

**S/SGT NELVIN F. COUPE**  
**324th Bomb Squadron / 91st Bomb Group (H)**



*S/SGT. NELVIN F. COUPE - 33801714  
324th Bomb Sqdn.  
91st Bomb Group (H)  
APO 554 4/6 Pm, N.Y.*



## INTRODUCTORY NOTE BY TRANSCRIBER

We present here, for your pleasure, the war diary of S/Sgt. Nelvin Coupe. His notes span from mid December 1944 to the end of April 1945. These are the closing months of the war in Europe. In December 1945 most of France is liberated and the allied troops are moving in on the enemy from both sides. But the Germans are not giving up yet; the Battle of the Bulge ( from December 16 to January 25) will be a proof of this. Every yard must be fought for.

In the air, the allies are really the masters, but the dangers remain. As the German territory is shrinking their defenses are concentrating. Flak guns are being pulled back and repositioned on all the strategic targets, adding to the guns already there. Although the USAAF does not get the massive enemy fighter attacks anymore, the dangers from the flak are worst than ever.

Compared to the first of the 8th Air Force crews who « only » had to do 25 missions to complete a tour, Nelvin Coupe and his brothers in arm had to fly 35 missions. Survival rates were getting better but all you needed was one direct hit from a flak gun to down a plane and lose 9 men. Every ship lost had a tremendous impact on the remaining crews. They would come back to base, that they called home, to face empty rooms where good pals used to be. Welcoming replacement crews became difficult. They didn't want to make new friends they might lose the next day.

These diaries are precious for their historical and emotional value. Historically they bring many details and information often difficult to come by for researchers. Emotionally they shine a light on the hardship represented by air combat over Europe during the Second World War.

Dear reader, if you have diaries, letters, pictures, movies or any other document from a veteran, please consider scanning them and sharing them with us and all those who want to learn about the accomplishments of all these courageous men. Conservation is also one of the duties we have for future generations. So please feel free to contact us and we will advise you on the best way to share your documents. All contact information can be found on our website : <http://www.91stbombgroup.com> .

The diary and photos presented here were contributed by Betty Fox, daughter of Nelvin Coupe. S/Sgt. Coupe used to carry a baby picture of her with him during his missions.

The 91st BGMA thanks Betty and her husband George Fox preserving and sharing these historical family documents.

Patrick Milward



**Lt. Emerson crew**  
**91st BG - 324th Bomb Sqr**  
**S/Sgt. Nelvin Coupe**  
(second row, first from the right)

Date: Dec 11, 1944  
1st Mission: Frankfurt  
Ship: « Yankee Gal » #844

We got up Saturday morning at 4:00 AM and ate breakfast. At 5:00 AM we were briefed for our target, which was the marshaling yards at Frankfurt, Germany. After briefing we went to the armament shop, and dried off our guns, and loaded them in the truck. Then proceeded to the equipment hut to get our necessary flying equipment and loaded it on the truck, then drove on out to the ship. We loaded our guns and equip on the ship, then taxied out to the runway, and took off at 8:00AM. We formed over Bassingbourn at 8,000ft. We then flew south to Eastbourne, across the Chanel ...

Date: Dec. 11, 1944  
1st Mission: - Frankfurt  
Ship: - "Yankee Gal" #844

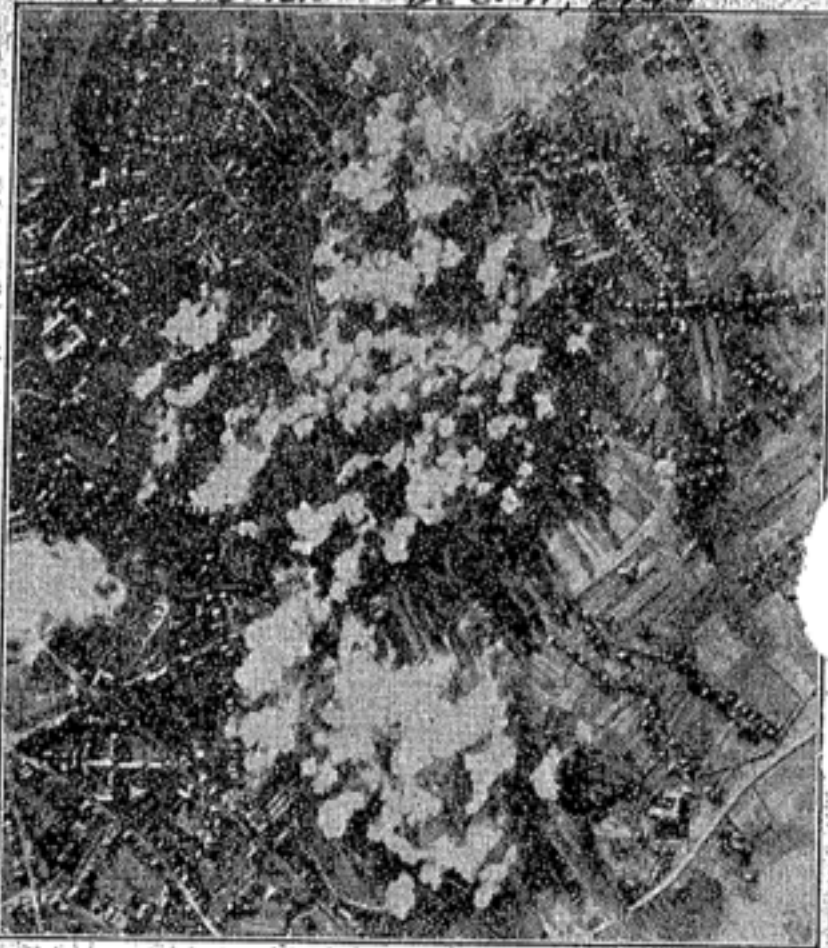
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to Dieppe, France, to the target at Frankfurt. We loaded the marshaling yards at Frankfurt with twelve 500 lb bombs at 11:26 AM. by P.F.F. We encountered very little flak, in fact only five bursts could be seen. None of the ships in our group were hit or lost. We then headed back for home, and arrived at the field E.T.A. 16:00 PM. There were 1600 ships participated in the raid. This was considered a "Milk Run", as they call such a mission.

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# 1600 Bombing Nazi Rail Yards 1st Mission DEC. 11, 1944



This is a picture which probably was duplicated in the Eighth Air Force raid on German marshalling yards Monday in what was believed to be the heaviest single-mission daylight raid. Shown are the Hereford rail marshalling yards, 35 miles southeast of Osnabruck, Germany, after they had been hit recently by a force of 1,100 heavies.

DATE: - Dec. 12, 1944  
2nd Mission: - Merseburg  
Ship: - The Ruptured Duck #205

We got up Tuesday morning at 4:30 AM, and ate breakfast. At 5:35 AM we were briefed for our target, which was the Leuna synthetic oil plant near Merseburg, Germany. After briefing we went to the armament shop and dried our guns, then loaded them on the truck. Then proceeded to the equip hut, to get our necessary flying equip and loaded it on the truck. Then drove on out to our ship. We loaded our guns and equip on the ship, then taxied out to the runway, and took off at 8: AM. We formed over Bassingbourne at 15,000 ft above a heavy overcast. We then flew south

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to Eastbourne, across the channel to France, and to Merseburg going by way of Frankfurt. We dropped twelve 500lb bombs on the Leuna synthetic oil plant near Merseburg at 11:40 AM by P.F.F. We encountered quite a bit of flak all around us, 88 mil and 105 mil., although the flak was very inaccurate and we had no losses in our group, a couple of hits. Out of 1,200 fortresses we lost nine. We then headed back for home, and passing over Frankfurt we encountered light flak with no hits. We arrived at the field E.T.A. 15:30. It was our first mission in our own ship and our own full crew.

# 1,250 U.S. Heavies Hit Reich Again

2nd DEC 12-41

Following up the previous day's terrific assault on rail objectives in the Reich, more than 2,000 U.S. heavy bombers and fighters for the second straight day hammered rail objectives in the Frankfurt area Tuesday, as well as the Leuna synthetic-oil plant near Merseburg.

Meantime, it was disclosed that all of the synthetic-oil plants in the Ruhr now had been knocked out of production by Allied bombing.

Upward of 1,250 Fortresses and Liberators of the Eighth Air Force, covered by approximately 900 Mustangs, Thunderbolts and Lightnings of both the Eighth and Ninth, were dispatched Tuesday.

In addition, an unspecified number of Forts and Libs of the 15th Air Force, based in Italy, carried out an attack in bad weather on the Blechhammer oil refinery in southern Silesia.

Early unofficial reports indicated the Eighth lost nine bombers and 11 fighters, some of which were believed to have landed in friendly territory. There was no enemy fighter opposition.

One of the few remaining large synthetic-oil plants in Germany, the Leuna plant, which covers one-square-mile in area, has been bombed 18 times by the Eighth. Yesterday's attack was made through overcast, bombardiers employing "electronic eye" instruments.

The neutralization of synthetic-oil plants in western Germany has increased the Germans' dependence on Silesian refineries such as the Blechhammer and Odertal, in the Reich, and the Oswiecim plant in Poland, all within range of the 15th Air Force.

Eighth heavies pounded rail yards at Hanau and Darmstadt visually, while rail facilities at Aschaffenburg were bombed both through clouds and visually. Located in the area of Frankfurt.



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**Bombs away !**  
Nelvin F. Coupe collection



91st BGMA - Aug. 2015

Date: Dec 18, 1944  
3rd Mission: Cologne  
Ship: 964

We got up Monday morning at 6:15 AM and ate breakfast. At 7:15 AM we were briefed as a screening force over Cologne, Germany. After briefing we went to the armament shop, and dried our guns, then loaded them on our truck. Then proceeded to the equipment hut, to get our necessary flying equipment and put it on our truck, then drove on out to our ship. We loaded our guns and equip on the ship, then taxied out to the runway, and took off at 9:56 AM. We formed over Basingbourn at 15,000 ft, and 11 AM headed across the Channel to Belgium, to Cologne. We were carrying a load of fifty-four ...

DATE: Dec. 18, 1944  
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Ship: 964

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... started to pain terrible. Then Ganz and Ludwick came and gave treatment to my legs. I finally stood all I could and Ganz noticed I was starting to breakdown and he gave me pure oxygen and it straightened me out and I felt better. After forty-five minutes of working on my legs, circulation started and they got better, although they were sore til the next day. We arrived back at the field E.T.A. 15:15 safely. This was really a « milk run » and my first taste of frost bite.

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## Hit Rail Points 3rd Mission Dec. 13 In German Rear

Important rail centers supplying counter-attacking German forces on the Western Front were hammered Monday by approximately 500 Fortresses of the Eighth Air Force, escorted by more than 600 Mustang fighters.

Unopposed by enemy fighters, the heavies struck at marshalling yards at Cologne, Coblenz, Mainz and elsewhere in western Germany. All bombing was done in adverse weather. Flak was light.

A group of patrolling P51s reported bagging three Me109s over the Ruhr. The Eighth's losses were three bombers and five fighters.

Meanwhile, a tabulation of the results of Sunday's fierce air battles disclosed that Ninth Air Force fighter-bombers shot down 97 German planes, probably destroyed five and damaged 61 for a loss of 31 U.S. aircraft, as the Luftwaffe, with an estimated 450 fighters in action, made probably its greatest tactical effort since D-Day to support attacking Wehrmacht elements on the U.S. First Army front.

An AP dispatch said that Allied airmen shot down 194 enemy planes in the first 36 hours of the attack.

An additional 48 enemy fighters, out of an attacking force of over 100, were bagged Sunday by MAAF bomber-gunners and fighter-pilots while the heavies were on their way to bomb synthetic-oil plants in Silesia. MAAF losses were 29 planes.





Date: Dec 28, 1944  
 4th Mission: Bonn  
 (Remagen)  
 Ship: « The Ruptured Duck » #205

We got up Thursday morning at 6:25 AM and ate breakfast. At 7:25 AM we were briefed for our target, which was a bridge at Bonn, Germany. After briefing we went to the armament shop, and dried our guns, and loaded them on our truck. Then we proceeded to the equipment hut, to get our necessary flying equipment and put it on the truck, then drove on out to our ship. We loaded our guns and equip on the ship, then taxied out to the runway, and took off at 9:40AM. We formed over Basingbourne at 15,000ft. We then flew East over the Channel and over Brussels, Belgium, to the target at Bonn. We bombed the bridge at 1:20PM altitude ...

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 4th mission: Bonn  
 Ship: The Ruptured Duck  
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*of 22,500 ft, with two 2000 lb and two 1,000 lb bombs, by PFF. We encountered very little flak and no fighters. We arrived home ETA time at 16:30 without any loss or damage to any of our ships. There were 1,200 ships participated in the raid. Upon landing we were surprised to find Lt. Wescott's crew sweating us out, and boy we were where happy to see them. They now have ten missions in.*

**1,200 Heavies Out 3rd Day**  
 4th Dec 28

For the third straight day Eighth Air Force heavy bombers—numbering more than 1,200 Fortresses and Liberators, covered by about 700 Mustangs and Thunderbolts—yesterday continued the bombardment of choke-points and rail routes carrying supplies and reinforcements for German counter-attacking forces.

The heavies struck the area between Saarbrücken and Cologne in adverse weather, smashing at rail yards and bridges in the vicinity of Neukirchen, Kaiserslautern, Coblenz and Bonn. There was some visual bombing.

Neither bombers nor fighters encountered enemy fighter opposition. However, the Eighth lost four bombers, presumably to flak. No pursuits were lost.

Photos taken during Wednesday's operation in favorable weather indicated severe damage in the jammed rail yards

at Fulda, northeast of Frankfurt, and Euskirchen, southeast of Cologne. In the afternoon, Lancasters attacked a marshalling yard at Cologne.

RAF Bomber Command also kept up its offensive against railway objectives on the Western Front yesterday, a strong force of Halifaxes and Lancasters striking at the rail workshops of Opladen, 12 miles north of Cologne.

Over 1,000 planes of the U.S. 12th Tactical Air Force again lambasted enemy troop concentrations on the western end of the Italian front and communications in northern Italy, with more than 4,000 sorties flown in the last three days.

Heavies of the 15th Air Force pounded Brenner Pass rail lines and scattered oil targets in Czechoslovakia.

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Date: Jan 10, 1945  
5th Mission: Cologne  
(Osthein)  
Ship: « The Ruptured Duck »  
#205

We got up Tuesday morning at 5:15 AM and ate breakfast. At 6:15 AM we were briefed for our target, the airfield at Cologne, Germany. After briefing we went to the armament shop, and dried our guns, and loaded them on the truck. Then proceeded to the equipment hut and got our necessary flying equipment and put it on the truck, then drove on out to the ship. We loaded our guns and equip on the ship and waited til taxi time. We taxied out to the runway, and took off at 10:04 AM. We assembled over the field at 18,000ft, then ...

*Date: JAN 10, 1945  
5th Mission: Cologne  
Ship: The Ruptured Duck  
(Osthein) "Duck"*

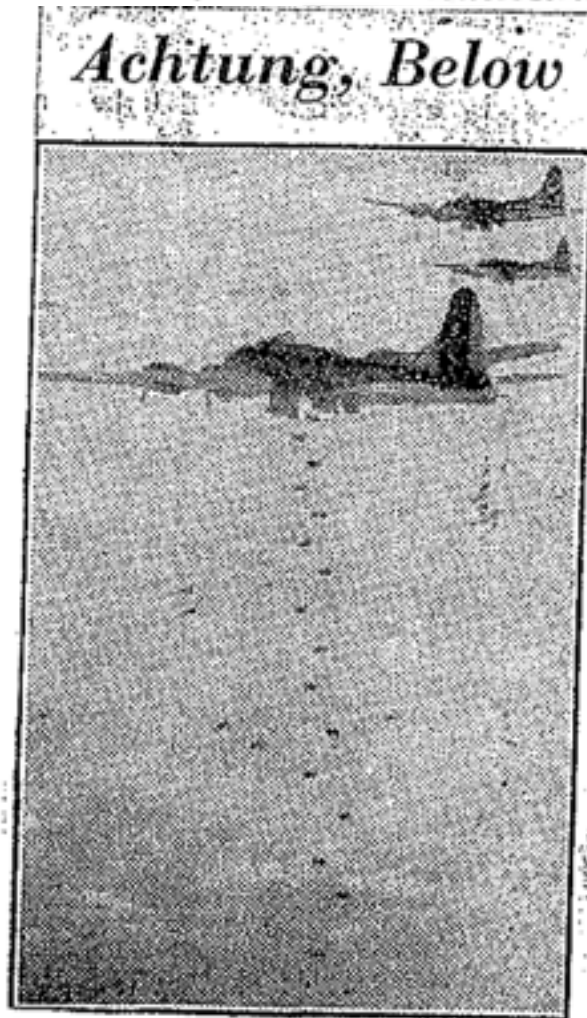
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*headed across the channel to the target. We crossed by way of Belgium. We started our bomb run at 9:00 PM and dropped thirty-eight 100lb G.P. bombs. We missed the air field, by one minute due to malfunction of the bomb bay, and the salvo switch was frozen. There was quite a bit of flak over the target as it was visual. There were quite a few hits but not bad enough to bring them down. We had no hits on our ship although they were mighty close. We then headed back over Belgium for home. We ...*

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*Date: Jan. 15, 1945  
6th Mission: Munich  
Ship: Ruptured Duck  
#205*

*We got up Monday morning at 4:45 AM and ate breakfast. At 5:45 AM we were briefed for our target, which was an air field near Munich. After briefing we went to the armament shop and dried our guns, and loaded them on the truck. Then we went to the equip hut and got our necessary flying equip, then drove out to the ship. We loaded our guns and equip on the ship then waited for taxi time. We taxied out to the runway and took off at 8:30 AM. We assembled over the field at 6,000 ft then*

Date: Jan 15, 1945  
6th Mission: Munich  
Ship: « The Ruptured Duck »  
#205

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**1945 Formation on January 15th mission to Munich, Germany.  
Photo by Nelvin F. Coupe**



... headed for the target over the Channel and France. Near the fighting lines\* we started climbing to bombing altitude which was 24,000 ft. We hit the I.P. at 12:06 PM and started on the bomb run. We dropped ten 500 lb navy bombs on the airfield at Munich at 12:25 PM. We had to bomb PFF through a low overcast. We were briefed for quite a few fighters but we did not see the enemy fighters and to our surprise no flak at all. We had a fighter escort of about 650 P-51s. We then headed back for home over the Alps mountains over ...

\* Note from the transcriber: the allied forces have reached Alsace in the east of France. The Ardennes are back in allied hands and Belgium is almost completely liberated.

*headed for the target over the channel and France. Near the fighting lines we started climbing to bombing altitude which was 24,000 ft. We hit the I.P. at 12:06 PM and started on the bomb run. We dropped ten 500 lb navy bombs on the air field at Munich at 12:25 PM. We had to bomb PFF through a low overcast. We were briefed for quite a few fighters but we did not see the enemy fighters and to our surprise no flak at all. We had a fighter escort of about 650 P-51s. We then headed back for home over the Alps mountains over*

*France, and arrived here at the field E.T.R. time 15:45 PM. We all arrived safely with not any damage whatever.*

### 675 Bombers Hit Nazi Rails; RAF Hits Oil

scored by U.S. fighters Sunday were recorded yesterday to boost their record to 155 and make it 189 Nazi planes destroyed in the air and on the ground by 8th fighters and bomber gunners. The 8th lost 19 bombers and 12 fighters.

## 675 Bombers Hit Nazi Rails; RAF Hits Oil

After its damaging raids on German industrial targets Sunday—pictures showed oil refineries and depots pock-marked with solid hits—the 8th Air Force switched back to straight tactical operations yesterday when over 600 heavy bombers thundered through heavy flak to hammer four railroad yards in southern Germany.

At least 675 Thunderbolts and Mustangs swarmed around the Fortresses and Liberators as escort, but the Luftwaffe offered no opposition. Six more kills

... France and arrived here at the field E.T.R. time 15:45 PM. We arrived safely without any damage whatever.

Targets yesterday were yards at Ingoldstadt and Augsburg, north and northwest of Munich, respectively, at Rutlingen, south of Stuttgart, and at Freiburg, south of Strasbourg.

The RAF also was out yesterday as Lancasters continued their assault against German oil targets, hitting two benzol plants in the Ruhr.

The Italy-based 15th Air Force ended a seven-day lull by dispatching 500 heavies to bomb communications near Vienna and north of Venice.

## LOADING LIST FOR JANUARY 17th, 1945, MISSION



7205

THE  
Raptured  
Duck

Lt. Emerson  
Lt. Stevens  
Lt. Soeller  
Sgt Macdonald  
Sgt Dean  
Sgt Ludwig  
Sgt Coupe  
Sgt Grain  
Sgt Ganz



The following is the Alert List for the mission of the 17th of January, 1945, for the 284th Bomb Sqdn.

6184	7959	6623	8772
Lt. Danville	Lt. Bowlin	Lt. Adams, H.B.	Lt. Soles
Lt. Yassar	Lt. Robins	Lt. Averitt	Sgt Uphoff
Lt. Jensen, H.	Lt. Halpert	Lt. Strong	Lt. Rachtshain
Lt. Simpson	Lt. Burtis	Lt. Jensen, H.C.	Sgt Stines
Sgt Burtis	Sgt Schultz	Sgt Anderson	Sgt Aita
Sgt Schweda	Sgt Chowling	Sgt Saunders	Sgt Harwood
Lt. Macari	Sgt Kochler	Sgt Dealey	Sgt Kennedy
Sgt Overholser	Sgt Jones	Sgt Flowers	Sgt Hecenthal
Sgt Kessler	Sgt Block	Sgt Librissi	Sgt Danner

2085	NO A/S	7844	7938
Lt. Gantos	Lt. Santa	Lt. Kinsel	Lt. Goldberg
Lt. Barnes	Lt. Gerling	Lt. Noelard	Lt. Moore
Lt. Down	Lt. Dotter	Lt. Aratas	Lt. Grob
Lt. Kinsstock	Lt. Sparris	Lt. Carpenter	Lt. Starr
Sgt Pagn	Sgt Montgomery	Sgt Arko	Sgt Clayton
Sgt Whitcomb	Sgt Hobb, H.A.	Sgt Chamberlin	Sgt Wells
Sgt Miller	Sgt Marlowe	Sgt Robertson	Sgt Chape
Sgt Zrollpreiffer	Sgt Kerr	Sgt Hooten	Sgt Rayson
Sgt Reeves	Sgt Hindman	Sgt Olenough	Sgt Nopp

7205	6603	6620	6632
Lt. Emerson	Lt. Spicer	Lt. Hudson	Lt. Ruth
Lt. Stevens	Lt. Smith, H.L.	Lt. Sullivan	Lt. Sigel
Lt. Soeller	Lt. Overett	Lt. Cannon	Lt. Skjoler
Sgt Macdonald	Lt. Thompson	Sgt Green	Sgt Dapko
Sgt Dean	Sgt Lins	Sgt Ward	Sgt Anetig
Sgt Ludwig	Sgt Aints	Sgt Jones	Sgt Jagers
Sgt Coupe	Sgt Hiccho	Sgt Schumacher	Sgt Augsburg
Sgt Grain	Sgt Smith, H.A.	Sgt Coon	Sgt Hefess
Sgt Ganz	Sgt Morris	Sgt Ayers	Sgt Linnehan

ALERT OFFICER: Lt. Thompson.

7040

Lt. Wallace  
Lt. Schaft  
Lt. Murphy  
Lt. Carline  
Sgt Francis  
Sgt Hemyess  
Sgt Peterson  
Sgt Peters  
Sgt Castiglione.

Date: Jan 17, 1945  
7th Mission: Paderborn  
Ship: « The Ruptured  
Duck » #205

We got up Wednesday morning at 5:50 AM and ate breakfast. At 6:50 AM we were briefed for our target, which was the marshaling yards at Paderborn, Germany. After briefing we went to the armament shop, and dried our guns, and loaded them on the truck. Then proceeded to the equip hut and got our necessary flying equipment, then drove out to the ship. We loaded our guns and equip on the ship, then started engines at 8:52 AM. We started taxiing at 9:00 AM and took off at 9:25 AM. We assembled over the field at 15,000ft, then ...

DATE: JAN. 17, 1945  
7th Mission: PADERBORN  
Ship: RUPTURED DUCK 205

We got up Wednesday morning at 5:50 AM and ate breakfast. At 6:50 AM. we were briefed for our target, which was the marshalling yards, at Paderborn, Germany. After briefing we went to the armament shop and dried our guns and loaded them on the truck. Then proceeded to the equip hut and got our necessary flying equip, then drove out to the ship. We loaded our guns and equip on the ship, then started engines at 8:52 A.M. We started taxiing at 9:00 A.M. and took off at 9:25 A.M. We assembled over the field at 15,000 ft, then



... we headed over the North Sea to Holland on to the target at Paderborn. We encountered light flak first as we passed over the Dutch coast. We arrived at the I.P.\* at 12:30 PM and started our bomb run, and dropped ten 500lb demos\*\* on the marshaling yards at Paderborn at 12:45 PM. Bombed by PFF due to low overcast. We encountered no flak or enemy fighters over the target although we were briefed for heavy flak or plenty of enemy fighters. We then formed and headed back over Holland for home. We arrived at the field ETR 16:00 PM. We all arrived safely without damage or missing whatever.

Notes from the transcriber:

\* Initial Point

\*\* demolition bombs are highly explosive devices ment to cause maximum damage on the surface.

*we headed over the North Sea to Holland on to the target at Paderborn. We encountered light flak just as we passed over the Dutch coast. We arrived at the I.P. 12:30 P.M. and started our bomb run, and dropped ten 500lb demos. on the marshaling yards at Paderborn, at 12:45 P.M. Bombed by PFF due to low overcast. We encountered no flak or enemy fighters over the target, although we were briefed for heavy flak, or plenty of enemy fighters. We then formed and headed back over Holland for home. We arrived back here at the field ETR.*

*16:00 P.M. We all arrived safely without damage or missing whatever.*

### Heavies Pound Nazi U-Boat, Oil Industries

Striking into the same general area in northwest Germany, where U.S. fighters and bomber gunners made record kills on the jack-in-the-box Luftwaffe Sunday, over 300 heavy bombers of the 8th Air Force rocked the Nazi oil industry and U-boat works yesterday and blasted several transportation lines.

An escort of 350 Thunderbolts and Mustangs went along with the Fortresses and Liberators, but this time there were no enemy planes to offer resistance. Flak, though, was thick. Ten bombers and five fighters failed to return.

The heavies selected Hamburg as the northernmost target and plastered an oil refinery oil storage and U-boat installations in the well-battered German city. Just south of Hamburg, at Harburg, the Rhosania oil refinery, a select target, took a handy hammering. Bombing was visual in this area.

#### Let Go at Railway Yards

Approximately 110 miles south of Hamburg, the bombers swung in over Paderborn and let go at railway marshaling yards, clouds accentuating the use of instruments. Several other undisclosed transportation targets were also pounded.

Some of the fighters spaced in over railway lines in the area of Lingen, close to the Dutch border and came home with a score of three locomotives, 24 freight cars, five switching towers and a factory shot up.

The 8th's operations followed a night during which over 1,200 planes of the RAF flew deep into Nazi territory to pound oil plants, airfields and railway centers. Further penetration was to Bruck, Czechoslovakia, where 200 Lancasters hit a large oil plant for the first time, the target previously having been one-hit regularly by the U.S. 15th Air Force from Italy.

RAF lost 28 planes in the raids.

Date: Jan 28, 1945  
8th Mission: Cologne  
Ship: « The Ruptured Duck » #205

We got up Sunday morning at 5:00 AM and ate breakfast. At 6:00 AM we were briefed for our target, which was the Hohenzollern road and rail bridge at Cologne, Germany. After briefing we went to the armament shop, and got our guns, and loaded them on the truck. Then we went to the equip hut and got our necessary flying equipment, then drove out to the ship. We loaded our guns and equip on the ship, then started engines at 8:30 AM. We started to taxi at 8:45 AM and aborted at 9:00 AM due to failure of n°1 engine. We then transferred to the standby ship of the 322nd Squadron which ...

Date: Jan 28, 1945  
8th Mission: Cologne  
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was the "Red Wing" #088. We took off at 9:10 am and formed over the field at 15,000 ft, then headed over the Channel through Belgium to our target. We started our bomb run, and my plane the salvo switch releasing the bombs at 11:45 am, five minutes before target. The rest of the formation bombed the target visually at 11:50 am with five 1,000 lb bombs. We encountered heavy flak, one bursting right beside me, hitting the left wing of the ship to my right. The flak was very accurate, but caused little damage. After the target, we headed north and stayed in Germany another hour, trying

... was the « Red Wing » #88. We took off at 9:10 AM and formed over the field at 15,000 ft, then headed over the Channel through Belgium to our target. We started our bomb run, and never opened the bomb bay doors and tripped the salvo switch releasing the bombs at 11:45 AM, five minutes before target. The rest of the formation bombed the target visually at 11:50 with five 1,000 lb bombs. We encountered heavy flak, one bursting right beside me hitting the left wing of the ship to my right. The flak was very accurate but caused little damage. After the target we headed north and stayed in Germany another hour, trying ...

... to bring out enemy fighters, which did not succeed. We then headed West over Holland and the North Sea, then we hit the English coast and arrived at the field E.T.R. 14:50 PM.

*to bring out enemy fighters, which did not succeed. We then headed west over Holland and the North Sea, then we hit the English coast and we arrived at the field E.T.R. 14:50 PM.*

### 8th Attacks Nazi Oil, Rails On Birthday

The 8th Air Force, which set up its first headquarters in a farmhouse, Ga., National Guard Armoury with 74 officers, 81 enlisted men and no planes, marked the third anniversary of its activation yesterday by dispatching over 1,250 planes and 19,000 bombs to lash at oil plants, railroads and bridges in the Reich.

The raids, ending a four-day lull in operations and coming two years and a day after the first U.S. bombing attack inside on Germany, comprised the first 1,000-bomber attack since Jan. 10. The 1,000 Fortresses and Liberators, covered by 250 Mustangs, still had to battle severe weather conditions that were mild, however, compared with those that endured the four days of inactivity.

Lieutenants of the 2nd Air Division struck at the roots of the German synthetic oil industry when, through openings in clouds, they plastered the

### 3-Minute Silence Honors 8th AF's Dead

A three-minute silence was observed yesterday on the occasion of the third anniversary of the 8th Air Force, as thousands of men and women at fighter and bomber stations of the 2nd Division paid tribute to the men who have died in the air war against Germany. Every GI (see Maj. Gen. William Kynard, division commander, to the mechanic on the line quit work for the tribute.

Kaiserstuhl and Godesheim benzol plants near Dortmund, both of which produce coke, from which benzol is made. The Germans are reported to have been using benzol with gasoline to stretch their dwindling fuel supplies, which, according to Lt. Gen. Carl Spaatz, USSTAF commander, are smaller than at any other time in the war.

Railway targets hit were the Gernsbach yards, five miles southeast of Cologne, the Hohenzollern yards, near Duisburg, and the Rheinhausen railway bridge over the Rhine at Duisburg. The longest Hohenzollern road and rail bridge at Cologne, hit by 8th bombers on Jan. 14, was attacked again yesterday.

It was a double shock for the Gernsbach yards. The RAF also took a toll in operations yesterday by sending a strong force of Lancasters, screened by Mustangs and Spitfires, to hit the yards serving Cologne and the Western Front.

DATE: JAN. 29, 1945  
9th Mission: COBLENZ  
Ship: Ruptured Duck #205

*We got up Monday morning at 4:00 AM. and ate breakfast. At 5:00 AM we were briefed for our target, which was the marshalling yards at Coblenz. Then we went to the armament shop and put our guns on the truck, then went to the equip hut and got our necessary flying equip, then drove out to the ship. We loaded our guns and equip on the ship and started engines at 7:30 AM. We started to taxi at 7:45 AM, then started take-off at 8:12 AM. We had almost got the wheels off the runway and no. 2 engine caught fire and Lt. Stevens saw it and cut the throttles back and applied the*

Date: Jan 29, 1945  
9th Mission: Coblenz  
Ship: « The Ruptured Duck » #205

We got up Monday morning at 4:00 AM and ate breakfast. At 5:00 AM we were briefed for our target, which was the marshaling yards of Coblenz. Then we went to the armament shop, and put our guns on the truck. Then we went to the equip hut and got our necessary flying equipment, then drove out to the ship. We loaded our guns and equip on the ship, then started engines at 7:30 AM. We started to taxi at 7:45 AM, then started take-off at 8:12 AM. We had almost got the wheels off the runway and n°2 engine caught fire, and Lt. Stevens saw it and cut the throttles back and applied the ...

**1945 Formation on January 29th mission to Coblenz, Germany.  
Photo by Nelvin F. Coupe**



... brakes and we came to a halt at the end of the runway, and taxied on out to the dispersal area and the fire dept. was there to take care of the engine. We were then sent to the standby ship of the 401st Squadron, #144 Jezebel. We started engines again at 8:30 AM and taxied at 8:44 AM. We took off at 8:50 AM and formed over the field at 12,000 ft. We then headed out over the North Sea, over Holland into Germany. We hit our I.P. at 11:38 AM. We had a bomb load of ten 500 lb bombs and two 500 lb incendiary. We went on further south and headed west over France, over the Channel and home. We arrived at the field E.T.R. 14:30 PM. The flak was moderate and there was no damage to our ship. There was one ship out of our squadron hit the deck, at the I.P. That are still missing.

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*The flak was moderate and there was no damage to our ship. There was one ship out of our squadron hit the deck, at the I.P. They are still missing.*

## Nazi Tank Plant, Railroads Blasted By 1,150 Heavies

Renewed activities of the 8th Air Force grew in intensity yesterday as more than 1,150 planes—1,150 of them heavy bombers—raided at railroads and a tank factory in the Reich. Six marshalling yards in West Germany and the Herschel and Sohn works, former locomotive and truck factory east of Cologne now turning out Tiger and Panther tanks, felt the weight of the 8th's bombs.

Biggest target of the day was the marshalling yard at Hamm, where it is usual for 10,000 railroad cars to be handled daily along the 30 miles of tracks. Rail lines serving the Ruhr at Kassel, where the Marschal and Sohn works are located, and at Coblenz were also hit.

The three other rail targets were marshalling yards at Neiderstheim, south of Coblenz, Siegen, northeast of Coblenz, and Munster, in northwest Germany.

There was light fighter opposition near Bremen, with the 55th Mustang Group coming out of it with four kills on Me109s. Other groups in the escorting force of 700 Mustangs and Thunderbolts swooped low to shoot up rail yards, airfields and road convoys.

The RAF continued its renewed offensive yesterday, too, as a strong force of Lancasters, covered by Mustangs of RAF Fighter Command, blasted the marshalling yards at Krefeld, just south of Dusseldorf.

Berlin, where evacuation of certain government offices is underway because of the Russian advance, according to reports from neutral countries, had further cause for worry Sunday night when RAF planes, hit the German capital in three waves, spaced half an hour apart.

# **LOADING LIST FOR JANUARY 30th, 1945 BUT THE SQUADRON WAS PROBABLY STOOD DOWN**

The following is the Alert List for the 324th for the 30th of Jan, 1945

7632 Adams, F.L. Klette Ebarb Sweitzer Cavallieri Whegan Holbrook McCall Shoemaker Zenz	6568 T.C. Martin Schafts Gohlke Hall Mitchell McKinney French Perry Gill	6623 M.B. Adams Averitt Strong Frey Schultz Chowning Bertrand Gold Block	8772 Auth Nichol Saylor Sways Knetig Myers Augsburger Greco Linneweh
8889 Santos Barnes Carlino Simons Pagano Whitcomb Blake Spear Reames	7844 Banta Darling Dotter Zupko Montgomery Hobbs, G. Marlowe Kerr Hindman	7959 E.O. Johnson Hohing A.B. Johnson Sheen Arko Saunders Radecki Overholser Librizzzi	2085 Mickinbotham Bartush Nachtsheim Weinstock Gilpin, W. Hobbs, J. Hawkes A.R. Smith Kananen
No A/C Madsen Bullen Cannon Coon Ward Weems Gilpin, R. DeBono Ayers	7040 Goldberg Moore Greb Harris Clayton Wells Choye Tayson Hopp	7205 Emerson Stevens Soeller McKee Dean Ludwick Coupe Crain Ganz	7993 Holard Thompson Halpert Schubert Leffel Chiles Koehler Faccio Lang

Alert Officer: F/O Uphoff

No Status as yet.

We are supposed to be the Stand Down Sqdn. for tomorrow.

*1945*  
*January 30th*  
*1st*  
*2nd*  
*3rd*  
*4th*  
*5th*  
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*28th*  
*29th*  
*30th*  
*31st*

*TH & R. 1/30/45*  
*Duck*



Date: Feb 6, 1945  
10th Mission: Dresden  
Ship: « Lewd Angel » #775

We got up at 4:00 AM Tuesday morning and ate breakfast. At 5:00 AM we were briefed for our target, which was industrial targets near Dresden. After briefing we went to the armament shop, and dried our guns and loaded them on the truck. Then we went and got our necessary flying equipment, and drove out to the ship. We loaded our guns and equip on the ship and started number one engine at 7:25 AM, and taxied at 7:30 AM. We then took off at 7:52 AM and formed over the field at 12,000 ft. Then we headed northeast across the North Sea to occupied Holland. We hit the Dutch coast near Aikmaan ...

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... half way back we encountered more moderate flak also accurate. We arrived back at the field safely without loss of any ships, but most fortresses were damaged including ours. We had six hits, and one with my name on it right by the turret. We landed E.T.A. 16:00 PM.

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### 1,300 Heavies Strike German Industry, Rails

Heavy bombers of the 8th Air Force slashed at Germany yesterday for the first time since Saturday's record blow on Berlin as over 1,300 Fortresses and Liberators, defended by some 850 Mustangs and Thunderbolts, attacked industrial targets in the center of the Reich, mainly in the Magdeburg, Leipzig and Chemnitz areas.

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Two Mustang fighter groups, the 4th and the 55th, peeled off in sectors near Leipzig and Frankfurt-on-Main to shoot up rail targets and air fields. Between them they got 29 locomotives, 37 freight cars and three planes.

Pilots of the 55th riddled a Nazi troop train, sent frantic Jerries streaming out of windows and doors and left the locomotive and cars smoking. The 4th blew up an ammunition train, pouncing on it with a hail of bullets that set off an explosion in one car and touched off a rather 14 box cars filled with explosives.

The RAF, too, was busy during Monday night and yesterday morning, with squadrons of speedy Mosquitoes stinging Berlin and rails and communications in northwest Germany. Wellingtons of Coastal Command ranged over the Dutch coast in bad weather to slam E-boat pens along the coast.

Meanwhile, reports filtered in from neutral capitals, according to Reuters, picturing Berlin fires still smoldering after Saturday's great raid, with time bombs exploding and rescue squads wearing gas masks in some district to combat the thick smoke. Many of the bombs cascaded on the center of the city smashed water mains, making firemen helpless against flames.

Date: Feb. 7, 1945  
Mission: Ruhr Valley  
Ship: "HeyDaddy" #036

*we got up at 4:15 AM and ate breakfast. At 5:15 AM we were briefed for our target, which was coke mines in the Ruhr Valley. We got our guns and prepared to ship and loaded it. Stations was 6:55 AM, but moved up two hours due to weather. We started at 9:18 AM, taxied at 9:25 AM and took off at 9:53 AM. We formed over the field at 20,000 ft and headed over the channel to France. Half way across the channel we were forced back due to clouds rising as high as 38,000 ft which was impossible to go through or over. For the field this did not*

Date: Feb 7, 1945  
Canceled Mission: Ruhr Valley  
Ship: « Hey Daddy » #036

We got up at 4:15 AM and ate breakfast. At 5:15 AM we were briefed for our target, which was coke mine in the Ruhr Valley. We got our guns and proceeded to to ship and loaded it. Stations was 6:55 AM, but moved up two hours due to weather. We started n °1 engine at 9:18 AM, taxied at 9:25 AM and took off at 9:53 AM. We formed over the field at 20,000 ft and headed over the Channel to France. Halfway across the Channel we were forced back due to clouds rising as high as 38,000 ft which was impossible to go through or over. We then headed back for the field and landed at 14:10 PM. This did not count as a mission. *Weather*

**1945 Formation on February 9th mission to Paderborn, Germany.  
Photo by Nelvin F. Coupe**



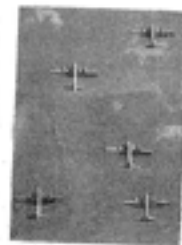
Date: Feb 9, 1945  
 11th Mission: Paderborn  
 (Altenbecken)  
 Ship: « Ruptured Duck »  
 #205

We got up Friday morning at 5:40 AM and ate breakfast. At 6:40 AM we were briefed for our target, which was an aqueduct in a small town, eight miles south-west of Paderborn, Germany. We then went to the armament shop and dried our guns, and got our flying equipment loaded on the truck and went out to the ship. We loaded the ship and started engines at 8:55 AM, and taxied at 9:00 AM. We took off at 9:30 AM and formed over the field at 10,000 ft. We then headed across the Channel to France and to the target. We hit the I.P. at 11:48 AM and started on our bomb ...

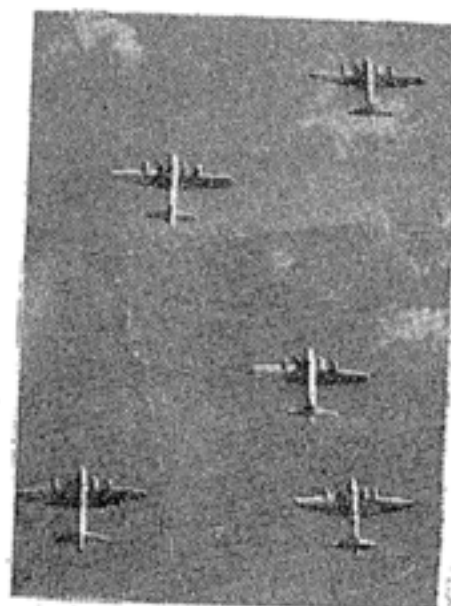
Date: Feb. 9, 1945  
 11th Mission: Paderborn  
 (Altenbecken) Ship: Ruptured Duck 205

We got up Friday morning at 5:40 AM and ate breakfast. At 6:40 AM we were briefed for our target, which was an aqueduct in a small town, eight miles south-west of Paderborn, Germany. We then went to the armament shop and dried our guns, and got our flying equipment loaded on the truck and went out to the ship. We loaded the ship and started engines at 8:55 AM and taxied at 9:00 AM. We took off at 9:30 AM and formed over the field at 10,000 ft. We then headed across the channel to France and to the target. We hit the I.P. at 11:48 AM and started on our bomb

run, and we dropped six 1,000 lb bombs at 12:10 PM. We encountered no flak or fighters at all. The last group over the target was hit hard by enemy fighters. We headed north through Germany and then west over Holland, and the North Sea. At home we arrived at the field 15:30 AM.



Enemy fighter opposition was the heaviest encountered by the 8th in some time. Jets attacked bombers for the first time. The shield of U.S. fighters shot down 23 planes, including five jets, and destroyed 41 more planes on the ground. The bombers hit a synthetic oil plant at Lutzendorf, south of Halle, an armament and motor transport plant at Weimar, near Leipzig, marshalling yards at Magdeburg, and other communications targets.



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**1945 - February 15th mission to Dresden, Germany.  
Photo by Nelvin F. Coupe**



**1945 - February 15th mission to Dresden, Germany.  
Photo by Nelvin F. Coupe**





Date: Feb 15, 1945  
 12th Mission: Dresden  
 Ship: « Ruptured Duck »  
 #205

We got up 5:00 AM and ate breakfast, then went to the armement shop and got our guns, also our flying equip and loaded it on the truck. We then went out to the ship and loaded our equip on. Then Lt. Emerson briefed us on our target which was the marshaling yards at Dresden. We started n°1 engine at 7:20 AM and started to taxi at 7:26 AM. We then took off at 7:45 AM and formed over the field at 7,000 ft. We headed north-east across the North Sea over Holland to Germany. We hit the I.P. at 12:10 PM and started on our bomb run, and dropped eighteen 100 lb bombs on the target at 12:25 PM. We then ...

*Date: Feb 15, 1945  
 12th Mission: Dresden  
 Ship: Ruptured Duck #205*

*We got up 5:00 AM and ate breakfast, then went to the armament shop and got our guns, also our flying equip and loaded it on the truck. We then went out to the ship and loaded our equip on. Then Lt. Emerson briefed us on our target, which was the marshaling yards at Dresden. We started n°1 engine at 7:20 AM and started to taxi at 7:26 AM. We then took off at 7:45 AM and formed over the field at 7,000 ft. We headed northeast across the North Sea over Holland to Germany. We hit the I.P. at 12:10 PM and started on our bomb run, and dropped eighteen 100 lb bombs on the target at 12:25 PM. We then ...*

*headed for home, encountering very inaccurate flak away from the target. For some unknown reason, the flak was at least a mile off to our right. So we had no damage to our ship or any in the group. So we all arrived home safely.*

*E.T.R. 15:15 P.M.*

## Key Rail City Near Capital Is Pounded

The 8th Air Force fashioned another mighty blow yesterday as its part in the growing air offensive in support of the advancing Red Army when it sent out more than 1,100 Fortresses and Liberators, covered by 450 Mustangs, to attack Dresden and Magdeburg for the second day in a row, and the key rail center of Cottbus, between Dresden and Frankfurt.

## Key Rail City Near Capital Is Pounded

The raids followed a night in which the RAF again was out in strength, dispatching more than 1,300 planes, most of them heavy bombers, which rocked industrial Chemnitz before the rubble left by the 8th's raid Wednesday afternoon could be cleared, smashed an oil plant near Leipzig, and bombed Berlin, Duisburg, Mainz, Nuremberg and Dessau.

Meanwhile, Fortresses and Liberators of the 15th Air Force ranged out from Italy for the third day in a row to bludgeon communications targets in the Vienna area, while medium bombers and fighter-bombers hit ammunition dumps and rail lines in northern Italy. In the 48 hours beginning Tuesday night, nearly 7,000 aircraft of Allied bomber commands have taken the air in the heavy raids against the Reich.

... headed for home, encountering very inaccurate flak away from the target. For some unknown reason the flak was at least a mile off our right. So we had no damage to our ship or any in the group. So we all arrived home safely. E.T.R. 15:15

Chemnitz and Dresden are reported to be glowing with fires sown by the 8th and RAF with their tons of incendiaries and high explosives. In the RAF one-two punch on Chemnitz, 730,000 incendiaries were dropped in addition to 4,000- and 8,000-pound bombs.

Cottbus, just 40 miles south of Frankfurt, sits on the main rail lines running Dresden and Cottbus, while Liberators dropped heavy loads on a synthetic oil plant in Magdeburg. They met only a moderate barrage of flak and no fighter opposition save for one jet-propelled Me262 which was shot down by pilots of the 55th Mustang Group near Nuremberg.

Fifteen bombers and six fighters are missing from the 8th's operations. Fighters did some strafing yesterday, shooting up areas south of Chemnitz and west of Berlin. Early reports last night listed 39 locomotives and 45 railway cars riddled by the fighters.

Date: Feb 16, 1945  
13th Mission: Essen  
Ship: « Ruptured Duck »  
#205

We got up at 7:40 AM Friday morning and ate breakfast. Then went and got our guns and flying equip, loaded the things on the truck and went on out to the ship. After, we loaded the guns and equip on the ship, Lt. Emerson briefed us on our target which was the benzol plants south of Essen. We started n°1 engine at 9:56 AM and taxied 10:10 AM. We were airborne at 10:26 AM and climb through the fog to our forming altitude of 17,000 ft. We then headed north-east over the North Sea, Holland and into Germany. We hit our I.P. at 13:39 PM and started our bomb run. Our target ...

Date: Feb. 16, 1945  
13th Mission: ESSEN  
Ship: Ruptured Duck #205

We got up at 7:40 AM Friday morning and at breakfast. Then we went and got our guns and flying equip, loaded the things on the truck and went out to the ship. After we had got the guns and equip on the ship, Lt. Emerson briefed us on our target, which was the benzol plants south of Essen. We started n°1 engine at 9:56 AM and taxied 10:10 AM. We were airborne at 10:26 AM and climb through the fog to our forming altitude of 17,000 ft. We then headed northeast over the North Sea, Holland and on into Germany. We hit our I.P. at 13:39 PM and started our bomb run. Our target

was visual so we had a barrage of flak over the target area, right in our path, with no possible means of avoiding it. We came over the target into the flak and dropped twelve 500lb bombs on the benzol plant. Three ships went down over the target in flames that we know of. Our ship itself was getting hit badly. A piece of flak hit the navigator, one hit the copilot seat, flak in the radio room, one glanced off my turret, several hits in the tail and also our left wing tanks were hit, causing us to lose around 200 gal. of badly needed gas for our return. So we feathered n°4 engine and the gas stopped coming out. We were under accurate flak fire ...

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... for about thirteen minutes. Our hits on the target were direct, as it was visual and we could see the hits, and when we left Essen was up in smoke and flames. On our return home groups of B-24s passed under us on their way to the same target area, which should about wiped the target off the map. So we arrived home safely E.T.R. 16:25 PM without any wounded, but plenty of battle damage to our ship and most all the others in our group. We had about ten flak holes to be repaired and a little damage on n°2 and n°4 engines which will have to be fixed before our next mission. So this completes the 13th mission or 12B as we refer to it.

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## 1,000 Heavies Hit Nazi Oil

### Also Pound West Front Rail Lines

More than 1,000 8th Air Force heavy bombers struck powerful blows to destroy the remaining one-fifth of German oil production yesterday when they bombed oil refineries and benzol plants at Dortmund, Salzgitter and Gelsenkirchen, and raised more havoc with German rail communications to the Western Front by blasting the large marshalling yards of Hamm, Osnabruck and Rheine.

Out for the third successive day of improved weather, Fortresses and Liberators, escorted by approximately 200 Mustangs, hit two oil refineries at Dortmund and Salzgitter, as well as two plants making benzol, a vital compound for manufacture of synthetic oil, in the Ruhr industrial area, near Dortmund and Gelsenkirchen.

Other German oil targets and rail communications in the Vienna area were blasted for the third successive day by strong forces of 15th Air Force heavy bombers, as RAF medium and heavy bombers hit an oil refinery in northern Italy.

A special target which the 15th Air Force also attacked was the Obermuhling sidings at Regensburg, base for the new jet-propelled Me262 planes.

Bombing of oil targets by the 8th heavies was done visually. There were no reports at a late hour last night of losses or of enemy opposition to the Forts and Liberators. USSTAF announced that the losses in Thursday's raids, previously announced at 15 bombers and six fighters, had dropped to 12 bombers and two fighters. The previously unannounced Wednesday losses were given as eight bombers and five fighters.

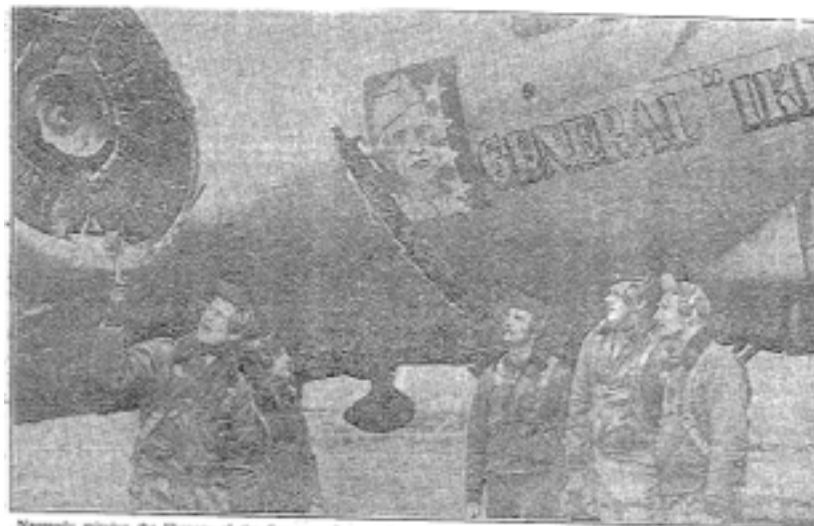
#### Dresden 'Heap of Ruins'

Dresden—pounded Wednesday and Thursday by the 15th, following a heavy two-wave night attack by the RAF—was described in German reports as "a heap of ruins." The Berlin correspondent of the Stockholm Dagbladet Nyheter declared that "tens of thousands" many of them refugees who had small chance to find shelter, had perished in the raids, while a Moscow report said that Dresden was now in the throes of panic, endless columns of refugees streaming into the city as others tried to leave.

Chester, just 35 miles from Dresden and equally important to Nazi defenses in the east, suffered almost the same fate, according to Berlin Radio.

Date: Feb 19, 1945  
 14th Mission: Dortmund  
 Ship: #014

We got up at 7:55 AM and ate breakfast, then went to the armement shop and got our guns. Then to the equip hut and got our necessary flying equip and went on out to the ship. We loaded our guns and equip on the ship, and Lt. Emerson briefed us on our target, the marshaling yards in the center of Dortmund, Germany. Started n°1 engine at 10:10 AM and started taxiing at 10:22 AM. We were airborne at 10:42 AM and formed over the field at 18,000 ft and at 12:00 we headed north-east over the North Sea, over Holland on to Germany. At 13:39 PM we hit our I.P. and started on the bomb run. We ...



Narrowly avoiding the likeness of the Supreme Commander, who christened the 91st Bomb Group victims of 45 missions with a battle of Mississippi River water, one of the giant three-bladed propellers of the Fortress General "Ike" was torn from its hub by a near-aimed shot from near Germany and ripped into the metal shrapnel. Forced to leave formation after releasing its bombs, the Fort returned to base alone. Five crewmen shown looking over the damage are (left to right): 2/Sgt. Conrad L. Labadie, of Amarillo, Tex.; 1/Sgt. Earl A. Jones, of Pecos, N.M.; 3/Sgt. John W. McLeod, of Washington, Pa.; 1/Lt. Madeline M. Burgeson, of Midway City, Cal.; and 3/Sgt. Irvin W. Kline, of Nacogdoches, Tex.

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... came over the target and dropped twelve 500 lb GPs by PFF at 14:04 PM. There was 10/10 overcast over the target and due to the fact we were the first group over, we did not have any flak. The groups following ours encountered heavy flak, but no ships were lost to our knowledge. We then headed south through Germany, below Cologne, then headed west for home. Coming over the front lines we encountered light flak, with a few of our ships getting hits. Below us was a group of A-20s bombing the front lines, and they encountered a heavy barrage of flack, and at 14:35 one of the last A-20s in the group received a direct hit and burst into flames. After falling a few ...

*came over the target, and dropped twelve 500 lb GPs by PFF at 14:04 PM. There was 10/10 overcast over the target and due to the fact we were the first group over, we did not have any flak. The groups following ours encountered heavy flak, but no ships were lost to our knowledge. We then headed south through Germany, below Cologne, then headed west for home. Coming over the front lines we encountered light flak, with a few of our ships getting hits. Below us was a group of A-20s bombing the front lines, and they encountered a heavy barrage of flak, and at 14:35 one of the last A-20s in the group received a direct hit and burst into flames. After falling a few*

*thousand feet it exploded and went on down out of sight. We headed on home over Belgium, and the English Channel. We landed at our field ETR 17:25 with slight battle damage, and no loss of planes. Lt. Banner had the tips of his fingers torn by flak.*

... thousand feet it exploded and went on down out of sight. We headed on home over Belgium, and the

English Channel. We landed at our field ETR 17:25 with slight battle damage, and no loss of planes. Lt. Banner had the tips of his fingers torn by flack but not too seriously.

## 1,100 Heavies 14th MISSION FEB 19, 1945 Hit Nazi Rails

More than 1,100 8th Air Force heavies resumed the air offensive against Nazi communications and industrial targets yesterday after a day of inactivity, hammering objectives at Osnabruck, Rheine and Seiger and pounding areas in the Ruhr.

The Libs and Forts were escorted by about 500 Mustangs and Thunderbolts, which dived low to strafe communication lines. One group of fighters accounted for nine trucks and five railway cars, while another destroyed 148 locomotives and 365 oil cars in the Harlaver area.

The Krauts also took it from the British and from U.S. bombers based in Italy.

Lancasters of the RAF Bomber Command, escorted by Mustangs, yesterday afternoon attacked the important communications center of Wesel in support of the Canadian 1st Army's offensive.

From Italy, Libs and Forts soared out to belt rail yards in Vienna.

**1945 Formation on February 19th mission to Dortmund, Germany.  
Photo by Nelvin F. Coupe**





Date: Feb 21, 1945  
 15th Mission: Nuremberg  
 Ship: Rhapsody in Red #959

We got up Wednesday morning at 4:20 AM and ate breakfast. We then went to the armement shop and got our guns, and flying equip and loaded it on the truck and went out to the ship. Then Lt. Emerson briefed us on our target, which was the marshaling yards in the center of Nuremberg, Germany. We started engines at 7:02 AM and taxied to the runway at 7:08 AM. At 7:55 AM we were airborne and climb to 17,000 ft and formed over the base. After forming we headed north-east over the North Sea to Holland on to our target in Germany. We hit our I.P. and started our bomb run at 12:16 PM. At 12:39 PM we were over the target and dropped twelve 500 lb bombs from 26,000 ft at ...

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 15th Mission: Nuremberg  
 Ship: Rhapsody in Red #959

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12:39 PM. We bomb PFF through a heavy overcast and encountered no flak or enemy fighters. We then headed for home over the route coming over. We landed at the base E.T.R. 15:16 PM.

## P47s Blast Yards Near Hitler's Den

With more than 1,200 Fortresses and Liberators of the 8th Air Force pounding Nuremberg for the second day in a row and rocket-firing Thunderbolts of the Italy-based 12th Air Force darting directly into Hitler's lair at Berchtesgaden, to fire rail lines in that Bavarian mountain village, Nazi communications suffered another huge blow yesterday. Far more than 3,000 Allied aircraft walloped transportation and oil targets over a wide area of Germany.

Meanwhile, German Radio warned last night that more heavy bomber formations were over the Reich, heading for north-west Germany.

The round-the-clock blow began late Tuesday night, when the RAF, picking up from the 8th after its initial raid on Nuremberg, sent over 1,200 planes through the night and yesterday morning to hit Berlin, Mannheim, the rail center of Dortmund and two big oil plants near Dusseldorf.

### Joined by 15th AF

Heavies from the 8th were joined yesterday by 15th Air Force bombers, which raided Vienna railyards for the ninth straight day of attacks on Nazi communications in Southern Europe. Light and medium bombers of the Mediterranean Allied Air Force again ripped Nazi communications up and down the Po Valley, in Northern Italy, and along the Brenner rail route.

The Thunderbolt storm over Berchtesgaden marked the first time the war had come to Hitler's mountain fortress. The Associated Press reported that the operation was a "second best" mission for the P47s, pilots finding clear weather over the village after they had been unable to fly over their original target. They met intense flak and small-arms fire as they zoomed in to hit the Berchtesgaden railyards and shoot up a troop train in the station, but over the town not a shot was fired at them.

### Convoy the Bombers

Over 600 Mustangs and Thunderbolts convoyed the 8th's bombers as they poured 3,000 tons of bombs on the Nuremberg factories and marshalling yards. Bombardiers had to use instruments to pierce the heavy cloud over the targets during the hour-long assault.

Reconnaissance photographs taken after the Tuesday attack on Nuremberg revealed severe damage levelled on the city's marshalling yard, huge fires and explosions showing among the 2,500 rolling stock parked in the yards. Ten bombers and 23 fighters are missing from this mission.

**1945 - Formation - February 22nd mission to Stendal, Germany. 16th mission, not in diary.  
Photo by Nelvin F. Coupe**



**1945 - Formation - February 22nd mission to Stendal, Germany.  
Photo by Nelvin F. Coupe**



**1945 - February 22nd mission to Stendal, Germany.  
Photo by Nelvin F. Coupe**



Photo taken from inside the ball turret facing forward.

Date: Feb 23, 1945  
17th Mission: Memmingen  
Ship: Ruptured Duck #205

We got up at 4:30 AM Friday morning and ate breakfast. Then we went and got our guns and flying equip and loaded it in the truck, and went out to the ship. Then Lt. Emerson briefed us on our target which was the same as yesterday only in the Leipzig area. There were to be three groups this time to each target and to bomb from 15,000 ft. We started engines at 6:55 AM and taxied out to the runway at 7:04 AM. We were airborne at 7:32 AM and formed over the base at 10,000 ft. Then headed north-east climbing on course to 17,000 ft over the North Sea. When we hit the Dutch coast we started our let down to 15,000 ft over Germany. We had a very heavy overcast all the way and our briefed ...

Date: Feb. 23, 1945  
17th Mission: Memmingen  
Ship: Ruptured Duck #205

*We got up at 4:30 AM. Friday morning, and ate breakfast. Then we went and got our guns and flying equip and loaded it in the truck, and went out to the ship. Then Lt. Emerson briefed us on our target, which was the same as yesterday only in the Leipzig area. There were to be three groups this time to each target and to bomb from 15,000 ft. We started engines at 6:55 A.M. and taxied out to the runway at 7:04 AM. We were airborne at 7:32 A.M. and formed over the base at 10,000 ft. Then headed northeast climbing on course to 17,000 ft over the North Sea. When we hit the Dutch coast we started our let down to 15,000 ft over Germany. We had a very heavy overcast all the way and our briefed ...*

## 6,000 Planes Swoop Down to Pinpoint Rail, Canal System

The greatest mass air assault since the Normandy invasion was loosed by more than 6,000 Allied aircraft yesterday against the entire system of German rail communications in Western Europe as planes from seven different commands—including heavy bombers from the 8th Air Force, the 15th Air Force, and RAF Bomber Command—dropped a tremendous weight of bombs almost simultaneously on hundreds of targets throughout western Germany and northern Holland.

In weather so clear that airmen could see for 50 miles, the Allied air forces thundered through the skies to carry out the vast, long-planned operation of smashing all highways, railways, and canals connected with central Germany.

The 8th Air Force led the gigantic flying arsenal with more than 1,400 Liberators and Fortresses which, escorted by 800 Mustangs and Thunderbolts, blasted more than 24 marshalling yards over a 38,000-square-mile area through the very heart of the Reich.

A sensational new technique was used for the first time known by the heavy bombers. Swooping down from their usual bombing level of about 25,000 feet, they smashed their targets from 1,500 feet.

Medium bombers from the 9th Air Force and the RAF 2nd Tactical Air Force also took part in the mass attacks, together with fighter-bombers from the U.S. 1st Tactical Air Force and RAF Fighter Command.

way to the Danish peninsula, where night-flying Mosquitos hit the Danish-German border town of Flensburg.

Confusion reigned throughout Germany as, first, German "Achtung" broadcasts reported small groups of every type of Allied aircraft penetrating over Germany at the same time—from the south and all along the West Front—until they blanketed the western part of the country. Then frantic reports began trickling through the German communications network of hundreds of cuts in railway lines from Denmark to Italy.

### Tenth Straight Day

Heavy bombers of the 15th Air Force flew on their tenth straight day to pound rail targets in Germany, Austria and Northern Italy, including railway lines radiating from Munich.

The paralyzing assault was unrivalled in aerial history except for the opening of the Normandy invasion, when Allied planes carried out 13,000 sorties over a 25-hour period.

The 8th's objectives were scattered through the center of Germany in a rectangular area. Fortresses of Brig. Gen. Howard M. Turner's 1st Division pounded targets in the northern third; Liberators of Maj. Gen. William E. Kepner's 2nd Division struck at the central third; and Fortresses of Maj. Gen. E. Partridge's 3rd Division attacked targets in the southern third.

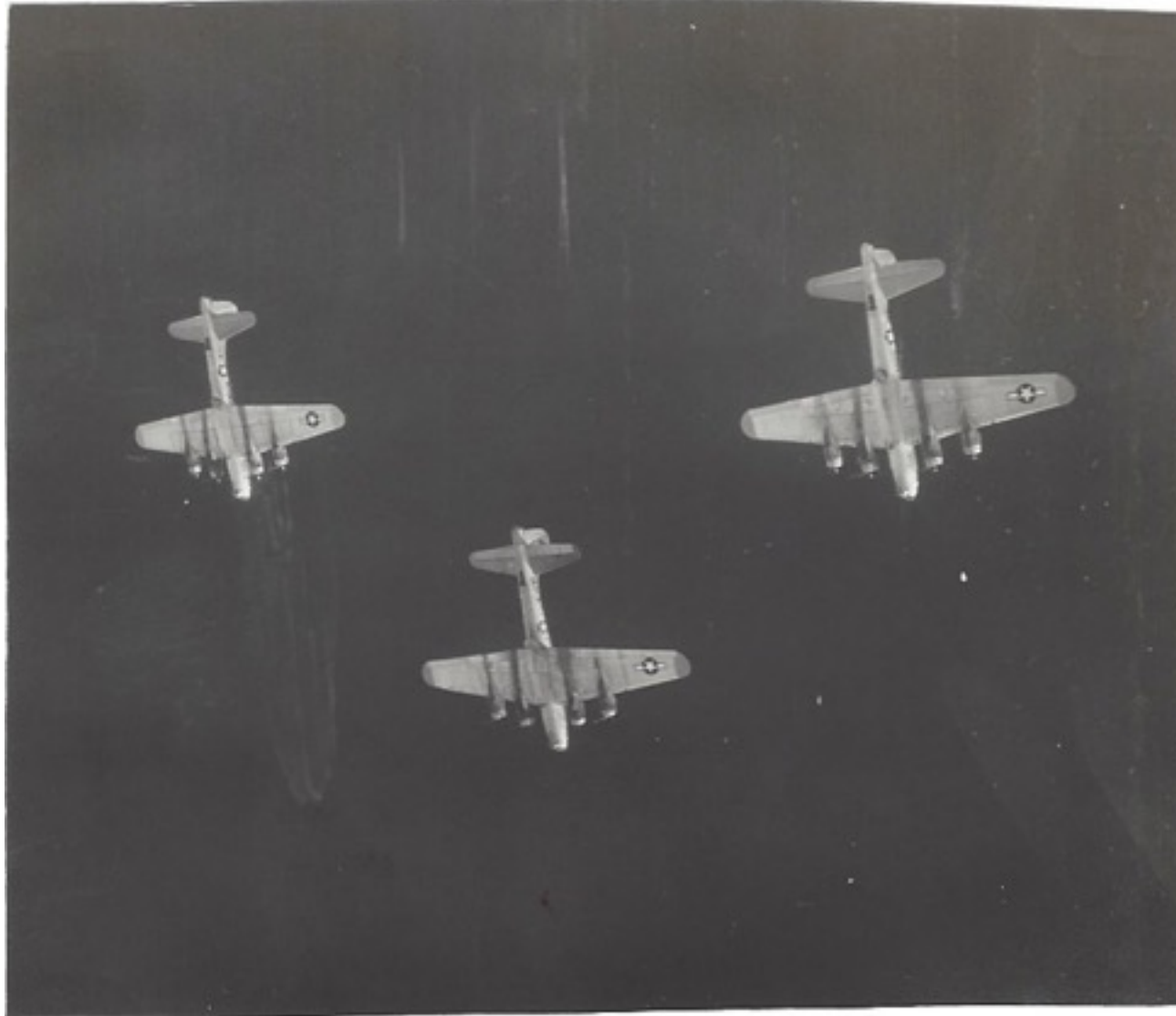


**1945 - Formation - February 23rd mission to Memmingen, Germany.  
Photo by Nelvin F. Coupe**





**1945 - Formation - February 23rd mission to Memmingen, Germany.  
Photo by Nelvin F. Coupe**



**1945 - Formation - February 23rd mission to Memmingen, Germany.  
Photo by Nelvin F. Coupe**



... target was covered also. So we headed south from the target to the Munich area which was visual. We picked out a visual target which was the city of Memmingen. We started our bomb run at 12:42 PM and dropped 432, 500 lb bombs on the city, blowing it to hell. I took good pictures of the bomb strikes, but the clouds came over the target, so I could not finish the pictures. We encountered no flak over the target so we headed west over the Alps toward France. Over the Alps we encountered flak quite often. Near the front lines they threw up pretty accurate flak hitting our ship in the left wing. Quite a few of the ships in our formation received battle damage, but not seriously. We also had enemy fighters in our vicinity but none of ...

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them came at us. We hit France and headed northwest for home, and got near the French coast and found we did not have enough fuel to take us across the channel. So three of our ships including ourselves were forced to land in Merville, France. We landed at 16:05 PM. They took us into Merville and stayed in a hotel that had been occupied by the Germans. Their drawings and sayings are still on the walls. We slept there that night and got up 7:30 AM Saturday morning and ate breakfast, then looked the town over for a couple of hours. We came back and got our trucks on out to the field. We took off at 11: AM and headed on over the channel for home. We landed here on the base at 12:15 PM.

... them came at us. We hit France and headed northwest for home, and got near the French coast and found we did not have enough fuel to take us across the Channel. So three or four ships, including ourselves were forced to land in Merville, France. We landed at 16:05 PM. They took us into Merville and stayed in a hotel that had been occupied by the Germans. Their drawings and sayings are still on the walls. We slept there that night and got up at 7:30 AM Saturday morning and ate breakfast, then looked the town over for a couple of hours. We came back and got our trucks on out to the field. We took off at 11: AM and headed on over the Channel for home. We landed here on the base at 12:15 PM.

Date: Feb 28, 1945  
 18th Mission: Schwerte  
 Ship: Sky Queen #153

We got up at 7:30 AM Wednesday morning, ate breakfast, then got our guns and flying equip and loaded it in the truck, and went out to the ship. Lt. Emerson briefed us on our target which was the marshaling yards at Schwerte, seven miles south of Dortmund. We started engines at 11:02 AM and taxied out to the runway at 11:06 AM, at 11:30 AM we were airborne and formed over the field at 10,000 ft. After forming we headed east over the Channel on over France to Germany. When we were over the lines in Germany, we headed north to the ...

Date: Feb. 28, 1945  
 18th Mission: Schwerte  
 Ship: #153 SKY QUEEN

We got up 7:30 AM Wednesday morning, ate breakfast, then got our guns and flying equip and loaded it in the truck, and went out to the ship. Lt. Emerson briefed us on our target which was the marshaling yards at Schwerte, seven miles south of Dortmund, Germany. We started engines at 11:02 AM and taxied out to the runway at 11:06 AM. At 11:30 AM we were airborne and formed over the field at 10,000 ft. After forming we headed east over the Channel, on over France to Germany. When we were over the lines in Germany, we headed north to the

## Crews Say Good Hits Snarl Lines

The back-breaking blitz on German railway lines, slowed up somewhat Thursday night because of bad weather, roared anew yesterday afternoon when over 1,250 Fortresses and Liberators of the 8th Air Force dropped a pulverizing load of bombs on approximately 20 marshaling yards in southeastern Germany while heavy bombers of the RAF pommelled the communications center of Essen and hit a benzol plant at Geilenkirchen.

The 15th Air Force was out, too, heavies ranging from their bases in Italy to attack German communications for the 11th straight day, hitting rail lines at Vienna, Innsbruck, Klagenfurt and Villach.

The Fortresses and Liberators, again carrying out their missions from medium altitudes of from 6,000 to 15,000 feet, blasted yards in five towns situated on rail lines radiating from the key transport center of Nuremberg, at which the 8th struck two mighty blows earlier in the week. The attack thus took the form of a mopping-up operation, in which the bombers, having paralyzed the hub of this section of German communications, reached out to disable its smaller component parts.

The complete pattern of yesterday's assault by the 8th covered an area stretching from Schweinfurt south to Nuremberg and east to the Czech border, a much more compressed area than the one hit in Thursday's savage blow.

Crews returning from yesterday's raids, which took in the towns of Ansbach, Crailsheim, Kitzingen, Neumarkt, Schweinfurt and Treuchtlingen, reported rough weather on the way in, but fair visibility over the targets, with breaks in clouds over some yards affording good views for bombardiers. Some who saw the results of their bombing said they saw big red flashes burst in the yards, with rails, locomotives and cars knocked askew.

The protecting force of 650 Mustangs and Thunderbolts peeled off as usual to pour bullets and shells into airfields and rail yards along the route of attack. They destroyed 14 aircraft on the ground and caused severe damage to locomotives and other rolling stock. The

bombers, which met no air opposition, and little flak, dropped a total of 3,250 tons on their objectives.

Damage reports on Thursday's great raids, which were carried out at from 6,000 to 15,000 feet and not at 1,500 feet as erroneously reported yesterday, revealed that great destruction was levelled on all targets hit, torn rails and blasted rolling stock, repair shops and roundhouses showing up in the photographs. Eight bombers and 19 fighters were missing from the raids.

**1945 - Formation - February 28th mission to Schwerte, Germany.  
Photo by Nelvin F. Coupe**



**1945 - Formation - February 28th mission to Schwerte, Germany.  
Photo by Nelvin F. Coupe**





... target. We hit the I.P. at 14:39 PM and started on our bomb run. At 14:54 we dropped sixteen 100 lb bomb , and two 500 lb incendiaries through heavy overcast, by instruments. We then turned around and headed back for home. We encountered very little flak and all arrived home safely at ETR 19:00 PM. We bombed from 25,000 ft.

## 8th's Blitz Is Non-Stop And Record

The 8th Air Force, further aiming to isolate the industrial Ruhr, continued its non-stop offensive against Germany's crumbling railway system yesterday as 1,100 Fortresses and Liberators blasted marshalling yards and other rail and industrial targets in the northwest area of the Reich, after its greatest two-week period of constant raiding and tonnage dropped.

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Another afternoon raid—by RAF Libcasters, which made a concentrated attack on the Nordstern benzol plant near Gelsenkirchen—kept "Achtungs" ringing through Germany, while heavy and medium bombers of the 15th Air Force pounded the Brenner Pass.

The 8th Forts and Libs, escorted by more than 350 Mustangs, smashed targets at Kassel, on three main lines leading to the Ruhr and to central and southern Germany; Soest, 15 miles southeast of Hamm, and a junction of two main lines leading from the Ruhr; Schwerte and Hagen, on the southeast fringe of the Ruhr, both with extensive railway repair facilities, and Siegen, on a main line from the Ruhr to southern Germany and only 40 miles east of Cologne.

#### 250 Mustangs Increase Fury

At the same time, a separate group of 250 Mustangs increased the fury of the aerial offensive by strafing and dive-bombing targets over a wide area of the Reich, as RAF Mitchells and Bostons—out twice—blasted two villages in the Canadian Army sector, Marienbaum and Sonsbeck.

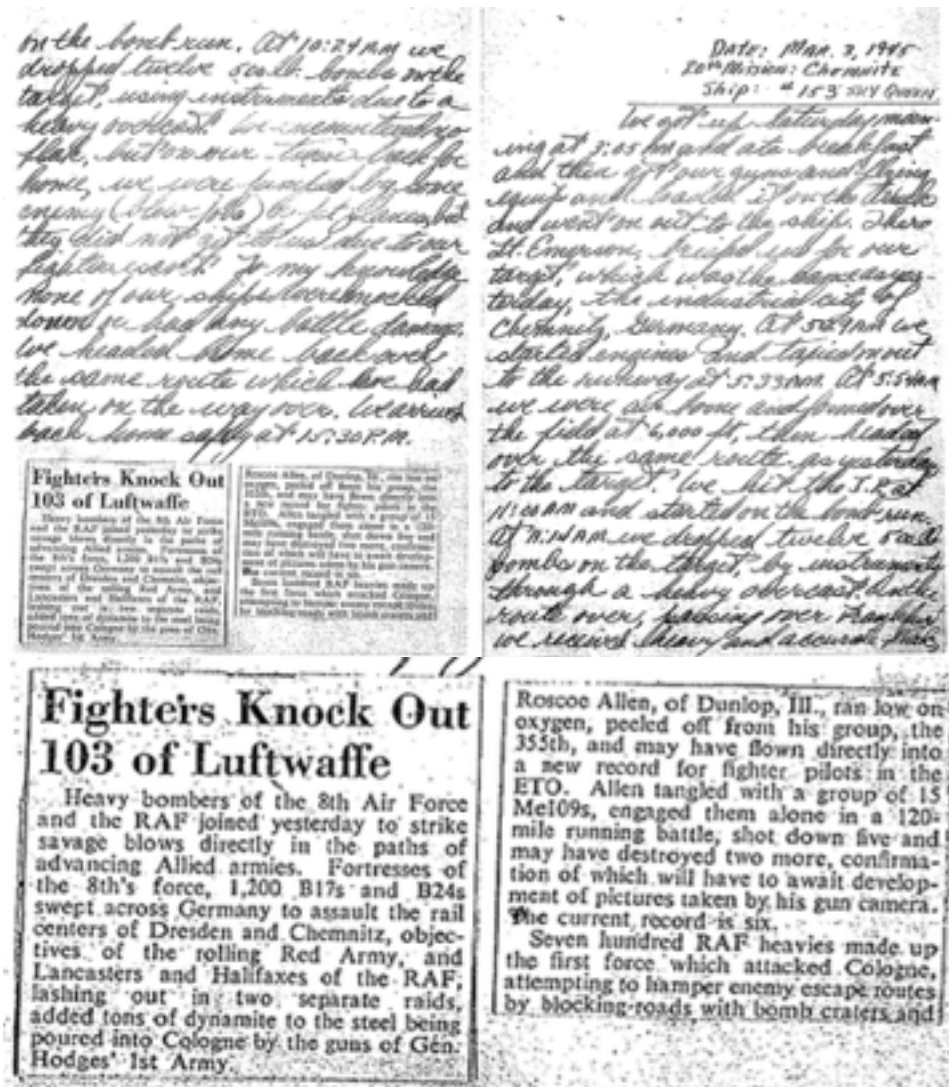
Date: Mar 2, 1945  
19th Mission: Chemnitz  
Ship: Sky Queen

We got up Friday morning at 3:30 AM and ate breakfast, then we went and got our guns and flying equip, loaded it on the truck and went on out to the ship. There, Lt Emerson briefed us on our target which was the city of Chemnitz, Germany. Our aiming point was the city as it is mostly industrial. We started engines at 5:55 AM, and taxied out to the runway at 5:55 AM. At 6:15 AM we were ab and formed over the field at 10,000 ft, and at 7:30 AM we headed southeast over Dover, the Channel and on over France, climbing to bombing altitude of 25,000 ft on course. At the front lines we headed northeast to our target. We hit the I.P. at 10:10 AM and started ...

Date: Mar 2, 1945  
19th Mission: Chemnitz  
Ship: Sky Queen #153

We got up Friday morning at 3:30 AM, ate breakfast, then got our guns and flying equip loaded it on the truck and went on out to the ship. Lt. Emerson briefed us on our target which was the city of Chemnitz, Germany. Our aiming point was the city as it was mostly industrial. We started engines at 5:50 AM and taxied out to the runway at 5:55 AM. At 6:15 AM we were airborne and formed over the field at 10,000 ft, and 7:30 AM we headed southeast over Dover, the Channel and on over France, climbing to bombing altitude at 25,000 ft on course. At the front lines we headed northeast to our target. We hit the I.P. at 10:10 AM and started ...

... on the bomb run. At 10:24 AM we dropped twelve 500 lb bombs on the target, using instrument due to a heavy overcast. We encountered no flak, but on our turn back for home we were jumped by some enemy (blow-jobs) jet planes, but they did not get to us due to our fighter escort. To my knowledge none of our ships were knocked down or had any battle damage. We headed home back over the same route which we had taken on the way over. We arrived back home safely at 15:30 PM.



Date: Mar 3, 1945  
20th Mission: Chemnitz  
Ship: Sky Queen #153

We got up Saturday morning at 3:05 AM, ate breakfast, then got our guns and flying equip loaded it on the truck and went on out to the ship. Lt. Emerson briefed us on our target which was the same as yesterday, the industrial city of Chemnitz, Germany. At 5:09 AM we started engines and taxied on out to the runway at 5:33 AM. At 5:45 AM we were airborne and formed over the field at 6,000 ft, then headed over the same route as yesterday to the target. We hit the I.P at 11:00 AM and started on the bomb run. At 11:14 AM we dropped twelve 500 lb bombs on the target, by instruments through a heavy overcast. On the route over, passing Frankfurt, we received heavy and accurate flak, ...

... but had no battle damage to our group. Again we were hit by enemy fighters, and lost nineteen « bombs »\* due to enemy action, on the return home. We arrived back to the base at ETR 16:45 PM and landed with thirty gallons of gas in our tanks. We had no battle damage at all, due to the fact we led the division.

\*note from transcriber: S/Sgt. Coupe is referring to the total of nineteen bombers lost by the USAAF 8th Air Force, as mentioned in the article.

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**Dove-tailed with 15th, RAF.**  
Operations of the 8th, which sent 500 fighters along with the bombers, dove-tailed with the non-stop blows being struck by the RAF and the 15th Air Force. While Lancasters of the RAF assaulted marshalling yards at Wanne-Eickel in the Ruhr, Fortresses and Liberators of the 15th flew out on their 19th mission in the last 20 days, attacking rail lines in Austria and Hungary.  
The 8th had 1,100 heavies out Saturday, hitting four oil refineries, two synthetic oil plants and industrial and rail targets in a wide area of Germany, including the bomb-marked rail yards at Chemnitz and an oil plant 27 miles north of Dresden, described by German Overseas News Agency yesterday as a mass of ruins after concentrated attacks by the 8th and the RAF. Some fighters opposed the bombers, but failed to break through the shield of 700 Mustangs and Thunderbolts.  
Three bombers and two fighters are missing from yesterday's raid, and 19 bombers and six fighters from Saturday. Friday's losses, previously unreported, were 14 bombers and 10 fighters.

*Date: Mar 4, 1945  
21st Mission: Ulm  
Ship: #153 Sky Queen*  
*We got up Sunday morning at 4:05 AM and ate breakfast, then went and got our guns and flying equip and loaded it on the truck and went out to the ship. There Lt. Emerson briefed us on our target which was the tank factories at Ulm, Germany. We started engines at 6:35 AM and taxied out to the runway at 6:41 AM. At 7:17 AM we were airborne and flew southeast over the Channel climbing to 14,000 ft on course. Over France we formed at that altitude, then headed southeast for the target, which is on Lake Konstanz, which is on the border between Germany and Switzerland. We hit our I.P. at 10:32 AM and started on our bomb run. At 10:42 AM we ...*

Date: Mar 4, 1945  
21st Mission: Ulm  
Ship: Sky Queen #153

We got up Sunday morning at 4:05 AM and ate breakfast, then went and got our guns and flying equip and loaded it on the truck and went on out to the ship. Lt. Emerson briefed us on our target which was the tank factories at Ulm, Germany. We started engines at 6:35 AM and taxied out to the runway at 6:41 AM. At 7:17 AM we were airborne and flew southeast over the Channel climbing to 14,000 ft on course. Over France we formed at that altitude then headed southeast for the target which is on the lake Konstanz, which is on the border between Germany and Switzerland. We hit our IP at 10:32 AM and started on our bomb run. At 10:42 AM we ...

... dropped eight 500 lb bombs and four incendiaries, by instruments thru a heavy overcast. We encountered no flak nor enemy fighters. We then headed back for home over the same route we had come. We arrived at the field safely ETR 14:46 PM.

*dropped eight 500 lb bombs and four incendiaries, by instruments thru a heavy overcast. We encountered no flak nor enemy fighters. We then headed back for home over the same route we had come. We arrived at the field safely ETR 14:46 PM.*

## 1,000 Heavies Keep Blitzing Rails and Oil

Bombing through cloud so thick that most crewmen said they "didn't see an inch of German ground," more than 1,000 Fortresses and Liberators of the 8th Air Force, many of them forced back by the weather before reaching their targets, carried the 8th Air Force's blitz on Nazi rails and industry into its 14th straight day yesterday with a blow aimed at objectives in Ulm and other points in southwest Germany.

No enemy planes were sighted and flak was so light that many bombers got through without encountering a single burst. But the weather easily made up for lack of opposition. Snow-covered targets, plus a dense ground haze; thick contrails and the heavy cloud made bombing by instrument necessary.

Date: MAR 8, 1945  
22nd Mission: ESSEN  
Ship: SKY QUEEN

*We got up Thursday morning at 7:30 AM and ate breakfast then went and got our guns and flying equip and put it on the truck and went on out to the ship. There Lt Emerson briefed us on the target which was the marshaling yards at Essen, Germany. We then started engines at 10:40 AM and taxied out to the runway at 10:55 AM. At 11:10 AM we were airborne and formed over the field at 18,000 ft. After forming we left the base at 12:52 PM and headed north east up over the North Sea over Holland into Germany. Once inside Germany, we headed south to the target. We hit the IP at 14:26 PM and started on our bomb run, and at 14:36 PM we dropped twelve 500 lb and two 100 lb chemical bombs on the marshaling yards.*

Date: Mar 8, 1945  
22nd Mission: Essen  
Ship: Sky Queen #153

We got up Thursday morning at 7:30 AM and ate breakfast, then went and got our guns and flying equip and put it on the truck and went on out to the ship. There, Lt. Emerson briefed us for the target which was the marshaling yards at Essen, Germany. We then started engines at 10:40 AM and taxied out to the runway at 10:55 AM. At 11:10 AM we were airborne and formed over the field at 18,000 ft. After forming we left the base at 12:52 PM and headed north east up over the North Sea over Holland into Germany. Once inside Germany, we headed south to the target. We hit the IP at 14:26 PM and started on our bomb run, and at 14:36 PM we dropped twelve 500 lb and two 100 lb chemical bombs on the marshaling ...

... yards from 25,000 feet through a heavy overcast, using instruments. We encountered very little flak, the first time known for it to happen over Happy Valley\*. We then headed west over France for home. We all arrived home ETR 17:15 PM without loss of any plane, and no battle damage.

\*note from transcriber: Happy Valley (aka Flak Alley) was the name given to the Ruhr Valley in Germany, location of many heavy industry plants. It was extremely well defended by flak and the place where many allied bombers were lost.

*yards, from 25,000 ft, through a heavy overcast, using instruments. We encountered very little flak, the first time known for it to happen over Happy Valley. We then headed west over France for home. We all arrived home ETR 17:15 PM without loss of any plane, and no battle damage.*

### 3,000 U.S., RAF Heavies Blast Nazis Near East, West Fronts

Allied bombers again centered on targets near both fronts in Germany yesterday when heavies of the 8th and 15th Air Forces and the RAF, some 3,000 in all, struck at Nazi communications and oil refineries close to the Rhine on the Western Front and near Berlin and Budapest on the Eastern Front.

The 15th, getting away a tremendous force of 1,350 Fortresses and Liberators, its biggest since the massive three-way, low-level assault on Feb. 22, hit oil plants and rails in a concentrated area of western Germany stretching from Essen, 15 miles east of Gen. Simpson's 9th Army, south to Giessen, 50 miles east of Coblenz.

Oil targets for the 15th consisted of six benzol and synthetic oil plants in the Gelsenkirchen and Dortmund areas, just east of Essen. Rail yards were attacked at Essen; at Siegen, 40 miles east of Cologne; at Detmold and Dillenburg, in the Siegen sector; and at Giessen. One bomber failed to return from the raids.

Bombardiers had to use instruments because of the continuing heavy clouds, but there was no enemy air opposition and flak was extremely light, the weakest show by enemy gunners some crews had ever seen over the Ruhr.

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Bombardiers had to use instruments because of the continuing heavy clouds, but there was no enemy air opposition and flak was extremely light, the weakest show by enemy gunners some crews had ever seen over the Ruhr.

Date: Mar 9, 1945  
23rd Mission: Kassel  
Ship: #153 Sky Queen

*We got up Friday morning at 4:30 AM and ate breakfast, then went and got our guns and flying equip and put it in the truck, then went on out to the ship. There, Lt. Emerson briefed us for the target which was the marshaling yards at Kassel, Germany. We started engines at 6:05 AM and taxied out to the runway at 6:15 AM. We were airborne at 6:26 AM and formed over the base at 6,000 ft and after forming we left the base at 7:12 AM and headed east over the Channel, on over Belgium into Germany. We hit our IP at 10:12 AM and started on our bomb run, and heading right into a barrage of flak, as the target was visual. At 10:26 AM we dropped 408, 100 lb bombs and twelve 500 lb incendiaries from our squadron, directly in the center of the yards. Lt. Finch was lead ...*

Date: Mar 9, 1945  
23rd Mission: Kassel  
Ship: Sky Queen #153

We got up Friday morning at 4:30 AM and ate breakfast, then went and got our guns and flying equip and put it in the truck, then went on out to the ship. There, Lt. Emerson briefed us for the target which was the marshaling yards at Kassel, Germany. We started engines at 6:05 AM and taxied out to the runway at 6:15 AM. We were airborne at 6:26 AM and formed over the base at 6,000 ft and after forming we left the base at 7:12 AM and headed east over the Channel, on over Belgium into Germany. We hit our IP at 10:12 AM and started on our bomb run, and heading right into a barrage of flak as the target was visual. At 10:26 AM we dropped 408, 100 lb bombs and twelve 500 lb bombs from our squadron, directly into the center of the yards. Lt. Finch was lead ...





Date: Mar 10, 1945  
24th Mission: Sinsen  
Ship: Sky Queen #153

We got up Saturday morning at 6:30 AM and ate breakfast, then went and got our guns and flying equip and loaded it on the truck and went out to the ship. There, Lt. Emerson briefed us on our target which was the marshaling yards at Sinsen, Germany, four miles from Dortmund. At 9:00 AM we started engines and taxied out to the runway at 9:07 AM. At 9:40 AM we were airborne and formed over the field at 14,500 ft and after forming we left the base at 11:00 AM and headed northeast over the North Sea, over Holland to Germany. Once over the German border we headed south to the target. We hit our I.P. at 12:24 PM and started on our bomb run encountering light flak. Over the target at ...

Date: MAR 10, 1945  
24th Mission: SINSEN  
SHIP #153 SKY QUEEN

We got up Saturday morning at 6:30 AM and ate breakfast, then we went and got our guns and flying equip and loaded it on the truck and went out to the ship. There Lt. Emerson briefed us on our target which was the marshaling yards at Sinsen, Germany, four miles from Dortmund. At 9:00 AM we started engines and taxied out to the runway at 9:07 AM. At 9:40 AM we were airborne and formed over the field at 14,500 ft and after forming we left the base at 11:00 AM and headed northeast over the North Sea, over Holland to Germany. Once over the German border we headed south to the target. We hit our I.P. at 12:24 PM and started on our bomb run encountering light flak over the target at 12:48 PM we dropped 408, 100 lb bombs and 24, 500 lb incendiaries on the target using instruments due to overcast. We encountered heavy but inaccurate flak from the target on out to the front lines. Some of our ships received battle damage. At 15:30 PM we arrived safely to the base ETR 15:30 PM. At night we only have eleven more chances to take with death.

... 12:48 PM we dropped 408, 100 lb bombs and 24, 500 lb incendiaries on the target using instruments due to overcast. We encountered heavy but inaccurate from the target on out to the front lines. Some of our ships received battle damage, but slight. We arrived safely to the base ETR 15:30 PM. So now we only have eleven more chances to take with death.

Date: Mar 14, 1945  
 25th Mission: Vlotho  
 Ship: Sky Queen #153

We got up Wednesday morning at 7:15 AM and ate breakfast, then went and got our guns and flying equip, loaded it on the truck, and went on out to the ship. There Lt. Emerson briefed us on our target which was the railroad bridge at Vlotho near Minden, Germany. We started engines at 10:20 AM and taxied out to the runway at 10:30 AM. At 10:45 AM we were airborne and formed over the field 10,000 ft and at 12:00 Noon we headed south-east over Dover on over the channel and France. Once over the German border It was visual the whole route in, and over the front lines we could see our boys giving the towns below us a terrific shelling. Over ...



Date: Mar 15, 1945  
26th Mission: Oranienburg  
Ship: Sky Queen #153

We got up Thursday morning at 7:15 AM and ate breakfast, then went and got our guns and flying equip, loaded it on the truck and went out to the ship. There, Lt. Emerson briefed us on our target which was the marshaling yards of Oranienburg, twenty miles north of big « B », and the target was to be visual. Engine time was at 9:30 AM but was moved up til 11:03 AM Due to the weather over the field. We divided the crew up and played football on the field near the ship, til time for engines, rather than sit around to think of what was ahead of us. So the time soon passed and we started engines at 11:03 AM and taxied to the runway at 11:18 AM. We were airborne at 11:25 AM and formed over the field at 10,000 ft ...

*Date: Mar. 15, 1945  
26th Mission: Oranienburg  
Ship: #153 Sky Queen*

*We got up Thursday morning at 7:15 AM and ate breakfast, then went and got our guns and flying equip, loaded it on the truck and went on out to the ship. There Lt. Emerson briefed us on our target, which was the marshaling yards at Oranienburg, twenty miles north of big "B", and the target was to be visual. Engine time was at 9:30 AM, but was moved up til 11:03 AM due to weather over the field. We divided the crew up and played football on the field near the ship, til time for engines, rather than sit around to think of what was ahead of us. So the time soon passed and we started engines at 11:03 AM and taxied to the runway at 11:18 AM. We were airborne at 11:25 AM and formed over the field at 10,000 ft.*

*At 12:31 PM we left the base and headed on for the target over the northern route. Near Stendal we encountered flak to the right of us knocking one ship out of the group ahead of us; the Nuthampstead group. We hit our I.P. 15:05 PM and attacked on the bomb run. The target was ahead of us, covered with flame and smoke from the bombs of the thirteen groups that passed over five min. Also a large barrage of flak was over the target right in our path. Over the target at 15:38 PM we dropped eight 500 lb and four 500 lb incendiaries from 22,000 ft visually. I never saw so much destruction over one city in all my life. We dropped a total of 3,500,000 lb of bombs on this one target. Over the target another Nuthampstead ship was hit and went into a spin, and after falling about 10,000 ft the pilot bailed out.*

... at 12:31 PM. We left the base and headed on to the target over the northern route. Near Stendal we encountered flak to the right of us knocking one ship out of the group ahead of us, the Nuthampstead group\*. We hit our I.P. 15:05 PM and started on the bomb run. The target was ahead of us covered with flame and smoke from the bombs of the thirteen groups that passed over before us. Also a large barrage of flak was over the target right in our path. Over the target at 15:38 PM we dropped eight 500 lb GPs and four 500 lb incendiaries from 22,000 ft visually. I never saw so much destruction over one city in all my life. We dropped a total of 3,500,000 lb of bombs on this one target. Over the target another Nuthampstead ship was hit and went into a spin, and after falling about 10,000 ft the pilot leveled off long enough ...

*\*note from transcriber: Nuthampstead was home to the 398th Bomb Group.*

... for seven of the crew to escape. Just as the sent chute cleared the ship, it blew up and the seven chutes disappeared into the black smoke over the target. It was a sight I'll never forget as long as I live and I also took pictures which will show the people what combat was like. We also received battle damage over the target, but not serious. I had a near miss once more near my turret. We then made a left turn from the target and headed for home. About fifty miles from the target on the route home we encountered light, but very accurate flak. I had about three more hits on my turret but fortunately they glanced off. The pilot had one come up under his seat and stop, and also a few in the wings and the stabilizer.

...

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*We had very good fighter support keeping the enemy fighters from attacking us. We arrived safely home at twilight ETR 20:00 PM. We lost no ships but had plenty of battle damage, although Nuthampstead lost three ships during the mission.*

## Bomb Rails Near Berlin Feeding East

**BULLETIN**

The headquarters of the German Army General Staff at Zossen, 20 miles south of Berlin, was attacked yesterday afternoon by B17s and B24s of the 8th Air Force.

Half of the 1,350 bombers in the task force attacked the headquarters and the remainder attacked the railyards at Oranienburg.

U.S. 8th and 15th Air Force heavies teamed up with Lancasters of the RAF yesterday to strike at vital German communications and industrial centers in three corners of the Reich.

Mustang-escorted Lancasters, loaded for the second time with the new ten-ton super-bombs, struck at the Arnsburg Railway viaduct with unannounced results. Twenty-first Army Group HQ announced that Wednesday night's initial blow by the new 22,000-lb. missiles knocked out seven central spans of the Bielefeld viaduct in an attack which appears to have cut off the last main German escape route from the Ruhr.

More than 1,300 8th Air Force Liberators and Fortresses, bombing visually, poured 3,500,000 lbs. of bombs—many of them in 2,000-lb. doses—on the rail yards at Oranienburg, 20 miles north of Berlin, which handle supplies for the German armies facing Marshal Zhukov on the Eastern Front, and other targets in the area.

Meanwhile, the Ruhrland oil refineries between Berlin and Dresden were attacked with "good results" in the greatest effort yet made by Allied Air Forces in the Mediterranean. While B17s made the 1,400-mile round trip, Liberators attacked other oil refineries at Moosbierbaum, Floridsdorf and Schwechat, near Vienna.

A spokesman at Allied Mediterranean HQ also disclosed that 15th Air Force fighters and bombers joined Russian fliers for the first time Wednesday in simultaneous attacks in Austria, Hungary and Yugoslavia.

Italian-based heavies crossed southeastern Europe to hit German communications centers only 20 miles from the Russian lines in response to a direct request from the Moscow high command.

Oranienburg, the Nazi communications center attacked by 8th Air Force bombers yesterday, is also one of the chief military supply centers in the Reich, providing the German Army with ordnance, motor transportation and signal supplies, as well as guns, ammunition and other equipment.

Yesterday afternoon Halifaxes of the RAF Bomber Command, escorted by Spitfires and Mustangs, struck at two benzol plants, one near Essen and the other at Castrop-Rauxel in the Ruhr. Visibility

... well concentrated.

## Seven day pass for S/Sgt Nelvin Coupe

HEADQUARTERS  
NINETY-FIRST BOMBARDMENT GROUP (H) ARMY AIR FORCES  
Office of the Group Commander  
APO 557

(G/A/1)

SPECIAL ORDERS }  
NO. 54 }

16 March 1945

### E X T R A C T

1. Fol Off 322 Bomb Sq (H) WP to AAF Sta 563, Furzedown House, to arr prior to 1800 hrs on 21 Mar 45. TDY to carry out instr of CG, pd not to exceed 7 days. Off will lv AAF Sta 563 on 28 Mar 45 to ret to proper sta. Reimbursement not to exceed \$4.00 per day is atzd if govt qrs or billets are not avail and an alws of \$1.25 per day is atzd if govt messing facilities are not avail while in travel status; an alws of \$1.25 per day is atzd for additional cost of subs while on TDY at Air Force Rest Home. WPR, GMV, and/or Mil Acft. TWA TCNT, Auth Cir 113, Hq ETOUSA 22 Nov 44, TDN 60-136 P 432-02 A 212/50425. CTDRS. Auth: LBD Instr No. 80-1, 23 Aug 44.  
1ST LT NELSON D. VAN BLARCOM 0825009 AC 2ND LT JOSEPH L. BUYDOS 0833888 AC  
1ST LT JAMES E. CONNOLLY 02068368 AC F/O DONALD L. GRATIAS T5651

2. Fol EM 322 Bomb Sq (H) WP to AAF Sta 498, Ebrington Manor to arr prior to 1800 hrs on 21 Mar 45, TDY to carry out instr of CG, pd not to exceed 7 days. EM will lv AAF Sta 498 on 28 Mar 45 to ret to proper sta. Reimbursement not to exceed \$5.00 per day while traveling is atzd if govt qrs and subs are not avail and an alws of \$2.25 per day is atzd for add cost of subs while on TDY at Air Force Rest Home. WPR, GMV, and/or Mil Acft. TWA TCNT, Auth Cir 113, Hq ETOUSA, 22 Nov 44, TDN 60-136 P 432-02 A 212/50425. CTDRS. (Auth: LBD Instr No. 80-1 23 Aug 44.)  
S/Sgt Clark E. Stanbury 16160302 S/Sgt Archie Leuty 39619847  
Sgt Donald A. Cornell 37582206 Sgt Dwight W. Shaw 17105751  
Sgt Arthur G. Wendall 39141703



Auth: LBD Instr No. 80-1, 23 Aug 44.

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S/Sgt Clark E. Stanbury 16160302

S/Sgt Archie Leuty 39619847

Sgt Donald A. Cornell 37582206

Sgt Dwight W. Shaw 17105751

Sgt Arthur G. Wendall 39141703

3. Pol Off 324 Bomb Sq (H) WP to AAF Sta 563, Furzedown House to arr prior to 1800 hrs on 20 Mar 45. TDY to carry out instr of CG, pd not to exceed 7 days. Off will lv AAF Sta 563 on 27 Mar 45 to ret to proper sta. Reimbursement not to exceed \$4.00 per day is atzd if govt qrs or billets are not avail and an alws of \$1.25 per day is atzd if govt messing facilities are not avail while in travel status; an alws of \$1.25 per day is atzd for additional cost of subs while on TDY at Air Force Rest Home. WPR. GMV and/or Mil Acft. TWA TCNT, auth Cir 113, Hq ETOUSA 22 Nov 44, TDN 60-136 P 432-02 A 212/50425. CTDRS. Auth: 1 BD Instr No. 80-1, 23 Aug 44.

1ST LT FRANK C. EMERSON 0772322 AC

2D LT ROBERT G. STEVENS 0827988 AC

2D LT RICHARD SOELLER 02064346 AC



4. Fol EM <sup>574</sup>~~Ban~~ Bomb Sq (H) WP to AAF Sta 562, Spetchley Park to arr prior to 1800 hrs on 20 Mar 45, TDY to carry out instr of CG, pd not to exceed 7 days. EM will lv AAF Sta 562 on 27 Mar 45 to ret to proper sta. Reimbursement not to exceed \$5.00 per day while traveling is atzd if govt qrs and subs are not avail and alws of \$2.25 per day is atzd for add cost of subs while on TDY at Air Force Rest Home. WPR, GHV, and/or Mil Acft. TWA TCNT, Auth Cir 113, Hq ETOUSA 22 Nov 44, TDN 60-136 P 432-02 A 212/50425. CTDRS. (Auth: 1 BD Instr No. 80-1 23 Aug 44).

S/Sgt Earl J. Sheen 39919847

S/Sgt Dale E. Ludwick 35731399

S/Sgt James W. Crain 33660842

S/Sgt Johnnie C. Dean Jr 38420457

S/Sgt Nelvin F. Coupe 33807714

S/Sgt Daniel M. Ganz 32784388

5. So much par 4 SO 51 this Hq dtd 12 Mar 45 as reads\*\*\*\*"Cir 113, Hq ETOUSA, 22 Mar 44"\*\*\*\* is amended to read \*\*\*\*"Cir 113, Hq ETOUSA, 22 Nov 44"\*\*\*\*

6. Fol Off, 324 Bomb Sq (H) are granted a seven (7) days leave of absence. Eff'g/a 17 Mar 45. (Auth: 605-115).

1ST LT BERNARD C. MURPHY 0728302 AC

1ST LT CHARLES C. WALLACE 0804273 AC

F/O LOUIS SCHAFTS T4227

OFFICIAL:

By order of Colonel TERRY:

JOSEPH G. STERLING,  
Capt., Air Corps,  
Adjutant.

JOSEPH G. STERLING,  
Capt., Air Corps,  
Adjutant.

Date: Mar 30, 1945  
27th Mission: Bremen  
Ship: Sky Queen #153

We got up Friday morning and ate breakfast at 7:30 AM. Then went and got our guns and flying equip and loaded it on the truck and went out to the ship. There, Lt. Emerson briefed us on our target, which was the submarine pens and shipyards at Bremen, Germany. The target was to be visual, otherwise we couldn't bomb and were to bring the bombs back. We couldn't take a chance on bombing by instruments as they had a PW camp near the target and the possibility of hitting it was too great. We started engines at 10:45 AM and taxied out to the runway at 11:10 AM. At 11:15 we were airborne and formed over the base at 16,000 ft due to bad ...

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27th Mission: Bremen  
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weather. At 12:10 PM we headed out for the target. As we left the English coast, no 4 prop started running away. So we fell back out of formation, trying to get control. We finally got it working okay again and chased after our formation, which then was 25 minutes ahead of us. At the Dutch coast one of our other ships had to turn back for a runaway prop. So we stayed on course trying to catch them and finally we got in formation just in time for the bomb run. We started the bomb run at 14:00 PM and at 14:14 PM we dropped twelve 500 lb bombs visually from 25,000 ft, and really smeared the target. The flak was very heavy over the target, as they had 400 flak guns on us. I don't believe ...

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... there was a ship passed over the target without getting hit. We had five hits on our left wing, and three in the tail. No one was wounded on our crew fortunately. On our way home from the target we were hit by jet planes, and one plane in the group ahead of us got shot down and five men bailed out leaving three in the plane when I saw it crash in flames. We had wonderful fighter cover and they knocked two jets down in our target area. The five men who bailed out may have a good chance for escape, as they landed in the open terrain and the fighters covered them to help them get away from the nearby houses, so « there's » hoping they are safe and can escape. So we continued ...

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*on home and landed ETRIT. All the ships from our group came back okay, although all of us had battle damage. Once more we all thank God for seeing us through safely.*

## 1,400 Heavies Strike 3 Big German Ports

Delivering its mightiest punch at German ports, the 8th Air Force yesterday sent more than 1,400 Fortresses and Liberators and 900 Mustangs and Thunderbolts to raze the three great Reich ports of Wilhelmshaven, Bremen and Hamburg. Submarine yards, docks, naval vessels and an oil storage depot trembled under the loads dropped by the heaviest force of bombers since Feb. 22 and the greatest combined bomber-fighter force dispatched this year by the 8th.

It was a momentous occasion for the Liberators which plastered docks and other harbor facilities in Wilhelmshaven, where the battleship Tirpitz was built. It was here that heavies of the 8th first bombed Germany, on January 27, 1943, when 53 Fortresses attacked the harbor with a loss of one and a bag of 22 Nazi planes.

But yesterday some 350 to 400 Libs boomed over the city as a pointed reminder of what the U.S. has to offer after slightly more than two years. Recent reconnaissance photographs had shown numerous submarines and other naval vessels in the inner harbor, where the Libs laid their bombs. Heavy clouds made bombing difficult, but some groups reported visual bombing through sharp breaks in the overcast.

At Bremen, Forts attacked the Blohm and Voss submarine yards, a fairly regular objective for the 8th, and a large petroleum storage depot. Here, as at Wilhelmshaven, nearly all bombing was done through heavy clouds.

Forts over Bremen, however, enjoyed good visibility and here the Deschimag shipbuilding yards, which turn out 740- and 1,200-ton submarines, and a highway bridge being converted for rail use were the objectives.

The 900 fighters represented the strongest fighter escort put out since Feb. 14, when 900 protected 1,300 heavies in their severe blows on Dresden, Chemnitz and Magdeburg. Five enemy jet planes were shot down.

Date: April 7, 1945  
28th Mission: Hannover  
Ship: Sky Queen #153

We got up Saturday morning at 2:00 AM and ate breakfast, then went and got our guns and flying equip and loaded it on the truck and went on out to the ship. There, Lt. Emerson briefed us on our target, which was the air base north of Hannover, Germany, and the target was to be visual. We were carrying a bomb load of thirty-nine 100 lb GPs and to bomb visual from 15,000 ft. We started engines at 5:50 AM and a report came over command to cut engines. as the mission was set back three hours due to the weather closing in. So we came back and ate an other meal and there ...

*Date: April 7, 1945  
28th Mission: HANNOVER  
Ship: Sky Queen #153*

*We got up Saturday morning at 2:00 AM and ate breakfast, then went and got our guns and flying equip and loaded it on the truck and went on out to the ship. There Lt. Emerson briefed us on our target, which was the air base twenty miles north of Hannover, Germany, and the target was to be visual. We were carrying a bomb load of thirty-nine 100 lb G. P. and to bomb visual from 15,000 ft. We started engines at 5:50 AM and a report came over command to cut engines, so the mission was set back three hours due to the weather closing in. So we came back and ate an other meal and there ...*

*shot the ball passing the time away. At 8:50 AM we started engines again, and once more we got the report, just an hour set back this time. So at 9:10 AM we started engines, and taxied at 9:30 AM out to the runway. At 10:30 AM we were air born, and formed over the field at 15,000 ft which was also bombing altitude. At 12:07 PM we headed east over the channel and Belgium and as we neared the Rhine River, bandits were reported in the area. We had fighter attacks from there on into the target. We had the whole division over the target therefore we had less trouble with attacks. At 15:30 PM we hit our I.P. and started our bomb run, and at 15:46 PM it was*

... shot the bull passing the time away. At 8:50 AM we started engines again, and once more we got the report, just an hour set back this time. So at 9:10 AM we started engines at started taxi at 9:30 AM out to the runway. At 10:30 AM we were airborne and formed over the field at 15,000 ft which was also bombing altitude. At 12:07 PM we headed east over the Channel and Belgium and as we neared the Rhine River, bandits were reported in the area.\* We had fighter attacks from there on into the target. We lead the whole division over the target therefore we had less trouble with attacks. At 15:30 PM we hit our I.P. and started on our bomb run., and at 15:46 PM it was bombs away on a visual air ...

*\*note from transcriber: bandits are enemy fighters.*

... base, and we wiped it out completely. We encountered no flak as they were afraid of knocking down their own fighters. So then we headed for home with the enemy still on us. We lost 22 forts through the operation and we were credited with knocking down 40 enemy fighters. We didn't lose any ships out of our group although we had battle damage and a few casualties. Near the border, the fighters took off and headed back to their own base. We continued over Belgium and the Channel to home. We arrived here at the base ETR 18:15 PM without any damage or wounded men on our crew. So again we all thank God for bringing us back safely.

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## 1,200 Heavies Hit Reich After 1-Day Nazi Air Bid

The flaming air war which the Luftwaffe rekindled Saturday appeared yesterday to have been extinguished once more by U.S. fighters and bomber gunners as over 1,200 Fortresses and Liberators, protected by approximately 750 fighters, bombed rail yards, airfields and oil targets in central Germany without opposition from enemy planes.

The only air activity along the route of the bombers came in the form of three training planes, which were promptly shot down by the fighters. On Saturday, when the Luftwaffe daringly attacked a force of 1,300 heavies in strong groups, fighters of the 8th downed 64 planes while bomber gunners accounted for 40, making a grand total of 104.

It was the strongest opposition thrown at the bombers since Mar. 2, when fighters and gunners knocked down 73 planes. The renewal of opposition Saturday cost the 8th 22 bombers and three fighters. Ten bombers and one fighter are missing from yesterday's missions.

### Going Down!



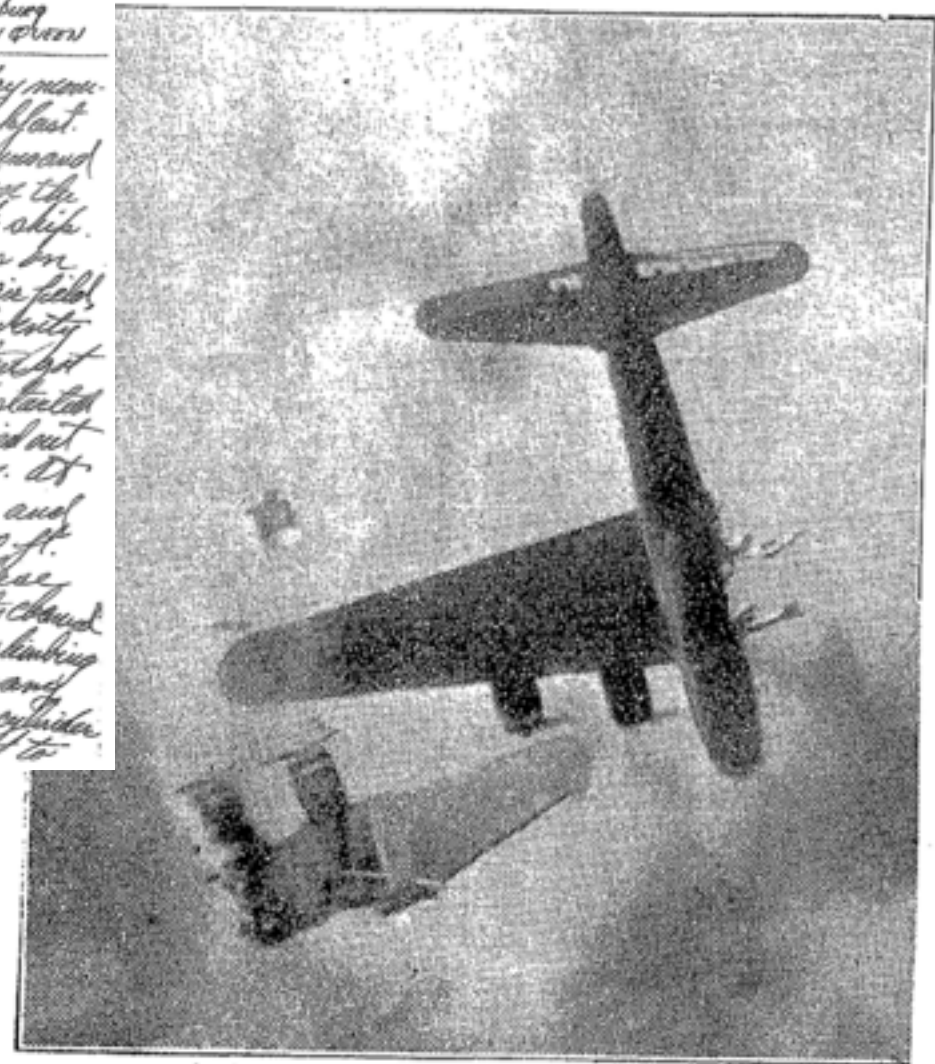
U.S. Army Air Force Photo  
The gun camera in an 8th Air Force Mustang caught this Nazi pilot bailing out of his flaming JU88 bomber which was picked off by a FW190 fighter.

Date: April 10, 1945  
Mission: Oranienburg  
Ship: Sky Queen #153

We got up Tuesday morning at 7:30 AM and ate breakfast. Then we went and got our guns and flying equip and loaded on the truck and went on out to the ship. There, Lt. Emerson briefed us on our target, which was an airfield at Oranienburg, Germany, twenty miles from Berlin. We then got aboard the Sky Queen and started engines at 9:47 AM, and taxied out to the runway at 9:57 AM. At 10:07 AM we were airborne, and formed over the field at 8,000 ft. At 11:15 AM we left the base and headed east over the Channel on course. Once over Germany at 14,000 ft, we blew a cylinder in n° 1 engine, causing it to ...

Date: April 10, 1945  
Mission: Oranienburg  
Ship: #153 Sky Queen

We got up Tuesday morning at 7:30 AM and ate breakfast. Then we went and got our guns and flying equip, and loaded on the truck and went on out to the ship. There Lt. Emerson briefed us on our target, which was an air field at Oranienburg, Germany, twenty miles from Berlin. We then got aboard the Sky Queen and started engines at 9:47 AM, and taxied out to the runway at 9:57 AM. At 10:07 AM we were air borne, and formed over the field at 8,000 ft. At 11:15 AM we left the base and headed east over the Channel on over southern Holland, climbing on course. Once over Germany at 14,000 ft, we blew a cylinder in no. 1 engine, causing it to



"Wee Willie" 401st Squadron  
STENDAL, GERMANY. April, 9, 1945



... run away. We then fell out of formation trying to feather the prop and staying on course. We finally got it feathered and tried to catch our group. So finally at one hour from our target, we abandoned the mission as we could not gain anymore altitude and it would have been suicide to go over alone. So at 1:09 PM we aborted and turned around and headed back over the same route for home. We arrived back here at the base safely at 3:15 PM. This was our first time to ever abort, and hope it will be the last. So our ground crew took the Sky Queen into the hanger to change #1 engine right away. So we hope to fly her again in a couple of days. All the other boys from our field came back safely but plenty of battle damage.

*runaway. We then fell out of formation trying to feather the prop and staying on course. We finally got it feathered and tried to catch our group. So finally at one hour from our target, we abandoned the mission as we could not gain anymore altitude and it would have been suicide to go over alone. So at 1:09 PM we aborted and turned around and headed back over the same route for home. We arrived back here at the base safely at 3:15 PM. This was our first time to ever abort, and hope it will be the last. So our ground crew took the Sky Queen into the hanger to change #1 engine right away. So we hope to fly her again in a couple of days. All the other boys from our field came back safely but plenty of battle damage.*

## Jet Bases Hit Again By Heavies

The battered Luftwaffe reeled from yet another U.S. blow yesterday as more than 1,300 Fortresses and Liberators and 850 fighters of the 8th Air Force pounded seven jet fighter bases within an arc swinging north, west and south 70 miles from Berlin.

Strong groups of Nazi jets got off the ground to battle, but the U.S. fighters knocked down 18 and roared through to destroy 227 more planes on the ground to establish a new record for fighters of the 8th, whose best day previously had been Sept. 5 of last year, when 177 were destroyed in the air and on the ground.

The 339th Mustang Group also set a new fighter record for the 8th by destroying 100 planes on the ground to surpass the record 70 set by the 56th Thunderbolt Group on last September's record day. One bomber group battled 40 to 50 jets for nearly an hour, but most groups were hit only once or twice before fighters and gunners drove them off.

### Clear Weather Prevails

The destruction boosted the 8th's two-day toll of Luftwaffe ships to 329, of which 310 were KO'd on landing strips. Since Saturday, when fighters and bomber gunners shot down 104, the Luftwaffe has lost 437 planes through U.S. action.

It was the eighth straight day the 8th has been operational and the fourth day running it has dispatched upwards of 1,000 bombers. Clear weather again prevailed over the Continent and bombing was visual over all targets.

The attacks brought to 27 the total number of jet airfields in the Reich hit during the last seven days. The seven strips in the Berlin area, running from the northernmost point, were at Larz, near Lake Murtitz; Parchin, just west of the lake; Neuruppin, 40 miles northwest of Berlin; Oranienburg, 18 miles north of the capital; Bries, near Brandenburg, west of Berlin; Burg, close to Magdeburg; and Zerbst, southwest of Berlin, adjacent to Dessau.

### Destroy 83 Nazi Planes

In addition to the assault on the fields, the bombers and fighters struck at a jet experimental field at Rechlin, also in the Lake Murtitz area and called the "Wright Field" of Germany, and hit an ordnance depot at Oranienburg.

Full reports turned in by 8th Air Force airmen who blistered ten airfields near Munich Monday and destroyed 83 Nazi planes on the ground, indicates that the Luftwaffe has been driven from its fields and now uses auto. highways for air strips, dispersing its planes in wooded areas along the roads to escape detection.

Most of the planes destroyed were found parked in or near highways south of Munich. Crews were working on some of the planes, which were camouflaged with branches, and one pilot saw nearly 100 ships parked on what appeared to be a farm. The same flier also saw dozens of shining, new JU88s lying under trees beside one roadway and managed to shoot up two of them.

Date: April 11, 1945  
29th Mission: Freiham  
Ship: Ruptured Duck #205

We got up Wednesday morning at 6:00 AM and ate breakfast, then went and got our guns and flying equip loaded it on our truck and went on out to the ship. There, Lt. Stevens briefed us on our target, which was an oil depot at Freiham, near Munich, Germany. Today was Lt. Stevens' first as our pilot. He was given command as Lt. Emerson has taken over flight leader of our squadron, which has made each one of us mighty proud of him, although we hated to lose him. Lt. Emerson now has one more mission to put in. After we were briefed we climbed aboard and started engines at 7:00 AM, and took out to the runway at 7:10 AM. At 7:30 AM we were airborne and climbed

...

91st BGMA - Aug. 2015

Date: April 11, 1945  
29th Mission: Freiham  
Ship: Ruptured Duck #205  
We got up Wednesday morning at 6:00 AM, and ate breakfast then went and got our guns and flying equip, loaded it on our truck and went on out to the ship. There Lt. Stevens briefed us on our target which was an oil depot at Freiham near Munich, Germany. Today was Lt. Stevens' first as our pilot. He was given command as Lt. Emerson has taken over flight leader of our squadron, which has made each one of us mighty proud of him, although we hated to lose him. Lt. Emerson now has one more mission to put in. After we were briefed we climbed aboard and started engines at 7:00 AM, and took out to the runway at 7:10 AM. At 7:30 AM we were airborne and climbed

to 4,000 ft and headed east over the Channel to France. There we climbed to 21,000 ft where we formed. After forming at 11:07 AM we continued southeast over Germany to our target. We flew on down to take bombing then headed north above the Alps Mts. to our I.P. which we hit at 13:47 PM and started on our bomb run. At 13:57 PM we dropped six 1,000 lb bombs on our target from 24,500 ft. We hit the target visual and had direct hits throughout our group. We encountered moderate but accurate flak over the target and quite a few of our ships received battle damage, wounding a few men, but we had no loss of ships. We then turned off our bomb run for home. The weather was clear the whole day and

... to 4,000 ft and headed east over the Channel to France. There we climbed to 21,000 ft where we formed. After forming at 11:07 AM we continued south east over Germany, to our target. We flew on down to lake Constant then headed north over the Alps mountains, to our I.P. which we hit at 13:47 PM and started on our bomb run. At 13:57 PM we dropped six 1,000 lb bombs on our target from 24,500 ft. We hit the target visual and had direct hits throughout our group. We encountered moderate but accurate flak over the target and quite a few of our ships received battle damage, wounding a few men, but we had no loss of ships. We then turned off our bomb run for home. The weather was clear the whole day, and ...

... enabled me to see the destructions cause in Germany and France, through this war. There are very few places, to our knowledge, in Germany that haven't had to face this wave of destruction. But they are receiving just a lot more, to what they dished out to other countries. And it makes me feel good to know I've had a part in this job. So to continue, we all arrived safely back here at the base ETR 16:30 PM. Once again we thank God for bringing us all home safely and without harm, so we can continue on with our job.

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## 1,300 8th Heavies Again Blast Reich as Nazis Hide

The air paths of 8th Air Force bombers and fighters were clear of enemy fighters yesterday after Tuesday's destructive raids on jet fighter bases, and over 1,300 heavies and more than 850 fighters, carried the 8th's non-stop offensive into its ninth day by striking at airfields, rail targets, ordnance stores and oil objectives in southern Germany.

Two airfields, five marshalling yards, two oil storage depots, two ordnance depots and an explosives factory were hit. All targets were located in the areas of Munich, Nuremberg and Regensburg.

RAF bombers attacked in the same area when Halifaxes unloaded over railway yards at Nuremberg and at Bayreuth, north of Nuremberg. RAF also reported that its attacks on Kiel Monday night resulted in the sinking of the German pocket battleship Scheer.

Latest tabulations of damage wrought by 8th fighters Tuesday show that eight new records were hung up by the Thunderbolts and Mustangs, including the total bag of 305 planes and the 339th Mustang Group's destruction of 100 ships on the ground.

The 56th Thunderbolt Group, leading fighter outfit, became the first group to reach the 900 mark in destruction when it KO'd two in the air and 39 on the ground to boost its total to 904, of which 684 were killed in the air. One squadron of the 339th made a new squadron mark by knocking off 62, and the day's total of 284 blasted on the ground by all groups set a new mark for the 8th in strafing.

Lt. Col. John D. Landers, of Joshua, Tex., established a new individual record in ground kills by getting eight, and Lt. Col. Joseph L. Thury, of St. Paul, Minn., destroyed four to up his ground strafing total to 184 and lead all 8th fighters in this respect. The 20 jets shot down by the fighters in air combat also created a new record.

Date: April 16, 1945  
30th Mission: Regensburg  
Ship: « Oh Happy Day »  
#790

We got up Monday morning at 8:00 AM and ate breakfast. We then went and got our guns and flying equip and loaded on the truck, and drove on out to the ship. There, Lt. Stevens briefed us on our target, which was the marshaling yards and railroad bridge at Regensburg, Germany. Meanwhile our ground crew was topping off our gas tanks and found the line to #2 tank pulled loose, so we had to transfer to #790 from 322 Squadron. We then started engines at 11:25 AM and taxied on out to the runway at 11:35 AM. At 11:58 AM we were airborne and formed over the base at ...

Date: April 16, 1945  
30th Mission: Regensburg  
Ship: « Oh Happy Day » #790

we got up Monday morning at 8:00 AM and ate breakfast. We then went and got our guns and flying equip, and loaded on our truck, and drove on out to our ship, the Oh Happy Day. There Lt. Stevens briefed us on our target, which was the marshaling yards and railroad bridge at Regensburg, Germany. Meanwhile our ground crew was topping off our gas tanks and found the line to #2 tank pulled loose, so we had to transfer to #790 of 322 sqdn. We then started engines at 11:25 AM and taxied on out to the runway at 11:35 AM. At 11:58 AM we were airborne and formed over the base at 6,000 ft, and at 12:50 PM we headed east over the Channel and France, climbing to bombing altitude of 24,500 ft on course. Once past the front lines we headed east east to the target, and hit our I.P. at 15:47 PM and started our bomb run. At 15:57 PM we dropped six 1,000 lb bombs on the railroad bridge, destroying it. Meanwhile other groups bomb the marshaling yards, also wiping them out. The flak was very heavy over the target, but inaccurate, as the target was visible. We had quite a bit of battle damage and I had three hits on my turret, but none came through. Most all the ships in our group had battle damage, but not too serious. For some unknown reason, I was ...

... 6,000 ft, and at 12:50 PM we headed east over the Channel and France, climbing to bombing altitude of 24,500 ft on course. Once past the front lines we headed north-east to the target, and hit our I.P. at 15:47 PM and started on our bomb run. At 15:57 PM we dropped six 1,000 lb bombs on the railroad bridge, destroying it. Meanwhile, other groups bomb the marshaling yards, also wiping them out. The flak was very heavy over the target, but inaccurate, as the target was visual. We had quite a bit of battle damage, and I had three hits on my turret, but none came through. Most all the ships in our group had battle damage, but not too serious. For some unknown reason, I was ...

... scared to death, although the target was no more than visual. Maybe getting so close to the end. But we all arrived back to the field safely, with a couple wounded men in the the squadrons, at 20:00 PM.

## 8th, 15th AFs Have Finished Strategic Raps

In an Order of the Day commending all units under his USSTAF command, Gen. Carl Spaatz yesterday announced that the strategic air war of the 8th and 15th Air Forces is at an end and that from now on they must "operate with our tactical air forces in close co-operation with our armies.

"The strategic air war has been won with a decisiveness becoming increasingly evident as our armies overrun Germany," Spaatz declared.

The Order of the Day was released shortly after 1,200 8th Air Force Fortresses and Liberators returned from attacks on German marshalling yards in the Regensburg area of southern Germany and blows against defense positions in the Gironde area north of Bordeaux.

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"The strategic air war has been won with a decisiveness becoming increasingly evident as our armies overrun Germany," Spaatz declared.

Approximately 750 heavies, with 850 Thunderbolt and Mustang escorts, crossed the western battle line for the first time since Friday to batter rail targets and communications at Regensburg and at the junctions of Landshut, Plattling and Straubing, to the south and east.

Fighter escorts peeled off to destroy 223 enemy planes at enemy airfields in the Munich area and as far east as Prague in Czechoslovakia.

Meanwhile, 450 unescorted Fortresses dumped high explosives near Point de Grave on the west side of the Gironde estuary in co-operation with elements of the French Army moving against the cornered Germans at Bordeaux.

RAF Mosquitoes raided Berlin three times Sunday night, reporting very little flak and no fighter opposition, although the Germans turned on the capital's searchlights for the first time in many weeks.

Date: April, 17, 1945  
3rd Mission: Dresden  
Ship: Sky Queen #153

*We got up Tuesday morning at 6:00 AM and ate breakfast, then went and got our guns and flying equip, loaded it on our truck, and drove on out to the ship. Lt. Stevens then briefed us on our target which was the marshalling yards at Dresden, Germany. We then got on the ship and started engines at 9:05 AM and taxied out to the runway at 9:50 AM. At 10:03 AM we were airborne and headed over the field at 5,000 ft. At 11:10 AM we headed east over the Channel and over Belgium remaining at 5,000 ft. When we hit the Rhine River we started climbing to our bombing altitude of 20,000 ft.*

Date: April 17, 1945  
31st Mission: Dresden  
Ship: Sky Queen #153

We got up Thursday morning at 6:00 AM and ate breakfast, then went and got our guns and flying equip, loaded it on our truck, and drove on out to the ship. There, Lt. Stevens briefed us on our target, which was the marshaling yards at Dresden, Germany. We then got on the ships and started engines at 9:05 AM and taxied out to the runway at 9:50 AM. At 10:03 AM we were airborne and formed over the field at 5,000 ft. At 11:10 AM we headed east over the Channel and over Belgium remaining 5,000 ft.\* When we hit the Rhine river we started climbing to our bombing altitude of 20,000 ft....

*\*note from transcriber: staying low for so long enables the crew to stay off oxygen and stay warmer at the lower altitude.*

... We headed straight into the target, and hit our I.P. at 13:47 PM and started on our bomb run. At 13:50 PM we were attacked by Me 262s and at 13:53 PM we dropped twelve 500 lb GPs on the marshaling yards, amidst a heavy flak barrage and constant fighter attacks. The weather was good for fighters as there was a 16,000 ft ceiling of haze. They attacked the Ruptured Duck on our right wing, knocking out #3 & #4 engines\*, then sent a 30 mil shell directly in the tail, hitting Williams the tail gunner, and wounding a few of the other crew. They then passed at our ship sending a couple of 20 mil through our wings and stabilizer. Jimmie scored a few hits, but could not bring them down. They then made another pass hitting Lt. Camp ...

*\*note from transcriber: the 2 engines on the right wing.*

*we headed straight into the target, and hit our I.P. at 13:47 PM and started on our bomb run. At 13:50 PM we were attacked by Me 262s and at 13:53 PM we dropped twelve 500 lb GPs on the marshaling yards, amidst a heavy flak barrage and constant fighter attacks. The weather was good for fighters as there was a 16,000 ft ceiling of haze. They attacked the Ruptured Duck on our right wing, knocking out #3 & #4 engines, then sent a 30 mil shell directly into the tail, hitting Williams the tail gunner, and wounding a few of the other crew. They then passed at our ship, sending a couple of 20 mil through our wings and stabilizer. Jimmie scored a few hits, but could not bring them down. They then made another pass hitting Lt. Camp*

*flying to our left, knocking half of his right wing off, wounding a few of the crew. Gen. Gross led our 1st Division over the target and his ship was also hit in the fuselage with a 20 mil wounding the engineer in the leg. We were under heavy flak and fighter attacks for twelve minutes which seemed like an eternity. The boys asked why I was so quiet, and I said I was praying, which I was, so I now have a new name "Combat Deacon". I was praying & fighting off two attacks I had from below, but I could not do much as both times our fighter escort were on their tail. So finally we were over our lines and the fight ended. Lt. Moyer landed the Ruptured Duck behind our lines, and cracked ...*

... flying to our left, knocking half of his right wing off, wounding a few of the crew. Gen. Gross led our 1st Division over the target and his ship was also hit in the bomb bay with a 30 mil wounding the engineer in the leg. We were under heavy flak and fighter attacks for twelve minutes which seemed like an eternity. The boys asked why I was so quiet and I said I was praying, which I was, so I now have a new name « Combat Deacon ». I was praying and fighting off two attacks I had from below, but I could not do much as both times our fighter escort were on their tail. So finally we were over our lines and the fight ended. Lt. Moyer landed the Ruptured Duck behind our lines, and cracked ...



... it up. The last report on Lt. Camp, he did a 360° turn over the target and headed for the Russian lines on his own, here is hoping they make it. We had six ships from our group go down either in France or Germany, and there were quite a few wounded when we arrived here back at the base A.T.A. 17:48 PM. We had flak damage to our ship besides damage from the fighters, and every ship in our group had battle damage of some sort. Dresden is now a city which is completely flattened to the ground. Only a few homes on the outskirts of the city are standing. So now I only have four more missions to go, and with the help of God, I will. Once more we thank the Lord for bringing us through and our roughest mission so far.

Note: Joe Williams did not get killed as though suffered arm & leg injuries, also the operator. Camp & crew missing.

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## 8th Fighters Add 200 To Bag of Nazi Planes

Fighters of the 8th Air Force continued to ram home the finishing punches to their apparently defenseless, beaten foe, the Luftwaffe, when more than 850 Thunderbolts and Mustangs, which covered approximately 1,000 Liberators and Fortresses on forays deep into southern Germany and Czechoslovakia yesterday, bagged another 200 grounded enemy aircraft.

Thus, the two-day toll taken by the fighters climbed to 941 and set the number put out of action in the last nine days at 1,651. Since Continent-

based fighters and bombers have accounted for hundreds more at the same time, the Luftwaffe has in this period received what looks like a mortal blow.

Associated Press reported yesterday from SHAEF that the Luftwaffe's strength had been estimated recently at 4,000 r. 8, then, Allied fighters ugly, half this number. AF staff officer indicated was against the German on daily at the same

the statement by Gen. STAF commander, that is over and U.S. air ow be designed strictly with ground forces, this that every parked Ger- tential threat to advance nd must be put out of ad many of the planes day's record kill of 741 two-engined fighters, hob once they get off

also marked the transi- tical warfare by ranging inking Nazi corridor at of the fronts to pound

some railway centers in Dresden and five rail junctions and an underground oil storage depot in Czechoslovakia.

The junctions were at Kladno, Beraun, Karlsbad, Falkenu and Aussig, and the depot at Roudnice, all near Prague. Four jet-propelled Nazi fighters made a weak stab at one formation of heavies but were driven off immediately by the U.S. fighters.

АМЕРИКАНСКИЕ  
ВОЗДУШНЫЕ СИЛЫ

Семрук

5/sgt. NELVIN F. COUPE

I AM AN AMERICAN.	Я АМЕРИКАНЕЦ.	YA AMERICANETS.
I AM HUNGRY.	Я ГОЛОДЕН.	YA GOLODERN
I AM THIRSTY.	ХОЖЕТСЯ ПИТЬ.	KHOTCHETSIA PIT
I AM WOUNDED.	Я РАНЕН.	YA RANYEN.
BREAD. WATER.	ХЛЕБ. ВОДА.	KHLEB. VODA.
SHELTER.	ПРЕЖИТИЕ.	OUBREJISTOYE.
WHERE CAN I HIDE.	ГДЕ МНЕ СПРЯТАТЬСЯ.	GOYE MNE SPRYATATSYA
WHERE IS THE SOVIET FRONT.	ГДЕ СОВЕТСКИЙ ФРОНТ.	GOYE SOVIETSKAY FRONT
NORTH. SOUTH.	СЕВЕР. ЮГ.	SEVER. YUGOS
EAST. WEST.	ВОСТОК. ЗАПАД.	VOSTOK. ZAPADO
WHERE ARE THE SOVIET AUTHORITIES.	ГДЕ СОВЕТСКИЕ ВЛАСТИ.	GOYE SOVIETSKAYA VLASTY

Note: Joe Williams did not get killed, as thought suffered arm & leg injuries, also the operator. Camp & crew missing

Date: April 20, 1945  
 32nd Mission: Brandenburg  
 Ship: « Sky Queen » #153

We got up Friday morning at 3:30 AM and ate breakfast and went and got our flying equip, loaded it on our truck, and drove on out to the ship. There, Lt. Stevens briefed us on our target, which was the marshaling yards at Brandenburg, Germany, twenty miles east of our troops. We then got aboard and started engines at 6:30 AM. At 6:40 AM we taxied out to the runway and were airborne at 6:56 AM. We formed over the base at 5,000 ft and at 7:50 AM we headed east over the Channel and across Belgium climbing to our bombing altitude of 25,000 ft on course. Once over the Ruhr Valley we headed north-east to our target. We came on our I.P. at 10:50 AM and ...

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 32nd Mission: Brandenburg  
 Ship: Sky Queen #153

We got up Friday morning at 3:30 AM and ate breakfast, and went and got our flying equip, loaded it on our truck and drove on out to the ship. There, Lt. Stevens briefed us on our target which was the marshaling yards at Brandenburg, Germany, twenty miles east of our troops. In the afternoon we started engines at 6:30 AM. At 6:40 AM we taxied out to the runway, and were airborne at 6:56 AM. We formed over the base at 5,000 ft and at 7:50 AM we headed east over the channel and across Belgium climbing to our bombing altitude of 25,000 ft on course. Once over the Ruhr Valley we headed north-east to our target. We came on our I.P. at 10:50 AM and ...

started on our bomb run, and at noon we dropped ten 500 lb GPs on our target. Lt. Finck lead the 1st Division over the target and as usual hit it pinpoint. We encountered no flak or fighters although it was ideal weather for fighters, so it was a thick haze and heavy contrails. We then made a right turn and headed for home over the same route. This milk run finished. Stevens and Johnnie Dean up to Map and Crain have one more to go and I have three. We arrived back at the base E.T.A. 14:30 PM.

**Heavies Strike At Rails Again**

More than 800 heavy bombers of the 8th Air Force, shielded by the same number of fighters, continued the offensive against German supply lines and communications yesterday when they blasted marshaling yards and other rail facilities near Berlin, Munich and Prague. Some 600 Fortresses drove the air thrust into the area of the German capital, hitting yards in seven towns within a 35-

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Date: April 21, 1945  
 33rd Mission: Munich  
 Ship: « Rhapsody in Red »  
 #959

We got up Saturday morning at 3:00 AM and ate breakfast, then got our guns and flying equip, loaded it on the truck, and went on out to the ship. There, Lt. Moore briefed us on our target which was the marshaling yards in Munich. Then got on the ship and started engines at 5:55 AM, and at 6:10 AM we taxied out to the runway. At 6:30 AM we were airborne and climbed to 5,000 ft and headed east across the Channel to France, climbing to 8,000 ft on course. We formed over Paris at 8,000 ft and headed south-east to Munich climbing to bombing altitude of 25,000 ft. The weather was very bad and thick all the way over. ...

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and as we neared the target we had to climb on up to 30,000 ft and hit our I.P at 10:30 AM and started on our bomb run, and at 10:40 AM we dropped twenty-four 250 lb bombs by instrument on the target. There was moderate flack but too far below us to do any harm. So we then headed for home and arrived ETR 15:30 PM. Crain and Ludwick finished their tour today leaving me with two to go and Sgt. Soeller three.

#### 8th Inactive After Striking Munich

Encountering adverse weather but, no enemy planes, approximately 350 8th Air Force Fortresses, accompanied by about 400 Mustangs and Thunderbolts, Saturday bombed rail yards at Munich and Ingolstadt and an air field at Landsberg, 30 miles west of Munich, while Kiel was attacked by RAF Mosquitos Saturday night.

Bombing was done through solid cloud except at Landsberg, where some bombardiers glimpsed the target. Six bombers are missing, but all fighters returned safely.

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Date: April 25, 1945  
34th Mission: Pilsen Gech  
Ship: « Extra Special » #900

We got up Wednesday morning at 1:45 AM and ate breakfast, got our guns and necessary flying equip and loaded it on the truck, and went on out to the ship. There, Lt. Moyer briefed us for our target, which was the airfield at Pilsen, Czechoslovakia. Then we climbed aboard and started engines at 5:35 AM and at 5:45 AM we taxied out to the runway, and were airborne at 5:50 AM and we turned over the field at 5,000 ft and headed east over the Channel over France and when we reached the Rhine we started to climb on course to our bombing altitude of 21,500 ft. This was my first mission as a ...

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... of holes. So we then headed for home. All told there were sixteen ships went down. But our whole group got back to the base safely with plenty of battle damage and a few wounded. We got here E.T.R. 13:55 PM. And once more I thank the good Lord for seeing us through. I am now sweating out my last mission.

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## Allies Bomb Berchtesgaden

Hitler's Bavarian redoubt trembled under Allied bombs yesterday as both 8th Air Force and RAF heavy bombers roared deep into southern Germany to blast Berchtesgaden and areas within 25 miles north of the Fuehrer's mountain lair.

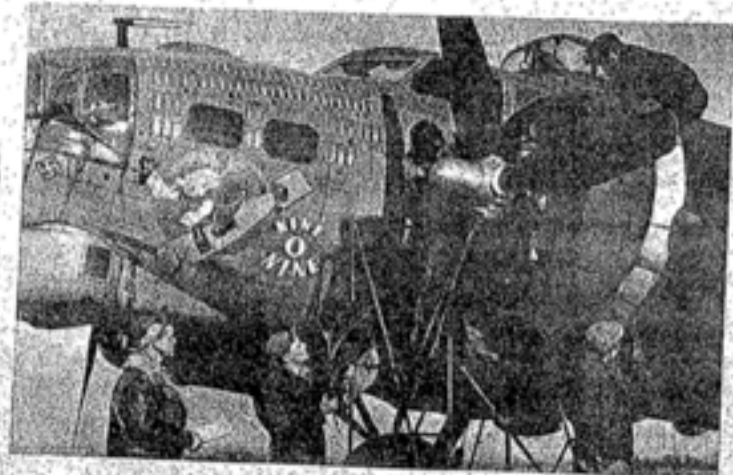
Some 250 Liberators of a force of approximately 550 U.S. bombers laid high explosives on railway targets in four localities near the mountain hideout, while two separate forces of RAF Lancasters, some carrying six-ton bombs, attacked Hitler's refuge and SS barracks in the town itself. The Lancasters, of which two are missing, were escorted by Mustangs of the 8th and of RAF Fighter Command.

Meanwhile, more than 300 Fortresses of the 8th bombed the Skoda armament works and an airfield in Pilsen, Czechoslovakia, in what was described as the first Allied raid made after a specific forewarning from SHAEF. Before the bombers hit their targets SHAEF broadcast to slave workers in the Skoda plant to "get out and stay out," for bombers were on their way to blast the factories.

U.S. airmen reported hot barrages of flak but no enemy air opposition, although one Nazi jet plane was shot down in combat by part of the force of over 500 Mustangs which provided cover for both missions. Sixteen bombers and three fighters failed to return.

Heavies of the 15th Air Force pounded the main station and railway yards at Linz, the most important communications center left in Austria, while Italy-based Thunderbolts ranged over northern Italy to bomb and strafe enemy supply columns ahead of the advancing 5th and 8th Armies.

Medium bombers and fighter-bombers of the 2nd TAF also hit in support of ground forces, hammering fortified positions inside Bremen.



### "909" Never Falls

Dear YANK:

Your March 18 issue of YANK had an article entitled "Notes From a UK Port Base," in which was related the record of "Lil Audrey," a Fort in the 185th Bomb Group. It was this article that prompted this letter, as we think it is high time we let you and your readers in on the record that "909" has established.

M/Sgt. Rollin L. Davis has been Crew Chief on this ship since we received it in this Bombardment Squadron on February 25, 1944 with 37:00 hours on it. It has, to date, completed 126 missions without an abort of any kind, never failing to attack and has dropped a total of 562,000 pounds of bombs on the Reich. It now has a total of 1129:00 hours on it, and during this time it has had 19 engine changes, 4 wing panel changes due to flak, and 15 main gas tanks and 18 Tokyo tanks changed besides considerable flak damage in the fuselage. M/Sgt. Davis has already been awarded the Bronze Star Medal and has been

recommended for the OLC to the Bronze Star Medal.

You mentioned in your article that there are only three or four Forts in the 8th Air Force that can rival "Lil Audrey's" record. Well, in our squadron alone we have "909" with 126 missions, "Hi-Ho Silver" with 116 missions, "Outhouse Mouse" with 110 missions, and the other squadrons in the group have three more ships ranging from 107 to 118, which gives us a total of six from this Group alone which we think is a pretty good record.

I am enclosing a picture of "909" and crew. They are left to right—M/Sgt. Davis of Miles, Texas; Cpl. Robert Detwiler of Pottstown, Pa.; Cpl. Charles H. Huffman of Missoula, Mont.; Sgt. Edward Lincoln of Damariscotta, Me.; and Sgt. Wallace Southard of Henderson, Ky.

MAJ. E. J. BUTLER, Staff G-2

[The way things are going these days, the claim to fame of "909" may be old-hat by time this appears in print.—Ed.]



# Doughs Found Air Big Help

By Jim Russell

Stars and Stripes Staff Writer

THIS was a war in which the airplane reached its greatest ascendancy, in which were developed fully the potentialities born of the lumbering bombers and strut-whistling fighters of World War I. The air forces became the strong right arm of the men fighting below—blazing a rubble path for the steel of land armies; fending off enemy air blows designed to stop the driving doughboys; reaching far into the foe's homeland to hit him where it hurt most—cutting off his food and fuel and ammunition, destroying his weapons after he had made them or while he was making them.

In the last analysis, it was the doughfoot who delivered the final blow, who stood toe-to-toe and slugged it out with the enemy. Nobody denies that the final victory in all wars depends on the fighting qualities of the foot-soldier. But this was a war won by team-work and the Air Force played its part to the hilt; paid for it in blood—the blood of over 50,000 men lost in blistering battles over the Nazi fortress that was Europe.

From a small beginning on Aug. 17, 1942, when a squadron of 12 Fortresses laid their bombs on a railroad terminus in Rouen, France, the might of U.S. air forces grew to massive proportions, measured in fleets of thousands of bombers and fighters and thousands of tons of bombs. Wingtip to wingtip with Allied fliers, U.S. airmen ground the mighty Wehrmacht and German industry to a powder and reduced the once invincible Luftwaffe to a stingless, small group of planes.

To the 8th and 15th Air Forces, along with Bomber Command of the RAF, went the task of crippling the Axis by destroying the weapons with which it waged its war. And to the 9th and 12th Air Forces was assigned the job of tactical bombing, slicing the enemy's supply lines, breaking his armored thrusts, clearing the way for the opening Allied punches.

But the greatest phase of the air war began in January, 1944, when the now fully-grown 8th and 15th Air Forces combined to form the United States Strategic Air Force and wield an aerial sledgehammer that softened Germany from the core out and opened the gates for the most momentous invasion in history. The thundering blows of the Fortresses and Liberators strangled the Reich from within.

With a great industrial potential and a still mighty army within its fortress, Germany knew what was coming and what was at stake. The Luftwaffe was still strong, too, and in the winter of 1943 German aircraft plants stuck to only a nominal production of bombers, turning out fighters by the thousands. The Luftwaffe was bristling for action when the big blows began.

On Jan. 11, 1944, over 650 heavies of the 8th struck at aircraft plants in Germany to precipitate one of the fiercest air battles ever fought. Sixty bombers and five fighters were lost, but the U.S. fighters and bomber-gunners took a toll of 243 Huas.

That was the beginning of the end for the Luftwaffe. In the last week of February, 608 Nazi planes were downed in aerial combat as the bombers hit aircraft factories in nine German





Never far from his heart, this is the picture of his daughter, Betty, that Nelvin Coupe carried on every mission, ...



... and the picture of himself he sent to her.

# FOR MERITORIOUS SERVICE

The Commanding General  
Army Air Forces  
extends the gratitude of the

**UNITED STATES  
ARMY AIR FORCES**  
to

NELVIN F. GOUPE 33 807 71a Staff Sergeant

*Whose wholehearted and sincere services contributed  
to the successful prosecution of World War II against those  
who sought to subjugate the civilized world.*

*Norman E. Kopke*  
NORMAN E. KOPKE  
Major Air Corps

*H. H. Arnold*  
COMMANDING GENERAL, ARMY AIR FORCES





**S/SGT. NELVIN COUPE**  
**MISSIONS OVER GERMANY**

Green marker on the left: Bassingbourn, England

91st BGMA - Aug. 2015

## A PATRIOTIC FAMILY



As so many other families, the Coupe family did what had to be done to help. Along with Nelvin Coupe (center), his twin brother Arthur Coupe (left) in the Military Police, and their younger brother Joseph Coupe (right) in an Army Tank Destroyer Battalion were also in the European Theater of Operations at the same period.





**91st BOMB GROUP MEMORIAL ASSOCIATION**

<http://www.91stbombgroup.com>