immense in size, taking in several French towns. To drive around to all four Squadron areas takes over an hour, which shows the magnitude of it. The runways and taxi strips were badly hit, but all of them have been put back into service, or will be shortly.

The 671st Bomb Squadron took over a site in which there were a few buildings standing, but just that. Operations, the Orderly room and Supply were set up in these structures, after everyone had donned carpenters clothes and made the necessary repairs and additions. The tent area is adjacent to these structures, although it covers a lot of ground.

September 27th, 1944

The 416th Bomb Group ran their first mission from their new French field on the morning of September 27th, but bad weather forced the Havocs to return to A-55 without dropping their bombs.

Continue on the next page.

The following crews participated:

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.D.L.Withington
Sgt.C.F.Huss
Sgt.L.D.McElhattan

Lt.H.M.Van Noorden
Sgt.G.Thompson
Sgt.R.I.Steffey

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.A.D.Garrett

Lt.J.C.Gary
Sgt.R.W.Chevront
Sgt.A.E.Schoen

Lt.F.W.De Mand
Lt.A.C.Burns
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

September 28th, 1944

Major Willetts lead the 416th to the Foret de Parroy, 15 miles southeast of Nancy, where German Panzer concentrations, tanks, and supplies were reported, on the morning of September 28. The weather had not improved much since the day before, and only on flight, the Major's was able to bomb. There was no photo coverage due to clouds, but good results were reported by visual observation.

Because of the close proximity of American 3rd Army Units to the target, the utmost care had to be exercised to avoid endangering our own troops. Only slight opposition from enemy anti-aircraft guns was encountered in the target area. All ships returned safely.

The following crews took part:

Lt.R.W.York
S/Sgt.H.J.Wilds
S/Sgt.L.A.Ashton

Lt.D.M.Eastman
Cpl.A.E.Eaton
Cpl.R.J.Johnson

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Lt.T.J.Murray
S/Sgt.R.J.Jones
S/Sgt.D.H.DeBower

Lt.A.Remiszkeski
Sgt.J.H.Miguez
Cpl.F.Di Orio

Lt.A.J.P.Winn
Sgt.G.G.Stephenson
Cpl.W.G.Davis

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.Di Martino

Lt.J.H.Miller
S/Sgt.R.G.Schrom
S/Sgt.J.Galender

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.H.F.Pair
Lt.J.L.Corum
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Capt.L.A.Marzolf
1st Lt.T.J.Beck
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

Major D.L.Willetts
Lt.P.G.Royalty
S/Sgt.H.A.Lempka
S/Sgt.J.S.Brower

September 29th, 1944

The 416th and the 671st had one of its most disastrous days on the 29th of September 1944 running of missions No. 148 and 149. Moderate to intense accurate heavy flak was met on both morning and afternoon attacks on marshalling yards inside Germany. In the morning sortie Lt. Boukamp of the 669th Squadron and Lt. Nordstrom of the 670th Squadron were shot down over the target area. In the afternoon the 671st caught the wrath the Germans flung up. Lt. Francis W. De Mand, Lt. Robert W. York and Lt. Ray C. Morehouse and their crews were knocked out of the air by a flak barrage that tore their flight apart just over the target. Lt. De Mand's ship, which was leading the third flight in the second box, received a direct hit on the gas tank, and the plane exploded in mid-air. The other two planes were seen going down over the target.

The personal loss of Lt. De Mand and his crew was one of the greatest that could hit this Squadron. Lt. De Mand joined the Group in July of 1943 and saw the 416th move from training to combat in which he played a most important part. Known as "Frenchie" to his pilot pals, he had piled up 53 sorties and had been leading flights since June. It is a sure bet that Lt. De Mand will find himself a bright spot in the Pilot's heaven...cause they don't come any better.

Lt. De Mand's bombardier-navigator, Lt. Alwin C. Burns, just joined this outfit in August, but had chalked up nine missions, and the De Mand/Burns combination was shaping up as a top flight team. De Mand's two gunners S/Sgt. Reuben J. Troyer and S/Sgt. Clyde W. Middleton, were two of the oldest gunners in the Squadron and were among the best liked. Troyer was a member of the original 671st Bomb Squadron formed back at Will Rogers Field in February of 1943, while Middleton joined the Squadron at Laural, Mississippi in December. S/Sgt. Troyer had 57 missions to his credit while S/Sgt. Middleton had 53.

1st Lt. York and his gunners, S/Sgt. Harlay J. Wilds and S/Sgt. Lewis A. Ashton, and Lt. Morehouse and his gunners, S/Sgt. Arthur J. Burgess and S/Sgt. Leonard A. Zygiel came to the 416th as replacements in the early part of May and had turned into combat veterans. They were an integral part of the 671st. Lt. York racked up 42 missions and Lt. Morehouse, 35 missions. S/Sgt.

Wilds had 37 sorties, S/Sgt. Ashton had 42, S/Sgt. Burgess and S/Sgt. Zygiel both had 35.

In the morning the Havocs went to the Bitburg marshalling yard and warehouse 15 miles north of Trier. They struck in direct support of the U.S. ground forces. Major Price led the Group and his flight laid an excellent pattern of bursts on the yards. Lt. Adams and Lt. Hanlon led the 671st flight, but a camera malfunction prevented results from being obtained. Flak started one minute before the I.P. and continued to the target. Eight heavy guns were known to be present and it is believed that the enemy moved in railway guns also. After their experience in France, the Nazis will probably give transportation centers and choke points high defense priority.

The afternoon assault by the A-20s was against the Julich marshalling yards, 10 miles inside the German-Holland border and 25 miles west of Cologne. Object of this Operation was to destroy troops and supplies being shipped through this M/Y for reinforcement of the Seigfried Line. The Julich depot is on an important railway and highway leading from Cologne to the Aachen sector.

Clouds covered the target area when the 416th went over. Flight leaders were instructed to drop their bombs one-minute after passing the target area when targets could not be picked out through the clouds. Therefore results are not know, but damage was believed to have been done.

Intense accurate heavy flak was encountered at the target and between Kerkrade and Eschweiler. The flak at the target probably came from Railway guns placed in the Marshalling yard. The flak enroute was possibly from mobile guns as there are two Panzer Divisions located near the area.

The following crews took part in the morning mission:

Lt.J.D.Adams
Lt.R.J.Hanlon
S/Sgt.A.E.Hinson
Cpl.R.E.Herr

Lt.H.F.Pair
Lt.J.L.Corum
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.W.H.Ames
Sgt.H.S.Fessler
Sgt.R.J.Brown

Lt.J.J.Lackovich
Sgt.T.Connery
Sgt.R.M.Barry

Lt.A.J.P.Winn
Cpl.W.G.Davis
Sgt.G.G.Stephenson

Lt.D.A.Fero
Cpl.T.W.Skelton
Cpl.A.A.Rojas

Continue on the next page.

The following crews participated in afternoon mission:

Lt.R.E. Greenley
Lt.R.H.Mitchell
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.A.E.Herman
S/Sgt.A.D.Garrett
S/Sgt.J.O.Young

Lt.F.E.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Lt.R.H.Smith
S/Sgt.R.J.Mahoney
S/Sgt.H.R.Davis

Lt.J.C.Gary
Sgt.A.E.Schoen
Sgt.R.W.Chevront

Lt.D.L.Withington
Sgt.C.F.Huss
Sgt.L.D.McElhattan

Lt.F.W. De Mand
Lt.A.C.Burns
S/Sgt.R.J.Troyer
S/Sgt.C.W.Middleton

Lt.H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.E.R.Werley

Lt.A.Remiszewski
Cpl.F.Di Orio
Sgt.J.H.Miguez

Lt.R.W.York
S/Sgt.L.A.Ashton
S/Sgt.H.J.Wilds

Lt.R.C.Morehouse
S/Sgt.L.A.Zygiel
S/Sgt.A.J.Burgess

Lt.D.M.Eastman
Cpl.R.J.Johnson
Cpl.A.B.Eaton

Ninth Air Force
All On Continent

United States Air Force Headquarters, France, Oct. 3 (A.P.)—
All planes of the American Ninth Air Force, largest tactical air force in the world, are operating now from bases on the Continent, it was disclosed today.

Marauder medium bombers, some of the last to be shifted from England, are included in the Ninth Air Force, along with Havoc dive-bombers, Black Widow Night fighters and Mustang, Lightning and Thunderbolt fighters.

Flying their first operation from Continental fields exclusively, Marauders and Havocs joined fighter-bombers yesterday in attacking German strongpoints ahead of the new push by the American first Army.

The tremendous job of moving was accomplished with a minimum loss of operational time. Most of the ground personnel and heavy equipment crossed the channel in LSTS. Skeleton crews remained behind to help with the last missions from English bases.

Airstrips constructed early in the invasion now are far behind the front. Most bombers and fighters are operating from French airfields captured from the Germans, although facilities are limited by bombings which some of the American airmen present administered

Following is the Month-end summary released by Ninth Bombardment Division.

Major General Samuel E. Anderson's Ninth Bombardment Division – whose bomber fleets pounded German-occupied Europe from bases in Britain since July, 1943 – today completed its first full month of operations from former Luftwaffe airfields in France.

With the official disclosure of the Ninth's transfer from England to France came an announcement from Division Headquarters that in their September offensive, Marauders and Havocs had flown nearly 1300 sorties over Germany, bombing in close support of Allied ground forces.

Highlight of the month was an all-out attack September 12th by medium and light bombers against the famed "dragons teeth" defenses of the Siegfried Line. It was the first time American medium and light bombardment aircraft had ever crossed the aerial frontier and dropped bombs on German soil. Heavy damage to the enemy's anti-tank traps resulted.

The Marauders and Havocs opened their September offensive with a series of attacks against the besieged German garrison at Brest. Eight times in the first 12 days of the month, the Ninth Bombardment Division sent its bombers to the hold-out harbor city in compliance with General Eisenhower's personal order to "keep bombing Brest until its garrison surrenders." Systematic pounding of the enemy's strong points helped pave the way for the garrison's surrender later in the month.

Shifting their battle-zone to the enemy's defenses along the Moselle river and troop and supply reserves inside Germany, the Ninth's Marauders and Havocs rounded out the month with a series of attacks in closest-possible support of ground forces under the command of Lt.Gen. George S. Patton and Lt. Gen. Courtney Hodges. Railroad marshalling yards and troop reserves also felt the weight of Marauder and Havoc bombings, which aimed at crippling the enemy's hard-pressed communication lines leading to the hotly-contested Trier and Aachen sectors.

Throughout the month, the Marauders and Havocs were unopposed by the Luftwaffe, but anti-aircraft defenses brought down 8 of our bombers.

October 2nd, 1944

The 416 were dispatched on the morning of October 2nd to lend aid to the American First Army north of Aschen. The target was buildings in the Ubach area, but the Havocs had to return after making three runs on the target, all in vain as no holes appeared in the cloud covering. No battle damage resulted.

The following crews took part in this mission:

Capt.H.P.Cole	Lt.H.M.Van Noorden	Lt.H.F.Pair
Lt.R.J.Basnett	Sgt.G.Thompson	Lt.J.L.Corum
S/Sgt.F.R.Chvatal	Cpl.R.I.Steffey	S/Sgt.H.A.Marion
S/Sgt.B.G.Fandre		S/Sgt.V.P.Adams
Lt.C.L.Estes	Lt.J.H.Miller	Lt.W.A.Merchant
S/Sgt.O.R.Orvold	S/Sgt.J.Galender	S/Sgt.K.P.Brown
S/Sgt.A.E.DiMartino	S/Sgt.J.S.Brower	T/Sgt.J.R.L.Tanner

October 3rd, 1944

Weather conditions in the battle area didn't improve overnight, but the A-20s took off again in quest of an Aachen area target. This time it was the marshalling yard at Duren, 15 miles east of Aachen. Major Willetts and Captain Cole led the boxes up through a heavy overcast, which prevailed up to, and past the target. Lt.Pair, flying deputy to Major Willetts, left the formation and went down to 6,000 feet, but he did not break out of the overcast, so the planes had to return the second day in a row without dropping their bombs.

The following crews participated:

Lt.A.J.P.Winn	Capt.S.M.Hixon	Lt.A.E.Herman
Sgt.G.G.Stephenson	S/Sgt.H.T.Best	S/Sgt.J.O.Young
Cpl.W.G.Davis	S/Sgt.E.R.Werley	S/Sgt.A.D.Garrett
Lt.R.D.Perkins	Lt.H.M.Van Noorden	Lt.T.J.Murray
S/Sgt.V.N.Sherry	Sgt.G.Thompson	S/Sgt.R.J.Jones
S/Sgt.R.H.Linneman	Sgt.R.I.Steffey	S/Sgt.D.H.DeBower
Lt.R.H.Smith	Lt.W.H.Ames	Lt.M.Zubon
S/Sgt.R.J.Mahoney	Sgt.R.J.Brown	S/Sgt.A.J.Zeikus
S/Sgt.H.R.Davis	Sgt.H.S.Fessler	S/Sgt.W.C.Russell
Major D.L.Willetts	Capt.H.P.Cole	Lt.H.P.Pair
Lt.P.G.Royalty	Lt.R.J.Basnett	Lt.J.L.Corum
S/Sgt.J.S.Brower	S/Sgt.R.R.Chvatal	S/Sgt.H.A.Marion
S/Sgt.H.A.Lempka	S/Sgt.B.G.Fandre	S/Sgt.V.P.Adams

October 5th – 6th, 1944

Nine groups of the Ninth Bombardment Division were airborne on October 5th to hit at Duren and two other targets in the same sector, but all operations were abandoned because of extremely bad weather conditions en route to the targets. No group reached enemy territory, although the 416th went right up to the line.

The weather man was finally swayed back to the Allies side on October 6th, and all the French-base Havocs and Marauders turned their efforts on the targets they had been trying to hit the two days previous. The 416th picked the town of Duren again, and this time the bombs were released with damaging results. This town which was reported to be a main point of debarkation for troops and supplies bolstering enemy defenses in the Aachen sector was under attack for more than an hour as the medium and light bombers laid down a 400-ton barrage in advance of the U.S. First Army. Duren is the immediate objective of Lt. General Hodges' American troops.

As usual, the 416th racked up a good bombing record with one excellent, two goods and a fair. One flight failed to bomb on the primary when a flak hit tumbled the gyro on the bomb run. However, the pattern fell on a factory and other buildings, probably destroying them. Lt. Adams and Lt. Hanlon led the third flight in the second box, but did not meet with much luck. The run was made on verbal corrections after the P.D.I. had failed. The plane was still in a bank when the bombs went away and landed in a field a good distance from the A.P.

Moderate heavy flak varying from accurate to inaccurate was encountered in the target area, and 10 ships received battle damage. The use of window was effective for the early flights over the target, but its efficiency was reduced by the fact that some of it was at the same altitude of the low flights. All the crews returned in tact.

The following crews took part:

Lt.H.D.Andrews	Lt.C.L.Estes	Lt.F.W.Henderson
S/Sgt.G.M.Cook	S/Sgt.C.R.Orvold	S/Sgt.J.S.Brower
S/Sgt.E.R.Werley	S/Sgt.A.E.DiMartino	S/Sgt.H.T.Best
Lt.A.J.P.Winn	Lt.W.A.Merchant	Lt.J.D.Adams
Sgt.G.G.Stephenson	S/Sgt.L.G.Kutzer	Lt.R.J.Hanlon
Cpl.W.G.Davis	S/Sgt.H.E.Wellin	S/Sgt.A.J.Zeikus
		S/Sgt.V.N.Sherry
Lt.H.P.Pair	Lt.R.E.Greenley	
Lt.J.L.Corum	Lt.R.H.Mitchell	
S/Sgt.H.A.Marion	S/Sgt.J.J.Rzepka	
S/Sgt.V.P.Adams	S/Sgt.B.G.Fandre	

October 7th, 1944

Sweeping over front lines into Germany, the 416th Bomb Group and two other Havoc groups struck at warehouses and a marshalling yard at Trier, 10 miles inside the German border...described as one of the principal supply points for German infantry and armored divisions in the area.

It was another good day for the bombardiers who chalked up four excellents and a good, even though flak was thick and fast on the bomb run. The Marzolf/Beck combo turned in an excellent with hits on several warehouse-type buildings and on a roadway to the North. Lt. Pair and Lt. Corum who were flying their first mission at the head of a flight did not meet with such good results. The bombardier having misjudged the length of the run was not completely synchronized at release and the bombs fell 1600 feet north of the A.P., but strikes were made on small buildings and roadways with damaging results.

One ship of the 668th Squadron received a direct hit over the target and three chutes were seen to open as the plane crashed a little ways off the target. All told nine ships received battle damage.

The following crews made the loading list:

Lt.A.J.P.Winn	Lt.T.J.Murray	Lt.H.M.Van Noorden
Sgt.G.G.Stephenson	S/Sgt.D.H.DeBower	Sgt.G.Thompson
Cpl.W.G.Davis	S/Sgt.R.J.Jones	Sgt.R.I.Steffey
Lt.R.D.Perkins	Lt.C.L.Estes	Lt.J.J.Lackovich
S/Sgt.V.N.Sherry	S/Sgt.C.R.Orvold	S/Sgt.H.T.Best
S/Sgt.R.H.Linneman	S/Sgt.A.E.DiMartino	S/Sgt.E.R.Werley
Lt.R.H.Smith	Lt.W.H.Ames	Lt.A.E.Herman
S/Sgt.R.J.Mahoney	Sgt.R.J.Brown	S/Sgt.J.O.Young
S/Sgt.H.R.Davis	Sgt.H.S.Fessler	S/Sgt.A.D.Garrett
Lt.J.H.Miller	Capt.L.A.Marzolf	Lt.H.P.Pair
S/Sgt.J.S.Brower	Lt.J.T.Beck	Lt.J.L.Corum
S/Sgt.J.J.Rzepka	S/Sgt.H.S.Wellin	S/Sgt.H.A.Marion
	S/Sgt.L.G.Kutzer	S/Sgt.V.P.Adams

October 8th, 1944

The 416th was assigned a rather new job on October 8th. They had bombed towns off the map on one or two occasions, but not on purpose. However, with the targets now on German soil the Ninth Bomb Division ordered the A-20s to give the town of Linnich, a small German village on the main highway leading northeast out of Aachen, a taste of saturation bombing. The purpose was to block the movement of enemy supplies and troop reinforcements moving up to the battle area.

Major Dunn, out of the 671st and now C.O. of the 670th Squadron led the formation and was a one-man army against the town. His bombardier managed to pick up the target through a thick haze and the bombs fell with an excellent concentration in the center of the town. Strikes blanketed buildings and roads, destroying the structures, and blocking the roads. This heavy haze prevented three of the flights from finding the A.P., but they salvoed their bombs one minute past the target a briefed. Damage resulted. Lt. Greenley and Lt. Mitchell led the 671st flight. Although their bombs fell 1700 feet from the D.M.P.I., they couldn't have done much more damage. A heavy concentration destroyed a highway bridge across a river and several hits were made on the main highway. Lt. Mitchell picked up the A.P. too late for proper synchronization due to the haze and the smoke.

Seven ships received battle damage, one crash landing near Reims. The crew was unhurt. Flak-free missions seem like a thing of the past.

The following crews took part:

Lt.W.A.Merchant
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Lt.H.M. Van Noorden
Sgt.G.Thompson
Sgt.R.I. Steffey

Lt.H.D.Andrews
S/Sgt.G.M.Andrews
S/Sgt.G.M.Cook
S/Sgt.J.S.Brower

Lt.R.H.Smith
S/Sgt.R.J.Mahoney
S/Sgt.H.R.Davis

Lt.M.Zubon
S/Sgt.H.T.Best
S/Sgt.R.H.Linneman

Lt.R.E.Greenley
Lt.R.H.Mitchell
S/Sgt.J.J.Rzepka
S/Sgt.V.M.Sherry

Morale Booster for Combat Crews

Combat crews finally have a mark to shoot at after seven months of Operational duty in the E.T.O. Group came out with the pertinent poop, released from higher headquarters, the first part of October, and the veterans really scrambled for their last few missions. The goal – 65 combat sorties after which the flier would be taken off operational status and given a one way ticket to the good old U.S.A., as conditions would permit.

S/Sgt. Joseph L.Czech and S/Sgt. Pervy L. Clearman were the first to reach the 65 mark, chalking up their final missions on September 16th, 1944. T/Sgt. Jean R.L.Tanner annexed his 65th on October 2nd, and the trio departed for England and points west on October 7th, 1944.

By October 15th, eight more gunners had reached the goal and they are now awaiting the jaunt back to that foreign land way over the seas. They are S/Sgt. Harry T. Best, S/Sgt. Jack S. Brower, S/Sgt. William C. Russell, S/Sgt. Ernest R. Werley, S/Sgt. Allan J. Zeikus, S/Sgt. Louis G. Kutzer, S/Sgt. Vincent N. Sherry, and S/Sgt. Robert H. Linneman...a very happy bunch of gunners.

1st Lt. James D. Adams was the first pilot to and his tour of duty in the E.T.O., and at this time is the only one. He racked up his final sortie on Friday, the 13th of October, rather a bad day to go after his last one. “Herky” joined the 416th Bomb Group on February 22nd, 1944, just after the outfit moved overseas. He had been attached to the R.A.F. and had one mission to his credit when he came to the 671st. Lt. Adams flew A-20G No. 363, labeled “Adams Apple”, for the better part of his sorties. He was made flight leader in the early part of August and was assigned Lt. Hanlon as bombardier. Lt. Adams has been on of the better pilots of the Squadron and has flown his share of rough missions, always getting his ship and crew back in tact.

S/Sgt. P.L. Clearman and S/Sgt. A.J.Zeikus flew with “Herky” and comprise the first crew to finish their tour of Operations.

Here’s wishing all these boys a lot of good luck and....we’ll be seeing you in the South Pacific !!!!!

October 12th & 13th, 1944

Saturation bombing of the town of Langerwehe, 14 miles east of the besieged city of Aachen, was carried out by the 416th light bombers on the 12th and 13th of October. Poor weather prevented the Havocs from doing a complete job, but each day at least three flights were able to pick up the target and hit it with damaging results. This town stands in the way of the American forces tightening the ring around Aachen.

Major Willetts and Captain Cole led the two 671st flights on October 12th but clouds and haze obscured their targets. Captain Wheeler and Lt. Pair took over on the 13th and had better luck. The Wheeler/Arrington team connected with an excellent, their bombs destroying buildings and blocking roads. Lt. Pair, however, ran into a hazy sector and was unable to drop. Another excellent, and two goods were also scored by the three other flights which were able to bomb.

Intelligence reported 12 enemy anti-aircraft gun positions in the target area and battle damage was heavy. All crews returned.

The following crews chalked up sorties:

October 12th:

Lt.T.J.Murray
S/Sgt.R.J.Jones
S/Sgt.D.H.DeBower

Lt.R.D.Perkins
S/Sgt.V.N.Sherry
S/Sgt.R.H.Linneman

Lt.F.W.Henderson
S/Sgt.R.M.Griswold
S/Sgt.P.E.Coulombe

Lt.J.D.Adams
S/Sgt.H.E.Wellin
S/Sgt.L.G.Kutzer

Lt.J.H.Miller
S/Sgt.H.T.Best
S/Sgt.J.Galender

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.A.E.DiMartino

Lt.W.H.Ames
Sgt.R.J.Brown
Sgt.H.S.Fessler

Lt.H.M.Van Noorden
Sgt.G.Thompson
Sgt.R.I.Steffey

Lt.A.J.P.Winn
Sgt.G.G.Stephenson
Cpl.W.G.Davis

Lt.A.E.Herman
S/Sgt.J.O. Young
S/Sgt.A.D.Garrett

Capt.H.P.Cole
Lt.R.J.Basnett
S/Sgt.R.R.Chvatal
S/Sgt.B.G.Fandre

Major D.L.Willetts
Lt.P.G.Royalty
S/Sgt.J.S.Brower
S/Sgt.H.A.Lempka

October 13th :

Lt.H.D.Andrews
S/Sgt.G.M.Cook
S/Sgt.R.H.Linneman

Lt.M.Zubon
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.A.H.Ames
Sgt.R.J.Jones
Sgt.H.S.Fessler

Lt.J.D.Adams
S/Sgt.L.G.Kutzer
S/Sgt.V.N.Sherry

Lt.W.A.Merchant
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

Lt.D.A.Fero
Sgt.T.W.Skelton
Sgt.A.A.Rojas

Lt.J.C.Gary
Sgt.R.W.Chevront
Sgt.A.E.Schoen

Lt.D.L.Withington
Sgt.L.D.McElhattan
Sgt.C.F.Huss

Lt.A.J.P.Winn
Sgt.G.G.Stephenson
Cpl.W.G.Davis

Lt.R.H.Smith
S/Sgt.R.J.Mahoney
S/Sgt.H.R.Davis

Lt.H.M.Van Noorden
Sgt.G.Thompson
Sgt.R.I.Steffey

Capt.R.V.Wheeler
Lt.H.T.Arrington
S/Sgt.O.E.Swank
Sgt.C.W.Gurkin

Lt.H.F.Pair
Lt.J.L.Corum
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

October 14th, 1944

A heavy overcast at the Seigfried line battle sector prevented the whole 9th Bombardment Division from dropping their bombs on a series of railroad bridges, which the Germans had been using to bring in supplies and men to the city of Aschen. The 416th was assigned the bridge at Mayan, but there was not even a small break in the cloud cover. For a change, battle damage was nil.

The following crews made the milk-run:

Lt.H.D.Andrews
S/Sgt.G.M.Cook
Sgt.C.W.Gurkin

Lt.A.J.P.Winn
Sgt.G.G.Stephenson
Cpl.W.G.Davis

Lt.A.E.Herman
S/Sgt.J.O.Young
Sgt.R.E.Herr

Lt.R.D.Perkins
S/Sgt.R.H.Linneman
S/Sgt.O.E.Swank

Capt.S.M.Hixon
Sgt.T.Connery
Sgt.RM.Barry

Lt.D.L.Withington
Sgt.C.F.Huss
Sgt.L.D.McElhattan

Continue on next page.

Lt.R.H.Smith
S/Sgt.R.J.Mahoney
S/Sgt.H.R.Davis

Lt.C.L.Estes
S/Sgt.C.R.Orvold
S/Sgt.R.M.Griswold

Lt.A.Remiszewski
Sgt.F.Di Orio
Sgt.J.H.Miguez

Lt.D.A.Fero
Sgt.R.J.Johnson
Sgt.T.W.Skelton

Lt.R.E.Greenley
Lt.R.H.Mitchell
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.H.F.Pair
Lt.J.L.Corum
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

LtJ.C.Gary
Sgt.A.E.Schoen
Sgt.R.W.Chevront

Heavy Flak met on Training Flight

A training flight on the afternoon of October 13th...Friday the 13th in fact, met sudden disaster when the seven ship formation flew too close to enemy held Dunkirk and the Nazi ack-ack gunners poured a stream of flak at the planes, knocking one down and causing battle damage to the others. Lt. Milhorn who was flying A-20G 956 received a burst in one of the engines and crashed at Lille. The gunners were seen to have bailed out, but no one saw the pilot's hatch open. The plane was completely demolished.

The flight was scheduled for a two-fold purpose. Lt. Royalty was checking out Lt. Francis, the new bombardier assigned to Lt. Lackovich, on evasive action and Gee. Lt. Lackovich was giving six new crews training in combat formation flying, which they would need before going on an operational mission. It was decided to head up into the Pas de Calais area to look over the bomb damage, and the question was raised as to restricted flying areas, but Dunkirk was not brought into the conversation. The crews believed this town to be in Allied hands, and proceeded straight to the coast, about two miles to the right of Dunkirk. As the planes were making a sharp right turn, and then Lt. Royalty called for two lefts and the ships were out of range. They were at 8,000 feet altitude at the time.

Lt.Milhorn, flying No. 6 position was having trouble, and Lt. Lackovich contacted him a few minutes from Dunkirk. However, he said he could make it back to the base alright. About five minutes later Lt. Jokinen saw Lt. Milhorn's ship with engines on fire and going down. The formation made a 180° turn and spotted the plane burning along side a road. His gunners, Cpl. Doran and Cpl. Chest bailed out and their chutes were seen to have opened. Lt. Mooney, who

was flying A-20G 363, had his hydraulics shot out and had to hit the air bottle upon landing.

The following crews took part in the Combat mission, but did not get credit for the same!!

Lt.J.J.Lackovich
Lt.E.C.Francis
Lt.P.G.Royalty
Sgt.T.Connerly

Lt.M.Wallman
Cpl.A.Helt
Cpl.M.F.Hardin

Lt.J.B.Cocke
Cpl.R.D.Redding
S/Sgt.W.A.MacCartney

1st Lt.G.L.Milhorn
Sgt.D.Chest
Cpl.M.J.Doran

Lt.S.Mooney
Cpl.D.Mc Nellie

Lt.W.R.Jokinen
Cpl.D.Mc Nellis
Sgt.E.J.Creeden

Capt.R.J.Tutt
Sgt.W.Wood
Cpl.D.Schwartzapel

Lt. Milhorn Back From the Dead (Just like in the Movies)

Lt. Milhorn had the extreme pleasure of reading his obituary in the Diary which reported him to have gone down with his ship near Dunkirk. Crews of the other six ships saw his two gunners bail out, but they swore the pilot did not get out. Captain Shaeffer and Captain Moore flew up to an airfield near to where the crash took place and lo and behold there was Lt. Milhorn...still alive and looking none the worse for his experience. Sgt. Chest, Lt. Milhorn's engineer gunner was uninjured and returned with the pilot. Cpl. Doran, however, was hit by flak in the leg and remained at the hospital near Lille.

Lt. Milhorn, who just recently joined the Squadron, and was not yet on operational status, received burns on the side of his face and the back of his neck, but they were treated and he will soon be as good as new. Asked just what did happen, Lt. Milhorn related, "The flak popped all around my ship and lodged in several spots. I knew I was hit pretty bad, but thought there was a chance to make it back. Then I discovered there was a fire in the bomb bay and knew we had to get out and fast. I told my gunners to jump when we were at 6,000 feet. I kept the ship straight and level for them. Then I pulled the emergency hatch release, but the handle went all the way back and the hatch did not come off. The fire was getting worse in the bomb-bay, so I opened the hatch and stood up facing the tail. The slipstream caught me and I cleared the ship alright. I was about 4,000 feet then." He continued, "My gunners and I

landed about five miles from each other, but we wound up at the same field. Frenchman picked us up and took us to an R.A.F. field, where we got excellent treatment.”

Asked what he thought of the situation Lt. Milhorn said, “ If that’s an example of a training flight, I’m for combat everytime.”

(Friday, the 13th does not come up again for a few months, so things should be alright for a while, anyway!)

October 17th, 1944

Pathfinders led the 416th Bomb Group on the morning of October 17th but the PFF failed and the planes brought their bombs back. The target was the Konz/Karthaus railroad bridge over the Moselle River, five miles southwest of Trier.

The following crews took part:

Lt.R.D.Perkins
S/Sgt.V.P.Adams
S/Sgt.H.A.Marion

Lt.D.L.Withington
Sgt.L.D.McElhattan
Sgt.C.F.Huss

Lt.A.Remiszewski
Sgt.J.H.Miguez
Cpl.W.G.Davis

Lt.J.C.Gary
Sgt.R.W.Cheuvront
Sgt.A.E.Schoen

Lt.R.H.Smith
S/Sgt.R.J.Mahoney
S/Sgt.H.R.Davis

Lt.M.Zubon
S/Sgt.J.J.Rzepka
S/Sgt.H.C.Worden

Lt.H.M.Van Noorden
Sgt.G.Thompson
Cpl.A.Helt

Lt.D.A.Fero
Sgt.T.W.Skelton
Cpl. M.F.Hardin

Lt.A.E.Herman
S/Sgt.J.O.Young
S/Sgt.R.M.Griswold

Lt.W.A.Merchant
S/Sgt.I.R.DeGiusti
Cpl.V.F.Gross

Major D.L.Willetts
Lt.P.G.Royalty
S/Sgt.H.A.Lempka
S/Sgt.H.E.Wellin

Capt.H.P.Cole
Lt.R.J.Basnett
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

Conversion to A-26 Seen

A few days after the advanced echelon arrived at Station A-55 a formation of A-26s' soared out of the blue, and by the time their wheels hit the runway, word had spread that the 416th Bomb Group was to be trained on the combined version of the A-20, B-25 and B-26...the A-26. This became a known fact a short time later when a mobile A-26 training unit moved on the field, and preparations were made for training both air and ground personnel. Five A-26 pilots, 6 gunners and two bombardier-navigators were assigned to the 671st Bomb Squadron, as well as five sleek Invaders.

Each Squadron took one flight off operational status and sent crews to ground school, after which the flight was checked out on the new ship. Ground personnel in the meantime took an overall familiarization course.

It was found that under this schedule it would take too long a period to check the whole Group out. Therefore, the 670 Bomb Squadron was taken off Operations completely on the second week in October. Bad weather held their program up somewhat, but they finished on October 17th, 1944, and the next morning the 671st switched over to A-26s' in a before dawn to after dark schedule, intended to fully train the Squadron in three or four days.

At this rate the Group would be fully trained by the end of October... and the fulfillment of the aim to transfer the 416th from the outmoded A-20 Havoc to the long ranged, improved A-26 Invader, would be in sight.

The following crews were checked out on the A-26s' the second week in October:

Captain R.V.Wheeler
Lt.H.T.Arrington
S/Sgt.O.E.Swank
Sgt.C.W.Gurkin

Lt.D.A.Fero
Sgt.T.W.Skelton
Sgt.A.A.Rojas

Lt.D.M.Eastman
Sgt.A.B.Eaton
Sgt.R.J.Johnson

Lt.D.L.Withington
S/Sgt.C.F.Huss
S/Sgt.L.D.McElhattan

Lt.A.Remiszewski
Sgt.J.H.Migues
Sgt.F.Di Orio

Lt.J.C.Gary
Sgt.A.E.Schoen
Sgt.B.W.Chevront

October 15th, 19th, and 22nd, 1944...Training Mishaps

Missing in Action on a training flight...that was the status of Lt. Floyd W. Henderson who was flying an A-26 on a transition hop on the morning of October 22nd. He took off at 0830 without his crew, and in five minutes the field was covered up by a fog bank. Lt. Henderson called the tower for instructions, but was unable to contact it. The weather was getting worse, so he went down on the deck, trying to find the Seine River. He just missed a tower, so pulled back up and took a heading to Cherbourg, where he intended to follow the French coast until he hit Le Harve. Then he planned to follow the Seine River to Melun and in turn be able to locate the field.

The weather, however, foiled this plan as he could not distinguish the coastline, so he followed his only remaining alternative. He set his course for England and landed his A-26 at an R.A.F. field East of London, after being in the air for three hours and thirty minutes. He was unable to service his plane there so he went to nearby Ninth Air Force C-47 base.

The “wheels” at A-55 figured this was what had happened to him, but when no word was received that day or the next day, it began to be doubtful if Lt. Henderson had survived his ordeal. The Group contacted most of the fields in France and England, but was unable to get any information. By the afternoon of October 24th, two and a half days since he left this field, it seemed pretty evident that Henderson had had it, and Missing in Action papers were drawn up. However, about 1630 on October 24th the drone of a lone A-26 was heard in the sky over A-55, and Lt. Henderson called in for landing instructions. The weather was not much better than when he had taken off, but Henderson set his ship down and reported to Operations.

He explained that he had given instructions to two stations in England to relay the message back to his home field of his safety, but apparently both failed to do so.

The came close to being the second disaster since the Group took over on A-26s. On October 15th the tower permitted several ships to take off in unfavorable weather. The 670th was undergoing their training and Lt. Leischman was in this Squadron's A-26, No. 196. He was unable to land after taking off, and crashed, killing the whole crew. Another ship crashed landed, while several others landed in England and other fields in France.

Lt. William H. Ames, Assistant Operations Officer of this Squadron also ran into a little difficulty on October 19th, but was none the worse for his experience. Upon landing his A-26, the nose wheel buckled and he plowed up the runway with the nose, Lt. Ames did an excellent job of keeping the plane on the runway though, and the crew was uninjured.

Changes in Personnel

Since the last combat crew roster was turned out a number of changes have been made in combat personnel, both in transfers and rank.

Lt. Anthony Durante, who has been with the Squadron since Lake Charles, was transferred to a Liaison Squadron near the front lines the first part of September. He had 53 missions to his credit and had come back more than once with a riddled plane. He is flying Cubs now and returned to Wethersfield to see the old Squadron before it left for France. He said he liked his job, which consisted mainly of flying to Paris and back.

T/Sgt. Felix Larronde, a 671st veteran who flew on Major Willetts' crew in combat, with previous overseas combat time in the Pacific, was called to the 97th Wing to fly with General Backus, CG of the Wing. He flew with the General in the Pacific, annexing 48 missions there. Larronde was in charge of the gunners and his experience and judgement helped a lot in giving the 671st a good bunch of gunners.

1st Lt. A.J.P. Winn and his gunners Sgt. G.G. Stephenson and Cpl. W.G. Davis, joined the Squadron a few weeks before the Group left England and became operational in a short time. Two other crews were assigned to the 671st just a few days before the Group departed. They are Lt. Sterling Mooney, Cpl. R.C. Schumacher, Cpl. W.C. Buckley, and Lt. Milton Wallman, Cpl. M.F. Hardin, Cpl. A. Helt. A number of extra gunners were also assigned at this time.

When the A-26s' moved in to A-55, their crews were split up and assigned to the Squadrons. The 671st was given five pilots, two bombardier-navigators and six gunners. At the time it was not known whether they would stay with the Squadron or leave when the training was complete and at this late stage of the training program there is still nothing definite on the situation. The crews assigned are: 1st Lt. Claude J. Brown, 1st Lt. John A. Buskirk, 1st Lt. Cecil A. Fitch Jr., 1st Lt. Melvin T. Middlebrooks, Captain Lee J. Sutton Jr., all pilots.

Bombardier-Navigators, 1st Lt. Robert C.Hanna and 2nd Lt. C.O.Reeves; and gunners, T/Sgt. H.P.Williams, S/Sgt. D.G.Gilliam, S/Sgt.H.E.Sunderland, S/Sgt C.H.Corbritt Jr., S/Sgt.D.J.Rio and S/Sgt.M.H.Williams.

On October 5th four more crews reported to Operations. Three of the pilots had served as instructors back in the States. They are Capt. Richard J. Tutt, Sgt. W.Wood, Cpl. D. Schwartzapel; 1st Lt. John B.Cocke Jr., S/Sgt.W.A.Mac Cartney, Cpl. R.D. Redding, 1st Lt. Genrty L. Milhorn, Sgt. D. Chest, Cpl.M.J.Doran; one bombardier, 2d Lt. Eugene C. Francis came in at the same time, and he was assigned to fly with 1st Lt. J.J. Lackovich as a new pilot-bombardier team.

Then in the latter part of October three more pilots and three bombardier-navigators and four gunners were assigned to the Squadron, making a total of 41 pilots, 13 Bombardiers and 71 gunners. The last bunch to be assigned were 2nd Lt. John W.Spikes, 2nd Lt. Lawrence W.Edstrom Jr., and Capt. Aubrey C.Sears-pilots. The bombardier-navigators, 2nd Lt. Richard C. Muir and 2nd Lt. Elmer J.Hansen Jr., were assigned to Lt. C.L.Estes and Lt. A. Remiszewski.

All these crews which were assigned since the end of September with the exception of Capt. Sears were given operational training on the A-20s , but did not get to fly a mission in them, and are now awaiting operational training on the A- 26 Invader.

That covers the transfers and assignments...now for the promotions. Major Willetts took off his gold leaf and put on a silver one in mid-October. He is the only Commanding Officer in the Group with Lieutenant Colonel rank at present. In the early part of September, two consistent flight and box leaders made the jump from John to Captain...Capt. Hilary P. Cole and Capt. Richard V.Wheeler. Quite a few gained First Lieutenant bars since the last rank notation was made in the Diary, back in August 1944. Lt. William H. Ames, who has been acting capably as Assistant Operations Officer, put on silver bars as did Lt.J.H.Miller, Lt.F.W.Henderson, Lt.D.L.Withington, Lt. A.E.Herman, Lt.T.J.Murray, Lt. J.J.Lackovich, Lt.C.L.Estes.

Following are the Bombardier-Navigator-Pilot teams as of November 8th, 1944.

Continue on the next page.

Operational

Lt.Col. D.L.Willetts
1st Lt.P.G.Royalty

Captain L.A.Marzolf
1st Lt.J.T.Beck

Captain R.V. Wheeler
1st Lt. H.T.Arrington

Captain H.P.Cole
1st Lt.R.J.Basnett

1st Lt.R.E.Greenley
2nd Lt.R.H.Mitchell

1st Lt.H.F.Pair
2nd Lt.J.L.Corum

In Training

1st Lt. J.J.Lackovich
2nd Lt.E.C.Francis

1st Lt. C.L.Estes
2nd Lt.R.C.Muir

2nd Lt.A.Remiszewski
2nd Lt.E.J.Hansen

Lt. R.J.Hanlon(not assigned)
2nd Lt. J.E.Kerns(not assigned)

Weather Curtails Missions; Squadron Completes A-26 Training

Facing almost impossible flying weather, the 416 Bomb Group failed to run a mission from October 17th, 1944 through the end of the month, and up until November 3rd when the Group was taken off operations for conversion to A-26s. Missions came in just about every day, but after everything was set up, each one would be scrubbed before the ships left the ground—and many times before briefing. On the very scarce days when the sky overhead was clear there was heavy cloud coverage in the target area. The Marauder and the other two A-20 groups were able to take off on a few occasions, but the bad weather hindered bombing results considerably.

PFF, which was used to good advantage from England, has not been developed fully on the continent. That is the reason for no Pathfinders being used by this Group during this period. The nearness of Allied troops to the target was taken into consideration also. P-47 Thunderbolts and P-51 Mustangs, however, were able to brave the weather, and came through with excellent air support in the battle area.

Meanwhile the 671st, taking advantage of the few passable days, completed their A-26 training on October 30th, 1944. All but the last nine crews to join the Squadron were checked out on the Invader. The pilots of this Squadron who have completed their course will train them in turn.

On November 3rd, 1944 the pilots were alerted for a ferry mission to take A-20Gs back to England and return with A-26s. The next day the formation took off, and the old reliable A-20Gs, which had served the 416th for many months, were on their way to a fate unknown. The boys were weathered in at the English field over the 4th and 5th, but returned on November 6th with the shiny A-26s which correspond to the A-20Gs. Glass nose Invaders were not available at the present time, so the Group retained its A-20Js and Ks to lead the flights and boxes.

Bomb Division gave the 416th a three-day stand-down after arrival of the planes in order that thorough acceptance inspections could be made. The 416th will be the first complete group to operate with A-26s, although the outfit, which is training this Group, ran a few missions from England using no more than one box.

Fire wipes out Operations On November 10th

Friday was just another day, or so thought the clerks when they came to work that morning. The A-26 and new pilots were sleeping peacefully in their sack, Captain Hixon was finishing up his night tour in Group Operations, and Lt. Ames was just returning from breakfast. Then all hell broke loose. Smoke filled the hall running the length of the building and flames began to shoot upward from the lower end of the structure. The oil stove in the A-26 room occupied by Lt. Brown, Lt Buskirk, Lt. Hanna, and Lt.Reeves got out of hand, and without thinking Lt Reeves threw a bucket of water on the blaze. This immediately spread the fire over the room. The dry wood and highly inflammable Masonite partitions were easy pray for the flames, and the fire rapidly spread from one room to another in just a few minutes. The whole building had burned to the ground in a little more than 15 minutes.

Injury was slight, although Lt. Reeves received burns on the face and hand when he threw the water on the fire. Captain Sutton and Lt. Hanna fove out the window minus their clothes, while the other pilots settled for the doors. S/Sgt.McAfee and his cohorts were able to get most of the records and valuable documents out in time, but a lot of supplies, files, and furniture, not to mention the valued collection of pin-ups were lost. The Operations Officers and pilots were the ones who suffered heavily. Captain Hixon and Lt.Ames were able to get out with only the clothes they had on and their sleeping bags. Captain Moore who was honeymooning in England at the time lost all his belongings, except what he had with him. The A-26 pilots took a complete loss, but the six new pilots and bombardier-navigators who had been temporarily using the large room managed to get most of their possessions out in time. The dark room which was Captain Hixon's pride and joy, and which had over on thousand dollars worth of photographic equipment went up in smoke.

The fire, however, could not stop operations and a new office was immediately set up in the end of the building occupied by Communications. Within a short time the necessary renovations were made and the first pin-up was tacked to the wall, an indication that things were normal again. Captain Hixon and Lt. Ames, who could peck their belongings into a couple of cigar boxes, obtained cots and selected Operations as their new home...minus a coal stove!

You Heard Right...The 416th Runs A Mission!!!

Just one month after the 416th had run its last mission, the new A-26 Invaders zoomed into the blue on their first operational mission. It was on October 17th that the 416th Bomb Group ran its last Group of operations for a while, but poor weather curtailed flights since the first of November. Then on November 17th, 1944 Bomb Division called on the 416th to hit a stores depot at Haguenau in conjunction with a grand Allied offensive.

Taking off in light rain, the formation met worse weather at the target, located 15 miles north of Strasbourg. Dropping down to 8,000 feet the bombardiers were able to pick up the depot and hit it with damaging results. Captain Cole and Lt. Basnett who were leading the middle flight in the second box, dropped their bombs within a 1,000 foot radius of the DMPI, hitting several buildings along the railroad. Captain Wheeler and Lt. Arrington did not make out as well. Due to rain and fog Lt. Arrington could not pick up the target until very late in the bomb run, giving him insufficient time for synchronization. Strikes were made, however, on numerous buildings. Captain Cole annexed an excellent as did two other flights.

Weak inaccurate flak was experienced, and battle damage was nil. Of the six Groups dispatched by Bomb Division the 416th was the only one to bomb. The A-26s carried a bomb load of eight 250 GPs, while the A-20Ks leading the flights carried four 250s.

The following crews took part:

Lt.A.J.P.Winn
Cpl.W.G.Davis

Lt.D.A.Fero
Sgt.A.A.Rojas

Lt.H.M.Van Noorden
Sgt.R.I.Steffey

Lt.A.E.Herman
S/Sgt.J.O.Young

Lt.H.D.Andrews
S/Sgt.I.R.DeGiusti

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.H.E.Sunderland

Lt.J.A.Buskirk
S/Sgt.C.H.Corbitt

Lt.R.H.Smith
S/Sgt.R.J.Mahoney

Captain R.V.Wheeler
Lt.H.T.Arrington
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Captain H.P.Cole
Lt.R.J.Basnett
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

November 18th, 1944

The 671st Bomb Squadron led the show as the 416th Bomb Group went to the Rhine River to knock out a bridge in conjunction with the Seventh Army's drive east into Germany. Colonel Willetts and Lt. Royalty took the formation to the target area, leading the first box, while Capt Wheeler and Lt. Arrington led the second box. The bridge, a railroad span over the Rhine at Breisach, was being used to bring supplies to the hard-pressed German army trying to hold off the American 7th Army. Both Col. Willetts's and Capt. Wheeler's flights received excellent on their bombing. Lt. Royalty released his bombs so that they all fell within a thousand-foot radius of the DMPI. Strikes were made on the Northeast part of the span with damaging results. The Wheeler/Arrington team put 75% of their bombs within the 1000-foot radius, hitting across the road, the banks of the canal and several buildings. Two other flights received excellent, while the remaining two had a undetermined and a no-attack. All ships and crews returned in tact.

The following crews took part:

Lt.Col.D.L.Willetts
Lt.P.G.Royalty
S/Sgt.H.A.Lempka
S/Sgt.I.R.DeGiusti

Lt.J.J.Lackovich
Lt.E.C.Francis
S/Sgt.T.Connerly

Capt.R.V.Wheeler
Lt.H.T.Arrington
S/Sgt.H.C.Worden
S/Sgt.J.J.Rzepka

Lt.R.D.Perkins
S/Sgt.A.E.DiMartino

Lt.D.M.Eastman
Cpl.A.B.Eaton

Lt.A.E.Herman
S/Sgt.J.O.Young

Lt.A.Remiszewski
General E.N.Backus
Sgt.J.H.Migues

Lt.H.D.Andrews
S/Sgt.F.R.Chvatal

Lt.A.J.P.Winn
Sgt.G.G.Stephenson

Lt.D.L.Withington
S/Sgt.C.F.Huss

Lt.D.A.Fero
Sgt.R.W.Skelton

Lt.R.H.Smith
S/Sgt.R.J.Mahoney

November 19th, 1944

A job of excellent and exact bombing which received the special commendation of General Vandenberg, CG of the Ninth Air Force, was turned in by the 416th Bomb Group on the morning of November 19th, 1944 against strong points in the Mersig area, east of Metz. Three Marauder groups were dispatched at the same target also and the combined results enabled the Third American Army to advance.

Three boxes were employed by the 416th Group, 41 A-26 Invaders and 8 A-20Ks. Forty-seven dropped their bombs on and in the vicinity of the primary on the area-bombing mission. Lt. Pair and Lt. Corum, leading the second flight in the second box, had the top scoring flight of the Group. All their bombs fell in the target area, a long pattern starting at the western edge and running across the area. Three other excellent were chalked up, with another possible.

The formation had to go over the target area from 6000 to 6200 feet. Weak inaccurate heavy and light flak was encountered, two aircraft receiving battle damage.

The following teletype message was received by the Commanding General of the Ninth Air Force from the CG of the XIX Tac: "ATTACK WAS OBSERVED TODAY BY OFFICERS THIS COMMAND ON MERZIG AND ADJACENT SIEGFRIED LINE DEFENSES. BOMBING OF YOUR GROUPS OF NINTH BOMB DIVISION WAS EXCELLENT AND ACCURATE. IT IS BELIEVED THAT GREAT ASSISTANCE WILL BE RENDERED TO ADVANCE OF THIRD ARMY BY THE RESULTS." This message was relayed to the 416th Bomb Group with the following notation by General Anderson: " I ADD MY WARMEST CONGRATULATIONS TO THOSE OF GENERAL VANENBERG FOR THESE EXCELLENT MISSIONS."

The following crews took part in the successful attack:

Lt.D.A.Fero
Sgt.A.A.Rojas

Lt.M.Zubon
Cpl.V.F.Gross

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.H.E.Sunderland

Lt.J.A.Bus Kirk
S/Sgt.C.H.Corbitt

Lt.A.F.Herman
S/Sgt.J.O.Young

Continue on the next page.

Lt.R.D.Perkins
S/Sgt.A.E.Di Martino

Lt.H.D.Andrews
S/Sgt.O.E.Swank

Lt.R.H.Smith
S/Sgt.H.R.Davis

Lt.J.J.Lackovich
Lt.E.C.Francis
Pvt.R.M.Barry

Lt.H.P.Pair
Lt.J.L.Corum
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Capt.H.P.Cole
Lt.R.J.Basnett
S/Sgt.F.R.Chvatal
S/Sgt.B.G.Fandre

No. 2 on November 19th, 1944

While the 416th was over the target at Mersig a field order came in over the Teletype for a quick mission, briefing just a few minutes after the planes landed from the morning sortie. Several crews went without dinner to get the ships off on the second mission of the day. The target was an Ordnance Depot at Landau. The weather which had been steadily getting worse during the morning over the battle area, reached a new low when the formation approached the target and the lead navigator was unable to pick it up. After circling Metz three times the planes headed back to the base, but were split up in the overcast. Seven aircraft landed at other fields, but there were no losses. One ship received battle damage. One flight dropped their bombs on a cluster of buildings near Kutzeh, France, held by the Germans, but results were undetermined.

The following crews took part in the rat-race:

Lt.R.E.Greenley
Lt.R.H.Mitchell
S/Sgt.H.C.Worden
S/Sgt.J.F.Adams

Lt.A.J.P.Winn
Cpl.W.G.Davis
Lt.A.E.Herman
S/Sgt.J.O.Young

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.H.E.Sunderland

Lt.D.A.Fero
Sgt.T.W.Skelton

Lt.J.J.Lackovich
Lt.E.C.Francis
S/Sgt.T.Connery

Two More Head for Home

Two veteran gunners of the 671st Bomb Squadron were packing the belongings on November 26th, 1944 in preparation for the first leg of their trip back to the U.S.A. the next day. S/Sgt.Howard C.Worden and S/Sgt.Joseph

Rzepka, who flew with Lt. Richard E.Greenley since the outfit moved overseas, finished up on the 15th and 18th of November, respectively. Rzepka had 65 missions, while Worden had 63 to his credit in the E.T.O. and 52 sorties in the Pacific.

November 29th, 1944

While ten other groups of the Ninth Bomb Division went out to bomb with PFF, the 416th was sent to bomb the defended village of Mariaweiler, one mile northwest of Duren, employing visual method. A 3-5/10th-cloud cover was net in the target area and the lead bombardiers were unable to identify the target. Moderate to intense accurate flak was encountered during the turn off from the target. An A-26, flown by Lt.McBride, received a direct hit and exploded in mid-air after the two crew members bailed out. They landed in friendly territory and both are safe. Six other planes received battle damage.

The following crews took part:

Lt.T.J.Murray
S/Sgt.R.J.Jones

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.R.E.Sunderland

Lt.H.F.Pair
Lt.J.L.Corum
S/Sgt.H.A.Marion
S/Sgt.V.P.Adams

Lt.R.D.Perkins
S/Sgt.A.E.Di Martino

Lt.R.H.Smith (No. 64)
S/Sgt.R.J.Mahoney

Lt.H.D.Andrews (No. 64)
S/Sgt.O.E.Swank

December 2nd, 1944

The Invaders of the 416th Bomb Group struck by the Pathfinder technique at enemy Siegfried Line defenses at Saarlautern, 15 miles northwest of Saarbrucken, in a mid-morning attack on December 2nd, 1944. Nearly 250 of the triple-edge bomber force of the Ninth Bomb Division – Invaders, Havocs, and Marauders joined in pounding machine gun positions, dug in tanks and armor, and anti-tank traps in the path of Patton's forces.

The first box of the 416th, led by Lt.Col.Willetts and Lt. Royalty, received a superior rating on bombing results, the best and only one turned in that day. Ninety-eight per cent of the bombs fell within a radius of 1000 feet of the DMPI. The centers of the bursts were on the railroad and buildings, and

several near misses to highway overpass. Possible hits and near misses were made on factory buildings, as well as strikes on several roadways.

The second box, led by Captain Marzolf and Lt. Beck, did not fare as well. One of the aircraft in Box 1, released prematurely due to a malfunction and Lt. Beck dropped on the lead, his bombs falling one mile south of Mersig.

Moderate accurate heavy flak was encountered, 11 aircraft receiving battle damage, but none were lost.

The following crews took part:

Lt.J.H.Miller
S/Sgt.R.G.Schrom

Lt.A.Remiszewski
Sgt.J.H.Miguez

Lt.J.A.Buskirk
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt
Cpl.KW.Schmidt

Lt.H.D.Andrews
S/Sgt.O.E.Swank

Lt.R.H.Smith
S/Sgt.R.J.Mahoney

Lt.Col.D.L.Willetts
Lt.P.G.Royalty
S/Sgt.H.A.Lempka
S/Sgt.G.M.Cook

Capt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.H.E.Wellin
S/Sgt.I.R.DeGiusti

Lt. Andrews and Smith Finish Up

The above mission was No. 65 and the final one for Lt.H.D.Andrews and Lt.R.H.Smith. Lt. Andrews, who was willing to pass up all Paris offered because he didn't want to forfeit a chance to run a mission, made his final sortie in his A-26, D-dog, commonly known as Jackie, and the successor to old A-20G 219. The Jerries made it a little rough for H.D, shooting up his rudder over the target, but Lt. Andrews didn't let that stop him and brought the ship back in one piece. Lt. Smith finished up in the Invader, 265 -V-Victor and also the successor to his A-20G 493, which he had made most of his missions. Both are now on the waiting list for the trip back to the U.S.A.

December 5th, 1944

Braving bitter cold and icing conditions, the 416th Bomb Group hit the defended town of Kall, 25 miles south of Duren, by Pathfinder technique on the morning of December 5th, 1944. The results, marked up as good, was the best turned in by Groups of the Ninth Bomb Division in the unfavorable bombing weather. Forty-per-cent of the bombs fell within a 1,000 foot radius of the DMPI. No losses, damage or casualties resulted.

After attending nine briefings in an effort to get his 65th and last mission, Captain Hilary P.Cole flew a window ship on this mission and wound up his long tour in the E.T.O. which covered over two years. Captain Cole has chalked up an admirable record while with the 671st, and with his bombardier/navigator, Lt.Basnett, he has scored a number of excellent bombing results. His skill has put the Cole/Basnett team in the top bracket of flight and box leaders.

This was also No. 65 for S/Sgt.Horace Wellin who has been with the 671st since a year ago August. Wellin made his last mission with his pilot, Capt. Marzolf.

The following crews took part in this mission:

Lt.C.Estes S/Sgt.C.R.Orvold	Lt.A.J.P.Winn Cpl.W.G.Davis	Capt.H.P.Cole Lt.R.J.Basnett S/Sgt.F.R.Chvatal S/Sgt.B.G.Fandre
Lt.M.Zubon S/Sgt.P.E.Coulombe	Lt.C.J.Brown Lt.J.E.Kerns S/Sgt.H.E.Sunderland	Lt.W.A.Merchant S/Sgt.H.E.Wellin Sgt.T.W.Skelton
Lt.H.F.Pair Lt.J.L.Corum S/Sgt.E.A.Marion S/Sgt.J.Galender	S/Sgt.I.R.DeGiusti Lt.R.D.Perkins S/Sgt.A.E.Di Martino Cpl.R.C.Schumacher	S/Sgt.D.J.Rio

December 6th, 1944

With the 416th Invaders again taking advantage of Pathfinders, another highly important defended town was plastered with bombs mid-day on December 6th, 1944. The A-26s hit Erkelents, a town of 6,000-population 20 miles northwest of Duren. It is five miles inside the German defense line and is in the path of the U.S. 9th and British 21st Armies. There was no photo coverage or visual observation of results due to cloud cover, but lead crews reported bomb releases perfectly timed with the Pathfinders.

This mission was the means for another veteran 671st pilot to finish up his tour with 65 missions. Lt.Ronald D.Perkins, who joined the Squadron in Lake Charles, had been on some of the rougher of the Groups missions, but classed his finale as a milk run.

There were no losses, casualties or battle damage. The following crews participated:

Capt.R.J.Tutt Cpl.D.Schwartzepel	Lt.F.W.Henderson S/Sgt.P.E.Coulombe	Lt.J.E.Miller S/Sgt.R.G.Schrom
Lt.A.Remiszewski Sgt.F.Di Orio	Lt.R.D.Perkins S/Sgt.A.E.Di Martino	Lt.C.J.Brown Lt.J.E.Kerns S/Sgt.H.E.Sunderland Sgt.H.K.Miller
Lt.J.A.Buskirk Lt.R.C.Hanna S/Sgt.C.H.Corbitt Camera man		

December 8th, 1944

With movement of German troops and armor to the southern section of the Western Front reportedly increased, A-26 Invaders of the 416th Bomb Group struck through overcast skies at a 280 foot bridge across the Ahr River at Sinsig, 20 miles northwest of Koblents, in an attempt to destroy a key link.

Blind bombing technique was employed in attacking the single span Sinsig Bridge, which carries a double track railroad west of the Rhine linking

Cologne with Koblents to the south. Clouds prevented visual observations although crews reported they released 1,000 pound bombs at the briefed position. The first box dropped by PFF, but the second box dropped by Gee as the Pathfinder equipment failed.

Flak was not encountered in the target area. However, enroute back to the base the formation dropped to 2000 feet and was engaged by light moderate flak near Esch. Since the planes were coming from enemy territory and were loosing altitude, friendly light ack-ack gunners probably mistook the formation for enemy aircraft.

The following crews took part in this mission:

Lt.C.L.Estes S/Sgt.C.R.Orvold	Lt.M.Zubon S/Sgt.C.F.Huss	Capt.R.J.Tutt Cpl.D.Schwartzapel
Lt.D.A.Fero Sgt.A.A.Rojas	Lt.W.A.Merchant S/Sgt.H.R.Davis	Lt.D.L.Withington S/Sgt.L.D.McElhattan
Lt.J.A.Buskirk Lt.R.C.Hanna S/Sgt.C.H.Corbitt S/Sgt.W.A.Mac Cartney	S/Sgt.D.J.Rio	Lt.C.J.Brown Lt.J.E.Kerns S/Sgt.H.E.Sunderland Sgt.H.K.Miller

December 9th, 1944

Bombing with the aid of pathfinders only a short distance in front of Third Army doughboys, the 416th attacked Saarwellingen, a supply point defended by heavy German artillery fire which has pinned down movement of an American infantry division only 3,500 yards away. Solid overcast and icing conditions made the mission a rough one, and several of the aircraft failed to bomb. No photo coverage or visual observation was possible due to the 10/10 clouds.

The following crews took part:

Lt.W.R.Jekinen Cpl.D.E.Mc Nellis	Lt.A.Remiszewski Sgt.F.Di Orie	Capt.L.A.Marzolf Lt.J.T.Beck Sgt.L.E.Davis
Lt.M.Zubon S/Sgt.A.E.Di Martino	Lt.Col. D.L.Willetts Lt.P.G.Royalty S/Sgt.R.J.Brown S/Sgt.R.S.Fessler	Sgt.E.J.Creedon

Failure of PFF equipment prevented the 416th from chalking up two successful missions on December 9th, 1944. The morning mission returned at noon and at 1400 the Invaders were taking to the air for the second time that day, again in adverse weather. The formation reached the target area, a defended village called Dilsburg, but the PFF backfired and as visual bombing was impossible the planes brought their bombs back to A-55. Flak was nil, all crews returning safely.

The following crews participated:

Lt.J.B.Cocke
Cpl.R.D.Redding

Lt.D.M.Eastman
Sgt.A.B.Eaton

Lt.C.L.Estes
S/Sgt.C.R.Orvold

Lt.G.L.Milhorn
Sgt.D.Chest

Lt.W.A.Merchant
S/Sgt.H.R.Davis

Lt.H.M.Van Noorden
S/Sgt.G.Thompson

LtJ.A.Buskirk
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt
Cpl.K.W.Schmidt

Lt.H.F.Pair
Lt.J.L.Corum
S/Sgt.H.A.Marion
S/Sgt.R.J.Mahoney

More Crews Sent Home

Ten more crew members bid farewell to A-55 and began their long trek back to the U.S.A. on December 12th, 1944. This included three pilots with 65 missions, one gunner with 65 sorties, and six gunners with over 50 missions. The minimum sortie requirements for gunners was dropped to 51 missions, but pilot and bombardier requirements remained the same.

The following pilots and gunners left: Captain Hilary P.Cole, 1st Lt.Robert H.Smith, 1st Lt.Harold D.Andrews, S/Sgt.Horace E. Wellin,S/Sgt Henry A.Lempka, S/Sgt.Franklin R.Chvatal,S/Sgt.Benjamin G.Fandre,S/Sgt.Richard Griswold,S/Sgt.George M.Cook, and S/Sgt.I.R.DeGuisti. S/Sgt.Victor P.Adams who had 64 missions was on flak leave when orders came for the movement, but he left on December 17th and will join the others at the replacement pool.

Beaucoup Changes Made

From the middle of November until the middle of December a number of changes were made on the combat status of the 671st Bomb Squadron, not including the crews finishing up their tour.

Of the A-26 crews, which came in to train the Squadron, two crews were retained. Lt. Claude J. Brown, Lt. John A. Buskirk and his bombardier, Lt. Robert C. Hanna. Lt. James E. Kerns , an A-20 replacement was assigned to Lt. Brown as his bombardier/navigator and they have teamed off as a probable top flight combination, having flown a number of deputy leads already. The Buskirk/Hanna duet had flown together in training and with the 386 Bomb Group in Operations, having already proved themselves. Three gunners, S/Sgt. Sunderland, S/Sgt. Rio, and S/Sgt. Corbitt, were also permanently assigned.

Three bombardiers were transferred to 410th Bomb Group, causing a change in the pilot/bombardier team set-up previously made. Lt. Francis, Lt. Hanna and Lt. Mitchell were transferred, leaving Lt. Greenley and Lt. Lackovich without B/Ns. This was remedied by putting Lt. Muir with Lt. Lackovich and Lt. Basnett, who was left without a pilot when Captain Cole finished his tour, with Lt. Greenley to replace Mitchell.

Captain Wheeler and his bombardier, Lt. Arrington were put on D.S. with higher headquarters the first of the month, Lt. Arrington id doing experimental work with radar near the front, while Captain Wheeler is lecturing front line troops on operations of the air force...how long it takes to get a mission in the air, etc.

Four new pilots and their gunners were assigned in December and are now awaiting transition training in the A-26. They are 2nd Lt. John R. Wright, F/O Harold J. Wilson, 2nd Lt. Theron E. Graeber, and 2nd Lt. Alexander E. Hlivko.

December 12th, 1944

The 416th had as its target on the morning of December 12 the defended village of Schleiden, but the PFF method failed and the formation did not drop. All planes returned.

The following crews took part:

Lt.A.J.P.Winn Cpl.W.G.Davis	Lt.D.A.Fero Sgt.A.A.Rojas	Lt.F.W.Henderson S/Sgt.P.E.Coulombe
Lt.H.M.Van Noorden Sgt.R.I.Steffey	Capt.R.J.Tutt Sgt.W.Wood	Lt.M.Zubon S/Sgt.A.E.Di Martino
Lt.W.H.Ames S/Sgt.H.S.Fessler	Lt.J.H.Miller S/Sgt.R.G.Schrom	Lt.S.Mooney Cpl.R.Schumacher
Lt.C.J.Brown Lt.J.E.Kerns S/Sgt.H.E.Sunderland Cpl.V.F.Gross	Lt.A.Remiszewski Sgt.J.H.Miguez	Lt.J.A.Buskirk Lt.R.C.Hanna S/Sgt.C.H.Corbitt S/Sgt.O.E.Swank

December 13th, 1944

Another defended town in the path of the U.S. First Army was the target for attack by the 416th Invader force on the afternoon of December 13th. Bombing was to be done by the Pathfinder technique, but the PFF was snafued. Not having received the release signal the B-26 bombed the village of Blankenheim on Gee. Box 1 dropping on this lead, Box 11 bombed the village of Schutz on the Gee equipment of the box leader. Neither of these towns were the primary, but were in the same vicinity as Gemund, the primary. No photo coverage or visual observation was possible due to clouds. There was no flak encountered on the trip.

The following crews took part:

Lt.D.L.Withington S/Sgt.C.F.Huss	Capt.R.J.Tutt Sgt.W.Wood	Lt.M.Zubon S/Sgt.H.R.Davis
Lt.G.L.Milhorn Sgt.D.Chest	Lt.J.B.Cocke S/Sgt.W.A.Mac Cartney	Lt.H.M.Van Noorden S/Sgt.G.Thompson
S/Sgt.D.J.Rio	Lt.J.A.Buskirk Lt.R.C.Hanna S/Sgt.C.H.Corbitt S/Sgt.R.J.Mahoney	

December 15th, 1944

Lt. Colonel Willetts and Captain Marzolf led the 416th with the aid of pathfinders to the defended village of Heimbach, 7½ miles north of Schlieden. The formation dropped through a heavy cloud cover, no photo or visual observation possible. Flak was nil and all crews returned in tact.

The following crews participated:

Lt.A.J.P.Winn
Cpl. W.G.Davis

Capt.S.M.Hixon
Cpl.K.W.Schmidt

Capt.L.A.Marzolf
Lt.J.T.Beck
S/Sgt.H.R.Davis
S/Sgt.R.J.Mahoney

Lt.J.C.Gary
Sgt.R.W.Chevront

Lt.J.H.Miller
S/Sgt.J.Galender

Lt.C.L.Estes
Sgt.R.I.Steffey

Lt.Col.D.L.Willetts
Lt.P.G.Royalty
S/Sgt.L.D.McElhattan
S/Sgt.T.Connery

Air War against Defended Towns

General Vandenberg, Commanding General of the Ninth Air Force, recently disclosed the reason for so many missions against small defended towns and villages to the rear of the actual battle line. Speaking to crews at a briefing, General Anderson, Ninth Bomb Division head, voiced the views of both Vandenberg and himself in commanding the 416th for the job it has done, and told them yet of the job they had to do.

The numerous towns that the 416th went to the past month were not actually front line strong points, but many were highly important areas in which the front line Germans would retreat for rest after a long period of actual battle. To knock out these positions would leave the battle weary Nazis without a place to recuperate and many of the bombing attacks would catch thousands of Germans in these towns. General Anderson said that this was a very strong factor in the advance of the allied troops. Destruction of these towns would also remove a possible carrier to our troops when they reached these positions.

December 23rd, 1944

Brisk, clear weather gave the Allied air powers the chance they had been waiting for on December 23rd, 1944 when the Eighth and Ninth Air Force went out in force to rock the Nazis on their heels. The 416th Bomb took its full share of the task and came through with flying colors. Taking off at 1000 the Invaders proceeded to their target, a highway bridge at Saarburg, spanning the Saar River, 10 miles south of Trier.

Major Price led the formation, but his flight failed to bomb on the first run. However, the three flights following him laid their bombs down on the target with excellent and superior results. Lt. Buskirk and Lt. Hanna followed these flights, but he ran into trouble. His left engine was pouring black smoke and threatening to cut out. He was unable to get the ship righted in time for an accurate bomb run, but his bombs went away and landed on buildings near the bridge. Turning off the target, Lt. Buskirk found his ship wouldn't keep altitude and the engine was getting worse, so he turned over the lead to the Number 4 man and crash landed his plane, A-20K, 560, north of Rheims. He did an excellent job of crash landing, only the Bombardier, Lt. Hanna being injured. He received a sprained back and is now on the mend.

Lt. Pair and Lt. Corum followed Lt. Buskirk over the target and "Hot Shot" Corum racked up a superior rating on his bombing. The center of the bursts was 250 feet from the DMPI. The bombs blanketed the bridge and approach. Two more flights followed Lt. Pair over and they finished up the job of completely knocking it out. Major Price then made his second bomb run and visual results of excellent were reported.

Crews reported enemy fighters in the vicinity of the target area and later information proved their observations correct. The Luftwaffe rose in considerable strength and hammered at Marauder formations with affect. At the end of the day the scoreboard showed 12 A/C lost, 24 missing, 4 A/C crashed and 2 A/C crashed landed. The 416th escaped with just the loss of Lt. Buskirk's A-20K.

Continue on the next page.

The following crews took part in the first major blow against the Germans counter-drive!

Lt.J.A.Buskirk	Lt.H.F.Pair	Lt.D.A.Fero
Lt.R.C.Hanna	Lt.J.L.Corum	S/Sgt.A.A.Rojas
S/Sgt.C.H.Corbitt	S/Sgt.H.A.Marion	Lt.A.Remiszewski
S/Sgt.R.J.Mahoney	S/Sgt.H.R.Davis	S/Sgt.F.Di Orio
Lt.H.M. Van Noorden	Lt.S.Mooney	F/O H.J.Wilson
S/Sgt.G.Thompson	Cpl.W.C.Buckley	Lt.A.J.P.Winn
		S/Sgt.G.G.Stephenson

December 24th, 1944

Captain Lavern Marzolf and his bombardier, Lt. Beck, gave the 416th Bomb Group their last excellent as a team on the afternoon of December 24th, 1944 when the Invaders struck at the Communication center at Zulpich. It was only right that Lt. Beck should make his going away present to his boss-man one that would go down in the books. And it did go down on the books for "Gus", flying his 65th mission with the 671st, scored a superior rating on his bomb pattern, which blanketed the DMPI. All bombs were within 1000 feet and the center of the bursts was on the main point of impact. Several hits were made on the railroad tracks. So ends the partnership of Marzolf and Beck who have led flights and boxes over the target many times for the 416th Bomb Group and have chalked up a record comparable to any other pilot/bombardier teams in the outfit. Lt. Beck hit the fifty mark on this mission and is now being groomed to finish his tour with Captain Tutt.

S/Sgt.Herbert A. Marion flew with Captain Marzolf and completed his tour with Number 51. Marion had a tour in the South Pacific before he joined the 416th back in Lake Charles. S/Sgt. Marion was assigned to Lt. Pair when the outfit went on operational status and was with Pair when e crashed landed in March of 1944. Marion was back on flying status before his pilot. He racked up a number of missions with Major Dunn and a few other pilots, but joined Lt. Pair again when he returned to the Squadron in July.

Three other flights besides Captain Marzolf's received excellent and superior ratings on the target, which proved to be a rather hot one. One aircraft was knocked down and eleven were flak damaged, but all crews of the 46th returned.

Continue on the next page.

The following crews took part in the pre-Christmas engagement:

Captain L.A.Marzolf
Lt.J.T.Beck
S/Sgt.H.A.Marion
S/Sgt.R.J.Jones

Lt.A.J.JP.Winn
Sgt.W.G.Davis

Lt.M.Zubon
S/Sgt.A.E.Di Martino

Capt.A.C.Sears
Pvt.J.W.Rose

Lt.H.M.Van Noorden
S/Sgt.R.I.Steffey

Lt.D.A.Fero
S/Sgt.R.W.Skelton

Lt.W.A.Merchant
S/Sgt.R.J.Brown

Lt.J.H.Miller
S/Sgt.J.Galender

Lt.L.W.Edstrom
Cpl.P.A.Pompa

Lt.W.H.Ames
S/Sgt.H.S.Fessler

Lt.T.J.Murray
S/Sgt.R.J.Jones

Continuing the all-out drive against Von Runstadt's counter offensive, the 416th took to the air again in the afternoon to hit at a communication center at Waxwieler. Results were not very favorable due to the misjudgment of the lead bombardier/navigator team. Captain Morton and his bombardier, Lt. Moore led the formation and mistook the target. He dropped his bombs on the town of Arlon, in the possession of the Americans. The bombs of his flight hit the marshalling yard causing fire and damage. Lt.Greenley and Lt. Pasnett, leading a flight together for the first time used quick thinking and accurate judgement. Lt. Basnett called his pilot and told him that the first flight had dropped on the wrong target. Lt. Greenley and his bombardier tried to pick up the right target, but were unable to at that stage of the game, so they flew out the time to the target and bombed a casual village in Germany, in German hands. Lt. Brown and Lt. Kerns also realized that it wasn't the right target, and did not drop his bombs. One flight did find the primary and bombed it with undetermined results. The two other flights hit casual targets near the primary.

Group saw no reason why this mistake was made by the lead team and placed the direct blame on the neglect of the bombardier, Lt. Moore, who is now up for court martial.

There was an absence of enemy fighter opposition, but flak was intense. Five of the ships received battle damage, but all returned.

Continue on the next page.

The following crews took part:

Lt.R.E.Greenley
Lt.R.J.Basnett
S/Sgt.R.G.Schrom

Lt.J.J.Lackovich
Lt.P.C.Muir
S/Sgt.T.Connery

Lt.C.L.Estes
Lt.A.E.Hlivko
S/Sgt.C.R.Orvold

Lt.W.A.Merchant
Sgt.C.W.Gurkin

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.H.E.Sunderland
S/Sgt.A.E.Di Martino

Lt.J.C.Gary
Pvt.A.E.Schoen

Lt.G.L.Milhorn
Sgt.D.Chest

Lt.D.A.Fero
S/Sgt.T.W.Skelton

Lt.A.Remiszewski
S/Sgt.J.H.Miguez

Lt.A.E.Herman
S/Sgt.J.O.Young

Lt.F.W.Henderson
S/Sgt.P.E.Coulombe

Lt.W.R.Jokinen
Cpl.D.Mc Nellis

Lt.T.J.Murray
S/Sgt.D.H.DeBower

The following crews took part in the morning mission:

Lt.Col.D.L.Willetts
Lt.P.G.Royalty
S/Sgt.H.R.Davis
S/Sgt.T.Connery

Lt.H.F.Pair
Lt.J.L.Corum
Cpl.K.W.Schmidt
S/Sgt.A.H.Hinson

Lt.S.Mooney
Cpl.R.C.Schumacher

Lt.A.Remiszewski
S/Sgt.F.Di Orio

Lt.M.Zubon
S/Sgt.A.E.Di Martino

Lt.C.L.Estes
S/Sgt.C.R.Orvold

Lt.J.H.Miller
S/Sgt.J.Galender

Lt.J.W.Spires
Cpl.R.W.Messinger

Lt.A.E.Herman
S/Sgt.J.O.Young

Capt.R.J.Tutt
Cpl.D.Schwartapel

Afternoon Mission

Due to the heavy damage on the morning attack, only 31 aircraft were dispatched in the afternoon. The planes were airborne at 1400. Major Price was supposed to lead the formation, but his plane failed on take-off and Captain Prentiss took over the lead of the second box. This time the target was the defended village of Hillsheim. Intense accurate heavy flak was encountered from Waimes to the target and back to Waimes enroute out. Captain Prentiss and his wingman, Lt. Svenson, were both shot down on the bomb run amid an intense barrage of accurate flak. Crews reported two chutes to have opened.

The bombardiers were unable to pick out the primary due to the weather and the confusion that resulted when the first two aircraft were shot down. Three flights hit targets near to the primary. Lt. Brown and Lt. Kerns led the 671st flight and bombed a railroad in a nearby town.

Again luck was with the 671st Bomb Squadron and all their ships returned, but not without battle damage.

This was the final mission for S/Sgt. Robert J. Mahoney who chalked up No. 51 with Lt. Brown. Mahoney, who joined the Squadron as a replacement flew the majority of his missions Lt. R.H. Smith who finished his tour last month.

The following crews took part in the Christmas finale:

Lt. C.J. Brown	Lt. H.M. Van Noorden	Lt. D.A. Fero
Lt. J.E. Kerns	S/Sgt. G. Thompson	S/Sgt. A.A. Rojas
S/Sgt. H.E. Sunderland		
S/Sgt. R.J. Mahoney	Lt. J.C. Gary	Lt. W.R. Jokinen
	S/Sgt. R.W. Chevront	Cpl. D. Mc Nellis

Christmas Day 1944

Christmas day 1944 is one which will not be forgotten for quite some time... not only by the 416th, but the Germans who had the full Allied aerial might thrown at them from dawn to dusk and then some. Running two missions against heavily defended targets was a costly one indeed for the 416th Bomb Group. Toll for the day were four ships and crews lost and 39 aircraft battle damaged.

Morning Mission

Colonel Willetts led the formation on the morning mission, taking to the air at 0900. The Group was briefed to hit the Communication center at Munstereifel being used as a key point in the German counter-offensive. Moderate to intense accurate heavy flak was encountered from near Malmedy to Blankensheim to the target. Lt. Royalty was unable to pick up the primary in the flak fury, but picked a railroad and highway near the town of Krimm and dropped his bombs with accuracy, severely damaging both. The second flight dropped their bombs on the primary with superior results, while Flight 111 picked a highway near the primary and bombed it with good results. Lt. Pair

and Lt. Corum took the first flight of the second box, but were unable to pick out the primary and failed to drop. Captain Miracle and Lt. Burg of the 669th Squadron led the second flight of this box and it was No. 65 for Miracle. However, fate stepped in and a flak burst caught his A-20, and the plane blew up in mid-air. Lt. Kehoe, also of the 669th, was shot down at the same time, his plane burning on the way down. One chute was seen to have opened, Lt. Mooney of this Squadron lost his own flight when it went through a cloud and joined in Captain Miracle's as he was one plane short at the time. The other plane joined them and the seven-ship flight went on the bomb run, but when the flak had cleared only three of the seven ships were still together. Lt. Mooney's ship, A-26B, 291 had 74 holes in it, but it made the jaunt back to the base and the pilot brought it down with a flat tire. Lt. Greene also of the 669th was on his 65th and almost didn't make it. A burst of flak hit his plane and he made a crash landing, but he came out of it OK.

Lt. Mike Zubon finished his 65th mission tour on Christmas morning in what he termed was "quite a mission". Lt. Zubon escaped the flak, but saw enough of it to keep him satisfied for a long while. For Lt. Zubon, a West-Pointer, completion of the 65 missions does not mean a long sojourn in the States, but he may receive a 30 day leave in the U.S.A. before returning to the E.T.O., probably in a staff position.

December 26th, 1944

The Ninth Bomb Division continued to throw everything it had into the aerial warfare against the Germans on December 26th, but the 416th missed out on the action. Formations of Invaders were dispatched in both the morning and the afternoon, but the fighters failed to rendezvous with the bombers in each instance and the Group had strict orders not to go over the bomb line without an escort. The other Groups had better luck though and hit at a number of railroad bridges and defended villages described as "communications centers".

December 27th, 1944

The "Bridge Busting 416th" put all their thousand pound eggs within a radius of one thousand feet of their target, the railroad bridge at Eller which spans the Moselle River 25 miles southwest of Koblenz, at mid-day on the 26th of December. Five flights bombed the bridge with three superior and two

excellent ratings. The structure was completely blanketed with the bombs, and although the bridge still stands, it was rendered unserviceable by the accurate job of bombing. General Anderson again commended the Group for the superior bombing results and said it is a mystery how the bridge still stands after the severe pasting it took. He further said that there was no doubt in his mind that the bridge was and would be unserviceable for a long time.

Lt.Brown and Lt.Kerns represented the 671st. Bombs of their flight fell on a hill and covered the approach to the railroad tunnel with possible damage to the tunnel. Flak or enemy fighters were not encountered.

The following crews took part:

Lt.C.J.Brown	Lt.J.J.Lackovich	Capt.L.C.Nielsen
Lt.J.E.Kerns	Lt.R.C.Muir	Capt.C.H.Lane
S/Sgt.H.E.Sunderland	S/Sgt.T.Connerly	Cpl.K.W.Schmidt
S/Sgt.R.J.Mahoney	S/Sgt.L.D.McElhattan	
Lt.J.W.Spires	Capt.A.C.Sears	Lt.A.Remiszewski
Sgt.L.E.Davis	M/Sgt.J.J.Wells	S/Sgt.J.H.Miguez

Note: As erroneously reported on the previous page, S/Sgt. Mahoney made his 51st mission with Lt. Brown on December 27th. The mission on the 25th of December was his 50th.

December 29th, 1944

Weather over the target prevented the 416th Bomb Group from bombing on the 29th of December. The target was a road bridge at Keuchingen. The flights made several runs, but could not find an opening in the cloud cover. All ships returned safely.

The following crews participated:

Lt.C.J.Brown	Lt.R.E.Greenley	Lt.J.C.Gary
Lt.J.E.Kerns	Lt.R.J.Basnett	S/Sgt.R.W.Chevront
S/Sgt.H.E.Sunderland	S/Sgt.R.J.Brown	
S/Sgt.C.R.Orvold	S/Sgt.H.S.Fessler	

Continue on the next page.

Lt.T.J.Murray
S/Sgt.D.H.DeBower

Capt.R.J.Tutt
Cpl.D.Schwarzapel

Lt.H.M.Van Noorden
S/Sgt.R.I.Steffey

Lt.J.P.Winn
S/Sgt.G.G.Stephenson

Lt.M.Wallman
Cpl.M.F.Hardin

Lt.F.W.Henderson
S/Sgt.P.E.Coulombe

Lt.L.W.Edstrom
Cpl.P.A.Pompa

Lt.J.H.Miller
S/Sgt.J.Galender

Change in Operations Officers

Captain Leland C. Nielsen replaced Captain Zean R. Moore as Operations Officer of the 671st Bomb Squadron on December 20th, 1944. Captain Moore, who served in Operations since Major Dunn was transferred the first part of August, will join the transport command shortly. 1st Lt. William H. Ames, who has been second assistant to Operations Officer, was raised to Assistant Operations Officer, and Captain Hixon has been relieved of his duties in this capacity.

Captain Nielsen completed a tour in the Aleutions and served as a staff officer in the 97th Bomb Wing for the past ten months. Most of his flying has been done in A-20s, B-25s and B-26s.

The following press release from the Ninth Bombardment Division sums up the recent developments in the German counter-offensive and gives an over-all coverage of the Ninth Bomber Command's 1944 activity.

“News reports continued to emphasize the seriousness of the German counter offensive on the Western front, but fog covered battle areas kept the B-26 Marauders, A-20 Havocs and A-26 Invaders of the Ninth Bombardment Division tied to the ground.

The airman wanted to help the footsloggers who were reeling backward under the weight of Von Rundstedt's counter attack. They were eager to give support like that at Cherbourg, Caen, St. Lo, Falaise and the Rouen loop. Now, if ever, was the time when tactical air power was needed.

But the weather favored the enemy whose counter attack, launched December 16th, in a blanket of fog, had punched swiftly into the western Belgium under soupy skies.

For seven days airman “sweated out” a break in the weather. Then, on the 23rd of December, the skies cleared over the snow-swept front lines, permitting air support to go to the rescue of embattled Allied ground forces.

Major General Samuel E. Anderson, commanding the Ninth Bombardment Division, put 657 medium bombers over the western front on the first clear weather day, dispatching Marauders, Havocs and Invaders to attack bridges, road junctions and villages within the communications network supplying the German counter offensive.

Determination of crewmen to aid ground forces was so great that one group elected to carry out its attack without fighter escort rather than abandon its mission. The group was jumped by more than 75 ME 109s and FW 190s but completed its attack despite loss of 16 bombers out of a formation of 36.

German fighters jumped four groups in all, as the division engaged in its biggest aerial battle with the Luftwaffe. Thirty-two enemy fighters were shot down, 12 probably destroyed and 33 more reported damaged at a cost of 36 bombers.

The weather, which earlier in the month had been so much in the enemy’s favor, now had turned against him.

For five days, from December 23rd through December 27th, Marauders, Havocs and Invaders, flying 2,554 sorties, roared over battle areas striking at communications centers, bridges, defended villages and other strong points within or immediately behind the central sector of the western front where the counter attack had been launched.

Coming as it did at the fag end of December, the five-day aerial assault provided a smashing climax to a year’s operations for the division.

Not a big month as figures go, December, however, saw the medium bombers once again delivering the punch which months before had made them famous in paving the way for the invasion and sealing off the Normandy battle area to enemy troop and supply movements.

Nearing the 100,000 ton mark in total bombs dropped, the division poured 90,410 tons of high explosives on enemy installations in 1944 switching from round-the-clock attacks on flying bomb launching sights, marshalling

yards, bridges and gun emplacements in the first six months of the year to direct support of the Invasion after June 6th, 1944.

Mid-year provided the busiest period for the division's bombers. Flying two and sometimes three missions a day, Marauders and Havocs completed 11,270 sorties in May and added 10,538 more in June, dropping nearly 30,000 tons of bombs in the two-month period.

The record month of May produced the opening of the "bridge busting" campaign along the Seine and Loire Rivers which marked one of the most successful phases of the Year's operations. Records disclosed of 17 principle bridges spanning the Seine River alone, medium bombers of Ninth Bombardment Division destroyed 13 of these and shared credit for destruction of three others with fighter bombers.

Bridges remained high on the priority list of targets after June 6th, but to provide close support to the invasion forces they had led onto the Normandy beaches, medium bombers stepped up their offensive to include attacks of fuel, ammunition and supply dumps, transportation lines, road junctions and troop concentrations.

With Allied armies poised on the out skirts of the Siegfried line in August, Marauder and Havoc groups moved their bases from England to France to remain within range of the ground forces they were supporting. Operating as the first Allied bombers to fly from French soil since 1940, the Marauders and Havocs were joined by the new, fast A-26 Invaders as they started pounding at the Siegfried line and communications and supply targets in Western Germany.

As the German armies withdrew toward the Rhine, establishing strong points in each town along the way, the medium bombers directed saturation attacks at defended villages, clearing out strongly-fortified positions in the path of advancing Allied ground forces.

Throughout October, November and the early part of December, the Ninth's twin-engine bombers struck at fortresses all along the western front centering the weight of their attacks on villages in the Duren area where fighting was the bitterest.

Meanwhile, they continued hammering the enemy's communications and supply lines, attacking bridges, railheads, fuel and ammunition dumps to round

out the year's operations with a total of 70,268 sorties. Against 288 losses for the year, the division posted claims of 52 enemy planes destroyed, 21 probably destroyed and 59 damaged.

January 1st, 1945

The 416th pioneered a new type of attack on January 1st, 1945, but the attempt did not meet with success. Six planes were dispatched from the 670th Bomb Squadron...one A-20 and five A-26s. Their mission was to bomb from a medium altitude and then if flak was not intense to go down on the deck for a strafing job. All ships were equipped with wing guns for this mission, giving each ship a 14 fixed gun-firing power.

The target was the Mont-le-Ban command post and Corps. headquarters. The formation made three runs on the target at 8,000 feet amidst an intense heavy flak barrage, which was issued from the 28 heavy gun defense at Houffalise, close to the target. The first run was not a bombing run. On the second run the bombardier could not synchronize as he was too close to the target when the fighter-bombers dropped smoke bombs. By the time the flight made its third trip the smoke from the smoke bombs had disappeared. The plane flown by Lt. Murphy jettisoned its 20 x 260 frags in the target area and was last seen going down over enemy territory. Four other planes were battle damaged, but the crews returned safely.

January 2nd, 1945

The New Year began in a weird way for the 416th Bomb Group. While the crews were still at briefing at 0730 a ground haze began to move into the area and by the time the ships were taxing the fog was so thick it was impossible to see the ships from the control tower. A number of ships never made it to the runway, but those that did will never forget the first mission of 1945. Colonel Willetts led the first flight, and by using their instruments his wingmen were able to get off, although the pilots claimed they could not see the edges of the runway. Puffs of smoke and a series of explosions followed shortly and when the smoke had cleared it was found the three ships crashed on take-off. The first one crash-landed about a mile from the end of the runway, but the crew got out of it all right. Lt. Clark of the 669th Bomb Squadron was piloting the second ship, but his luck had run out. The ship exploded when it hit the ground and the thousand pound bombs followed suit,

rocking the whole field. Just a few minutes later the third ship crashed, but the crew abandoned it in time. Bombs of this aircraft also exploded in the fire that resulted. Investigation indicated that ice forming on the wings of these aircraft was responsible for them spinning in.

Despite the fog and the confusion met before taking off, the rest of the planes formed above the haze and headed for their target, the Simmern bridge spanning the Simmer River 26 miles south of Keblenz. Five flights attacked the bridge with excellent and superior results. Colonel Willetts and Lt. Royalty scored an excellent with the bombing of the first flight. The center of the bursts was 620 feet N.W. of the DMPI. The other two flights in the Colonel's box also received excellent ratings. Lt. Pair and Lt. Corum led the second box and "Shorty" Corum dropped his eggs directly on the main point of impact with a ne-errer rating and his second superior. The bombs of this flight blanketed across two railroad bridges, severely damaging both. The final flight dropped near Lt. Pair's and also chalked up a superior.

Flak was sparse, but crews reported having seen enemy fighters, although P-51 escorts prevented them from making a pass at the formation. Several ships ran off the runway upon landing to round out the mission. The casualty list, however, was limited to Lt. Clark and his gunner; while two ack-ack men were seriously injured by shrapnel from the explosions.

The following crews took part:

Lt.Col.D.L.Willetts
Lt.P.G.Royalty
S/Sgt.L.D.McElhattan
S/Sgt.G.Thompson

Lt.H.F.Pair
Lt.J.L.Corum
S/Sgt.H.S.Fessler
S/Sgt.J.O.Young

Lt.W.H.Ames
S/Sgt.R.J.Brown

Lt.D.L.Withington
S/Sgt.C.F.Huss

Lt.J.B.Cocke

Cpl.R.D.Redding

Lt.G.L.Milhorn
Sgt.D.Chest

Lt.D.A.Fero
S/Sgt.T.W.Skelton

Lt.J.J.Lackovich
Lt.R.C.Muir
S/Sgt.T.Connery
S/Sgt.R.J.Jones

Lt.A.Remiszewski
S/Sgt.F.Di Orio

January 5th, 1945

The 416th went back to the Simmern Rail Bridge on January 5th with Pathfinders. The Invaders hit the bridge three days before with damaging results. Reconnaissance photos showed the rails destroyed, but the four span, 146-foot bridge still in tact. Considerable importance is attached to this span because it is the only one open at the present time for traffic southwest from the area between Koblenz and Mainz. Bombs went away at the appointed spot, but there was no photo coverage or visual observation due to clouds. All ships returned safely, with only one aircraft battle damaged.

The following crews participated:

Lt.C.J.Brown	Lt.L.W.Edstrom	Lt.S.Mooney
Lt. J.E.Kerns	Cpl.P.A.Pompa	Cpl.W.C.Buckley
S/Sgt.H.E.Sunderland		
S/Sgt.C.R.Orvold	Lt.H.M.Van Noorden	Lt.F.W.Henderson
	S/Sgt.R.I.Steffey	S/Sgt.P.E.Coulombe

This was the 51st mission for S/Sgt. Phillippe E. Coulombe who joined the Squadron with his pilot, Lt. Henderson, in May of 1944. His armorer gunner, S/Sgt. Griswold, finished his tour the past month.

January 11th, 1945

Twenty-eight aircraft were dispatched mid-day on January 11th to again hit the Simmern rail bridge, still on the only line from Koblenz to the battle-front. One Pathfinder ship was used, but its equipment failed over the primary. The PFF Bombardier selected railroad tracks near the town of Aalsey and the Invaders dropped on his lead. Results were just fair.

The crews at their bombing level reported a temperature of 27° below zero, and all the men had a slight touch of frostbite. Weak flak was seen, but all the ships returned without battle damage.

The following crews took part:

Lt.C.J.Brown	Lt.R.E.Greenley	Lt.J.J.Lackovich
Lt.J.E.Kerns	Lt.R.J.Basnett	Lt.R.C.Muir
S/Sgt.H.E.Sunderland	S/Sgt.A.H.Hinson	S/Sgt.C.R.Orvold
Sgt.H.K.Miller	Cpl.V.F.Gross	S/Sgt.A.E.Di Martino

Continue on the next page.

Lt.A.E.Herman
S/Sgt.J.O.Young

Lt.J.W.Spires
Cpl.R.W.Messinger

Lt.J.H.Miller
S/Sgt.R.G.Schrom

Lt.D.A.Fero
S/Sgt.A.A.Rojas

Lt.D.L.Withington
S/Sgt.C.F.Huss

January 13th, 1945

A small force of the 416th Invaders struck by Pathfinders at the Steinbruck rail bridge, spanning the Our River, 15 miles south of St. Vith on German-Belgium border. A taxiing mishap prevented the full quota of ships from taking off. Only 21 besides the Pathfinder aircraft were airborne. The bombs fell north of the target, causing no apparent damage.

Capt. Sears, flying his third mission, could not lower one landing gear and after several attempts had to belly his plane in at A-69. The plane received major damage, but neither Captain Sears or his gunner, M/Sgt. Wells were injured. The 671st had only two other crews on this mission and they both landed at A-69 also, as the weather at this field had closed in. Weak inaccurate flak was encountered in the target area, but none of the ships were battle damaged.

The following crews took part:

Lt.J.J.Lackovich
Lt.R.C.Muir
S/Sgt.C.R.Orvold
S/Sgt.R.W.Chevront

Capt.A.C.Sears
M/Sgt.J.J.Wells

Lt.T.J.Murray
S/Sgt.R.J.Jones

January 14th, 1945

Taking off on snow-capped runways, 24 aircraft of the 416th Bomb Group went out to hit the communication center of Schleiden, six miles east of the Monschau Forest where Germans launched their winter offensive. Tragedy struck again like on the morning of January 2nd... The first A-26 to take off munched in just a short distance from the end of the runway and the bombs exploded upon crashing. The crew from the 669th Squadron was killed instantly.

Continue on the next page.

The mission was originally scheduled as a PFF, but upon reaching the target area the visibility was very good, and the Group leader took over the lead. All ships bombed in one pattern, with 85% of the bombs within the 1000 foot radius. Hits were scored on buildings and roads in the center of town, causing severe damage. Flak was nil. The group received an excellent on the bombing results.

F/O Wilson had more to contend with than he expected in flying his first operational mission. Due to icing his engines were cutting out after take-off and he was unable to keep up with the formation. His plane finally shaped up all right and he tagged on with the 409th Bomb Group, which was headed toward Bitburg. He bombed this town with the 409th and saw plenty of flak. He broke away from the formation when it reached this vicinity, but could not locate A-55. He picked up A-48 at Le Bourget in Paris and came in for a landing. His indicators show the wheels to be down and locked, but just a few seconds after hitting the runway the gear folded up and the plane skidded off the runway into a snow bank. F/O Wilson received a fractured leg and was hospitalized in Paris for a few days, but returned to the Squadron on the 19th. His gunner, Cpl. Stypenski, was uninjured and returned the day after the accident.

The following crews took part:

Capt.R.J.Tutt	Lt.J.A.Buskirk	Lt.J.B.Cocke
Lt.J.T.Beck	Lt.R.C.Hanna	Cpl.R.D.Redding
Sgt.W.Wood	S/Sgt.C..H.Corbitt	
Cpl.D.Schwartzapel	S/Sgt.O.E.Swank	
Lt.F.W.Henderson	Lt.A.J.P.Winn	F/O H.J.Wilson
S/Sgt.J.Galender	S/Sgt.G.Stephenson	Cpl. V.S.Stypenski

January 15th, 1945

The 416th again bombed the Simmern Railway Bridge, 26 miles north of Koblenz, in the only operation by Ninth Bombardment Division on January 15th. There was a 10/10 cover and bombs were dropped on "Gee". Colonel Willetts and Lt. Pair led the boxes, but results were undetermined. No flak was encountered and all planes returned safely.

Continue on the next page.

The following crews took part:

Lt.Col.D.L.Willetts	Lt.H.F.Pair	Lt.J.H.Miller
Lt.P.G.Royalty	Lt.J.L.Corum	S/Sgt.J.Galender
S/Sgt.L.D.McElhattan	S/Sgt.R.J.Brown	
Cpl.J.W.Rose	S/Sgt.H.S.Fessler	
Lt.D.A.Fero	Lt.A.E.Hlivko	Lt.D.L.Withington
S/Sgt.T.W.Skelton	Cpl.L.J.Farmer	S/Sgt.C.F.Huss
Lt.A.H.Herman	Lt.G.L.Milhorn	Lt.S.Mooney
S/Sgt.R.W.Chevront	Sgt.D.Chest	Cpl.R.C.Schumacher

January 16th, 1945

Continuing its war against bridges to isolate the battle areas from German supplies, the A-55 Invaders dropped approximately 75 tons of bombs on the Sinzig Railroad bridge with excellent and superior results on January 16th, 1945. The mission took off as Pathfinder, but when clear skies were present in the target area, the Group box leaders took over. The first box received an excellent rating and the second box annexed a superior. The bombs hit on the tracks and on the bridge approach, but the bridge was left standing. Flak was encountered in the target area, but all the aircraft returned to base.

The following crews participated:

Lt.C.J.Brown	Capt.R.J.Tutt	Lt.J.C.Gary
Lt.J.E.Kerns	Lt.J.T.Beck	S/Sgt.R.W.Chevront
S/Sgt.H.E.Sunderland	Sgt.W.Wood	
Cpl.V.F.Gross	Cpl.D.Schwartzapel	
Lt.T.J.Murray	Lt.W.A.Merchant	Lt.L.W.Edstrom
S/Sgt.R.J.Jones	Cpl.D.E.McNellis	Cpl.P.A.Pompa
Lt.F.W.Henderson	Lt.J.B.Cocke	
S/Sgt.J.Galender	Cpl.R.D.Redding	
Cpl.R.W.Messinger		

This mission on January 16th was the 51st for S/Sgt. Raymond J. Jones. He finished up flying with his pilot Lt. T.J. Murray. S/Sgt. Jones left A-55 on January 25 for Paris, England, and the U.S.A.

January 21st, 1945

In their first mission in five days the 416th Bomb Group attacked the Euskirchen Rail Bridge, 12 miles northwest of Bonn on an important supply route from Cologne to the German front. Marauders left the bridge unserviceable on December 23rd. But since then one of the five rail lines that crossed the River Erft at this point had been repaired. A Pathfinder took the group in, but relinquished its lead when it was found that visual bombing could be employed.

Two superiors, an excellent, and two undetermined results were chalked up as well as a P.N.B. The latter was Captain Greenley and Lt. Basnett. Their elevator trim tabs froze up when they were peeling off for the bomb run. Captain Greenley tried to tag on with the first flight, but was still not in position and his bombs dropped 1300 feet from the DMPI.

Three window ships went along as flak was anticipated and furthermore met. Thirteen ships received battle damage, but all returned safely.

The following crews took part:

Capt.R.E.Greenley
Lt.R.J.Basnett
S/Sgt.C.R.Orvold
S/Sgt.A.E.Di Martino

Capt.L.C.Nielson
Cpl.K.W.Schmidt

Lt.G.L.Milhorn
Sgt.D.Chest

Lt.J.B.Cocke
Cpl.R.D.Redding

Lt.D.A.Fero
S/Sgt.A.A.Rojas

Lt.A.J.P.Winn
S/Sgt.G. Stephenson

Lt.W.R.Jokinan
Cpl.D.E.McNellis

Lt.A.E.Herman
S/Sgt.D.H.DeBower

January 22nd, 1945

Running two missions on January 22nd, the 416th Bomb Group ran its total to 190 missions. Take off for the first mission was 1120 when 38 aircraft were dispatched to hit the Rail Bridge at Simmern, 29 miles southwest of Kblenz. The first box, led by Colonel Willetts and Lt. Royalty, bombed on the PFF aircraft. Captain Pair and Lt. Corum, leading the second box, bombed on ETA from visual check points or visual observation due to clouds.

Three window ships escorted the formation and only one ship received battle damage. All crews returned.

While this mission was still in the air work was received in Ninth Bombardment Headquarters of a large motor transport and armored vehicle concentration near Dasburg. Long columns of German vehicles, fleeing eastward from the deflated Nazi bulge, were trapped west of the Our River by damaging attacks of B-26 Marauders on a three span highway bridge at Dasburg, Germany.

The 416th made ready six A-26s, equipped with wing guns to strafe this convoy, but Bomb Division due to weather and failure of escort to rendezvous recalled the formation. Lt. Winn represented the 671st Bomb Squadron on this mission. Flak was not encountered and the ships returned after sundown.

The following crews took part in the Simmern mission:

Lt. Col.D.L.Willetts	Capt.H.F.Pair	Lt.J.C.Gary
Lt.P.G.Royalty	Lt.J.L.Corum	S/Sgt.R.W.Chevront
S/Sgt.L.D.McElhattan	S/Sgt.C.R.Orvold	
Cpl.J.W.Rose	S/Sgt.A.E.Di Martino	
Lt.S.Mooney	Lt.J.B.Cocke	Lt.T.J.Murray
Cpl.W.C.Buckley	S/Sgt.W.A.Mac Cartney	S/Sgt.D.H.DeBower
Lt.W.H.Ames	Lt.L.W.Edstrom	Capt.A.C.Sears
S/Sgt.R.J.Brown	Cpl.P.A.Pompa	M/Sgt.J.J.Wells
Lt.M.Wellman	Lt.F.W.Henderson	
Cpl.A.Helt	S/Sgt.H.S.Fessler	

The following crew took part in the afternoon strafe mission:

Lt.A.J.P.Winn
Cpl.W.G.Davis

January 23rd, 1945

Two waves of swift-striking Invaders lashed out at the remainder of the German motor column in the Dasburg and Blankenheim area on the afternoon of January 23rd, 1945. Not only was it the first strafing operation for Major General Samuel E.Anderson's Ninth Bombardment Division, it also was the first time a low level attack has been attempted by U.S.bombers in the ETO

since May 17th, 1943, when a formation of ten B-26 Marauders was wiped out in an attack on Imuiden, Holland.

The 670th Bomb Squadron sent the first six A-26s out just before noon. One plane dropped its frags from 3000 feet and then strafed on the deck. The other five planes failed to attack because of intense flak, battle damage and failure to pick up a target. Two of the ships crash landed and none of the ships returned to A-55.

Taking off just a few minutes after noon, the 671st dispatched six crews for their combined bomb-strafe mission. The weather here was very poor and the ships had trouble in joining up. Captain Tutt and Lt. Beck led the formation in an A-26, but met a heavy flak barrage coming into the target area. Flak knocked out their VHF set and the hydraulic system. One piece of flak caught Lt. Beck, who was riding along side of the pilot, in the thigh. Captain Tutt was unable to bomb and strafe and landed at Laon. Lt. Beck's wound was taken care of and he is back on the firing line again.

F/O Wilson, who had crash-landed on his first combat mission just a little more than a week ago, made quite a name for himself. He lost the formation after take-off, but went on in to the target area by himself. He spotted a rail road junction near Blankenheimerdorf and dropped his load of 20x260 lb. frags. He then peeled off from 3000 feet and strafed the concentration of vehicles. His record was one large truck set on fire and three others severely damaged. His ship received considerable flak damage, but he landed it safely at Juvincourt.

Captain Nielson, who volunteered for a low-level job and in fact put himself on the loading list for this purpose considered himself a lucky man to be alive today. He dropped his frags near Berk amidst heavy flak. A burst of flak broke the storm window, cutting his face and the concussion temporarily knocked Captain Nielson out. When he regained consciousness he had about a 1000-foot altitude and his ship was diving to the earth. He pulled out in time and landed his ship safely at Juvincourt. The face injuries were treated and were not termed serious. Captain Nielson had planned to strafe, but his gun sight was out.

Lt. Murray and Lt. Herman lost the fighter lead early and could not find a suitable target. Lt. Murray landed a Leon/Couvron, and Lt. Herman at Juvincourt. Lt. Gary was the sixth member of the flight, but he had trouble right over the field and did not go in. His landing gear would not retract and

upon stalling out just above the runway the gears collapsed. No one was injured, but the danger of the bombs exploding was great. All the ships were flying with an overload.

The crews returned on January 25th when the weather took a turn for the better. It was learned that the slug in Lt.Beck's hip was inbedded $\frac{3}{4}$ inches deep.

This was the final mission for S/Sgt.Arthur E.Di Martino who finished his tour flying with Lt.Herman. "De" said upon his return, "I would have rather finished up with a Pathfinder mission". (And he wasn't fooling).

The following crews took part:

Capt.R.J.Tutt
Lt.J.T.Beck
Sgt.W.Wood

Lt.T.J.Murray
S/Sgt.D.H.DeBower

Capt.L.C.Nielsen
Sgt.KW.Schmidt

F/O H.J.Wilson
Sgt.V.S.Stypenski

Lt.A.E.Herman
S/Sgt.A.E.Di Martino

Lt.J.C.Gary (no sortie)
S/Sgt.R.W.Cheuvront

January 24th, 1945

Only one box was sent out on the afternoon of January 24th, 1945 to attack the German town of Schleiden, east of Monschau. Two flights received excellents with hits on buildings and roads in the town, while the third flight failed to attack because of a faulty bombsight. There was no losses, damage or casualties, although weak flak was seen. The 671st did not have a flight leader on this mission, but the following crews took part:

Lt.D.A.Fero
S/Sgt.T.W.Skelton

Lt.A.J.P.Winn
S/Sgt.G.G.Stephenson

Lt.J.W.Spires
Sgt.L.E.Davis

Lt.S.Mooney
Sgt.R.E.Schumacher

Lt.J.B.Cocke
S/Sgt.W..Mac Cartney
Sgt.R.D.Redding

January 25th, 1945

The 416th Invaders were out "road-blocking" again on January 25th in an effort to create another bottleneck of German motor transport retreating out of Von Rundstedt's salient. Six flights dropped their loads of 500 pounders on the town of Kall with damaging results. Hits were scored on railroad tracks, highways and buildings in the area. The Group received one superior and three excellents, while the two other flights bombed roads and tracks a short distance

Continue on the next page.

from the primary with good results. Captain Greenley and Lt. Basnett, representing the 671st Squadron chalked up an excellent. Weak flak was encountered and all ships and crews returned safely.

S/Sgt.Chester R. Orvold, who has been chief gunner since the 416th left England, made this mission his last one, flying No. 51 with Captain Greenley. S/Sgt. Orvold, along with his engineer gunner, S/Sgt.Di Martino, who finished his tour on January 23rd, flew the majority of his missions with Lt.C.L.Estes.

The following crews took part:

Capt.R.E.Greenley	Lt.L.W.Edstrom	Lt.W.A.Merchant
Lt.R.J.Basnett	Cpl.P.A.Pompa	S/Sgt.R.J.Brown
S/Sgt.C.R.Orvold		
S/Sgt.L.D.McElhattan		
Lt.M.Wallman	Lt.J.H.Miller	Lt.G.L.Milhorn
Sgt.M.F.Hardin	S/Sgt.J.Galender	Sgt.E.J.Creeden
		Sgt.D.Chest

January 29th, 1945

With a 10/10th-cloud cover the 416th bombed the railroad bridge at Nonweiler on the morning of January 29th, 1945. The boxes dropped on Pathfinder lead, and although there was no observation of results, crews claimed this was on of the smoothest Pathfinder missions run to date. Flak was not encountered, due to the cloud cover and the window ships used. The bridge spans a stream 15 miles southwest of Trier, and is normally a hot flak position.

The following crews participated:

Lt.J.A.Buskirk	Lt.J.B.Cocke	Lt.S.Mooney
Lt.R.C.Hanna	S/Sgt.W.A.Mac Cartney	Sgt.W.C.Buckley
S/Sgt.C.H.Corbitt		
S/Sgt.O.E.Swank		
Lt.F.W.Henderson	Lt.J.W.Spires	Capt.A.C.Sears
S/Sgt.A.H.Hinson	Sgt.R.W.Messinger	M/Sgt.J.J.Wells
Lt.W.R.Jokinen	Lt.J.C.Gary	
Sgt.E.J.Creeden	S/Sgt.R.W.Chevront	
	S/Sgt.H.R.Davis	

February 1st, 1945

The defended village of Schleiden was the 416th Bomb Group's target on February 1st, 1945. Colonel Willetts and Lt. Royalty led the formation and dropped on a Pathfinder lead with unobserved results. Flak was not encountered and all ships returned safely.

The following crews took part:

Capt.L.J.Sutton	Lt.Col.D.L.Willetts	Captain R.E.Greenley
S/Sgt.D.C.Gilleam	Lt.P.C.Royalty	Lt.R.J.Basnett
	Sgt.J.W.Rose	S/Sgt.A.H.Hinson
Lt.A.E.Herman	S/Sgt.L.D.McElhattan	Sgt.H.K.Miller
Lt.T.E.Graeber		
S/Sgt.J.Galender	Lt.L.W.Edstrom	F/O H.J.Wilson
	Sgt.P.A.Pompa	Sgt.V.S.Stypenski

S/Sgt. Julius Galender chalked up No. 51 on this mission and is awaiting his travel orders for the trip across the Pond. Galender is a member of Lt.J.H.Miller's crew and flew most of his missions with his pilot.

February 2nd, 1945

With clearing skies over Germany the 416th Invaders dropped tons of fragmentation bombs on the town of Euskirchen with devastating results on the morning of February 2nd, 1945. Four flights received excellent ratings with tight bomb patterns in the center of town, while the two remaining flights were believed to have done equally as well, but due to violent evasive action, photos were not taken.

Lt. Brown and Lt. Kerns led the 671st flight. Though flak was intense they made two runs on the target and scored excellent results. However, they could not receive a rating as the one photo taken was from the oblique.

Intense flak was encountered in the target area and followed through the turn off. Twenty-two of the aircraft were battle damaged. A window ship of the 669th Squadron received the brunt of the damage. One gunner was killed, the other bailed out over enemy territory and the pilot crash-landed the plane in friendly territory.

Continue on the next page.

The following crews participated:

Lt.C.J.Brown	Lt.F.W.Henderson	Lt.W.A.Merchant
Lt.J.E.Kerns	S/Sgt.H.S.Fessler	Sgt.E.F.Berkes
S/Sgt.H.E.Sunderland	S/Sgt.R.J.Brown	Lt.G.L.Milhorn
S/Sgt.D.J.Rio	Lt.A.Remiszewski	Sgt.D.Chest
Lt.A.E.Hlivke	S/Sgt.F.Di Orio	Lt.H.M.Van Noorden
Sgt.R.E.Graub		S/Sgt.R.I. Steffey

February 3rd, 1945

The 416th went into a flak hot-bed on the afternoon of 3rd of February 1945, but cloud coverage provided the necessary camouflage for the Invaders and all the ships and crews returned safely with five aircraft battle damaged. The target was a spare parts, repair and storage depot at Berg/Gladbach, eight miles west of Cologne. The enemy is known to have 24 heavy guns located at the target and there is a possibility that many more have been added. Four Groups in all attacked this target, all employing Pathfinder technique. There was no photo coverage or visual observation.

The following crews were airborne:

Captain R.E.Greenley	Capt.L.J.Sutton	F/O H.J.Wilson
Lt.R.J.Basnett	S/Sgt.D.C.Gilliam	Sgt.J.J.Ruskiewich
S/Sgt.H.R.Davis	Lt.J.B.Cocke	Lt.H.M.Van Noorden
S/Sgt.A.H.Hinson	Sgt.R.D.Redding	S/Sgt.G.Thompson
Lt.A.E.Herman		
Sgt.H.K.Miller		

February 6th, 1945

Cloud covering again protected the 416th as it went against the Berg/Gladbach assembly and repair depot for the second time in four days. The ships dropped on a Pathfinder lead and results were undetermined. The weather closed in at A-55 after the ships had become airborne and as a result the ships were diverted to A-69 and A-70. Two aircraft received battle damage, but all returned safely.

Continue on the next page.

The following crews took part in the mission – No. 199:

Lt.J.A.Buskirk	Capt.R.E.Greenley	Lt.J.W.Spires
Lt.R.C.Hanna	Lt.R.J.Basnett	Sgt.L.E.Davis
S/Sgt.C.H.Corbitt	S/Sgt.T.Connery	
S/Sgt.O.E.Swank	S/Sgt.L.D.McElhattan	
Lt.T.E.Graeber	Capt.L.J.Sutton	Lt.G.L.Milhorn
Sgt.A.H.Miller	Lt.J.R.Wright	Sgt.D.Chest
	S/Sgt.D.C.Gilliam	
Lt.L.V.Edstrom		Lt.T.J.Murray
Sgt.R.E.Helton		S/Sgt.D.H.DeBower
		S/Sgt.R.G.Schrom

Group Mission Number 200 on February 8th, 1945

The “Bridge-Bustin”, “Road-Blocking”, “Town Smashing” 416th Bomb Group set what is probably an all time record on February 8th, 1945 by running its 200th mission in less than a year of Operations. The Group ran its mission on March 3rd, 1944 and reached the 100th mission mark on July 18th, 1944.

The lead for this record mission went to the 671st Bomb Squadron, with Lt. Colonel Willetts and Lt. Royalty leading the first box and Captain Pair and Lt. Corum leading the second.

It was ironical that the A-20 Havoc would never see its 200th mission with this Group, but that was the case. The formation was composed entirely of A-26 Invaders for the first time. A-20Js and Ks had been used for leading flights since the Group converted to the A-26s in October, but new A-26Cs replaced the veteran A-20s on this 200th mission.

The formation was briefed and sent off as a visual mission, but adverse weather was encountered in the target area. Unable to pick out the primary which was the defended village of Nutterden, Colonel Willetts dropped on the German town of Elton with the aid of Gee, while Captain Pair dropped his lead on the same town using ETA, as his Gee box was out. In all, 37 A-26s dropped 739 x 260 frags in the area.

There was no battle damage, but one ship crashed 12 miles from the base because of a fuel shortage. The pilot, Lt. Steed of the 669th Squadron, was killed and his gunner was seriously injured.

The following crews took part in the 200th mission:

Lt.Col.D.L.Willetts	Lt.H.M.Van Noorden	Lt.J.C.Gary
Lt.P.G.Royalty	S/Sgt.R.I.Steffey	Pvt.A.E.Schoen
Lt.R.C.Muir		
Sgt.J.W.Rose	Lt.F.W.Henderson	Lt.J.B.Cocke
	S/Sgt.G.Thompson	Sgt.R.D.Redding
Lt.W.R.Jokinen	Lt.A.Remiszewski	Lt.W.H.Ames
Sgt.D.E.Mc Nellis	S/Sgt.F.Di Orio	S/Sgt.C.F.Huss
F/O H.J.Wilson	Lt.J.R.Wright	Capt.H.F.Pair
Sgt.V.S.Stypenski	Sgt.V.F.Gross	Lt.J.L.Corum
		S/Sgt.R.W.Chevront

February 9th, 1945

Advancing British and Canadian ground forces at the northern end of the Siegfried line drew support from the 416th Bomb Group on February 9th, 1945. The Invaders struck at the heavily defended village of Kempen, 20 miles northwest of Dusseldorf. It is a built up area including road and rail communications in the path of the British Second Army.

The PFF special equipment and Gee set failed in the first box. The box leader made a second run, but did not drop this time due to a rack malfunction. Eight aircraft failed to bomb on this account. Three planes, having lost the formation at the bomb line, dropped on Gee at Lichpenau, quite a distance from the Primary. One plane bombed with Box II. Lt. Herman upon losing the 416th formation tagged on with a B-26 outfit and bombed with them. One ship dropped by GEE on the primary. Due to weather condition the second box became separated from Box I and dropped near Lingen by using ETA.

Captain Greenley and Lt. Basnett were the only crew to bomb the primary. Captain Greenley will remember this mission for years and years to come...not just because he was the only one to drop on the primary, but because it was his 65th mission and the finale of his tour in the E.T.O. There was one more reason why he will not forget this one. Captain Greenley had to go badly when Lt. Basnett called over the interphone, "Keep her straight and level...this is the bomb run!" Wearing a badly wet flight suit Captain Greenley said upon landing: I just had to let it go. I guess I'm not the first one to do this on the bomb run". One of the bombs hung up in the bomb bay and Captain Greenley dropped the 1000 pounder at the bombing range.

Continue on the next page.

Captain Greenley is one of the few remaining pilots who came across with the 671st Bomb Squadron. He became flight leader in the early part of July and was made Captain a short time before chalking up his final mission. He flew his last six missions with Lt. Basnett, as his bombardier.

The following crews participated:

Capt.R.E.Greenley	Lt.J.A.Buskirk	Lt.T.E.Graeber
Lt.R.J.Basnett	Lt.R.C.Hanna	Sgt.A.H.Miller
S/Sgt.J.H.Migues	S/Sgt.C.H.Corbitt	
Lt.S.Mooney	Lt.J.W.Spires	Lt.A.E.Herman
Sgt.R.C.Schumacher	Sgt.R.W.Messinger	Sgt.K.W.Schmidt
Lt.M.Wallman	Capt.L.J.Sutton	Lt.A.E.Hlivke
Sgt.M.F.Hardin	S/Sgt.D.C.Gilliam	S/Sgt.R.G.Schrom

February 10th, 1945

The Munstereifel repair depot was the target for the 416th on the afternoon of February 10th, 1945. Cloudy skies made the use of Pathfinders necessary, and the crews were satisfied with all the cloud cover they could have. Both boxes bombed on PFF and although there was no photo coverage crews caught sight of the bombs hitting in the wooded target area where workshops and other buildings for repair of motor transports were located.

This was the same target the 416th had on Christmas morning when two crews were lost over the target. Flak was seen, but only one ship received battle damage. Thirty-nine aircraft, including the one PFF ship, dropped 518 x 250 GPs on the target.

The following crews took part:

Lt.J.A.Buskirk	Lt.J.J.Lackovich	Lt.J.C.Gary
Lt.R.C.Hanna	Lt.R.C.Muir	S/Sgt.R.W.Chevront
S/Sgt.C.H.Corbitt	Pvt.R.M.Barry	
Lt.J.R.Wright	Lt.G.L.Milhorn	Capt.L.C.Nielson
S/Sgt.F.E.Barber	Sgt.D.Chest	Pvt.E.E.Elliot
Lt.J.B.Cocke	Capt.R.V.Wheeler	Lt.T.J.Murray
S/Sgt.W.A.Mac Cartney	Sgt.J.J.Ruskiewich	S/Sgt. D.H.DeBower

Lt.L.W.Edstrom
Sgt.P.A.Pompa

Lt.H.M.Van Noorden
S/Sgt.G.Thompson

Lt.A.Rimiszewski
S/Sgt.J.H.Migues

The 416th Moves to Laon – A-69

After almost five months of Operations from A-55, the 416th pulled pins on the A-26s and the air echelon was on its way to A-69 located at Laon-Athies sixty-five miles northeast of Paris. The advanced echelon moved to the new base a few days before to set up the necessary structures and make ready for the planes.

The move was made without the loss of an operational mission. The ships left A-55 in poor weather and the next day ran a mission from A-69. Thus the Group received a stand-down on a day which weather would have cancelled the mission anyhow.

The main part of the personnel departed A-55 on February 14th, traveling by motor convoy and train.

A-69 was the home of the 323rd Bomb Group, a Marauder outfit, before the 416th moved in. The Troop Carrier Command took over A-55.

Living and operating conditions at the new field will be almost the same as at Ville La Roche (A-55).

February 13th, 1945

One box was dispatched in the Groups' first mission from A-69. Adverse weather conditions again prevented visual bombing, and Pathfinder was employed. The briefed target was the motor transport depot at Iserlohn, deep in the Reich, but "Parade" instructed the formation to bomb the town of Wittlich when the fighters and bombers failed to make contact at the rendezvous point. The PFF aircraft bombed on Gee. Results were unobserved. All crews returned safely and battle damage was nil.

The following crews took part:

Lt.J.A.Buskirik
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt

F/O H.J.Wilson
S/Sgt.H.S.Fessler

Lt.L.W.Edstrom
Sgt.P.A.Pompa

Lt.H.M.Van Noorden
S/Sgt.R.I.Steffey

February 14th, 1945

The Ninth Bomb Division had its biggest day since Christmas 1944 on February 14th, 1945 and the 416th Group was in the midst of it, running missions against heavily defended targets. In the morning Col. Willetts and Capt. Pair led the Group against the Prime Mover Depot at Mechornich. The Colonel's box bombed on PFF and bursts were seen through the clouds near to the DMPI. A mechanical failure on Captain Pair's ship prevented him from bombing, but many of the ships in his box dropped on different targets in enemy territory.

The deputy box leader took over the lead from Captain Pair when his ship failed to bomb, and he overshot the target area. The deputy ran into flak from several hot targets and the planes were badly shot up. Lt.Chalmers, his bombardier and gunner went down in this barrage which lasted fifteen minutes. The leader finally got clear. Eleven ships were battle-damaged.

The Skelton crew, which worked relentlessly to get the planes ready for the morning mission, were put to test again when the Group was alerted for another mission that afternoon. The ground and aircrews who had loaded the planes that morning with 500 pounders had the arduous task of throwing 250 pounders into the bomb bays for the second mission.

The planes were dispatched against the ammunition reserves at Rheinbach, 10 miles southwest of Bonn. A Pathfinder was once again sent, but it was unable to contact its station and the bombing was changed to visual. The first two flights chalked up superior results with the center of bursts 215 feet from the DMPI.

The third flight in the first box hit a town near the primary, after failing to drop on the first run. The second box bombed in one pattern, with the bombs hitting on the edge of the target area. Explosions indicated that ammunition was hit.

Flak was intense accurate over the target. Twenty planes received battle damage, but all returned.

The consolidated missions statistics of the Ninth Bomb Division for the 14th of February 1945 showed that it was quite an expensive day for the bombers.

Planes Dispatched.....	782
A/C Lost.....	8
A/C Missing.....	8
A/C Crash-Landed.....	6
A/C Battle Damaged.....	316
Killed.....	8
Wounded.....	25
Missing.....	85
Injured.....	4
Bombs Dropped on Enemy Territory.....	1,110,625
Total Bomb to Date.....	108,238,530

The following crews took part in the morning mission:

Lt.Col.D.L.Willetts	Capt.H.F.Pair	Lt.A.E.Herman
Lt.P.G.Royalty	Lt.J.L.Corum	S/Sgt.F.E.Barber
Lt.R.J.Basnett	Lt.R.C.Muir	
Sgt.J.W.Rose	S/Sgt.C.E.Swank	
Lt.A.Remiszewski	Lt.W.H.Ames	Lt.D.L.Withington
S/Sgt.F.H.Di Orio	Sgt.D.O.Simon	S/Sgt.C.F.Huss
Lt.J.R.Wright	Lt.G.L.Milhorn	Lt.J.B.Cocke
Sgt.E.F.Berkes	Sgt.D.Chest	Sgt.R.D.Redding

Continue on the next page.

Capt.R.V.Wheeler
Sgt.L.J.Farmer

The following crews went out in the afternoon:

Lt.J.A.Buskirk
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt

Lt.J.J.Lackovich
Lt.R.C.Muir
Pvt.R.M.Barry

Capt.L.J.Sutton
S/Sgt.D.C.Gilliam

Lt.A.E.Hlivke
Sgt.R.E.Graub

Lt.M.Wallman
Sgt.M.Appleman

Lt.W.R.Jokinen
Sgt.D.E.McNellis

Lt.J.W.Spires
Sgt.L.E.Davis

February 16th, 1945

Covering up for the Eighth Air Force which was bombing in support of the Russian Army marching toward Berlin, the Ninth Bomb Division sent its forces into the flak congested Ruhr Valley on February 16th, 1945. Ordinarily a hot spot for the heavies at 20 to 30 thousand feet, the medium altitude Marauders and Invaders stuck their chins way out in going in a 12 thousand feet.

The Invaders of the 409th and 416th Groups and two Marauder outfits drew the roughest assignment...the Ordnance Depot at Unna, 11 miles east of Dortmund. This depot supplies the Western Front with large quantities of equipment, from guns to field kitchens. Three A-26s from the 409th went down over the target and one Marauder of the 386th Group was lost to flak. The 416th got more than its share of flak also. The pathfinder leading the formation was hit by flak in the right outboard fuel tank about three minutes before bombs away. Although it was losing fuel the B-26 led the formation over the target, bombed, and then led the formation back to the bomb-line. It was still under control at this point, but left the formation, and as no word has been received it is believed that the ship crashed. An A-26 from the 669th Squadron crash landed, but the crew was uninjured.

Continue on the next page.

F/O Wilson and his gunner, Sgt. Berkes of the Squadron were last seen going into a cloud at 6,000 after bombs away. No one saw the ship go down or even in trouble. However, the plane did not return and the crew is listed as missing in action. F/O Wilson had made quite a reputation for himself since joining the Squadron a short time ago. He won praise for his strafe/bombing attack on the vehicle concentration retreating from the Bulge on January 23rd. He crash landed away from base on his first mission and had several other trying experiences ranging down to a forced landing in the Cub. This was F/O Wilson's eight mission, most of which were rough.

The Pathfinder aircraft was unable to make a correct run on the Primary after receiving the flak hit, but picked the town of Kamen, 2 miles NW of the primary. Flight A and C of Box I and all of Box II dropped on the PFF. The bombs fell in scattered pattern in a section of the city, hitting buildings and roads. Captain Tutt and Lt. Beck were leading the second flight of the First Box. Lt. Beck realized the PFF was not bombing the primary, and he had insufficient time to get correct course to bomb Unna. He picked the casual town of Kid Kaiseran, 3 miles west of the primary. The bombs from this 671st flight dropped in good pattern with hits on road junction at the edge of the town, probably cutting the roads.

Twenty-three aircraft of the formation received battle damage.

The following crews took part:

Capt. R.J. Tutt	Lt. S. Mooney	Lt. A.E. Herman
Lt. J.T. Beck	Sgt. W.C. Buckley	S/Sgt. R.G. Schrom
Sgt. W.W. Wood		
Capt. L.C. Nielsen	F/O H.J. Wilson	Lt. H.M. Van Noorden
Sgt. K.W. Schmidt	Sgt. E.F. Berkes	S/Sgt. R.I. Steffey
Lt. J.J. Lackovich	Lt. D.L. Withington	Lt. J.C. Gary
Lt. R.C. Muir	S/Sgt. F.E. Barber	S/Sgt. R.W. Chevront
Pvt. R.M. Barry		
Lt. L.W. Edstrom	Lt. W.R. Jokinen	Lt. J.R. Wright
Sgt. P.A. Pompa	Sgt. D.E. Mc Nellis	Sgt. D.O. Simon

February 19th, 1945

Dropping their thousand pound bombs through cloud cover by Pathfinder aid, the 416th hit the Ordnance Depot at Wiesbaden on February 19th, 1945. Weak inaccurate flak popped up through the clouds, but all aircraft escaped battle damage. Results were undetermined.

The following crews took part:

Capt.R.J.Tutt
Lt.J.T.Beck
Sgt.D.Schartzapel

Lt.J.A.Buskirk
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt

Capt. L.J.Sutton
S/Sgt.D.C.Gilliam

Lt.A.Rimiszewski
S/Sgt.J.H.Miguez

Lt.J.W.Spires
Sgt.R.W.Messinger

Lt.A.E.Hlivke
Sgt.L.J.Farmer

Lt.T.E.Graeber
Sgt.A.H.Miller

A Break for Pilot-Bombardier Teams

Effective February 1st, 1945, one and a quarter mission will be awarded to every flight leader and his bombardier-navigator when a lead is accessed. This policy sent down by Bombardment Division will enable the lead pilot-bombardier team to pick up an extra mission for every four flown.

February 21st, 1945

In the deepest penetration into Germany made by the Ninth Bombardment Division, the 416th Bomb Group bombed the railroad bridge at Lage in Northern Germany on February 21st. With Colonel Willetts and Capt. Pair leading both boxes the formation made the haul through scattered clouds and amidst flak barrages at several points enroute. Results of the bombing were undetermined due to a camera malfunction and a sharp turn off the target, but good results were expected.

All the ships returned to A-69, but a weird tragedy took place before all the ships had landed. Lt. Johnston of the 669th Squadron brought his plane home on a single engine. He started to land, but pulled up, apparently thinking he was going to overshoot the runway. Upon pulling up he lost power and made the turn into the dead engine. The ship could not hold its altitude and crashed in the 670th area. Several pilots from the 670th were standing by a shack watching the planes land and were just a few feet from where the plane crashed. The pilot was dragged out with a broken collarbone and other injuries. The gunner was able to crawl out of the mass of wreckage by himself, but was hurt in several places. All of the personnel standing by the shack were injured...three severely. Lt. Cooke was the most seriously injured and died the next day. All the others including the pilot lived but will require a long period of hospitalization.

The following crews took part:

Lt.Col.D.L.Willetts
Lt.P.G.Royalty
Lt.R.J.Basnett
Sgt.J.W.Rose

Capt.H.F.Pair
Lt.J.L.Corum
Lt.R.C.Muir
S/Sgt.H.S.Fessler

Lt.J.C.Gary
S/Sgt.R.W.Chevront

Lt.G.L.Milhorn
Sgt.D.Chest

Lt.F.W.Henderson
S/Sgt.R.G.Schrom

Lt.D.L.Withington
S/Sgt.C.F.Huss

Lt.D.M.Eastman
S/Sgt.A.B.Eaton

Capt.A.C.Sears
M/Sgt.J.J.Wells

Lt.H.M.Van Noorden
S/Sgt.G.Thompson

Lt.W.H.Ames
Sgt.W.W.Marpin
Capt.Murphy (29th Inf)

Lt.J.E.Cocke
S/Sgt.W. Mac Cartney

February 22nd, 1945

Marauder, Invader and Havoc fleets of the Ninth Bombardment Division swept over Germany's vast railroad and communication systems on the afternoon of February 22nd, bombing and strafing bridges and other rail targets in a 200 mile arc running from the Hannover area, northeast of the Ruhr, to the Saar valley. Combined with the Eight Air Force, the R.A.F. and the tactical air forces on the continent, this was one of the most spectacular displays of air power to date. In most cases the planes bombed from their regular altitudes and then dropped down to the deck to strafe. Almost every section of Germany was hit by one of the air forces during the afternoon and night of Operations.

The 416th did its share of disrupting the German rail system by taking four targets – bridges in the Miltenberg area, sidings and bridges at Hochost, the Munster Rail Bridge and the Simmern marshalling yard. After bombs away all ships dropped down to deck level and strafed targets at random.

The three flights of the first box found a haze over the bridge network in the Miltenberg area and the bombardiers were unable to pick up the primary. The bombs hit on roads and factory buildings close by. Two flights of the second box dropped on Hochost. Flight B received an excellent, while the first flight missed the target due to a smoke covering. The bombardier of Flight C mistook a bridge S.E. of Mochesheim for the Munster Bridge, but scored direct hits on the railroad embankment and cut the tracks at several points. The seventh flight hit the Simmern M/Y.. Although photos were not taken, visual observation showed the bombs to have hit close to the large bridge at the marshalling yard. Flak at all these targets was meager.

After the bombing attacks the flights peeled off and strafed in the vicinity of the targets, later re-assembling at the rally point. However, a number of the ships returned on their own. Strafing at speeds up to 425 M.P.H. all crews reported shooting up some type target from horse drawn vehicles, rail stations, buildings, motor conveyes and trains.

Captain Hixon, flying his first mission since December 15th, 1944. Captain Sutton chalked up the two outstanding strafe jobs of the day. Capt. Hixon and his gunner, Sgt.Schmidt picked out a German motor convey. In his own words: "We roared down a road and I saw two German trucks standing in the center. The drivers were running for a ditch where I saw a number of people taking cover. Both trucks were burning as we pulled away." Sgt.Schmidt

in the turret also managed to pour some lead into a chain of railroad cars. Captain Sutton and his gunner, S/Sgt. Gilliam, strafed a long tank train and set it on fire as nose, wing and turret guns poured a stream of ammunition the length of the train.

The Group did not lose a man or a plane in the day's operation; and a good time was had by all!

The following crews took part in the mission:

Capt.R.J.Tutt Lt.J.T.Beck Sgt.W.Wood	Lt.J.A.Bus Kirk Lt.R.C.Hanna S/Sgt.C.H.Corbitt	Capt.L.J.Sutton Capt.Lepicier (Inf.) S/Sgt.D.C.Gilliam
Capt.S.M.Hixon Sgt.K.W.Schmidt	Lt.S.Mooney Sgt.R.C.Schumacher	Lt.J.R.Wright Sgt.D.O.Simon
Lt.W.R.Jokinen Sgt.E.J.Creedon	Lt.L.W.Edstrom Sgt.H.K.Miller	Capt.L.C.Nielsen S/Sgt.O.E.Swank Lt.O'Donnell (Wing)
Lt.A.Remiszewski S/Sgt.J.H.Miguez	Lt.A.E.Herman S/Sgt.F.E.Barber	

February 23rd, 1945

The 416th bombed at Golzheim on February 23rd, 1945. Excellent results were scored, the pathfinder aircraft dropping through scattered clouds. There were no losses, casualties or battle damages.

The following crews took part:

Lt.J.A.Bus Kirk Lt.R.C.Hanna S/Sgt.C.H.Corbitt	Lt.J.J.Lackovich Lt.R.C.Muir S/Sgt.T.Connery	Lt.J.C.Gary Lt.Castle S/Sgt.R.W.Chevront
Lt.J.W.Spires Sgt.L.E.Davis	Lt.A.E.Hlivke Sgt.R.E.Graub	Lt.T.J.Murray S/Sgt.D.H.DeBower
Lt.D.L.Withington S/Sgt.R.J.Brown	Lt.J.E.Wright Sgt.L.Goldberg	Capt.A.C.Sears M/Sgt.J.J.Wells
Lt.T.E.Graeber Sgt.E.W.Fidler	Lt.H.M.Van Noorden S/Sgt.R.I.Steffey	Lt.D.M.Eastman S/Sgt.R.J.Johnson

February 24th, 1945

Continuing their close-in support for the Cologne-bound U.S. Armies the 9th Bomb Division, 416th included, struck heavy blows at rail and communication centers to halt the flow of enemy reinforcements to the Ninth Army Front. The 416th along with five other groups blasted the communication network and rail yard in the town of Viersen, 17 miles northwest of Dusseldorf. The 410th Group bombed first and obtained excellent results on visual bombing. However, the weather closed in over the target a few minutes later and results of the other outfits were unobserved.

Continue on the next page.

The 416th bombed by boxes on the group lead using Gee. Eleven aircraft received battle damage, but all the ships and crews returned safely.

The following crews took part in Mission No. 213:

Capt.R.J.Tutt
Lt.J.T.Beck
S/Sgt.R.G.Schrom

Lt.J.J.Lackovich
Lt.R.C.Muir
Pvt.R.M.Barry

Lt.T.J.Murray
Sgt.V.F.Gross

Lt.J.B.Cocke
Sgt.R.D.Reddig

Capt.S.M.Hixon
Sgt.H.K.Miller

Lt.F.W.Henderson
Sgt.M.Appleman

Lt.G.L.Milhorn
S/Sgt.H.R.Davis

February 25th, 1945

The 416th continued to hammer targets in the Cologne area on February 25th by running two missions against two strongly fortified communication centers. In the morning Colonel Willetts led the formation as a representative of the 671st Bomb Squadron for the last time, having been transferred to Group Operations as Operations Officer the next day.

Colonel Willetts and his bombardier-navigator team of Lt. Royalty and Lt. Basnett scored excellent results against the Communication Center of Kerpon, just ten miles from Cologne. But intense accurate flak took a lot of the joy away from the mission. Lt. Farley of the 669th Squadron, flying deputy lead on Colonel Willetts, was shot down over the target and the Colonel's ship received a flak hit at the same time. It was not in a vulnerable spot, however.

The aircraft lost was hit in the right engine. The plane turned over on its back and went into a spin. Several crews reported that the aircraft later exploded. A piece of the plane struck the leading edge of Lt. Graeber's ship, but he was able to bring the aircraft back in tact.

Flak was first encountered about three miles before the target and continued until the bomb line was reached on the way out. Eight ships in all were battle damaged. Plotted gun positions consisted of 27 heavy guns enroute and 50 heavy guns east of the target.

The mission became **snafued** just after take-off. Colonel Willetts could not get his wheels up and was unable to access the lead immediately. The formation was supposed to form on Lt. Misch in this case, but instead formed on Lt. Farley. Colonel Willetts finally pulled his wheels up and took over the first box with Lt. Farley his deputy. Another flight of the second box formed in the first box, leaving Capt. Pair with just his own flight and one other. A Pathfinder was dispatched with the formation, but upon entering the target area it was evident that visual bombing could be employed successfully. Therefore the first box dumped their bombs by this method. The center of the pattern was 590 feet east of the DMPI, covering a large part of the town. The Pathfinder dropped on its own and Captain Pair released his bombs either on the Pathfinder or one of the ships in Box I. He did not receive word that the mission was changed from Pathfinder to visual. Hits on rail tracks were made by Capt. Pair's flights.

The following crews took part in this mission:

Lt.Col.D.L.Willetts
Lt.P.C.Royalty
Lt.R.J.Basnett
Sgt.J.W.Rose

Capt.H.F.Pair
Lt.J.L.Corum
Lt.R.C.Muir
S/Sgt.H.S.Fessler

Lt.S.Mooney
Sgt.W.C.Buckley

Lt.A.Remiszewski
S/Sgt.F.Di Orio

Lt.A.E.Herman
S/Sgt.F.E.Barber

Capt.A.C.Sears
M/Sgt.J.J.Wells

Lt.W.H.Ames
S/Sgt.R.J.Brown

Lt.H.M.Van Noorden
S/Sgt.G.Thompson

Lt.L.W.Edstrom
Sgt.C.W.Gurkin

Lt.T.E.Graeber
Sgt.A.H.Miller

Afternoon Mission

“Pure Cake” was the definition given the mission against the Horvenich Communications Center on the afternoon of February 25th, the second tartet of the day for the 416th Invaders. The Group met no flak enroute or at the target and all ships returned untouched. The bombing was by Pathfinder lead. Results were undetermined, as there was no photo or visual observation.

The following crews each got a piece of the cake:

Lt.F.W.Henderson
Pvt.A.E.Schoen

Capt.R.J.Tutt
Lt.J.T.Beck
Sgt.D.Schwartzapel

Lt.J.A.Buskirk
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt

Capt.L.J.Sutton
S/Sgt.D.C.Gilliam

Lt.J.B.Cocke
S/Sgt.W.A.Mac Cartney

Lt.W R.Jokinen
Sgt.E.J.Creedon

Lt.D.M.Eastman
S/Sgt.A.B.Eaton

February 26th, 1945

Sweeping ahead of advancing U.S.First and Ninth Armies the 416th Group kept up their offensive against the enemy in the narrowing gap between the Western Front and the Rhine, on February 26th, 1945. A 10/10-cloud cover protected the formation from the flak fire, which the Germans could throw up if they could pick out the formation. As it was flak was not seen.

The Pathfinder failed to drop on the primary, which was the Sindorf Communication Center. However, both boxes bombed the secondary target, which was Munstereifel, a highly important town being used to advantage by the Germans. The first box bombed on Gee and the second on information from the air-ground station. Results were unobserved.

The following crews took part:

Lt.J.A.Buskirk
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt

Lt.J.J.Lackovich
Lt.R.C.Muir
Pvt.R.M.Barry

Capt.L.C.Nielsen
Pvt.E.R.Elliott

Lt.T.J.Murray
S/Sgt.O.E.Swank

Capt.S.M.Hixon
S/Sgt.A.H.Hinson

Lt.A.Remiszewski
S/Sgt.J.H.Miguez

Lt.H.M.Van Noorden
S/Sgt.R.I.Steffey

Lt.A.E.Hlivko
Sgt.L.J.Farmer

Lt.J.W.Spires
Sgt.R.W.Messinger

Lt.A.E.Herman
S/Sgt.R.G.Schrom

Lt.D.L.Withington
S/Sgt.L.D.McElhattan

Lt.L.W.Edstrom
Sgt.P.A.Pompa

February 28th, 1945

Rounding out one of their most active months and one of their most important tactical assignments...supporting the drive to the Rhine River...the 416th Group struck at the Una Ordnance Depot and other targets in the vicinity on February 28th, 1945. Guns from this heavily defended target, which had knocked down eight ships of four groups on February 16th, were silent on this mission due to a solid cloud covering.

Box I bombed the Marshalling Yard at Seigen when the PFF failed at the Primary. The Group lead dropped on Gee. The Pathfinder aircraft of the second box bombed as scheduled and all planes of the Box dropped on it, hitting Una, with undetermined results.

This depot, 11 miles west of Dortmund, contains 20 large buildings and barracks. It is one of the three main ordnance depots supplying German troops on the Western Front with all types of equipment.

The following crews participated:

Lt.J.J.Lackovich
Lt.R.C.Muir
S/Sgt.T.Connery

Capt.R.J.Tutt
Lt.J.T.Beck
Sgt.W.Wood

Lt.W.A.Merchant
Lt.J.J.Ruskievich
Sgt.V.S.Stypenski

Lt.D.A.Fero
S/Sgt.T.W.Skelton

Lt.W.R.Jokinen
Sgt.E.J.Creedon

Lt.G.L.Milhorn
Sgt.D.Chest

Lt.F.W.Henderson
S/Sgt.R.G.Schrom

Capt.L.J.Sutton
Sgt.C.W.Gurkin

March 1st, 1945

Led by Pathfinders, the 416th was slated to hit the Giessen Ordnance Depot on March 1st, 1945. Upon entering the tactical area the PFF ship called the air-ground station, but could not contact it. The fighter escort did not rendezvous, so the PFF led the formation to the secondary target, the Eller rail

bridge. The Group dropped on the Pathfinder's Gee, but results were undetermined due to the cloud covering. There were no losses, casualties or battle damages.

The following crews took part:

Lt.J.A.Buskirk	Lt.C.J.Brown	Major L.F.Dunn
Lt.R.C.Hanna	Lt.J.E.Kerns	Lt.W.E.Brewer
Lt.R.C.Muir	S/Sgt.H.E.Sunderland	Lt.R.J.Basnett
S/Sgt.C.H.Corbitt		Sgt.J.W.Rose
Lt.T.J.Murray	Lt.J.B.Cocke	Capt.R.V.Wheeler
S/Sgt.L.D.McElhattan	S/Sgt.W.A.MacCartney	S/Sgt.F.W.Elliott
		Continue on the next page.
Lt.J.H.Miller	Lt.A.J.P.Winn	Lt.T.E.Graeber
S/Sgt.R.G.Schrom	Sgt.W.G.Davis	Sgt.A.H.Miller
Lt.A.E.Herman	Lt.W.H.Ames	
S/Sgt.H.R.Davis	S/Sgt.R.J.Brown	

The mission on March 1st, 1945 was the final one for S/Sgt. Robert G. Schrom. He flew his 51st sortie with his pilot, Lt. J.H.Miller. His engineer gunner, S/Sgt. J.Galender finished up a few weeks previous and is on his way home now. This crew came to the Group in Weathersfield and was one of the first replacements the Squadron received.

Numerous Changes Made

Changes which affected just about every Squadron in and including this Group were made the last week in February and the first week in March. It all started with Colonel Meng transferring to Bomb Division. Colonel Radetsky then moved up from his role of Operations Officer to Deputy Group Commanding Officer, filling Lt. Colonel Meng's vacancy. A new Operations Officer was needed and Lt. Colonel Willetts, who has commanded the 671st Bomb Squadron since it was formed in February 1943, was selected for the job. This left the 671st without a C.O. for a day. Major Ferris who was serving as Group Air Inspector came down to command the 671st Bomb Squadron, but this lasted for only a day. On February 28th 1945, orders came out assigning Major Lloyd F. Dunn, 670th's commander, to the 671st and sending Major Ferris to the 670th Squadron.

This was just the start...for a deal had to reach in regard to Bombardier/Navigators. Lt.Royalty who had chalked up 56 missions with Col.

Willetts, was transferred to the 670th to fly with Major Dunn, and it was believed this change would be a benefit to the Group. Then to top it off, Lt. Forma of the 668th Squadron was transferred to the 671st, even though he had completed his tour of 65 missions.

Captain Richard V. Wheeler with 62 missions is serving with Group as Assistant Operations Officer, although he has not been transferred from this Squadron.

This Squadron's new Commanding Officer, Major Dunn, is no stranger to the outfit or its personnel. As a captain he joined the 416th Group at Laurel and was assigned to the 671st as Operations Officer. Captain Dunn served in this capacity until August of 1944 when his talents were recognized and he was transferred to Group as Assistant Operations Officer, and a short time later took over as the Commanding Officer of the 670th Bomb Squadron. Upon joining this Squadron as C.O. Major Dunn had 54 missions.

One Year of Operations Completed On
March 2nd, 1945

The 416th Bomb Group completed its first year of Operations on March 2nd 1945, chalking up Mission No. 219. The target was the Motor Transport Depot at Iserlohn, 10 miles southeast of Dortmund. This depot is a main source for spare parts and motors. Pathfinder technique was used against the cloud-covered target, but it was reported that great damage was done. Flak was nil and all crews returned in tact.

It was on the night of March 2nd 1944 that the Group was alerted for its first mission. Ground crews worked furiously to make ready the ships for this new experience. The formation of A-20s took off at 0830, but got no farther than the English Channel when the fighters failed to rendezvous. The crews got their first sight of the coast of France, which they were to see many times in the coming months.

The following crews took part in this mission:

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.H.E.Sunderland

Capt.H.F.Pair
Lt.J.L.Corum
S/Sgt.H.S.Fessler

Lt.J.W.Spires
Sgt.L.E.Davis

Capt.A.C.Sears
M/Sgt.J.J.Wells

Lt.J.R.Wright
Sgt.D.O.Simon

Lt.A.Remiszewski
S/Sgt.F.Di Orio
S/Sgt.J.H.Miguez

Lt.H.M.Van Noorden
S/Sgt.G.Thompson

March 3rd, 1945

Beginning their second year of operations, the 416th Invaders again went to the Giessen Ordnance Depot to bomb with the aid of Pathfinders. The mission went down as another cake run as no flak was seen. Bombing results were undetermined. This depot is believed to be the headquarters of the German Army Quartermaster in the west.

The following crews took part:

Capt.H.F.Pair
Lt.J.L.Corum
S/Sgt.R.J.Brown

Capt.R.J.Tutt
Lt.J.T.Beck
Sgt.D.Schwartzapel

Capt.L.J.Sutton
S/Sgt.D.C.Gilliam

Lt.A.E.Hlivko
Sgt.R.E.Graub

Lt.D.A.Fero
S/Sgt.A.A.Rojas

Lt.T.E.Graeber
Sgt.M.Appleman

Lt.A.E.Herman
S/Sgt.F.E.Barber

Lt.G.I.Milhorn
S/Sgt.H.R.Davis

Lt.A.J.P.Winn
S/Sgt.G.G.Stephson

Capt.L.C.Nielson
Sgt.L.Goldberg

March 4th, 1945

Again bombing by Pathfinder the A-69 Invaders hammered the Lesaerbeck Marshalling Yard on March 4th, 1945. Flak was nil and all crews returned. Results were unobserved due to the heavy cloud cover.

The following crews took part:

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.H.E.Sunderland

Capt.S.M.Hixon
Sgt.K.W.Schmidt

Lt.H.M.Van Noorden
S/Sgt.A.H.Hinsen

Capt.Z.R.Moore
Sgt.C.Helton

Capt.S.C.Sears
M/Sgt.J.J.Wells

March 5th, 1945

The 416th went out twice on March 5th to hit at Marshalling Yards serving the Western Armies with its various needs. In the morning the Invaders struck through clouds by use of Pathfinders the Marburg Marshalling Yard, 16 miles north of Giessen. All 38 ships dropped 500 GPs on the target, although results were unobserved. The crews saw only a few puffs of flak.

In the afternoon the formation went to the Bingen Marshalling Yard, 35 miles southwest of Frankfurt. Again results were unobserved as the ships dropped through 10/10 clouds on the Pathfinder.

Continue on the next page.

This time 40 Invaders dropped their 500 pounders on the highly prized M/Y.

The following crews took part on the morning mission:

Major L.F.Dunn Lt.R.J.Basnett Lt.W.E.Brewer S/Sgt.J.W.Rose	Lt.J.A.Bus Kirk Lt.R.C.Hanna Lt.R.C.Muir S/Sgt.C.H.Corbitt	Lt.C.J.Brown Lt.J.E.Kerns S/Sgt.H.E.Sunderland
Lt.T.J.Murray S/Sgt.H.S.Fessler	Lt.L.W.Edstrom Sgt.P.A.Pompa	Lt.J.R.Wright Sgt.D.O.Simon
Lt.W.R.Jokinen Sgt.E.J.Creeden	Lt.D.L.Withington S/Sgt.C.F.Huss Lt.Ashley (9 th W.R.)	Lt.J.H.Miller Sgt.W.W.Maupin
Lt.W.H.Ames S/Sgt.R.J.Brown	Lt.G.L.Milhorn Sgt.D.Chest	Lt.A.E.Hlivko Sgt.L.J.Farmer

The following crews participated in the afternoon job:

Capt.R.J.Tutt Lt.J.T.Beck Sgt.W.Wood	Lt.J.J.Lackovich Lt.R.C.Muir Pvt.R.M.Barry	Lt.A.E.Herman S/Sgt.A.H.Hinson Sgt.V.S.Stypenski
Capt.Z.R.Moore S/Sgt.H.R.Davis	Capt.D.J.Sutton S/Sgt.D.C.Gilliam	Lt.A.J.P.Winn Sgt.W.G.Davis
Lt.D.A.Fero S/Sgt.T.W.Skelton	Lt.A.Remiszewski S/Sgt.F.Di Orio	Lt.D.M.Eastman S/Sgt.R.J.Johnson

Lt.H.M.Van Noorden
Sgt.H.K.Miller
S/Sgt.R.I.Steffey

Lt. Basnett Winds Up Tour in the E.T.O.

1st Lt. Robert J. (The Kid) Basnett became the first Bombardier/Navigator of the 671st Bomb Squadron to finish his tour when he chalked up Number 66 on the morning mission of March 5th 1945. Lt. Basnett had 64 ³/₄ missions to his credit previous to this mission, but needed to fly another one to reach the 65 mark.

Lt.Basnett annexed an admirable record with the Squadron. Coming across the pond with the Group, he got a slow start in England when the higher ups figured he was too young and needed a little more training. He was finally teamed up with Lt. Marzolf and the pair really chalked up missions. They scored their share of goods and excellents.

Then out of a clear blue sky Lt.Basnett was assigned to Captain Cole. Lt. Beck, who had been flying with Cole up to this time, switched over to Lt. Marzolf. Lt. Basnett had 30 missions at this time. No one (except the wheels) knew what it was all about, and the personnel involved were not too happy over the deal. However, the change worked to the advantage of both Lt. Beck and Lt. Basnett, together with their pilots became two of the hottest combinations in the Group.

Captain Cole had a head start on the Kid, and he finished up his tour on December 5th, leaving Lt.Basnett with 50 missions. Basnett was ready to go home then, but it just couldn't be that way. Captain Greenley and his bombardier, Lt.Mitchell hadn't been doing too well...so out went Lt. Mitchell and in came Lt. Basnett to the rescue. However, Greenley was ahead of Lt.Basnett when he joined him, and when Greenley had 65, Lt. Basnett had 59. Six to go.

At this time it was decided to use two bombardier/navigators in the lead ship, and so Lt. Basnett flew the remainder of his missions as navigator in the lead ship, when this Squadron had the lead.

The Kid is now waiting for his orders sending him back to the U.S.A.

March 6th, 1945

The Opladen Marshalling Yard in the Cologne district was the target hit by the 416th on March 6th as the Allies kept up their advance on Cologne and the Rhine River. Bombing was with Pathfinder aid, but visual observation through the broken clouds showed excellent results. Battle damage was nil and all crews returned in tact.

Continue on the next page.

The following crews took part:

Lt.J.J.Lackovich
Lt.R.C.Muir
Pvt.R.M.Barry
S/Sgt.T.Connery

Capt.H.F.Pair
Lt.J.L.Corum
S/Sgt.H.S.Fessler

Lt.J.A.Buskirk
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt

Lt.T.J.Murray
S/Sgt.O.E.Swank

Lt.J.R.Wright
Sgt.R.D.Redding

Capt.S.M.Hixon
Sgt.K.W.Schmidt

Capt.L.C.Nielsen
Capt.L.P.Randles(M)
Pvt.E.R.Elliot

Lt.J.H.Miller
S/Sgt.R.J.Brown

Lt.W.R.Jokinen
Sgt.D.E.Mc Nellis

Capt.A.C.Sears
M/Sgt.J.J.Wells

Lt.T.E.Graeber
Sgt.A.H.Miller

Lt.J.W.Spires
Sgt.R.W.Messinger

Lt.D.L.Withington
S/Sgt.L.D.McElhattan

March 8th, 1945

With the bridge-head across the Rhine less than 24 hours old, the 416th Group went out against the motor vehicle depot at Wulfrath, 13 miles east of Dusseldorf, on March 5th, 1945. Housed in a large castle and eight smaller buildings, the depot is believed to be very active due to its proximity to the battle area. Bombing was again done by Pathfinder and crews were unable to spot their bomb hits. No enemy sorties were encountered and all crews returned safely.

The following crews took part in Mission No. 225:

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.C.H.Corbitt

Lt.J.J.Lackovich
Lt.R.C.Muir
S/Sgt.T.Connery

Lt.L.W.Edstrom
Sgt.P.A.Pompa
Sgt.A.Helt

Lt.J.H.Miller
Sgt.C.Helton
Sgt.L.E.Davis

Lt.J.B.Cocke
Sgt.M.F.Hardin

Lt.A.E.Herman
S/Sgt.F.E.Barber

Lt.A.E.Hlivko
Sgt.r.E.Graub

Lt.D.A.Fero
S/Sgt.C.F.Huss

Lt.G.L.Milhorn
Sgt.J.J.Ruskiewich

March 9th, 1945

Running their string of March missions to 10, the 416th Bomb Group chalked up two sorties on March 9th, 1945. Striking in the morning at the Butzbach Marshalling Yard and in the afternoon at the Ammo Filling Plant at Wolfen. The A-26s lent their support to the forces battling the Germans along the Rhine River. Due to a heavy cloud cover, blind bombing had to be employed in both instances.

Six of the 11 Groups dispatched by Bomb Division on the morning mission observed enemy fighters and three Groups experienced combat. In the Luftwaffe's biggest show against the medium and light bombers since the battle of the bulge, three A-26s were lost. Thirty FW 190s attacked the 386th A-26 formation in the Weisbaden area. The battle lasted ten minutes and when it was over three A-26s were gone. Several claims were made by A-26s pilots and gunners on the FW 190s. A B-26 outfit was also attacked, but no losses were reported. Two enemy fighters were sighted by the 416th formation, but no combat resulted.

The Butzbach Marshalling Yard had been reported crammed with military traffic moving up from central Germany for defense of the Ruhr. The first box bombed on PFF, but the Pathfinder aircraft leading the second box failed and the group box leader dropped on Gee at the secondary. There was no observation.

The Wulfen ammunition factory, which the Invaders hit in the afternoon, is one of the largest factories manufacturing artillery and anti-aircraft

shells. The PFF leading the first box dropped on Gee, but the bombs did not fall on the target. The second box received a good rating on observations through the clouds. Roads and buildings were hit and violent explosions resulted. Five planes received flak damage, but all ships and crews returned.

The following crews took part in the morning mission:

Major L.F.Dunn Lt.J.T.Beck Lt.W.E.Brewer Sgt.J.W.Rose	Lt.C.J.Brown Lt.J.E.Kerns Lt.R.C.Muir S/Sgt.C.H.Corbitt	Lt.T.J.Murray Sgt.E.W.Fidler
Capt.S.M.Hixon S/Sgt.A.H.Hinson	Lt.W.H.Ames S/Sgt.H.S.Fessler	Lt.M.Wallman Sgt.M.F.Hardin
Lt.D.L.Withington S/Sgt.C.F.Huss	Lt.W.R.Jokinen Sgt.E.J.Creedon	Lt.A.Remiszewski S/Sgt.F.H.Di Orio
Lt.T.E.Graeber Sgt.M.Appleman	Capt.A.C.Sears M/Sgt.J.J.Wells	Lt.E.M.Eastman S/Sgt.A.B.Eaton

The following crews were on the afternoon mission:

Capt.H.F.Pair Lt.J.L.Corum S/Sgt.R.J.Brown	Lt.J.J.Lackovich Lt.R.C.Muir Pvt.R.M.Barry	Lt.D.A.Fero S/Sgt.A.A.Rojas Sgt.V.F.Gross
Lt.J.B.Cocke S/Sgt.W.A.MacCartney Sgt.V.S.Stypenski	Lt.J.H.Miller Sgt.C.W.Gurkin	Lt.J.R.Wright Sgt.D.O.Simon
Lt.J.C.Gary S/Sgt.R.W.Chevront	Lt.H.M.Van Noorden S/Sgt.G.Thompson	Capt. Z.R.Moore Pvt.A.E.Schoen
	Capt.R.V.Wheeler	

March 10th, 1945

Continuing their campaign to isolate the Rhine River fronts from troops and supplies moving from central Germany, the Ninth Bomb Division, 416th included, struck heavy blows at rail and communication centers east and north of the Remagen bridge-head on March 10, 1945.

The 416th Invaders dropped their 500 Gps by Pathfinder on the Niederscheld Marshalling Yard, 18 miles northeast of Giessen, without battle damage or injury. Results were undetermined.

The following crews took part:

Capt.H.F.Pair	Lt.C.J.Brown	Capt.L.C.Nielsen
Lt.J.L.Corum	Lt.J.E.Kerns	Capt.Lincoln(Wing)
S/Sgt.H.S.Fessler	S/Sgt.L.D.McElhattan	Pvt.E.R.Elliott
Lt.T.J.Murray	Lt.T.E.Graeber	Lt.R.W.Henderson
Sgt.E.W.Fidler	Sgt.A.H.Miller	Sgt.W.W.Maupin
LtL.W.Edstrom	Capt.L.J.Sutton	Lt.A.E.Hlivko
S/Sgt.H.R.Davis	S/Sgt.A.H.Hinson	Sgt.L.J.Farmer
Lt.G.L.Milhorn	Lt.S.Mooney	Lt.J.W.Spires
Sgt.D.Chest	Sgt.W.C.Buckley	Sgt.L.E.Davis

March 11th, 1945

In a surprise attack the 9th Bomb Division dispatched 11 of its Groups to enemy airfields in close range of the front lines on the morning of March 11th, 1945. Striking back at the enemy aircraft, which attacked the Rhine bridge-head during the past two days, the bombers concentrated their blows on four fields in the vicinity of Giessen. The 416th dropped by Pathfinder on the Lippe airdrome with undetermined results. Flak was nil on this operation, and all crews returned safely.

In a turn-about mission the 416th Group resumed its attack on enemy supplies by hitting the Wulfen Ammo Filling Plant, 16 miles east of Wesel. Attacked a short time before by Invaders, the plant's chief produce is heavy artillery ammunition for the Germans opposing the Canadian First Army at Wesel. Again Pathfinders were used, but bombing was done by Gee, and results were unobserved.

The following crews took part in the afternoon mission:

Lt.J.J.Lackovich	Capt.H.F.Pair	Capt.S.M.Hixon
Lt.B.C.Muir	Lt.J.L.Corum	Sgt.K.W.Schmidt
S/Sgt.T.Connery	S/Sgt.R.J.Brown	
Lt.H.M.Van Noorden	Lt.D.L.Withington	Lt.J.H.Miller
Sgt.E.J.Creedon	S/Sgt.C.F.Huss	Sgt.H.K.Miller

The following crews took part in the afternoon engagement...Group mission No. 230!

Major L.F.Dunn	Lt.C.J.Brown	Lt.W.H.Ames
Lt.J.T.Beck	Lt.J.E.Kerns	S.Sgt.H.S.Fessler
Lt.W.E.Brewer	Lt.B.C.Muir	
Gen.Backus	S/Sgt.H.E.Sunderland	Lt.T.J.Murray
Sgt.J.W.Rose		Pvt.E.R.Elliott
Lt.D.A.Fero	Lt.J.R.Wright	Lt.J.B.Cocke
S/Sgt.T.W.Skelton	Sgt.V.F.Gross	Sgt.R.D.Redding
Lt.A.Remiszewski	Lt.A.E.Hlivke	Lt.J.W.Spires
S/Sgt.F.Di Orio	Sgt.R.F.Graub	Sgt.R.W.Messinger
Lt.M.Wallman	Lt.S.Mooney	
Sgt.A.Helt	S/Sgt.R.C.Schumacher	

March 12th, 1945

The 416th ran their 14th and 15th mission in March 12th, 1945, striking at two marshalling yards with the aid of Pathfinder aircraft. Flak was not encountered on either morning or afternoon mission and all crews returned in tact.

The target in the morning was the Lorch marshalling yard, on the line to the Remagen bridgehead. The Opsen M/Y was the aiming point in the afternoon. This yard is located on the Giessen-Cologne line.

Lt. John T. Beck scored his final sortie on the morning engagement, flying with Capt. Tutt. Like Lt. Basnett, Beck has had his share of pilots. Starting with Captain Cole, after being transferred from a B-26 outfit where he had chalked up 21 missions, Lt. Beck wasted no time in proving that he was a "hot" bombardier-navigator. Then came the startling switch involving Marzolf, Cole, Basnett and himself. Lt. Beck and Captain Marzolf seemed to be meant for each other and the pair chalked up well over their share of goods, excellents and superiors. Captain Marzolf finished his tour on the day before Christmas, leaving Lt. Beck with an even 50 missions. Then with the arrival of Captain Tutt as a flight leader Beck was assigned to him and flew all but a few of his remaining missions with him.

Thus the 671st loses its second versatile and highly rated Bombardier-Navigator....1st Lt. John T. Beck

The following crews made the morning trip:

Capt.R.J.Tutt Lt.J.T.Beck Lt.A.G.Germana Sgt.D.Schwartzapel	Capt.H.F.Pair Lt.J.L.Corum Lt.J.V.Reed S/Sgt.R.J.Brown	Lt.T.E.Graeber Sgt.A.H.Miller
Lt.F.W.Henderson Sgt.W.W.Maupin	Lt.J.C.Gary Pvt.A.E.Schoen	Capt.Z.R.Moore Sgt.E.W.Fidler
Lt.S.Mooney Sgt.W.C.Buckley	Lt.G.L.Milhorn Sgt.D.Chest S/Sgt.H.E.Davis	Lt.J.H.Miller Sgt.L.Goldberg S/Sgt.R.J.Johnson

Continue on the next page.

The following crews participated in the afternoon sortie:

Capt.H.F.Pair Lt.J.L.Corum S/Sgt.H.S.Fessler Pvt.R.M.Barry	Lt.J.J.Lackovich Lt.R.C.Muir S/Sgt.T.Connery	Lt.C.J.Brown Lt.J.E.Kerns S/Sgt.H.E.Sunderland
Lt.T.J.Murray S/Sgt.C.F.Huss	Lt.D.A.Fero S/Sgt.T.W.Skelton	Capt.L.C.Nielson Sgt.C.Helton
Lt.L.W.Edstrom Capt.Lundberg (Inf.) Sgt.P.A.Pompa	Lt.J.R.Wright Sgt.J.J.Ruskiewich	Lt.J.B.Cocke S/Sgt.W. MacCartney
Lt.J.W.Spires Lt.Morris (Inf.) Sgt.L.E.Davis	Capt.L.J.Sutton S/Sgt.C.E.Swank	Lt.H.M.Van Noorden S/Sgt.R.I.Steffey
Lt.A.E.Hlivko Sgt.L.J.Farmer		

Pathfinder Missions A Success – Major General Anderson

The following confidential message from Major General Anderson was received on March 17th 1945 in regard to the Pathfinder missions flown in February and March.

“Please inform all crews that examination of approximately 25 Reconnaissance sorties flown on the 14th and 15th of March reveals that the large number of PFF missions flown by 9th Bomb Division (M) during February and March were extremely effective. Approximately 90 percent of targets attacked were hit. Damage ranged from moderate to severe. Patterns on the ground reveal that the majority of formations were excellent and that groups did an excellent job of bombing of PFF lead. This is extremely gratifying to me and a source of great credit to all concerned in view of the adverse weather conditions under which most of these missions were flown and difficulties encountered with PFF signals. I realize the adverse effect of bombing blind with no knowledge of how much you are hurting the enemy. I hope the knowledge that on these blind missions you hurt him plenty will be the same shot in the arm that the sight of a bridge you have put in the water is. Anyway, the results are grand and I’m proud of you all”.

March 13th, 1945

The Rheine Airfield and the Neheim/Huston Marshalling Yard were the objectives for the 416th Bomb Group on March 13th, 1945. Keeping up there two-a-day offensive the Invaders struck at these two targets in the morning and afternoon without loss, although one plane crash-landed, when the wheels would not extend.

831 x 100 pound bombs were dropped by Pathfinders on the Rheine Airfield in the morning with unobserved results. A large sprawling installation, this airfield is reported being used for a home base by Jet attack aircraft. Most of the enemy air action against the Ramagen bridgehead was contributed to this field. The Group encountered flak at the turn off the target, six aircraft receiving battle damage.

Pathfinders were again employed in the afternoon when the 416th was dispatched to the Neheim/Huston Marshalling Yard, east of Dortmund. Results of the bombing were believed excellent, although there was no photo coverage due to the cloud cover. The lead PFF ship was attacked by a lone ME 109, but after the tail gunner fired a couple of bursts the Jerry fighter hauled ass. Weak flak was met in the bridgehead area, but all ships returned safely with minor battle damage.

The following crews took part in the A.M. mission:

Capt.H.F.Pair
Lt.J.J.Corum
S/Sgt.H.S.Fessler
Capt.Lundberg (Inf.)

Lt.J.J.Lackovich
Lt.r.C.Muir
Pvt.R.M.Barry

Lt.G.L.Milhorn
Sgt.D.Chest

Lt.A.Remiszewski
S/Sgt.J.H.Miguez

Lt.T.E.Graeber
Sgt.M.Appleman

Capt.C.M.Hixon
S/Sgt.A.H.Hinson

Lt.J.H.Miller
S/Sgt.H.R.Davis

The following crews went out in the afternoon:

Major L.F.Dunn
Lt.J.L.Corum
Lt.W.E.Brewer
Sgt.J.W.Rose

Lt.C.J.Brown
Lt.J.E.Kerns
Lt.R.C.Muir
S/Sgt.H.E.Sunderland

Lt.W.H.Ames
S/Sgt.R.J.Brown
Capt.Lundberg(Inf.)

Lt.A.E.Hlivko
Sgt.L.J.Farmer
Pfc.Stegman (Inf.)

Lt.J.W.Spires
Sgt.R.W.Messinger
Lt.Morris (Inf.)

Capt.L.J.Sutton
Lt.J.V.Reed
S/Sgt.D.C.Gilliam

Lt.T.J.Murray
Sgt.W.W.Maupin

Lt.J.C.Gary
Pvt.A.E.Schoen

Lt.D.A.Fero
Sgt.C.Helton

Lt.S.Mooney
S/Sgt.R.C.Schumacher

Lt.J.R.Wright
Sgt.D.O.Simon

Lt.H.M.Van Noorden
S/Sgt.R.I.Steffey

March 14th, 1945

After almost a month or more of Pathfinder-led missions the 416th went out to bomb visually on March 14th, 1945. The target was the double span Rail Bridge at Nieder Marsburg, 60 miles east of Dortmund over the Rohr River. A heavy haze cut down the effectiveness of the bombing, but of the four flights sent out, two received excellents. Capt. Pair and Lt. Corum chalked up on of those excellents. Their bombs fell in an excellent pattern across the railroad. Flak was not encountered and all the ships and crews returned safely.

The following crews took part in Mission No. 235:

Capt.H.F.Pair
Lt.J.L.Corum
S/Sgt.H.S.Fessler

Capt.R.J.Tutt
Lt.AG.Germana
Sgt.W.Wood

Lt.J.B.Cocke
Sgt.R.D.Redding
Sgt.H.D.Miller

Capt.Z.R.Moore

Capt.S.M.Hixon

Lt.L.W.Edstrom

Sgt.L.Goldberg
Pfc. Stegman (Inf.)

S/Sgt.A.H.Hinson

Capt.Lundberg(Inf.)
Sgt.C.W.Gurkin

Lt.R.E.Graeber
Sgt.A.H.Miller
Sgt.E.W.Fidler

Lt.J.H.Miller
Sgt.A.Helt
S/Sgt.C.F.Huss

March 15th, 1945

Shifting their offensive to the Sarbrucken area on March 15th, the Ninth Bomb Division sent 11 Groups to knock out two large towns in the path of the Seventh Army, which is making its bid now to push up the west bank of the Rhine River and cut off the Germans in a large pocket. The 416th Group and five other medium outfits dropped their bombs on Pirmasens, 28 miles east of Sarbrucken with damaging results.

Forty-five A-26s were sent out by this Group, six flights hitting the town with incendiaries and one flight dropping frags on two flak positions in the target area. Ratings by flight could not be made as bursts were not visible on the strike photos, but all bombs fell into one large pattern in the center of town. A large number of fires were started and severe damage was done to buildings in the center of town.

Crews' carrying the frag bombs reported excellent results on the flak positions, although due to the type of bomb, no strike photos were available.

Although the skies were crystal clear, only a couple of flak bursts were seen and the group did not have any battle damage.

The following crews participated:

Lt.J.J.Lackovich
Lt.R.C.Muir
S/Sgt.T.Connery
Pvt.R.M.Barry
Lt.Morris (Inf.)

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.H.E.Sunderland
Capt.Lundberg(Inf.)

Capt.H.F.Pair
Lt.J.L.Corum
S/Sgt.R.J.Brown

Lt.T.J.Murray
Sgt.W.W.Maupin

Lt.A.J.P.Winn
S/Sgt.G.G.Stephenson

Lt.S.Mooney
Sgt.W.C.Buckley

Lt.A.E.Hlivko
Sgt.R.E.Graub

Capt.L.C.Nielson
Sgt.L.Goldberg

Lt.G.L.Milhorn
S/Sgt.H.R.Davis

Lt.J.C.Gary

Lt.H.M.Van Noorden

Lt.J.W.Spires

Pvt.A.E.Schoen

S/Sgt.G.Thompson

Sgt.L.E.Davis

Capt.L.J.Sutton

Lt.J.V.Reed

S/Sgt.C.F.Huss

March 17th, 1945

Dense clouds covered up the battlefronts on March 17th and the 416th went back to their Pathfinder bombing, hammering the Altenkirchen Communication Center in the morning and the Bad Homburg Marshalling Yard in the afternoon. Both targets are located in the Ruhr. In each instance the formations dropped on the Pathfinders' Gee equipment. Bad weather snafued the afternoon mission however. The formation was late on the bomb run and the ground station signaled the PFF to hold its bombs. The group scattered so the first flight went to the briefed secondary and dropped with the PFF ship. The second and third flights of this box proceeded to another briefed secondary and dropped on Gee there. Meanwhile the second box seeing the Pathfinder fail to bomb proceeded to Wailburg. Two flights and two ships of the third flight dropped on Gee at that target, while the other four airplanes became entirely lost and dropped at four different targets. There were no losses, casualties or battle damage.

The following crews made the morning run:

Capt.H.F.Pair
Lt.J.C.Corum
S/Sgt.H.S.Fessler

Capt.L.J.Sutton
Lt.J.V.Reed
S/Sgt.D.C.Gilliam

Lt.J.J.Lackovich
Lt.R.C.Muir
S/Sgt.T.Connery

Lt.F.W.Henderson
S/Sgt.R.J.Johnson

Lt.W.R.Jokinen
Sgt.D.E.Mc Nellis

Lt.D.A.Fero
S/Sgt.A.A.Rojas

Lt.J.R.Wright
Sgt.D.O.Simon

The following crews took part in the second mission:

Major L.F.Dunn
Lt.W.E.Brewer
Lt.R.C.Muir
Sgt.J.W.Rose

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.H.E.Sunderland

Capt.Z.R.Moore
Sgt.M.F.Hardin

Lt.J.C.Gary

Capt.S.M.Hixon

Lt.M.Wallman

M/Sgt.J.J.Wells

Sgt.K.W.Schmidt

Sgt.A.Helt

Lt.A.E.Hlivko

Lt.D.L.Withington

Lt.W.H.Ames

Sgt.L.J.Farmer

Lt.L.D.McElhattan

S/Sgt.R.J.Brown

Lt.G.L.Milhorn

Lt.J.H.Miller

Lt.S.Mooney

S/Sgt.H.R.Davis

S/Sgt.A.B.Eaton

Sgt.R.C.Schumacher

March 18th, 1945

The 416th Bomb Group encountered another “Bloody Sunday” on March 18th with the loss of four ships and crews over the target area...the Worms Communication Center. The A-26s were dispatched in the morning with a Pathfinder lead, but the skies were clear over the target and bombing was done visually as the flak gunners threw up everything but the kitchen sink. The Group made their second run of the day in the afternoon against the Kreutzal Marshalling Yard, bombing this time by Pathfinder with the protection of a cloud cover.

The 671st Bomb Squadron suffered on the morning mission when Lt. William R. Jokinen and his gunner, S/Sgt.Edward J. Creeden, were shot down over the target. No chutes were seen and the ship was followed to the ground where it exploded. This was Lt. Jokinen’s 17th mission and Creeden’s 10th. The pair joined the Squadron on October 1st, 1944. Captain Cornell, Lt. Vars and Lt. Kinney and their crews were also lost.

Attacking in anticipation of a possible enemy withdrawal from the “Saarbrucken squeeze” of the U.S. Third and Seventh Armies, the 416th and five other Ninth Bomb Division Groups hit at Worms on the west bank of the Rhine River. Despite the treacherous flak, the 416th turned in a good job of bombing. Box I received a good with bombs dropping in the center of the town. Bombs of the first flight in the second box hit in the marshalling yard and on an overpass. Due to evasive action no photos were available on the second flight, but visual observation reports state excellent results.

The bomb pattern for the final flight could not be picked up on the strike photos. Besides the four ships shot down, 23 planes were battle damaged.

In the afternoon the 416th shifted its attack to the Cologne sector where the clouds were thick and heavy and the flak nil. The Invaders, led by Pathfinder, dropped on the Kreustal Marshalling Yard located at a junction of

two main lines leading north from the Giessen-Cologne rail line. Traffic at this rail center had increased greatly in recent weeks. Results were unobserved.

The following crews took part in the morning mission:

Lt.J.A.Buskirk Lt.R.C.Hanna S/Sgt.H.S.Fessler	Lt.J.J.Lackovich Lt.R.C.Muir S/Sgt.T.Connelly	Capt.L.J.Sutton Lt.J.V.Reed S/Sgt.R.J.Brown
Lt.W.R.Jokinen (MIA) Sgt.E.J.Creden	Lt.J.H.Miller Sgt.V.F.Gross Sgt.C.W.Gurkin	Lt.A.J.P.Winn S/Sgt.G.G.Stephenson S/Sgt.W.G.Davis
Lt.A.Remiszewski S/Sgt.J.H.Miguez	Lt.H.M.Van Noorden S/Sgt.R.I.Steffey	Lt.D.A.Fero S/Sgt.T.W.Skelton

The following crews participated in the second mission:

Lt.J.A.Buskirk Lt.R.C.Hanna S/Sgt.H.S.Fessler	Capt.R.J.Tutt Lt.L.A.Orr Sgt.D.Schwartzapel	Lt.C.J.Brown Lt.J.E.Kerns S/Sgt.R.E.Sunderland
Capt.S.M.Hixon S/Sgt.A.H.Hinson	Lt.S.Mooney Sgt.W.C.Buckley	Lt.A.E.Hlivko Sgt.R.E.Graub
Capt.L.C.Nielson Cpl. E.R.Elliott	Lt.J.C.Gary Sgt.V.S.Stypenski	Lt.G.L.Milhorn S/Sgt.H.R.Davis
Lt.D.L.Withington S/Sgt.L.D.Mc Elhattan	Lt.J.R.Wright Sgt.D.O.Simon	Capt.L.J.Sutton Lt.J.V.Reed Sgt.A.H.Miller Sgt.L.Goldberg
Capt.Z.R.Moore S/Sgt.R.J.Johnson Sgt.Kruger (669th)		

It Happened At The Front!

A story which might have originated with “Believe It Or Not Ripley” broke here at A-69 when Lt. John B. Cocke and his two gunners, S/Sgt. Mac Cartney and Sgt. Redding returned from their trip to the front on March 28th. It had to do with Lt. Jokinen, Sgt. Creden and their plane...and it was definitely good news. Here’s the way it happened:

Sgt. Mac Cartney and Redding were putting in some Jeep-time near the town of Gemunden, which the Third Army had just taken. The boys spotted a crashed plane in the distance and took the Jeep cross-country to take a look at it. As they got closer they noticed it was a familiar A-26 Invader, their interest rising. The boys got quite a start when they got close enough to see the black rudder marking, the number and call letter, for it was their own ship, No. 237 "D". The ship had been bellied in on the top, flat surface of a hill outside the town. The pair made a thorough search of the plane and the area. Both hatches were lying on the ground beside the plane, evidence that Lt. Jokinen and Sgt. Creeden had gotten out of the plane themselves. There were many flak holes, especially in the engines, but the plane was not torn up badly. There was no sign of blood in either section of the ship. Mac Cartney found their flak suits a short distance from the plane. The nose guns had been removed, probably by the Germans for their own use.

The ground troops which had gathered around the plane were very skeptical when the two gunners exclaimed that it was their own plane and one which they flown several missions in. Mac Cartney answered their "Oh Yeahs" by turning his back to them and saying: "Take a look at the number and letter on the A-26 on the back of my jacket!" And sure enough there was old No. 237 "D".

They told Lt. Cocke of their find and he returned with them to the plane. It seemed apparent to Lt. Cocke that the Pilot and gunner climbed out of the plane themselves and were taken prisoner by the Jerries who occupied the territory when the plane went down. The three agreed that Lt. Jokinen had made a perfect crash landing...although at the time and until they returned to A-69, they did not know who was flying in the ship. Lt. Jokinen's plane received several flak bursts in the engines over the target...Worms. With the oil system in both engines leaking he made a vain attempt to get back across the bomb line, but apparently the engines burned out and he was forced to set it down. It was a story of so close and yet so far away for he was just about six miles from the Fourth Armored Division.

The Squadron is now anxiously awaiting further word about Lt. Jokinen, and it is hoped that he may be freed in the Allies drive into Germany...Sgt. Creeden as well.

March 19th, 1945

The 416th Group racked up three missions on March 19th, continuing the aerial offensive against key rail and communications centers in the Reich. Two formations of 21 and 24 ships went out in the morning, while one box was dispatched in the afternoon. All bombing was done visually in clear skies, and all crews returned safely.

In the morning one formation was dispatched to the communication center of Nassau, east of Coblenz. Two out of the three flights scored excellents on their bombing. Lt. Brown and Lt. Kerns were one of these pairs. The bombs fell in a good pattern over buildings and roads.

The other formation went to the Lage Rail Bridge, 10 miles south of Hanover, and quite deep into Germany. Four flights bombed the bridge and chalked up two excellent and two superiors. Lt. Lackovich and Lt. Muir, leading their first flight on a visual mission scored one of the superiors. The bombs hit into the smoke of a previous pattern and it was apparent that the road and bridge had been hit. Lt. Muir, setting an impressive pace on missions, dropped visually for the first time in 34 missions, and with this superior to his credit, it looks very much as if the 671st has another star lead team in Lt. Lackovich and Lt. Muir. Flak was encountered at this target, nine ships receiving battle damage, but all returned.

In the afternoon the 416th flew second box with the 409th in the lead. The target was the Barmen marshalling yard, 18 miles east of Dusseldorf. The lead ship of the first box (409th) was hit by flak on the bomb run, both the pilot and bombardier being wounded. This flight did not bomb, but the crew returned to base safely. The second and third flights did not hit the target. Major Dunn and Lt. Brewer, leading the second box, scored undetermined results due to violent evasive action coming of the target, but visual reports state that the bombing was excellent, hitting in the Marshalling Yard.

The following crews took part in Mission No. 241:

Lt.C.J.Brown	Capt.S.M.Hixon	Lt.A.Remiszewski
Lt.J.E.Kerns	Sgt.K.W.Schmidt	S/Sgt.J.H.Miguez
S/Sgt.H.E.Sunderland		
	Lt.D.A.Fero	Capt.R.J.Tutt
Lt.J.H.Miller	S/Sgt.A.A.Rojas	Lt.L.A.Orr
Sgt.C.Helton		Sgt. W.Wood
	Lt.H.M.Van Noorden	
Sgt.H.K.Miller	S/Sgt.G.Thompson	

The following took part in the second morning mission:

Lt.J.J.Lackovich	Lt.A.E.Hlivko	Lt.A.J.P.Winn
Lt.R.C.Muir	Sgt.L.J.Farmer	S/Sgt.G.G.Stephenson
Cpl.R.M.Barry		
	Lt.J.R.Wright	
Lt.D.L.Withington	Sgt.D.O.Simon	
S/Sgt.C.F.Huss		

The following crews made the afternoon jaunt:

Major L.F.Dunn
Lt.W.E.Brewer
Sgt.J.W.Rose

Lt.W.H.Ames
S/Sgt.R.J.Brown

Lt.J.H.M Miller
S/Sgt.T.Connery

Lt.M.Wallman
Sgt.M.F.Hardin

Lt.C.J.Gary
Cpl.A.E.Schoen

Capt.Z.R.Moore (no sortie)
S/Sgt.R.J.Johnson

Sgt.H.K.Miller

Continue on the next page.

March 20th, 1945

Two veteran 671st pilots finished their E.T.O. tour on March 20th, flying window when the A-69 Invaders struck at the Geiaecke Marshalling Yard, on the main line between Dusseldorf and Kassel. The two pilots were Lt. James H. Miller and Lt. Floyd W. Henderson who joined the 671st Bomb Squadron the first week of May, 1944. The two pilots celebrated their 65th mission by giving out with some super buzz jobs of both the runway and squadron area. It was some of the best buzzing seen in these here parts for some time. The two pilots, who have been on many of the roughest missions the Group has flown, are now awaiting their orders to return to the States.

The mission was dispatched as Pathfinder, but trouble was encountered on the bomb run. The PFF ship had engine trouble on the run and had to leave the formation. The first box bombed on the briefed secondary, Westerberg, and received a superior rating. The second box received an unsatisfactory as the bombardier was not synchronized and the bombs fell quite a distance from the town.

There were no losses or casualties and the crew returned in tact.

The following crews took part in Mission No. 244:

Capt.R.J.Tutt
Lt.L.A.Orr
Sgt.D.Schwartzapel

Lt.J.A.Buskirk
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt

Lt.J.J.Lackovich
Lt.R.C.Muir
S/Sgt.T.Connery

Capt.Z.R.Moore

Lt.F.W.Henderson

Lt.J.H.Miller

S/Sgt.R.J.Johnson

Sgt.D.E.McNellis
Sgt.L.Goldberg

Sgt.W.W.Maupin
Sgt.C.W.Gurkin

Lt.L.W.Edstrom

Lt.T.E.Graeber

Lt.J.W.Spires

Sgt.P.A.Pompa

Sgt.M.Appleman

Sgt.R.W.Messinger

New Pilot/BN Teams

With assignment of eight new B/Ns to the Squadron the latter part of February and the first part of March, the following Pilot/B/N teams shaped up.

Continue on the next page.

Capt.R.J.Tutt

Lt.L.A.Orr

Capt.L.J.Sutton

Lt.J.V.Reed

Capt.A.C.Sears

F/O H.J.Przywitowski

Lt.H.M.Van Noorden

F/O C.W.Brandt

Lt.D.A.Fero

F/O R.L.Langsam

Lt.A.Remiszewski

F/O A.J.Lehneis

The above B/Ns with the exception of F/O Przywitowski were transferred from the 386th Group when the B-26 outfit switched to A-26s. Lt. Germane was transferred with this bunch, but was taken off flying status due to punctured eardrum. F/O Przywitowski joined the Squadron, having completed his B.T.U. training in the states. F/O Smetanka also joined the 671st during this period. He is a Navigator and was assigned to this theatre directly from navigation school. He has not been assigned yet.

Two new pilots also joined the outfit...2nd Lt. Russell L.Simpson and 2nd Lt. Donald L.Price. Both these pilots attended the B.T.U. A-26 School in the states. They became fully operational the first of April after undergoing quite an extensive training program here.

March 21st, 1945

The 416th continued its fast pace on March 21st when it attacked two targets in the Munster area opposite the Ninth Army. Three more 671st pilots

chalked up No. 65 on the second mission...Lt. William A. Merchant, Lt. Thomas J. Murray and Lt. Arthur E. Herman. Lt. Merchant who has been with this Squadron since July of 1943, waited a long time for his 65th, having flown No. 64 on the 28th of February. He had quite a few close calls in those 65 missions, picking up a Purple Heart and DFC on the way. Merchant did not limit his close calls to A-20s and A-26s. He had a few narrow escapes in AT-6s, L-4s and other training ships, the tales of which are recorded in length in previous pages of the Diary. Lt. Murray and Lt. Herman, a couple of New England boys joined the 671st Squadron together back in May of 1944 and were in on their share of rough missions throughout their tour. The three crafty airplane drivers followed the example of Lt. Henderson and Lt. Miller by giving out with a series of buzz-jobs which just about took the roofs off all the buildings in the area, and almost blew away the tents.

In the morning the formation attacked the Goesfeld Communication Center, dropping 222 x 500 lb. incendiaries into the smoke of previous bombs. A rating could not be given due to the smoke and the type bomb, but results were highly favorable. There were no losses, casualties or battle damage.

The afternoon mission which saw the communication center of Vreden take a sound beating was marred by a mid-air collision coming off the target. The lead aircraft of Box II, flown by Lt. Roney of the 670th Squadron, and the lead ship of Flight B, Box I, flown by Captain Anderson of the 668th Squadron, collided in mid-air as the latter was attempting to regain his position in Box I. The reason for the crash is undetermined. Both ships had completed operations and were over friendly territory when the collision occurred. Lt. Kirk, Capt. Roney's bombardier, bailed out and returned safely, but all the other personnel, including an Infantry Captain, were found dead. This was Captain Roney's 65 mission and he had just made Captain...and ironical fact.

Fifty-one aircraft were dispatched on this maximum effort mission, 42 dropping thousand pounders on the primary, 6 ships dropping frags on flak positions and three ships throwing window. Four excellents and a superior were annexed and three undermined, all of which were believed to have caused severe damage, but all except the two, which crashed, returned safely.

The following crews took part in the A.M. mission!

Lt.J.A.Buskirk
Lt.R.C.Hanna

Lt.J.J.Lackovich
Lt.R.C.Muir

Capt.R.J.Tutt
Lt.L.A.Orr

S/Sgt.C.H.Corbitt	Cpl.R.M.Barry	Lt.Robertson (Inf.) Sgt.W.Wood
Lt.T.J.Murray S/Sgt.R.J.Brown	Capt.S.M.Hixon S/Sgt.A.H.Hinson	Sgt.D.Schwartzapel
Lt.G.L.Milhorn Sgt.D.Chest	Capt.L.C.Nielson M/Sgt.J.J.Wells Lt.Castle (W)	Lt.A.J.P.Winn S/Sgt.W.G.Davis
Lt.J.W.Spires Sgt.L.E.Davis Sgt.H.K.Miller	Lt.S.Mooney Sgt.R.C.Schumacher	Lt.H.M.Van Noorden S/Sgt.R.I.Steffey
Lt.D.L.Withington S/Sgt.L.D.McElhattan	Lt.A.E.Hlivko Sgt.R.E.Graub	

The following crews went to Vreden in the afternoon:

Lt.C.J.Brown Lt.J.E.Kerns S/Sgt.H.E.Sunderland	Capt.R.J.Tutt Lt.L.A.Orr Sgt.W.Wood	Lt.L.W.Edstom Sgt.P.A.Pompa
Lt.T.J.Murray (65) M/Sgt.J.J.Wells	Lt.W.A.Merchant(65) S/Sgt.H.R.Davis	Lt.A.E.Herman(65) S/Sgt.F.E.Barber
Capt.Z.R.Moore Sgt.J.J.Ruskiewich	Lt.D.A.Fero S/Sgt.T.W.Skelton	Lt.T.E.Graeber Sgt.A.H.Miller
Lt.A.E.Hlivko Sgt.L.J.Farmer	Lt.J.C.Gary Cpl.A.E.Schoen Sgt.H.K.Miller	Lt.A.Remiszewski S/Sgt.J.H.Miguez

March 22nd, 1945

The all out pounding to soften up the Munster area, north of the Ruhr continued on March 22nd, 1945 with the whole Ninth Bombardment Division concentrating its blows on communications centers in this area. The 416th Group went out twice to hit the town of Berken and returned without loss, although Lt. "Fearless" Fero crash landed his ship at Venlo, near the German border, on the morning mission.

In the morning, eight flights attacked the town with fair to superior results. Major Dunn and Lt. Brewer, leading the formation, scored an excellent with hits on buildings and roads. Lt. Brown and Lt. Kerns misidentified the primary due to smoke and hit the nearby town of Sudlohn with excellent results. Counting the quarters assessed for leads, this was Major Dunn's 65th

mission, but the Major does not plan to quit. Leading formations for well over a year and scoring just about the best bombing records in the Group, Major Dunn surely deserves a trip to the States, but as he puts it: "With the war still on, I might as well stick it out".

Lt. Fero had a harrowing experience on this mission. He received several hits in the left engine coming in to the target. At the same time his right engine began to leak oil. He salvoed his bombs close to the target and headed for friendly territory. He had all he could do to keep the plane in the air and finally spotted the airfield at Venlo. After dropping his bombs his bomb-bay doors would not close so he had to pump them up by hand. He racked it back and dropped the plane in on an open field just beyond the airstrip. Making a brilliant crash-landing, neither he nor his gunner, S/Sgt. Rojas, were injured.

When the formation returned to the same target in the afternoon with incendiaries, the crews found the area covered with smoke and haze, and had to bomb on Gee with undetermined results. No flak was encountered and all crews returned safely.

The tactical significance of these recent operations was given in a 9th Bomb Division release, which follows:

Communications inside seventeen German towns north of the Ruhr had been battered out of usefulness and smoke still covered the entire town areas late Thursday, after some 1400 separate attacks by Ninth Bombardment Division Marauders, Invaders and Havocs. These attacks have been aimed at sealing off the entire road and rail system in the northern sector of the Rhine.

Since the air offensive opened in mid-morning Wednesday, nearly 2700 tons of high explosives and incendiaries have been rained on main road junctions, supply depots and other military installations, in the key German towns.

Located in a 50-mile arc running mid-way between Munster and the Rhine, each town is a key in the enemy's chain of communications north of the Ruhr.

Object of the current program is to cut off all road and rail facilities leading east from the northern sector of the Rhine, thereby sealing off the battle area north of the Ruhr Valley.

The following crews took part in the Morning Mission:

Major L.F.Dunn Lt.W.E.Brewer F/O A.J.Lehneis Sgt.J.W.Rose	Lt.C.J.Brown Lt.J.E.Kerns S/Sgt.H.E.Sunderland	Lt.D.L.Withington S/Sgt.C.F.Huss Lt.Clover(9 th Weather)
Lt.T.E.Graeber Sgt.M.Appleman	Capt.S.M.Hixon Sgt.K.W.Schmidt	Lt.W.H.Ames S/Sgt.H.S.Fessler
Lt.A.J.P.Winn S/Sgt.G.G.Stephenson	Lt.G.L.Milhorn Sgt.D.E.Mc Nellis	Lt.H.M.Van Noorden S/Sgt.G.Thompson
Lt.D.A.Fero S/Sgt.A.A.Rojas	Lt.J.W.Spires Sgt.R.W.Messinger	Lt.L.W.Edstrom S/Sgt.R.J.Brown

Continue on the next page.

The following crews made the second trek to Berken!

Lt.J.A.Buskirk Lt.R.C.Hanna S/Sgt.C.H.Corbitt	Capt.R.J.Tutt Lt.L.A.Orr S/Sgt.D.Schwartzapel	Capt.Z.R.Moore S/Sgt.H.R.Davis
Capt.S.M.Hixon S/Sgt.A.H.Hinson	Lt.A.J.P.Winn S/Sgt.W.G.Davis	Lt.A.Remiszewski S/Sgt.J.H.Miguez
Lt.A.E.Hlivko Sgt.R.E.Graub	Lt.J.W.Spires Sgt.L.E.Davis	Lt.G.L.Milhorn Sgt.D.Chest
Lt.J.C.Gary Cpl.A.E.Schoen	Lt.T.E.Graeber Sgt.A.H.Miller	Lt.L.W.Edstrom Sgt.P.A.Pompa

March 23rd, 1945

For the third successive day the Ninth Bomb Division, including the 416th Group, delivered morning and afternoon blows at enemy defenses between Munster and the Rhine. Crews observed smoke and fire raging throughout the whole sector as the aerial onslaught went on. The A-69 Invaders hammered at the Dinslaken factory in the morning and went back to hit at roads and buildings in the town in the afternoon. Both missions were maximum effort, crews dropping thousand pound GPs in the morning and 500 pound incendiaries in the afternoon.

Excellent, superior and undetermined results were made against the factory. Lt. Lackovich and Lt. Muir were unable to get pictures due to evasive

action, but visual reports state bombs hit on buildings. The new bombardier-navigator-pilot team of Captain Sutton and Lt. Reed annexed a superior on their first visual bombing mission as bursts blanketed large factory buildings. Five ships received battle damage and one crashed landed, but the crew reported safe. The factory was a large steel-rolling mill, which the Germans are reported using as an observation post to detect Allied positions and movements across the Rhine.

The incendiary bombing in the afternoon was recorded as excellent to superior although due to no photos available, undetermined results were given on paper. There was smoke and haze over the target and violent evasive action was taken, making the correct taking of pictures impossible. There were no losses, casualties or battle damage.

The following crews took part in the first encounter:

Lt.J.J.Lackovich	Capt.L.J.Sutton	Lt.G.L.Milhorn
Lt.R.C.Muir	Lt.J.V.Reed	Sgt.D.Chest
Col.T.R.Aylesworth	S/Sgt.D.C.Gilliam	Sgt.Williford (668 th)
Cpl.R.M.Barry	Lt.Col.D.L.Willetts	
Capt.Z.R.Moore	Lt.J.C.Gary	Capt.S.M.Hixon
S/Sgt.H.R.Davis	Cpl.A.E.Schoen	Sgt.K.W.Schmidt
Capt.L.C.Nielson	Lt.A.Remiszewski	Lt.J.W.Spires
S/Sgt.F.E.Barber	S/Sgt.J.H.Miguez	Sgt.L.E.Davis
Lt.A.E.Hlivko	Lt.H.M.Van Noorden	Lt.D.L.Withington
Sgt.L.J.Farmer	Lt.Sampson	S/Sgt.L.D.McElhattan
	S/Sgt.R.I.Steffey	

The following crews participated in the afternoon mission:

Lt.J.A.Buskirk	Capt. R.J.Tutt	Capt.R.C.Wheeler
Lt.R.C.Hanna	Lt.L.A.Orr	Sgt.R.E.Graub
S/Sgt.C.H.Corbitt	Sgt.W.Wood	Sgt.Williford (668 th)
Lt.Childrey (9 th W.)		
Capt. Z.R.Moore	Lt.J.W.Spires	Lt.A.J.P.Winn
S/Sgt.H.L.R.Davis	Sgt.R.W.Messinger	S/Sgt.G.G.Stephenson
	Sgt.Snider (F)	
Lt.A.Remiszewski	Lt.D.L.Withington	Lt.L.W.Edstrom
M/Sgt.J.J.Wells	S/Sgt.C.F.Huss	Sgt.P.A.Pompa
Lt.T.E.Graeber	Lt.H.M.Van Noorden	Lt.J.C.Gary

March 24th, 1945

The 416th made it eight missions in two days as the Ninth Bomb Division continued to drop tons of explosives on the battered area north of the Ruhr. The climaxing blow was made in the morning as eleven groups dropped frags on flak positions near Bocholt, north of the Ruhr at a point just two miles east of the German-Holland border. Each group had a different gun sight. As a whole, results were undetermined, although some crews reported direct hits on the guns. No flak was encountered and all crews returned safely.

Continue on the next page.

In the afternoon the 416th shifted the offensive east and south of the Ruhr Valley, smashing at the Colbe Railroad Bridge, 20 miles north of Giessen. After dispatching a maximum effort mission in the morning just four flights were sent out in the afternoon. An excellent, superior, and a good were scored against on unsatisfactory. Lt. Lackovich and Lt. Muir were credited with a good on their bombing.

Bombing of this bridge and two other nearby spans is part of a continuing program to keep the entire Ruhr Valley isolated from the rest of Germany. There were no losses, casualties or battle damage.

Lt. William H. Ames finished both of his gunners up on the morning mission. He let them both reach 50 and then took one up front and the other in the turret for Number 51. They are S/Sgt. Robert J. Brown and S/Sgt. Herman S. Fessler, who joined the 671st with Lt. Ames back in June 1944.

The following crews took part in the morning mission:

Major L.F.Dunn (66¼)	Lt.C.J.Brown	
Capt.S.M.Hixon		
Lt.W.E.Brewer	Lt.J.E.Kerns	
S/Sgt.A.H.Hinson		
F/O Lehneis	S/Sgt.H.E.Sunderland	
Brig.Gen.Backus		Lt.A.Remiszewski
Sgt.J.W.Rose	Lt.D.A.Fero	S/Sgt.J.H.Miguez
	S/Sgt.T.W.Skelton	
Capt. A.C.Sears		Lt.W.H.Ames
	Lt.M.Wallman	S/Sgt.R.J.Brown

M/Sgt.J.J.Wells
S/Sgt.H.S.Fessler

Sgt.A.Helt

Lt.G.L.Milhorn
Sgt.D.E.Mc Nellis

Lt.H.M.Van Noorden
S/Sgt.R.I.Steffey

Lt.A.J.P.Winn
S/Sgt.W.G.Davis

Lt.J.R.Wright
Sgt.D.O. Simon

The following crews bombed the Colbe Bridge in the afternoon:

Lt.J.J.Lackovich
Lt.R.C.Muir
S/Sgt.T.Connery

Lt.D.L.Withington
S/Sgt.L.D.McElhattan
Lt.Robertson(Inf.)

Capt.Z.R.Moore
S/Sgt.H.R.Davis
Sgt.Snider(F)

Lt.J.C.Gary
Cpl.A.E.Schoen
S/Sgt.A.A.Rojas

Lt.L.W.Edstrom
Cpl.E.R.Elliot

Lt.D.A.Fero

March 25th, 1945

General Anderson's forces shifted the attack to the central sector of the Western Front in a new aerial offensive with the main weight directed against marshalling yards on the main lines out of Frankfurt and communication centers east of the Ramagen bridgehead. For the fifth straight day the 416th Bomb Group chalked up two missions.

Forty-eight aircraft were dispatched in the morning against Altenkirchen east of Ramagen. The bombers met varying degrees of flak in and around the target and 22 of the ships received battle damage. One ship made a crash landing near Trier, but the crew reported safe. Results ranged from undetermined to excellent. Photos were not available on a number of flights because of evasive action off the target. Crews reported the bombs hitting in the town however.

Crystal-clear skies over the Fulda Marshalling Yard enabled the 416th bombardiers to score two superiors and four excellents as the bombers covered the yard with thousand pound eggs. Lt. Lackovich and Lt. Muir chalked up one of the two superiors. The bombs from their flight blanketed the railroad tracks with the center of the burst just 100 feet from the DMPI. Twenty goods wagons were damaged or destroyed and an overpass was hit.

All in all, the six flights just about wiped out the yard and its contents. There were no loses, casualties or battle damage.

The following crews went on the morning mission:

Lt.J.A.Buskirk	Capt.L.J.Sutton	Lt.D.A.Fero
Lt.R.C.Hanna	Lt.J.V.Reed	F/O R.L.Langsam
S/Sgt.C.H.Corbitt	S/Sgt.D.C.Gilliam	S/Sgt.T.W.Skelton
Lt.H.M.Van Noorden	Lt.G.L.Milhorn	Lt.T.E.Graeber

F/O C.W.Brandt	S/Sgt.D.Chest	Sgt.C.Helton
S/Sgt.G.Thompson	Sgt.Kruger(669 th)	
Capt.L.C.Nielson	Lt.A.Remiszewski	Lt.A.E.Hlivko
Sgt.W.W.Maupin	S/Sgt.J.H.Miguez	Sgt.L.J.Farmer
Lt.J.W.Spires	Lt.J.R.Wright	Capt.A.C.Sears
Sgt.L.E.Davis	Sgt.J.J.Ruskiewich	Sgt.J.W.Rose

Continue on the next page.

These crews pounded the Fulda M/Y in the afternoon:

Lt.J.J.Lackovich	Capt.R.J.Tutt	Capt.A.C.Sears
Lt.R.C.Muir	Lt.L.A.Orr	M/Sgt.J.J.Wells
Cpl.R.M.Barry	Sgt.D.Schwartzapel	
Lt.L.W.Edstrom	Lt.J.R.Wright	Lt.T.E.Graeber
Sgt.P.A.Pompa	Sgt.D.O.Simon	
S/Sgt.H.R.Davis		
Lt.D.L.Withington		
S/Sgt.C.F.Huss		

March 26th, 1945

The 416th put a new box-leading pair into operations on March 26th 1945 as Lt. Claude J. Brown and Lt. James E. Kerns took the formation and Lt. John A.

Buskirk and Lt. Robert C. Hanna the second box...against the Gemunden Marshalling Yard on a line leading into Frankfurt. The 671st combinations scored superior ratings and took the formation in and out without loss or damage. This attack followed up the blows against three other M/Ys the previous afternoon. Other 9th Bomb Division Groups hit two other yards.

Smoke prevented Lt. Kerns from picking up the DMPI. Instead he picked a SMPI adjacent to a group of buildings and plastered the tracks and buildings with superior results. The two flights following him scored excellent results on other objects in the yard. Lt. Hanna, managing to see the DMPI through the smoke, dropped with superior results. The bombs hitting buildings, tracks and roads.

The following crews participated:

Lt.C.J.Brown	Lt.J.A.Buskirk	Lt.D.A.Fero
Lt.J.E.Kerns	Lt.R.C.Hanna	F/O R.L.Langsam
Lt.W.E.Brewer	S/Sgt.C.H.Corbitt	
S/Sgt.A.A.Rojas		
S/Sgt.H.E.Sunderland		
	Lt.A.J.P.Winn	Capt.Z.R.Moore
Lt.J.W.Spires	S/Sgt.G.G.Stephenson	S/Sgt.H.R.Davis
Sgt.R.W.Messinger		
	Lt.M.Wallman	Lt.G.L.Milhorn
Lt.W.H.Ames	Sgt.A.Helt	S/Sgt.T.Connery
S/Sgt.F.E.Barber		
	Capt.A.C.Sears	Lt.A.Remiszewski
Lt.H.M.Van Noorden	M/Sgt.J.J.Wells	S/Sgt.L.D.McElhattan
S/Sgt.R.I.Steffey	Sgt.Snider (F)	Sgt.H.K.Miller

March 27th, 1945

After chalking up 37 missions in 26 days, the 416th was finally given a stand-down on March 27th 1945. Bomb Division checked with the weather-man first, because very poor weather set in by morning and the Squadron failed to get even a test hop off.

March 28th, 1945

Oil storage depots ahead of the American offensive were hit by Ninth Bomb Division on March 28 1945. The 416th dropped their one hundred-pound bombs on the depot at Ebrach with unobserved results. The mission was run by Pathfinder, through rough weather. F/O Gunkel of the 668th Squadron spun in coming out of the overcast and is missing. Box I bombed on ETA and Box II on Gee. There was no flak or battle damage.

The following crews took part:

Capt.R.J.Tutt	Lt.D.A.Fero	Lt.J.J.Lackovich
Lt.L.A.Orr	F/O R.L.Langsam	Lt.R.C.Muir
Sgt.W.Wood	S/Sgt.T.W.Skelton	S/Sgt.T.Connery
Capt.S.M.Hixon	Lt.L.W.Edstrom	Lt.J.R.Wright
S/Sgt.A.H.Hinson	Sgt.P.A.Pompa	Lt.J.J.Ruskiewich
Lt.D.L.Withington		
S/Sgt.L.D.McElhattan		

March 30th, 1945

The Hann Munden Ordinance Depot, 10 miles northeast of Kassel was saturated with 1,000 pound bombs from the 416th and two other groups on March 30th. Bombing by pathfinder through clouds, results were undetermined. This depot consists of some 25 motor transport repair sheds and barracks area. The formation ran into moderate flak, five ships being battle damaged.

The following crews took part:

Capt.RJ.Tutt	Lt.J.J.Lackovich	Lt.H.M.Van Noorden
Maj.L.F.Dunn (AC)	Lt.R.C.Muir	F/O C.W.Brandt
Sgt.W.Wood	Cpl.R.M.Barry	S/Sgt.T.Connery
Lt.L.A.Orr		
Lt.D.A.Fero	Lt.T.E.Graeber	Capt.A.C.Sears
Sgt.L.E.Davis	Sgt.M.Appleman	S/Sgt.L.D.McElhattan
Lt.A.J.P.Winn	Capt.L.C.Nielsen	Lt.A.Remiszewski
S/Sgt.W.G.Davis	S/Sgt.C.F.Huss	S/Sgt.J.H.Miguez
Lt.G.L.Milhorn	Lt.J.B.Cocke	Capt.R.V.Wheeler
Sgt.D.Chest	Sgt.R.D.Redding	S/Sgt.Williford

Lt.J.C.Gary
Cpl.A.E.Schoen

March 31st, 1945

The “Fighting; Flying, F _ _ _ _ _”, 416th Bomb Group rounded out its most active month of Operations on March 31st, chalking up mission number 41 and 42 for the month. Ground forces moving toward Wurzburg received a valuable assist from the 416th in the morning as the Invaders struck by PFF at a large storage depot in the city. Crews reported good to excellent results on visual observation. The 500-pound incendiary clusters started large fires in the block of warehouse buildings. Wurzburg is situated on the main line between Frankfurt and Nurnberg. Weak flak was encountered in the target area and four ships received battle damage. All crews returned.

To further deplete the enemy’s supplies the 416th Group and five other 9th Bomb Division Groups struck at a storage area in Marienburg, across the Main River from Wurzburg. The vast storage area comprises 21 warehouse type and 20 smaller buildings, a permanent barracks area and a large motor park. American tanks and infantry were reported meeting resistance in this area and crews were told that if the enemy was to counter-attack it probably would be from that point. Box I obtained excellent results on the PFF lead, but the pathfinder aircraft of the second box dropped late. There were no losses, casualties or battle damages.

The following crews took part in the morning mission:

Lt.D.A.Fero
F/O R.L.Langsam
S/Sgt.T.W.Skelton

Lt.J.J.Lackovich
Lt.R.C.Muir
S/Sgt.T.Connery

Capt.S.M.Hixon
S/Sgt.H.R.Davis

Lt.T.E.Graeber
Lt.D.L.Withington
Sgt.A.H.Miller

Capt.A.C.Sears

M/Sgt.J.J.Wells

S/Sgt.C.F.Huss

Lt.J.R.Wright
Sgt.D.O.Simon

The above mission was No. 51 for S/Sgt. Harry R. Davis, who joined the outfit in England after flying six missions with a B-17 Group. Harry had flown with just about every pilot in the Squadron in chalking up his 51 missions.

On March 28th 1945, S/Sgt. Archie H. Hinson, also originally a Fortress gunner, scored his 51st mission, flying with Capt. Hixon. Archie had racked up 13 B-17 missions before joining the Squadron at Wethersfield and like Davis had flown with many of the Squadron's pilots.

The following crews took part in the afternoon mission, Group sortie number 259:

Lt.C.J.Brown	Lt.J.A.Buskirk	Lt.H.M.Van Noorden
Lt.J.E.Kerns	Lt.R.C.Hanna	F/O C.W.Brandt
Lt.W.E.Brewer	S/Sgt.C.H.Corbitt	S/S R.I.Steffey
Maj.L.F.Dunn		
S/Sgt.H.E.Sunderland		

Lt.W.H.Ames	Lt.A.J.P.Winn	Lt.M.Wallman
S/Sgt.C.F.Huss	S/Sgt.G.G.Stephenson	Sgt.M.F.Hardin
Lt.R.L.Simpson		

Lt.A.Remiszewski	Lt.J.B.Cocke	Lt.T.E.Graeber
S/Sgt.J.H.Miguez	S/Sgt.W.A.Mac Cartney	S/Sgt.T.Connery

Lt.G.L.Milhorn	Lt.J.C.Gary
Sgt.D.Chest	S/Sgt.L.D.McElhattan

S/Sgt. Charles F. Huss and S/Sgt. Leo D. McElhattan both wound up their E.T.O. tour on the afternoon mission. Assigned to Lt. Withington, the pair made most of their missions with their pilot, but ran their 51st with Lt. Ames and Lt. Gary, respectively. They joined the Squadron in June of 1944.

9th Bomb Division Has Record Month

Commended by Lt.Gen.Omar N. Bradley for its sustained offensive, the 9th Bomb Division turned out a record month of operations during which its medium and light bombers flew 15,000 sorties and dropped 24,000 tons of bombs.

The March figures set an all time high for Maj. Gen. Samuel E. Anderson's bomber forces, eclipsing the previous record of 10,538 sorties and 15,226 tons established in June 1944.

Operational 28 days, including 19 straight days from March 8 through March 26, the division's B-26s, A-20s and A-26s ranged over a 250 mile front from Munster Bay south to the Main Scarplands to disrupt road and rail communications and deny the Germans facilities for moving reinforcement equipment and supplies to meet current Allied offensives.

Two-thirds of the division's record assault was directed against communications centers, marshalling yards and bridges on routes feeding battle areas with supplies and reinforcements. Sweeping advances by ground forces over the entire western front testify to the bombers success in blocking German attempts to strengthen defense lines.

Successfully completed campaigns to isolate battle areas, including the industrial Ruhr and Remagen bridgehead resulted in wide-spread destruction to German transportation facilities. Nine major railroad bridges on main lines were destroyed or left unserviceable, four railroad overpasses damaged and at least 33 marshalling yards severely damaged. Bomber attacks cut all lines in 20 rail yards and left only one line open in eight others. A total of 584 rail cuts were made.

Rail facilities destroyed or damaged included 1,769 cars, nine roundhouses, 12 locomotives and 26 workshops.

Sharing top priority with rail targets in the bombers' March offensive were 81 communications centers, equally important to Germans' defense in the west. Attacking the towns with 8,000 tons of incendiaries and high explosives, the medium and light bombers blocked roads with craters and debris, cut rail lines and leveled warehouses, factories and buildings that would offer protection for house-to-house fighting.

Destroyed or damaged in the bombers' assault on communications centers were 7,851 buildings, 79 factories and 99 warehouses. Main and secondary roads running through the towns were cut in 887 places, two highway overpasses destroyed and six highway bridges damaged.

A four-day offensive against gun positions, roads and rail lines in and around 21 towns in the area north of the Ruhr where the 21st Army Group now is

expanding its Rhine River bridgehead highlighted the bombers attacks on communication centers.

While main weight of their attacks were aimed at road and rail facilities, the bombers backed up their assault to immobilize the German army by striking at seven fuel and ammunition dumps and 10 ordinance and motor vehicles repair depots.

Twenty-three bombers were lost to flak and enemy fighters during the month, against claims of nine enemy fighters destroyed, three probably destroyed and five damaged.

416th Destroys Rail Bridge

Reconnaissance revealed that the Colbe Railroad Bridge, 20 miles north of Geissen was completely destroyed by the 416th s attack on the afternoon of March 24th 1945. Four flights hit the bridge with superior to good results. Lt. Lackovich and Lt. Muir took part in this pasting.

April 3rd, 1945

After a two-day sojourn the 416th went back on their long range operations and bombed by Pathfinder method the Hameln Marshalling Yards with undetermined results. Flak was not encountered and all crews returned safely.

The following crews took part in the milk run:

Capt.R.J.Tutt
Lt.L.A.Orr
Sgt.D.Schwartzapel

Lt.D.L.Withington
Sgt.V.F.Gross
Capt.Glover (9th W.)

Capt.Z.R.Moore
Sgt.E.W.Fidler
Sgt.Childs (F)

Capt.A.C.Sears
Sgt.K.W.Schmidt

Lt.J.R.Wright
Sgt.J.J.Ruskiewich

Lt.S.Mooney
Sgt.W.C.Buckley

Lt.D.A.Fero
Sgt.H.K.Miller

Captain Hixon Transferred

Captain Stuart M. Hixon, the oldest pilot member of the 671st Bomb Squadron, was transferred to Naples, Italy the first week in April, and will wind up flying transports in that theater. Captain Hixon's eyes went bad on him after he had racked up 30 missions over a period of ten months at which time he served as assistant operations officer. He was sent before a medical reviewing board in January and was fitted with new glasses and sent back to the Squadron. At the time mention was made of transferring to a transport Squadron, but nothing came of it... that is for two months. Captain Hixon got eager upon his return and chalked up 19 missions in a period of a little more than a month. Then a Ninth Bomb Division order came through ordering Captain Hixon to report to a replacement pool in Naples. This order could not be over-ridden and Captain Hixon sadly said his farewells to the 416th Group.

Coming as it did, it stymied his hopes of getting home. If he had stayed with the Squadron it is likely that he would have finished up by the end of April or the beginning of May.

Hixon joined the 671st shortly after it formed in April of 1943. His ability was quickly recognized and he served as assistant operations officer while the Squadron was at Lake Charles, Laurel, England and for a good part of the stay in France. Here's wishing "Stu" Hixon lots of luck.

April 4th, 1945

The 416th struck at the Crailsheim barracks area, 46 miles northeast of Stuttgart by Pathfinder technique on the morning of April 4th, with undetermined results. It was reported that Crailsheim barracks area and marshalling yards were active in moving troops and equipment to reinforce German positions in the path of the U.S. Seventh Army. The Invaders dropped 232 x 500 incendiary bombs on the target without loss, casualties, or battle damage.

The following crews took part in the attack:

Lt.J.J.Lackovich
 Lt.R.C.Muir
 Pvt.R.M.Barry

Lt.H.M.Van Noorden
 F/O C.W.Brandt
 S/Sgt.O.E.Swank

Capt.R.J.Tutt
 Lt.L.A.Orr
 Sgt.W.Wood

Lt.J.C.Gary
 Cpl.A.E.Schoem
 Sgt.R.L.Mowell

Lt.A.Remiszewski
 F/O A.J.Lehneis
 S/Sgt.F.Di Orio

Lt.G.L.Milhorn
 Sgt.D.E.McNellis

Lt.D.L.Withington

Capt.L.C.Nielson

Lt.R.L.Simpson

S/Sgt.T.Connery
Lt.Glover(9th W.Sq)

Lt.D.L.Price
Sgt.W.W.Maupin

Sgt.V.S.Stypenski

Lt.J.B.Cocke
S/Sgt.W.A.MacCartney

Lt.A.J.P.Winn
S/Sgt.G.G.Stephenon

Lt.S.Mooney
Sgt.R.C.Schumacher

Capt. Nielsen Receives DSC

The Distinguished Service Cross, second only to the Congressional Medal of Honor in combat awards was presented to Captain Leland C. Nielsen, Squadron Operations Officer, on April 6th 1945, somewhere in Luxemburg. The award was given to Captain Nielsen as a result of a bombing and strafing mission in the Blankenheim area on February 22nd 1945. Just before coming on to the bomb run a piece of flak shattered the glass along side his head. The glass cut his face in several places and the concussion rendered Capt. Nielsen unconscious. The plane went into a slight dive, but he came out of it in time. With his face bleeding and his goggles shattered, Captain Nielsen went on to the target and bombed it with good results.

Continue on the next page.

The highlight of the award and the thing that made it so impressive was that Five Star General Arnold, supreme commander of the Army Air Forces, presented the medal to Captain Nielsen in a gala ceremony.

April 8th, 1945

With their longest rest since the beginning of March behind them...four days, the 416th swung back into action on April 8th with two attacks against a communication and an oil storage plant. Both missions were run without loss, but smoke and haze proved to be just as bad as flak on the evening mission.

In the morning the Group hit the Munchen-Bernsdorf Oil Storage plant with very successful results. Due to heavy smoke covering the target area, the lead bombardiers in six of the seven flights estimated the DMPI and released. Violent explosions and fires resulted. Some bombs covered roads in the area, but most of the 150 GPs fell into smoke. The seventh flight misidentified the target and bombed about five miles southwest of the primary. Four groups attacked this target at 20-minute intervals starting at 9A.M. Smoke could be seen 70 miles from the target after the bombing. It is evident that the Germans suffered a complete loss of this vital storage plant. The target was located 40 miles southeast of Leipzig.

The target in the afternoon was the town of Sonderhausen. It was reported by ground forces to be a center of resistance to elements of the First

U.S.Army, fighting in the vicinity of Mulhausen. Its destruction would hamper communications in the area and would probably destroy supplies and personnel in the town. Taking off in late afternoon the formation found the target covered by haze and smoke, caused by previous bombings. Lt. Brown and Lt. Kerns were leading the first box and Lt. Buskirk and Lt.Hanna the second. Lt. Kerns led the formation to the I.P., but his Gee Box went out and he was unable to pick out the target at that time. The rest of the flights went on to the target and dropped from 4900 to 9500 feet. Almost all of the bombs fell into the city with devastating results. Lt. Kerns finally got his Gee set to function after about an hour of circling over Germany. The smoke and haze had cleared by then and he dropped his bombs with excellent results on the town. Lt. Hanna could not get a rating as the bombs fell into smoke and no bursts were visible. Of the six flights dispatched, four received an excellent rating on bombing. The crews in Lt. Brown's flight logged upward to five hours. Luckily flak was not encountered.

Continue on the next page.

The following crews took part in the morning mission:

Lt.J.J.Lackovich	Capt.R.J.Tutt	Lt.D.A.Fero
Lt.R.C.Muir	Lt.L.A.Orr	F/O R.L.Langsam
Cpl. R.M.Barry	S/Sgt.D.Schwartzapel	S/Sgt.T.W.Skelton
Capt.A..C.Sears	Lt.A.J.P.Winn	Lt.R.L.Simpson
F/O S.J.Przywitoski	S/Sgt.G.G.Stephenson	Sgt.V.S.Stypenski
M/Sgt.J.J.Wells		
Lt.J.R.Wright	Lt.T.E.Graeber	Lt.D.L.Price
Sgt.D.C.Simon	S/Sgt.A.H.Miller	Sgt.J.F.Reicher
Lt.D.L.Withington	Lt.G.L.Milhorn	Lt.J.C.Gary
S/Sgt.A.B.Eaton	S/Sgt.D.Chest	Cpl.A.E.Schoen

The following crews went on the evening mission:

Lt.H.M.Van Noorden	Lt.C.J.Brown	Lt.J.A.Buskirk
F/O C.W.Brandt	Lt.J.E.Kerns	Lt.R.C.Hanna
St.Sampson	F/O Lehneis	S/Sgt.C.H.Corbitt
S/Sgt.G.Thompson	S/Sgt. Sunderland	
Lt.T.E.Graeber	Lt.W.H.Ames	Capt.Z.R.Moore
S/Sgt.A.H.Miller	S/Sgt.F.E.Barber	Sgt.L.Goldberg
Lt.D.L.Withington	Lt.M.Wallman	Lt.D.L.Price

S/Sgt.R.J.Johnson

Sgt.M.F.Hardin

Sgt.R.F.Reicher

Lt.J.R.Wright

Lt.J.B.Cocke

Lt.S.Mooney

Sgt.J.J.Ruskiewich

S/Sgt.R.D.Redding

Sgt.C.W.Gurkin

April 9th, 1945

Turning in expert bombing results on two targets, the 416th Bomb Group rained tons of Incendiaries and 1000 pound GPs on the Amberg-Kummersbruck Ordnance Depot and the Saalfeld Marshalling Yard in the morning and evening of April 9th, 1945.

In the morning the 416th was the fourth Group to drop the firebombs on the Ordnance Depot. Smoke covered the entire area, but the Invaders' bombs hit in the center of the target with excellent results. Parts of the huge depot, which were not already on fire, were promptly set ablaze by the wave of 416th A-26s. The depot is (or was) located 36 miles east of Nurnberg.

The target was bombed to destroy small arms that could be used to supply Nazi guerilla gangs expected to resist in southern Germany. Flak was not encountered and all crews returned in tact.

Two superiors and three excellents were scored out of a possible six in the afternoon when the A-69ers struck at the Saalfeld Marshalling Yard, 26 miles southeast of Erfurt in the late afternoon. The junction of main lines, the yard included 60 sidings. Buildings were set afire, rail lines were cut and railway cars were destroyed and damaged. Lt. Lackovich and Lt. Muir chalked up an excellent on this target with their bombs falling in the center of the yard and Capt. Tutt and Lt. Orr scored a superior, with the center of their bomb bursts just 250 feet from the desired main point of impact. Again flak was nil and all crews returned safely.

The following crews took part in the Depot raid:

Capt.H.F.Pair

Lt.A.Remiszewski

Capt.Z.R.Moore

Lt.J.C.Corum

F/O A.J.Lehneis

Sgt.C.Helton

S/Sgt.O.E.Swank

S/Sgt.J.M.Miguez

S/Sgt.H.K.Miller

Lt.A.J.P.Winn

Lt.D.L.Withington

Lt.A.E.Hlivko

S/Sgt.W.G.Davis

S/Sgt.A.B.Eaton

Sgt.R.E.Graub

Capt.Glover (9th W.)

T/Sgt.Childs (F)

Lt.R.L.Simpson

Lt.G.L.Milhorn

Sgt.V.S.Stypenski

S/Sgt.D.E.McNellis

The following crews were on the afternoon mission:

Lt.J.J.Lackovich Lt.R.C.Muir S/Sgt.T.Connery	Capt.R.J.Tutt Lt.L.A.Orr S/Sgt.W.Wood	Capt.A.C.Sears F/O Przywitowski S/Sgt.J.W.Rose
Lt.W.H.Ames Cpl.A.E.Schoen T/Sgt.Childs (F)	Lt.M.Wallman Sgt.M.F.Hardin S/Sgt.H.K.Miller	Lt.J.B.Cocke S/Sgt.W. MacCartney
Lt.D.L.Price Sgt.J.F.Reicher	Lt.J.R.Wright S/Sgt.D.O.Simon	Lt.S.Mooney Sgt.W.C.Buckley
Lt.T.E.Graeber S/Sgt.A.H.Miller	Lt.A.E.Hlivko Sgt.L.J.Farmer	Lt.A.Remiszewski F/O A.J.Lehnis S/Sgt.F.Di Orio

April 10th, 1945

The 416th chalked up two missions on April 10th 1945, dispatching four flights on each mission with just an hour interval between the two. Both took off in the afternoon and returned as darkness approached. For the first time Invaders hit a target in Czechoslovakia now called Sudeten Germany. The target was the Eger Railroad Viaduct...1344 feet long. When the 416th and two other outfits had dropped their thousand pounders on the span, it was knocked down and buildings and roads in the area were blown to bits. Three excellents and a superior were annexed by the 416th Group. Captain Pair and Lt. Corum snagging one of the excellents. His bombs fell in an excellent pattern on the bridge. The bombing of this viaduct was part of a plan to cut Germany in two from West to East by severing communications, as U.S. Armies drive toward a link-up with Russian Forces from the East.

On the second mission the 416th linked up with the 409th to bomb the Strassfurt-Shall Oil Storage Depot, 47 miles southeast of Erfurt. The attack was directed against storage and loading facilities, including the mine entrance, pipelines and underground tanks. Returning crews reported the installation severely impaired with explosions and fires. Lt. Brown and Lt. Kerns led the formation and bombed with excellent results. Their bombs destroyed three large buildings and started large fires. This outfit made three out of four excellents, while the 409th scored a superior out of two flights. Flak was not encountered on either missions and everyone returned:

The following crews took part in the first mission:

Capt.H.F.Pair	Lt.D.A.Fero	Lt.D.L.Withington
Lt.J.L.Corum	F/O R.L.Langsam	S/Sgt.R.J.Johnson
S/Sgt.O.E.Swank	S/Sgt.A.A.Rojas	Col. Stromme
S/Sgt.H.K.Miller		
Lt.G.L.Milhorn	Lt.R.L.Simpson	
S/Sgt.D.Chest	Sgt.V.S.Stypenski	

The following crews went on the second mission:

Lt.C.J.Brown	Lt.D.L.Price	Lt.W.H.Ames
Lt.J.E.Kerns	Sgt.J.F.Reicher	Cpl.A.E.Schoen
Lt.L.A.Orr		
S/Sgt.J.W.Rose	Lt.T.E.Graeber	
	Sgt.M.Appleman	

Captain Wheeler Transferred To The 668th

Another veteran 671st pilot left the Squadron the second week in April. Captain Richard V.Wheeler, after flying with this Squadron for 19 months was transferred to the 668th. He has been serving and will continue to serve as Assistant Group Operations Officer. Captain Wheeler chalked up his 65th mission on March 30th 1945 and since then has flown one more. Captain Wheeler and Lt. Arrington teamed up as a lead team when the Group went on Operations in March 1944. They flew many missions together before Captain Wheeler was sent up to the front for Liaison duty and Lt. Arrington was transferred to the Ninth Bomb Division. They annexed beaucoup excellents and superiors while leading flights with this Squadron.

Lt. Beck Also Transferred

Lt. John T. Beck left the Squadron for assignment to Group in March. He flew his 66th mission with Captain Wheeler on March 30th. Lt. Beck is serving as duty bombardier with Group.

April 11, 1945

Two marshalling yards were hit by the A-69ers on April 11th 1945 with excellent and superior results. In the morning the Group dropped 500 pound GPs on the Bernburg marshalling yard with devastating results. In the afternoon the Zwickau yards were blasted on the 416ths second maximum effort job of the day. Captain Pair and “Shorty” Corum really did a job on the Zwickau M/Y. The center of bursts for their flight was just 100 feet for the DMPI, hits being made on goods wagons, tracks and buildings.

Both marshalling yards are located close by to Leipzig in the path of the Third Army. These yards would be used by the Nazis in building defenses in the area west of Leipzig. At the Bernburg yard crews reported direct hits among tracks and installations in the yards. Red flashes of flame punctuated the bombing attack. The yard at Zwickau was reported to be full of railway cars before the bombing. Just a few bursts of flak were seen, and all crews returned safely from both missions.

Continue on the next page.

The following crews went on the morning mission:

Lt.J.J.Lackovich	Capt.R.J.Tutt	Lt.J.B.Cocke
Lt.R.C.Muir	Lt.L.A.Orr	S/Sgt.R.D.Redding
F/O H.J.Przywitoski	S/Sgt.D.Schwartzapel	
S/Sgt.T.Connerly		
Lt.S.Mooney	Lt.D.L.Withington	Lt.J.R.Wright
Sgt.R.C.Schumacher	Capt.Glover	S/Sgt.J.J.Ruskiewich
	S/Sgt.A.B.Eaton	
Lt.D.L.Price	Capt.A.C.Sears	Lt.A.Remiszewski
Sgt.J.F.Reicher	S/Sgt.J.W.Rose	Cpl.A.E.Schoen
Lt.A.J.P.Winn	Lt.A.E.Hlivko	Lt.M.Wallman
S/Sgt.W.G.Davis	Sgt.R.E.Graub	Sgt.W.C.Buckley
S/Sgt.H.K.Miller		Sgt.R.F.Mowell

The following crews went on the afternoon mission:

Capt.H.F.Pair	Lt.J.J.Lackovich	Lt.J.B.Cocke
Lt.J.L.Corum	Lt.R.C.Muir	S/Sgt.R.D.Redding
S/Sgt.O.E.Swank	Cpl.R.M.Barry	Sgt.R.F.Mowell
Lt.S.Mooney	Lt.G.L.Milhorn	Lt.D.L.Withington
Sgt.W.C.Buckley	Cpl.M.J.Doran	Lt.H.Ashley
		S/Sgt.T.Connerly

Lt.D.L.Price
F/O P.L.Smetanka
Sgt.V.S.Stypenski

Lt.R.L.Simpson
S/Sgt.L. Davis

Lt.J.W.Spires Sgt.Helton

Lt.D.A.Fero
S/Sgt.T.W.Skelton

Lt.T.E.Graeber
S/Sgt.A.H.Miller
S/Sgt.H.K.Miller

Lt.A.E.Hlivko
Sgt.L.J.Farmer

Lt. Jokinen Reports in And Heads for Home

The third chapter on Lt. William R. Jokinen was written during the first week of April. On April 7th the MIA pilot rang the phone in Squadron D Operations and told Captain Nielsen he had escaped from the Germans and was at USTAFF headquarters in Paris. The outfit had to wait until April 13th though before they could get an account of Lt. Jokinen's experiences. Hope had run high after Lt. Cocke and his two gunners had found the plane on their trip to the front and evidence was that Lt. Jokinen and his gunner, Sgt. Creeden, had gotten out of the ship safely.

Lt. Jokinen, quite a bit thinner and showing evidence that he had been through quite an ordeal related that he had given the airplane everything it could take in order to get it back over friendly territory. When he found it impossible to fly it any farther he made a crash landing at the point where Lt. Cocke for the plane. He thought he was in friendly territory, but was not sure. Creeden and he jumped out of the plane and just to be sure he threw a grenade into the ship, but it did not go off. He returned to the plane to get a few things out, and just then Germans popped up all around. They took him by truck to a place where they had a bunch of other prisoners from the Air Corps as well as the ground troops. Here they were lined up and the long march, which was to wear blisters on Lt. Jokinen feet began. It was here that Creeden and he were separated. Sgt. Creeden went up to the head of the column and Lt. Jokinen was at the rear. After marching for two weeks, but only at night, and covering about 100 miles of ground, the group arrived at the point where Lt. Jokinen and three other prisoners made their escape. During this march the only food they had was black bread and water, and not very much of that. Outside of the hikes and the poor food, they were not mistreated.

The break came at night. Lt. Jokinen, a P-47 Pilot and two armored division men crept off into the woods and headed for the American Lines. After six days and nights of creeping, crawling, hiding and running, the quartet finally reached the Seventh Army and were taken back to Paris.

Lt. Jokinen arrived here in time to pick up his belongings and was flown to Paris by Captain Tutt. From there he was to board a plane and head for the States and home.

And from here we can say “Nice work, Lt. Jokinen, and lots of luck”.

April 12th, 1945

Congratulations by Ninth Bomb Division Chief, General Anderson, were bestowed upon the 416 Bomb Group for the job they did on the bombing of the Hof Railroad Bridge on the afternoon of April 12th 1945. General Anderson stated that reports indicated that this very important bridge was definitely rendered unserviceable by the attack. The Group dispatched four flights to this target and on superior and three excellents were scored. The bridge is located just a few miles from the Czechoslovakian border.

The 671st Squadron can claim more than its share of credit for Lt. Brown and Lt. Kerns led the formation to the target and dropped their bombs with excellent results.

Continue on the next page.

The group encountered rough weather on route to the target, but Brown and Kerns led the ships through the clouds, rain and haze. Bombing was done from 5000 to 5500 feet.

The Group was dispatched in the morning to the Kempton Ordnance Depot, but the formations ran into rainstorms and were recalled. This was the case with seven other groups that were dispatched in the morning also.

The following crews went on the morning mission:

Capt.H.F.Pair
Lt.J.L.Corum
S/Sgt.C.E.Swank

Capt.R.J.Tutt
Lt.L.A.Orr
Sgt.W.Wood

Lt.G.L.Milhorn
S/Sgt.D.Chest

Capt.Z.R.Moore
Col.J.L.Stromme
S/Sgt.K.W.Schmidt

Lt.M.Wellman
Sgt.A.Helt

Lt.W.H.Ames
S/Sgt.F.E.Barber

Lt.J.R.Wright
S/Sgt.D.O.Simon

Lt.J.W.Spires
S/Sgt.R.W.Messinger

Lt.R.L.Simpson
Sgt.V.S.Stypenski

Capt.A.C.Sears
S/Sgt.J.M.Rose

Lt.A.J.P.Winn
S/Sgt.W.G.Davis

Lt.S.Mooney
Sgt.R.C.Schumacher

The following crews hit the Hof Rail Bridge:

Lt.C.J.Brown
Lt.J.E.Kerns
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt

Lt.J.B.Cocke
S/Sgt.R.D.Redding
Lt.T.E.Graeber
Sgt. M. Appleman

Lt.D.L.Price
Sgt.J.F.Reicher
Lt.A.E.Hlivko
Sgt.R.E.Graub

April 15th, 1945

The rail yards at Ulm, 65 miles west of Munich, was attacked by the 416th Invaders on April 15th 1945. Clouds obscured the target, which forced the formation to drop its incendiary bombs by pathfinder technique. Results were unobserved. Flak was not encountered, all crews returning in tact.

This was the 65th mission for Lt. David L. Withington, who joined the Squadron in June of 1944. Both his gunners had finished previously and the whole crew is on their way back to the States.

The following crews took part:

Capt.L.J.Sutton
Lt.J.V.Reed
S/Sgt.D.C.Gilliam

Lt.D.L.Withington
S/Sgt.R.J.Johnson

Capt.Z.R.Moore
S/Sgt.K.W.Schmidt

Lt.A.J.P.Winn
S/Sgt.G.G.Stephenson

Lt.R.L.Simpson
Sgt.V.S.Stypenski

Lt.A.Remiszewski
S/Sgt.F.Di Orio

Lt.J.W.Spires
S/Sgt.N.E.Davis

Lt.J.R.Wright
S/Sgt.D.O.Simon

April 16th, 1945

Striking close to the heart of Germany – Berlin, the A-69 Invaders hit two marshalling yards southwest of the city on April 16th 1945. In the morning the Group attacked the yards in Zerbst, dropping incendiaries on the buildings, tracks and cars with successful results. Fires were started in the center of the yard and spread rapidly. Flak was encountered on the bomb run, but all ships returned for the morning sortie.

The formation which was to attack the Wittenburg Marshalling Yard in the afternoon ran into bad weather near the target area and only one flight was able to bomb. A thick haze and clouds obscured the target, results being undetermined. Two ships received battle damage, but all crews returned safely.

The following crews took part in the morning mission:

Capt.H.F.Pair	Lt.J.J.Lackovich	Lt.D.H.Price
Lt.J.L.Corum	Lt.R.C.Muir	S/Sgt.F.E.Barber
F/O S.J.Przywitowski	Cpl.R.M.Barry	S/Sgt.H.K.Miller
S/Sgt.O.E.Swank		
Lt.J.R.Wright	Lt.R.D.Simpson	Capt.A.C.Sears
S/Sgt.D.O.Simon	Sgt.V.S.Stypenski	M/Sgt.J.J.Wells
Lt.D.A.Fero	Lt.M.Wallman	Lt.A.E.Hlivko
S/Sgt.A.A.Rojas	Sgt.A.Helt	Sgt.L.J.Farmer
Lt.J.B.Cocke	Lt.S.Mooney	Lt.T.E.Graeber
S/Sgt.W.A.MacCartney	Sgt.W.C.Buckley	S/Sgt.A.H.Miller

The following crews were on the afternoon mission:

Capt.R.J.Tutt	Lt.D.L.Price	Maj.L.C.Nielsen
Lt.L.A.Orr	S/Sgt.F.E.Barber	S/Sgt.K.W.Schmidt
S/Sgt.D.Schwartzapel	S/Sgt.H.K.Miller	
Lt.A.J.P.Winn	Lt.T.E.Graeber	Lt.R.L.Simpson
S/Sgt.W.G.Davis	S/Sgt.A.H.Miller	Sgt.V.S.Stypenski
Lt.J.W.Spires		
S/Sgt.R.W.Messinger		

April 17th, 1945

The heavily defended city of Magdeburg, standing in the way of the Ninth Army's advance across the Elbe River, was pounded for nearly four hours on the morning of April 17th as the ten other bomb division groups dropped tons of explosives on the defended town. Major Dunn, Lt. Brewer and Lt. Kerns led the formation and bombs from their flight fell into the town with superior results. Lt. Buskirk and Lt. Hanna led the second box, but received an undetermined as the target ran off the edge of the film. Visual

observation indicated that the bombs fell in the town with excellent results. There was no battle damage.

The 416th was the first Group to bomb the defended city after ground forces withdrew 1,500 yards. The order was to completely level the town. U.S. forces have met their heaviest organized resistance since the breakthrough at that point.

In the afternoon the Invaders hit a supply center for the Nazis's proposed final stronghold in the Bavarian hills of southwestern Germany. Large quantities of stores were believed damaged, warehouses destroyed and rail lines cut by the 416ths' bombing of Tübingen, 18 miles south of Stuttgart. Lt. Lackovich and Lt. Muir led the 671st flight. From visual reports they scored an excellent, but the target ran off the edge of the film and they were given an undetermined. Again flak was not encountered and all crews returned in tact.

Continue on the next page.

The following crews took part in the Magdeburg raid:

Major L.F.Dunn	Lt.J.A.Buskirk	Lt.M.Wallman
Lt.W.E.Brewer	Lt.R.C.Hanna	Sgt.A.Helt
Lt.J.E.Kerns	F/O Przywitowski	
S/Sgt.J.W.Rose	S/Sgt.C.H.Corbitt	
Capt.A.C.Sears	Lt.D.A.Fero	Lt.A.E.Hlivko
M/Sgt.J.J.Wells	S/Sgt.T.W.Skelton	Sgt.R.E.Graub
Lt.W.H.Ames	Lt.S.Mooney	Lt.J.R.Wright
S/Sgt.F.E.Barber	Sgt.R.C.Schumacher	Sgt.J.J.Ruskiewich
Lt.H.M.Van Noorden	Lt.J.B.Cocke	Lt.A.Remiszewski
S/Sgt.G.Thompson	S/Sgt.R.D.Redding	S/Sgt.J.H.Miguez

The following crews took part in the evening mission:

Lt.J.J.Lackovich	Lt.A.E.Hlivko	Lt.A.J.P.Winn
Lt.R.C.Muir	Sgt.L.J.Farmer	S/Sgt.G.G.Stephenson

Cpl.R.M.Barry

Lt.J.W.Spires
S/Sgt.L.E.Davis

Capt.L.C.Nielsen
S/Sgt.A.B.Eaton

Lt.T.E.Graeber
S/Sgt.A.H.Miller

The evening mission was the final one for Lt. J.J. Lackovich who finished with 63 missions and eleven quarters for lead missions. Lackovich flew about half his missions on the wing and then was given a bombardier/navigator – Lt.Muir. The pair flew many sorties, and when given a chance to prove themselves on visual bombing, they did so. Lt. Lackovich is now on his way home.

April 19th, 1945

After being recalled before reaching enemy territory in the morning due to weather conditions at the target, the 416th went out again in the afternoon to bomb the Neu Ulm Marshalling Yard, midway between Stuttgart and Augsburg. Captain Sutton and Lt. Reed scored a superior on their bombing and Lt. Van Noorden and F/O Brandt chalked up an excellent on their first attempt at visual bombing. The other flights also annexed excellent and superior results, rendering the yard unserviceable. Tracks were cut in many places, overpasses were knocked in and numerous buildings and goods wagons were destroyed. Again flak was not encountered and all crews returned.

The following crews took part in Mission No. 277:

Capt.L.J.Sutton
Lt.J.V.Reed
S/Sgt.D.C.Gilliam

Lt.H.M.Van Noorden
F/O C.W.Brandt
S/Sgt.R.I.Steffey

Lt.D.A.Fero
S/Sgt.A.A.Rojas

Lt.M.Wallman
Sgt.A.Helt

Lt.A.E.Hlivko
Sgt.R.E.Graub

Lt.A.J.P.Winn
S/Sgt.W.G.Davis

Lt.A.Remiszewski
S/Sgt.F.Di Orio

Lt.J.B.Cocke
S/Sgt.W.A.MacCartney

Lt.S.Mooney
Sgt.W.C.Buckley

Lt.J.R.Wright
Sgt.J.J.Ruskiewich

Lt.J.W.Spores
S/Sgt.R.W.Messinger

Lt.R.L.Simpson
Sgt.V.S.Stypenski

April 20th, 1945

Two fuel depots were smashed by the 416th on the morning and afternoon of April 20th 1945. Both missions were run without loss or battle damage and results of both missions were very successful.

The target in the morning was the Deggendorf Oil Storage Depot, located on the Danube River, 75 miles northeast of Munnich. The thousand pound bombs caused large fires, the flames and smoke rising to almost 9,000 feet. Bombs from the two 671st flights fell into the smoke of previous flights and ratings were not given. Two superiors and two excellents and an undetermined were scored by the other flights.

In an after supper attack the 416th hit a fuel depot for the German Air Force south of Berlin at Annaburg with highly successful results. Major Dunn, Lt. Brewer and Lt. Hanna led the formation and as usual bombed the target with superior results. The center of the burst hit on the DMPI and the target was blanketed. Lt. Brown and Lt. Kerns led the second box and due to the smoke and haze over the target area failed to hit on the DMPI. The bombs, however, cut roads in the area. The formation left the depot ablaze.

The following crews went on the morning mission:

Capt.H.F.Pair
Lt.J.L.Corum
S/Sgt.O.E.Swank

Capt.R.J.Tutt
Lt.L.A.Orr
S/Sgt.W.Wood

Lt.D.A.Fero
Lt.Sampson
S/Sgt.T.W.Skelton

Lt.J.W.Spores
S/Sgt.R.W.Messinger

Lt.D.L.Price
S/Sgt.D.E.McNellis

Lt.T.E.Graeber
S/Sgt.A.H.Miller

Lt.A.J.P.Winn
S/Sgt.G.G.Stephenson

Lt.A.Remiszewski
S/Sgt.F.Di Orio

Lt.J.B.Cocke
S/Sgt.R.D.Redding

Lt.S.Mooney
S/Sgt.R.C.Schumacher

Lt.R.L.Simpson
Sgt.V.S.Stypenski

Lt.J.C.Gary
S/Sgt.A.B.Eaton

The following crews went out in the afternoon:

Major L.F.Dunn
Lt.W.E.Brewer
Lt.R.C.Hanna
S/Sgt.C.H.Corbitt

Lt.C.J.Brown
Lt.J.E.Kerns
S/Sgt.H.E.Sunderland

Lt.A.E.Hlivko
Sgt.L.J.Farmer

Lt.D.L.Price
S/Sgt.D.E.McNellis

Lt.T.E.Graeber
S/Sgt.A.H.Miller

Lt.A.Remiszewski
S/Sgt.F.Di Orio

Lt.M.Wallman
Sgt.M.F.Hardin

Lt.J.B.Cocke
S/Sgt.W.A.MacCartney

Lt.S.Mooney
Sgt.W.C.Buckley

Lt.R.L.Simpson
S/Sgt.J.H.Miguez

April 21st, 1945

Crossing the Austrian border for the first time the A-69 Invaders struck at the Attnang-Puchheim, Austria railway yard on April 21st 1945. Due to a cloud ceiling the ships had to bomb from 8,000 feet. Seven flights attacked the installation with four superior and three excellent results. Lt. Van Noorden and F/O Brandt on their second lead mission annexed one of the superiors, their record now being an excellent and a superior in two tries. Rail lines were cut, buildings were destroyed and explosions resulted all over the yard.

The rail yard, containing 42 sidings, was attacked to cut the main line from Vienna leading into the Nazis' redoubt area of Southern Germany and to destroy military supplies. Flak was not encountered. Weather forced the formation to land at St. Deziers, about 100 miles southeast of Laon. The ships returned the next morning.

The following crews took part in the mission:

Lt.H.M.Van Noorden
F/O C.W.Brandt
S/Sgt.G.Thompson

Capt.L.C.Nielsen
S/Sgt.F.Di Orio
Capt.L.P.Randles

Lt.A.E.Hlivko
Sgt.R.E.Graub
Sgt.Snider(F)

Capt.C.Sears
M/Sgt.J.J.Wells

Lt.A.J.P.Winn
S/Sgt.G.G.Stephenson

Lt.J.W.Spires
S/Sgt.L.E.Davis

Lt.J.C.Gary
Cpl.A.E.Schoen

S/Sgt.A.A.Rojas

April 24th, 1945

The 416th's first attempt at bombing with A-26 Pathfinders did not meet with successful results as the Invaders failed to bomb on the Landau Airfield 60 miles northeast of Munnich, on April 24th 1945. The 409th Bomb Group furnished the Pathfinder aircraft. Their equipment failed and the ships abandoned the formation. The Gee was weak and visual bombing was impossible due to weather. The group did not receive any battle damage.

The term Shoran applies now to the Pathfinder Invaders. It stands for "short range air navigation".

The following crews took part in the abortive mission:

Capt.H.E.Pair
Lt.J.L.Corum
S/Sgt.O.E.Swank

Capt.L.J.Sutton
Lt.J.V.Reed
S/Sgt.D.C.Gilliam

Lt.D.A.Fero
Lt.Sampson
S/Sgt.T.W.Skelton

Lt.J.B.Cocke
Capt.L.P.Randles
S/Sgt.R.D.Redding

Lt.A.Remiszewski
Sgt.Mirabella(F)
S/Sgt.J.H.Miguez

Lt.M.Wallman
Sgt.M.F.Hardin

Lt.R.L.Simpson
S/Sgt.P.A.Pompa

Lt.A.J.P.Winn
S/Sgt.G.G.Stephenson

Lt.S.Mooney
Sgt.R.C.Schumacher

Lt.T.E.Graeber
S/Sgt.A.H.Miller

Lt.W.H.Ames
Sgt.Richards

Lt.D.L.Price
S/Sgt.F.E.Barber

Lt.A.E.Hlivko
Sgt.L.J.Farmer

April 25th, 1945

An important source of ordnance supplies for a possible last-ditch stand in the “National Redoubt” area was severely damaged by the 416th Bomb Group attack on April 25th 1945. Bombs from all six flights hit on the depot, destroying buildings and starting large fires. The depot at Freilassing is just 20 miles from Hitler’s Bavarian headquarters at Berchtesgarden. The 671st had two flights on this mission. Capt. Tutt and Lt. Orr dropped their bombs into the smoke resulting from the previous flights’ attack.

Continue from the previous page.

Lt. Van Noorden and F/O Brandt led a flight against flak positions in the area, but due to their type of bombs, results were undetermined. There were no losses, casualties or battle damages.

The following crews participated in the very successful mission:

Capt.R.J.Tutt
Lt.I.A.Orr
S/Sgt.D.Schwartzapel

Lt.H.M.Van Noorden
F/O C.W.Brandt
S/Sgt.H.I.Steffey

Lt.D.A.Fero
S/Sgt.A.A.Rojas

Lt.A.J.P.Winn
S/Sgt.W.G.Davis
S/Sgt.H.K.Miller

Lt.R.L.Simpson
Sgt.V.S.Stypenski

Lt.J.C.Gary
Sgt.A.E.Schoen

Capt.A.C.Sears
S/Sgt.J.W.Rose

Lt.W.H.Ames
S/Sgt.Richards

Lt.J.W.Spires
S/Sgt.R.W.Messinger

April 26th, 1945

The airfield at Plattling, 40 miles southeast of Regensburg, was rendered unserviceable by the 416ths’ bombing attack on April 26 1945. The field was used for tactical opposition to Allied Forces by single and twin-engine fighters. Lt. Brown, Lt. Kerns and Lt. Brewer led the first box and Lt. Buskirk and Lt.

Hanna the second. Both scored excellent results. Three other flights also obtained excellent results, while two flights hit the target with superior ratings. Flak was not encountered.

The following crews took part:

Lt.C.J.Brown	Lt.J.A.Buskirk	Lt.J.W.Spires
Lt.J.E.Kerns	Lt.R.C.Hanna	Sgt.D.E.Davis
Lt.W.E.Brewer	F/O P.L.Smetanka	
S/Sgt.H.E.Sunderland	S/Sgt.C.H.Corbitt	
Lt.A.Remiszewski	Lt.A.E.Hlivko	Lt.W.J.P.Winn
S/Sgt.F.Di Orio	Sgt.R.E.Graub	S/Sgt.G.G.Stephenson
Lt.M.Wallman	Capt.W.C.Sears	Lt.J.B.Cocke
Sgt.A.Helt	M/Sgt.J.J.Wells	S/Sgt.W.A.McCartney
		Sgt.R.L.Mowell
Lt.S.Mooney	Lt.J.C.Gary	
Sgt.W.C.Buckley	Sgt.R.M.Barry	

May 1st, 1945

The 416th chalked up Mission No. 284 on May 1st, although weather prevented the bombers from attacking the target at Stod, Czechoslovakia. With the German Armies crumbling both in the East and West each mission may be the last one for the Group.

The following crews took part in the mission:

Capt.H.F.Pair	Lt.R.L.Simpson	Lt.G.L.Milhorn
Lt.J.L.Corum	Sgt.V.S.Stypenski	Sgt.M.J.Doran
S/Sgt.O.E.Swank		
Lt.A.Remiszewski	Lt.S.Mooney	Lt.J.B.Cocke
Sgt.R.M.Barry	Sgt.W.C.Buckley	S/Sgt.R.D.Redding

May 3rd, 1945

On May 3rd 1945, the 416th went on what proved to be their last combat mission in the E.T.O. The war folded up on May 8th 1945 officially with the final and complete surrender of the German Army, Navy and Air Force. The

Invaders struck by Shoran equipment at the Stod Ammo Plant in Czechoslovakia with probable good to excellent results This was Group Mission No. 285, compiled in 14 months of combat operations.

Captain Horace F. Pair, the veteran 671st pilot who came overseas with the Squadron, squeezed in his final mission on May 3rd. Captain Pair was on the hospital list for several months after he made a crash landing on the English coast after his second mission, on March 19th, 1944. Pair rejoined the Group on June 15th, his fractured leg having completely healed. After a refresher transition course the Atlanta Cracker went back on operations. His leading ability was quickly recognized and Capt. Pair was made flight leader in mid-September. He teamed up with Lt. John L. Corum and the team was promoted to box leader in short order. Pair and Shorty Corum annexed many excellents and superiors in their bombing tour and did not falter from the “hot” bracket in group lead teams.

Continue on the next page.

Captain Pair will leave the Squadron with 63 actual missions and ten leads which give him a total of 65½ sorties. He is awaiting his shipping orders to the States now.

Lt. Fero had a close call on this final mission. Coming off the target his engine was cutting out. He feathered the prop finally after pulling out of formation and called for an emergency landing field. He set the ship down at the Trier airfield with no damage to the aircraft or injury to his gunner or himself.

The following crews took part in the last E.T.O. mission:

Capt.H.F.Pair
Lt.J.L.Corum
S/Sgt.O.E.Swank

Capt.D.J.Sutton
Lt.J.V.Reed
S/Sgt.D.C.Gilliam

Lt.D.L.Price
S/Sgt.F.E.Barber

Lt.J.R.Wright
S/Sgt.D.O.Simon

Lt.M.Wallman
Sgt.M.F.Hardin

Lt.A.E.Hlivko
S/Sgt.L.J.Farmer

Lt.J.C.Gary
Sgt.A.E.Schoen

Lt.G.L.Milhorn
S/Sgt.D.Chest

Lt.J.W.Spires
S/Sgt.R.W.Messinger

Lt.D.A.Fero
S/Sgt.A.A.Rojas

Recent Promotions

Captain Leland C. Nielsen, who joined the Squadron as Operations Officer in mid-December took off his railroad tracks and put on a gold leaf in April. 1st Lt. William H. Ames, who has been Asst. Operations Officer since August of 44 received his promotion to Captain, effective May 1st 1945, along with 1st Lt. Claude J. Brown, who gained his Captaincy through his flight leader duties.

Recently promoted from 2nd Lieutenants to 1st Johns were Lt. Edstrom, Lt. Spires and Lt. Muir. Over in C Squadron a former 671st stalwart, Lt. Peter G. Royalty, was promoted to Captain along with Lt. Forma, now with the 671st Squadron.

Major Dunn Now A Lt. Colonel

Perhaps the most satisfying promotion was that of the Squadron's Commanding Officer, Major Lloyd F. Dunn to Lieutenant Colonel. Dunn had just made Captain when he joined this outfit in Laurel, Miss. His Majorcy came while serving as Squadron Operations Officer in England and after several months sojourn with Group and the 670th Squadron, he returned to the 671st to trade in the gold leaf for the silver one.

Ames Serving in Group

Although not on orders as yet, Captain Ames has been acting as Assistant Group Operations Officer, under two other former 671st ites – Lt. Col. Willetts and Captain Wheeler. It is believed that the move will be a permanent one. Taking Capt. Ames's place in Squadron Ops is 1st Lt. John B. Cocke Jr. who joined the Squadron in October of 1944.

The Period of "Sweat"

With the "Guerre in Europe finit" the men of the 416th Bomb Group at once went into a period of sweating it out... would it be the C.B.I. direct? The C.B.I. by the way of the United States? Or the army of occupation? As redeployment centers were being set up near to Reims the 416th moved from A-69 to

A-59 at Cormeilles EnVexin, about 25 miles northwest of Paris. The advanced air echelon flew to the new base on May 20th and by May 25th all but a few of the personnel were settled at A-59. At this time there was a very strong feeling that the outfit would go back to the States, probably in July or August. This wishful thinking was bucked up by the fact that the 416th was the first Group in the Wing to come overseas.

Meanwhile, in keeping with the policy of the 416th Group, an extensive training program was scheduled and carried out involving both flight and ground training. The stress was put on low level formations of various elements. On the deck buzzing which just a month before was good for a court martial, was now an S.O.P. As was expected there was a certain amount of “Chicken”...reveille each morning at 0615, bedside inspections and a weekly review.

The last couple of days in May most of the men dispelled the idea of Army of Occupation and opinion was divided as to the States. It was 0620 on June 2nd 1945 when the news broke. Just after Reveille, Lt. Colonel Dunn called the men around him and said; “I’ve got some bad news for you. This Group is going direct to another active theatre of operations.” At this point you could have heard a pin drop. A very few thought it was for the best. Most however were very disappointed, but all were glad that they were told what was in store for them. Everyone was unanimous in their plan to make the best of things while surrounded by white woman. Col. Dunn said that the move would probably come in August.

Five pilots and one bombardier/navigator, all with or over 50 missions were sent home from the Squadron the second week of June. They were Captain Ames, Lt. Fero, Lt. Winn, Lt. Gary, Lt. Van Noorden and Lt. Muir. The first enlisted men from the Squadron who returned to the States for discharge on points were T/Sgt. Benny and M/Sgt. Wadell. They departed the first week of June, followed by M/Sgt. Burke, Sgt. Clarkston and Cpl Shaffar.

With the news that the Group would get three battle stars for the German campaign and the promise that all men with 85 or more points would be sent to the States, it was evident that the Group was to undergo many vital changes before it left for the Pacific.

Five pilots and a bombardier-navigator were assigned to the Squadron during May and the first week in June.....Captain Olson, Lt. Mallery,

Lt. Dantzer, Lt. Comeaux and F/O Acrey. Only Captain Olson had another tour to his credit, flying 75 missions in B-25s in Africa and Italy.

July 1945 A Big Month

As was expected all men with 75 points or more, not counting the two new German battle stars, were transferred into Bomb Groups scheduled for re-deployment to the United States or Occupation. Into the 416th Group swarmed low point men from the other Groups in the 9th Air Division which the men of this Group transferred. Thus the 416th by mid-July was composed of personnel with under 75 points, with a few exceptions. The Squadron suffered on this exchange, losing just about all the section heads and most of the ranking line personnel.

Rumors had flown fast and wild in regard to the combat crews and each category – pilots, BNs and Gunners – sweated out each new rumor with optimism and pessimism as the case might be. When the idle talk had gone its way and things had been changed numerous times, this took place.....

All armorer gunners were transferred to either an occupational group or to a replacement center to await transportation to the States. The Ground Crews were destined to go to the CBI direct, but all planes were to be ferried by way of the U.S.A. On the 16th and 17th of July five 671st pilots with two engineer gunners flew excess aircraft to the ATC Assembly area at A-74 on the first leg of their journey home. These pilots were Lts. Hlivko, Dantzer, Spires, Price and Simpson. Lt. Graeber proceeded these by a few days.

This left the Squadron with 15 pilots who were to make up the actual air echelon. The engineer gunners who were left thought that they would fly home

with the pilots, but higher headquarters produced poop, which stated that the crew chiefs would fly back with the aircraft, and that only two men would go in an A-26B and three men in an A-26C. Thus the gunners who were to stay with the outfit wound up slated for a long boat ride with the downhearted ground doggies.

The following pilots left the Squadron on July 19th for the ATC base at A-74; Lt. Col. Dunn, Major Nielsen, Lt. Cocke, Capt. Brown, Capt. Buskirk, Capt. Olson, Capt. Tutt, Lt. Edstrom, Lt. Malery, Lt. Mooney, Lt. Wright. The remaining pilots, Lt. Milhorn, Capt. Sears, Lt. Comeaux and F/O Acrey departed on the 20th and 21st of July. Five Bombardier/Navigators went on the flight echelon...Lt. Brewer, Lt. Kerns, Lt. Corum, Lt. Orr, and F/O Brandt. Lt. Reed also made the flight echelon, leaving on the 21st with Capt. Sears. Four bombardiers were transferred to the 391st Bomb Group on July 19th. They were Lt. Hanna, F/O Przywitowski, F/O Langsam, F/O Lehneis. This left on bombardier, Lt. Seymour, the last to join the Squadron, with the outfit.

The personnel who left on the flight echelon are scheduled to rejoin the Squadron at the new operational base, probably in the CBI. However, there is a good chance that some may get to remain in the States.

The following gunners have had it, missing the boat in one sense, but catching it in another sense: S/Sgts. Chest, L.E. Davis, Corbitt, Corn, Love, McNellis, Miguez, Mowell, Nelson, Pompa, Ricks, Schwartzapel, Skelton, Steffey, and Stephenson.

The 416th is scheduled to move to a staging area the last week in July and it may be added that morale is very, very, very low.