



FOR THE MEN WHO FLY 'EM • FOR THE MEN WHO KEEP 'EM FLYING

MARENGO, IL 60152

JANUARY 1982

## COLORADO SPRINGS, HERE WE COME!

### General James V. Hartinger to address 451st Bomb Group

General Hartinger, Commander in Chief, North American Air Defense Command (NORAD), Aerospace Defense Command (ADCOM); and the Commander of Air Defense Command (ADC) has accepted our invitation to address our Group on the evening of August 7, 1982.

Part of General Hartinger's command, to those who are not familiar with today's military deployment, is located in (yes, **IN**) the base of Cheyenne Mountain, just outside Colorado Springs. In this way the command, as well as the computers and communication instruments, are totally protected from enemy attack as well as from natural catastrophe.

General Hartinger's speech, though not finalized at this date, will probably define his command and the changes that have taken place since we, as a combat unit, threaded our way through the skies over Southern Europe.

Our planned tour of the United States Air Force Academy is being "fine tuned," something to the perfection of our old faithful "Pratt & Whitney" engines. We feel we have



Air Memorial

received a generous education, through our 1980 Chicago Reunion, that will give us the know-how to make this tour even better.

Major General Robert E. Kelley, Superintendent, United States Air Force Academy, has, through his Directorate of Public Affairs, 1st Lt. Robert M. Sexton, Chief, Visitors Programs, offered us many concessions that will make our tour, both, enjoyable and memorable. The different departments of the Academy, to which we have been in correspondence, have shown great interest (and great tolerance) to our requests.

Three events that we envision, while on the Academy grounds are: a welcoming address by General Kelley, a Memorial Service

in the Cadet Chapel, and a Luncheon in the Officers Open Mess. I am not, at this time going to detail any of these events, but, believe me they will be memorable.

Now, as the final months of preparation close in on us, we feel as if we have reached the "I.P." and our target is in sight. It's just a case now if, as when we flew the "B-two dozen," we can keep from "coughing and leaking oil," and hold our "tight formation," then we've got it made.

And to keep this formation "wing tip to waist window" we will have the "Colorado Committee" and our "mentor" to the 451st, Lt. Colonel Tom Kullgren, Assistant Head for Engineering Mechanics, USAF Academy, to thank. They, along with the "Chicago Committee," are taking the burden of putting this thing in the air.

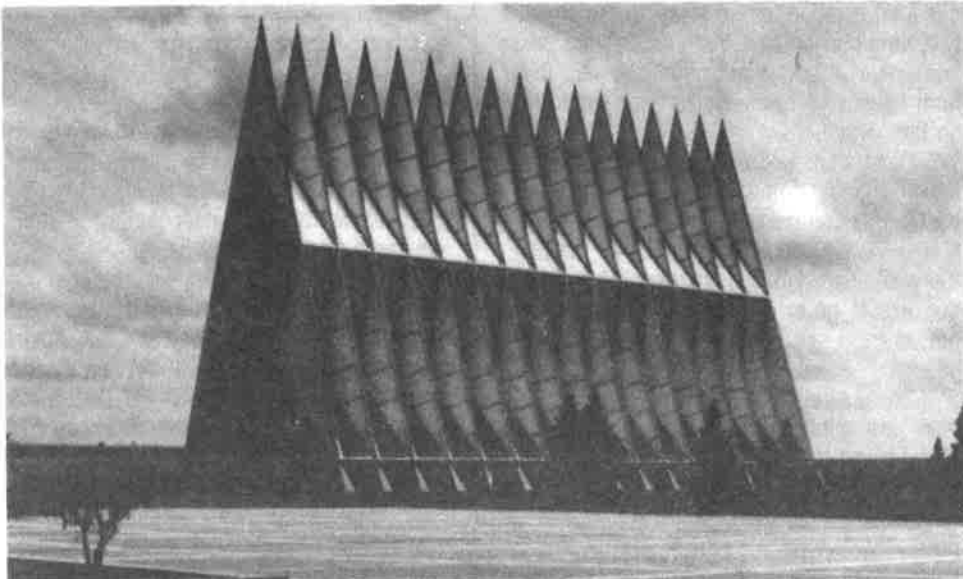


Falcon Stadium

We have finalized and accepted the arrangements that have been offered by the Four Seasons Motor Inn. I'm sure you will find this to be a first class hotel and are well versed in the handling of reunions and conventions, and can easily cater to our needs and demands.



Four Seasons Motor Inn  
(Base of Operations)



Air Force Adademy Cadet Chapel

Continued Page 2, Column 3



Dana Street and Bill Bennett  
(Happiness is at Bill's "off limits" bar.)

## MORE 451ST BOMB GROUP CHANCE ENCOUNTERS

When Master Sergeant Dana Street (Operations Section, Group Headquarters) and his lovely wife, Hilda, take a vacation, they make a basic itinerary, and for the most part, stick to it. This is what they did when they flew out to New Mexico, early this past summer. But what can, and did, happen along their way was a coincidence worth noting.

Dana and Hilda went to New Mexico, primarily to reaffirm a friendship started 38 years ago, strengthened through our 1980 reunion, and now continuing in loyal and devoted fellowship.

The intent of the trip was to visit with Chief Master Sergeant William Bennett USAF (Retired), and his wife, Nan, in Clovis, New Mexico. Bill was attached to the Intelligence Section in Group.

Dana and Hilda flew into Albuquerque a few days early, sort of a "delay in route" so they could rent a car and do a little sightseeing before they settled down to some serious visiting.

A spot they wanted to see was the State Capitol, in Santa Fe. So, away they went. So, now comes the coincidence. Picture this: the two of them perambulating the streets of Santa Fe, perusing the shop windows, and other attractions, suddenly, perhaps a reflection in a boutique window, but, there, off in the distance, Dana spotted a blue and white cap bobbing along. Perhaps he was mistaken, after all there are a lot of blue and white caps. but this one seemed to bear the LOGO of the 451st BG, and the gentleman bearing this modest chapeau, carried himself in the elegance that could only denote the royal presence of another 451st'er.

Quickly, Dana whirled and confronted the source of the reflection and said, in a voice still ringing like thunder down the streets of Santa Fe, "PILGRAM! Where did you get that cap?"

And in a voice as menacing came the reply, "From Art Gallagher, at our 1980 Reunion, that's who!"

Slowly the two men drew up to each other. By now the streets had cleared and the shopkeepers were boarding up their storefronts. The tension became unbearable. The last few feet were covered in a slow, deliberate manner. Both men were flexing their fingers of their right hand. When within reach of each other, their right hands shot out and they clasped each other in a friendly handshake.

Dana was the first to break the silence, "Hi! I'm Dana Street, 451st Group Headquarters, Master Sergeant."

"Great," responded the confrontee, "I'm Billy Seale, formerly with the 726th, Technical Sergeant Engineer on Melford Carter's crew."

And almost in the same breath, both said, "Whatcha doing here?"

Needless to say, the streets of Santa Fe are now back to normal. After the introduction of the wives, a few more pleasantries, this confrontation taking place on the streets of a New Mexico city, many miles from their respective states (Dana from Maine, Billy from Louisiana) broke up as each continued on their way.

Dana went back to Albuquerque where Bill and Nan Bennett picked them up and hosted them for the better part of a week. Billy and his wife continuing their trek through the west. Both families wondering how far a guy has to go to get away from the 451st, but, in truth, glad to have encountered each other.

These kind of meetings, by chance or by plan, are great to hear about. I hope the Street's and the Seale's will not be offended in the manner that I envisioned their meeting. In "fact" it happened, but in the manner I presented it, well, it's just the daydreams of an old nose gunner, dreaming his dreams.

## REUNION — GEN. HARTINGER

We shall be conducting a "BRIEFING" (get together) on Friday afternoon and evening. This will be "signing-in time" at the "C.Q.'s desk" (registration time), as well.

To those of you that intend to come early and take advantage of our Reunion Rates, the Four Seasons has advised me to warn you, "Get your reservations in early, as there are only limited rooms PRIOR to our August 6th to 8th dates, but there will be ample availability after those dates." This will be a good chance to make your summer vacation a part of your 451st Bomb Group Reunion plans. (Or vice versa.)

If your intentions are to drive to the Reunion, you will find no problem in locating the Four Seasons Motor Inn. If you plan to fly, there will be free transportation at the Colorado Springs Municipal Airport, direct to the hotel.

Our Saturday Evening (August 7th) Banquet will be a festive occasion. Our program, apart from our speakers, will be featuring the United States Air Force Academy Band, under the command of Lt. Colonel John D. McCord. Working through Colonel McCord and his department we hope to have several surprises that will really make this, "a reunion to remember."

Interdenominational Church Services, conducted by our own Clergy, headed up by Reverend Paul Johnshoy, will take place on Sunday (August 8th) at the Four Seasons.

So, the time is now. Send your Hotel Reservation Card to the Four Seasons Motor Inn, and your V-Mail Registration Letter (with check to cover you, and your guests) to me, here at Headquarters.

Remember, and take great pride in this fact: The 15th Air Force had only two kinds of men that filled its ranks: THOSE THAT BELONGED TO THE 451ST, AND THOSE THAT WISHED THEY HAD.

## FOOTNOTE TO AUGUST NEWSLETTER

It seems that our attempt to answer the question, as posed by Juraj Rajnec, Czechoslovakia, about the October 17, 1944 crashed aircraft #47, near Zohor, Slovakia, we came up with very little.

Through information offered by Ken Nowling (725th) we do know it was not the aircraft he was aboard on the Linz, Austria mission of October 16, 1944, as we had questioned. (I had suspected that it may have been a mistake, by date, as to when the aircraft had crashed.) Ken offers this clarification of the October 16th mission:

"Regarding the enclosed, (copy material) we were shot down over Linz, Austria on October 16, 1944. However, we bailed out only about 20 miles from Linz, in the mountains."

"Our B-24 crashed in the mountains near us. I didn't see it, because I couldn't get turned around enough in my chute. But I sure heard it loud and clear. We were not on auto-pilot at the time, so I don't see how our ship could be the one in this article."

Captain George Tudor (725th) also, recalls an aircraft #47, but cannot fill us in on its final disposition.

Inasmuch as there is some question as to the actual date of the crash, Juraj has offered to return to his researching on the subject. This will mean more searching through old 1944 Czechoslovakian newspapers. It's a fascinating and intriguing question that we hope, for the sake of the 451st, can be resolved.

Our second "footnote" comes not as a question answered, but rather as a continuation of the excerpt we ran from "Al" Altwater's proposed new book. It may be asked, as a final follow-up, what was the final disposition of the bodies of Francis M. Boyle and Frederick S. Moore? Al asked this question of the Chief of the Memorial Affairs Division, Washington, D.C., and this was, in part, their reply:

"Available records show that both airmen were interred by the local inhabitants of the village of Vella-Dolj, Rumania, on 6 May 1944. Their remains were later removed to the U.S. Military Cemetery, Sinaia, Rumania. Lieutenant Boyle's grave was marked with his name, serial number and organization, since an identification tag was found with his remains. No ID tag was found with the remains of Lieutenant Moore, therefore, his grave was marked "Believed to be, — Moore, Frederick S., 0-811425. 2nd Lt."

After identification of the two airmen was confirmed, their remains were temporarily interred in the U.S. Military Cemetery, St. Avold, France. During the World War II Repatriation Program, their remains were permanently interred in accordance with the wishes of their respective next of kin as follows: Lieutenant Boyle — U.S. Military Cemetery, St. Avold, France, and Lieutenant Moore — Arlington National Cemetery."

With this information, Al turned another page, closed another chapter in his never-ending search for the justification to the terror that befell the crew of "Shilay-Lee" on that infamous day, May 5, 1944, over Ploesti.

I guess we all harbour such questions as "WHY?" In the equal struggle to avoid death "why?" are some chosen before, or in lieu of others? Why is a crewmate chosen, from among the ten, to pay the supreme sacrifice? Why is an aircraft totally wiped out, while the rest of the formation fly on? The question of "WHY?" will never be answered, least not by me. Perhaps Al has a handle on some of the "why?" At least he's trying to give some immortality to the men he served with. No man, living or dead, could ask for more.

## WORDS FROM THE FLIGHT DECK

Peter Massare and I have always taken a great pride in our 451st Bomb Group, both as a combat unit and now as a Veterans Organization. We have found that even after 38 years, there is still a deep interest among the majority of its former members, as to its existence. To some, the interest was in the events of the 451st. To others, it was the friendships that were formed during our war-time years, and at the end of that war, allowed to drift into secondary importance.

Pete and I hope that in the way we have allowed the organization to evolve, through newsletters, rosters and reunion planning, we are giving you the chance to once again participate in the friendships and events, nearly forgotten.

In seeking out new members, we have tried a new approach, perhaps never attempted by any other Group such as ours. We put together a 680 word newspaper article and mailed it to over 525 newspapers throughout the United States. Major daily publications, in the larger cities as well as some weekly journals in the rural areas were the recipients of our effort. We left it to their discretion as to how they wished to use our article. Some have run it as an "Action Line" paragraph. Some have run it as a part of an

### GETTING TOGETHER

(by: Bob K.)

*Have you given thoughts to friendships  
that you started, "over there?"  
Have you wrote that line of greeting,  
that you really DO still care?*

*Have the years been slipping by you,  
with that chasm of intent  
getting deeper, wider, longer,  
from the letter, never sent?*

*Aren't there friendly words to offer,  
to that buddy, close and dear?  
Cause that guy that shared your life,  
back then, won't always be this near.*

*Have you given thoughts to meeting,  
...these comrades from the past?  
Can you sense the joy you'll capture,  
when your hands are firmly clasped?*

*You can brush away the cobwebs,  
that have cluttered up your mind.  
You'll recall, with clear precision,  
what's been blotted out by time.*

*You may never even notice,  
that your buddy's gray and bent.  
Nor the lines now formed upon his face,  
like yours, were heaven sent.*

*He'll appear as lean and youthful,  
as you remember him to be.  
And the lines, now etched upon his face,  
...your eyes, will never see.*

*Now, take his hand and hold it firm,  
and sweep those years away.  
You'll never find a truer friend,  
than you made back yesterday.*

*So, take this YEAR, this MONTH, this DAY,  
and make these dreams come true.  
Let's make a promise NOW, my friend,  
we'll meet in '82."*

"Editorial," while many others have run it as a "Human Interest Story."

The effort, though costly to our treasury in expenditures towards printing and mailing, has, and is still, gaining new members. Pete and I both felt that if this effort wasn't undertaken, especially prior to our '82' Reunion, we weren't giving the organization our "best shot."

Our effort in putting out these newsletters has been to give you a publication that you would be proud to associate with your military past. A bit of nostalgia that you wouldn't be ashamed to have on the coffee table or take to a friend's house.

The compliments that Pete and I have received for our labors and the self-gratification that we feel in being accepted into your homes, is truly appreciated.

Those of you that have sustained us, through your contributions, have always done so, "just in the nick of time." It seems that after each newsletter, Pete and I wonder how we are going to put out the next issue...but there you guys are. All too many times its the same guys that come through, and that's not fair. How's about some of you other guys jumping in. We'll try to keep the Group airborne if you'll "pop" with some LIRA, from time to time.

The new expenditures we will be facing, regarding the planning our 1982 Reunion, will sorely press our treasury. The success of the Reunion will be based upon how well we can put together our plans, being separated from our "Colorado Committee" by some thousand miles. This will require many phone conversations, numerous memos and letters and a lot of involvement by those concerned. So if you can be generous...now is the time.

Remember...as a non-profit veterans organization, we are "Tax Deductible." Make checks payable to "451st Bomb Group, Ltd."

\* \* \* \* \*

There IS being formed a 15th Air Force Association, such as the 8th Air Force already has. The Association, active for less than a year, will be involved in locating former 15th Air Force personnel, both from the WW-II era through to the present 15th Air Force, based in March AFB, California.

Their Board of Governors include such men as: Lt. General James Doolittle, General Nathan F. Twining, Lt. General Leon W. Johnson and others of note.

The Association is headed up by Brigadier General M. A. Bywater, USAF (Retired).

Those that wish to become involved can contact: Fifteenth Air Force Association, P.O. Box 15, March AFB, CA 92518. The cost for membership is \$10 a year. If you do subscribe for membership, tell them you heard of them through the "451st Bomb Group." General Bywater would appreciate that.

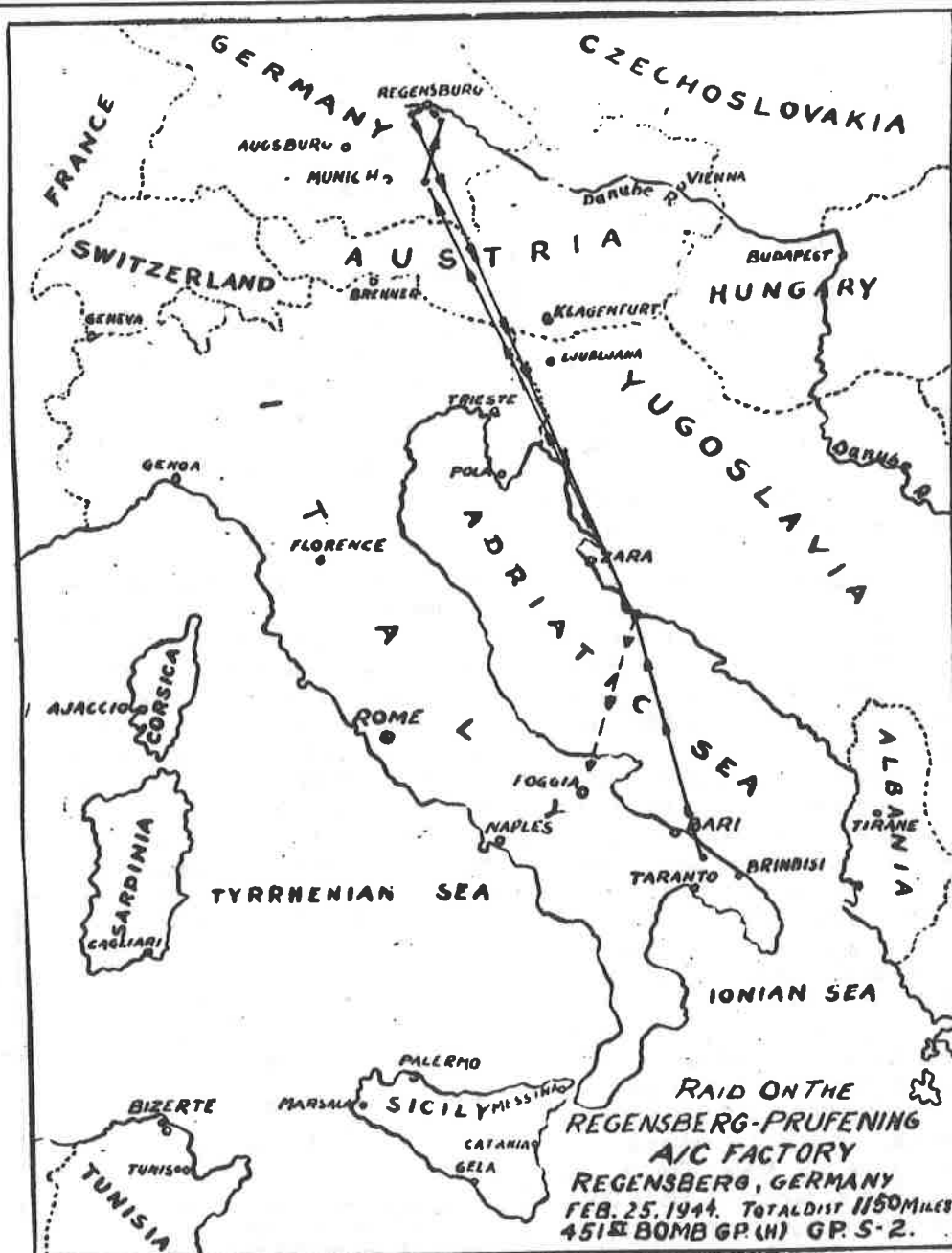
## NARRATIVE HISTORY REGENSBURG, GERMANY MISSION #10

**DATE:** February 25, 1944  
**MISSION:** Regensburg Profening Aircraft Factory at Regensburg, Germany.  
**TARGET:** Final Assembly Shop — Building #7.  
 Intergraded with final assembly and components erection — Building #20.  
 Components erection shop for wings and fuselages — Building #16.  
 Machine Shop, with Presses — Building #12.

**IMPORTANCE OF TARGET:** The target was of the highest priority since this aircraft factory was, at that time, at the top of the list of enemy fighter factories to be destroyed. Together with Regensburg Obertraubling aircraft plant these factories produced at least one third of all German single engine fighters and more than one half of all ME 109's. Regensburg Profening manufactured fuselages, wings, and component parts for single engine aircraft, mainly ME 109's, and produced, in the final assembly plant, approximately 280 aircraft monthly. Furthermore, Regensburg produced almost all the component parts for ME 109's and possibly sub-assemblies for the ME 110's and ME 210's. Evidence pointed that Regensburg was nearly self-sufficient in the fabrication of airframe components for its own assembly.

**THE GENERAL PLAN:** The annihilation of this target was the highest objective of this Air Force since Wiener Neustadt had been battered on November 2, 1943. This was a highly coordinated attack using maximum bombing aircraft from the 15th Air Force, and in conjunction with an 8th Air Force attack on Regensburg Obertraubling. Divided into two (2) efforts, the 15th Air Force hurled 110 bombers against the primary objective, and 120 bombers were dispatched to diversionary attacks. The diversionary force was to flush the enemy fighters and to hold them away from the main effort. Timing was of prime importance with the diversionary force to allow the main force to reach its objective with the minimum fighter resistance as possible. The bomber escort consisted of 130 fighters which would cover the main effort on withdrawal from the target.

**AIRCRAFT AND CHRONOLOGY:** From an airfield with a hazardous take-off strip declared by the Engineers to a non-operational, forty (40) B-24's took off at 0836 (10 from the 724th, 10 from the 725th, 10 from the 726th, and 10 from the 727th). Two returned



early because one had a gas vent leak in Number 3 engine and the other had a supercharger inoperative in Number 1 engine. Eighteen (18) aircraft got over Regensburg Profening at 1309 hours. Seventeen (17) aircraft were over Zell Am See RR Junction at 1223 hours from 19,000 to 20,000 feet. Twenty (20) returned to base at 1630 hours and twelve (12) landed at Amendola due to weather and lack of Gas. Six (6) aircraft were missing. Other Groups of the Wing participating in the mission were the 98th leading, followed by the 451st, the 376th, the 450th, and the 449th. P-38 escort picked up this group after the target at 1335 hours, at 47° 10' N-14° 00' E.

**ASSAULT:** The axis of attack was 355 true, the bomb load for each plane was 8 x 500 General Purpose Demolition Bombs (.1 nose, .01 second tail fuses). The altitude over the

target ranged from 24,000 to 22,000 feet and a left turn was made off the target.

Enemy aircraft were first sighted by this Group and attacked some fifteen miles north of Fiume, Yugoslavia, and their attacks persisted from this point on until the target was reached and for one hour afterwards when the escort picked up this Group over the Alps on return. Some one hundred (100) enemy aircraft, consisting of the following; 40 FW 190's, 20 ME 109's, 25 ME 110's, and 15 ME 210's made up the attacking force. This Group was the second group in the Wing over the target. The eighteen (18) aircraft, particularly the low flight, bore the brunt of the aggressive attacks of the enemy fighters. Attacks were from all around the clock, high, low, and level, but mainly from 4 to 8 o'clock high. ME 210's and ME 110's attacked out of machine-gun range firing rockets from 1,000 yards and closed in aggressively with



automatic weapons. Then FW 190's and ME 109's, following the twin engine aircraft, would close in to 100 yards. Many attacks were made in line abreast chiefly in formations of 5 to 6 aircraft diving through the formation, attacking, reforming and attacking again. Some enemy aircraft appeared to be attacking without any coordinated plan. Aerial bombs were dropped by enemy aircraft flying out of machine gun range above the formation; and were in communication with a spotting aircraft at our altitude giving the bombing aircraft our course and altitude for air-to-air bombing. The enemy fighters were evidently of high caliber and determination, steeled in aerial warfare, and with a mastery of tactics that showed its effectiveness in shooting down six (6) of our aircraft. Enemy aircraft were first seen in the vicinity of Fiume and were both single and twin engine planes. These attacked this Group continuously up to the target. The fighter attacks abated somewhat over the target, but were vigorously renewed immediately after passing through the flak and continued on for forty (40) minutes until they were driven off by the arriving escort.

The flak over the target was of heavy caliber, accurate in aim, and intense in volume. Twelve of this Group's planes were damaged by it.

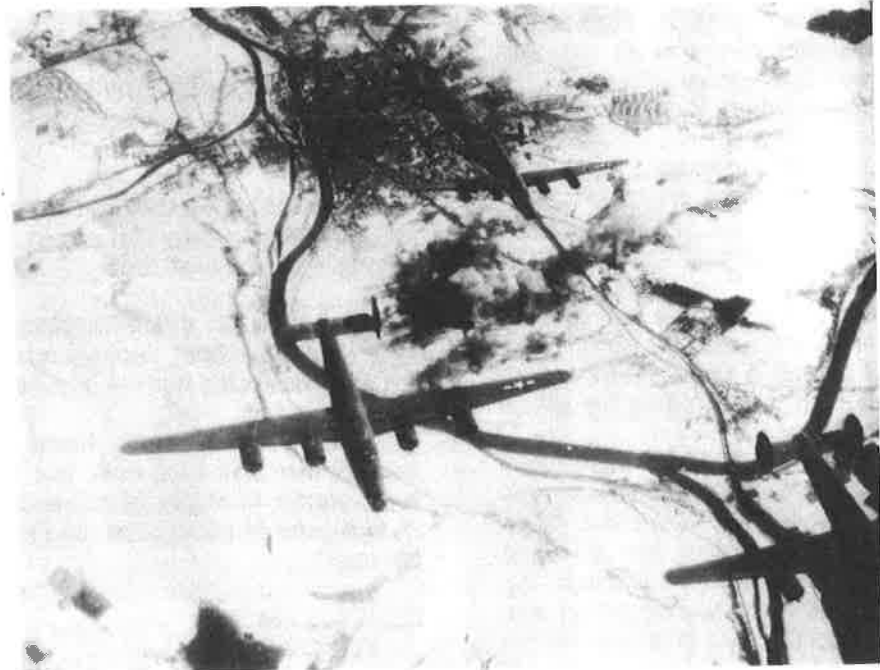
As a result of this opposition, six (6) B-24's were lost. Claims were made for twenty-five (25) enemy aircraft of which sixteen (16) were destroyed; three were probably destroyed and six were damaged.

Base weather conditions and route conditions over the lower Adriatic were poor and almost prohibited any operation whatever. All groups experienced difficulty in assembling and one group was unable to take-off because of base conditions. Two groups, which were assigned a diversionary attack on Graz, Austria, were unable to complete their mission due to weather. Another group missed the rendezvous and bombed Fiume, an alternate. Both units assigned to the diversion at Klagenfurt became involved in the weather, missed the rendezvous of both fighters and bombers, were late enroute and consequently bombed alternates at Zara and Pola. One group of the main striking force, briefed to bomb Regensburg, became confused in the weather and attached itself onto a unit bound for diversion. This group bombed the alternate at Pola. The timing of the entire effort was thrown off schedule because of the weather. Target times were in some instances as much as twenty minutes off.

The fighter reaction was consistent as in the past, on this mission. Early interception by large numbers of fighters highlighted the enemy reaction which continued until the escort appeared. The intercepting forces were so marshalled in such a way to allow

definite reliefs and reinforcements, and at no time was the enemy forces below fifty (50) aircraft during the air battle. Due to all the above stated reasons the main effort was very much weakened, and so whittled down the attacking force to about one-half of the anticipated main effort. These planes however continued on their course and destroyed the snow-covered target.

Despite the strong fighter opposition, the depleted bomber strength, the flak, the loss of aircraft, damaged aircraft and wounded personnel, the leader kept his forces intact and did a superb piece of precision bombing. These planes remaining kept a most tight formation while their gunners poured a never ending fire at the enemy interceptors. Although this had the effect to scare some of the fighters away, the majority of the enemy fighters repeatedly attacked. Despite this grueling opposition the bombers went on to destroy their objective which showed a remarkable courage and iron determination, and a devotion to duty and professional skill of this Group's formation in the face of overpowering odds.



February 25, 1944 — Regensburg, Germany

**RESULTS OF BOMBING:** The final assembly shop, building #2 and the main workshop, building #4 were destroyed or severely damaged by several direct hits and near misses. The final assembly shop was completely gutted, and blast damage to both buildings was extensive. The workshops, buildings #6, 8, 12, and 14 were destroyed or severely damaged by numerous direct hits or near misses. The boiler house and fuel dump were hit and severely damaged. A large workshop and main store received numerous hits and was probably destroyed.

Building #20, a workshop, received a hit on the south end, and near misses between this building and an adjoining office (building #18) caused much blast damage. The main R.R. line tracks received four hits cutting tracks. A small works south of the tracks was destroyed, and numerous small, unidentified buildings in the target area.

The main concentration of this Group's bombs were along the north and west side of the target. This is the area of the final assembly shop and machine assembly shops, and components erection shop. The east side of the target area was hit by accompanying aircraft.

A composite bomb plot was prepared for the 47th Wing and it showed that the most accurate bombing of the day, including that of the Eighth Air Force was done by the first three groups of this Wing over the target, the 451st, the 98th, and the 376th Bomb Groups.

**WEATHER:** Enroute — 8/10th to 10/10ths at 2,000 and 5/10ths at 5,000 feet.

At target — clear but slight haze, snow

on ground.

**RADIO:** Communications were satisfactory.

**ROUTE:** Gioia Del Colle to Alberobello to 4106N - 1642E to 4330N - 1617E to 4753N - 1238E to 4846N - 1208E (Initial Point) to target to 4640N - 1247E to 4753N - 1228E to 4330N - 1617E to 4106N - 1642E to land at Amandola and Base. (See sketch of route.)

**ENEMY LOSSES:**

Destroyed	Probably Destroyed	Damaged
ME 109 - 11	ME 109 - 2	ME 109 - 4
FW 190 - 2	FW 190 - 1	ME 110 - 2
ME 110 - 2		
ME 210 - 1		
TOTAL - 16	TOTAL - 3	TOTAL - 6

**OUR LOSSES:** The 727th Squadron was the only one that didn't lose a plane. Six were lost; there being two from the 724th Squadron, three from the 725th Squadron and one from the 726th Squadron. The enemy fighters were so numerous and the visibility so poor that pinpoint locations of where the planes went down were unobtainable.

**724th Squadron:** Plane No. 42-52101 was attacked by 15 ME-109's at 1149 hours at Linz, Austria and forced out of formation. Number three engine caught fire and fighters attacked the ship until it exploded. No chutes were seen to open.

Plane No. 42-7765 was hit by fighters over Spittal, Austria at 1200 hours. After repeated attacks it lost control momentarily and dove toward the clouds where it righted itself again and four chutes appeared. Fighters continued their attacks as the ship went down into the clouds.

**725th Squadron:** Plane No. 42-29244 was hit by fighters at 1132 hours north of Ljubljana, Yugoslavia and with No. 4 engine shot out the ship began to straggle. The full strength of the fighters jumped this ship which started to go down and six chutes appeared. The tail gunner remained at his post in a duel with a ME-109 and shot the E/A down but crashed to earth with his doomed ship, both aircraft hitting the ground simultaneously.

Plane No. 42-52168 was hit by a strong force of fighters at approximately 1140 hours, north of Ljubljana. Planes attacked aggressively from all around the clock and set No. 3 engine on fire. The plane at this point apparently went out of control into a steep glide towards the ground. Five chutes were reported out of the aircraft.

Plane No. 42-52167 was attacked at approximately 1140 hours north of Ljubljana and knocked out of formation. Three planes attacked aggressively and shot out No. 2 engine. He continued to try to keep up but the fire caught on to the rest of the ship and the plane went down in flames. No chutes were reported.

**726th Squadron:** Plane No. 42-7738 was hit by fighters at 1230 hours, just south of the target. His No. 3 engine was smoking and he salvoed his bombs

and went down in a gentle glide with three ME 109's on his tail. It appeared as though he was going to crash land on the Regensburg Airfield and that was the last seen of the ship. It was later found out from an Evader on this ship, that the A/C made it across the Alps to Northern Italy where it was again attacked by fighters and shot down. The Co-Pilot and right waist gunner were killed but the rest of the crew bailed out safely. So far four of its members have evaded capture and returned to Allied hands.

**WOUNDED PERSONNEL:** Two men were wounded from flak and fighters. One, a bombardier, was seriously wounded from the action of an enemy fighter; the other, a radio operator, was slightly wounded from flak.

**ASSESSMENT OF DAMAGE TO OUR PLANES:** (a.) By enemy aircraft — Three minor, all repairable. (b.) By flak — Six, all minor.

**COMMENTS:** None.

**AIR-SEA RESCUE:** None

**SORTIES:** Thirty-eight (38).

**NAVAL AND SHIPPING ACTIVITY:** Weather precluded accurate observation over the Adriatic.

**ENEMY AIRDROMES AND AIRCRAFT ON THE GROUND:** Fourteen (14) aircraft were seen on the airfield at Salzburg, Austria.

**ENEMY GROUND COMMUNICATIONS:** Muhldorf and Landshut, Germany marshaling yards were active with one hundred fifty (150) freight cars.

A truck convoy, some ninety (90) vehicles, were seen going north, time 1055 hours, position 44 degrees 59 minutes North — 15 degrees 44 minutes East, on a mountain road.

**SQUADRON LEADERS:****First Attack Unit;**

- 1st Flight — Major Charles C. Haltom (726th), 0-438036.
- 2nd Flight — Captain Dan W. Kauerauf (726th), 0-659722.
- 3rd Flight — Captain Lloyd M. Ryan (725th), 0-661970.

**Second Attack Unit;**

- 1st Flight — Major Clayton E. Evans (727th), 0-437435.
- 2nd Flight — 2nd Lt. James H. Williams (724th), 0-663216.
- 3rd Flight — 1st Lt. Robert L. James (724th), 0-523520.

**TAPS**

In memorial to our comrades that have, since our organization started, departed our ranks.

In tribute and respect we salute:

**Headquarters**

**Major Frederick W. Hughes**

**724th**

**PFC George A. Birch**

**\*Cpl Marion Boyer**

**T/Sgt Robert Corcoran**

**T/Sgt Melvin Nierman**

**S/Sgt Joseph C. Quick**

**725th**

**S/Sgt Bob Hanlen**

**Captain Robert W. Hess**

**726th**

**S/Sgt William Cronin**

**T/Sgt Donald G. Downing**

**1st Lt. Walter F. Krecidlo**

**Cpl George McClurken**

**\*S/Sgt John Poholski**

**S/Sgt Nick Prato**

**M/Sgt Reginald C. White**

**727th**

**2nd Lt. Ernest R. Fite**

**Captain Joe W. King M.D.**

**\*2nd Lt. Robert Mack Sr.**

**SM/Sgt Howard F. Sallade**

**\*S/Sgt Manny Stephanian**

\* — recently deceased

The accounts, as recorded in this article, were taken from the history of the 451st Bombardment Group (H). They were compiled and written by the S-2 (Intelligence) Section, Captain William H. McManus, Officer in Charge. They have, since the end of World War Two, been buried in the archives and repositories of the United States Air Force.

The accounts of the Regensburg mission were written at the time the 451st was still actively engaged with winning the war in Europe. It may be that some of the facts, as herein recorded, could be updated and we would appreciate hearing from anyone that could add to the event.

The Regensburg Raid was the first major mission that brought recognition in the form of a Distinguished Unit Citation to the Group.

It shall be our intent to offer you the narrative histories of the other two missions that brought us our other DUC's. These will come in succeeding newsletters.