

Roy E. Trask B-17 Bomber Crew



**L-R: Front Crew Chief: Marshall O. Johnson
Middle: Emil Wilke wg, Charles Krone bt, Carl Nuessen eng, Joseph Belker ro, and Elmer Wilke tg.
Back: Roy Trask P, George Kerr B, John Morere CP and Guy Lateano N.**

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Gratefully Dedicated To:

The Roy E. Trask B-17 Bomber Crew



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Back: Roy Trask P, George Kerr B, John Morere CP and Guy Lateano N.**

Original Crew

**Roy E. Trask - Pilot
H. John Morere, Copilot
Guy J. Lateano, Navigator
George T. Kerr Jr., Bombardier
Joseph S. Belker, Radio Operator
Carl H. Nuessen, Engineer/ Top Turret Gunner
G. Charles Krone, Ball Turret Gunner
Elmer R. Wilke, Tail Gunner
Emil R. Wilke, Waist Gunner**

For their service and sacrifices from Aug 1944 until Mar 1945

Preface

The method I used to collect and compile the information contained in this document came from many sources available online. First, the Kerr family, other crew members, and their families, were active in the 306th Bomb Group Historical Association (306th BGHA). The 306th BGHA has a website: <http://www.306bg.us/>. This organization has been active since the mid-1970s, and meets every year. At the website, under the "Echoes" tab, you can find 40 years of issues of the newsletter, "*306th Echoes*." The Association's founding secretary, Russell A. Strong, served as 306th BGHA historian and editor of the "*306th Echoes*" from 1976 through summer 2007. Strong published the book "*First Over Germany -- A History of the 306th Bombardment Group*". In the fall of 2007, Dr. Vernon L. Williams, History Professor at Abilene Christian University, began serving as its volunteer editor, historian, reunion chairman, and webmaster. He involved his history students in the website work by scanning 306th documents and photographs. By autumn of 2014, Dr. Williams' volunteer positions transitioned to the current Leadership found under the Leadership tab on the website. I also used extensively the combat diaries of the 369th bomb squadron along with interrogation forms and crew loading lists found on the website.

Additionally, I used Ancestry.com: <http://www.ancestry.com/> for enlistment data, travel data and family information such as birth and death records for the crew members. Find-A-Grave: <http://www.findagrave.com/> was used for where the crew members who has since died are located; Google Maps: <http://maps.google.com/maps?hl=en&tab=wl> was used to show the relative direction of each combat mission flown and Google Search Engine: <http://www.google.com/> was used for miscellaneous things such as location data for bombing missions or training bases.

Some information and photographs was provided by some of the crew family members. A special thanks to the George T. Kerr Jr. family for his personal collection of service photographs and documents.

Finally, I created several tables showing such things as combat missions flown by each crew member, leadership roles served, and other related data. Overall, the format is in chronological order as best that I could determine it.

There are still some missing records that are unavailable to me at this time. But it is hoped that this work could be the basis for others to fill in at some later date when these records become available.

Randolph B. Woolley

Introduction

I would like to explain how I came about to undertake this endeavor. I am originally from Montevallo, AL and went to college there with a math major and physics and history minor. I have always enjoyed history especially when related to my family members. My Uncle who was an early Woolley family genealogist got me started doing family history research around 1980. I have written a number of Woolley and related family histories over the years. These were done as a hobby since I worked full time in the computer business mostly as a civilian for the U. S. Government (Air Force, Army, Navy and TVA) or government contractors (Boeing and Computer Science) for NASA.

I started work on a detail timeline on my Mother and Father's life recently. I had a whole chapter about my father's experience during WWII. I was able to reconstruct for the most part what he did leading up to his deployment overseas and his return. However, I had some missing parts that my father could have easily provided prior to his death. I tried to get his records from the government archives but they were lost. My point here is that I had just gone through trying to document my father's WWII experience and know how difficult it is to document them after your love one have passed on.

Because of some previous heart issues, I regularly attend a cardiac rehab exercise class at a local hospital. The exercise class usually have coffee after exercise where we solve all of the latest world problems. A senior member (89 years old) of our class told me one day after Christmas about his older brother who was a B-17 pilot during WWII. This gentleman's brother and crew was shot down. All were captured except one, the bombardier, who died when his parachute didn't open. My friend told me his brother who had died several years ago did not know what ever happen to the bombardier.

This story intrigue me. So I set out to see what if anything that I could find out about this crew. I was able to put together over a hundred pages about the plane and crew members and I surprised my friend when I presented it to him. The look on his face at the time was priceless.

A few weeks after this happen a neighbor of mine and her husband came to dinner to discuss an upcoming trip to Normandy that they plan to take that summer. My wife and I had been there in 2011. I was telling them about what a pleasure I had doing the story about the B-17 crew for my friend when my neighbor said her father was a navigator on a B-17. After a few questions about her father's experience, I thought I would try and document in one place all that I could find out about her father and his crew members war experience. The result was a book about his WWII service (http://www.306bg.us/history/Plane_histories/Scarlet%2042-5720%20v2prt.pdf).

Additionally, I discovered a B-17 Bombardier lived a few blocks from me on Lookout Mountain. Naturally, I wanted to know more about this person's service. The following is what I found out. However, I have learned long ago that when people pass on some of their information is lost for future family generations. This document is done with this in mind so that the present generation will have something to give to their children and grandchildren regarding their Grandfather or Great Grandfather service.

306th Bomb Group

The 306th Bombardment Group (H) was formed in March 1942 and was trained for combat with the Eighth Air Force in England. Training began at Wendover, Utah; moved to Westover Field, Mass., and from there the Group flew its planes to England. Col. Charles B. Overacker, Jr., trained the approximately 2000 men and led thirty-five aircraft across the North Atlantic and eventually to Thurleigh, Bedfordshire, where they took over an RAF operational field, about six miles north of Bedford.

The Group took new B-17 F models into combat, and then began changing to B-17 G models in late 1943, as combat dictated significant changes to aid in combatting the fighter planes of the German Luftwaffe.

The 306th was not the first bomb group to arrive in England, but it served in combat longer than any other group and remained at one station longer than any other. Its first combat mission was flown to the Compagnie de Fives Lille at Lille, France, 9 October 1942, during which it came under German attack and lost its first airplane and crew.

Perhaps its most notable mission took place on 1 May 1943 when the 306th was inadvertently directed into the harbor of Brest, France, while flying at 500 feet altitude en route home from a mission to the submarine pens at St. Nazaire, France. Three planes were lost in the harbor area, and out of the heroics that day came the award of a Congressional Medal of Honor to Maynard H. (Snuffy) Smith. Distinguished Service Crosses went to S/Sgt. John Roller and T/Sgt. Charles Vondrachek.

On three occasions the 306th lost ten aircraft and crews on a single mission – at Bremen, 17 April 1943; at Schweinfurt, 14 October 1943; and at Oberpfaffenhofen, 24 April 1944. On 341 combat missions flown during the war the 306th lost a total of 177 airplanes.

The Group included the 367th, 368th, 369th and 423rd Bomb Squadrons and allied service groups. The 369th Squadron claimed an Eighth Air Force record of participation in forty-two consecutive raids without the loss of a single airplane. In that period it had only one man killed in action.

Bombardier's Story

George Thomas Kerr Jr. was born October 16, 1922 in Raleigh, NC. Son of George Thomas Kerr Sr. and Mary F. Kerr. He was raised in Durham and went to Durham High School where he graduated in 1941. He was active in all activities of Durham high school during this time.



George Thomas Kerr, Jr.

Home Room Vice-President 2, Treasurer 4; Walter Hines Page Literary Society 2, 3, 4; Mimics Dramatics Club 2, 3, 4; Football 2, 3, 4; Track 2, 3, 4; Wrestling 2, 3, 4; Monogram Club 2, 3, 4; Senior Class Play 4.

George Thomas Kerr Jr. Durham High School 1941 – Senior Year

After high school, on June 30, 1942, George registered for the draft stating that he was a shipping clerk for Piedmont Plumbing & Heating in Gastonia, NC.

REGISTRATION CARD—(Men born on or after January 1, 1922 and on or before June 30, 1924)			
SERIAL NUMBER N/ 172	1. NAME (Print) George Thomas Kerr Jr.		ORDER NUMBER V12055
2. PLACE OF RESIDENCE (Print) 2600 Englewood Ave - Durham N.C.			
3. MAILING ADDRESS Same Box 1844 - Durham N.C.			
4. TELEPHONE X-3317	5. AGE IN YEARS 19	6. PLACE OF BIRTH Raleigh North Carolina	
7. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS Mrs. G. T. Kerr - 2600 Englewood Ave Durham N.C.			
8. EMPLOYER'S NAME AND ADDRESS Piedmont Plumbing & Heating - Gastonia N.C.			
9. PLACE OF EMPLOYMENT OR BUSINESS Mr. J. S. Myers - Gastonia N.C.			
I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.			
D. S. S. Form 1 (Revised 6-1-42)	(over)	e16-21080-3	George Thomas Kerr Jr. (Registrant's signature)

George Thomas Kerr Jr. Registration Card – June 30, 1942

REGISTRAR'S REPORT

DESCRIPTION OF REGISTRANT

RACE	HEIGHT (Approx.)	EYES		HAIR		COMPLEXION	
White	✓ 6ft 1in					Sallow	
						Light	✓
Negro		Blue	✓	Blonde	✓	Ruddy	
		Gray		Red		Dark	
Oriental		Hazel		Brown		Freckled	
		Brown		Black		Light brown	
Indian		Black		Gray		Dark brown	
				Bald		Black	
Filipino							

Other obvious physical characteristics that will aid in identification.....

none

I certify that my answers are true; that the person registered has read or has had read to him his own answers; that I have witnessed his signature or mark and that all of his answers of which I have knowledge are true, except as follows:

.....

C. N. Hibbard, Jr.
(Signature of registrar)

Registrar for Local Board *Armedy - Durham* (Number) (City or county) (State)

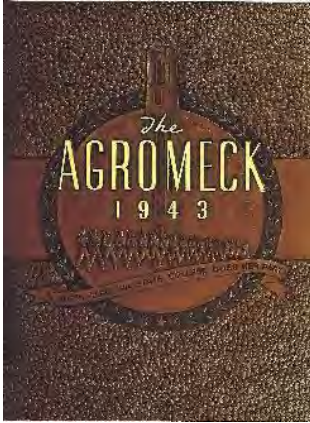
Date of registration *June 30, 1942*

Durham County, N. C.
Selective Service
Draft Board #3
(STAMP OF LOCAL BOARD)

(The stamp of the Local Board having jurisdiction of the registrant shall be placed in the above space)

George Thomas Kerr Jr. Registration Card – June 30, 1942

George attended college in 1942-1943 at North Carolina State College where he was a freshman and a member of the Sigma Pi fraternity.



George Thomas Kerr Jr. North Carolina State College - 1943 L-R (Freshman, Sigma Pi fraternity)

North Carolina State College on February 12, 1943 announced plans for up to 2,000 military trainees to enroll at State College to take specialized defense classes through the United States War Department; the college will operate as two separate units: one for the military and one civilians. By April 9, 1943 North Carolina State College enrollment hits the lowest mark in 20 years, due to the number of students leaving to join the military.

Source: <https://historicalstate.lib.ncsu.edu/timelines/nc-state-during-world-war-ii>

George Kerr always wanted to be a pilot. He flew a little Piper Cub before the call to war in February 1943.

George Thomas Kerr Jr. entered Military service in February 1943; he was 20 years old at the time and a freshman in college. He went into the Army Air Force and was in the Air Cadet program where his training choices were to become a pilot, bombardier or a navigator. Originally, the Air Cadet program required two years of college training. However, the requirement for two years of college for cadet training had to be reduced to 5 months of college training due to a shortage of qualified people. Based on George T. Kerr Jr.'s Air Cadet training schedule and North Carolina State College establishing Air Cadet Program (the 59th College Training Detachment), it is my belief that he entered this program at North Carolina State College and completed his freshman year in early June 1943 (Air Cadet College Training (February - June, 1943). Note: All training dates listed are approximate. Only graduation dates for Aerial Gunners School (December 8, 1943) and Bombardier School (April 8, 1944) are actual dates.

After George completed his college requirement he would have gone through 9 weeks of Pre-Flight Training, which consisted of 6 weeks of basic indoctrination training (June and July 1943) and 3 weeks of pre-flight training (August 1943).

Basic Indoctrination Training

During the basic indoctrination training (6 weeks), the Cadets had daily physical and military training. The former included a choreographed routine of side-straddle hops called the "Randolph Shuffle." The latter involved everything from squad drill to formal wing parades. He learned military discipline, got his shots, took rifle range with turn of the century Springfield rifles and .45 caliber revolvers, took classes in poison gas, bayonet practice, booby traps,

marched around with wooden rifles sawed out of 2x4's and etc., took bivouac and marched, stood on the parade grounds and took plenty of PT (physical training).



Wing Parade at Bowling Green - 1943 (George T. Kerr Jr.'s private photo)

Pre-Flight Training

During his pre-flight training (3 weeks), George was taught the mechanics and physics of flight and required the cadets to pass courses in mathematics and the hard sciences. Then the cadets were taught to apply their knowledge practically by teaching them aeronautics, deflection shooting, and thinking in three dimensions. Pre-flight academics included refresher courses in physics (twenty-four hours) and math (twenty hours) and classes in map reading (eighteen hours), aircraft recognition (thirty hours), and code (forty-eight hours). A failing grade in any course would wash George out of the Air Cadet Program.

Ground Forces	8	10
Physical Training	84	11
Air Forces Recognition	80	33
Code	85	46
Maps, Charts & Aerial Photos	75	23
Mathematics	87	26
Naval Forces Recognition	93	9
Physics	88	18

Example of courses taught during Pre-Flight Training

Source: <http://freepages.family.rootsweb.ancestry.com/~gregkrenzelo/Robert%20Military.html>

Army Air Forces Classification Center - Nashville

Just where George T. Kerr Jr. took his Pre-Flight training is not known at this time and needs further research. However, a good bet it was at Nashville AAC based upon where the above parade photo was taken. The Army Air Forces Classification Center (Nashville AAC, Tennessee) was brand new in the summer of 1943. The Center was an induction station where cadets were brought for preliminary training, aptitude tests, and physical examinations. They were classified according to their skills and talent and then shipped on for further training. Many became pilots, bombardiers, navigators, and gunners in the war against Germany and Japan.

Source: <http://www.civicscope.org/nashville-tn/AAFClassificationCenter>

After his pre-flight training George would have undergone two to four weeks of classification also at Nashville AAC, Tennessee (September 1943).

Passing his earlier physicals made him only a "aviation cadet candidate". He then had to pass the following tests: The written exams were easy, but the psychomotor tests, designed to measure coordination, were not. You had to operate make-believe aircraft controls while flashing lights and loud buzzers announced your every mistake. If you passed you would then be qualified for all three types of training-pilot, bombardier, and navigator. Now officially aviation cadets, you drew \$75 per month, the rate of privates on flight status. His uniform was Government Issue for officers, except for the cap, which had a Blue or Brown band and the Air Corps winged propeller instead of the eagle.



This is the insignia of an Aviation Cadet.

Officers wear a very similar insignia on collars below the US insignia

At the end of the Classification stage, George was eliminated from pilot training and instead became a bombardier due to a visual color discrimination problem.



George T. Kerr Jr. wearing his Aviation Cadet uniform

Aerial Gunner's School – Harlingen Army Air Field

After a 30 day furlough (October 1943), George Kerr was off to attend a 6 week aerial gunner's school at Harlingen Army Air Field, Texas (October 30 – December 8, 1943).

Flexible Gunnery Training

Every member of the combat crew had a vital responsibility in executing the aircraft's mission. When a bomber was under attack by hostile fighters, it was the aerial gunner who defended the lives of his teammates; on the skill he had developed rested the fate of the crew. Of the officer members of the bombardment crew, only the pilot and co-pilot were exempt from gunnery instruction; the navigator and bombardier were given the training when facilities permitted.

The standard gunnery course as developed by the year 1944 consisted of six weeks of familiarization with equipment, ground firing, and air training, as well as the usual military and physical training. Familiarization, which required about 125 instructional hours, introduced the student to machine guns, turrets, and sighting procedures. Although various weapons were studied from time to time, machine-gun instruction was concentrated upon the .50-caliber aircraft model, which became standard equipment on American bombers and which the students were required to strip and reassemble while blindfolded. Instruction was given also in the maintenance and manipulation of turrets, but shortages of the proper types were a persistent handicap. Beginning in 1943 the schools evaded this problem by adopting a policy of specialized training on certain types of turrets. Instruction in sighting procedures went through more changes than any other phase of gunnery indoctrination. During 1942 the student had to become familiar with as many as ten different kinds of sights. Various methods were employed for estimating range and lead in deflection shooting, but they were generally too complicated. The use of tracer ammunition as a partial substitute for ordinary sighting methods was tried out experimentally. It was discovered, however, that observation of tracer trails often gave an erroneous impression of the true course of the bullets, and the tracer method did not gain wide acceptance. In October 1943 the schools adopted the position firing sighting system, a method adapted from but considered more accurate than the British zone system. Basically, the system involved aiming behind the attacker, instead of in front of him, as was true in deflection shooting, in order to compensate for the effect on the bullets of a bomber's own forward motion. In 1944 automatic compensating and computing sights were replacing the old iron ring and the newer optical ring sights. The automatic devices mechanically calculated proper allowances and made it necessary for the gunner merely to keep the enemy plane in his gunsight. The compensating sight was the one most generally used during 1945.

Synthetic trainers were employed from the beginning to teach turret manipulation and sighting. The simplest of these trainers was a device consisting of a hand-operated spotlight and a large concave surface. While an instructor moved the spot of light across the surface through patterns such as ovals and figure 8's, the student practiced tracking, framing, and triggering from his turret-mounted machine gun. A more elaborate device, originally called the "Jam-Handy," had two motion-picture projectors. The student, seated behind a mock machine gun, observed pictures projected on a wall by one of the machines. Actual combat films were shown, including fighter approaches, attacks, and breakaways as photographed from a bomber. The student

estimated the range of approaching aircraft, as shown by the film, and "fired" at 600 yards. The film's sound track gave the noise of gunfire if the target was in range; if not, a continuous bell. The second projector was synchronized with the first so as to cast a spotlight on the wall which showed the correct point of aim to hit the target. The spotlight could be turned on at will, and the student could see whether he was aiming at the proper point. Other devices, even more elaborate and more difficult to maintain, were in limited use. They proved fairly successful so long as the equipment functioned properly and good films, showing the latest combat maneuvers, could be obtained.

Actual firing on the ground supplemented the manipulation of weapons and synthetic trainer exercises. Many varieties of ranges were constructed, including the B-B gun ranges for .22-caliber rifles or machine guns. In the moving-base range, especially popular with students, several trucks equipped with turrets proceeded at intervals around a track, the wheels of the trucks deflecting wires which set off traps. The students fired at the targets as they were thrown up at various angles from the traps. Another popular type was the moving-target range. This varied in form but generally involved the use of a driverless jeep on a fixed track, carrying targets on high poles. The jeeps themselves were hidden by a revetment while the students fired at the targets from pedestal-mounted machine guns. Some sixty-five hours were assigned to ground range exercises of all types.

From the beginning of flexible gunnery training, air-to-air firing was considered essential and was included in all the curricula. But the types of aircraft at first available were ill suited to the purpose. Various types of trainers and combat aircraft were employed; the Lockheed AT-18, equipped with Martin turrets, proved the most successful until B-17's and B-24's could be obtained. Targets, usually of the sleeve or flag type, were towed by a variety of utility aircraft. In 1944 it was prescribed that air training consist of twelve two-hour missions. Performance of at least six missions was a requirement for graduation. The basic criticism of conventional firing exercises, up to the year 1944, was that they did not simulate actual attacks by fighters against bombers. Students who fired from an airplane at a target towed by a plane on a more or less parallel course were doing something which would hardly be repeated in a combat situation.
Source: <https://www.ibiblio.org/hyperwar/AAF/VI/AAF-VI-17.html>

NEWS RELEASE

PUBLIC RELATIONS OFFICE
HARLINGEN ARMY AIR FIELD
HARLINGEN, TEXAS



~~For
Immediate
Release!~~

LOCAL BOMBARDIER STUDENT
LEARNS HOW
TO "DOUBLE IN LEAD"

HARLINGEN ARMY AIR FIELD, Texas --- A graduate this week of the Harlingen flexible gunnery school who qualified as an expert aerial triggerman after six weeks of intensive training of aerial gunnery warfare is Aviation Cadet (or Student)
(PICK UP INFORMATION ON BACK OF PICTURE)

He came to Harlingen and was awarded his Aerial Gunner's wings after pre-flight training at one of the Army Air Forces Training Command bombardier schools. Now, a qualified sharpshooter who has learned how to "double in lead," he will go to an advanced bombardier school to complete his training, win a second lieutenant's commission and another pair of wings.

At that time he will become a fully qualified member of an aerial combat team, ready to serve either in the bombardier's seat or to man the guns that are the bomber's protection.

Here in the semi-tropical border country, he learned to fire every type gun from camera to the big caliber .50 Brownings; saw his bullets tear sleeve targets being towed by planes high above the Gulf of Mexico; and fired hundreds of rounds of ammunition into moving targets on the ground range.



FLIGHT THREE

Left to right, first row: R. E. Klitzke, V. T. James, L. A. Johnson, B. G. Johnston, G. R. Jedele, A. W. Jacobson, E. R. Kearney, W. G. Kelley. Second row: I. L. Killian, F. Jenkins, E. W. Johnson, Jr., W. A. Klein, N. Katsarelas, I. V. Jones, W. Johnson, N. W. Jahnke, J. M. Kinnane, F. L. Karsh. Third row: H. C. Jensen, D. J. Kelley, T. A. Jett, G. T. Kerr, H. E. Koch, E. W. Johnson, H. A. Kohlman, W. L. Kingery, C. O. Koepf, E. Kornacki.

SQ D Grp 22B Class 43-22B

*Aerial Gunner Receives Wings At
Harlingen, Tex., Army Air Field
Dec., 1943*

City: DURHAM, NORTH CAROLINA
 Name: AV/C GEORGE I. KERR
 Son Of Mr & Mrs GEORGE T. KERR
 Parents' Address 2600 ENGLEWOOD AVE



Aerial Gunner's Wings

West Texas Bombardier Quadrangle - Childress, Texas

Next on George Kerr's track to becoming a bombardier was an intense 18 weeks of Bombardier School at Childress, Texas (December 11, 1943 – April 8, 1944).



George T. Kerr Jr. Bombardier School – 1944

Bombardier Training

A standard eighteen-week course was adopted in June 1943 and continued in effect, with minor variations, until the end of the war.

The ground instruction, which was the foundation for air exercises, consisted of some 425 hours. The largest portion of this time was given to critiques of air missions and preflight inspection of bombing equipment. Other parts of the ground training dealt directly with bombing and bomb equipment. The most important of these were on basic theory and bombsights; students became acquainted with the forces acting upon a falling projectile and with the principles of a bombsight. Both Norden and Sperry sights were studied until 1944, but beginning in that year instruction was limited to Norden equipment. Another subject was bombing accessories, which included the study of bomb racks, fuzes, aerial cameras, and radio. Separate courses were given on flight instruments and the elements of bombsight maintenance and calibration. In the course on bombing procedure most of the student's time was spent on a synthetic bomb trainer which served as a device for transition from ground to air training. A special course was also devoted to

the C-1 automatic pilot which the bombardier normally operated during actual bombing runs. Analyzing results of practice bombings and explaining scoring methods made up the bombing analysis course, and the basic AAF doctrines of employment of air power were expounded in a course called bombardment aviation. In addition to the subjects related only to bombing, some dealt with elementary navigation. Training was given in pilotage, dead reckoning, and computers; the graduate bombardier was therefore qualified in elementary navigation as well as in his primary specialty. Several courses common to the preparation of other aircrew members--weather, flight planning, oxygen indoctrination, aircraft and naval recognition, and continuation practice in radio code--rounded out the ground-school curriculum. Military instruction and physical conditioning were practically the same as in pilot training.

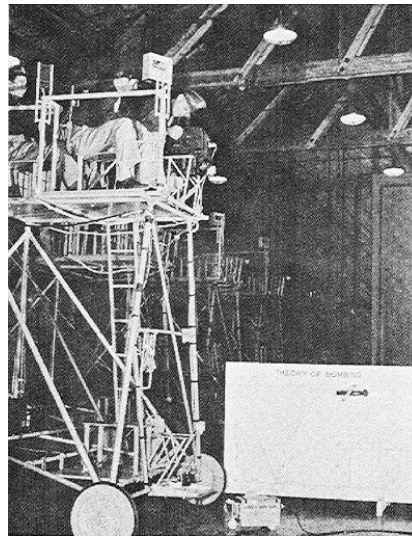
Air training did not begin until after three weeks of preparatory ground instruction. It consisted of a total of some 120 hours and was divided into two parts: the instructional and qualification stage, and the combat stage. On his first several flights the student learned the feel of the bombsight in the air. He made several dry runs over simulated targets without having any bombs in the plane. For about a week he flew over practice ranges, developing his ability to sight by aiming at various ground objects--bridges, farmhouses, roads, factories, and the like. Practice bombs were then dropped, under close supervision of the instructor. If the student's progress was considered satisfactory, he was permitted to bomb for record and qualification; otherwise he was subject to elimination or further preparatory training. Ordinarily, about 100 bombs were dropped during the qualification phase of the bombardier's training. At least seven record missions, four by day and three by night, were required; in order to qualify for the combat stage, the student's average circular error for these missions could not exceed 230 feet (when converted to an altitude of 12,000 feet). Bombing runs during the qualification phase were generally from two to three minutes in duration.

The combat stage of training tried to improve bombing proficiency and to simulate the diverse conditions which could be expected in combat. Some sixty bombs were generally dropped during this phase, thirty of them without the instructor present in the airplane, and all releases were scored for record. Circular error was the basis for scoring until early in 1943, when the method was changed to counting only hits and misses. It was believed that the latter method provided a stronger incentive for the student to strive for the greatest possible accuracy. The required standard of proficiency, established in 1943, was a minimum of 22 per cent hits. Combat training missions were exacting; continuous evasive action by the pilot of the aircraft was required within a ten-mile radius of the target, and final approaches had to be straight and level and could not exceed sixty seconds.

Most combat missions were flown with the aid of the C-1 automatic pilot, a device for keeping the aircraft on a set course. The bombardier, as he prepared to make his run, engaged a clutch on his bombsight which gave him control of the plane's direction. As he made adjustments on the sight in order to hold the hairline on target, the aircraft was automatically guided to the required course. A certain number of manual missions were also flown. These were accomplished with the aid of the pilot's directional indicator, which was first zeroed by the bombardier when the plane was lined up on a collision course with the target. The pilot then made the necessary adjustments of stick and rudder to hold the indicator on zero. Not until 1944 did it become possible to provide enough cameras to permit all scoring to be done by photographic record.

Training manuals, books, films, and mock-ups were produced with considerable success in the bombardier program. Most of these materials, as well as ground school teaching outlines, were at first prepared locally; during the latter part of the war numerous aids were produced at higher headquarters for distribution to the schools. One of the most generally used mock-ups was a device to demonstrate bombing theory; it showed the influence of airspeed, altitude, drift, and other factors upon the course of a falling projectile. While devices such as this one had the advantage of arousing student interest, many instructors believed that the same principles could be taught as easily by using the blackboard or other simple techniques. Instruction on particular items of equipment, such as the C-1 automatic pilot, was generally conducted on working models of the equipment involved. Giant-sized mock-ups were sometimes built, so that large groups of students could be taught simultaneously.

The most important synthetic device used in the bombardier program was the A-2 bomb trainer. This consisted of a steel scaffold about twelve feet high. It was mounted on wheels and could be electrically propelled across the floor of the hangar, where the trainers were usually kept. The top of the structure represented the bombardier's compartment of an airplane, including the actual bombsight, and was large enough to accommodate the instructor, a student bombardier, and another student who acted as bomb-approach pilot. A third student sat in the lower section of the scaffold and operated a movable "bug" (an electric motor on wheels), at which the bombardier aimed his sight. The "bomb" released was a small plunger that struck a paper target on the "bug," thereby registering the student's accuracy.



A-2 BOMB TRAINERS

The standard bombardier trainer during the war was the Beech AT-11, a two-engine, low-wing, all-metal monoplane. It carried an adequate bomb load, and its flying characteristics were suitable for use of the Norden sight and the C-1 autopilot. Major deficiencies of the AT-11 were its altitude and range limitations. A further draw-back was the fact that the trainer did not respond in flight as would a heavy bomber; graduates of the bombardier schools therefore had to make a considerable adjustment in technique when they were assigned to the heavy bomber units. The AAF bombsight, rather than the training plane, was the cardinal item of equipment in bombardier schools, and it was required both for air and ground instruction. Several types of sights were used: the Norden M-1 and Sperry S-1 precision sights, and the D-8 and T-1

nonprecision types, but the Norden was the sight in most general use. Although several kinds of practice bombs were used, the type most commonly dropped was the 100-pound, sand-filled M38A2. Bomb targets were of various outline shapes until 1944, when all except circular targets were discontinued.



INSTRUCTOR AND CADET IN NOSE OF AT-11

No rigid policy for elimination of unsatisfactory students was established in the bombardier schools. The principal cause for elimination was unsatisfactory performance in the qualification stage of air training; students who were deficient in ground instruction, but who could bomb well, were usually held over at the school for additional ground classes. The method of measuring bombing proficiency was more objective than was that for flying proficiency in the pilot program. Various factors, including the immediate demand for graduates, influenced the elimination rates in bombardier training. They fluctuated from a low of 3.3 per cent for one class to a high of 26.1 per cent for another. The average rate for all graduating classes during the war was about 12 per cent.

Source: <https://www.ibiblio.org/hyperwar/AAF/VI/AAF-VI-17.html>

The bombardiers who have been best to date are Kerr, crew 5443; Bechman, crew 5432; Hannum, crew 5473; Gelke, crew 5480; Flanihen, crew 5464; and Flanagan, crew 5468.

George T. Kerr Jr. recognized for being best in his bombardier's class – 1944

George Kerr completed his bombardier training on April 8, 1944 which was the first phase of a three phase operational training for B-17 heavy bombardment training. During the first phase, individual crew members received instruction in their specialties, particular attention being given to instrument and night flying exercises for pilots, cross-country tests for navigators, target runs for bombardiers, and air-to-air firing for gunners (see below West Texas Bombardier Quadrangle graduation announcement for George Kerr).



WEST TEXAS BOMBARDIER QUADRANGLE

IMMEDIATE RELEASE

For pictures or additional information address:
Public Relations Office, Midland Army Air Field,
Midland, Texas

WEST TEXAS BOMBARDIER QUADRANGLE, April 8 — "More bombardiers to blast the invasion routes" was the keynote of graduation exercises terminating eighteen weeks of intensive training for four new classes of bombardier-navigators graduated today as second lieutenants and flight officers in the Army Air Forces.

Among the young "Hell from Heaven Men" who won their silver bombardier wings today were _____ men from _____.

Already skilled as aerial gunners, the men who won their wings today are real triple-threat members of the deadly aerial combat teams. In their study and practice of dead-reckoning navigation, they have learned its application to the problem of bombing enemy targets, how it can aid in making evasive action more effective. They have become as familiar with aerial reconnaissance photographs of enemy installations as with the road map of Texas. They have learned camouflage and how to detect it; they have studied the weak points of enemy ships; they have learned to identify enemy aircraft.

At "combat camps" far out on West Texas prairies, they learned at first-hand how it feels to be a bombardier at a front-line airbase, and they got a full taste of living on concentrated rations, fusing, loading and racking their own bombs, and the multitude of other duties that go into the making of a combat mission,

Now these young bombardier-navigators are ready for the final phase of their combat training in which they will take their places as key men in the aerial combat teams of the Army Air Forces.

NORTH CAROLINA BOMBARDIERS - Page Two

North Carolina men who were graduated as bombardiers today from the West Texas Bombardier Quadrangle were from these cities:

DURHAM - George T. Kerr, Jr., son of Mr. and Mrs. George T. Kerr, 2600 Englewood Avenue. He attended North Carolina State College where he is a member of Sigma Pi fraternity. (Childress)



Bombardier's School at Childress, Texas - Class 44-5



Bombardier Wings



2nd Lt. George T. Kerr Jr. Bombardier

Note: Bombardier Wings, Air Cadet Wings above right, Aerial Gunner's Wings above left and Eagle on cap

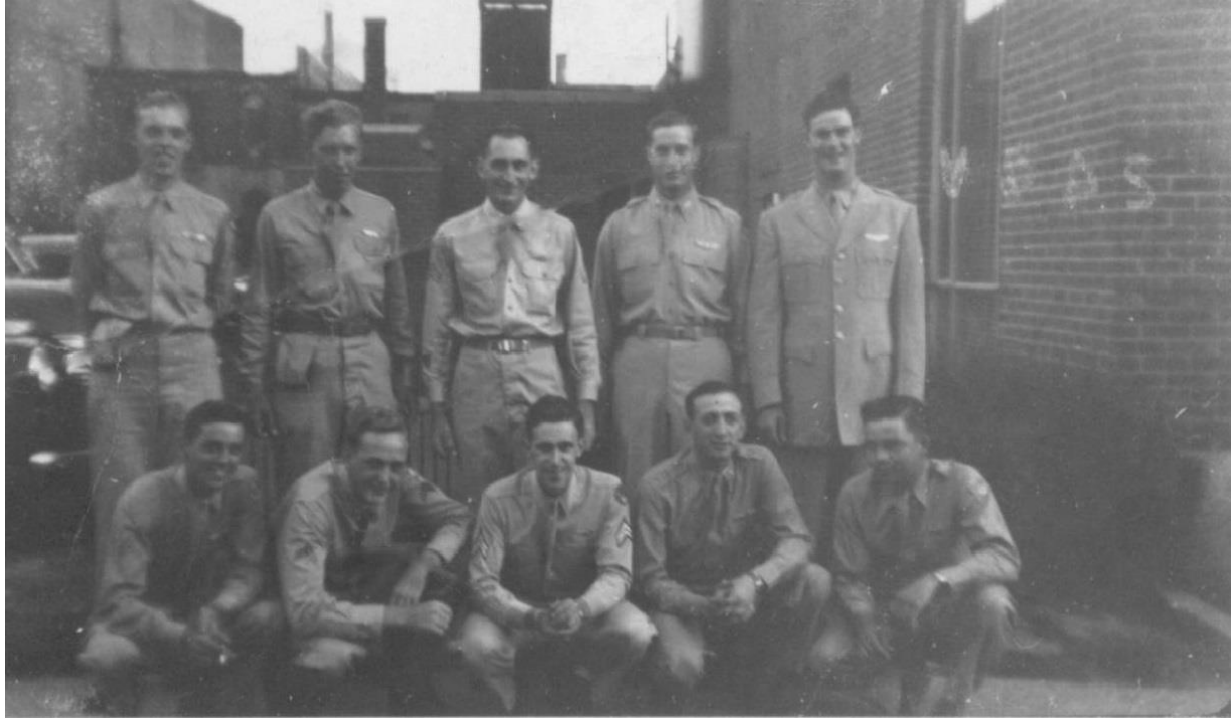
Dyersburg Army Air Base

George Kerr would next go to Dyersburg Army Air Base in Dyersburg, Tennessee for phase two and phase three heavy bombardment crew training (April – July, 1944). During the second phase, teamwork of the combat crew was stressed: bombing, gunnery, and instrument flight missions were performed by full crews. The third phase aimed at developing effective unit operation, the goal of the entire program. It included extensive exercises in high-altitude formation flying, long-range navigation, target identification, and simulated combat missions. The other members of his crew found their way to Dyersburg from their respective training locations as well. One of the first things they did there was being assigned to a crew.

The Roy E. Trask B-17 Bomber Crew

The new crew came together in April 1944 at Dyersburg Army Air Base. The Pilot was Roy E. Trask of New Orleans, LA. He was born February 8, 1919 in New Orleans, LA. The Copilot was Herlihy John Morere of Waveland, MS. He was born on October 14, 1920 in Waveland, MS. The Navigator was Guy J. Lateano of Newcastle, PA. He was born on April 6, 1919 at Newcastle, PA. The Bombardier was George Thomas Kerr Jr. born October 16, 1922 in Raleigh, NC. The Engineer was Carl H. Nuessen born June 6, 1917 in Quincy, IL. He enlisted in the Army Air Corps on May 6, 1943 at Peoria, IL. The Radio Operator was Joseph S. Belker born May 11, 1920 in Quincy, IL. The Ball Turret gunner was Charles Chester Krone born January 2, 1920 in Kansas. He enlisted August 27, 1943. One Waist gunner was Emil R. Wilke born July 19, 1925 in Chicago, IL. He is the twin brother of Elmer R. Wilke the Tail gunner on this crew. The other Waist Gunner was George E. Pearson. George E. Pearson was a part of the crew assembled in the U.S. and flew to the UK with the Roy E. Trask crew but was reassigned early on in the U.K to another crew. The Tail gunner was Elmer R. Wilke born July 19, 1925 in Chicago, IL. He is the twin brother of Emil R. Wilke the Waist gunner on this crew.

One note about George E. Pearson. The normal crew for a B-17 is ten with two waist gunners, right and left. However by late summer 1944 in the European Theatre of Operations the Allies had control of the skies with the bomber commands having fighter escorts all the way on their missions. With the gradual reduction of German fighter opposition, the need to have two waist gunners were reduced. The Eight Air Force and the 306th Bomb Group had made the decision to reduce the crew to nine with only one waist gunner.



Top L to R – Elmer Wilke Tail Gunner, Emil Wilke Waist Gunner, Nuessen Engineer/Top Turret Gunner, Lt. Kerr Bombardier, Lt. Trask Pilot, Bottom L to R – Krone Ball Turret Gunner, Belker Radio Operator, Pearson Waist Gunner, Lt. Lateano Navigator, Lt. Morere Copilot



1943

0010070-44-2-110 0137 3,000' 3-Nov-43 1220

1945 AAF dir.

Dyersburg Army Air Base -1944

Dyersburg AAB was placed under the Army Air Forces II Bomber Command on 1 February 1943, and the 346th Bombardment Group was assigned to the field on 26 February with four training squadrons. The 502d and 505th Bombardment squadrons provided B-24 Liberator training, while the 503d and 504th Bombardment squadrons provided B-17 Flying Fortress combat crew training.

Training conducted at the field were second and third phases of combat crew training. These phases of training were designed to train flight crew members of the heavy bombers to blend their individual skills together into a team. Second phase training was focused on bombing, gunnery and flying the aircraft under instrument flight conditions. These training missions were flown with full crews. Third phase training emphasized squadron and group operations, especially with formation flying in the combat "box" which was developed by Eighth Air Force to maximize the firepower of the bomber aircraft while also maximizing its defenses against attacking enemy fighters. Also long distance navigation, target identification was taught along with mock combat runs over targets.

Ground synthetic training devices, such as the Celestial Navigation Tower were also used. This device simulated flying conditions in any weather, day or night and taught instrument flying, radio navigation and also flying by stars at night. Another training device was called the "ditching pond" which taught heavy bomber pilots how to perform controlled water landings.

Kearney Army Air Field

Having completed all stateside training for combat, the Roy E. Trask crew were ordered to Kearney Army Air Field, Nebraska for overseas processing (July 28 – August 4, 1944).



Kearney Army Air Field – 1944

The base at Kearney, Nebraska served primarily as a place to conduct an inspection procedure known as “processing.” The military established Kearney where crews and planes did a final check before proceeding overseas. Its’ responsibilities included performing checks on the B-17 air planes to ensure the best possible performance when they departed the United States.

The secret overseas movement orders issued from Grenier Field, New Hampshire and dated August 7, 1944 specified that the Roy E. Trask crew take aircraft 43-38285 and fly it via the Northern Route to the European Theatre of Operations. These same orders indicated that the Roy E. Trask crew had flown from Kearney, Nebraska to Grenier Field on August 4, 1944 (Movement Orders 1370 and 1279). Further research on this Flying Fortress found it was delivered to the Army Air Force on Monday, July 17, 1944 at Cheyenne, WY where it was accepted. It then proceeded to Kearney, NB on Wednesday, July 26, 1944 for processing and crew pick up. It flew from Kearney, NB on Friday, August 4, 1944 by the Roy E. Trask crew. The following is a little more about this aircraft.

Bomb Bay of Blues (43-38285)

The B-17 (43-38285) that the Roy E. Trask’s crew had flown from the U.S. to Prestwick, Scotland was taken from them at Prestwick. It was ferried to the 860BS/493BG at Debach Airfield, Suffolk, England on Thursday, August 10, 1944. This bomb group primarily flew B-24s but was transitioning over to B-17s during this time. It (43-38285) returned to the USA at Bradley Field, CN on July 3, 1945. It was at 4168 Base Unit, South Plains, TX on July 8, 1945. It was sold for scrap at Kingman, TX on December 8, 1945. It was named BOMB BAY OF BLUES.



Bomb Bay of Blues – April 7, 1945



Personnel of the 493rd Bomb Group loading food supplies into the Boeing B-17 Flying Fortress "Bomb Bay of Blues", preparatory to "Feed Mission" flight. England, 7 April 1945. This is the B-17 that the Roy E. Trask crew flew to England on August 10, 1944. Source: Fold3.com

The Roy E. Trask crew who operated this bomber were also processed at Kearney Army Air Field. Combat crew processing consisted of issuing the proper gear, checking to see that all inoculations were up to date, providing last minute instructions, and having the men write wills. Crewmen were also tested to determine if any of them were unfit for combat duty. The procedures took from three to seven days. Based upon seven days processing, the crew arrived at Kearney by Friday July 28, 1944. When the men left Kearney, they proceeded to a port of embarkation (Grenier Field, Manchester, New Hampshire) and then went directly to a combat zone.

Second Lieutenant George Thomas Kerr Jr.'s journey to the hostile skies over Europe wasn't a quick trip. Surprisingly, it took George eighteen months from the time he enlisted before he flew his first combat mission on September 11, 1944 in the nose of a B-17G Flying Fortress.



**L-R: Front Crew Chief: Marshall O. Johnson
Middle: Emil Wilke wg, Charles Krone bt, Carl Nuessen eng, Joseph Belker ro, and Elmer Wilke tg. Back:
Roy Trask P, George Kerr B, John Morere CP and Guy Lateano N.**

Roy E. Trask Crew Get Orders to Ship Overseas

The first information I found about the Roy E. Trask crew was orders issued by Headquarters, Grenier Field 1377 AAF Base Unit, Manchester, New Hampshire issued on Monday, August 7, 1944. It stated:

The following named crew WP (with pilot) by air in the aircraft as indicated below at the proper time from Grenier Field, Manchester, New Hampshire, via North Atlantic Route to the European Theatre of Operations, London, England, reporting upon arrival thereat to the Commander, 8th Air Force Service Command, Air Transport Command Terminals of Arrival, British Isles, for further assignment and duty with the 8th Air Force.

Shipment No. PV- -CJ-89 Project No. 92804-R APC-No. 16349-CJ-89
 B-17G Crew No. PV -CJ-89 -43-38285

2 nd Lt.	Trask, Roy E.	0764513	(P)
2 nd Lt.	Morere, Herlihy J.	0721492	(CP)
2 nd Lt.	Lateano, Guy J.	0722923	(N)
2 nd Lt.	Kerr, George T.	0717805	(B)
Cpl.	Nuessen, Carl H.	36483998	(EG)
Cpl.	Belker Joseph S.	36484028	(RCG)
Cpl.	Krone, Charles C.	37537796	(AG)
Cpl.	Wilke, Emil R.	36698962	(CG)
Cpl.	Pearson, George E.	31242482	(CG)
Cpl.	Wilke, Elmer R.	36698964	(CG)

Extract from Original Overseas Orders dated August 7, 1944 - Pg 1

This order also reference several other movement orders i.e. (Movement Orders 1270 and 1279 dated 4 Aug 1944 from Kearney, Neb.)

HEADQUARTERS, GRONIER FIELD
1377 AAF BASE UNIT, (VAD, APO)
MANCHESTER, NEW HAMPSHIRE

SECRET
AUTH: OO 45
8/7/44

OPERATIONS ORDERS)

E X T R A C T

NO.6)

** ** * 7 August 1944 **

The following named crew WP by air in the aircraft as indicated below at the proper time from Gronier Field, Manchester, New Hampshire, via North Atlantic Route to the European Theatre of Operations, London, England, reporting upon arrival thereat to the Commander, 8th Air Force Service Command, Air Transport Command Terminals of Arrival, British Isles, for further assignment and duty with the 8th Air Force.

Shipment No. FW- -CJ-80 Project No. 92804-R APO No. 1634-CJ-80
B-17G Crew No. FW- -CJ-80 #45-3847

2nd Lt.	RITTER, ROBERT G.	0823455	(P)
2nd Lt.	CARLE, FRANK C.	0771284	(CP)
2nd Lt.	SEIBER, JOSEPH A.	0737903	(I)
2nd Lt.	STALKER, ROBERT A.	0772763	(B)
Sgt.	Bussieres, Samuel J.	11014605	(IP)
Cpl.	Daly, John J.	36663041	(ROG)
Cpl.	Callahan, Daniel F.	19034305	(AG)
Cpl.	Ross, Kenneth D.	12225276	(CG)
Cpl.	Arnwine, Harold F.	33604169	(CG)
Cpl.	Tomke, John W.	17181832	(CG)

Shipment No. FW- -CJ-89 Project No. 92804-R APO No. 1634-CJ-89
B-17G Crew No. FW- -CJ-89 #45-38285

2nd Lt.	TRASK, ROY E.	0764513	(P)
2nd Lt.	MORRE, HENRY J.	0721493	(CP)
2nd Lt.	LATEANO, GUY	0722923	(N)
2nd Lt.	KERR, GEORGE T., JR.	0717805	(B)
Cpl.	Kuessen, Carl H.	36483998	(IG)
Cpl.	Belker, Joseph S.	36484028	(ROG)
Cpl.	Krone, Charles C.	37537796	(AG)
Cpl.	Wilke, Emil R.	36698962	(CG)
Cpl.	Pearson, George E.	31242482	(JG)
Cpl.	Wilke, Elmer R.	36698964	(CG)

Shipment No. FP- -AA-162 Project No. 92777-R APO No. 1630-AA-162
B-24J Crew No. FP- -AA-162 #42-51373

2nd Lt.	SHERBURNE, RICHARD F.	0822118	(P)
2nd Lt.	HALL, HOWARD G.	0716929	(CP)
2nd Lt.	KLAUSNER, SAMUEL E.	02057948	(I)
2nd Lt.	PURNELL, WILLIAM O.	0776718	(B)
Cpl.	Thomas, Gordon E.	39716755	(E)
Cpl.	Griffith, Chester H.	15170690	(R)
Cpl.	Boyle, James J., III	33763105	(AG)
Cpl.	Hammett, George L.	34656412	(CG)
Cpl.	Miller, Raleigh C.	33833596	(CG)
Cpl.	Hills, Theodore G.	33766408	(CG)

-1-
SECRET

EXTRACT 4, Operations Orders No. 6, Hdqs., Grenier Field, 1377 AAF Base Unit
(MAD; ATC), Manchester, E.H. 7 August 1944 P2

This is a PERMANENT change of station.

Except as may be necessary in the transaction of official business, individuals are prohibited from discussing their overseas destination even by shipment number. They will not file safe arrival telegrams with commercial agencies while enroute and at domestic or overseas destinations.

In lieu of subsistence a flat per diem of seven dollars (\$7.00) is authorized for travel and for periods of temporary duty enroute to final destination when necessary for officers and flight officers, in accordance with existing law and regulations. Payment of mileage is not authorized. Such times as the individual is billeted and subsisted, as outlined in WD Memorandum W-35-2-42, 30 Sept. 1942, his per diem will be suspended.

A flat per diem of seven dollars (\$7.00) is authorized for enlisted men for travel and for periods of temporary duty enroute to final destination in accordance with existing law and regulations, if travel is performed by air. For travel by rail and for periods of delay enroute to final destination, monetary allowance in lieu of rations and quarters is prescribed in accordance with AR-35-4520.

ITEM: 501-31 P 491-01-02-03-04-05-07-08 212/30429

From time of departure from the continental United States until arrival at permanent overseas station, payment of per diem is authorized for a maximum of forty-five (45) days.

The information contained in paragraphs 26 and 27 of "Preparation for Oversea Movement for AAF Replacement Combat Crews", dtd 1 April 1944, constitutes an integral part of this order.

NOTE: Ltr fr CG, AAF to CG, ATC, Sub: "Assignment and Reassignment of Military Personnel of the AAF", 17/1/42 and 1st Ind fr CG, ATC, to CG, AAF, 12/10/42 and AR 35-120 par. 3b(2), 1943; MAF, ATC by 1st Ind dtd 15 April 44 to Ltr CG, ATC, dtd 7 Feb. 1944; Movement Orders 1270 and 1279 dtd 4 Aug 1944 fr Kearney, Neb. and Movement Orders 1223 dtd 6 August 1944 fr Topeka, Kan.

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By Order of Col. MOORE

J. E. BONDOW
Lt. Col., AC
Aircraft Operations Officer

OFFICIAL:

Kenneth Libby
KENNETH LIBBY
W. O. (JG) USA
Ass't Aircraft Operations Officer

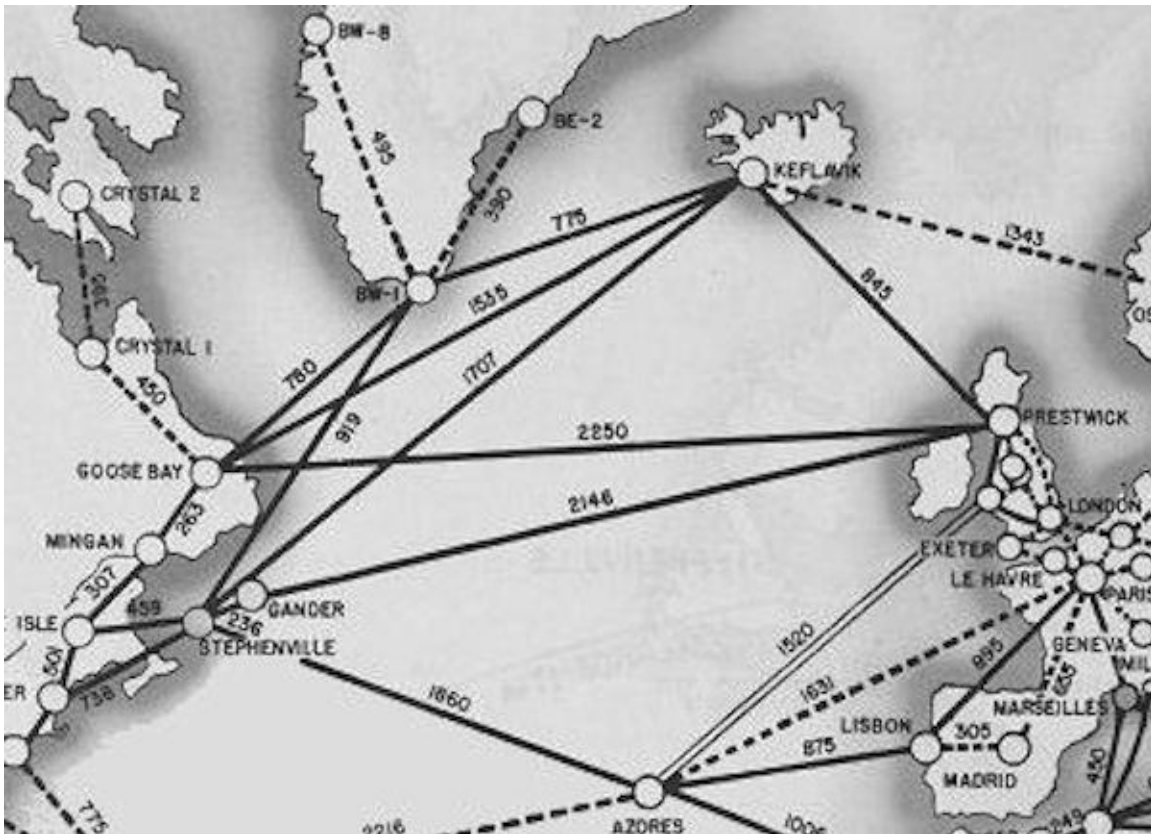
-2-

SECRET

Original Overseas Orders dated August 7, 1944 - Pg 2

Northern Route

The movement orders couple with information about the airplane B-17G 43-38285 give clues about where the Roy E. Trask crew came together. This Flying Fortress was delivered to the Army Air Force on Monday, July 17, 1944 at Cheyenne, WY where it was checked out. It then proceeded to Kearney, NB on Thursday, July 26, 1944 for crew pick up. It flew from Kearney, NB on Friday, August 4, 1944 by the Roy E. Trask crew. The Roy E. Trask crew flew the B-17 from Kearney, NB to Grenier, NH on Sunday, August 6, 1944. Per the above orders, B-17 43-38285 flown by the Roy E. Trask crew left Grenier, NH on Tuesday, August 8, 1944 bound for England.



North Atlantic Route - Heavy Bombers usually took the Gander, Newfoundland to Prestwick, Scotland route.

The most likely route the Roy E. Trask crew took was from Genier, NH to Gander, Newfoundland then on to Prestwick, Scotland the point of entry at the time. At Prestwick the crew left the B-17 with the Air Transport Command.

Combat Crew Replacement Unit – Bovingdon

After a long trip across the North Atlantic the crew would have spent the night at Prestwick. Their first assignment in the UK would have been to 11th Combat Crew Replacement Center (CCRC) at Bovingdon for further Pre-combat training. The next day, August 10th or 11th, they boarded a train to Bovingdon, a small town near Watford, just north of London.

Situated 7 miles west of Watford in Hertfordshire, RAF Bovingdon was originally built as an R.A.F. Bomber Station. In April 1943 the station transferred to USAAF Command as a B-17 operational training base. **USAAF Station No 112** was home to the 92nd BG, B-17 Combat Crew Replacement Unit (CCRU), 11th CCRU, and 8th USAAF HQ Squadron.



**Photo taken in Bovingdon, Hertfordshire, UK
51° 43' 29.18" N 0° 32' 36.43" W**

The primary purposes of the two-week stay at Bovingdon were to receive their final pre-combat training, and to be assigned to a heavy bomb group in the Eighth Air Force.

RAF Bovingdon - USAAF Station No 112

As mention above the crew of the Bombay Blues (Roy E. Trask and crew) was immediately (next day after arrival at Prestwick) caught a train for Bovingdon for further Pre-combat schooling. To better understand the two week Pre-combat training they received at Bovingdon the following account of another newly arrived crew to the U.K. and their preparation for combat training at Bovingdon is discussed.

Example of Pre-Combat Training

The following is taken from "Marshall Stelzriele's Experiences of a WW2 B-17 Navigator" beginning at where he and his crew were assigned to Bovingdon in August 1943 one year before Roy E. Trask's crew. His account starts with his arrival at Prestwick, Scotland the point of entry when coming via the Northern route. Something similar to this account would be what Roy E. Trask's crew went through in preparation for combat and also for each mission that they flew.

Preparation For Combat

Assignment to Bovingdon

As I (Marshall Stelzriele) mentioned previously in the Photo Journal of Training and Trip Overseas, we arrived at Prestwick, Scotland on August 30, 1943, after a nine-day trip from Scott Field in Illinois. We spent one night at Prestwick, and were treated to an "old-fashioned" dance (similar to our square dances) by the residents. The next day, August 31, we boarded a train to Bovingdon, a small town near Watford, just north of London. The airplane we had flown from the U.S. to Prestwick had been taken from us there, and ferried to one of the combat bases for instant use, replacing a plane that had been destroyed or badly damaged in combat. The primary purposes of our two-week stay at Bovingdon were to receive our final pre-combat training, and to be assigned to a heavy bomb group in the Eighth Air Force. But it served another purpose to brand new crews in a war environment.

First, we were able to view from a distance a number of German bombing raids on London. Some of the incendiary raids left huge sections of London on fire. The second day we were at Bovingdon, several battle-damaged planes from a B-26 Marauder group, returning from a raid, landed there, and we eagerly discussed combat conditions with them. We also got our first view of many B-17 Flying Fortresses and B-24 Liberators assembling into their immense formations for bombing raids over the continent. Raids by American bombers were always made in daytime formations, while the RAF bombers performed their missions at night. To this point in time, the war had seemed impersonal and far away, and there was a feeling that in some way we might be spared from it. But now it was becoming more and more personal, and trepidation began to set in as we realized that in a very few days, we would be in the thick of it.

Final Pre-combat Training

Most of the instructors at the 11th CCRC (Combat Crew Replacement Center) were ex-combat pilots, navigators, bombardiers, gunners, and radio operators who had completed their tour of missions, or who had been shot down over the continent, and had walked out with the help of the French underground without being captured by the Germans. The courses there were designed to let some of their combat experience rub off on us green crews. There were lectures on formation flying and evasive action for the pilots and co-pilots. Navigators were introduced to the British ground communication lights, called "pundits, occults, and darkies," which were secondary light aids. Navigators also got their first introduction to real gunnery, particularly how to disassemble, clean, and assemble the .50-caliber machine guns.

The most interesting experience there for navigators was learning how to navigate by means of the "Gee box". It was an instrument similar to Loran, but was more accurate and had shorter range. Transmissions from four towers on the ground were converted by the Gee box to sets of coordinates that could be recorded on a map overlaid by the coordinate lines, to establish a ground position. On one of our missions, the system proved to be accurate to within a few hundred yards as far away as the South of France. The system showed us to be over the bend of a river shown on the map, and looking down we could see that we were almost directly over that bend. But the Germans soon learned to determine the frequency of the Gee box and "jam" it. For a few flights, the B-17s carried four black boxes operating at different frequencies, each of which was inserted into the system at specified times. That increased the time the system was effective, but one by one, the Germans would jam those black boxes also, so before long, use of the Gee box was discontinued.

Men working at other crew positions were also given instruction to meet their specialized needs. But almost all of the training at Bovington was on the ground, so when the time came that we were transferred to the Eighth Air Force, we still had almost no flight experience over England.

Recreation and Relaxation

While stationed at Bovington, opportunities for a social life were ample. There were dances (mainly the old-fashioned type) on several evenings of each week in the town hall at nearby Watford, and crewmen were allowed liberal off-base passes. There were also frequent forays to the restaurants in town. In the throes of wartime rationing, food in the restaurants was by no means of the very best quality. Most common in the fast-food type of restaurants were fish and chips, and braun and chips. Braun was similar to American blood sausage, and what they called "chips" were like our French fries. A restaurant on High Street featured small, but very good, steaks which the owners preferred to sell to Americans, because the higher-paid Yanks tipped better than service men of other countries. We were also introduced to tea and crumpets at about that time. British workers on the air base had tea at 8:30 and 10:00, lunch at 12:00, tea again at 1:30 and 4:00, and dinner at 6:00 PM. It was irreverently claimed that Royal Air Force pilots would pull up alongside a cloud to have their tea at the appropriate time.

Tom Dempsey (the co-pilot of our crew) and I made our first trip to London along with Andreoli and Myers (the navigator and co-pilot of the Frank Berry crew, who had been with us all the way from the Savoie Group at Pyote, Texas). We took a train to London, and then the underground to Picadilly and Leicester Square. In Picadilly, we had dinner at a Greek restaurant and made Pete Andreoli, who had frequently bragged about managing a restaurant in Manhattan, choose the menu for all of us. He chose macaroni and chicken, which turned out to be a very poor choice. It took him a long time to live that down. That was the first time we tried warm "mild and bitters", which is something like beer, and thought it was terrible. We walked around awhile to watch the "Picadilly Commandoes" (ladies of the night) working the crowds, and then caught an early train back to the base, to avoid having to walk about four miles to get there.

Tom bought a low-gear bicycle, which he let us all use. It came in handy to run errands around the base at Bovington, such as visiting the quartermaster to buy wools. We had originally been told in the States to prepare for a hot climate (probably North Africa), and the cottons we brought along would never have been adequate in winter in England, which is at about the same north latitude as Canada. The bicycle also provided an opportunity to contact the quaint countryside and the people directly. I believe most of us had expected them to be remote and aloof. Instead we found them to be very warm and of ready wit. They were not good, however, at giving effective directions. "Take the first turning on the right, and then a left. You cawn't miss it." Usually we ended up being more lost than before. The favorite request of the small children was: "Any gum, Yank?" They always knew when ration day was, and were always around on that day.

Cars driving on the left side of the road and the British monetary system soon became less strange to us. The Yanks got a kick out of the very small coal and freight railroad cars, connected by chains and having compressed-air bumpers. On most local passenger trains, stops were made at all of the small towns, which were about four or five miles apart. Passenger trains were similar

to the European trains, with compartments having enough room to accommodate about eight or ten passengers, and the seats were quite comfortable.

The British were on double daylight saving time (a time shift of two hours) during the war, so that from late spring to early autumn the sky was never completely dark during normal waking hours, even at midnight. The countryside was a complete jig-saw of roads, as we verified later from the air. In the country and small towns, the roads seemed usually to never be straight for more than a block. Because of the perpetual fogs in winter and the lack of sunshine, it was very difficult to maintain a sense of direction. Road surfaces were mostly of asphalt, with some of the older towns still having cobble-stone or wooden-block surfaces.

Gasoline (or petrol, as they called it) was tightly rationed, even to priority drivers such as doctors. Jitneys (taxis) were awarded only about two gallons of petrol a day, and, for that reason, expected large tips for even short rides.

Transfer to Combat Base

After thirteen days at the 11th CCRC, the time finally arrived for our crew to be transferred to our permanent base. Up to this point, several crews of the Savoie Provisional Group had been able to stay together. The Sinnomon twins, who had been commissioned with me at Mather Field, were navigators on two of the crews who were still with us. They, of course, wanted to remain together on the same combat base. Pilots John Beriont and Frank Berry had enough influence to see that they were permitted to do so and to remain with us. So their two crews, our two crews and two other Savoie crews made up the contingent that was assigned to the 96th Heavy Bomb Group of the Eighth Air Force, located at Snetterton Heath, in East Anglia. The 96th was part of the Third Division (Fortresses) and the 45th Combat Wing. We were all pleased that we were not assigned to the 100th Group, which had suffered severe casualties in recent raids.

We and our baggage were loaded on trucks for the 150-mile trip to Snetterton Heath. En route, we made only one stop, and that was for food. We entered a small cafe, and by the time we left, we had eaten all of their sandwiches. We arrived at Snetterton at about seven in the evening, shortly after the 96th Group had returned from a raid, and were immediately pounced upon by crewmen of the 337th, 338th, 339th, and 413th squadrons, each touting their own squadron as best in the group, based on which squadron had suffered the fewest casualties in recent missions. Of the six Savoie crews that were assigned to the 96th, the Beriont and Berry crews were assigned to the 338th Squadron, and the other four crews were placed elsewhere in the other three squadrons.

Our quarters during our entire stay at the 96th Group were in Nissen huts, similar to advanced-base hangars except smaller, with four officers from each of three crews in each hut. Quarters of the enlisted men of our crews were located in similar huts in a nearby area. The floors of these huts were bare concrete, with no carpets, and the latrines were about fifty feet away. Even in the middle of the night, one had to dress almost completely to visit the latrine in the cold winter weather. The cots were reasonably comfortable. Mine was located at the very rear of the hut, across from Frank Berry. Our only heat was from a small wood-burning stove at the center of the

room. This was adequate until winter, when some of the men obtained a larger one from the supply room. This one could be stoked, and it provided heat all night.

It was on the 13th of September that we officers arrived at the 96th Group. The enlisted men of the six crews were transported to the Wash area of northeast England for gunnery practice, and joined us at Snetterton later. I spent the 15th watching our Forts taking off on a raid to Paris, and watching them return later, reporting excellent results but having lost three airplanes and crews. I also talked to as many as possible of the officers and crews with combat experience. One of them talked mostly about the gory side, such as crewmen being mangled by 20-millimeter fire. Needless to say, I got away from him as soon as possible! Most of the men assured me that all new crews always had from two to four weeks of practice navigation missions to "learn the ropes" before flying combat. There would also be gunnery practice for navigators and bombardiers, and ground-school classes on subjects related to combat missions. This is the way it worked out in my case? Just wait until you read about a very green and confused navigator on his first mission, three days after arriving at his combat base.

Typical Raid Procedures

Navigational Confusion

When the time quickly came for my first combat flight, I was probably the most confused navigator in the entire European Theater of Operations. The reasons for confusion on my first raid can best be understood by reviewing what the normal procedures were on a typical mission, and comparing them with what happened on my first one. Usually, for security reasons, it was never openly announced the night before a mission that there would be one the next day, let alone what the target would be. However, most of us could sense when there would be one, because those in charge of planning the mission would huddle in the Operations area. On those nights, most crewmen would "hit the sack" early, to get a little extra sleep.

Dressing for the Flight

Normally, there were more crews available than were required for a flight, meaning that every crew did not have to fly every mission. Members of those crews who did have to go were awakened by an orderly about an hour and a half before the briefing. Thus, for an early mission, we could be awakened at 3:00 AM or earlier. With the British double daylight saving time, it could feel more like 1:00 AM. Dressing for the day meant donning winter "woolies", then GI pants and shirt under a summer flying suit. Two pairs of heavy woolen socks were worn under GI brogans, and a cap and heavy jacket completed our preliminary dress until just before take-off. There were fresh eggs for breakfast before missions, instead of powdered eggs we got on days we did not have to fly. After breakfast, "buses", really GI trucks with wooden seats, carried crewmen through a very cold morning to the briefing room.

If there was sufficient time before the briefing, we would put on our heavy wool-lined flying suit and fur-lined boots over our shoes. Later on, we would put on a wool-lined helmet, earphones, a throat microphone, an oxygen mask, a parachute harness, and heavy gloves with silk gloves underneath. The silk gloves were used when it was necessary to use a pencil to navigate, or to fire a machine gun, in which case bare hands would have stuck to the extremely cold metal. To replace part of this very bulky equipment, some of the men would use electrically-heated suits;

others chose not to because sometimes the suits shorted out, causing painful burns. Sometimes, also, part of the equipment was carried to the plane from the "drying room" and donned there, to avoid the chance of becoming sweaty from so much clothing immediately before the extreme cold at high altitude. Whenever flak (anti-aircraft ground fire) or enemy fighter attack was expected, a flak helmet and flak jacket were added to this immense amount of clothing, and a parachute was attached to the harness.

The Briefing

At the briefing room, all of the crewmen were in high suspense as they stared at the covered map-board, which would reveal the target for the day. When all crewmen, the squadron and group commanders, and sometimes the wing commander (Col. Old), were present, the briefing was ready to begin. The operations officer would uncover the map, and crewmen would see for the first time what the target would be. If the target was known to be an easy one, a group sigh of relief could be heard. If it was a deep penetration of the continent, a deep gloom settled over the room. Once, when the target was announced to be Berlin, a pilot who would be flying his final, 25th mission, jumped up, ran out the door, and could be heard vomiting on the outside. Fortunately, for some reason the mission was aborted.

Then the first briefing officer would present general information from the battle order about the mission: the courses to be followed; locations of the Initial Point (IP), the point at which the last five or six minutes of the bomb run would begin; the Rally Point (RP), where the planes would gather in tight formation again for the trip home; the type of formation; time of takeoff of individual planes; time of takeoff of the assembled formation from England; and location of the planes of the individual crews in the formation. The group formation for bombing missions contained four squadrons with seven airplanes in each squadron. The planes in each squadron were further divided into two "flights", one with three planes and one with four planes. The lead squadron in the group would have a wing squadron on each side, one slightly higher and one slightly lower, and both of them slightly behind the lead squadron. Within a squadron, the three-plane flight would lead the four-plane one, with each flight having a high and a low wing plane. Among the crewmen, the favorite location in the formation from the standpoint of safety was in the high squadron near the front. The least favorite was "tail-end Charlie" in the low squadron, a position known by crews as "purple-heart corner."

Next, Intelligence officers (S-2) would present information on the location and strength of expected flak batteries, and the expected numbers and locations of enemy fighter planes. Also explained were time and locations of points at which friendly fighter support would join and support the group in relays to accompany it to and from the target. A weather man would give a complete forecast for the entire area to be flown over. The communication officer would discuss call signs and frequencies, and schedules of occulcs, pundits, darkies, etc. Last of all, Col. Old or Col. Jim Travis, the Group commander, would give a pep talk, such as: "Keep a good formation; you have an opportunity to do a lot of good today." Then navigators, bombardiers, and the pilots and co-pilots would go to their own specific briefings.

At the navigators' briefing, the group navigator would preside. He would have already worked out and mapped a complete flight plan, covering such factors as drift, air-speed, heading, distance and time for each leg of the trip. Then maps and charts would be distributed to the

navigators, to enable them to plot the courses, show where enemy flak and fighter opposition could be expected, and where we would rendezvous with friendly fighters. If time permitted, most navigators would check the flight plan, to verify that the flight plan as calculated by the group navigator would, in fact, get the group to turn points on time and on course. "Flimsies" would also be passed out, carrying a summary of the flight plan. These were printed on rice paper, which could be eaten and digested by the navigator, in case he had to bail out from the airplane and was captured by the Germans. Finally, to assure that the navigators all worked exactly to the same time as the lead navigator, all of their "hackwatches" were coordinated precisely to his.

Preparation of the Airplane

Trucks would then carry crewmen to their airplanes. To minimize the danger of massive damage from German air raids, planes belonging to the four squadrons were parked on revetments in four dispersal areas located about a quarter of a mile apart, with two to four planes to a revetment, and the farmland among the clusters provided excellent camouflage. Crews were presented with maps showing the locations of their airplanes, which were identified by plane numbers. This was to assure that the trucks carried them to the proper location. Flashlights often had to be used to identify the planes when crews arrived in the areas before daylight. The .50-caliber machine guns were ready to be installed in the airplanes, and each crewman, including the navigator and bombardier, was responsible for installing his own gun. Ammunition boxes in the nose area were placed in the best location to feed the guns, but boxes of extra ammunition frequently had to be used as a chair to sit on. Navigation equipment, including the Gee box, if it was to be used, had to be checked out, and the oxygen masks had to be adjusted.

Takeoff and Assembly

At the briefed time for starting engines, the pilot would call all stations on the interphone, to make certain all was ready. The planes would line up in the order specified at the briefing, and each would take off at its planned time. Complete radio silence had to be maintained, to keep from alerting the enemy. At takeoff time for missions on which he did not fly, Col. Travis was invariably at the tower, near the head of the takeoff strip, to wave at each crew as the flare was fired for the takeoff of that airplane. After takeoff, the planes circled and climbed, usually over the area of the airbase. In certain cases, they would fly outward in a specified direction, climb to a specified altitude, and then climb back toward the base, to look for the appropriate squadron. In dark hours, coded signals from an aldis lamp were used to identify the proper squadron. With 28 airplanes looking for 4 squadrons in a relatively small area, all members of every crew had to be very alert for other airplanes to avoid a potential catastrophe. Bombing was usually done in wing or division formation, so after groups were assembled, the time came for assembly in the proper overall configuration at a designated location. In the case of a massive raid on an important target, the entire Eighth Air Force would participate. It is difficult to imagine, without actually seeing it, what the sky looked like with 700 to 800 B-17s and B-24s in the air, particularly when each plane produced its own condensation trail under certain atmospheric conditions.

To the Target and Back

Departure from Britain

With the entire formation assembled and leveled off at flight altitude (normally 25,000 feet but occasionally as high as 30,000 feet), the formation departed from the English coast at the planned time. To this point in time, the primary duties of the navigator were to inform the crew of the significant details of the mission, to keep track of the position of the airplane during the climbing and circling, organizing the navigation tools and paperwork at the workplace, and assembling the gun in order to test-fire it over the North Sea. To prepare for the possibility that his plane might have to abort the mission at some point along the course to the target, compass headings that might be required to return to base from different points along the way had to be worked out in advance. Heading requirements were also worked out to fly from various points to Sweden or Switzerland in case abort to one of those countries might be advisable. Because outside temperatures at flight altitude were most often about -60 degrees F, it was also necessary by this time that all of the cold-weather clothing be in place.

Navigation Process

If there was good visibility of the ground, the navigation process used by most of the navigators would most likely be by means of "pilotage", which means following the course of the formation by reading a map of the area, and comparing the location of features on the ground, such as rivers, lakes, and cities with their location on the map. When there was an undercast, the navigation would be by means of "dead reckoning", which involves calculations of position, course and ground-speed from data derived from the air-speed meter, compass, and drift-meter. The drift-meter is similar to a non-magnifying telescope installed in such a way that it looks vertically to the ground when the airplane is in level flight. The "lens" contains two parallel lines, parallel also to the axis of the plane when the circular scale around the tube reads zero. As the airplane flies along, the navigator picks a spot on the ground (such as a cross-road) that showed up between the lines. He would turn the drift meter in such a way as to keep the point moving between the lines and parallel to them. The number of degrees he has to turn the meter in order for the point to move that way is the angle between the airplane axis and the direction the airplane is moving, or the drift. The lead plane flies straight and level as directed by the lead navigator, and the results of his navigation could be very accurate.

On the other hand, all of the other planes in the group have to jockey around to maintain position in a tight formation. In particular, navigators in the outer planes of the outer squadrons had a very difficult time navigating, because of the wide variations of readings of the airspeed meter, compass and altimeter, so their location calculations could not be very accurate. In some of these situations, a navigator might be required to "navigate by flight plan", assuming that the lead navigator had gotten the group to the locations where the flight plan said it would be at certain times.

Route to Target

Formations usually went to targets in northern Germany, such as Emden or Bremen, by looping out over the North Sea, approaching the German coast from the north, dipping as short a distance as possible into Germany, and then scampering back out to sea as soon as possible. For targets in southern Germany such as Schweinfurt and Mannheim, on the other hand, the approach from England was more or less a straight line, with feints toward other targets to confuse the Germans.

The final turning point was the Initial Point (IP), about six to ten minutes from the target, which was the beginning of the bomb run. At that point, the lead crew would fire a flare of previously announced color, and the enlisted men of all crews would remove the bomb pins and bomb-bay doors would be opened. Removing the pins "unlocked" a spinner on each bomb, permitting them to spin off and arm the bombs as they fell through the air.

On the bomb run, the lead navigator could set the pilot on an accurate heading toward the target, and the lead bombardier would actually take over control of the airplane, through the bomb-sight and the automatic pilot. With flight data in the target area set into the computer, the bombardier could make minor adjustments to keep the cross-hairs on the target, and the bomb-sight would automatically drop the bombs at the appropriate instant. If there was an undercast and the lead navigator used "Mickey" (a radar navigation box), he could establish the bomb run course using radar. When all the other bombardiers saw bombs drop from the lead plane, they would immediately toggle their own bombs. The crewmen who could best observe the bombs hitting the ground were the ball turret gunner and, by means of the drift meter, the navigator. It was part of his job to record for Intelligence exactly where the bombs struck on or near the target.

Enemy Fighter Opposition

As our planes approached the enemy coast on the way in, crewmen of all the planes had to be on high alert to watch for German fighters. The first man to sight one would call attention to it and its location over the interphone, using the clock system, as, for example: "Two bandits coming in at ten o'clock high." Other planes in the formation would also be notified by radio. The courage of the German pilots could not be denied, as they swooped through the middle of a group, either singly or in clusters, with perhaps as many as 150 - 200 .50-caliber machine guns shooting at them. If there was heavy anti-aircraft fire over a target, the Jerries would wait outside the flak area, and attack any airplane that was damaged and had to leave the protection of the formation. Once, someone tacked, on a bulletin board, an advertisement from Life magazine by an aircraft company, asking the question: "Who's Afraid Of The Big Bad Wulf?", referring to the German Focke-Wulf 190 fighter plane. Almost every man in the group signed underneath the advertisement!

During the worst fighter attacks, enemy planes would approach from every direction. Generally, their primary attention would be directed to "tail-end Charlie" of the low squadron, because that area had the least protection. The lead plane was also a prime target, because there would be a need for the formation to reorganize if that plane was knocked out, causing some confusion. When the attacker came within 1,000 yards of the formation, the maximum range of fire, all of the .50-caliber machine guns of the group would open up on it. Accurate firing was made difficult because the gunner had to estimate the required firing lead time for airplanes flying in assorted directions. Every fifth round was a tracer (a round that glowed), to indicate where the stream of bullets was supposedly going, so if there was a single attacker, one would see a cone of converging tracers. There was some question among group management officers as to whether the heat of the tracers might cause them to follow different trajectories than the cool rounds, and thereby lead to a false sense of general accuracy. The bottoms of the Jerry fighters were heavily armored, so that the tracers could be seen bouncing off when they hit there.

If any gunner was certain he had hit an enemy fighter, the fighter went down, and another crew member could verify it, he could claim a "destroyed", a "damaged", or an "assist" at the interrogation session after the crew returned to base. It was the navigator's responsibility to record any such claims, as well as any losses of B-17s, the location of such observations, and number of parachutes seen. Claims of hits went in to division headquarters to be sifted. If it was clear that two gunners had legitimate claims on the same plane, each would be given credit for a half-ship destruction. In the case of massive attacks, all navigators, except those in lead positions, assumed primary duties as gunners, while also trying to keep track of the progress of the flight. At such times, the navigators might have to resort to "flight plan navigation".

Anti-aircraft Fire

Along with fighter attacks, the other danger to formations was anti-aircraft fire, or flak. The word "flak" comes from the German word "FLiegerAbwehrKanon" or "flier defense cannon". Flak attacks usually appeared in one of three configurations. One was "predicted concentrations." Based on the altitude and ground-speed of the formation, German ground gunners would calculate where the bombers would be by the time the fired rounds reached flight altitude, and fire a massive volley to that location. "Barrage" configurations usually appeared over large cities such as Bremen. It involved firing clouds of flak over the entire area being protected, and to all altitudes from 3,000 to 35,000 feet. Few airplanes could make it through these barrages without some kind of flak damage. From a distance, these barrages looked like huge, tall, black cumulus clouds. To use the third configuration, "tracking", flak bursts would be fired in a straight line to flight altitude with the track of the bursts moving at the same velocity as the formation, and adjusting the track of the bursts to intercept the path of the bombers. These bursts were usually six to ten in a string. After a string was completed, the best evasive action was to change course to where the last burst occurred, while the Germans changed the track of their bursts to where the bombers had been.

Fighter Support

The fighter pilots who escorted the B-17s and B-24s were of unequalled courage. They were truly the beloved "little brothers" of the heavies. As brave as the German pilots were in attacking the bombers, many times when they were attacking the American formations, they would "turn tail" for home as soon as the P-47 Thunderbolts, P-51 Mustangs, or P-38 Lightnings came into view. The support fighters did not hesitate to enter heavy flak if in so doing they could help one of the bombers. The early fighters (P-47s) had the disadvantage of very limited range capability, reaching only about 100 miles into the continent, and leaving the bombers on their own when deeper targets were raided. When the P-38s and P-51s arrived in the UK around December 1943, they could escort the bombers to almost any target on the continent. The same planes did not have to escort all the way to deep targets. Instead, groups of them would arrive at specified points along the course of the raid at specified times to relieve preceding groups.

Return to the Base

After "bombs away", the bomb-bay doors were closed and the altitude was altered somewhat. In the event the formation had been scattered during the bomb run, the group would re-form into the usual tight formation again at the pre-determined assembly point and head for home. The

journey toward home was similar to the flight in. There could be flak or fighter opposition. Friendly fighter support arrived in waves at scheduled times, to escort the heavies back toward home. Everyone breathed more easily when the North Sea came into view on the way in, but alertness of the crews still could not be relaxed. Occasionally, damaged planes had to peel off from the formation and "hit the deck". Sometimes a "little brother" would escort it home for protection, if the damaged plane was able to continue that far. Once in a while, phantom B-17s, which were planes that had made forced landings in enemy territory and were taken over by the Germans, would join a part of the American formations. The purpose was for them to obtain air-speed, altitude, and heading data for the German flak gunners. The standing order of the Air Force was to fire across the nose of any B-17 having strange markings, or shoot it down if necessary. All friendly aircraft emitted IFF (Identification Friend or Foe) signals as they crossed the English coast. Any plane that failed to emit that signal was warned by ground gunners, and if no suitable response was received, that plane would be shot down.

The first view of the "white cliffs of Dover" was always a most beautiful sight. But even in the vicinity of the base, it was still necessary to be wary, since there was a record of returning B-17s having been shot down there by invading German planes. There were frequent weather problems in England in winter; days were short, and there was almost constant fog and haze. So returning planes had to disperse to descend through the fog. Nearing the base, any plane that was damaged or carried injured crewmen left the formation early, fired a flare, and landed first. With as many as 42 airplanes returning at once, it was sometimes a mess. Finally, when the planes all landed, the crewmen, including the navigator and bombardier, tore down their guns.

Post-mission Debriefing and Interrogation

Trucks would pick up crewmen and take them to Operations for debriefing. Each crew got together with an Intelligence officer to provide him with any information that would be useful to S-2. This included such items as the apparent effectiveness of the bombing raid, location of flak concentrations and fighter attacks, strength of the Luftwaffe elements, number and locations where B-17s were damaged or destroyed, claims of destroyed or damaged enemy fighters, locations where parachutes were seen, and other such information. Most important was any information that could be given about the location of any airplane that was seen to "ditch", or crewmen that were seen parachuting into the icy North Sea. The British Air-Sea Rescue Service was very effective in rescuing crewmen in that area. In one of the few joint humane efforts to occur in wartime, when any of these men went down in an area that was too close to German-held territory for the British to be able to rescue them safely, the British would notify the Germans by radio, and the Germans would make the pick-up. They would be taken prisoner, of course, but even that was better than an icy death.

While awaiting a crew's debriefing, its members would have spam sandwiches and a drink, provided by the Red Cross. One of the Red Cross girls at Snetterton Heath was "Tatty" Spaatz, the daughter of General Spaatz and a very personable girl who never failed to attract much of the crewmen's attention. Once, when Gen. Spaatz walked into the mess hall during dinner, officers responded half-heartedly to a call to attention. Ten minutes later, his daughter entered, and instantly every eye in the room came to immediate attention.

At the debriefing, most attention was paid to lists of names of men on crews believed to have been lost, and names of other crews that had not yet returned from the mission. In all cases, persons on that list were close friends of others in the briefing room, and it was a very sad situation. When a plane had been forced to leave the formation but was believed to be safe, a large group of concerned men would gather near the landing strip, and cheer if the plane landed, and when the crew deplaned.

When a crew's turn came to be debriefed, it would enter the room and gather around one of ten or twelve tables. First an S-2 officer would ask questions about the mission in general. In addition to the types of questions discussed above, he was interested in such things as accuracy of fighter attacks, any new tactics by the fighters, and any complaints the crews might have about the handling and direction of the mission. At this debriefing, the navigator played a very important part, because it was his job to record and report any significant information he or any other member of the crew had observed during the mission. The crews also had to be debriefed in other areas, such as Communications, Weather, and Navigation (including "gee" if it was used on the mission). Afterward, log sheets, maps and charts had to be turned in, and other equipment returned to the lockers.

Return to Quarters and Relaxation

With all these duties completed, trucks would carry crews to the mess hall. Dinnertime provided time for some relaxation and time to talk about the raid, and home. Everything was tempered by sorrow about any personal acquaintances who may have been lost during the mission.

It was but a short walk down the hill from the mess hall to the barracks. It was during that walk, according to a number of the crewmen, that thoughts came to mind, such as: "Thank God, here I am back from another one." Stories that are told about the part religion plays in the lives of combat men are quite true. Short services that were held by priests, rabbis, and Protestant ministers prior to missions were always well attended, as were worship services at the chapel on Sunday. Very few of the men would deny that they said a prayer or two once in a while. Chaplains in each of the three religions were trained to handle services in the other two. In an emergency, a Catholic chaplain could offer religious counsel to a Jew or a Protestant, for example.

In the evenings, crewmen sometime played cards or listened to music at the officers' or enlisted men's club, or wrote letters or read in the barracks. If there was a newly arrived crew in the barracks, they would listen with open mouths while the veterans told them about missions they had experienced. After their first few missions, or after a particularly rough raid, a good many of the men would have difficulty sleeping, but generally a mental discipline would be developed after a while that permitted them to fall asleep quickly and sleep well. On days when there were no raids, frequently there were practice missions to improve operational procedures. Otherwise, there would be walking or bicycling trips around the countryside, or visits to the small neighboring towns. Sometimes the men would become personally acquainted with some of the people on the small farms or residents in the villages, and would visit them often.

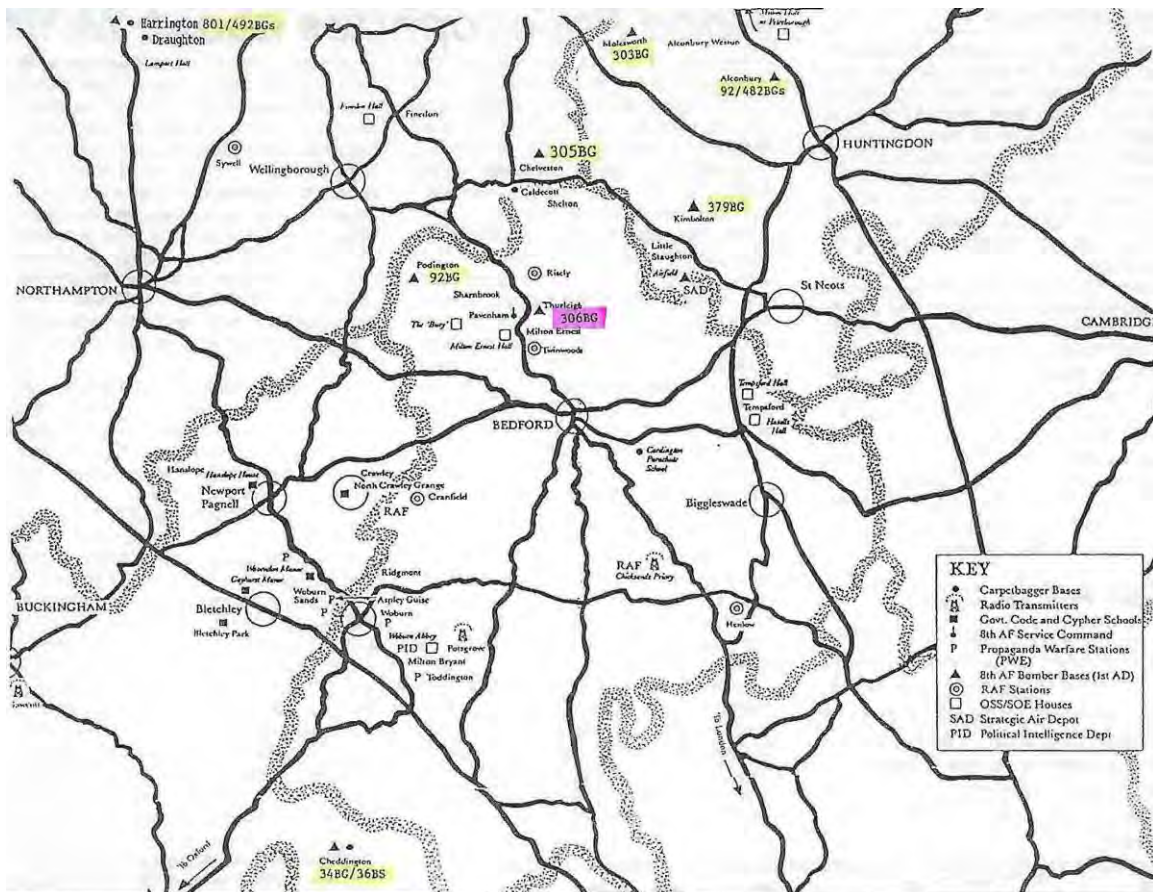
But between missions, the barracks would be the center for recreation. There would be ball games, and, nearly every night there would be a bull session on a variety of subjects from

women to religion to politics. Everyone would be talkative, probably to hide homesickness. If one person got candy or cookies from home, he would share them with all the rest. But he would carefully guard the rations he got each week. This would consist of one or two bars of chocolate candy, a bar of soap, a couple of razor blades, seven packs of cigarettes (they cost six cents a pack), and a package of cookies.

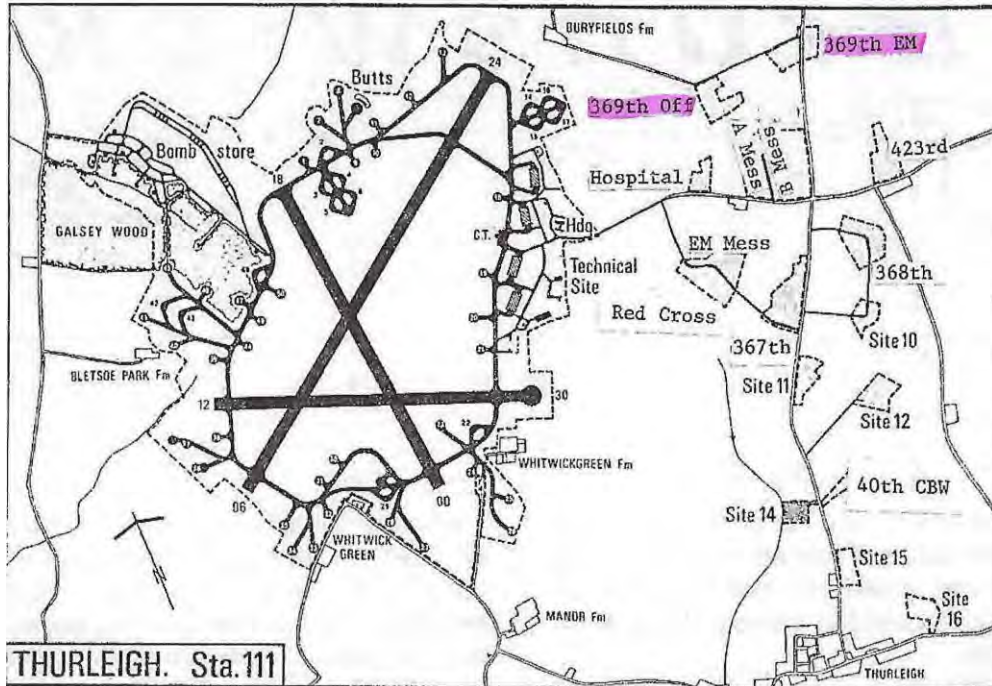
Assignment to 369th BS/306th BG

Back to where the Roy E. Trask's crew was assigned to Bovington (USAAF Station No 112) on or about Friday, August 11, 1944. The Roy E. Trask's crew training would have started during the week of August 14th, 1944 and completed by the first couple of days of the week of August 27th, 1944. After completing this training they would have been assigned to a Bomb Group/Bomb Squadron.

The 306th Bomb Group (BG) is made up of the 367th, 368th, 369th and 423rd Bomb Squadrons (BS) and is located just north of Bedford, UK at Thurleigh (AAF Station No 111). **Roy E. Trask** and crew were assigned to the 369th BS on Thursday, August 31, 1944.



Thurleigh is located a few miles north of Bedford, UK. Thurleigh is the home of the 306 Bomb Group.
Source: Echoes Oct. 2006



Source: Echoes Oct. 2006

An entry into the 369th BS/306th BG Combat Diary gives further information about the crew arriving at Thurleigh (AAF Station 111) dated Friday, September 1, 1944.

Headquarters
AAF Station 111
APO 557

Special Orders)
Number 231)

1 September 1944

1. Having rptd this sta., in comp with par 1, SO 244, Hq, AAF Sta. 112, APO 639, dd 31 Aug/44, and asgd to the 306th Bomp Gp (H), the fol n:Mod O and EM are fur asgd to the orgns indicated, eff this date:

369th Bomb Sq (H) – 306th Bomb Gp (H)

Crew AJ-3 (FV900CJ/16349CJ/89/89)

2 nd Lt (P) Roy E. Trask	0764513	2 nd Lt (CP) Herlihy J. Morere	0721493
2 nd Lt (N) Guy J. Lateano	0722923	2 nd Lt (B) George T. Kerr, Jr.	0717805
Cpl (757) Joseph S. Belker	37484028	Cpl (612) Charles C. Krone	37537796
Cpl (748) Carl H. Nuesson	36483998	Cpl (748) George E. Pearson	31242482
Cpl (611) Elmer R. Wilke	36698964	Cpl (611) Emil R. Wilke	36698962

Extract of original orders assigning the Roy E. Trask crew to the 369th Bomb Squadron

RESTRICTED

HEADQUARTERS
AAF STATION 111
APO 557

G-4-6

SPECIAL ORDERS)
NUMBER 231)

1 September 1944

1. Having rptd this Sta., in comp with par 1, SO 244, Hq, AAF Sta, 112, APO 639, dd 31 Aug/44, and asgd to the 306th Bomb Gp (H), the fol named O and EM are fur asgd to the orgns indicated, eff this date:

367th Bomb Sq (H) - 306th Bomb Gp (H)

CREW AJ-1 (FV900CJ/16349CJ-56/56)

2nd Lt (P) HOWARD O. BALCOM	0760957	2nd Lt (CP) CARROLL O. MILLS	0771025
F/O (N) NORMAN (NMI) STRAND	1125764	1st Lt (B) PAUL E. KEILLY	0667305
Cpl (757) Robert G. McKay	15096675	Cpl (611) Harry H. Barber	42100557
Cpl (612) Charles D. Calengor	37573291	Cpl (748) Thomas L. Smith	3367915
Cpl (748) Robert E. Waldron	34783738	Cpl (611) Robert T. Sircy	3452995

368th Bomb Sq (H) - 306th Bomb Gp (H)

CREW AJ-5 (FV900CJ/16349CJ-92/92)

2nd Lt (P) WILLIAM T. McCAULIE	0764726	2nd Lt (CP) RICHARD T. GREGG	0715521
2nd Lt (N) ROBERT S. TOMLINSON	0723713	2nd Lt (B) CHARLES O. HOLT, JR.	0557578
Cpl (757) J. R. (io) Winborn	38344572	Cpl (611) Lloyd G. Broeden	3946271
Cpl (748) Harry L. Kabricich	20434234	Cpl (612) Stanley M. Mathes	39153651
Cpl (748) Raymond W. Roy	18132827	Cpl (611) Clement R. White, Jr.	13120200

369th Bomb Sq (H) - 306th Bomb Gp (H)

CREW AJ-2 (FV900CJ/163490J-80/80)

2nd Lt (P) ROBERT C. RITTER	0823455	2nd Lt (CP) FRANK C. CARLE	0771294
2nd Lt (N) JOSEPH A. SELBERT	0723903	2nd Lt (B) ROBERT A. STALKER	0772763
Cpl (757) John J. Daly	36666041	Sgt (611) Samuel J. Bussieres	11014605
Cpl (748) Harold F. Aramine	33604169	Cpl (612) Daniel F. Callahan	19094305
Cpl (611) Kenneth D. Ross	12225576	Cpl (611) John W. Tomko	17181831

423rd Bomb Sq (H) - 306th Bomb Gp (H)

CREW AJ-3 (FV900CJ/163490J/89/89)

2nd Lt (P) ROY E. TRASK	0764513	2nd Lt (CP) HERBERT J. MORESE	0721493
2nd Lt (N) GUY J. LATRANO	0722923	2nd Lt (B) GEORGE T. KERR, JR.	0717805
Cpl (757) Joseph S. Belker	36484028	Cpl (612) Charles C. Kroene	37537794
Cpl (748) Carl H. Nuesson	36483998	Cpl (748) George E. Pearson	31242488
Cpl (611) Elmer R. Wilke	36698964	Cpl (611) Emil R. Wilke	36698962

423rd Bomb Sq (H) - 306th Bomb Gp (H)

CREW AJ-4 (FV900CJ/163490J-91/91)

2nd Lt (P) PAUL J. REICUX	0764458	2nd Lt (CP) ROBERT W. DANIEL	0770964
2nd Lt (N) JAMES C. TALLEY	0722391	2nd Lt (B) HILTON J. OLSHEWITZ	0718066
Cpl (757) Herman H. Kaye	39550108	Cpl (748) John H. Turner	15130047
Cpl (611) Leon J. Persao, Jr.	18139710	Cpl (748) John E. Price	15322961
Cpl (612) Colvin W. Sheorn	34657844	Cpl (611) Elwin C. Trimble	17136680

Original orders assigning the Roy E. Trask crew to the 369th Bomb Squadron.

Some key abbreviations are listed to help in understanding some of their mission reports.

KEY to ABBREVIATIONS

A/A--Anti-Aircraft guns	Micro-H--Beam radar and H2X air-
A/C--Aircraft	borne radar linked for bombing
A/D--Airdrome	MPI--Main point of bomb impact
A/F--Airfield	M/Y--Railroad marshalling yard
CAVU--Ceiling and visibility	Nickels--Propaganda leaflets
unlimited	dropped by bombers
CBW--Combat Wing	PFF--Airborne radar
E/A--Enemy aircraft	PRU--Photo reconnaissance unit
Gee-H--Bombing technique linked	S/E--Single engined aircraft
to navigational Gee Box	T/E--Twin engined aircraft
IP--Initial point of bomb run	
Mickey--H2X radar for bombing	
and navigation	



Top L to R – Elmer Wilke Tail Gunner, Emil Wilke Waist Gunner, Nuessen Engineer/Top Turret Gunner, Lt. Kerr Bombardier, Lt. Trask Pilot, Bottom L to R – Krone Ball Turret Gunner, Belker Radio Operator, Pearson Waist Gunner, Lt. Lateano Navigator, Lt. Morere Copilot

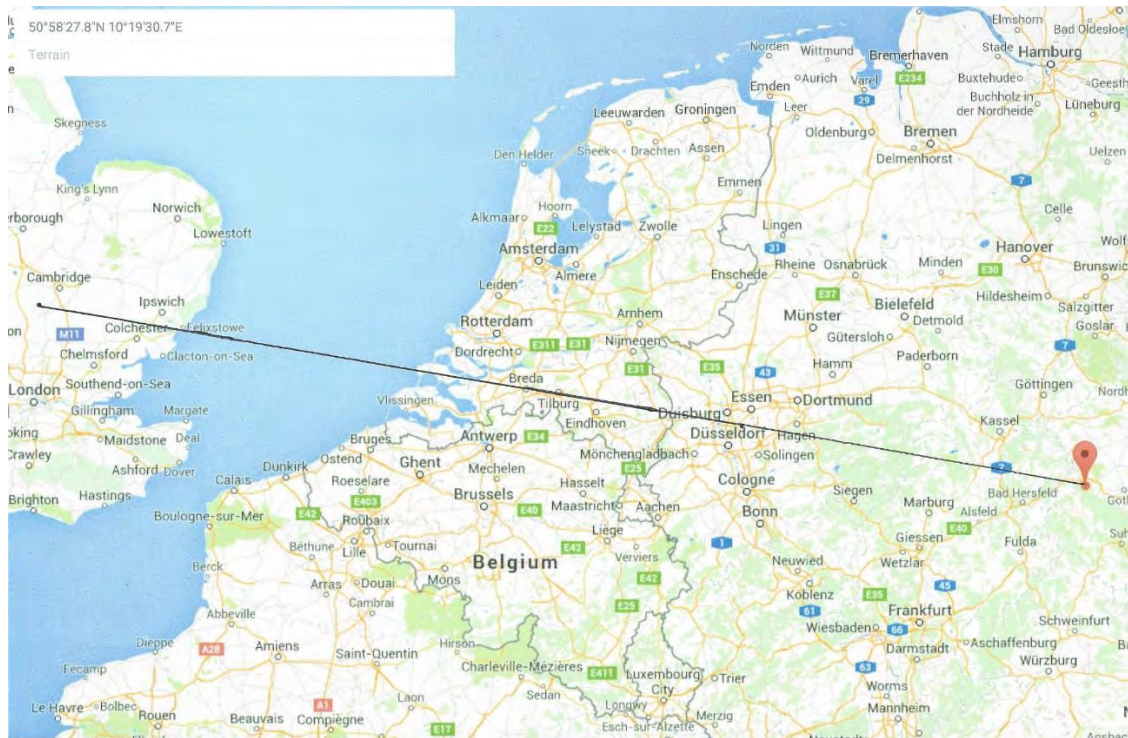
All maps shown in this document depict the relative direction from Thurleigh, England to the target but are not intended to represent the actual flight of the mission.

After the maps I will show the **8th Army Air Force Mission Report** which show the broad overall details of the mission. This will be followed by the **306th Bomb Group Mission Report** that shows more detail about the four bomb squadrons (367th, 368th, 369th and 423rd) that participated in this mission. The most detail about **Lt. Trask** and his crew are taken from the **369th Bomb Squadron Mission Reports** contained in their combat diaries. After the Bomb Squadron Mission Reports will be a very high level newspaper account from the **Stars and Stripes Newspaper** that appeared a day or so after the mission. Occasionally I will also show mission reports of other bomb groups who flew on the mission that might add to the picture of the difficulty these men and their aircraft encountered. For each mission, I will also include the mission **Interrogation Reports** and **Crew Loading List** for **Lt. Trask** and his crew members when available to verify respective completed combat missions for each crew member.

The following are the missions that the **Roy E. Trask's** crew flew on:

1. Eisenbach, Germany September 11, 1944

First Mission flown by the **Roy E. Trask** crew was to Eisenbach, Germany. As was the common practice at that time, their first few combat missions were flown with a more experience pilot. In this case, **2nd Lt. Roy Trask** flew as co-pilot with **1st Lt. Richard L. Jones** in aircraft 43-37619. All of the rest of the crew flew their first combat mission with **Roy Trask** except co-pilot **2nd Lt. H. John Morere** who flew as co-pilot with **Capt. J. A. McKinney** in aircraft "Verna E" 42-102975. Their original mission was to hit the synthetic oil plant and refinery at Lutzkendorf but due to cloud cover they diverted to a target of opportunity at Eisenbach, Germany. According to the Eight Army Air Force Mission 623 Report seen below, they were part of the 71 B-17s that bombed Eisenbach.



Target of Opportunity: Eisenbach, Germany (71 aircraft) – September 11, 1944

8th Army Air Force Mission Report

Mission 623: 1,131 bombers and 440 fighters are dispatched to hit synthetic oil plants and refineries in Germany; AAF encounters an estimated 525 Luftwaffe fighters; 40 bombers and 17 fighters are lost; AAF claim 115-7-23 aircraft in the air and 42-0-43 on the ground:

1. 384 B-17s are dispatched to hit oil refineries at Bohlen (75), Chemnitz (75), Brux (39) and Ruhland (22); the Chemnitz force is an Operation FRANTIC force that along with 64 P-51s, continues on and lands in the USSR; targets of opportunity are a tire plant at Fulda (66), a marshaling yard at Fulda (40) and 16 others; they claim 12-16-1 aircraft; 16 B-17s are lost, 3 damaged beyond repair and 94 damaged; 2 airmen are KIA, 4 WIA and 153 MIA. Escort is

provided by 252 of 275 P-51s; they claim 57-2-12 aircraft in the air and 26-0-25 on the ground; 4 P-51s are lost, 2 damaged beyond repair and 5 damaged; 4 pilots are MIA.

2. 351 B-17s are dispatched to hit oil refineries at Merseburg (111) and Lutzkendorf (96); targets of opportunity hit are Eisenbach (71), Labejum (12), Rossla (6) and 25 others; they claim 1-1-2 aircraft; 13 B-17s are lost, 2 damaged beyond repair and 106 damaged; 2 airmen are KIA, 21 WIA and 120 MIA. Escort is provided by 247 P-47s and P-51s; they claim 13-0-1 aircraft in the air and 4-0-2 on the ground; 3 P-51s are lost, 2 damaged beyond repair and 2 P-47s and 4 P-51s damaged; 3 pilots are MIA.

3. 396 B-24s are dispatched to hit an engine factory at Hannover (88), oil refineries at Misburg (87) and Magdeburg (33) and an ordinance depot at Magdeburg (27); targets of opportunity hit are Magdeburg (70), Stendal (45), Diepholz (9) and 3 others; they claim 4-8-1 aircraft; 10 B-24s are lost, 2 damaged beyond repair and 179 damaged; 1 airman is KIA, 13 WIA and 102 MIA. Escort is provided by 164 P-38s and P-51s; they claim 45-5-10 aircraft in the air and 12-0-16 on the ground; 10 P-51s are lost, 4 damaged beyond repair and 7 damaged; 14 pilots are MIA.

Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History.

306th Bomb Group Mission Report

Eisenbach-Lutzkendorf, Germany – The 306th provided 36 A/C for the 40th “B” group led by Lt. Col. Salada. The primary target was Kerseberg but the mickey operators were unable to pick up returns on their equipment and no bombs were dropped. The lead and high squadrons made a run on the secondary at Eisenbach with excellent results achieved. The low dropped its bombs at Lutzkendorf. Lt. J. F. Kacbosky of the 368th was last seen in the target area with his #3 engine on fire. No further reports have been received. Fighter attacks were seen on both the wings, ahead and behind.

306th flew 34 plus two PFF A/C as 40th “B” Combat Wing. Route to target was approximately as briefed. Low bombed primary, 1156 hours, lead and high over Merseberg 1159, but did not bomb. Lead Group bombed visual secondary, Eisenbach, 1219, then made two 360 degree turns to enable High Group to make a second run and rejoin lead. Twenty minutes before target, Buckeye Red advised leader target was 6/10 or worse. Advised him to make instrument approach and be prepared for visual bombing. Lead PFF was unable to pick up target clearly at beginning of bomb run. Lead turn over to deputy. Latter’s scope failed to show town or target. After turn off Merseberg, leader resumed lead and bombed visual secondary.

No attacks on this Group. 20 to 30 brownish or silver ME 109’s and FW 190’s reported. First attack on Wing behind about 11 55 hours, when three or four fighters made a pass from six o’clock high, for approximately 15 minutes, enemy A/C in pairs or three attacked stragglers or loose formations, knocking down at least three B-17’s, possibly six, before supporting friendly fighters drove them off. Several enemy fighters were seen to be shot down by P-51’s. Continuous close support. P-51’s first appeared south of Cologne about 1050 hours, P38’s NE of Giessen about 1112 hours. Just after target, a P-51 was seen to chase and shoot a S/E enemy fighter that had been attacking a B-17 straggler. For about 15 minutes during this period other P-51’s and P-38’s were engaged with enemy fighters.

Flak at Rhine River, gins being spotted all along river on sides of formation. At Lutzkendorf, meager and inaccurate. At Merseburg, accurate tracking, moderate to intense. A few bursts from near Ostend on way out. Damage, Low Group, bombing Lutzkendorf, none. Lead and High, over Lutzkendorf and Mrseburg, 17 slight, 4 severe.

Lead bombed Eisenach with excellent results confirmed by pictures. Low bombed Lutzkendorf. Hot prints confirm location, but cloud covers target area. High bombed Eisenach. Pictures show strikes well to east. Heavy smoke screen at Koblenz apparently trying to conceal river traffic rather than the city itself; about forty barges seen on river in that area.

A/C 836-P, pilot Kacbosky, reported by pilot Ruffin, to have #3 engine on fire, but not feathered, dropping behind after the I.P. Last seen under control coming out of target area. 3 to 6 B-17's from Group under fighter attack near Merseburg, between 1154 hours and 1210 hours, on fire going down. 5 to 6 chutes seen.

A/C #287-V, pilot Carrazzone, turned back 5203N-0120E at 0923 hours, engine failure. Brought back 10 x 500. A/C #099-S, pilot Barr, turned back at Southwald at 0932 hours. Brought back 10 x 500. A/C #963-P, pilot Wilke, flying spare, turned back as briefed. Brought back 10 x 500.

Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Eisenbach/Lutzkendorf: The 306th flew thrity-six A/C as 40th "B" Group, bombing Eisenbach and Lutzkendorf. The target was 10/10ths when lead group was over target. Mickey equipment was not working satisfactorily for PFF run, and lead and high squadrons bombed Eisenach. The 369th flew high squadron with Lt. John Davis flying lead A/C. Photos show lead bombed on MPI with high squadron bombs to the east of target. Lt. Gennaro Carrazzone turned back early because of engine trouble and Lt. Harlan Laughlin, flying spare, filled in. No E/A attacked this group, although three to six A/C from a group behind were knocked down by fighters before friendly fighters drove E/A away. Flak was encountered along the Rhine, plus moderate to intense and accurate tracking at Merseberg. Others flying for 369th were Capt. James McKinney, Lts. William Haase, Joseph Murphy, **Richard Jones**, Raymond Birdwell, George Schneider, Jack Lewis and crews. Source: *369th Combat Diary*

This first mission to Eisenbach, Germany was recorded in the Stars and Stripes Newspaper on September 12, 1944.

Fighters Shoot Down Record 110 Nazi Planes

The Luftwaffe showed itself in strength yesterday and U.S. fighters giving battle had their biggest day in the ETO, destroying 110 enemy planes in the air. Thirty-nine Nazi craft were destroyed on the ground.

More than 1,000 Eighth Air Force heavy bombers, escorted by about 800 Thunderbolts, Lightnings and Mustangs, swept over Hanover and Leipzig in central Germany to hit at Hitler's dwindling oil resources and were attacked by Luftwaffe formations sometimes 100 strong. Some of the fighter groups reported meeting as many as 150 enemy planes in one area.

The last big day Eighth fighters had was March 8, when they shot down 80 in an escort mission to Berlin. British fighters' biggest day's bag was 185 during the Battle of Britain.

Heavies Get Theirs, Too

The heavies got their share of "kills," gunners destroying 17 Nazi planes. Forty-four bombers and 15 fighters were lost.

Up to a late hour last night reports

Stars & Stripes September 12, 1944

INTERROGATION FORM

SQUADRON ~~36XXXXXX~~ 369 ~~XXX~~ a/c Number 619 Letter S Date 11 Sept, 194

Bomb Load 10 x 500 H.E. ~~XXXXXX~~

Position in Formation

Time Took Off 07:42 Time Landed 1528

X X X X
X X X X X
X X X X X
X X X X X

408
high
29

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

2 B-17's - one on fire -
just after primary - fighters -
Friendly A/C in any kind of distress:
(Give position, time, altitude, full
details)

1st Lt. R. L. Jones Pilot
2nd Lt. R. B. Trask Co.
2nd Lt. G. J. Lateano Nav.
2nd Lt. G. T. Kerr, Jr. Bomb
Sgt. J. S. Belker Radi
Sgt. C. H. Nuessen Top
Sgt. G. C. Krone Bal
Sgt. Elmer R. Wilke R/W
Sgt. Emil R. Wilke Tail

2. TARGET ATTACKED:

3600' turn
at 2nd a/c

Primary ~~cut~~ Time: 1230
Alternate ~~2nd~~ Height: 29,200.
Last Resort Heading: 265°M.
Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

Chaff
dk

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Cor. by smoke

Any Nickels: Yes No
Number bombs dropped
Number Bombs returned

Other Bombing:

5. any PHOTOGRAPHS taken: Yes? No *Malp.*

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than course!) (If ABORTIVE give time, place, height
of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission) *as bc. 3/5/10 h. Pri cor. by clouds.*

9. FLAK: Encountered on way out, at target and in way home.

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight.	Color	Location Bursts in re- lation to A/C	accuracy
------	-------	---------------------	--------------------------------------------------------------	-------	--------------------------------------------	----------

Mission Interrogation Form Showing Trask, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - September 11, 1944

INTERROGATION FORM

SQUADRON ~~367~~ ~~368~~ 369 ~~223~~ A/C Number 975 Letter F Date 11 Sept, 1944

Bomb Load 10 x 500 H.E. ~~10000~~ ~~10000~~ ~~10000~~ ~~10000~~ ~~10000~~ ~~10000~~ ~~10000~~ ~~10000~~ ~~10000~~ ~~10000~~

Time Took Off 07:42 Time Landed 1521/2

Position in formation
 X X X X X X
 X X X X X X
 X X X X X X
 40 B High
 31

1. HOST TOWNS to be phoned in? Yes No
 Details:

B-17 - 1210 - #2 eng. on fire;
 exploded. 1 chute.

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details).

- Capt. J. A. McKinney Pilot
- 2nd Lt. H. J. Morrere Co-
- 2nd Lt. P. K. Marshall Nav
- 2nd Lt. C. W. Greeninger Bomb
- S/Sgt. S. Keren
- S/Sgt. G. Coker, Jr. Top
- Sgt. J. W. Keheley Bomb
- Sgt. J. H. Galyath R/W
- Sgt. W. A. Liles Tail

2. TARGET ATTACKED:

Primary Time: 1238
 Height: 28,900.
 Last Resort Heading: 260°M.
 Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Right of Road.

Any Nickels: Yes No
 Number bombs dropped
 Number Bombs returned

Other Bombing:

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) 4/10ths - Primary Clouded.
 9. FLAK: Encountered on way out, at target and on way home. Contrails at 1120 - 28,400' until 1245.

Chaff
 550
 1150-
 1205-
 1225-
 1238.

Time	Place	Height	Type	Color	Location	Accuracy
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Mission Interrogation Form Showing Morrere - September 11, 1944

2. Ruhland, Germany September 12, 1944

The second mission flown by the Roy E. Trask crew was to Ruhland, Germany. As was the common practice at that time, their first few combat missions were flown with a more experience pilot. Again in this case, 2nd Lt. Roy Trask flew as co-pilot with 1st Lt. Richard L. Jones in aircraft 43-37619. All of the rest of the crew flew their second combat mission with Roy E. Trask except co-pilot 2nd Lt. H. John Morere. He is not shown as flying on this mission.



Target Ruhland, Germany – September 12, 1944

8th Army Air Force Mission Report

Mission 626: For the second day, 888 bombers and 662 fighters are dispatched on a major assault on the German oil industry; they are intercepted by 400-450 Luftwaffe fighters; AAF claims 81-16-20 aircraft in the air; 35 bombers and 12 fighters are lost:

1. 299 B-17s are dispatched to hit oil refineries at Brux (79) and Ruhland (59); targets of opportunity are Lauta (48), Plauen (30), Etterwinden (12), Karlsbad (11), Kitzingen (11) and others (21); PFF methods are used for all targets; they claim 14-9-7 aircraft; 19 B-17s are lost, 4 damaged beyond repair and 94 damaged; 6 airmen are KIA, 11 WIA and 171 MIA. Escort is provided by 238 P-47s and P-51s; they claim 29-2-4 aircraft in the air and 21-0-16 on the ground; 10 P-51s are lost (pilots MIA) and 2 damaged beyond repair.

2. 348 B-17s are dispatched to hit Magdeburg/Rothensee (144), Magdeburg/Friedrichstadt (73) and Bohlen (35); targets of opportunity are Fulda (46), Molbis (11) and other (8); they bomb visually; they claim 13-5-5 aircraft; 12 B-17s are lost, 1 damaged beyond repair and 161 damaged; 1 airman is KIA, 9 WIA and 109 MIA. Escort is provided by 236 P-47s and P-51s; they claim 25-0-4 aircraft in the air and 5-0-15 on the ground; 2 P-51s are lost (pilots MIA).

3. 241 B-24s are dispatched to hit Hemmingstedt (66), Kiel (58) and Misburg (34); targets of opportunity are Laharte (38), marshaling yard at Northeim (12), Hannover (11), Hemmingstedt (3) and other (3); PFF was used for bombing; 4 B-24s are lost and 49 damaged; 3 airmen are KIA, 1 WIA and 37 MIA. Escort is provided by 105 P-38s, P-47s and P-51s without loss. **Source:** *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Ruhland, Germany – The 306th had on this day its most unsuccessful raid since their ill-fated trip to Munich on April 24th. We put up 36 A/C of the 40th “A” group. The route carried us around Berlin from the north. As we came by the North side of the town we came a little close to Oranienburg. Their flak got into our formation and almost at the same time another group in a vain effort to clear themselves, slid through our formation which split us even more. At this juncture about 25 FW190s dove through the group taking a number of planes. We lost three in the flak and five more to the fighters. Lts. E. R. Barr of the 367th and J. W. Sasser of the 368th and Major R. H. Farwell of the 368th were seen to be hit by flak. Chutes were seen from each and the planes went down in flames. Lts. C. C. Wegener, P. F. Bailey, and L. H. White of the 367th and D. W. Gates and M. W. Freeman of the 423rd were knocked down by the fighters. Chutes are believed to have come from all planes. The high and low squadrons bore the brunt of this attack and were considerably scattered by the time our escort drove off the bandits. Then, the two groups formed on Lt. G. L. Donkin on the east side of Berlin. Soon however, Lt. Donkin was forced to leave the formation because of the condition of his plane and Lt. L. W. Gastrin took over the lead. The group then proceeded to the target area where they dropped their bombs. The target was visual and was a part of the huge oil reserves of the Reich. Lt. Col. Chalfant was leading the group. One E/A was destroyed by Sgt. J. H. Hoffman of the 368th. Lt. Donkin crash landed his plane near Manston. Of his crew, S/Sgt. J. B. Eppler was killed by a 20 mm. Shell and Captain A. S. Hostetler was killed in the crash. Lt. Donkin, Lt. G. A. Weiler, T/Sgts. W. M. Colvin and C. E. Tuers were injured. Two days after this raid Lt. Sasser received his promotion to captaincy. **Source: 306th Bomb Group Mission Report**

369th Bomb Squadron Mission Report

Ruhland: The 306th flew thirty-six A/C as 40th “A” Group. The 369th flew nine A/C as lead section and low flight of the lead squadron. Lt. Col. John Chalfant, CO of the 423rd, flew lead A/C, with Capt. William Thompson as copilot and a crew from the 369th. The lead squadron lost one plane to flak near Berlin. The leader of the high squadron was hard hit, and the low squadron was broken up by a group coming through formation from the right. At this time, twenty five FW 190s attacked disorganized planes and accounted for seven 306th planes, one of which crash landed in England. The lead squadron stayed in close formation and received no fighter attacks. Moderate, accurate tracking flak from Berlin shot down two A/C from the 306th. The 369th suffered only one slightly flak-damaged A/C and no loses. Others flying for the 369th were Lts. Robert Fife, **Richard Jones**, Gennaro Carrazzone, Raymond Birdwell, Robert Brown, Allan Lingwall, Robert Stewart, Jack Lewis and crew. **Source: 369th Combat Diary**

This 2nd mission to Ruhland, Germany on September 12th was recorded in the Stars and Stripes Newspaper on September 13, 1944.

Oil Plants Blitzed

The **heavies** blasted oil plants at Ruhland, northeast of Dresden; Bohlen, near Leipzig; Magdeburg, and Brux, on the border of Czechoslovakia, as well as natural oil refineries at Hemmingstadt and Misburg in the Heide and Hanover areas. An auto engine plant near Kiel and an ordnance depot at Friedrichstadt also were hit.

Stars & Stripes September 13, 1944

MISSION LOADING LIST			
SQUADRON	MISSION NO.	DATE	A/C NUMBER
369th	229	12 September 1944	574
A/C Number 42-97301		Total Flying Time 9:40	
(P) LINGWALL, A.H.	1st Lieut	(P) FIFE, R.C.	1st Lieut
(CP) SHOOP, E.F.	1st Lieut	(CP) BENNETT, C.T.	1st Lieut
(N) SCHWET, J.G.	1st Lieut	(N) MAXWELL, R.L.	1st Lieut
(B) SOIFER, S.	1st Lieut	(B) SCHOONOVER, E.L.	1st Lieut
(E) HAURBERGM, V.H.	T/Sgt.	(E) LUCAS, F.K.	2nd Lieut (368th)
(NO) BELL, G.A.	T/Sgt.	(NO) COKER, G.	S/Sgt.
(G) SCHULLER, L.M.	S/Sgt.	(G) GILMONT, R.D.	S/Sgt.
(G) HOLM, H.E.	S/Sgt.	(G) SMITH, C.E.	Sgt.
(G) IRWIN, E.	S/Sgt.	(G) YAMKA, H.	S/Sgt.
A/C Number 42-97185		A/C Number 43-37619	
Total Flying Time 9:35		Total Flying Time 9:40	
(P) BROWN, R.H.	2nd Lieut	(P) JONES, R.L.	1st Lieut
(CP) GIGLIO, W.F.	2nd Lieut	(CP) TRASK, R.E.	2nd Lieut
(N) WALDEN, J.B.	2nd Lieut	(N) KEHR, G.T.	2nd Lieut
(B) PETERSON, L.J.	T/Sgt.	(B) LATEANO, G.J.	2nd Lieut
(E) BAASEL, J.W.	Sgt.	(E) NUESSEN, C.H.	Cpl.
(G) FANN, L.I.	Sgt.	(G) HEIKER, J.S.	Cpl.
(G) OHM, R.A.	Sgt.	(G) KRONE, C.C.	Cpl.
(G) HOVEY, E.P.	Sgt.	(G) WILKE, ELMER R.	Cpl.
(G) FERRARA, M.J.	Sgt.	(G) WIKIE, EMIL R.	Cpl.
A/C Number 43-38362		A/C Number 44-8124	
Total Flying Time 9:45		Total Flying Time 10:00	
(P) STEWART, R.D.	2nd Lieut	(P) CHALFANT, J.S.	Lt. Colonel
(CP) RITTER, R.G.	2nd Lieut	(CP) THOMPSON, W.O.	Captain
(N) RANSELL, W.M.	2nd Lieut	(N) MAC PHERSON, J.D.	1st Lieut
(B) KENNEY, J.F.	2nd Lieut	(B) BUSH, C.F.	2nd Lieut
(E) PONTEKOT, M.	T/Sgt.	(E) PALUMBO, V.	1st Lieut
(NO) LYNCH, R.L.	T/Sgt.	(NO) PETERS, L.F.	2nd Lieut
(G) SCHUBERT, R.F.	S/Sgt.	(G) BARRON, C.C.	S/Sgt.
(G) CHANCELLOR, R.L.	Sgt.	(G) COOHLAN, G.J.	T/Sgt.
(G) VILLAGRAN, A.C.	S/Sgt.	(G) PIEPENBRINK, F.	Sgt.
		(G) CLARK, C.H.	S/Sgt.

43-37619 Loading List showing R. E. Trask and crew September 12, 1944

3. Volkel, Holland September 17, 1944

The first mission that **Roy E. Trask** flew as pilot was on Sunday September 17, 1944 to Volkel, Holland. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brothers, waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target Volkel, Holland – September 17, 1944

8th Army Air Force Mission Report

Mission 637: 875 B-17s are dispatched bomb 117 flak batteries and installations and an airfield, all in the Netherlands; 815 B-17s attack the primaries and 6 hit Eisenach; 2 B-17s are lost, 1 damaged beyond repair and 119 damaged; 9 airmen are KIA, 6 WIA and 15 MIA. Escort is provided by 141 of 153 P-51s; 1 P-51 is lost (pilot is MIA).

503 P-38s, P-47s and P-51s escort aircraft of the First Allied Airborne Army making a parachute and glider drop of 20,000 troops into the Netherlands to secure the axis of advance toward the Zuider Zee for the British Second Army, as part of **Operation MARKET-GARDEN**, 17-30 Sep; troops dropped are the I Airborne Corps, consisting of the British 1 Airborne Division (with Polish Parachute Brigade) and US 82d and 101st Airborne Divisions; the fighters also bomb and strafe flak positions and other ground targets, encountering intense flak and about 30 fighters; they claim 7-0-0 aircraft in the air, 1-0-0 on the ground and the destruction of 107 flak positions; 6 P-47s and 7 P-51s are lost, 3 P-47s and 2 P-51s damaged beyond repair and 41 P-47s and 6 P-51s damaged; 2 pilots are WIA and 11 MIA. **Source: THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945 by Carter / Mueller, the Office of Air Force History**

306th Bomb Group Mission Report

Volkel, Holland – Again the heavies were called upon to give direct support to the ground troops. We provided 34 A/C of the 40th “B”. Bombing was done by 6 six ship sections. 3 of 4 assigned AP’s (Aiming Points) were solidly hit by this attack from 15,000 feet. Sections were led by Lts. Couris, Gassman, Peterson, Alyea, Dodge and Evans. Lt. Wagenfohr and Sgt. Christensen of the 367th were wounded by flak. Source: *306th Bomb Group Mission Report*

367th Bomb Squadron Mission Report

Volkel Area – This mission was in direct support of our advancing ground troops driving towards Arnhem, Holland. Source: *367th Combat Diary*

423rd Bomb Squadron Mission Report

Volkel, Holland – Following a heavy attack by Lancasters and Mosquitos, our bombers attacked German gun positions near the airfield at Volkel, Holland, and just in advance of an airborne assault. Source: *423rd Combat Diary*

369th Bomb Squadron Mission Report

Volkel Area – The 306th flew six sections of six A/C each as 40th “B” Group in support of ground forces in the Volkel area of Holland. Lts. Joseph Murphy, William Denton and Raymond Braun flew in low section, lead squadron; Lts. Alfred Johansen, **Roy Trask** and Gennaro Carrazzone flew in low section, low squadron; Capt. James McKinney, Lts. William Haase and James Edeler flew low section, high squadron. Three of the four assigned aiming points were solidly hit. The low section of high squadron made a 360 degree turn for a second run and bombed Eindhoven A/D (Airdrome). Pictures show their bombs along NNE-SSW runway. There was no flak on any of the 306th A/C. There was no E/A opposition and support was good. Weather was clear at target with some ground haze. Source: *369th Combat Diary*

This 3rd mission to Volkel, Holland on September 17th was recorded in the Stars and Stripes Newspaper on September 18, 1944.



Stars & Stripes September 18, 1944

4. Frankfurt, Germany September 25, 1944

The next mission that **Roy E. Trask** flew as pilot was on Monday September 25, 1944 to Frankfurt, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. Currently the Mission Interrogation Form and or A/C Loading List that show the crew that flew with him are unavailable for this mission. However, based upon the number of missions flown by the crew to achieve their tour of duty (35) his crew flew this mission with him. Therefore flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target Frankfurt, Germany – September 25, 1944

8th Army Air Force Mission Report

Mission 647: 1,306 bombers and 622 fighters are dispatched to attack marshaling yards in W Germany and the synthetic oil plant at Ludwigshafen bombed by PFF; 5 bombers and 3 fighters are lost:

1. 534 B-17s are dispatched to hit the Ludwigshafen/Opau oil plant and the marshaling yard at Ludwigshafen (400); 46 others hit targets of opportunity; 3 B-17s are lost, 1 damaged beyond repair and 86 damaged; 9 airmen are WIA. Escort is provided by 200 of 216 P-51s without loss.

2. 444 B-17s are dispatched to hit the Frankfurt industrial area (410); 2 others hit targets of opportunity; 2 B-17s are lost and 41 damaged; 18 airmen are MIA. Escort is provided by 210 P-38s and P-51s; 2 fighters are lost (pilots MIA) and 1 damaged.

3. 257 of 328 B-24s hit the Koblenz/Mosel and Koblenz/Rhein marshaling yards; 14 B-24s are damaged. Escort is provided by 157 P-38s, P-47s and P-51s; they claim 0-0-2 aircraft on the ground; 1 P-51 is lost (pilot MIA) and 2 damaged.

176 B-24s on a TRUCKIN mission fly fuel to France; 1 B-24 is lost.

Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Frankfurt, Germany – After the devastating losses of the 12th, the 306th finally was able to put up an entire group of 36 A/C which flew as the 40th “B” group, led by Captain Kesling. Again the weather dictated a PFF run on the town. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Frankfurt: The 306th flew thirty-six A/C including three PFF ships as 40th “B” Group. Bombing was PFF on Frankfurt through 10/10ths clouds in group formation. There was no E/A opposition on the group and friendly fighters gave close support. Meager, low, inaccurate, tracking flak after bombs away accounted for one A/C with slight damage in the group. The 369th flew Capt. Clifford Baxter as lead in the low squadron, with Capt. James McKinney, Lts. Allan Lingwall, Raymond Birdwell, Gennaro Carrazzone, Robert Ritter, William Haase, William Denton and Roy Trask flying other low squadron A/C.

Source: *369th Combat Diary*

This 4th mission to Frankfurt, Germany on September 25th was recorded in the Stars and Stripes Newspaper on September 26, 1944.

Nearly 2,000 U.S. Planes Blast Reich Through Clouds

After a weekend lull because of bad weather, more than 1,200 Fortresses and Liberators of the Eighth Air Force yesterday swarmed over western Germany to blast railroad yards and other military and industrial objectives. Bombing was done with the aid of special instruments through solid cloud. For the first time since D-Day, both Eighth and Ninth fighters, numbering nearly 750 Mustangs, Thunderbolts and Lightnings, escorted the heavies. Part of the escorting force also strafed enemy supplies and reinforcement facilities in the Ruhr—north of Marburg and in the vicinity of Paderborn.

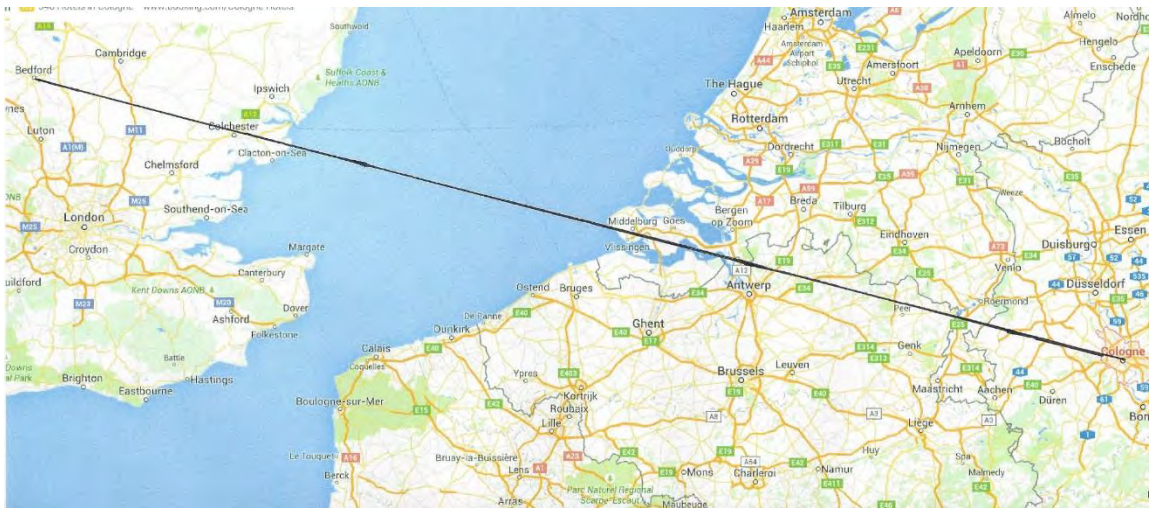
Although no enemy pursuits were encountered and anti-aircraft fire was comparatively light, nine bombers and three Eighth fighters were lost.

The B17s and B24s pounded two railroad yards at Frankfurt, two at Coblenz and one at Ludwigshafen, as well as the Oopau chemical and synthetic oil plant. The railroad yards are important distribution points for German troops and supplies sent to the western front.

Stars & Stripes September 26, 1944

5. Cologne, Germany September 27, 1944

The next mission that **Roy E. Trask** flew as pilot was on Wednesday September 27, 1944 to Cologne, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. Currently the Mission Interrogation Form and or A/C Loading List that show the crew that flew with him are unavailable for this mission. However, based upon the number of missions flown by the crew to achieve their tour of duty (35) his crew flew this mission with him. Therefore flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target: Cologne, Germany – September 27, 1944

8th Army Air Force Mission Report

Mission 650: 1,192 bombers and 678 fighters are dispatched to hit industrial and transportation targets in W Germany and use PFF methods for all targets; 28 bombers and 2 fighters are lost:

1. 421 of 462 B-17s hit a secondary target (Cologne) and 10 others hit Blatzheim; 1 B-17 is damaged beyond repair and 165 damaged; 3 airmen are KIA; 7 WIA and 1 MIA. Escort is provided by 221 P-47s and P-51s; they claim 5-0-0 aircraft in the air; 3 P-47s are damaged.
2. 415 B-17s are dispatched to hit Ludwigshafen/Opau oil refinery (214) and Mainz (171); 4 others hit targets of opportunity; 2 B-17s are lost and 142 damaged; 3 airmen are KIA, 9 WIA and 19 MIA. Escort is provided by 212 P-47s and P-51s; they claim 1-0-0 aircraft in the air; 1 P-47 is damaged.
3. 315 B-24s are dispatched to hit Kassel/Henschel aircraft plant (248); 35 also hit Gottingen; they claim 5-3-0 aircraft; 26 B-24s are lost, 6 damaged beyond repair and 41 damaged; 20 airmen are KIA, 2 WIA and 245 MIA. Escort is provided by 207 P-38s, P-47s and P-51s; they claim 25-0-6 aircraft in the air and 5-0-1 on the ground; 2 P-51s are lost (pilots MIA), 1 P-51 damaged beyond repair, and 2 P-38s and 2 P-47s damaged. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Cologne, Germany – For the first time in its history, the 306th group went into the flak of the third largest city in the Reich. Lt. Col. Riordan led the 36 A/C of the 40th “A” group. A PFF run was made and Captain Charles Niblack took over on the bomb run due to failure of the lead equipment. A few breaks in the clouds disclose the lead and high bombs to the west and the low in the city itself. Lt. J. L. Davis of the 367th was forced to crash land his plane in France. **Source: 306th Bomb Group Mission Report**

369th Bomb Squadron Mission Report

Cologne: The 306th flew thirty-six A/C as 40th “A” Group, with Lt. Col. Robert Riordan, CO of the 369th, leading the Group. The 369th also flew nine A/C in the high squadron, with Lt. George Schneider flying the lead A/C. Bombing was on the PFF secondary, Cologne. Deputy took over the lead on the bomb run because lead Mickey went out, but due to a bomb rack malfunction bombs went away early. Lead and high squadrons dropped on lead A/C and bombs fell west of the edge of the city. Cloud cover was 10/10ths in the target area with occasional breaks. There was no E/A opposition. Flak at the target was low barrage before bombs away, gradually coming up to altitude. The 369th suffered five slight and one severely damaged. Others flying for the 369th were Lts. Joseph Murphy, George F. Walters, Robert Brown, William Denton, **Roy Trask**, Harlan Laughlin, Robert Ritter, Raymond and crews. **Source: 369th Combat Diary**

This 5th mission to Cologne, Germany on September 27th was recorded in the Stars and Stripes Newspaper on September 28, 1944.

1,100 **Heavies** Blitz Germany 3rd Day in Row

For the third straight day more than 1,100 American heavy bombers yesterday swarmed over western Germany to blast key rail and industrial objectives, while fighter-bombers continued their unremitting attacks on Rhineland communications and strongpoints in the path of the U.S. First and Third Armies.

The Eighth Air Force Fortresses and Liberators, escorted by upwards of 300 Mustangs, Thunderbolts and Lightnings, bombed with the aid of instruments through heavy overcast.

More than 100 Me109s and FW190s singled out one group of **heavies**, while other groups reported no attacks by enemy fighters. Forty-two U.S. bombers and seven fighters were lost. Eighth pursues shot down 31 Nazi planes and destroyed five more on the ground. The **heavies'** gunners shot down five.

Like Grid Formations

2/Lt. Arthur Shay, of the Bronx, N.Y., navigator on the Liberator Patty Girl, reported: "The Luftwaffe, well over 100 of them, picked us up several minutes after we had bombed our target at Kassel. They came in at 15 abreast and were strung out like a football forward wall.

"On every side Libs from our group were burning and exploding and men were hailing out, delaying the opening of their chutes until they had cleared the combat area."

The B17s and B24s plastered a tank factory at Kassel, a chemical and synthetic oil plant at Ludwigshafen, an industrial plant at Cologne and an ordnance depot at Mainz, as well as railroad yards along the Rhine.

Stars & Stripes September 28, 1944

6. Magdeburg, Germany September 28, 1944

The next day Thursday September 28, 1944 **Roy E. Trask** and crew flew a mission to Magdeburg, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. Currently the Mission Interrogation Form and or A/C Loading List that show the

crew that flew with him are unavailable for this mission. However, based upon the number of missions flown by the crew to achieve their tour of duty (35) his crew flew this mission with him. Therefore flying as his copilot was H. John Morere, navigator Guy J. Lateano, bombardier George T. Kerr Jr., radio operator Joseph S. Belker, top turret/engineer Carl H. Nuessen, ball turret Charles C. Krone along with twin brother waist gunner Emil R. Wilke and tail gunner Elmer R. Wilke.



Target Magdeburg, Germany – September 28, 1944

8th Army Air Force Mission Report

Mission 652: 1,049 bombers and 724 fighters are dispatched to hit oil and military vehicle factories in C Germany using PFF means; they claim 37-8-18 Luftwaffe aircraft; 34 bombers and 7 fighters are lost:

1. 445 B-17s are dispatched to hit the Magdeburg/Rothensee oil refinery (23); 359 hit the secondary at Magdeburg and 35 hit targets of opportunity; they claim 10-7-5 aircraft; 23 B-17s are lost, 2 damaged beyond repair and 126 damaged; 8 airmen are WIA and 208 MIA. Escort is provided by 263 P-38s and P-51s; they claim 24-0-13 aircraft in the air and 1-0-0 on the ground; 5 P-51s are lost, 1 damaged beyond repair and 4 damaged; 5 pilots are MIA.
2. 342 B-17s are dispatched to hit the Merseburg/Leuna oil refinery (301); 10 others hit targets of opportunity; 10 B-17s are lost, 4 damaged beyond repair and 251 damaged; 4 airmen are KIA, 15 WIA and 92 MIA. Escort is provided by 212 of 231 P-51s; they claim 2-1-0 aircraft in the air; 1 P-51 is lost (pilot MIA).
3. 262 B-24s are dispatched to hit the Kassel/Henschel motor transport plant (243); 1 hits a target of opportunity; 1 B-24 is lost and 86 damaged; 10 airmen are MIA. Escort is provided by 171 of 195 P-47s; 1 P-47s is lost and 3 damaged; 1 pilot is MIA. Mission 653: 4 B-24s and 6 B-17s drop leaflets in France, the Netherlands and Germany during the night.

194 B-24s fly a TRUCKIN mission to France with fuel. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Magdeburg, Germany – 35 A/C of the 306th group flying as the 40th “B” and 6 A/C of the 40th “C” attacked this city with poor results shown. Lt. Col. Salada led the 40th “B” group. Lt. R. L. Cardon of the 367th was force to bail his crew out near Brussels and then he and his co-pilot crash landed the plane. Sgts. L.E. Smith and Sgt. H. Schneider of the 367th were wounded.

Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Magdeburg – The 306th flew thirty-five A/C as 40th “B” Group, plus six A/C in the 40th “C” composite high squadron. Capt. James McKinney, Lts. Alfred Johansen, Jack Lewis, Gennaro Carrazzone, **Roy Trask**, William Haase, Robert Ritter and Raymond Braun flew in the lead squadron. Lt. William Denton flew in the low squadron, and Lt. Robert Stewart was in the high. Bombing was on Magdeburg, the PFF secondary target. Lead and low squadrons dropped together and pictures show enough detail to indicate that bombs were probably over, east of the river. High group made a second run but another group crossed course and high bombs probably are on the east side of the river. There were no fighter attacks on the group, but a formation behind was attacked by FW 190s. Fighter support was excellent, except for a short time while another formation was being attacked. AA fire at the target was meager to moderate, mostly low and inaccurate. Cloud cover at the target was 9/10ths. Source: *369th Combat Diary*

This 6th mission to Magdeburg, Germany on September 28th was recorded in the Stars and Stripes Newspaper on September 29, 1944.

Heavies Bomb Reich 4th Day; 9th Blasts Panzers for Patton

While more than 1,000 Eighth Air Force Fortresses and Liberators yesterday plastered the Reich for the fourth day in a row, nearly 200 French-based Ninth Air Force Marauders and Havocs attacked a German concentration of troops, tanks and supply installations hidden in the Forêt de Parroy, 50 miles southeast of Nancy.

Forty-nine heavies and 12 fighters were lost, although some of the pursuits are believed to have landed in friendly territory. Thirty-six enemy planes were shot down.

For the second consecutive day there were great air battles as the escorting fighters tangled with the Luftwaffe which concentrated their attack on small elements of the bomber forces.

Oil, Rail Targets Hit

Between 500 and 750 Mustang, Thunderbolt and Lightning fighters escorted the heavies, which bombed a synthetic oil plant and railroad yard at Magdeburg and tank works at Kassel, as well as targets at Merseburg, visually and by means of instruments.

Stars & Stripes September 29, 1944

7. Munster, Germany September 30, 1944

Two days later Saturday September 30, 1944 **Roy E. Trask** and crew flew a mission to Munster, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. Currently the Mission Interrogation Form and or A/C Loading List that show the crew that flew with him are unavailable for this mission. However, based upon the number of missions flown by the crew to achieve their tour of duty (35) his crew flew this mission with him. Therefore flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target Munster, Germany – September 30, 1944

8th Army Air Force Mission Report

Mission 655: 834 bombers and 629 fighters are dispatched to make PFF attacks on marshaling yards and airfields in W Germany; 8 bombers are lost:

1. 257 of 266 B-17s hit Bielefeld marshaling yard; 4 B-17s are lost, 1 damaged beyond repair and 24 damaged; 3 airmen are WIA and 28 MIA. Escort is provided by 240 P-47s and P-51s without loss.

2. 255 B-24s are dispatched to hit the marshaling yard at Hamm (206); targets of opportunity are Munster (12) and other (1); 1 B-24 is lost and 32 damaged; 10 airmen are MIA. Escort is provided by 170 P-38s, P-47s and P-51s without loss.

3. 313 B-17s are dispatched to hit the marshaling yard at Munster (35) and Munster/Handorf Airfield (14); targets of opportunity are Munster (239) and other (1); 3 B-17s are lost and 85 damaged; 1 airman is KIA, 2 WIA and 36 MIA. Escort is provided by 177 P-47s and P-51s; 1 P-51 is damaged beyond repair.

86 of 97 P-51s fly a sweep over NW Germany; 1 P-51 is damaged beyond repair.

116 B-24s fly a TRUCKIN mission carrying fuel to France. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Munster, Germany – The 306th flew 24 A/C of the 40th “A” group which led the 1st Bombardment Division. A very good PFF run was made on the center of the city. Lt. Col. W. S. Raper led the group. Major Cheney and Major Coons flew with him. Captain E. W. Kesling, 367th ops officer was promoted to Major. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Munster: The 306th flew twenty-four A/C as lead and low squadrons of the 40th “A” Group. The 369th flew six A/C as high and low flights on the lead squadron. Bombing was on Munster, the PFF secondary target. Photos have sufficient ground detail to indicate that bombing was very good. There was no AA fire damaged in the 306th group. No E/A opposition was met. Weather was 8/10ths in the target area, with a large cloud obscuring the target on the bomb run. Lts. James Edeler, William Denton, Jack Lewis, Allan Lingwall, Robert Ritter and **Roy Trask** and crews flew for the 369th. Source: *369th Combat Diary*

This 7th mission to Munster, Germany on September 30th was recorded in the Stars and Stripes Newspaper on October 2, 1944.

Weather, Not Luftwaffe, Halts Rail Blitz on Reich

Up to 1,000 Fortresses and Liberators of the Eighth Air Force Saturday resumed the aerial onslaught against the Reich by blasting railway yards at Hamm, Munster and Bielefeld in western Germany, but yesterday's bad weather halted temporarily the mounting strategic air offensive.

The Luftwaffe, whose defensive tactics in recent days have featured "ganging-up" on single groups of bombers, was conspicuously scarce on the latest raids. Although a few enemy fighters were seen in the distance, none attacked the bombers. Ten of the U.S. heavies were lost by anti-aircraft action. The B17s and B24s were escorted by more than 500 Mustangs, Lightnings and Thunderbolts, all of which had no combat with the Luftwaffe and returned safely.

Germany's largest railroad yard is located at Hamm, where bombing was done through almost solid cloud.

Munster, the capital of Westphalia, is an important rail center with extensive locomotive repair facilities, and Bielefeld, about 40 miles to the east, is another vital link in communications between north-central Germany and the enemy defense lines in the west.

Stars & Stripes October 2, 1944

8. Kassel, Germany October 2, 1944

The following Monday October 2, 1944 Roy E. Trask and crew flew a mission to Kassel, Germany. Trask is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was H. John Morere, navigator Guy J. Lateano, bombardier George T. Kerr Jr., radio operator Joseph S. Belker, top turret/engineer Carl H. Nuessen, ball turret Charles C. Krone along with twin brother waist gunner Emil R. Wilke and tail gunner Elmer R. Wilke.



Target Kassel, Germany – October 2, 1944

8th Army Air Force Mission Report

Mission 658: 887 B-17s and 549 fighters are dispatched to make PFF attacks on industrial targets at Cologne and Kassel, Germany; 2 B-17s are lost:

1. 305 B-17s are dispatched to hit the Bettenhausen ordnance depot at Kassel (129); targets of opportunity are Kassel (143), Fritzlar Airfield (12) and other (1); 1 B-17 is damaged beyond repair and 89 damaged; 5 airmen are WIA. Escort is provided by 228 P-47s and P-51s without loss.

2. 458 B-17s are dispatched to hit the Henschel motor vehicle plant at Kassel (384); targets of opportunity are Wiesbaden (31), Gesecke (9) and other (17); 2 B-17s are lost, 2 damaged beyond repair and 144 damaged; 16 airmen are KIA, 1 WIA and 20 MIA. Escort is provided by 219 P-47s and P-51s without loss.

3. 110 of 124 B-17s hit the Ford motor vehicle plant at Cologne;

1 B-17 is damaged beyond repair and 36 damaged.

Escort is provided by 53 P-47s and P-51s without loss. **Source:** *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Kassel – The 306th flew 36 A/C including 3 PFF A/C as 40th “A” Group. The PFF A/C were flown as lead and deputy of the lead squadron and lead of high. The target was the transportation works of Henschel and Sohn, one of the largest engineering units on the continent. Bombing was by PFF. Pictures show 8/10ths cloud and do not show strikes. Later reports state that the very large boiler shop was severely damaged in one corner, and its roof over half destroyed. Both the

large finishing machine and assembly shops sustained heavy roof damage, and fires were burning several hours after the attack. Flak was meager and inaccurate. There was no enemy opposition and P-51s, P-47s gave excellent support. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Kassel: The 369th flew nine of the thirty-six A/C from the 306th flying 40th "A" Group. Lt. John Davis flew lead A/C of the low squadron with Lts. James Edeler, Raymond Birdwell, William Haase, **Roy Trask**, Robert Stewart, Harlan Laughlin, Raymond Braun, Robert Ritter and Crews. Bombing was PFF on Kassel, Germany, through 8/10ths clouds. No strike pictures show bomb hits, Flak at the target was meager, inaccurate, low barrage with no damage to 369th A/C. There was no E/A opposition and support was good. On return, Lt. Haase ran low on gas, left the formation just inside Germany and landed at Brussels. He returned to base shortly after the main formation. Capt. James McKinney became acting squadron CO. Source: *369th Combat Diary*

This 8th mission to Kassel, Germany on October 2nd was recorded in the Stars and Stripes Newspaper on October 3, 1944.

1,200 Heavies **Resume Reich Blitz**

About 1,200 Fortresses and Liberators of the Eighth Air Force yesterday took up their blitz of German targets where they left off last week, while hundreds of French-based Marauders, Thunderbolt and Mustang fighter-bombers of the Ninth Air Force blasted the Aachen area in a day of intensified aerial activity.

The heavies, escorted by upwards of 750 Mustang and Thunderbolt fighters, plastered an ordnance depot, a tank factory and other industrial targets at Kassel, a railroad yard at Hamm, through which the Germans would have to send reinforcements to the front, and targets in the Cologne area.

Some of the bombing was visual, but most of it was by means of instruments through clouds. The day's losses were 12 heavy bombers and seven fighters, although some of the pursuits are believed to have landed in friendly territory.

Stars & Stripes October 3, 1944

17

Squadron XXXXXX 49 405X n/c Number 196 Latour 0 Date 2 October, 1944
 Bomb Load 10 x 500 XXXXXXXXXXXX Position in Formation 401
 Time Took Off 06:55 Time Landed 1419

1. HOT NEWS to be phoned in? Yes No
 Details: 301..
dropped wheel - fell behind
one engine smoking at 1215 hours
 Friendly n/c in any kind of distress:
 (Give position, time, altitude, full details)
at 5030N 0450E. SE of
Bussels -

2. TARGET ATTACKED:
 Primary Time: 1857
 alternate Height: 25,200
 Last Resort Heading: 160°M.
 (circle)
 Duration Bomb Run:

3. Number of BOMBS dropped on target: 8 Jettisoned: Returned: abortive:
 4. Observed RESULTS OF BOMBING: (For this plane or others)
 Own Bombs: 8/10 ths.
 Other bombing: short
 Any Nickels: Yes (NO)
 Number bombs dropped: 8
 Number Bombs returned: 0

5. any PHOTOGRAPHS taken: Yes? (NO)
 6. GROUND TARGETS ATTACKED BY GUNFIRE AND ROCKETS:
 7. ROUTE: (if different than ordered) (if NEGATIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)
N of target.
 8. WEATHER: (If it affected mission) 8/10 target.
 9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of n/c	Type (light or heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to n/c	accuracy
	Target		Mod		Barrage	ye
Crew observations about Flak: <u>Bl + white (high)</u>						

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - October 2, 1944

9. Koblenz, Germany October 5, 1944

On Thursday October 5, 1944 **Roy E. Trask** and crew flew a mission to Koblenz, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator was **J. A. Seibert** instead of Guy Lateano, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target: Koblenz, Germany – October 5, 1944

8th Army Air Force Mission Report

Mission 665: 1,090 bombers and 733 fighters are dispatched to hit industrial targets, airfields and railways in W Germany; 9 bombers and 5 fighters are lost:

1. 348 B-17s dispatched hit targets of opportunity at Cologne (248), Brechten (27), Dortmund (14) and Coblenz (11) using GH and H2X; 3 B-17s are lost, 2 damaged beyond repair and 156 damaged; 1 airman is KIA and 16 MIA. Escort is provided by 181 of 193 P-51s; 3 P-51s are lost (pilots MIA).

2. 360 B-24s are dispatched to hit Lippstadt Airfield (175), Rheine marshaling yard (107) and Paderborn Airfield (28) visually; targets of opportunity hit are Herford marshaling yard (8) and Lipperode Airfield (2); 1 B-24 is damaged beyond repair and 7 damaged. Escort is provided by 260 P-47s and P-51s; they claim 1-0-0 aircraft in the air and 15-0-7 on the ground; 1 P-51 is lost (pilot MIA) and 3 P-47s and 1 P-51 damaged.

3. 382 B-17s are dispatched to hit Munster/Loddenheide Airfield (235) and Munster/Handorf Airfield (68) using PFF means; targets of opportunity hit are the Rheine marshaling yard (10) and other (2); 6 B-17s are lost, 1 damaged beyond repair and 190 damaged; 6 airmen are WIA and 55 MIA. Escort is provided by 234 P-47s and P-51s without loss. **Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History**

306th Bomb Group Mission Report

Koln and Koblenz – 24 A/C including 2 PFF plus 2 spares were flown, 12 as high squadron of 40th “A” and 12 as high squadron of 40th “B” Group. The target was the Ford Motor Co. A.G. The route was as briefed for “A” squadron, but the “B” group followed the lead about 12 miles north of course, being over Koln at 1142. “A” dropped bombs on Koln through solid undercast. Later reports state that at the Nippes Marshalling yard there were strikes on the locomotive depot and repair shops. At the Gereon yards the car repair shop was almost completely destroyed with areas of damage at the car sheds and sidings. Leaflets were dropped over the city. The “B” squadron was unable to follow lead after I.P. due to dense contrails, and temporary weak returns of mickey equipment made a bombing run impossible. After passing over target PFF set returned to full function and bombs were dropped on Koblenz. Flak was moderate and inaccurate, firing into chaff trail. No enemy fighters were seen and P-51s and 47s gave good support. **Source: *306th Bomb Group Mission Report***

369th Bomb Squadron Mission Report

Koln: The 369th furnished six A/C as high and low flights of the high squadron of the 40th “A” Group. Bombing was PFF on Koln through 10/10ths clouds and in dense persistent contrails. Bomb strikes cannot be plotted from scope photos. There was no E/A opposition, flak at the target was low and inaccurate, and no A/C received damage. Lts. Alfred Johansen, George Walters, Robert Stewart, Joseph Murphy, Roy Trask and William Denton flew 369th planes. **Source: *369th Combat Diary***

This 9th mission to Koblenz, Germany on October 5th was recorded in the Stars and Stripes Newspaper on October 6, 1944.

1,000 Heavies Pound Rail, Air Targets

Airdromes and railroad yards in the Reich yesterday were pounded by more than 1,000 Fortresses and Liberators of the Eighth Air Force. Upwards of 500 Mustang and Thunderbolt fighters escorted the heavies.

The attacks on Luftwaffe stations at Hansdorf, Lippstadt, Paderborn and Munster-Loddenheide followed the recent announcement by Col. Walter E. Todd, Eighth Air Force deputy chief of staff for operations, that "aerial reconnaissance has shown large numbers of enemy fighters on airfields in Germany."

The B17s and B24s bombed the railway yards at Cologne, an important rail center behind the German troops along the Siegfried Line in the Aachen area, and the Rhein yards which service rail traffic from central Germany to Holland.

Thirteen heavies and five fighters were lost.

Stars & Stripes October 6, 1944

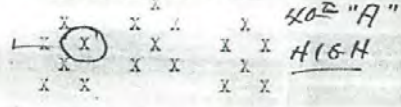
11

INTERROGATION # _____
SQUADRON 307 # 307 a/c Number 975 Letter P Date 5-10-44

Bomb Load 12 M17 Incend.

Disposition in formation

Time Took Off 0753 Time Landed 1412



1. HOT NEWS to be phoned in? Yes Details:

CRS.: Give rank and initials

Friendly a/c in any kind of distress: (Give position, time, altitude, full details)

- 2nd Lt. R. E. Trask ✓ ri
- 2nd Lt. H. J. Morere ✓ Co-
- 2nd Lt. J. A. Seibert ✓ Nav
- 2nd Lt. G. T. Kerr, Jr. ✓ Bom
- Sgt. J. S. Belker ✓ Rtd
- Sgt. C. H. Nuessen ✓ Top
- Sgt. G. C. Krone ✓ Ball
- Sgt. Elmer R. Wilke ✓ R/W
- Sgt. Emil R. Wilke ✓ Tail

2. TARGET ATTACHED:

Primary Time: 1137
Alternate Height: 27,100
Last Resort Heading: 190°M
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on target: 1 Jettisoned: Returned: Abortive:

4. Observed RESULTS Of Bombing (on this plane or others) ALL

Own Bombs:

Any Nickels: Yes
Number bombs dropped _____
Number Bombs returned _____

Chaff
sh

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes?

6. GROUND TARGETS ATTACKED BY CHAFF AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn, reason for retreating early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) - Clear at alt.
Bar. con. trail - 15,000'

9. FLAK: Encountered on way out, at target and on return. 4p.

Time	Place	Height of a/c	Type (light or heavy), intense, moderate or slight	Color of Bursts	Location relative to a/c	Accuracy
------	-------	---------------	----------------------------------------------------	-----------------	--------------------------	----------

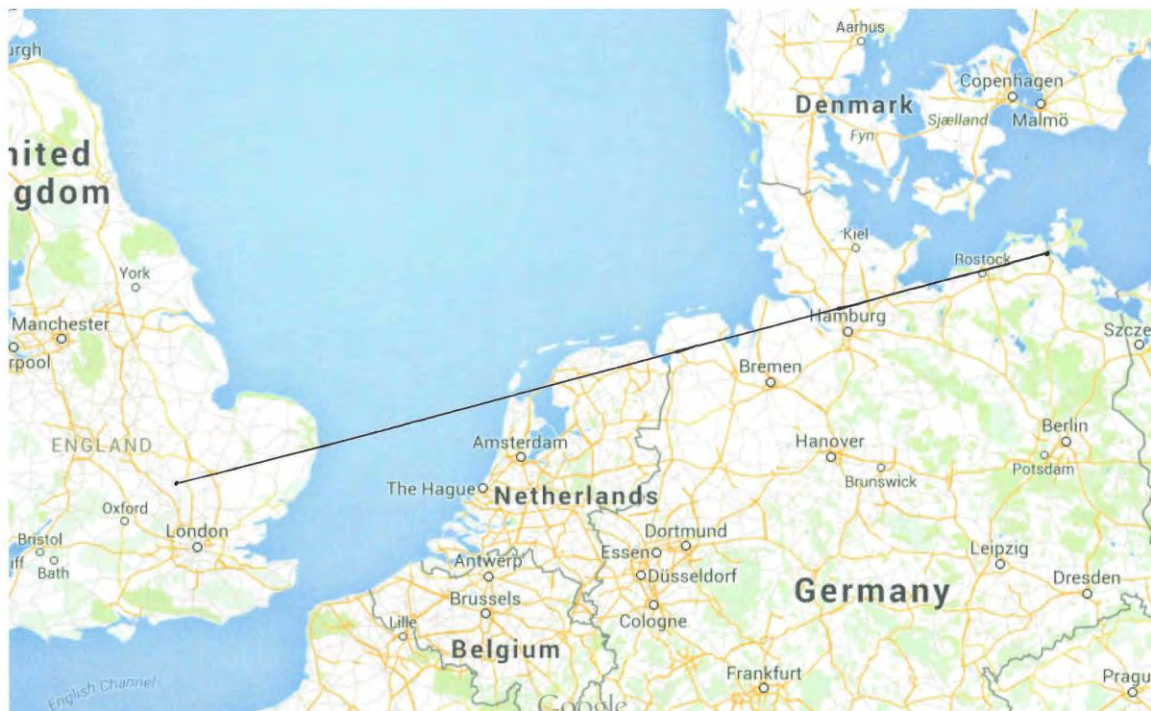
1137 - Köln - mod - Bonaparte + a/c only 4000'
white all above.

Crew Observations about Flak: _____

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - October 5, 1944.

10. Stralsund, Germany October 6, 1944

The next day Friday October 6, 1944 **Roy E. Trask** and crew flew a mission to Stralsund, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Loading List below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**. Missing from the crew was Navigator **Guy J. Lateano**. Flying in his position was A. J. Silvasy. The Loading List has **George Kerr** as navigator and A. J. Silvasy as bombardier which is really reversed.



Target Stralsund, Germany – October 6, 1944

8th Army Air Force Mission Report

Mission 667: 1,271 bombers and 784 fighter are dispatched to hit industrial targets in N Germany; with one exception, all attacks are visual; 19 bombers and 4 fighters are lost:

1. 447 B-17s are dispatched to hit Stargard Airfield (199), aircraft factories at Neubrandenburg (73) and Stettin (12); targets of opportunity are Stralsund (110), Kappeln (36), Freienwalde (1) and other (1); 1 B-17 is lost and 34 damaged; 9 airmen are MIA. Escort is provided by 180 of 202 P-51s; they claim 3-1-3 aircraft in the air and 30-0-14 on the ground; 3 P-51s are lost (pilots MIA), 2 damaged beyond repair and 4 damaged.

2. 418 B-17s are dispatched to Berlin to hit a munitions dump at Berlin/Spandau (144), aircraft factories at Berlin/Spandau (138) and tank factory at Berlin/Tegel (100); 10 hit a target of opportunity. 17 B-17s are lost, 1 damaged beyond repair and 234 damaged; 3 airmen are KIA, 4

WIA and 154 MIA. Escort is provided by 363 of 414 P-51s; they claim 15-0-5 aircraft; 1 P-51 is lost and 3 damaged.

3. 406 B-24s are dispatched to hit Harburg/Rhenania oil refinery (121) with PFF methods, munitions dumb at Hamburg/Glinde (89) and aircraft factories at Hamburg/Klockner (79) and Wenzendorf (46); targets of opportunity are Stade Airfield (29), the Hamburg area (8), Nordhoz Airfield (2), Bremervorde (1) and Ottersberg (1);

1 B-24 is lost and 127 damaged; 1 airman is KIA, 2 WIA and 10 MIA.

Escort is provided by 156 of 168 P-47s; they claim 1-0-0 aircraft in the air; 6 P-47s are damaged.

Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Stralsund and Stargard – 36 A/C including 3 PFF were flown as 40th “B” and 12 A/C including 2 PFF flew as lead squadron of 40th “D” Group. Major Odle was 40th “B” Air Commander and Major Kesling led 40th “D”. On approach to I.P. 40th “B” leader received call from Buckeye Red saying that primary was obscured by 7 to 9/10ths coverage. Therefore he turned and attacked Stralsund, PFF last resort, visually. Target was an electric power station. Photos show good results. Leaflets were dropped. The primary target at Stettin for 40th “D” was covered so leader chose to attack Stargard. Strike photos show solid hits on northeast dispersal area of A/D. There was no flak at either target. No enemy fighters were encountered. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Stralsund - No 369th Bomb Squadron Mission Report is available currently. However, at least six A/C of the 369th went on this mission as shown in the Mission Loading List shown below. The following excerpts from the 368th and 423rd squadron mission reports add further details on this mission.

Stralsund and Stargard – Flying 33 A/C plus three PFF as 40th “B” Group, the 306th Group had ten planes and two PFF as lead squadron 40th “D” Group. On approach to the IP, 40th “B” lead squadron commander received call from Buckeye Red that primary target was obscured by 7 to 9/10ths coverage. Therefore, 40th “B” turned and attacked Stralsund, the PFF last resort. 40th “D”, lead squadron, unable to pick up briefed MPI, visually as required, turned right to bomb Stargard. The bombing here was excellent, photos showing bombs solidly on the northeast dispersal area. There was no E/A around and about. Fighter support was close all the way in, but was lacking on the way out. Neither 40th “B” Group nor 40th “D” lead squadron found any AA fire at their targets. 40th “D” lead had some moderate, low tracking fire at Stettin and meager, accurate tracking at Waabs. Damage, one slight and one severe. Source: *368th Combat Diary*

Stralsund – The squadron flew twelve A/C in the “B” low squadron as a part of the 40th “B” Group. Enroute, at the IP, the squadron commander received a call stating that the primary target was obscured by 7 to 9/10ths clouds. Therefore, Stratsund, the PFF last resort target was bombed

visually. The target was the electric power station. Strikes of the low squadron carrying incendiaries do not show on photos, but evidence is strong that bombs fell on the briefed aiming point. Leaflets were dropped over the city of Stralsund. There was no flak at the target. No E/A encountered and support was good to the target, but nonexistent on the way out. Source: 423rd Combat Diary

This 10th mission to Stralsund, Germany on October 6th was recorded in the Stars and Stripes Newspaper on October 7, 1944.

1,250 U.S. Heavies Blast Reich Factories and Airfields

Industrial objectives and airdromes over a wide area in the Reich were plastered yesterday by more than 1,250 Fortresses and Liberators of the Eighth Air Force. Almost 1,000 Thunderbolt and Mustang fighters escorted the heavies, which reported "good to excellent" bombing results in favorable weather.

The B17s and B24s blasted for the first time the Tegel tank plant, the Spandau ordnance and tank depots and an aero engine plant in the Berlin area. The Klockner aero engine plant and Glinde ordnance depot in the vicinity of Hamburg also were pounded for the first time by the Eighth heavies.

In addition to airdromes at Stargard, Neu Brandenburg and Wenzendorf, other targets included the Rhenania and Eban oil refineries at Harburg.

RAF Lancasters and Halifaxes yesterday heavily attacked synthetic oil plants in the Ruhr at Scholven-Duer and Sterkrade, both in the vicinity of Essen.

Early reports said 19 bombers and ten fighters were lost. Eighth fighters shot down 17 enemy craft, while the heavies' gunners bagged three.

A Thunderbolt pilot shot down an Me262 jet-propelled plane over Hamburg.

Stars & Stripes October 7, 1944

MISSION LOADING LIST

SQUADRON 369th. MISSION NUMBER 241 DATE Oct. 6, 1944

A/C Number <u>42-31143</u>	A/C Number <u>44-81247</u>
Total Flying Time <u>9:50</u>	Total Flying Time <u>9:45</u>

(P) Carrazone, G. M. 1st. Lt.	(P) Schneider, G. C. 1st. Lt.
(CP) Reinhart, L. H. 2nd. Lt.	(CP) Doman, W. M. 2nd. Lt.
(N) Bryant, C. W. "	(N) Kester, A. A. "
(B) Rodnaruk, J. "	(B) Layfield, R. L. "
(E) Keith, G. T. T/Sgt.	(B) Carroll, J. E. "
(RO) Jagnow, L. W. S/Sgt.	(B) Reese, J. W. T/Sgt.
(S) Holthaus, R. A. "	(H) Scoles, J. C. "
(G) Evans, W. F. "	(G) Spead, P. L. S/Sgt.
(G) Fitterman, L. H. Sgt.	(S) DeBeauchamp, D. G. S/Sgt.
(G) _____	(C) Beach, R. S/Sgt.
(G) _____	(E) _____

A/C Number <u>42-97301</u>	A/C Number <u>42-102557</u>
Total Flying Time <u>9:55</u>	Total Flying Time <u>10:00</u>

(P) Braun, R. B. 2nd. Lt.	(P) Lingwall, A. H. 1st. Lt.
(CP) Peterson, E. G. 2nd. Lt.	(CP) Shoop, E. F. "
(N) Greenberg, I. I. "	(N) Schwet, J. G. "
(B) Berman, L. R. "	(B) Soifer, S. "
(E) Williams, T. R. S/Sgt.	(E) Hamberg, V. H. T/Sgt.
(S) Farmer, M. N. "	(RO) Bell, G. A. "
(G) Abdelnour, S. E. "	(C) Schuller, L. M. S/Sgt.
(G) Maple, G. A. "	(G) Holm, H. E. "
(G) Carlson, N. P. "	(G) Irwin, E. J. "
(G) _____	(G) _____

A/C Number <u>43-38287</u>	A/C Number <u>42-31196</u>
Total Flying Time <u>9:55</u>	Total Flying Time <u>9:40</u>

(P) Trask, R. E. 2nd. Lt.	(P) Denton, W. S. 2nd. Lt.
(CP) Morere, H. J. "	(CP) Duncan, R. W. "
(N) Kerr, G. T. "	(N) Israel, H. S. "
(B) Silvasy, A. J. "	(B) Shaw, W. F. "
(E) Nuessen, C. H. Sgt.	(B) Luciani, E. A. Sgt.
(RO) Belker, J. S. "	(RO) Cain, W. E. "
(G) Krone, C. C. "	(G) Alvitre, C. E. "
(G) Wilke, Emil R. "	(G) Waltersdorff, C. A. Sgt.
(G) Wilke, Elmer R. "	(G) Angelilli, M. C. "
(G) _____	(G) _____

43-38287 Loading List showing R. E. Trask and crew October 6, 1944

11. Ruhland, Germany October 7, 1944

The next day Saturday October 7, 1944 **Roy E. Trask** and crew flew a mission to Ruhland, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**. Missing from the crew was Navigator **Guy J. Lateano**. Flying in his position was H. S. Israel.



Target Ruhland, Germany – October 7, 1944

8th Army Air Force Mission Report

Mission 669: 1,422 bombers and 900 fighters are dispatched to hit oil installations and armored vehicle plants in Germany; with one exception, bombing is visual; 40 bombers and 11 fighters are lost:

1. 142 of 149 B-17s hit the oil refinery at Politz; 17 B-17s are lost and 106 damaged; 2 airmen are KIA, 17 WIA and 171 MIA. Escort is provided by 93 of 108 P-51s; they claim 7-0-3 aircraft; 1 P-51 is lost (pilot MIA).

2. 333 B-17s are dispatched to hit the oil refinery at Ruhland (59); targets of opportunity hit are Zwickau Airfield (60), motor vehicle factory at Zwickau (58), Dresden (30), Freiburg (24) and other (87); 3 B-17s are lost and 172 damaged. Escort is provided by 214 of 256 P-51s; they claim 12-0-0 aircraft in the air and 1-0-1 on the ground; 4 P-51s are lost (pilots MIA), 1 damaged beyond repair and 1 damaged; 1 pilot is WIA.

3. 451 B-17s are dispatched to hit oil refineries at Merseburg/Leuna (129), Lutzendorf (88) and Bohlen (86); targets of opportunity are Bielefeld (51), Hameln (27) and Nordhausen Airfield (24); they claim 11-13-10 aircraft; 16 B-17s are lost, 2 damaged beyond repair and 240 damaged; 2 airmen are KIA, 15 WIA and 149 MIA. Escort is provided by 250+ P-47s and P-51s; they claim 10-0-1 aircraft; 1 P-47 and 1 P-51 are lost (pilots MIA), 1 P-51 is damaged beyond repair and 2 P-47s and 1 P-51 are damaged.

4. 489 B-24s are dispatched to hit an armored vehicle plant at Kassel/Henschel (122) and oil refineries at Kassel/Altenbauna (88), Magdeburg/Buckau (62) and Magdeburg/Rothensee (25); targets of opportunity are Clausthal (129), Bergen/Steinfurt (10), Hengelo marshaling yard (4) and other (6); 4 B-24s are lost, 1 damaged beyond repair and 183 damaged; 2 airmen are KIA, 6 WIA and 38 MIA. Escort is provided by 214 P-38s, P-47s and P-51s; they claim 8-0-0 aircraft on the ground; 1 P-47 and 3 P-51s are lost and 1 P-47 and 1 P-51 are damaged; 3 pilots are MIA.

Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Ruhland – 33 A/C plus 3 PFF flew as 40th “B” Group. This was the third successive day of large scale operations and a record day in the history of air warfare against the Reich. The target was a large synthetic oil plant now restored to partial operation. The route was substantially as briefed. The lead and low bombed primary using visual reference points when haze and low clouds obscured aim point. The high, unable to see either primary, secondary or last resort due to intense haze and clouds, bombed T/O at Roszla. There were no enemy fighter attacks but 3 S/E jet-propelled planes were seen in the Leipzig area. Flak was meager to moderate, tracking – starting low and gradually carrying up to altitude. Several A/C landed at base with only 30 gallons of gasoline in each tank, while others were forced to land at other fields in England. Major Flannagan, C.O. of the 367th led.

Six A/C of the 306th were assigned to Air-Sea Rescue mission with 3 planes to search area “C” and 3 area “D”. No observations were made in search areas, but radio operator of A/C 438-U, pilot Risk, picked up message giving a bearing and the formation flew to 5320N-0305E, gee fix, where at 1050 hours an airborne lifeboat with a white sail containing 7 to 9 men was seen. SOS was sent out giving lifeboat position. The formation then circled the boat until 1212 hours when two rescue launches arrived and took the men aboard. **Source: 306th Bomb Group Mission Report**

369th Bomb Squadron Mission Report

Ruhland: Major Charles Flannagan, formerly of the 369th and CO of the 367th Squadron, flew lead A/C of the 40th “B” Group. Lt. John Davis and crew flew with Major Flannagan, with Lts. Alfred Johansen, **Roy Trask**, William Haase, Robert Brown, Raymond Braun, Harlan Laughlin, Robert Ritter and Jack Lewis and crews flew other 369th planes in the lead squadron. The primary target was attacked visually. Target was obscured and low cloud and haze, and lead bombardier, 1st Lt. John P. Dillon, was unable to see the aiming point, and used other visual references. Photos indicate lead bombs are probably on target area. Flak at Ruhland was meager to moderate tracking, and at Osnabruck was meager, accurate tracking. Three 369th planes received damage, one severe. There was no E/A opposition, although three S/E jet propelled planes were seen in the Leipzig area. **Source: 369th Combat Diary**

This 11th mission to Ruhland, Germany on October 7th was recorded in the Stars and Stripes Newspaper on October 9, 1944.

Reich Hit By 5,000 Aircraft

Germany underwent its greatest aerial assault of the war Saturday when more than 5,000 Allied bombers, mostly Fortresses and Liberators of the U.S. Strategic Air Forces, and fighters struck from Britain, France and Italy at key industrial and communications points from east to west and north to south.

The combined strength of more than 1,400 British-based bombers and upwards of 800 Italy-based B17s and B24s comprised the largest U.S. bomber force ever dispatched on a single operation.

Third Day in Row

This was the third successive day of large-scale operations by the Eighth Air Force and the biggest attacking force since June 20 when over 1,500 Eighth bombers went out.

The Eighth's losses were 31 bombers and 15 fighters against the destruction of 49 enemy craft in the air and on the ground, including four jet-propelled Nazi fighters.

Two Me262s were shot down by 1/Lt. Urban L. Drew, P51 pilot from Detroit, who became the first Eighth Fighter Command pilot to score a double kill over the Nazis' new type of interceptor in one day.

Maj. Richard E. Connor, P47 pilot from Vicksburg, Miss., also bagged an Me262, while three P51 pilots—1/Lts. Elmer A. Taylor, of Green Forest, Ark., Everett N. Farrell, of Superior, Ariz., and 2/Lt. Willard G. Erkamp, of Eagle Rock, Cal.—shared in destroying an Me163 jet-propelled fighter.

Oil Plants Hit

Escorted by more than 900 Thunderbolts, Mustangs and Lightnings of the Eighth and Ninth Air Forces, the Eighth bombers ranged over central, eastern and northeastern Germany, hammering synthetic oil plants at Pöritz, near the Baltic Sea; Ruhland, Magdeburg, Bohlen, Merseburg and Lutzkendorf. The latter three are in the Leipzig area, and Ruhland is northeast of Dresden.

Stars & Stripes October 9, 1944

INTERROGATION FORM

3

Serial: ~~XXXXXX~~ 364 ~~XXXX~~ a/c Number 296 Letter G Date 7/10/44

Bomb Load 10 x 500 H.S. Incend. Position in Formation 40 B

Time Task Off 0726 Time Landed _____

1. HOT WEBS to be phoned in: Yes No
 Details: no

Position in Formation				
	A	A	A	X
X	X	X	X	X
X	X	X	X	X
X	X		X	X

Crew: Give Rank and Initials

Friendly a/c in any kind of distress:
 (Give position, time, altitude, full details)

- 2nd Lt. R.P. Trask Pilot ✓
- 2nd Lt. H.J. Morere Co-r ✓
- 2nd Lt. H.S. Israel Nav. ✓ 4
- 2nd Lt. G.T. Kerr, Jr. Bomb ✓
- Sgt. J.S. Belker Radi ✓ X
- Sgt. C.H. Nuessen Top ✓
- Sgt. C.C. Krone Ball ✓
- Sgt. Elmer Rr Wilke R/W ✓
- Sgt. Emil R. Wilke Tail ✓

2. Target Altitude
 Primary: 1249
 Alternate: Height: 26,900
 Last Resort: Heading: 105 deg
 (circle)
 Direction north/south: _____

3. Number of BOMB dropped or target: Jettisoned: Returned: Abortive:

4. Observed REMARKS (For this alone or others)

5. Bombs:
 Other markings: _____
 Any WICKS: yes No
 Number bombs dropped: _____
 Number Bombs returned: _____

6. Any PROBLEMS taken: Yes? No?

7. GROUND TARGET ATTACHED BY OFFICER and RESULTS:

8. RAISE: (If different than ordered) (If ALLEGED give time, place, height of turn; reason for returning early, and Disposition of bombs.)

9. FLARE: (If it affected mission)

10. FLARE: Encountered on way out, at target and on way home.

TIME	PLACE	Height of a/c	Type (light heavy), intense, moderate or slight.	Color of bursts	Location of bursts in relation to a/c	Accuracy

Crew observations about Flare: _____

Mission Interrogation Form Showing Trask, Morere, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - October 7, 1944

12. Cologne, Germany October 15, 1944

On Sunday October 15, 1944 **Roy E. Trask** and crew flew a mission to Cologne, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**



Target Cologne, Germany – October 15, 1944

8th Army Air Force Mission Report

Mission 677: 754 bombers and 464 fighters are dispatched to hit industrial, oil and rail targets in the Cologne, Germany area; all but 1 force bombs by PFF methods; 7 bombers and 3 fighters are lost:

1. 454 B-17s are dispatched to hit the Geron (141), Nippes (127) and Kalk (111) marshaling yards; 11 others hit the Koblenz/Lutzel marshaling yard; 4 B-17s are lost, 3 damaged beyond repair and 293 damaged; 14 airmen are KIA, 15 WIA and 40 MIA. Escort is provided by 146 of 151 P-51s; 1 P-51 is damaged beyond repair.
2. 385 B-17s are dispatched to hit the Eifeltor (148) and Imbert (24) marshaling yards; secondary targets are the Kalk (117) and Gereon (50) marshaling yards; other targets are Wester marshaling yard (11) and other (1); 2 B-17s are lost, 3 damaged beyond repair and 230 damaged; 10 airmen are KIA, 19 WIA and 18 MIA. Escort is provided by 150 of 154 P-51s; 2 P-51s are lost (pilots MIA) and 1 damaged beyond repair.
3. 369 B-24s are dispatched to hit oil facilities at Monheim/Rhenania (64) and Reisholz (61) visually; secondary targets are Cologne/Gereon marshaling yard (185) and Dormigeon (13); targets of opportunity are Worringen (12), Cologne Airfield (12) and Limburg marshaling yard (6); 1 B-24 is lost and 106 damaged; 3 B-24s are lost and 106 damaged; 3 airmen are KIA, 7

WIA and 10 MIA. Escort is provided by 131 of 141 P-51s; 1 P-51 is lost (pilot MIA) and 1 damaged beyond repair. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Koln – 22 A/C plus 2 PFF plus 2 spares flew as lead and low squadrons of the 40th “B” Group. The target was 5/10ths overcast and further obscured by smoke screen and smoke from previous bombing. A PFF run was started but lead A/C was hit by flak and temporarily knocked out of control and deputy took over with about 30 seconds to go, dropping on smoke of previous bombing. The low, locating itself by the river dropped on an un-hit built up area. No fighters seen. Flak was accurate and intense over target, resulting in three A/C failing to return. Lt. Doman, one of the missing landed at Brussels and returned a few days later. Lt. Ritter had the nose of his plane shot off over the target and was last seen going down. Lt. Moroz was last seen under control with #2 and #4 engines out. Sgt. Hardin received a serious leg wound. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Koln: The 306th flew twenty-four A/C as lead and low squadrons of the 40th “B” Group. The 369th flew nine A/C in the lead squadron, with Lt. John Davis as pilot of the lead A/C. There was no E/A opposition. AA fire at the target was accurate and intense on the lead squadron with three A/C failing to return and damage to the remaining ten, five severe and five slight. Lt. Warren Doman landed one of the missing A/C at Brussels and returned with most of his crew a few days later. Sgt. Louis Hardin, engineer for Doman, received a serious leg wound just after bombs away, when hydraulic and electrical systems were knocked out. Lt. James Fitzsimmons, navigator, gave Hardin morphine, packed his leg and applied a tourniquet. The crew felt that Lt. Fitzsimmons and Lt. Robert H. Wood, co-pilot, saved Hardin’s life. Lt. Robert Ritter had the nose of his plane shot off by flak over the target, and was seen going down. Two chutes were seen. Lt. Robert Brown received an arm wound, but remained in his seat during the remainder of the mission. Others flying for the 369th were: Lts. Joseph Murphy, Jack Lewis, **Roy Trask**, William Haase, Raymond Birdwell and crews.

Members of the 369th who did not return were: 2nd Lt. Robert C. Ritter, pilot; 2nd Lt. Roy W. Duncan, copilot; 2nd Lt. Joseph A. Seibert, navigator; 2nd Lt. Robert A. Stalker, bombardier; Sgt. John J. Daly, radio; Sgt. Samuel J. Bussieres, top turret; Sgt. Kenneth D. Ross, ball turret; Sgt. Daniel F. Callahan, waist, and Sgt. John W. Tomke, tail. Source: *369th Combat Diary*

This 12th mission to Cologne, Germany on October 15th was recorded in the Stars and Stripes Newspaper on October 16, 1944.

1,200 Heavies Give Cologne Worst Blitz

The important Ruhr industrial and communications center of Cologne, less than 40 miles east of the Aachen front, yesterday underwent its heaviest aerial blitz when more than 1,200 Eighth Air Force Fortresses and Liberators bombed through clouds by means of instruments, following up a previous day's assault by over 1,000 heavies.

Additional weekend targets included the Monheim and Reisholz oil plants, south and southeast of Dusseldorf, which were blasted visually, and military and industrial targets in the Saarbrucken and Kaiserslautern areas.

37 Bombers, 9 Fighters Lost

Upward of 750 Thunderbolts and Mustangs escorted the heavies Saturday, while over 500 fighters shepherded the bombers yesterday. U.S. losses for the two days were 37 bombers and nine fighters.

Stars & Stripes October 16, 1944

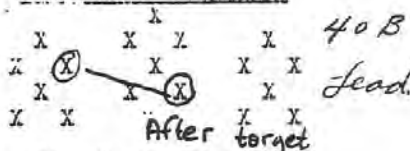
INTERROGATION REPORT

SQUADRON ~~#####~~ 3 ~~400~~ a/c Number 362 Letter K Date 15-10-44 11

Bomb Load 6 x 500 H.E. Incend.

Position in Formation

Time Took Off 0640 Time Landed: _____



1. HOT WEBS to be phoned in? Yes No

Details:

A/C Ritter. Hit in Bomb boys
Several parts falling out. Before BA 2 min.
No chutes. Peeled out of formation and possibly seemed under control.

Friendly a/c in any kind of distress:
 (Give position, time, altitude, full details)

CRS.: Give rank and initials

2nd Lt. R. E. Trask ✓ Pilot

2nd Lt. Morere, H. J. / Co-

2nd Lt. G. J. Lateano ✓ Nav.

2nd Lt. G. T. Kerr, Jr. / Bomb

Sgt. J. S. Belker ← Radio

Sgt. C. H. Nuessen ← Top

Sgt. G. C. Krone ← Ball

Sgt. Elmer R. Wilke ← Tail

_____ L/W

Sgt. Emil H. Wilke ← RW Tail

2. TARGET ATTACKED:

Primary Time: 0938

Alternate Height: 26500

Last Resort Heading: 95 M
 (circle)

Duration Bomb Run:

3. Number of BOMBS All (dropped on target) Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Other Bombing:

any Nickels: Yes No

Number bombs dropped _____

Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

OK.

8. WEATHER: (If it affected mission) Partially covered. 5/10. Et 2-3/10

on rest of continent. Contrails non-persis. 26000

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of a/c	Type (light or heavy), intense, moderate or	Color of Bursts	Location of Bursts in relation to a/c	Accuracy

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - October 15, 1944

(Tactics of E/A)

(Color, markings, etc. of E/A)

C L A I M S

DESTROYED _____

PROBABLY _____

DAMAGED _____

(Fill out immediately
separate CLAL. FORM for
such claim.)

11. FIGHTER SUPPORT

Good
Fair P-51

Saw them most of time

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummbles, camouflage, smoke screens, and signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations,

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A action, accident or Undetermined Cause)

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

15. DAMAGE TO A/C: (Briefly) Rt. Oxy. system shot out. Nose inter-cable cut.
Instru. panel on Copil. side out. 20 holes.

16. TECHNICAL FAILURES:

17. CREW COMMENTS: (any unusual incidents? any suggestions?)

S-2 OFFICER

Esper

TIME COMPLETED

1:337

13. Cologne, Germany October 17, 1944

On Tuesday October 17, 1944 **Roy E. Trask** and crew flew another mission to Cologne, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target Cologne, Germany – October 17, 1944

8th Army Air Force Mission Report

Mission 681: 1,338 bombers and 811 fighters are dispatched on PFF attacks in the Cologne, Germany area; 4 bombers and 1 fighter are lost:

1. 465 B-17s are dispatched to hit marshaling yards at Cologne/Eifeltor (216) and Cologne/Gremberg (34); targets of opportunity are Cologne/Kalk marshaling yard (151) and other (2); 1 B-17 is lost, 2 damaged beyond repair and 263 damaged; 1 airman is KIA, 6 WIA and 9 MIA. Escort is provided by 274 P-47s and P-51s without loss.

2. 453 B-17s are dispatched to hit marshaling yards at Cologne/Gereon (295) and Cologne/Kalk (142); 3 B-17s are lost, 1 damaged beyond repair and 150 damaged; 2 airmen are KIA, 10 WIA and 37 MIA. Escort is provided by 271 P-47s and P-51s; 1 P-51 is lost (pilot MIA).

3. 430 B-24s are dispatched to hit a chemical plant at Leverkusen but weather prevents the attack; targets of opportunity hit are the Cologne/Gereon (231) and Cologne/Kalk (179) marshaling yards;

1 B-24 is damaged beyond repair and 73 damaged.

Escort is provided by 229 P-47s and P-51s. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Koln – 33 A/C plus 3 PFF flew as 40th “A” Group. Route was substantially as briefed. The Group made its third trip to KOLN within four days and again had marshalling yards for both visual and PFF aiming points. The target was entirely covered, and the large M/Y in the east central section of the city was bombed PFF. Scope photos indicate bomb strikes starting in the built up area to the west and south of the M/Y with a good possibility of the bombs walking across the yards. Lt. Col. Salada was Air Comander. A.A. fire was a moderate barrage and tracking for 7 minutes. Battle damage was 2 slight, 5 severe. All A/C returned. No enemy fighter opposition was seen. **Source: 306th Bomb Group Mission Report**

369th Bomb Squadron Mission Report

Koln: The Group made its third trip to Koln within four days and again had the marshalling yards for both visual and PFF aiming points. The target was 10/10ths covered and the large M/Y in the east central section of the city was bombed PFF. Scope photos indicate bomb strikes starting in the built up area to the west and south of the M/Y, with good possibilities of bombs walking across the yards. The 306th flew thirty-six A/C with the 369th furnished nine A/C. Lt. George Schneider flew lead for the high squadron with Lts. Jack Lewis, James Edeler, Robert Brown, Raymond Birdwell, Raymond Franzino, Gennaro Carrazzone, **Roy Trask**, William Denton and crews flying other 369th A/C in the squadron. There was no E/A opposition. Flak was moderate barrage and tracking at the target, but no 369th planes were damaged. **Source: 369th Combat Diary**

This 13th mission to Cologne, Germany on October 17th was recorded in the Stars and Stripes Newspaper on October 18, 1944.

1,300 U.S. Heavies Again Raid Cologne

Rhine City Reels Under 10,000 Tons Of Bombs in a Week

German tank and infantry counter-attacks tapered off yesterday in the Aachen area after a record enemy artillery attack Monday night, while 1,300 British-based Forts and Liberators, attempting to ease ground-force problems by shattering the Nazis' chief supply base for their forces near Aachen, struck again yesterday at Cologne, 40 miles to the east.

For Cologne, focal point of road, rail and river traffic used to defend the threatened Rhineland, it was the third big raid in four days. Yesterday's attack brought to more than 10,000 tons of bombs the total dropped on the city within a week.

Fliers Welcome An 'Extras' Role

By Bud Hutton

Stars and Stripes Staff Writer

306 FORTRESS GROUP, Oct. 17—Heavy-bomber airmen, who before June 6 were the prima donnas of the war in the ETO, resumed their spear-carrying extra's role today with their third major blow in four days at Cologne—attacks aimed at making American infantrymen's job easier.

The rail and supply center which feeds Nazi resistance along the Rhine was hit through cloud by more than 1,300 Fortresses and Liberators.

The ~~attacks~~ were covered by a force of more than 800 Thunderbolts and Mustangs. The only enemy air opposition encountered was directed against a straggling bomber that had become separated from its formation. Some pilots reported seeing enemy jet-propelled planes—but only in the distance. Ack-ack fire over Cologne ranged from meager to intense.

Stars & Stripes October 18, 1944

INTERROGATION FORM

35

SQUADRON 359 359 359 A/C Number 185 185 185 Date 17 October, 1944
 Bomb Load 34 x 100 2 x M17 H.E. Incend. Position in Formation 40.A
 Time Took Off 06:30 Time Landed 1232

1. HOT NEWS to be phoned in? Yes No
 Details:

	X	X	X	X
X	X	X	X	X
X	X	X	X	X

B-17-0933 - blew up just before target - two chutes

CREW: Give rank and initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- 2nd Lt. R. E. Trask Pilot
- 2nd Lt. H. J. Morere Co-
 2nd Lt. G. J. Lateano Nav.
- 2nd Lt. G. T. Kerr, Jr. Bomb
- Sgt. J. S. Belker Radi
- Sgt. C. H. Nuessen Top
- Sgt. C. C. Krone Tail
- Sgt. R. Elmer Wilke R/W
- Sgt. Emil R. Wilke L/W

2. TARGET ATTACKED:

P.F.F. Primary Time: 0934
 Alternate Height: 26500
 East Resort Heading: 021
 Duration Bomb Run: 55

3. Number of ECMES dropped on target: all Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: misses
 Other Bombing: Any Nickels: Yes No No
 Number bombs dropped _____
 Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes? No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ALTERNATE gives time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light or heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	-----------------------------------------------------	-----------------	---------------------------------------	----------

low + to right of high group - mostly tracking. 5min.
5015N 0735E -
5000N 0755E -

Crew observations about Flak:

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - October 17, 1944

14. Mannheim, Germany October 19, 1944

On Thursday October 19, 1944 **Roy E. Trask** and crew flew a mission to Mannheim, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target Mannheim, Germany – October 19, 1944

8th Army Air Force Mission Report

Mission 683: 1,022 bombers and 753 fighters attack targets in Germany using PFF or GH; 6 bombers and 2 fighters are lost:

1. 381 B-24s are dispatched to hit the diesel engine and armored vehicle plant at Gustavsburg (50) and the Mainz marshaling yard (280) the secondary target; 5 B-24s are lost, 1 damaged beyond repair and 148 damaged; 3 airmen are KIA and 49 MIA. Escort is provided by 195 P-47s and P-51s; 1 P-47 is lost (pilot MIA) and 1 damaged beyond repair.

2. 217 of 267 B-17s hit the secondary target, Mannheim; 34 others hit a target of opportunity; 1 B-17 is lost and 97 damaged; 2 airmen are KIA, 1 WIA and 10 MIA. Escort is provided by 286 P-47s and P-51s; 1 P-51 is lost (pilot MIA).

3. 374 B-17s are dispatched to hit an artillery tractor plant at Mannheim (25); 257 hit the secondary, Mannheim; targets of opportunity are Karlsruhe (32), Kreuznach (10), Rudesheim (9), Bad Kreuznach (8), Steyer (2) and other (21);

182 B-17s are damaged; 2 airmen are KIA and 4 WIA.

Escort is provided by 226 P-47s and P-51s; 1 P-51 is damaged beyond repair. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Mannheim – 24 A/C including 2 PFF were flown as lead and low squadrons of 40th “A” Group to attack the Ordnance Depot at Mannheim. Colonel Sutton Group C.O., led the first Bomb Division, flying with Capt. Thompson. Weather conditions were very poor at take-off and all along the route. At the target clouds were up to 29,000 feet and contrails gave considerable trouble. Both visual and PFF targets were cloud covered – bombing was PFF through dense contrails. Strike photos show enough ground detail at bombs away to indicate hits very close to the W.T. I. No enemy fighters were seen. Fighter support was only fair with 15-20 minute gap just after target. A.A. fire was moderate to intense accurate tracking and barrage, which damage 23 out of 24 A/C. Capt. Murphy, deputy leader, was hit by flak just before target, lost 2 engines and aileron were severely damaged. He left formation at target, came home alone, and landed safely with 2 engines and a flat tire. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Mannheim: The 306th flew 40th “A” Group, lead and low squadrons. Col. James Sutton, CO of the Group, led the First Bomb Division, flying with Capt. William Thompson and a 369th crew in the lead A/C. Weather conditions were very poor at takeoff and all along the route. At the target clouds were up to 29,000 feet and contrails gave considerable trouble. Both visual and PFF targets were cloud obscured and bombing was PFF. No E/A were seen. Moderate to intense accurate, tracking flak damaged twenty-three of twenty-four A/C at the target, six severely. Capt. Joseph Murphy, flying deputy lead, was hit by flak just before the target, losing two engines and with ailerons badly damaged. He left the formation at the target, came home alone, and landed safely with two engines out and a tire which had blew out on touchdown. Lts. Raymond Franzino, William Haase, Alfred Johansen, Raymond Birdwell, **Roy Trask** and crews flew other A/C in the lead squadron, all received some flak damage. Source: *369th Combat Diary*

This 14th mission to Mannheim, Germany on October 19th was recorded in the Stars and Stripes Newspaper on October 20, 1944.



INTERROGATION FORM

12

SQUADRON *49* A/C Number *362* Leader *K* Date *19-10-44*

Bomb Load *6 x 500* H.B. *Incend.*

Position in Formation

Time Took Off *1008* Time Landed _____

	X	X	X	X	
(C)	X	X	X	X	<i>40" A"</i>
	X	X	X	X	
	X	X	X	X	<i>Lead</i>

1. HOT NEWS to be phoned in? Yes No
 Details: _____

CREW: Give rank and initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

2nd Lt. R. E. Trask ✓ *File*

2nd Lt. H. J. Morere ✓ *Co-1*

2nd Lt. G. J. Lateano ✓ *Nav.*

2nd Lt. G. J. Kerr, Jr. ✓ *Boat*

2. TARGET ATTACKS:

Primary Time: *1325*

S/Sgt. J. S. Belker ✓ *Rtd.*

Alternate Height: *27,500*

S/Sgt. C. H. Nuessen ✓ *Top* ✓

Last Resort Heading: *098*

Sgt. C. C. Krone ✓ *Ball*

Duration Bomb Run:
Turn 66°

Sgt. Elmer R. Wilke ✓ *R/T*

Sgt. Emil R. Wilke ✓ *Tail*

3. Number of BOMBS dropped on target: *all* Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Any Nickels: Yes No

Other Bombing:

Number Bombs Dropped _____

Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? *No*

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

ce. up to 20,000 - had to go

9. FLAK: Encountered on way out, at target and on way home.

Ground - Target 7-8/10 -

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	--------------------------------------------------	-----------------	---------------------------------------	----------

Target Bombs + tracking, accurate, moderate -

Crew observations about Flak:

50 N. 0750 - merger -

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - October 19, 1944

15. Hanover, Germany October 22, 1944

On Sunday October 22, 1944 **Roy E. Trask** and crew flew a mission to Hanover, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target Hanover, Germany – October 22, 1944

8th Army Air Force Mission Report

Mission 685: 1,131 bombers and 785 fighters are dispatched on PFF attacks on targets in W Germany; 2 bombers and 1 fighter are lost:

1. 379 B-17s are dispatched to hit military vehicle plants at Hanover/Hanomag (171) and Brunswick/Bussing (148); targets of opportunity are Bielefeld (35) and other (6); 2 B-17s are lost, 2 damaged beyond repair and 15 damaged; 20 airmen are KIA, 3 WIA and 16 MIA. Escort is provided by 379 P-47s and P-51s; 1 P-51 is lost (pilot MIA) and 1 damaged beyond repair.

2. 353 of 373 B-24s hit the Hamm marshaling yard; 29 B-24s are damaged. Escort is provided by 196 of 212 P-51s; 1 P-51 is damaged beyond repair.

3. 352 of 379 B-17s hit the Munster marshaling yard; 8 others hit targets of opportunity;

13 B-17s are damaged.

Escort is provided by 147 of 157 P-51s. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Hanover – Led by Lt. Col. John S. Chalfant, 33 A/C plus 3 PFF flew as the 40th “A” Group to attack the foundry of Hannoverache Machinenbau, A.G. 10/10 clouds covered the target and bombing was PFF. Crews report dense black smoke from previous bombing boiling up through undercast. Strike photos confirm this although no ground detail is visible. No enemy fighters were seen. Some crews report friendly support as excellent and others as uneven with gaps before and just after target. Over the target flak was moderate barrage and is reported as bursting in the chaff trail below formation. Leaflets were dropped over the city. Coming home, over the North Sea, at 12,000 feet, A/C 976, pilot Mathis, flying in #4 position of high squadron collided with A/C 099-S, pilot Alyea, in #1 position. Both planes went down. The weather at the time was clear, visibility excellent, and formation good. The lead A/C reduced speed while in a gradual climb and A/C 976 overran slid ahead and under A/C 099-S. For about ten seconds the A/C remained close together, then collided. A/C 976 broke up and exploded. A/C 099 went down in spin. Air/ Rescue picked up one man alive. (Sgt. M. S. Fey, Jr., tail gunner on Lt. Alyea’s crew), 2 dead, all others missing. Sgt. Fey on his return to this base said he felt the crash, reached for his parachute. The next thing he knew he was falling earthward with his parachute in his arms and only one strap hooked on. He then quickly hooked the other side, pulled the rip cord, and just before hitting the water he unhooked leg straps and slid out of harness and blew up his “Mae West”, which he stated barely kept him afloat for 1 hour 15 minutes until the rescue craft came along.

During the time our A/C were landing at base, two formations of 305th Crew crossed over our field on a collision course. Visibility was very poor and ceiling low. They did not see each other until very close. One formation attempted to go down and the other up. However, one A/C did not follow his leader down and pulled up to collide with one of the high formation. Both planes exploded and broke up, the pieces falling on the 367th dispersal area and air field proper. All personnel in both A/C were killed. The following morning the newspapers stated “Yesterday over 1000 heavy bombers attacked military and industrial targets in the Reich. All bombers returned.” Many will never know of this great lose; a few will know with great sorrow. **Source: 306th Bomb Group Mission Report**

369th Bomb Squadron Mission Report

Hannover: The 306th flew thirty-six A/C as 40th “A” Group. Lt. Col. John Chalfant, CO of the 423rd Squadron, flew the lead A/C, with Capt. John Davis and crew. Other 369th men flying the lead squadron were: Lts. Alfred Johansen, Richard Jones, Gennaro Carrazzone, Walter Rozett, **Roy Trask**, Harlan Laughlin, Raymond Birdwell, Jack Lewis and crews. Bombing was PFF through 10/10ths clouds. Bomb strikes plotted from PFF scope photos show bombs starting on or near the west end of the M/Y, just south of the target. Escort was good and no E/A were seen. AA fire was meager and scattered at the target, and there was no damage to any A/C. Two 306th A/C went down over the Channel in a mid-air collision. Lt. Raymond Layfield, 369th PFF navigator, was lost in this crash. Two A/C from the 305th Group collided in mid-air over the Thurlough A/F as our planes were landing. **Source: 369th Combat Diary**

This 15th mission to Hanover, Germany on October 22th was recorded in the Stars and Stripes Newspaper on October 23, 1944.

Heavies Pound 5 Reich Cities

After two days of inactivity because of bad weather, more than 1,100 Eighth Air Force Fortresses and Liberators yesterday hammered industrial and communication objectives in the Hamm, Munster, Hanover and Brunswick areas of Germany.

Over 750 Thunderbolts and Mustangs escorted the heavies, all of which returned safely. Two fighters were missing, but were believed to have landed in friendly territory.

One group of strafing P51s reported the destruction of 13 locomotives and 25 railway cars.

The B17s and B24s bombed through solid overcast by means of instruments. There was no enemy fighter opposition.

Stars & Stripes October 23, 1944

INTERROGATION FORM

SQUADRON: ~~877X868~~ 89 ~~422XX~~ A/C Number 301 Letter U Date 22/10/44

Bomb Load 6 x ML7 H.E. Incend.

Position in Formation *40 A Lead*

Time Took Off 0945 Time Landed _____

	X	X	X	X
X	X	X	X	X
X	X	(X)	X	X
X	X		X	X

1. HOT NEWS to be phoned in? Yes No
Details:

CRE.: Give Rank and Initials

flew 4th coming home.

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

2nd Lt. H.S. Trask Pilot

2nd Lt. H.J. Morere Co-1

2nd Lt. G.J. Lateano Nav.

2nd Lt. G.F. Kerr, Jr. Bomb

S/Sgt. J.S. Belker Radi

S/Sgt. C.H. Nuessen Top

Sgt. G.C. Krone Ball

Sgt. Elmer R. Wilke *W/W*

Sgt. Emil R. Wilke *W/W*

*(5250) saw both go down
(0225E) one blow up
hit tail on one
wing on other*

2. TARGET ATTACHED:

Primary Time: 1437

Alternate Height: 28200

Last Recd Heading: 325
(circle)

Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: *none*

Any Nickels: Yes No

Other Bombing: *none*

Number bombs dropped _____
Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

as briefed

8. WEATHER: (If it affected mission) *Climbed 28000 ft.*

9. FLAK: Encountered on way out, at target and on way home.

1425: 9230 saw flash off to right

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bombs	Location in relation to A/C	Accuracy
						<i>flash inaccurate</i>

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - October 22, 1944

16. Hamburg, Germany October 25, 1944

On Wednesday October 25, 1944 **Roy E. Trask** and crew flew a mission to Hamburg, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target Hamburg, Germany – October 25, 1944

8th Army Air Force Mission Report

Mission 688: 1,250 bombers and 522 fighters are dispatched to hit oil and industrial targets in W Germany; 2 bombers and 1 fighter are lost; the first three forces use H2X while the 4th and 5th use GH:

1. 455 B-17s are dispatched to hit the Harburg (221) and Rhenania oil refineries (214) at Hamburg; 1 other hits a target of opportunity; 1 B-17 is lost and 94 damaged; 9 airmen are MIA. Escort is provided by 129 of 139 P-51s; 1 P-51 is lost and 1 damaged beyond repair.
2. 225 B-24s are dispatched to hit Neumunster Airfield (216); targets of opportunity are Munster (3) and Utersum (1); no losses. Escort is provided by 41 of 42 P-51s without loss.
3. 297 B-17s dispatched to hit the primary hit secondaries, Harburg (179) and Rhenania oil refineries (106) at Hamburg; 1 other hits a target of opportunity; 1 B-17 is lost and 16 damaged; 1 airman is WIA and 9 MIA. Escort is provided by 221 of 255 P-51s without loss.
4. 131 B-17s are dispatched to hit synthetic oil targets at Gelsenkirchen/Nordstern (27); 100 others hit the secondary, the marshaling yard at Hamm; 49 B-17s are damaged. Escort is provided by 50 of 50 P-47s without loss.

5. 142 B-24s are dispatched to hit synthetic oil targets at Scholven/Buer (91); 34 hit the secondary at Munster and 1 hits Gronua; 39 B-24s are damaged.

Escort is provided by 34 of 36 P-47s without loss. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Hamburg – 33 A/C plus 3 PFF flew as 40th “C” Group to attack the oil refinery at Harburg, a few miles south of Hamburg. The entire route was flown over 10/10ths clouds. Bombing was PFF and scope photos indicate strikes in target area. Crews report dense black smoke from previous bombing coming through clouds. Fighter support was as briefed. No enemy fighters were seen. Leaflets were dropped. There was moderate to intense barrage A.A. fire at the target, bursting low into chaff trail which was being blown to west by cross wind. Capt. McKinney, 369th C.O. led. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Hamburg: The visual and PFF target for Hamburg was oil refineries. The 306th flew 40th “C” Group and bombed PFF through 10/10ths clouds. Photos show no ground detail, but scope pictures place bomb fall on or very near the MPI, and vertical pictures show smoke boiling up through the clouds. No E/A were seen. Flak was moderate to intense, firing low into chaff. No 369th planes received flak damage. Capt. James McKinney, CO of the 369th, flew lead with a crew from the 367th Squadron. Lts. Alfred Johansen, Arthur Glynn, and Raymond Franzino flew the high flight of lead squadron. Capt. Murphy, Lts. Roy Trask and Jack Lewis flew high flight of high squadron. Lt. Gennaro Carrazzone returned early because of internal engine failure.

Source: *369th Combat Diary*

This 16th mission to Hamburg, Germany on October 25th was recorded in the Stars and Stripes Newspaper on October 26, 1944.

**2,200 Heavies
Batter Reich**

After a two-day lull, more than 1,200 Fortresses and Liberators yesterday hammered the Reich's largest railroad yards, located at Hamm, and hit important oil-refining centers in the Hamburg-Harburg area, as well as other military targets in northwestern Germany. The synthetic oil plants at Gelsenkirchen also were pounded.

Escorted by more than 500 Thunderbolt and Mustang fighters, the Eighth heavies bombed through cloud by means of instruments. Two bombers and one fighter were lost.

Stars & Stripes October 26, 1944

INTERROGATION FILE

Squadron ~~00000000~~ 09 ~~XXXX~~ A/C Number 896 Leader F Date 25/10/44

Bomb Load 10 x T188 Rockets Incend. Position in Formation 32

Time Took Off 0909 Time Landed _____

1. HOT NEWS to be phoned in? Yes No
 Details:

	X	X	X	X	X
	X	X	X	X	X
	*	*	X	X	*
	*	*			*

HIGH

CREW: Give rank and initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- 2nd Lt. R.E. Trask ✓ File
- 2nd Lt. H.J. Morere ✓ Co-1
- 2nd Lt. G.J. Lateano ✓ Nav.
- 2nd Lt. G.T. Kerr, Jr. ✓ Boat
- S/Sgt. J.S. Belker ✓ Radi
- S/Sgt. C.H. Nuessen ✓ Top
- Sgt. G.C. Krone ✓ Ball
- Sgt. Elmer R. Wilke ✓ RA
- Sgt. Emil R. Wilke ✓ Tail

2. REPORT ATTACHED

Primary Time: 1335
 alternate Height: 27,500
 List Recort Heading: 030° mag
 (circle)
 Duration Bomb Run:

3. Number of GLCS dropped on target? 2 Jettisoned? Returned: Abortive:

4. Observed REGIONS OF BURSTS: (For this plane or others)

Own Bombs: 10/10ths - PFF target just before back-
 Any Rockets: Yes No
 Other bombs: Must smoke up from trailing up
 Number bombs dropped _____
 Number Bombs returned _____

5. Any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACHED BY GUNFIRE AND ROCKETS:

7. ROUTE: (If different than ordered) (If ARRIVING give time, place, height, of turn; reason for returning early, and Disposition of bombs):

with formation - mostly under caston and
cut - tops - about 10,000 -
 8. WEATHER: (if it affected mission)
 9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (Light or Heavy), Intense, moderate or slight.	Color of Bursts	Location in relation to A/C	Accuracy
------	-------	---------------	-----------------------------------------------------	-----------------	-----------------------------	----------

moderate to intense barrage - just missing us -
at target - mostly low all the side

Very great burst
flashed on target area, black - didn't make
regular pattern, but churned up - appeared

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - October 25, 1944

17. Bielefeld, Germany October 26, 1944

On Thursday October 26, 1944 **Roy E. Trask** and crew flew a mission to Bielefeld, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator P. K. Marshall, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**. **Guy J. Lateano** flew as navigator on A/C 362 flown by A. F. Glynn on this mission.



Target Bielefeld, Germany – October 26, 1944

8th Army Air Force Mission Report

Mission 689: 1,225 bombers and 674 fighters make PFF attacks on industrial and communications targets in W Germany; 1 fighter is lost:

1. 430 B-17s are dispatched to attack a storage depot at Bielefeld (155) and aircraft repair plant and Ludwig marshaling yard at Munster (108); targets of opportunity are Munster (87), Gutersloh (24) and other (1); 10 B-17s are damaged. Escort is provided by 204 of 215 P-51s; 1 P-51 is lost (pilot MIA).
2. 432 B-17s are dispatched to hit the Hannover/Hanomag military vehicle plant (155); targets of opportunity are Hannover (221), Bielefeld (36) and other (1); 2 B-17s are damaged beyond repair and 14 damaged; 16 airmen are KIA, and 1 WIA. Escort is provided by 235 P-47s and P-51s; 1 P-47 is damaged beyond repair.
3. 242 of 246 B-24s hit the aqueduct and Mittelland Canal at Minden; 5 B-24s are damaged. Escort is provided by 128 P-47s and P-51s; they claim 2-0-0 Luftwaffe aircraft without loss.

4. 117 B-24s are dispatched to hit the Welheim synthetic oil plant at Bottrop (65); 33 others hit Munster; 37 B-24s are damaged; 1 airman is WIA.

Escort is provided by 59 of 66 P-51s without loss. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Bielefeld – 24 A/C including 2 PFF flew as high squadrons in 40th “A” and “B” Groups. Also 12 A/C including 1 PFF flew as a chaff screening force on a “Razzin Dazzle” Mission. The target was the Ordnance Storage Depot. The route and target were covered with 10/10ths cloud and bombing was PFF. Leaders stated that PFF equipment worked satisfactorily and bombs were released to hit the eastern part of city, trailing across the depot. Photo evidence verified this, showing about 50 percent of depot destroyed. There was no enemy opposition. P-51s gave continuous support. Leaflets were dropped. Of the 12 A/C in the screening force each carried 50 boxes of chaff and proceeded to Munster, circling the city, dropping all chaff and returning to base. No flak or enemy A/C were encountered. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Bielefeld: The 306th flew twenty-four A/C as high squadron of 40th “A” and “B” Groups, plus twelve A/C as lead squadron of a chaff screening mission. The 369th flew seven A/C in 40th “B” high with Lt. George Schneider in the lead A/C for the squadron, plus Lts. Gennaro Carrazzone, Raymond Franzino, Arthur Glynn, and crews in the screening force. Crews report that bomb strikes in the city were observed through a hole in the clouds. No scope photos are available and vertical pictures show mostly 10/10ths clouds with no ground detail. No E/A were encountered, and our formation found no flak at the target or in route. Lts. William Denton, Alfred Johansen, Raymond Braun, **Roy Task**, Raymond Birdwell, Jack Lewis and crews flew other 369th A/C in the high squadron. Source: *369th Combat Diary*

This 17th mission to Bielefeld, Germany on October 26th was recorded in the Stars and Stripes Newspaper on October 27, 1944.

Big Day Blow At Reich Again

For the second straight day more than 1,200 U.S. heavy bombers swarmed over Germany yesterday, battering rail and industrial targets in the Hanover, Munster and Bielefeld areas. They were followed up by RAF heavies in their second successive daylight attack on the Reich.

Upward of 600 Thunderbolt and Mustang fighters escorted the Fortresses and Liberators, which bombed through solid cloud. One bomber and one fighter were lost.

Stars & Stripes October 27, 1944

INTERROGATION FORM

Squadron 367 ~~367~~ 6/500 A/C Number 975 Date 26/10/44

Bomb Load 6/ML7 H.E. Incend.

Position in Formation

Time Took Off 1031 Time Landed 1735

X X X X X
X X X X X
X X X X X
X X X X X

40 B
High

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. Trask, R.E. Field
- 2nd Lt. Morere, H.J. Co-r
- 2nd Lt. Marshall, P.K. Nav.
- 2nd Lt. Kerr, G.S., Jr. Bomb
- S/Sgt. Belker, J.S. Radio
- S/Sgt. Nuessen, C.H. Top
- Sgt. Krone, C.C. Ball
- Sgt. Wilke, Elmer, R. R/W
- Sgt. Wilke, Emil, R. W/S Tail

2. TARGET ATTACKED:

Primary Time: 1410
Alternate Height: 25,800
Last Resort Heading: 135
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on targets Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING (For this plane or others)

Own Bombs: an city

any Nickels: Yes
Number bombs dropped: 6
Number Bombs returned: 0

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

as to

8. WEATHER: (If it affected mission) non-Prev. con to

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy

Crew observations about Flak:

Mission Interrogation Form Showing Trask, Morere, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - October 26, 1944

INTERROGATION FORM:

38

Squadron 367 368 Joy 368 A/C Number 362 Letter K Date 26 Oct, 1944

Bomb Load 50 cartons H.E. Incend. CHAFF

Position in Formation

	X	X	X	X	X
☺	X	X	X	X	X
	X	X	X	X	X
	X			X	X

*Lead
Chaff
Screening*

Time Took Off 10:16 Time Landed 1543

1. HOT LINES to be phoned in? Yes No
Details:

CRS.: Give Rank and Initials

nil.

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. A.F. Glynn Pilot
- 2nd Lt. W.L. Rogers Co-r
- 2nd Lt. G.J. Lateano Nav.
- 2nd Lt. C.W. Greeninger Bomb
- S/Sgt S. Keren Radi
- S/Sgt G. Coker Jr. Top
- Sgt J.W. Kshaley Ball
- Sgt F. Piepenbrink L/W
- Sgt H.A. Liles Tail

TARGET ATTACKS:

Primary Time: 1322 - 1340

Alternate Height: 27000

Last resort Heading: 90 Mag.

Duration bomb run: over target and

right turn to 025 Mag.

3. Number of BOMBS dropped on target: Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others) all 50 cartons chaff

Own Bombs: effect unobs.

Any Nickels: Yes No

Number bombs dropped _____

Number Bombs returned _____

Some bombs didn't open so ball turret turned his guns around so that they burst open -

5. Any PARACHUTES taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ALOK.IV. give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) 10/10 all the way except for one

9. FLAK: Encountered on way out, at target and on way home. break on east side of Zinder Zee

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
------	-------	---------------	--------------------------------------------------	-----------------	------------------------------------	----------

target - 20 bursts str. off to right probably Munster -

Obs rocket - no burst 20 miles in distance (n.w. of Ruhr.)

Crew observations about Flak:

18. Munster, Germany October 30, 1944

On Monday October 30, 1944 **Roy E. Trask** and crew flew a mission to Munster, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was W. W. Clark, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**. **H. John Morere** flew as co-pilot with pilot R. A. Franzino on A/C 297 on this mission.



Target Munster, Germany – October 30, 1944

8th Army Air Force Mission Report

Mission 693: 1,279 bombers and 978 fighters fly a major mission against German oil production facilities; 2 bombers and 5 fighters are lost:

1. 357 B-24s are dispatched to hit the Harburg oil refinery (72) and Rhenania oil refinery (67) at Hamburg; targets of opportunity are Hamburg (28), Cuxhaven (25), Wesermunde (21), Uetersen (9), Bremen (1) and other (1); 2 B-24s are lost and 30 damaged; 19 airmen are MIA. Escort is provided by 293 P-47s and P-51s; 4 P-51s are lost (pilots MIA).
2. 463 B-17s dispatched hit secondary targets, the marshaling yards at Hamm (209) and Munster (192); targets of opportunity are Osnabruck (12), Enschede (2) and other (4); 17 B-17s are damaged; 1 airman is WIA and 2 MIA. Escort is provided by 123 of 135 P-47s; 1 P-47 is lost (pilot MIA).

3. 459 B-17s dispatched to hit the Leuna oil refinery at Merseburg are recalled due to deteriorating weather; 2 B-17s are damaged. Escort is provided by 482 of 508 P-51s without loss.

Mission 693A: 2 of 5 B-17s make an APHRODITE attack on Heligoland Island, Germany; escort is provided by 7 of 7 P-47s. 26 of 27 B-17s, escorted by 8 of 8 P-47s, fly a cover mission to Heligoland without loss. **Source:** *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Munster – 36 A/C including 3 PFF plus 3 spares flew as 40th “B” Group to bomb primary target of synthetic oil plant at Gelsenkirchen-Nordstern, but en route they were informed that 10/10ths cloud covered the target, so formation proceeded to PFF target, rail transportation center at Munster. Haze, ice, dense persistent contrails, and cirrus clouds interfered with formation flying and crews were on instruments most of the time. Low squadron bombed what mickey operator believed was south of Munster. High made a separate run to left of lead and dropped in north part of city. Because of extremely bad visibility low became separated from formation and since it had no PFF equipment, returned all bombs to base. No enemy fighters were seen. P-51s and P-47s gave all support possible under existing weather conditions. No damage received from flak. **Source:** *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Munster: The 306th flew 40th “B” Group to bomb the M/Y in Munster. Bombing was PFF, with scope photos showing strikes on the southern section of M/Y. No fighter opposition was encountered. There was meager, low barrage flak at the target, with no A/C damaged. The 369th flew nine A/C in the low squadron, with Lt. George Schneider leading. The low squadron was forced out of formation by another formation, and in heavy contrails, with poor visibility, lost the lead squadron. Since they had no PFF equipment they were unable to bomb and brought their bombs home. Lts. Harlan Laughlin, Raymond Braun, William Haase, Walter Rozett, Jack Lewis, Alfred Johansen, Raymond Franzino, Roy Trask and crews other 369th A/C. **Source:** *369th Combat Diary*

This 18th mission to Munster, Germany on October 30th was recorded in the Stars and Stripes Newspaper on October 31, 1944.

U.S. Heavies Pound Reich; RAF Also Out

More than 800 Fortresses and Liberators, escorted by over 950 Mustangs and Thunderbolts — largest bomber-escort force ever dispatched by the Eighth Air Force—hammered oil, rail and industrial objectives in the Reich yesterday, with RAF Lancasters also out over Germany in daylight.

The U.S. heavies pounded industrial and communications targets at Hamm and Munster for the third time in six days and again struck at oil refineries and processing plants in the Hamburg-Harburg areas, dropping approximately 2,000 tons of bombs.

Two U.S. bombers and six fighters were lost.

Stars & Stripes October 31, 1944

INTERROGATION FORM

SQUADRON # *359* A/C Number *975* Letter *F* Date *30/10/44*
 Bomb Load *18/300* H.E. Incend. Position in Formation *40 B Low*
 Time Took Off *0926* Time Landed *1545*

	X	X	X	X
☺	X	X	X	X
X	X	X	X	X
X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No
 Details:

25

CRIL: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

2nd Lt. Trask, R.E.	✓	Pile
2nd Lt. Clark, W.W.	✓	Co-1
2nd Lt. Lateano, G.J.	✓	Nav.
2nd Lt. Kerr, G.T., Jr.	✓	Bo.
S/Sgt. Belker, J.S.	✓	Rnd.
S/Sgt. Nuessen, C.H.	✓	Top
Sgt. Krone, C.C.	✓	Bail
Sgt. Wilke, Elmer, R.	✓	<i>TEK</i> R/A
Sgt. Wilke, Emil, R.	✓	<i>L/A</i> R/W Tail

2. TARGET ATTACKED:
 Primary Time: _____
 Alternate Height: _____
 Last Resort Heading: _____
 Duration Bomb Run: _____

3. Number of BOMBS dropped on target: Jettisoned: Returned abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: *Did Not Drop*
 Other bombing: _____
 Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes No? *not on at g/f*

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)
with group

8. WEATHER: (If it affected mission) *10/10 contrast*

9. FLAK: Encountered on way out, at target and on way home.
dense puffs. caps 25000-yp

Time	Place	Height of A/C	Type (light of heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<i>g/f. low, light inaccurate</i>						

Crew observations about Flak:

Mission Interrogation Form Showing Trask, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - October 30, 1944

INTERROGATION FORM

Squadron 44th 3. 44 A/C Number 297 Lett N Date 30/10/44
Bomb Load 18/300 H.E. Incend. Position in Formation 40 B
Time Took Off 0926 Time Landed 1529 Low

1. HOT WEBS to be phoned in? Yes No 24
Details:

X	X	X	X
X	(X)	X	X X
X	X	X	X
X	(X)	X	X

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details) No

2. TARGET ATTACKED: No P.F.F.
Primary Target: ship and could not see leader to drop.
Alternate Height: not see leader to drop.
Last Resort Heading: not see leader to drop.
Duration Bomb Run: _____

<u>1st Lt. Franzino, R.A.</u>	<u>✓</u>	<u>Pile</u>
<u>2nd Lt. Morere, H.J.</u>	<u>✓</u>	<u>Co-1</u>
<u>1st Lt. Ransdell, W.M.</u>	<u>✓</u>	<u>Nav.</u>
<u>1st Lt. Soifer, S.</u>	<u>✓</u>	<u>Bomb</u>
<u>T/Sgt. Lynch, R.L.</u>	<u>—</u>	<u>Radi</u>
<u>T/Sgt. Fontenot, M.</u>	<u>—</u>	<u>Top</u>
<u>S/Sgt. Schubert, R.F.</u>	<u>—</u>	<u>Ball</u>
<u>S/Sgt. Chancellor, R.L.</u>	<u>—</u>	<u>R/I</u>
_____	_____	<u>L/T</u>
<u>S/Sgt. Villagran, A.C.</u>	_____	<u>Tail</u>

3. Number of HOME dropped on target: Jettisoned: Returned Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: DID NOT DROP Any Nickels: Yes No
Other Bombing: _____ Number bombs dropped: _____
Number Bombs returned: _____

5. any PHOTOGRAPHS taken: Yes? No

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)
As briefed

8. WEATHER: (If it affected mission) Very Bad: Dense Cirrus Clouds Contrails persistent & dense.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>NONE</u>						
<u>NONE</u>						
<u>NONE</u>						

Crew observations about Flak: _____
NONE

Mission Interrogation Form Showing Morere – October 30, 1944

306th Bomb Group November Mission Summary

This month's missions were directed mainly at Germany's dwindling oil production. Of eleven missions flown, eight were briefed with oil destruction as the objective. In two cases weather interfered to such an extent that other targets were bombed. Of the entire eleven missions not one primary was hit with a complete visual run. Only once was the weather clear over the primary (Misburg, 26 Nov., 1944) and here the Germans employed a smoke screen to such an advantage that instrument bombing was necessary. November has been great development of our blind bombing technique with quite fair results.

The group flew two ground support missions, dropping on enemy front lines and forward gun positions through a complete under-cast. The many safeguards that were employed were so effective that not a single bomb was dropped short, and accuracy has been proven by notable advances the ground forces have been able to make in recent weeks in spite of adverse weather. Gen. George S. Patton has commended the entire 8th Air Force on these occasions, copy of which is appended hereto.

The struggle for air supremacy has proven successful for, in spite of the GAF's recent increased effort to stop the onslaught against his vital oil refineries, our formation has been getting through to the objective. His best efforts appears to be sporadic all-out attempts against elements of the 8th Air Force and not against the whole show. The attacks have been very costly to those groups which had to bear the brunt of the attacks. This cannot be attributed solely to luck but is a credit to our leaders for the tight formations and close adherence to the time schedules and control points. Too much cannot be said also of the spirit and cooperation of all crews. The Germans have turned more and more to flak defenses since he has found it impossible to keep pace in the air. Again the importance of his oil can be measured by the flak yard stick. Within the last two the plants have been surrounded by a greater concentration of A.A. guns than ever before.

Source: *306th Bomb Group Mission Report*

19. Hamburg, Germany November 4, 1944

On Saturday November 4, 1944 **Roy E. Trask** and crew flew a mission to Hamburg, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Elmer R. Wilke** and tail gunner **Emil R. Wilke**.



Target: Hamburg, Germany – November 4, 1944

8th Army Air Force Mission Report

Mission 700: 1,160 bombers and 890 fighters are dispatched in 6 forces to make PFF attacks on the oil industry in W Germany; 5 bombers and 2 fighters are lost:

1. 228 B-17s are dispatched to hit the oil plant at Neunkirchen (151); secondary targets hit are the marshaling yards at Saarbrücken (35) and Neunkirchen (13); 5 B-17s are damaged. Escort is provided by 76 of 77 P-47s and 50 Ninth AF P-51s without loss.
2. 210 of 222 B-24s hit the Misburg oil plant at Hannover; 3 B-24s are lost and 93 damaged; 28 airmen are MIA. Escort is provided by 371 P-47s and P-51s; they claim 0-0-1 aircraft on the ground; 1 P-51 is lost (pilot MIA).
3. 257 B-17s are dispatched to hit the Harburg oil plant at Hamburg (238); targets of opportunity are the aviation industry at Nordholz (9) and other (2); 9 B-17s are damaged. Escort is provided by 124 of 139 P-51s; they claim 0-0-1 aircraft on the ground; 1 P-51 is lost (pilot MIA) and 1 damaged beyond repair.
4. 186 of 193 B-17s hit the Rhenania oil plant at Hamburg; 2 others hit targets of opportunity; 2 B-17s are lost and 61 damaged; 1 airman is WIA and 18 MIA. Escort is provided by 110 P-51s without loss.
5. 91 of 119 B-17s hit the Welhun oil plant at Bottrop; 26 others hit the secondary, the marshaling yard at Hamm; 24 B-17s are damaged. Escort is provided by 37 of 40 P-51s; they claim 0-0-1 aircraft; 1 P-51 is lost.
6. 133 of 141 B-24s hit Gelsenkirchen/Nordstern without loss.

Escort is provided by 50 of 54 P-47s. **Source:** *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Harburg – The 306th flew 36 A/C of the 40th “A” Group to bomb the oil refinery at Harburg, near Hamburg, Germany. Lt. Colonel J. S. Chalfant led. The target, Rhenania-Ossag Mineralwerke, A.G., is the largest crude oil refinery in Germany.

10/10ths cloud covered the target and bombing was by PFF, with two A/C dropping leaflets. No E/A were encountered and our P-51s gave close support all the way. Both mickey operators reported that their equipment worked well with good returns. It is felt that good results were obtained, even though strike photos show no ground details. Flak was low and inaccurate, and of our A/C were damaged.

Several crews reported smoke trails in the sky in the target area which appeared like our smoke bombs. It was suggested that they may have been a deliberate attempt to mislead formations, getting them to drop on these spurious trails. **Source: 306th Bomb Group Mission Report**

369th Bomb Squadron Mission Report

Harburg: The 306th flew 40th “A” Group to bomb Harburg oil facilities through 10/10ths clouds by PFF. The 369th flew Lt. Laughlin as leader of the high squadron, with Capt. Joseph Murphy, Lts. Warren Doman, Raymond Birdwell, Arthur Glynn, **Roy Trask**, Gennaro Carrazzone, William Denton, and Walter Rozett flying other 369th A/C. Flak was moderate to intense at the target, but mostly low and to the left. There was no damage to the “A” group. There was no E/A opposition. **Source: 369th Combat Diary**

This 19th mission to Hamburg, Germany on November 4th was recorded in the Stars and Stripes Newspaper on November 6, 1944.

5,000 Heavies in Non-Stop Blitz

2-Day Blow Hammers 14 Nazi Cities

In a weekend non-stop air assault, nearly 5,000 Allied heavy bombers hammered targets in 14 cities in Germany, as well as in Austria and Jugoslavia.

More than 1,200 Fortresses and Liberators of the Eighth Air Force, escorted by about 650 P47s and P51s, yesterday pounded rail yards and synthetic oil plants in Frankfurt, Ludwigshafen and Karlsruhe, following a day in which more than 1,100 B17s and B24s, shepherded by over 800 P47s and P51s, blasted similar objectives in the Hamburg-Harburg area, Geisenkirchen, Miaburg and Saarbrucken.

Stars & Stripes November 6, 1944

INTERROGATION FORM

Squadron 311111111 A/C Number 301 Lett U Date 4-11-44
 Bomb Load 12 x 500 H.E. 11111111 Position in Formation 40A High
 Time Took Off 0815 Time Landed 1608

1. NOT NEWS to be phoned in? Yes No
 Details:

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

CREW: Give Name and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- 2nd Lt. R. E. Trask Pil.
- 2nd Lt. H. J. Morere Co-.
- 2nd Lt. G. J. Lateano Nav.
- 2nd Lt. G. T. Kerr, Jr. Bomb
- S/Sgt. ^{JS} C. Belker Radio
- S/Sgt. C. H. Nuessen Top
- Sgt. ^{CC} S. Krone Bail
- Sgt. Elmer R. Wilke R/Y
- Sgt. R. Emil Wilke Tail

2. TARGET ATTACHED:
 Primary Time: 1146
 alternate Height: 26,500
 Last Resort Heading: 055°M
 (circle)
 Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:
 4. Observed RESULTS (F B BING): (For this plane or others)

Own Bombs: Chaff ok.
 Other bombing: Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes No
 6. GROUND TARGETS ATTACHED BY GOLFING AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)
ask.

8. WEATHER: (If it affected mission) - 10700 - target - coast in 8/10-12/10.
 9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light of heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>Target</u>	<u>mid</u>			<u>Bange & Tr.</u>		<u>No</u>

Crew observations about Flak:

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - November 4, 1944

20. Frankfurt, Germany November 5, 1944

On Sunday November 5, 1944 **Roy E. Trask** and crew flew a mission to Frankfurt, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Loading List below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target: Frankfurt, Germany – November 5, 1944

8th Army Air Force Mission Report

Mission 702: 1,272 bombers and 666 fighters in 3 forces attack marshaling yards in W Germany; H2X radar is used by all forces; 12 bombers and 6 fighters are lost.

1. 452 B-17s are dispatched to the marshaling yard at Frankfurt (396); 36 hit the marshaling yard at Hanau and 4 hit other targets; 1 B-17s is lost, 2 damaged beyond repair and 126 damaged; 1 airman is KIA, 3 WIA and MIA. Escort is provided by 206 P-47s and P-51s; 2 P-51s are lost (pilots MIA)

2. 454 B-17s are dispatched to hit the marshaling yard (219) and industrial area (177) at Ludwigshafen; targets of opportunity are the marshaling yard at Kaiserslautern (33) and other (4); 11 B-17s are lost and 298 damaged; 1 airman is KIA, 5 WIA and 103 MIA. Escort is provided by 192 P-47s and P-51s; 1 P-51 is lost (pilot MIA).

3. 333 of 366 B-24s hit the secondary target, the Karlsruhe marshaling yard; 12 others hit Landau; 3 B-24s are damaged beyond repair and 28 damaged; 6 airmen are KIA and 8 WIA.

Escort is provided by 228 P-47s and P-51s; 2 P-47s and 1 P-51 are lost (pilots are MIA). Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Frankfurt – 36 A/C were flown as 40th “C” Group to bomb the marshalling yard at Frankfurt in the continuation of the round-the-clock attacks against war resources. Maj. Earl Kesling, c.o. of the 367th, led, with Maj. Thomas M. Hulings, c.o. of the 368th, as deputy.

The bomb run was started on mickey equipment, then a hole opened in the clouds which had been 10/10ths, and with a slight visual correction bombs went away, low and high dropping on the lead. Photos show positive identification and indicate excellent results, probably close to the middle of the old town.

After turn off the target, the wing behind called on VHF and said, “You Charlie boys really knocked hell out of that target.” Flak was low tracing for about four minutes over target. A flak barrage over the city was avoided by a left turn just after bombs away. No E/A attacked this group, but two possible jet A/C were reported in the target area. Our fighters gave excellent support. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Frankfurt: The 306th flew thirty-six A/A as 40th “C” Group. Captain John Davis and crew flew the lead A/C with Major Earl Kesling, co of the 367th squadron. Bombing was PFF with a slight visual correction. Photos show bomb strikes near center of the old city. Clouds were 10/10ths over most of the continent, with a lucky break at the target. There was no E/A opposition, but two jets were reported in the target area. Other 369th A/C were flown by Lts. William Haase, **Roy Trask**, Jack Lewis, Warren Doman, Raymond Braun, Arthur Glynn, William Denton, Walter Rozett and crews. Source: *369th Combat Diary*

This 20th mission to Frankfurt, Germany on November 5th was recorded in the Stars and Stripes Newspaper on November 6, 1944.

5,000 Heavies in Non-Stop Blitz

2-Day Blow Hammers 14 Nazi Cities

In a weekend non-stop air assault, nearly 5,000 Allied heavy bombers hammered targets in 14 cities in Germany, as well as in Austria and Jugoslavia.

More than 1,200 Fortresses and Liberators of the Eighth Air Force, escorted by about 650 P47s and P51s, yesterday pounded rail yards and synthetic oil plants in Frankfurt, Ludwigshafen and Karlsruhe, following a day in which more than 1,100 B17s and B24s, shepherded by over 800 P47s and P51s, blasted similar objectives in the Hamburg-Harburg area, Geisenkirchen, Miaburg and Saarbrücken.

Stars & Stripes November 6, 1944

MISSION LOADING TIME NOV
MISSION NUMBER 254 DATE NOV 5, 1944

10th

Number 185 A/C Number _____
Flying Time 7:10 Total Flying Time _____

(P)	Trask, R. E.	2nd Lt.	(P)	_____
(CP)	Morere, H. J.	"	(CP)	_____
(N)	Lateano, G. J.	"	(N)	_____
(B)	Kerr, C. T.	"	(B)	_____
(E)	Nuessen, C. H.	T/Sgt.	(E)	_____
(RO)	Belker, J. S.	"	(RO)	_____
(G)	Krone, C. C.	S/Sgt.	(G)	_____
(G)	Wilke, Emil R.	"	(G)	_____
(G)	Wilke, Elmer R.	"	(G)	_____

A/C Number 42-97658 A/C Number _____
Total Flying Time 8:05 Total Flying Time _____

(P)	Haas, W. J.	1st Lt.	(P)	_____
(CP)	Hulings, T. M.	Maj. (368th.)	(CP)	_____
(N)	Barkwill, J. W.	2nd Lt.	(N)	_____
(B)	Oldenburg, L. A.	"	(B)	_____
(E)	Miller, W.	T/Sgt.	(E)	_____
(RO)	Gibson, L. N.	"	(RO)	_____
(G)	Sulzer, H. G.	S/Sgt.	(G)	_____
(G)	Wood, M. D.	"	(G)	_____
(G)	Zimmerman, R. C.	S/Sgt.	(G)	_____
(G)	M. Oronstein, R.	1st Lt. (423rd)	(G)	_____

A/C Number 42-38198 A/C Number _____
Total Flying Time 9:10 Total Flying Time _____

(P)	Lewis, J. B.	1st Lt.	(P)	_____
(CP)	Chancey, J. L.	2nd Lt.	(CP)	_____
(N)	Silvay, A. J.	"	(N)	_____
(B)	Bodnaruk, J.	"	(B)	_____
(E)	Patterson, E. T.	T/Sgt.	(E)	_____
(RO)	Schuster, G. A.	"	(RO)	_____
(G)	Goetz, R. L.	S/Sgt.	(G)	_____
(G)	Goetz, F. H.	"	(G)	_____
(G)	Bunn, J. C.	"	(G)	_____

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - November 5, 1944

Roy Ellsworth Trask and crew flew aircraft 42-97185 on two missions. First was on October 17, 1944 to Cologne, Germany and the second on November 5, 1944 to Frankfurt, Germany. Luck ran out for this B-17 on February 14, 1945 on a mission to Dresden, Germany. It was being flown by Captain Boylston B. Lewis when it crashed. The following picture shows some parts from the plane recovered years later.



The objects shown above have been recovered from the crash site of Capt. Boylston B. Lewis' 369th plane, 42-97185, which went down in Czechoslovakia 14 Feb 45 on a Dresden mission. An inquiry came from a Czech WWII aircraft enthusiast. Forest Goodwill and Everett Daniels, 369th crew chiefs, agree that the object on the left is an oil cooler and that the other object is half of a supercharger governor out of an engine.

Source: October 1992 Echo

21. Hamburg, Germany November 6, 1944

On Monday November 6, 1944 **Roy E. Trask** and crew flew a mission to Hamburg, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target: Hamburg, Germany – November 6, 1944

8th Army Air Force Mission Report

Mission 704: 1,131 bombers and 802 fighters in 6 forces make PFF attacks on the oil industry in W Germany; 5 bombers and 5 fighters are lost:

1. 291 B-17s are dispatched to hit the Harburg (142) and Rhenania (138) oil refineries at Hamburg; 3 others hit the Lubeck oil refinery at Hamburg; 4 B-17s are lost and 103 damaged; 2 airmen are KIA, 2 WIA and 36 MIA. Escort is 238 of 258 P-51s; 1 P-51 is lost (pilot MIA) and 1 damaged beyond repair.
2. 262 B-17s are dispatched to hit the aviation industry at Neumunster (23); 231 hit the secondary, the Neumunster marshaling yard; 3 others hit targets of opportunity; 10 B-17s are damaged; 1 airman is KIA. Escort is 93 of 102 P-51s; 1 P-51 is lost (pilot MIA).
3. 215 B-24s are dispatched to hit the Mittelland Canal at Minden; 2 others hit targets of opportunity; 1 B-24 is lost and 31 damaged; 10 airmen are MIA. 43 of 44 P-47s escort without loss.
4. 101 B-17s are dispatched to hit the Bottrop oil refinery; 12 others hit the secondary, the marshaling yard at Hamm; 39 B-17s are damaged. 257 of 271 P-51s escort without loss.
5. 143 B-24s are dispatched to hit the Sterkrade oil refinery (134); 1 other hit Vreden; 27 B-24s are damaged. 40 of 43 P-51s escort claiming 0-0-1 aircraft; 3 P-51s are lost (pilots MIA).
6. 119 B-17s are dispatched to hit the benzol oil plant at Duisburg (65); 43 hit a target of opportunity, the marshaling yard at Rheydt; 18 B-17s are damaged. 51 of 54 P-47s escort without loss.

30 P-51s of the Scouting Forces patrol the area without loss. **Source:** *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Hamburg – 34 A/C plus 2 PFF flew as 40th “A” Group. Buckeye Red reported 9/10ths at the target and bombing was PFF in group formation, with each squadron making visual corrections during the last few seconds of the run. Pictures show strikes in the main marshalling yards. Flak was encountered in the target area and the only damage was in the lead squadron. The weather over enemy territory was good with broken under cast at 14,000 feet. Light contrails were encountered at 22,000 feet, but did not interfere with the formation. There was no E/A opposition and P-51s gave close support while over enemy territory. All A/C returned safely.

Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Hamburg: The 369th flew nine A/C, three in each of the lead, low and high squadrons of the 40th “A” Group. Bombing was in group formation, with each squadron making visual corrections during the last few seconds of the run. Pictures show strikes in the main marshalling yards. There was no E/A opposition. Flak was moderate tracking on the lead squadron, with one 369th plane receiving slight damage. Lts. Alfred Johansen, Raymond Birdwell, Raymond Franzino, Roy Trask, William Denton, Gennaro Carrazzone, William Haase, Raymond Braun, Jack Lewis, and crews flew for the 369th. Source: *369th Combat Diary*

This 21st mission to Hamburg, Germany on November 6th was recorded in the Stars and Stripes Newspaper on November 7, 1944.



Stars & Stripes November 7, 1944

INTERROGATION FORM

SQUADRON ~~347th~~ 359 ~~HW~~ A/C Number 297 Leader N Date 6/11/44

Bomb Load 6/1000 H.E. Incend. Position in Formation Low

Time Took Off 0704 Time Landed _____

1. HOT NEWS to be phoned in? Yes No
Details:

X	X	X	X	X	20
X	X	X	X	⊗	
X	X	X	X	X	
X	X	X	X	X	

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

2nd Lt. Trask, P.E.	Pil.
2nd Lt. Morere, H.J.	Co-1
2nd Lt. Lateano, G.J.	Nav.
2nd Lt. Kerr, H.T., Jr.	Bomb
T/Sgt. Belker, J.S.	R/W
T/Sgt. <u>NUESSEN</u> Nuesen, C.H.	Top
S/Sgt. Krone, C.C.	Bail
S/Sgt. Wilke, Elmer, R.	R/W
_____	L/W
S/Sgt. Wilke, Emil, R.	Tail

2. TARGET ATTACKED:

Primary Time: 1049
Alternate Height: 25000
Last Resort Heading: 027
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on (all) target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Saw black smoke & orange fire.
Any Nickels: Yes No
Other bombing: Number bombs dropped _____
Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ALTERNATE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) 7-9/10 over target. On way in & out about 2-3/10, about same on way out.
9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light or heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	-----------------------------------------------------	-----------------	---------------------------------------	----------

Target: Moderate, orange & tracking, most fire behind. Tracking the lead.

Crew observations about Flak: on way back
Just before leaving coast 5345 - 0840 - 4 gun battery, tracking, at altitude, not too close.

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nussen, Krone, Elmer Wilke, Emil Wilke - November 6, 1944

22. Merseberg, Germany November 8, 1944

On Wednesday November 8, 1944 **Roy E. Trask** and crew flew a mission to Merseberg, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target: Merseberg, Germany – November 8, 1944

8th Army Air Force Mission Report

Mission 705: 690 bombers and 890 fighters are dispatched to make a PFF attack on Merseburg oil plants and Rheine marshaling yard; bad weather causes the recall of 350+ bombers; 3 bombers and 11 fighters are lost:

1. 267 B-17s are dispatched to hit the Leuna oil plant at Merseburg (193); 2 others hit a target of opportunity; 9 of 12 B-17s fly as a screening force; 3 B-17s are lost and 85 damaged; 1 airman is WIA and 27 MIA. Escorting are 752 P-47s and P-51s; they claim 2-0-1 aircraft in the air and 0-0-1 on the ground; 2 P-47s and 9 P-51s are lost (pilots MIA) and 2 P-51s are damaged beyond repair.

2. 145 B-24s are dispatched to hit the Rheine marshaling yard (77); targets of opportunity are Enschede (8), Nordhorn Canal (8) and other (1); 15 B-24s are damaged. Escorting are 36 of 37 P-47s without loss.

3. 266 B-17s dispatched to hit the Leuna oil plant at Merseburg are recalled due to weather. 11 of 14 P-51s fly a scouting missions without loss. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Merseberg – 36 A/C flew as 40th “B” Group to bomb Launa at Merseburg. 12 A/C flew as 40th “C” screening force. During the climb through almost un-interrupted clouds and contrails to 19,000 feet, the lead and high squadrons lost the low and failed to pick up any other formation. They circled over the North Sea in search for the low, which eventually reported itself to be 8 minutes inside enemy territory and flying with the 92nd. The lead and low returned to base. The screening force dropped 25,920 units of chaff and was without fighter support all the way in and out. No E/A opposition was encountered by the low of 40th “B”, but the screening force was attacked three times by a T/E, believed to be a ME 410. A ME 109 was seen, but did not press attack. Bombing was PFF through 10/10ths clouds. Flak was moderate to intense, mostly below the planes. Capt. N. G. Kirby, who completed a tour in the Pacific Theater, flew his first mission in the E.T.O. today. He said, “The flak compares to the flak at the more difficult targets in the Pacific; you are in it about the same length of time. The Pacific missions are longer but we seldom were on oxygen as we bombed from about 7,000 feet.”

Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Merseberg: The 306th flew 40th “B” Group, plus twelve A/C in the 40th “C” screening force. The 369th flew nine A/C in the low squadron and bombed with the 92nd Group when lead and high squadrons lost the low in the clouds and returned to base. Lt. Jack Lewis flew the only 369th crew flying in the screening force. Bombing was PFF through 10/10ths clouds with all 369th A/C dropping on the lead. The “B” Group encountered no E/A, but the screening force was attacked by two E/A, believed by most crews to have to have been jet propelled. There were no losses and no claims. Flak was moderate to intense barrage, mostly below the planes. Lt. Harlan Laughlin led the low squadron and Lts. Alfred Johansen, Arthur Glynn, Raymond Birdwell, Warren Doman, Walter Rozett, Gennaro Carrazzone, William Denton, **Roy Trask** and crews flew other 369th aircraft. **Source:** *369th Combat Diary*

This 22nd mission to Merseberg, Germany on November 8th was recorded in the Stars and Stripes Newspaper on November 9, 1944.

Yank Heavies Hit Oil Plant

American heavy bombers, part of a force of 350 Eighth Air Force Flying Fortresses and Liberators, guarded by 850 Mustangs and Thunderbolts, yesterday struck through clouds at the Leuna synthetic oil plant at Merseburg, over which the war's greatest fighter battle was waged Nov. 2.

A radio flash from one of the bombers on its way home made no mention of Luftwaffe opposition.

The remainder of the bomber force attacked rail yards at Rheina, 30 miles northwest of Munster, while RAF heavies bombed synthetic fuel plants at Homburg in the Ruhr.

Stars & Stripes November 9, 1944

INTERROGATION FORM

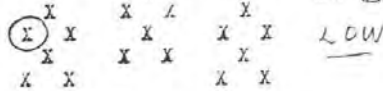
24

SQUADRON ~~#####~~ 9 ~~###~~ A/C Number 301 Letter U Date 8-11-44

Bomb Load 10 x 500 H.E. ~~#####~~

Position in Formation

Time-Took Off 0653 Time Landed 1516



1. HOT SPOTS to be phoned in? Yes No

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

NONE

CREW: Give Rank and Initials

- 2nd Lt. R. E. Trask Pilot
- 2nd Lt. H. J. Morere Co-1
- 2nd Lt. G. J. Lateano Nav.
- 2nd Lt. G. T. Kerr, Jr. Bomb
- T/Sgt. J. S. Belker Radi
- W/Sgt. C. H. Nuessen Top
- S/Sgt. C. C. Krone Tail
- S/Sgt. Emil R. Wilke R/W
- S/Sgt. Elmer R. Wilke Tail

2. TARGET ATTACKED:

R.C.F. Primary Time: 1108
Alternate Height: 26,600
Last Resort Heading: 076°
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

our Bombs:

10/10's

Other Bombing:

Any Nickels: Yes No
Number bombs dropped _____
Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

As briefed.

8. WEATHER: (If it affected mission)

As briefed exactly. Except at target which was 9-10/10's.

9. FLAK: Encountered on way out, target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
1110	Target	26,600	Heavy. Intense	Black Red	Low	Inaccurate.

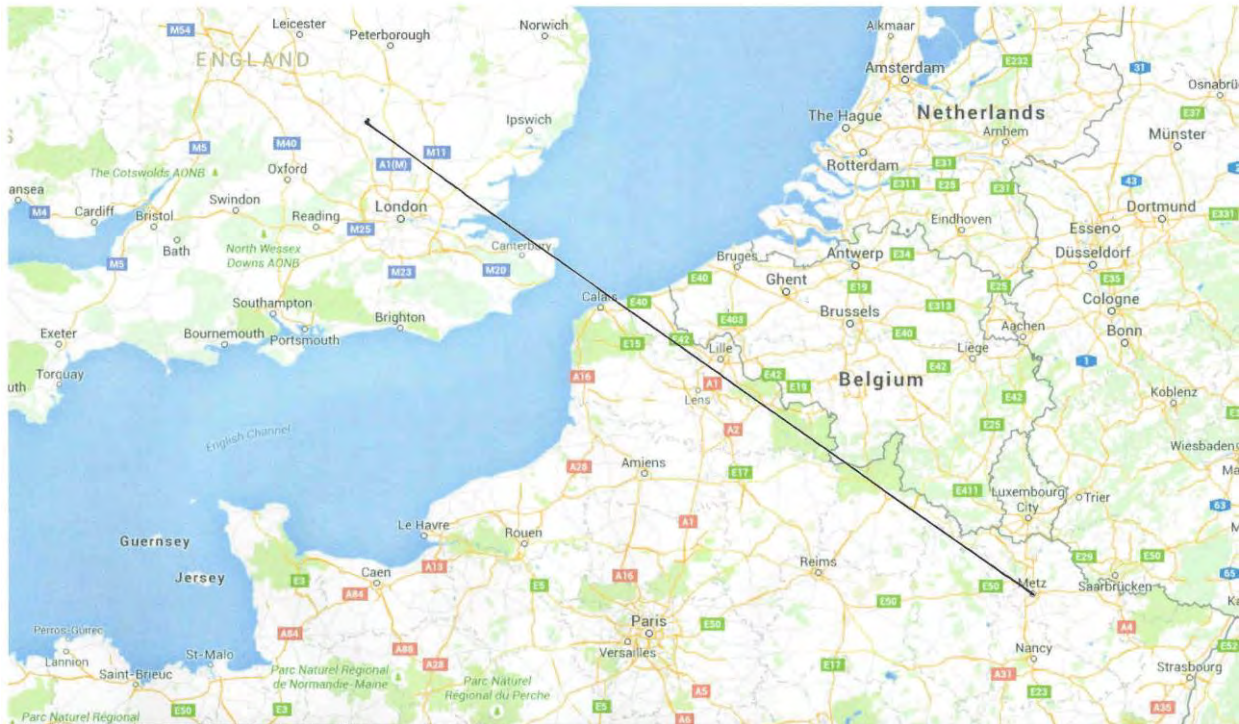
Crew observations about Flak:

Red bursts observed. Barrage type.

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - November 8, 1944

23. Metz, France November 9, 1944

On Thursday November 9, 1944 **Roy E. Trask** and crew flew a mission to Metz, France. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target: Metz, France – November 9, 1944

8th Army Air Force Mission Report

Mission 707: 1,309 bombers and 738 fighters are dispatched to hit front line strongpoints and tactical targets in the Metz and Thionville, France areas; 4 bombers and 5 fighters are lost:

1. 460 B-17s are dispatched to hit transportation targets at Thionville (47); 276 hit the secondary, the marshaling yard at Saarbrücken; targets of opportunity are Saarlautern (34) and other (3); 4 B-17s are lost, 4 damaged beyond repair and 96 damaged; 8 airmen are KIA, 6 WIA and 27 MIA. Escort is provided by 187 of 192 P-51s without loss.

2. 437 B-17s are dispatched to hit transportation targets at Metz (345); 41 hit the secondary, the marshaling yard at Saarbrücken; 28 hit Koblenz; 3 B-17s are damaged beyond repair and 13 damaged; 19 airmen are KIA. Escort is provided by 176 of 184 P-51s without loss.

3. 402 B-24s are dispatched to hit transportation targets at Metz (385); 15 hit the secondary, the marshaling yard at Saarbrücken; 1 B-24 is damaged beyond repair and 5 damaged. Escort is provided by 113 of 119 P-51s; 3 P-51s are damaged beyond repair.

4. 10 of 10 B-17s fly a screening force mission.
5. 139 P-47s and P-51s fly fighter-bomber missions in the Frankfurt-Lannheim area of Germany; 1 P-47 and 4 P-51s are lost; 4 pilots are MIA.
6. 30 of 32 P-51s fly a scouting forces mission. **Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History**

306th Bomb Group Mission Report

Metz, France – 36 A/C were flown as the 40th “C” Group in direct support of the ground troops in the Metz area. The targets were forts housing guns of 155 mm. or greater. The roof over the guns was at least 9 feet of concrete and the sides a corresponding thickness. These positions were holding up the allied advance. There were several factors incorporated to assure the safety of our own ground personnel. A line of barrage balloons and friendly flak was used to mark the front lines. In addition the lead A/C were equipped with SCS-51 radar equipment to pick up the front lines. As soon as the formation was over enemy territory, flares were fired so that all A/C would be advised. Bombing was by Gee-H technique through 8/10ths clouds. Pictures show strikes about 1 mile east of the MPI, which was four miles from the front lines. No enemy flak was encountered. Results obtained by the Air Force were generally excellent. A commendation from General George S. Patton for the support is attached to the supporting papers under date line 19 November, 1944. Capt. J. A. McKinney led the formation. There were no losses.

Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Metz Area: The 306th flew thirty-six A/C as 40th “C” Group in support of ground troops in the Metz, France area. The target was a gun position, which was bombed by Gee-H. Equipment was working satisfactorily but no strikes are visible. There was no flak or E/A opposition. Capt. James McKinney, CO of the squadron, flew in the lead A/C with a 368th crew. Lt. George Schneider flew high squadron lead with Capt. Joseph Murphy, Lts. Warren Doman, Raymond Birdwell, Charles Bennett, William Denton, Gennaro Carrazzone, **Roy Trask**, Walter Rozett and crews flying other 369th A/C. **Source: *369th Combat Diary***

This 23rd mission to Metz, France on November 9th was recorded in the Stars and Stripes Newspaper on November 10, 1944.

1,300 Heavies Pound Metz

Halting temporarily the strategic bombing of industrial objectives in Germany, more than 1,300 Eighth Air Force Fortresses and Liberators, escorted by over 500 Mustang fighters, yesterday turned the crushing weight of their bombardment against targets in the Metz area in France in tactical support of Gen. Patton's new drive.

The rail yards at Saarbrucken, Germany, also were hit by the heavies.

Not since the Normandy breakthroughs at St. Lo and Caen has tactical air support been used in such great strength.

Stars & Stripes November 10, 1944

INTERCOMMUNION FORM

35

Squadron ~~#####~~ 359 ~~###~~ A/C Number 196 Letter O Date 9/11/44

Bomb Load 8/1000 ✓ H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1418

X	X	X	X	X	X
(X)	X	X	X	X	X
X	X	X	X	X	X
X	X		X	X	

1. HOT NEWS to be phoned in? Yes (No) Details:

REF: Give name and initials

Friendly A/C in any kind of distress: (Give position, time, altitude, full details)

2nd Lt. Trask, R.E. ✓ Pilot

2nd Lt. Morere, H.J. ✓ Co-

2nd Lt. Lateano, G.J. ✓ Nav

2nd Lt. Kerr, G.T., Jr. ✓ Bomb

1/Sgt. Belker, J.S. ✓ Radio

1/Sgt. Nuessen, C.H. ✓ Top

5/Sgt. Krone, C.C. ✓ Bomb

5/Sgt. Wilke, Elmer R. ✓ R/W

5/Sgt. Wilke, Emil R. ✓ L/W

5/Sgt. Wilke, Emil R. ✓ Tail

2. TARGET ATTACKED:

Primary Time: 0956

Alternate Height: 24,000'

Last Resort Heading: 082°K

Duration Bomb Run:

3. Number of bombs dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

4-5 miles from woods.

Any Nickels: Yes (No)

Number bombs dropped _____

Number Bombs returned _____

5. Any PROBLEMS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

as to,

8. WEATHER: (If it affected mission) - 6/10 - 12,000' - cont.

9. FLAK: Encountered on way out, at target and on way home, at 18,000 ft.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy

Crew observations about Flak: _____

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - November 9, 1944

24. Eschweiler, Germany November 16, 1944

On Thursday November 16, 1944 **Roy E. Trask** and crew flew a mission to Eschweiler, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier J. Bodnaruk, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**. **George T. Kerr Jr.**, regular bombardier on Roy Trask's crew did not fly on this mission for some unknown reason.



Target: Eschweiler, Germany – November 16, 1944

8th Army Air Force Mission Report

Mission 715: 1,243 bombers and 282 fighters, along with Ninth AF and Royal Air Force (RAF) aircraft, are dispatched to attack tactical targets E of Aachen, Germany in support of the US First and Ninth Armies offensive; 1 fighter is lost:

1. 486 of 495 B-17s hit transportation targets in the Duren area; 1 B-17 is damaged beyond repair and 8 damaged; 1 airman is WIA. Escort is 151 of 159 P-51s; 1 is damaged beyond repair.
2. 490 of 501 B-17s and 228 of 243 B-24s hit transportation targets in the Eschweiler area; 2 B-17s are damaged beyond repair and 8 damaged; 2 airmen are KIA, 2 WIA and 6 MIA. Escort is 98 of 107 P-51s; 1 is lost (pilot MIA) and 3 damaged beyond repair.

4 of 4 B-17s fly a screening force mission.

16 of 16 P-51s fly a scouting force mission. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Eschweiler, Germany – Major Hulings led 36 A/C as 40th “B” Group and Lt. McCollough led 12 A/C as low squadron of 40th “D” Group. Today the mission participated in one of the heaviest bomber operations in history against German strong points to the east of and in direct support of our army in the Eschweiler area. The same methods were used as in the Metz mission and special equipment operators report satisfactory results. Continental bunchers C-6 and C-10 were used with good results. Each A/C carried 30 x 260 frags. Bomb bay doors were opened over the Channel to preclude any malfunctions or loose bombs from dropping on our troops. Bombing was by Gee-H technique and navigation by PFF. No E/A opposition was encountered. P-51s gave excellent support. Extremely bad weather over the base on return caused 45 of our A/C to be diverted, mostly to Honeybourne A/D, a RAF training field.

Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Eschweiler Area: The 369th flew nine A/C in the lead squadron of the 40th “B” Group in support of ground forces. Lt. George Schneider and crew flew the lead A/C with Major Thomas Hulings, CO of the 368th Squadron. Bombing was by Gee-H, with photos showing no ground detail. Reports from the front state that bombing was good and that no bombs dropped short. No E/A were encountered. There was no AA fire on the “B” group. There were occasional gaps in clouds over the target, but ground haze made visibility poor. Weather closed in over the base and planes were diverted to other fields. Lts. Charles Bennett and Jack Lewis flew with the 40th “D” group to the same target, but received flak damage. Flying for the 369th were Lts. Alfred Johansen, Arthur Glynn, **Roy Trask**, Harold Mattson, Walter Rozett, William Denton, Raymond Birdwell, Warren Doman and crews. Source: *369th Combat Diary*

This 24th mission to Eschweiler, Germany on November 16th was recorded in the Stars and Stripes Newspaper on November 17, 1944.

1,200 Heavies Aid Doughboys

More than 1,200 U.S. heavy bombers went all-out in the support of American ground attacks north of Aachen yesterday.

And also during the day over 1,150 RAF heavies, escorted by upward of 250 fighters, pounded three towns east and northeast of Aachen.

The heavily-fortified towns of Duren, Julich, and Heinsberg, east and northeast of Aachen, were pounded by the RAF heavies.

Over 450 P47s and P51s escorted the American Fortresses and Liberators. At a late hour last night losses had not been announced.

Yesterday's blow was the Eighth's second large-scale tactical assault in a week, comparable to the crushing bombardment which preceded the Normandy breakthrough at St. Lo and Caen, as well as the Metz offensive of Sept. 9.

Many thousands of 260-pound fragmentation bombs were spread over an area north of Eschweiler and south of the village of Langerwehe, west of Duren. German defense included flak and barrages from field-gun batteries, as well as "anti-aircraft" fire from troops in foxholes, and from strongpoints. There was no fighter opposition.

Stars & Stripes November 17, 1944

INTERROGATION FORM

SQUADRON ~~XXXXXXXX~~ 367 428 A/C Number 975 Lett. F Date 16 Nov., 1944

Bomb Load 30 x 260 ~~XXXXXXXXXXXX~~ Frags. Position in Formation 40th B

Time Took Off 08:29 Time Landed _____

	X	X	X	X	X	<u>Lead</u>
X	X	X	X	X	X	
X	X	X	X	X	X	
X	X	X	X	X	X	

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

Stratford

- 2nd Lt. R. E. Trask ✓ Pil.
- 2nd Lt. Morere ✓ Cs-1
- 2nd Lt. G. J. Lateano ✓ Nav
- 2nd Lt. J. Bodnaruk ✓ Bom
- T/Sgt. J. S. Belker ✓ R.
- T/Sgt. C. H. Nuesson ✓ Top
- S/Sgt. G. C. Krone ✓ Bail
- S/Sgt. R. Elmer Wilke ✓ R/W
- S/Sgt. Emil R. Wilke ✓ Tail

2. TARGET ATTACKED:

Primary Time: 1155
Alternate Height: 20,900
Last Resort Heading: 070° M.
(circle) (?)
Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING (For this plane or others)

Own Bombs: 19/10
Other bombing: Any Nickels: Yes (No)
Number bombs dropped: _____
Number Bombs returned: _____

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

as others

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy

Mission Interrogation Form Showing Trask, Morere, Lateano, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - November 16, 1944

George S. Patton Letter of Appreciation

After the Metz Mission of November 9, 1944, George S. Patton, Jr., Commanding General of the Third United States Army, wrote an appreciation letter on November 19th to Lt. Gen Carl A. "Tooley" Spaatz, Commanding General of U.S. Strategic Air Forces in Europe. Lt. General Spaatz sent a reply to General Patton on November 23, 1944. The letters said:

Headquarters
Third United States Army
Office of the Commanding General
APO 403

19 November 1944

Dear Tooley:

This morning I was in the Verny group of forts which, as you remember, was the No. 1 priority in the bombing attack which you put over on the 9th. One of the forts was completely removed – I have never seen so many large chunks of concrete in my life.

Another fort, which we are now occupying as a Command Post for the 5th Division, was not hit but the people were so badly scared that they all left, because we occupied it without firing a shot. Also, the No. 2 priority fort, northwest of No. 1, received direct hits and was occupied without firing.

I would appreciate very much if you could transmit this information to Jimmy Doolittle, and tell him also how much the 3rd Army appreciates the magnificent support rendered. So are now in Metz. About half the forts have been taken or found unoccupied; the other half are There is a limited amount of street fighting now taking place.

With renewed good wishes, I am

Lient. General Carl A. Spaatz
Hq. U.S. Strategic AF Europe
APO 633
U. S. Army

Devotedly yours,

/c/ George
/c/ G. S. Patton, JR.

Headquarters
United States Strategic Air Force In Europe
Office of the Commanding General
APO 633

23 November 1944

My dear George:

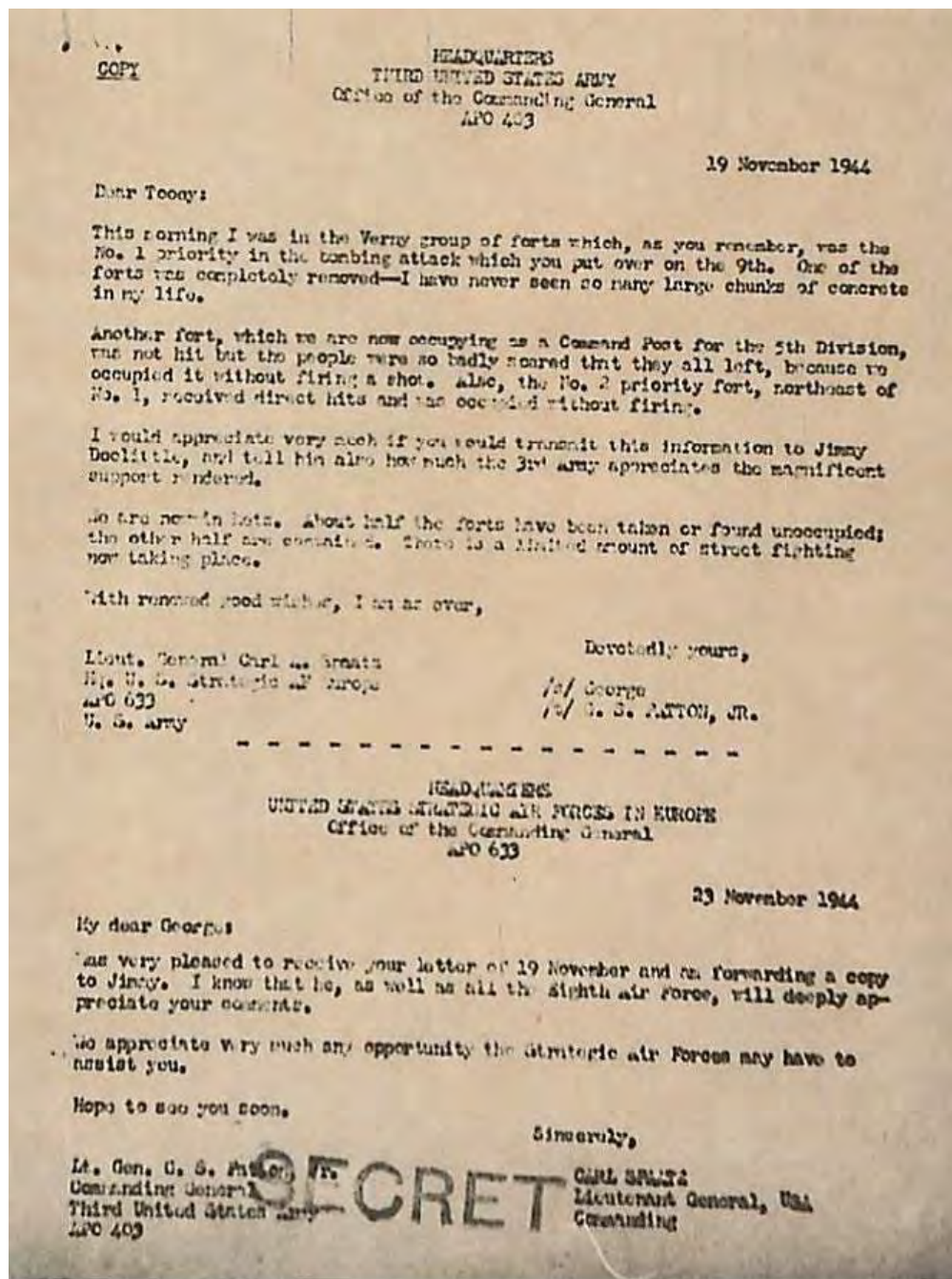
Was very pleased to receive your letter of 19 November and am forwarding a copy to Jimmy. I know that he, as well as all the Eighth Air Force, will deeply appreciate your comments.

We appreciate very much any opportunity the Strategic Air Force may have assist you.

Hope to see you soon.

Lt. Gen. G. S. Patton, Jr.
Commanding General
Third United States Army
APO 403

Sincerely,
Carl Spatz
Lieutenant General, USA
Commanding



Letter of Appreciation from George S. Patton, Jr – November 19, 1944.

25. Meppen, Germany November 21, 1944

On Tuesday November 21, 1944 **Roy E. Trask** and crew flew a mission to Meppen, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Loading List below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target: Meppen, Germany – November 21, 1944

8th Army Air Force Mission Report

Mission 720: 1,291 bombers and 954 fighters are dispatched to make PFF attacks using H2X on oil targets in Germany; they claim 73-7-25 Luftwaffe aircraft; 25 bombers and 15 fighters are lost:

1. 421 B-17s are sent to hit the Leuna synthetic oil plant at Merseburg (200); targets of opportunity are Meppen (24), Friedburg (21), Hersfeld (12) and Hunfeld (12) marshaling yards, flak gun batteries at Merseburg (12), Leeuwarden Airfield (11), Apolda (10) the Autobahn at Hersfeld (10), Quakenbruck (10), and other (69); the AAF claims 1-0-1 aircraft; 14 B-17s are lost, 3 damaged beyond repair and 205 damaged; 1 airman is KIA, 16 WIA and 129 MIA. Escort is 268 of 310 P-51s; they claim 63-7-20 aircraft in the air and 3-0-2 on the ground; 9 P-51s are lost (pilots MIA).

2. 402 B-17s are sent to Sterkrade, Lendorf and Hamburg but hit the secondary, the Osnarbruck marshaling yard (166) and last resort targets, i.e., Giessen marshaling yard (77), Wetzlar (62), Lingen (24), Koblenz marshaling yard (23), Bielefeld marshaling yard (9), and targets of

opportunity (35); 7 B-17s are lost, 3 damaged beyond repair and 142 damaged; 2 airmen are KIA, 6 WIA and 65 MIA. Escort is 382 of 420 P-51s; 4 P-51s are lost (pilots MIA).

3. 366 B-24s are sent to hit the Dpag (178) and Rhenania (171) oil plants at Hamburg; 4 B-24s are lost, 2 damaged beyond repair and 220 damaged; 19 airmen are KIA, 8 WIA and 89 MIA. Escort is 177 P-47s and P-51s; they claim 5-0-2 aircraft in the air and 2-0-1 on the ground; 1 P-47 and 1 P-51 are lost (pilots MIA).

4. 12 of 12 B-17s fly a screening mission.

5. 31 of 33 P-51s fly a scouting mission. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Meppen – 36 A/C flew as 40th “A” Group led by Col. J. S. Sutton and 12 A/C as 40th “D” screening force. The Group entered the Dutch Coast at 5232N – 0426E with Merseburg as the primary target. The Group overran the first turn, then turned to 190 degrees to avoid Dummer Lake and then 90 degrees to avoid flak observed at Minden. At this point Buckeye Red informed the Group leader that there were solid clouds between his position and the target which reached from 20,000 ft. to 30,000 ft. The leader then turned back and started a run on Osnabruck. On the run flak knocked out two engines of the lead A/C and knocked down the deputy, Lt. Schoenbachler, Jr. The high also started a run on Meppen, but the leader’s bombsight went out, so deputy took over and made a run on Leeuwarden A/D.

The “D” force dropped chaff in the Merseburg area. There was no E/A opposition and support was good. Flak was observed at the Dutch Coast, Dummer Lake, Koblenz, Merseburg, and Minden. The experience of this group indicates that the entry corridor at 5237N – 0437E and between Osnabruck and Dummer Lake have been blocked by flak. On the route, both in and out, this Group found meager but accurate flak. The original flak in the Dummer Lake area was probably railroad flak between Osnabruck and Bremen. Today our A/C found flak from Minden to Osnabruck, which could mean that the mobile flak, formerly working toward Bremen, had been switched to the west-east line to Minden, thereby blocking the Dummer Lake corridor used on recent operations. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Meppen, Leeuwarden and Merseberg: The 306th flew 40th “A” Group plus twelve A/C as screening force with a target of oil facilities at Merseberg. The screening force reached the target, but the 40th “A” group turned upon recommendation of the weather ship and bombed targets of opportunity at Meppen and Leeuwarden. The 369th flew ten A/C, three of which were with the screening force. The screening force reported clouds building up to 28,000 feet east of 10 degrees Latitude, with dense persistent contrails in the target area. Flak was encountered by the “B” force on the way into and out of the Dutch coast and in the area from Minden to Osnabruck. No E/A were encountered. “D” force had good support throughout, but “B” force had support only until point of turnback. Lt. Charles Greeninger, navigator on Lt. Edward Peterson’s crew, received a slight eye injury from broken plexiglass. Lt. James Cation returned early when he was unable to find the formation. Lt. Gennaro Carrazzone changed A/C three

times and when he finally reached the Coast was unable to find the 306th, or a hole in another group, and so returned to base. Others flying from 369th were Capt. Joseph Murphy, Lts. Raymond Birdwell, Alfred Johansen, Charles Bennett, Raymond Braun, Ned Erne, Roy Trask, Harold Mattson, Walter Rozett and crews. Source: 369th Combat Diary

This 25th mission to Meppen, Germany on November 21th was recorded in the Stars and Stripes Newspaper on November 22, 1944.

Armada Tears At Oil Vitals

The now-you-see-it, now-you-don't Luftwaffe came up in strength yesterday for the first time in three weeks, and preliminary reports last night indicated that Eighth Air Force fighter-pilots shot down more than 60 enemy fighters and destroyed six more on the ground.

Not since Nov. 2, when Eighth pilots racked up their record one-day bag of 130 Nazi craft in the air, has the Luftwaffe shown itself in any strength.

More than 1,100 Eighth and Ninth Air Force Mustangs, Thunderbolts and Lightnings flew with more than 1,250 Fortresses and Liberators of the Eighth.

This was one of the largest combined U.S. bomber-escort forces ever dispatched in a single day.

The heavies plastered oil industry objectives at Hamburg, Harburg and Merseburg, as well as other targets in Germany. Forts bombed the Leuna synthetic-oil plant at Merseburg, while Libs pounded the Deutsche and Rhenania oil refineries at Hamburg and Harburg.

Stars & Stripes November 22, 1944

MISSION LOADING LIST

WADRON 369th MISSION NUMBER 259 DATE Nov. 21, 1944

A/C Number <u>43-38362</u>	A/C Number <u>43-38690</u>
Total Flying Time <u>8:40</u>	Total Flying Time <u>7:15</u>

(P) Peterson, E. G. 2nd. Lt.	(P) Bennett, C. T. 1st. Lt.
(CP) Clark, W. W. "	(CP) Rogers, W. S. 2nd. Lt.
(N) Sandburg, E. A. "	(N) Fitzsimmons, J. J. 2nd. Lt.
(B) Greeninger, C. W. "	(B) Kenney, J. S. 1st. Lt.
(E) Coker, G. T/Sgt.	(E) Siebert, V. L. T/Sgt.
(RO) Keren, S. "	(RO) Villgren, A. C. S/Sgt.
(G) Kehaley, J. W. S/Sgt.	(G) Barnett, V. A. "
(G) Galyath, J. "	(G) Hofinger, E. I. "
(G) Liles, W. A. "	(G) Schnoll, S. (NMT) Sgt.

A/C Number <u>42-102975</u>	A/C Number <u>42-38155</u>
Total Flying Time <u>7:20</u>	Total Flying Time <u>4:00*****ABORTION*****</u>

(P) Trask, R. E. 2nd. Lt.	(P) Carrazzone, G. M. 1st. Lt.
(CP) Morere, H. J. "	(CP) Carakostas, K. 2nd. Lt.
(N) Lateano, G. J. "	(N) Ransdell, W. W. 1st. Lt.
(B) Kerr, G. T. "	(B) Bodnaruk, J. 2nd. Lt.
(E) Nuessen, C. H. T/Sgt.	(E) Keith, G. T. T/Sgt.
(RO) Belker, J. S. "	(RO) Gallagher, P. W. "
(G) Krone, C. C. S/Sgt.	(G) Hollibaugh, H. A. S/Sgt.
(G) Wilke, Emil R. "	(G) Fitzhugh, I. H. "
(G) Wilke, Elmer R. "	(G) Angelo, M. C. "
	(G) *****ABORTION*****

A/C Number <u>7297</u>	A/C Number <u>42-31196*****ABORTION*****</u>
Total Flying Time <u>8:25</u>	Total Flying Time <u>2:00*****</u>

(P) Braun, R. B. 1st. Lt.	(P) Cation, J. I. 2nd. Lt.
(CP) Carle, F. C. 2nd. Lt.	(CP) Collins, J. E. "
(N) Berman, J. E. "	(N) Null, M. B. "
(B) Greenberg, I. I. 1st. Lt.	(B) Seckinger, C. L. "
(E) Barron, G. G. T/Sgt.	(E) Duggan, C. E. Sgt.
(RO) Thwaite, J. J. S/Sgt.	(RO) Brown, B. M. "
(G) Richards, E. P. "	(G) Bowman, J. E. "
(G) Parker, B. "	(G) Tulcus, W. "
(G) Stejkov, S. W. "	(G) Smith, L. L. "
	(G) *****ABORTION*****

Crew Mission Loading List Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke – November 21, 1944

26. Misburg, Germany November 29, 1944

8th Army Air Force Mission Report

On Wednesday November 29, 1944 navigator Guy J. Lateano, bombardier George T. Kerr Jr., flew a mission to Misburg, Germany with Captain J. L Murphy and his crew. Roy Trask and the rest of his crew did not fly this mission. The Mission Interrogation Form and Mission Loading List below shows Lateano and Kerr flying with Captain Murphy.



Target: Misburg, Germany – November 29, 1944

Mission 729: 1,077 bombers and 946 fighters are dispatched to make PFF attacks on viaduct rail targets and oil refineries in Germany; 1 bomber is lost:

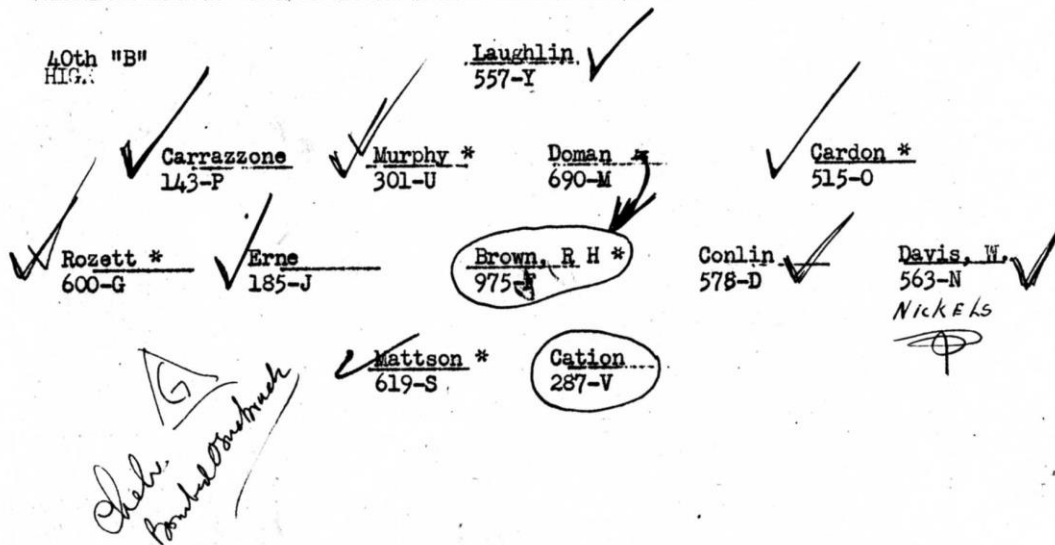
1. 445 B-17s are sent to hit the oil refinery at Misburg (391); targets of opportunity are Osnabruck (36) and others (5); 6 B-17s are damaged. Escorting are 419 P-47s and P-51s without loss.
2. 307 B-24s are sent to hit the Schildesche rail viaduct at Bielefeld (152) and the Altenbeken rail viaduct (144); 2 others hit targets of opportunity; 1 B-24 is lost and 9 damaged; 10 airmen are MIA. Escorting are 261 P-47s and P-51s without loss.
3. 312 B-17s are sent to hit the Hamm marshaling yard (294); 4 others hit targets of opportunity; 1 B-17 is damaged beyond repair and 87 damaged; 3 airmen are WIA. Escorting are 112 of 120 P-51s without loss.
4. 12 of 13 B-17s fly a screen mission and hit a target of opportunity. Escorting are 26 of 32 P-47s without loss.
5. 31 of 34 P-51s fly a scouting mission. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Misburg – The 306th returned today to help finish off the big oil refinery at Misburg with 36 A/C flying as the 40th “B” Group. This mission was almost a repeat performance of the last one except for certain changes in the route and axis of attack to take advantage of weather conditions. Major J. A. McKinney led. The bombing was done through 10/10ths cloud and strike photos

show no ground detail. PFF equipment worked satisfactorily and operators were able to identify the target "blip" quite easily. Flak, in sharp contrast to the last trip was meager and inaccurate. No E/A were seen and our fighters were picked up just off the English coast and gave close support throughout the mission. Leaflets were dropped over the city. No A/C in the group received damage. *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report



Misburg: The squadron flew nine A/C in the low squadron of the 40th "B" Group to bomb, for a second time this month, the Gewerkschaft Deutscha Erdel-Raffinerie at Misburg. Bombing was PFF through 10/10ths clouds and photos show no ground detail. Both H2X A/C worked satisfactorily throughout the mission. Nickels were dropped over the target. A screening force preceded the Group over the target area. A weather scouting force gave advance information of 10/10ths clouds over the target. There was no fighter opposition and our support was excellent. Flak at the target was meager and crews reported it bursting into the chaff trail.

Source: 423rd Combat Diary

This mission to Misburg, Germany on November 29th was the 21st mission for Lateano and the 25th mission for Kerr recorded in the Stars and Stripes Newspaper on November 30, 1944.

1,000 Heavies Bomb Oil, Rails; Luftwaffe Refuses Challenge

The Luftwaffe refused the challenge yesterday when more than 1,000 Fortresses and Liberators of the Eighth Air Force, escorted by over 1,000 Mustangs, Thunderbolts and Lightnings of both the Eighth and Ninth, bombed the oil refinery at Misburg, railroad yards at Hamm and other targets in northwest Germany.

Four bombers and no fighters were lost.

This was the Eighth's tenth attack on the large refinery at Misburg, near Hanover, over which area German fighters were encountered in force Sunday, when fighter-pilots shot down 114 enemy craft and the heavies' gunners bagged 16 more.

Some of the pursuits carried out strating attacks and reported shooting up 11 locomotives, 28 rail cars and six barges. Bombing was done in adverse weather.

Stars & Stripes November 30, 1944

INTERROGATION FORM

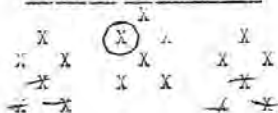
21

SQUADRON ~~XXXXXX~~ 369 ~~XXXX~~ A/C Number 301 Letter U Date 29/11/44

Bomb Load 12 x 500 H.B. Incend.

Position in Formation

Time Took Off 0919 Time Landed _____



40 "B"
HIGH

1. HOT HEATS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- Capt. J.L. Murphy Pilot
- 2nd Lt. W.W. Clark Co-R
- 2nd Lt. G.J. Lateano Nav.
- 2nd Lt. G.T. Kerr, Jr. Bomb
- T/Sgt. L.W. Jagnow Radi
- T/Sgt. A.R. Cecere Top
- S/Sgt. W.J. McCue Ball
- S/Sgt. D.F. Bohrer R/W
- T/Sgt. L.J. Peterson L/W
- T/Sgt. L.J. Peterson Tail

2. TARGET ATTACHED:

Primary Time: 1301
Alternate Height: 25500
Last Resort Heading: 021°
(circle)
Duration bomb Run:

3. Number of BOMBS dropped on target Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING (For this plane or others)

Own Bombs: With Group
PPF

Any Nickels: Yes No
Number bombs dropped _____
Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. EGOTS: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

With Group

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light or heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>Target - moderate to intense - low, - long</u>						
<u>5235-0435 (pilots) - meager - accurate coming out, but not going in.</u>						

Crew observations about Flak:

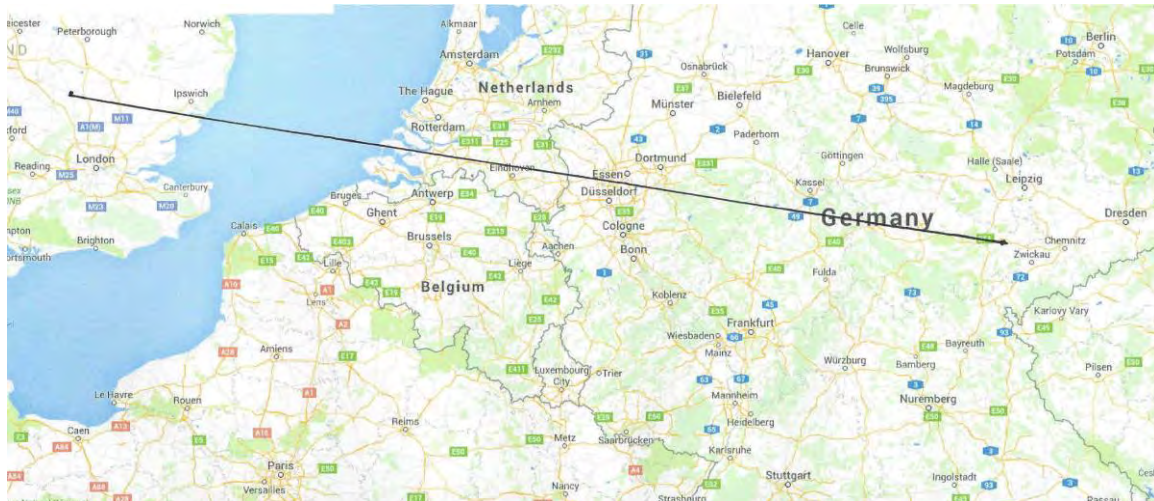
Mission Interrogation Form Showing Lateano and Kerr - November 29, 1944

SQUADRON 369th.		MISSION LOADING LIST		MISSION NUMBER 261		DATE 11/29/1944	
A/C Number 42-31143				A/C Number 42-102557			
Total Flying Time 7:30				Total Flying Time 7:40			
(P)	Carrazzone, G. M.	1st. Lt.	(P)	Laughlin, H. L.	1st. Lt.		
(CP)	Reinhart, L. H.	2nd. Lt.	(CP)	Rogers, W. L.	2nd. Lt.		
(N)	Israel, H. S.	"	(N)	Bush, C. F.	"		
(B)	Bodnaruk, J.	"	(B)	Galley, B. S.	"		
(E)	Keith, G. T.	T/Sgt.	(E)	Homesley, J. A.	T/Sgt.		
(RO)	Gallagher, P. M.	"	(RO)	Hickman, W. L.	"		
(G)	Holthaus, R. A.	S/Sgt.	(G)	Mathews, J. A.	S/Sgt.		
(G)	Fitterman, I. H.	"	(G)	Ukele, C. K.	"		
(G)	Carlson, N. P.	"	(G)	Kaur, V. N.	"		
(G)			(G)				
A/C Number 43-37619				A/C Number 42-97301			
Total Flying Time 7:35				Total Flying Time 7:45			
(P)	Mattson, H. C.	2nd. Lt.	(P)	Murphy, J. L.	Capt.		
(CP)	Kruger, R. J.	"	(CP)	Clark, W. W.	2nd. Lt.		
(N)	Bryan, J. A.	"	(N)	Lateano, G. T.	"		
(B)	Shaw, L. C.	F/O	(B)	Kerr, G. T.	"		
(E)	Jenkins, J. M.	Sgt.	(E)	Cecere, A. R.	T/Sgt.		
(G)	Ramirez, R.	Sgt.	(RO)	Jagnow, L. W.	"		
(G)	Crowton, V. T.	"	(G)	McGue, W. J.	S/Sgt.		
(G)	Zymanek, J. T.	"	(G)	Bohren, D. F.	"		
(G)	Koubeck, D. S.	"	(G)	Peterson, L. J.	T/Sgt.		
(G)			(G)				
A/C Number 43-37600				A/C Number 43-38690			
Total Flying Time 7:30				Total Flying Time 7:30			
(P)	Rozett, W. P.	2nd. Lt.	(P)	DOMAN, W. M.	1st. Lt.		
(CP)	Strode, L. L.	"	(CP)	Woods, R. H.	2nd. Lt.		
(N)	Christenson, J. H.	2nd. Lt.	(N)	Fitzsimmons, J. J.	2nd. Lt.		
(B)	Kramer, M. P.	"	(B)	Lanius, W. M.	"		
(E)	Hall, E. C.	S/Sgt.	(E)	Barron, G. G.	T/Sgt.		
(RO)	Durham, J. E.	"	(RO)	Thwaite, J. E.	S/Sgt.		
(G)	Shipley, W. A.	"	(G)	Richards, E. P.	"		
(G)	Arbeiter, E. G.	"	(G)	Parker, R.	"		
(G)	Sheldon, R. H.	"	(G)	Stojkov, S. W.	"		
(G)			(G)				

Crew Mission Loading List Showing Lateano, and Kerr – November 29, 1944

27. Gera, Germany November 30, 1944

On Thursday November 30, 1944 navigator **Guy J. Lateano**, flew a mission to Gera, Germany. **Roy Trask** and the rest of his crew did not fly this mission. No Mission Interrogation Form or Mission Loading List are available that shows Lateano on this mission. However, Lateano official Operational Sortie Report credits him for this mission.



Target: Gera, Germany – November 30, 1944

8th Army Air Force Mission Report

Mission 731: 1,281 bombers and 972 fighters are dispatched to hit synthetic oil plants in SE Germany and rail targets; intense accurate flak downs 29 bombers and 3 fighters are lost:

1. 451 B-17s are sent to hit the Zeitz (132) and Bohlen (68) oil plants; 116 hit the secondary, the Leuna oil plant at Merseburg; targets of opportunity are Gotha (22), Gera (17), Rudolstadt (17), Fulda (12), Saalfeld (12), Ohrdruf (10), Meerane (6) and other (9); 11 B-17s are lost, 4 damaged beyond repair and 287 damaged; 8 airmen are KIA, 16 WIA and 100 MIA. Escorting are 357 of 384 P-51s; they claim 4-0-0 aircraft in the air; 2 P-51s are lost (pilots MIA).
2. 539 B-17s are sent to hit the Leuna oil plant at Merseburg (301) and the Lutzkendorf (169) oil plant; targets of opportunity are Zeitz oil plant (19), Weissenfels (9) and other (12); 17 B-17s are lost, 6 damaged beyond repair and 325 damaged; 17 airmen are KIA, 42 WIA and 295 MIA. Escorting are 452 P-47s and P-51s; 2 P-51s are damaged beyond repair.
3. 291 B-24s are sent to hit marshaling yards at Neunkirchen (180) and Homburg (104). Escorting are 56 of 60 P-47s; 1 P-47 is lost (pilot MIA).
4. 30 of 33 P-51s fly a scouting mission. *Source: THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945 by Carter / Mueller, the Office of Air Force History*

306th Bomb Group Mission Report

Gera, Germany – The briefed target today was the synthetic oil plant of Braunkohle Benzin A.G. at Bohlen, Germany, near Leipzig, which was operating at 75 per cent of capacity. 30 A/C were flown under the leadership of Major Thomas W. Hulings. The mission went very well until the formation approached the I. P. Here they were unable to contact Division Leader or Buckeye red for weather at the target. When they arrived, they found the target completely obscured by a most effective smoke screen and ground haze. The formation turned to the right (180 degrees) to get out of and avoid a heavier flak concentration to the east and north. Due to the shortage of gasoline and probable interference of other formations Major Hulings decided to look for a target of opportunity. By this time the formation had become separated due to clouds and haze in this

area. The lead, with 20 A/C, bombed the marshalling yards and Weinrich Leo Air Compressor plant at Gera. The high squadron bombed, PFF, the town of Ohrdoun, Germany. Lt. Col. LaVier led this squadron. There was intense tracking flak at Zeitz. Fighter support was excellent. No E/A were seen. *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Gera, Germany – The briefed target for this mission was the synthetic oil refinery at Bohlen, and the 306th dispatched 36 A/C as 40th “A” Group. Our squadron flew nine A/C in the low squadron with Lt. Frank M. McCollough leading. The mission went well until the formation approached the IP. Here they were unable to contact the Division leader or Buckeye Red for weather at the target. When our A/C arrived they found the primary completely obscured by a very effective smoke screen and a heavy ground haze. The lead, with 20 A/C, bombed the marshalling yards and Weinrich Leo Air Compressor plant at Gera. The formation had become separated after the turn off of primary, and the other A/C dropped on various targets of opportunity in Germany. We enjoyed excellent fighter support at all times over enemy territory. No E/A were seen. Moderate to intense AA fire was encountered at Zeitz; however, no 367th planes were damaged. **Source: 367th Combat Diary**

This mission to Gera, Germany on November 30th was the 22nd mission for Lateano and is recorded in the Stars and Stripes Newspaper on December 1, 1944.

Terrific Flak Costs 56 **Heavies**

30 Fighters Also Lost in Big Oil Blow

The Germans yesterday met one of the heaviest air blows of the war against their fast-dwindling oil production with a furious barrage of anti-aircraft fire that knocked out of the air 36 of the attacking U.S. heavy bombers and 30 fighters.

More than 1,250 Eighth Air Force **Heavies** and more than 1,000 Eighth and Ninth Air Force fighters made the attack against German synthetic-oil plants at Bohlen, Zeitz, Mersburg and Lautzenhof – all in the Leipzig area.

Germany's oil production is reported already to have been pounded down to less than one-fourth what it was in the spring.

Since the spring, according to Eighth AF reports, the Germans have been steadily reinforcing the 40-square mile area in which most of their synthetic-oil plants are located, moving anti-aircraft installations into the area from all parts of the Reich.

One of Heaviest Protected

Today, the report said, the area is one of the most heavily defended in the Reich, with twice as much flak protection as Berlin is reported to have had.

The attacking force knocked out four Me109s, although some German fighters were seen, reports did not indicate whether they had put up a fight.

Enemy flak was so heavy, according to some returning bomber crews, that they could hardly see the bomber formations ahead of them.

Some of the fighters shot down are believed to have landed in friendly territory.

It was the first time in several weeks that the **Heavies** were able, because of clear weather, to see their targets. Some of the attack, however—that on the Leuna synthetic-oil plant near Mersburg, and the attack on railroad marshalling yards at Saarbrücken—was through cloud.

All Previously Hit

The oil targets hit yesterday, all of which are clustered together in the same area, have all been hit before, some of them more than half a dozen times.

Stars & Stripes December 1, 1944

28. Koblenz, Germany December 2, 1944

On Saturday December 2, 1944 **Roy E. Trask** and crew flew a mission to Koblenz, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**.



Target: Koblenz, Germany – December 2, 1944

8th Army Air Force Mission Report

Mission 734: 455 bombers and 604 fighters make GH attacks on marshaling yards and fighter bomber attacks; they claim 34-3-7 Luftwaffe aircraft; 11 bombers and 4 fighters are lost:

1. 135 of 143 B-24s hit the Bingen marshaling yard; 1 others hit a target of opportunity; they claim 2-1-1 aircraft; 11 B-24s are lost and 4 damaged; 2 airmen are WIA and 102 MIA. Escorting are 97 of 104 P-51s; they claim 4-1-2 aircraft without loss.
2. 152 B-17s are dispatched to hit the Lutzelsmarshaling yard at Koblenz (9) and the Oberlahnstein marshaling yard (125); 6 others hit targets of opportunity; no losses. Escorting are 158 of 169 P-51s; they claim 6-0-0 aircraft without loss.
3. 160 B-17s are dispatched to Koblenz but abort the mission due to heavy clouds. Escorting are 153 of 156 P-51s; they claim 7-0-0 aircraft without loss.

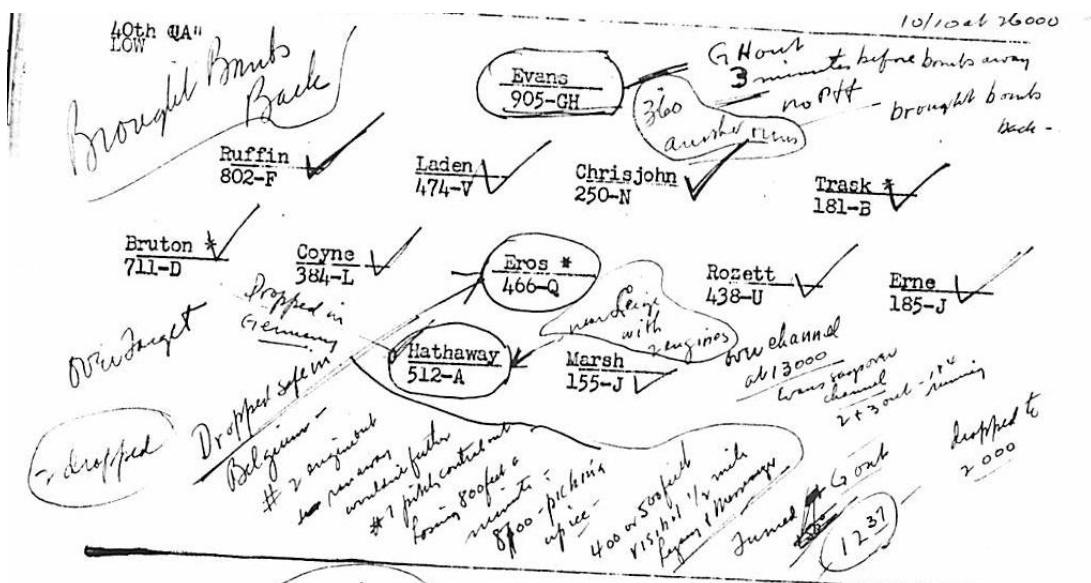
4. 133 P-47s and P-51s fly fighter sweeps over the Cologne, Kassel, Meiningen, Mannheim and Frankfurt area; they claim 15-1-4 aircraft; 3 P-47s and 1 P-51 are lost (pilots MIA) and 2 P-51s are damaged beyond repair.

5. 28 of 30 P-51s fly a scouting mission. Mission 735: 7 B-17s and 6 B-24s drop leaflets in the Netherlands, France and Germany during the night. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Koblenz – On the bomb run, Gee H A/C in lead and low squadrons did not function satisfactorily. High squadron Gee H was working satisfactorily, but squadron got separated from group in cloud. Other squadrons could not form on them in spite of high leader making 360's. High therefore bombed primary alone by Gee H. Lead squadron bombed Koblenz by PFF after Gee H had gone out twice. Low squadron equipment worked satisfactorily until 3 minutes before target, when it went out. At this time, squadron was in high cloud, Gee H was out, had no PFF, and could not see smoke bombs of lead squadron, so brought bombs back. Photos from lead and high squadrons show no ground detail. *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report



Low Squadron Formation showing Lt. Trask flying A/C 181-B

Oberlahnstein and Koblenz, Germany: The 369th flew nine of the thirty-eight A/C from the 306th, bombing the primary, Oberlahnstein, and the secondary, Koblenz. Capt. Joseph Murphy, Lts. Raymond Birdwell, and Edward Peterson flew high flight of lead squadron; Lts. Roy Trask, Ned Erne and Walter Rozett, high flight of low squadron; Lts. Gennaro Carrazzone, William Denton and Warren Doman, high flight of the high squadron. The high squadron bombed the primary by Gee-H. Lead Gee-H equipment went out and lead bombed Koblenz by PFF. Low squadron brought its bombs back because it became lost from the lead in clouds and Gee-H equipment was out. Plotted scope photos show lead bombs near visual aiming point. There was

no E/A opposition and no flak damage. Weather was 10/10ths in layers over the target, reaching 27 to 30 thousand feet. Source: 369th Combat Diary

Roy Trask and crew flew in the low squadron and, as described above, brought their bombs back. This was not their only trouble on this mission. As can be seen on the Mission Interrogation Form below they had engine problems on the way back from the target. They had to feather number 2 and 3 engines due to flux gate. **Trask** asked for escort from fighter support group (fired 66) but got no help. The crew threw out flak suits, ammo and helmets to lighten the load. Apparently **Trask** call sign on this mission was Morepork D as seen below.

At 1540 hours, Morepork D for Dog, called that he was crossing in Channel on two engines. Wanted escort and to be tracked across. Teamwork 62 and 66 made interception at 15,000 feet, 20 miles north of Ostend and escorted in safely at 1635 hours. Source: 369th Combat Diary

This 26th mission to Koblenz, Germany on December 2nd was recorded in the Stars and Stripes Newspaper on December 4, 1944.

8th, 9th Hit Nazi Traffic, Railway Yards

Escorted by more than 500 Mustangs and Thunderbolts, about 250 Fortresses and Liberators of the Eighth Air Force Saturday attacked rail yards at Bingen and in the Coblenz area of southwest Germany, bombing through dense clouds. Adverse weather grounded Eighth aircraft yesterday.

Pursuit pilots reported shooting down 28 of about 50 German fighters which pounced on some B24 groups in the Bingen area. Eleven U.S. bombers and eight fighters were lost.

Meanwhile, it was disclosed that Eighth Air Force and RAF heavies dropped a total of 96,880 tons of bombs on Germany last month. An additional 2,800 tons were loosed on enemy-occupied territory.

The Eighth dispatched 16,500 heavy bombers and more than 13,600 fighters in November. Pursuit pilots shot down 464 enemy planes and destroyed 136 more on the ground. The bombers' gunners bagged another 36 Nazi craft in the air.

U.S. losses were 184 heavies and 108 fighters.

Stars & Stripes December 4, 1944

INTERROGATION FLIA.

SQUADRON #####369 A/C Number 181 Letter B Date 2-12-44

Bomb Load 12 x 500 H.E.

Position in Formation

Time Took Off 0932 Time Landed _____

	X	X	X	(X) 70 H
X	X	X	X	X
X	X	X	X	X
X	X		X	X

Low

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

512 - #2 + 3 engines feathered!

2nd Lt. R. E. Trask	File
2nd Lt. H. J. Morere	Cop
2nd Lt. G. J. Lateano	Nav.
2nd Lt. G. T. Kerr, Jr.	Bomb
T/Sgt. J. S. Belker	Radi
T/Sgt. C. H. Nuessen	Top
S/Sgt. C. C. Krone	Ball
S/Sgt. Elmer R. Wilke	R/W
	L/W
S/Sgt. Emil R. Wilke	Tail

2. TARGET ATTACHED:

Primary Time: *Didn't*
Alternate Height: *Drop*
Last Resort Heading: *was night*
(circle) *in clouds!*
Duration Bomb-Run: *was clouds!*

3. Number of BOMBS dropped on target: Jettisoned: all Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Other Bombing:

Any Nickels: Yes No
Number bombs dropped _____
Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ADVERSE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light moderate or slight)	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---------------------------------	-----------------	---------------------------------------	----------

Observed flak - 2-4 yms kettles and 1-6 (gun battery) at altitude - had not tracking (no damage)

Crew observations about Flak:

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - December 2, 1944)

10. ENEMY FIGHTER COMPOSITION:

(Estimated total number of E/A seen) _____ (types) _____

(Location and Length of flight) _____

(Tactics of E/A) _____

(Color, markings, etc. of E/A) _____

C L A I M S	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(Fill out <u>immediately</u> separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT *Good*

None stayed with lone A/C. Fired 66 but no help. 2 feathered eng.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, swarms, camouflage, smoke screens, and signals; activity at airdromes, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations)

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, accident or Undetermined Cause)

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

15. DAMAGE TO A/C: (Briefly) *Threw out flak suits, ammo, helmets.*

16. TECHNICAL FAILURES: *2 x 3 eng. out. Flux gate*

17. OTHER COMMENTS: (Any unusual incidents? Any suggestions?)

S-2 OFFICER *Esper* THE CAPTAIN *1735*

Berlin, Germany December 5, 1944 – Aborted

On Tuesday December 5, 1944 navigator **Guy J. Lateano**, flew a mission to Berlin, Germany which had to be aborted because of the right hand oxygen system went out. He was flying in A/C 143 piloted by Lt. J. R. Lewis. **Roy Trask** and the rest of his crew did not fly this mission. **Lateano** did not get credit for this combat mission.



Target: Berlin, Germany – December 5, 1944

8th Army Air Force Mission Report

Mission 738: 589 bombers and 884 fighters are dispatched to make attacks on Germany; an estimated 275-300 Luftwaffe fighters attack and AAF fighters claim 90-7-30 aircraft; 12 bombers and 17 fighters are lost:

1. 451 B-17s are dispatched to make PFF attacks on munitions and tank plants at Berlin (404); targets of opportunity are Nienburg (2) and other (23); 12 B-17s are lost and 169 damaged; 1 airman is KIA, 8 WIA and 115 MIA. Escorting are 630 of 711 P-51s; they claim 90-7-23 aircraft in the air and 0-0-2 on the ground; 15 P-51s are lost (pilots MIA) and 1 damaged beyond repair.
2. 114 of 129 B-24s hit the marshaling yard at Munster; 10 B-24s are damaged. Escorting are 141 P-47s and P-51s; 2 P-51s are lost (pilots MIA) and 1 P-47 damaged beyond repair.
3. 6 of 6 B-24s fly a screening mission.
4. 23 of 25 P-51s fly a scouting mission. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Berlin - 306th flew 32 A/C plus 4 PFF as 40th "B". Buckeye Red reported that bombing would be PFF. All Mickey equipment functioned satisfactorily. This Group encountered no fighter opposition. Yellowed-nosed P-51s first seen at 0945 hours, 5235N-0640E, continuing over target. Support excellent and close throughout mission, with none P-47s and a few blue-nosed P-51s also. A.A. gun fire: At target moderate accurate tracking on lead and high, inaccurate on low, from 1 minute before to 3 minutes after bombs away. Barrage north of API. Meager A.A. fire at coast on way in and out. Damage: Lead 5 severe, 1 slight, 1 missing (believed ditched); Low, none; High, 2 slight, 1 missing.

306th bombed PFF secondary. Lead squadron started PFF run. 45 seconds before bombs away, lead bombardier identified target through hole in clouds and started to make visual correction when he was hit in the eyes by flying glass. Navigator salvoed on bombardier's judgement of elapsed time. Low dropped on lead. High squadron made separate PFF run with no visual corrections. Strike photos show hits in woods and built area NNW of target.

A/C 963-P dropped ten T232 nickels on Berlin. A/C 019-T returned early; brought back ten T230 nickels. Weather was solid over continent, tops 23,000 feet with occasional breaks. Large hole over target. Ground haze. Light contrails above 23,000 feet.

A/C 963-P, pilot Stettler, hit by AA fire just after bombs away, made 360 degree turn, then went down. A/C 099-S, pilot Manning, outstanding; last heard from sending SOS to Air Sea Rescue which was able to get a fix. B-17 from Group following, down over target in steep dive, blew up; no chutes seen.

Aircraft returning early: A/C 185-J, pilot Brown, turned back 0745 hours at Bedford, engine failure; brought back 6 x 500 and 4 x M17. A/C 019-T, pilot Hahabedian, turned back 0958 hours at 5235N-0600E, due to oxygen failure. Brought back ten T230 nickels. A/C 143-P, pilot Lewis, turned back at 1000 hours, 5235N-0730E, oxygen failure. Brought back 6 x 500 and 4 x M17. A/C 323-W, pilot Woellner, took off late, turned back 1015 hours, 5245N-0043E after failing to locate formation, after joining another Group which finally filled in with full number of A/C. Dropped 6 x 500 and 4 x M17 at 1022 on unidentified town near Diepholts.

306th Bomb Group Mission Report

369th Bomb Squadron Mission Report

Berlin: The 306th flew 40th "B" Group to a factory in the northwest part of Berlin. Bombing by the lead was PFF with visual correction. Low squadron dropped on the lead, and high squadron made a separate PFF run. Photos show bomb strikes in woods, NNW of the target. The 369th flew Capt. Harlan Laughlin as lead of the low squadron, with Lts. Jack Lewis, Warren Doman, William Denton, Harold Mattson, Edward Peterson, Gennaro Carrazzone, Raymond Birdwell, Robert Brown and crews flying other A/C. Lt. Brown returned early when his #1 engine went out, and Lt. Lewis returned early because of oxygen failure. No E/A opposition, and flak at the target was moderate, accurate, tracking on the lead and high but inaccurate on the low squadron. Damage to 369th A/C was nil. **Source: 369th Combat Diary**

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369th INTERROGATION FLIGHT

SQUADRON ~~XXXXXXXXXXXX~~ A/C-Number 143 Letter P Date 5/12/44

Bomb Load 6/500 H.E. Incend.

Position in Formation

Time Took Off 0703 Time Landed 1221

	X	X	X	
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

40 "B"
LOW

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

*Right hand oxygen system
went out completely - Co - Pr
Bombadier - 24,000 feet
Turned back at 5235 - 0730*

- 1st Lt. Lewis, J.R. Pilot
- 2nd Lt. Chancey, J.L. Co-P
- 2nd Lt. Lateano, G.J. Nav.
- 2nd Lt. Harrison, L.A. Bomb
- T/Sgt. Schuster, G.A. Radi
- T/Sgt. Patterson, R.T. Top
- S/Sgt. Geitz, F.H. Ball
- S/Sgt. Goetz, R.L. R/W
- S/Sgt. Sheldon, R.H. Tail

2. TARGET ATTACHED: 1000 bombs.

Primary Time:
Alternate Height:
Last Resort Heading:
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others) Called leader

Own Bombs: intended target presented, but cloud
Other bombing: Handed 1221
Any Nickels: Yes No conditions
Number bombs dropped presented
Number Bombs returned best

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: also, fear of interference

7. ROUTE: (If different than ordered.) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.) going in

8. WEATHER: (If it affected mission) 7 to 9/10 overcast; 23000 tops

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
<i>Only way out</i>	<i>5238</i>	<i>4/C</i>	<i>Telephon 3 walle on way out</i>			
<i>Red</i>	<i>0434</i>				<i>5234N</i>	<i>0555</i>

Mission Interrogation Form Showing Lateano - December 5, 1944

LOADING LIST

Wright, Benz Sq.
42-97297
8:35

Mission # 264

Dec. 5, 1944

(P) Doman, W. M. 1st. Lt.
(CP) Wood, R. H. 2nd. Lt.
(N) Fitzsimmons, J. J. 2nd. Lt.
(B) Lanius, W. M. "
(E) Richards, C. P. S/Sgt.
(R) Thwaite, J. E. T/Sgt.
(G) Parker, B. S/Sgt.
(G) Barnett, V. A. "
(G) Smith, L. L. Sgt.

42-102975
8:50

(P) Birdwell, R. S. 1st. Lt.
(CP) Perkins, N. H. "
(N) Goldberg, S. A. "
(B) Barulich, A. F. 2nd. Lt.
(E) Roach, R. F. T/Sgt.
(R) Burns, A. A. "
(G) Luthi, R. O. S/Sgt.
(G) Montague, R. J. "
(G) Parker, E. W. "

143

*****ABORTION*****6:00*****

(P) Lewis, J. R. 1st. Lt.
(CP) Chancey, J. L. 2nd. Lt.
(N) Lateano, G. J. "
(B) Harrison, E. A. "
(E) Patterson, R. T. T/Sgt.
(R) Schuster, G. A. "
(G) Geitz, F. H. S/Sgt.
(E) Goetz, R. L. "
(E) Sheldon, R. H. "

*****ABORTION*****

Aborting

Crew Mission Loading List Showing Lateano – December 5, 1944

29. Stuttgart, Germany December 9, 1944

On Saturday December 9, 1944 **Roy E. Trask** and crew flew a mission to Stuttgart, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. John Morere**, navigator **Guy J. Lateano**, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C.**

Krone along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**. This mission was just one week after Lt. **Trask** lost two engines on a mission to Koblenz but made it back to base safely without any crew injuries. He and his crew was not as lucky on this mission.



Target: Stuttgart, Germany – December 9, 1944

8th Army Air Force Mission Report

Mission 743: 413 B-17s are dispatched to hit the Unterturkheim marshaling yard (262) and Boblingen (94) and Echterdingen (25) Airfields at Stuttgart, Germany using GH; targets of opportunity are Halingen (10) and other (4); 1 B-17 is lost, 4 damaged beyond repair and 63 damaged; 3 airmen are WIA and 9 MIA. Escorting are 247 P-47s and P-51s; they claim 1-0-0 aircraft without loss; 6 of 7 P-51s fly a scouting mission. **Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History**

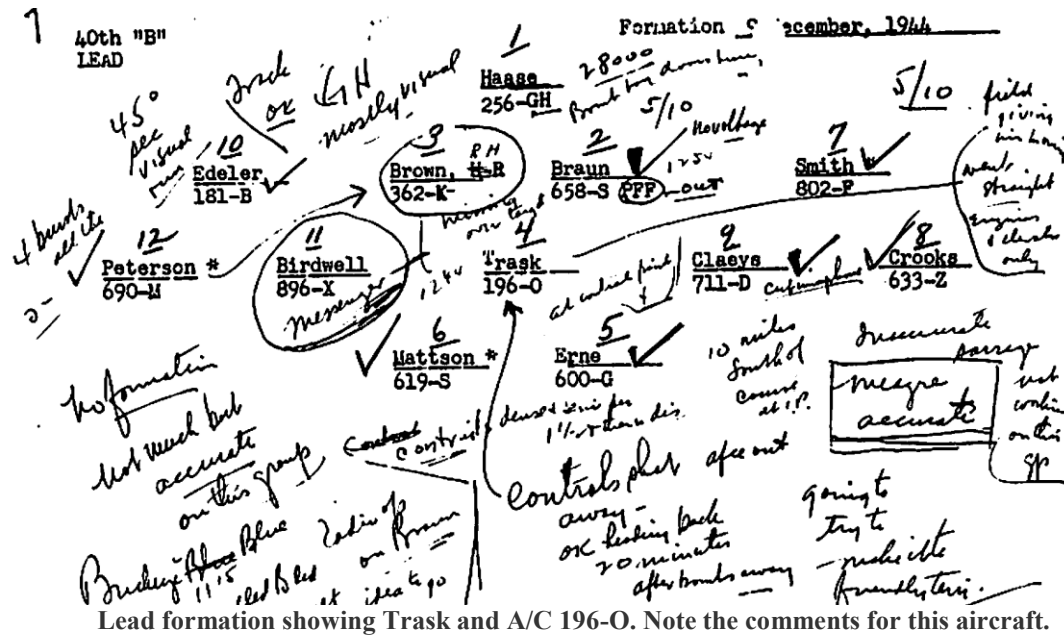
306th Bomb Group Mission Report

Stuttgart – 306th flew 36 A/C including one GH and three PFF, as 40th “B”. At 1115, Buckeye Red reported briefed route and altitude O.K., but said layer of very dense high stratus might make increased altitude advisable. 1157, Buckeye Blue reported 10/10ths over target, with possible breaks. PFF equipment in 3 A/C o.k., not working in fourth. No fighter opposition encountered. Fighter support was again excellent.

Barrage at target was ineffective on this group. Lead had meager accurate tracking visually directed. Group was in chaff trail, when eight bursts broke above lead, next four broke below, then 8 bracketed first two and broke in the midst of the group. Damage: 2 slight, 2 severe, 2 missing (at least one believed in France) all from lead.

Due to complete cover at IP, Lead started bomb run by GH. 45 seconds before bombs away, an oblique hole in clouds revealed target and bombardier completed run visually. Hits were not

observed because clouds again screened the ground, Low squadron made a separate PFF run and saw its bombs start on the SW side of the river and walk across the River into the PFF aiming point. High squadron made a 40 second visual run, but due to clouds, hits were not observed. Several crews report hits on both visual and PFF aiming points from previous bombing. A/C 196-O, pilot Trask, hit over target, last heard over friendly territory asking "Messenger" for bearing.



Source: 306th Bomb Group Mission Report

369th Bomb Squadron Mission Report

Stuttgart: Major James McKinney led the 40th "B" Group, with all 369th A/C flying in the lead squadron. A Gee-H bombing run was started, but a hole over the target allowed the bombardier to make a visual run on the M/Y. Clouds obscured hits. Flak was visual tracking at the target, with damage two slight, two severe, and two missing, all from the lead squadron. Lt. Robert Brown was hit over the target, left the formation under control, and did not return to base. Lt. Roy Trask was hit over the target where he had rudder control shot away, right aileron became useless, left aileron could be used in one direction only, hydraulics were hit, Tokyo tank lines damaged, "minor flak holes", and the tail gunner, Sgt. Emil Wilke, had splinters in his eyes. T/Sgt. Mack Farmer had his oxygen mask hit by flak and passed out before he could get another. S/Sgt. Clarence Smith had his arm grazed by flak. Other crews flying for the 369th were Lts. Ned Erne, Harold Mattson, Raymond Birdwell, Edward Paterson and crews. Members of the missing in action crew:

- 1st Lt. Robert H. Brown, pilot
- 1st Lt. William Giglio, copilot
- 2nd Lt. James Walden, navigator
- 1st Lt. James Moore, bombardier

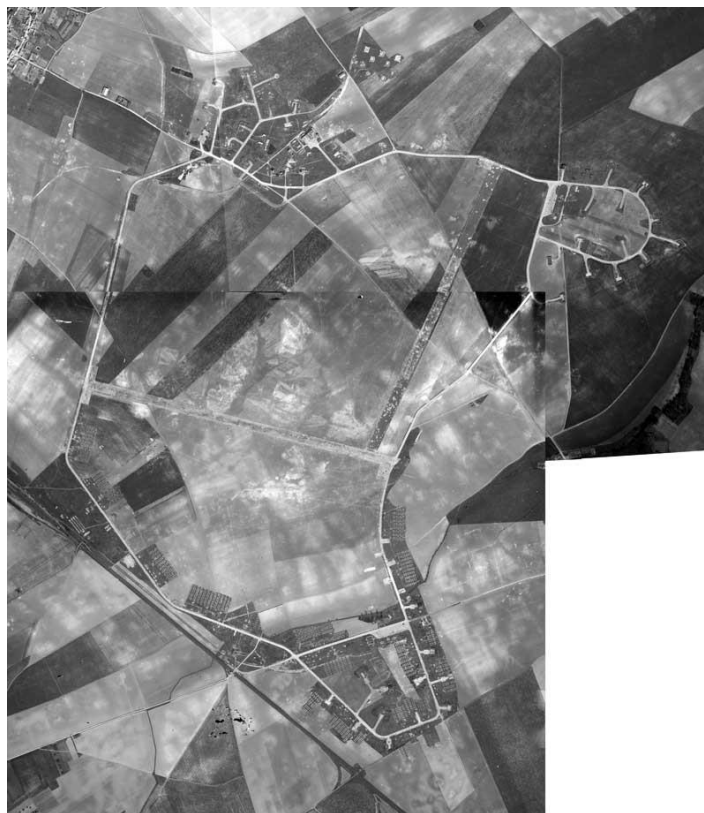
- T/Sgt. Raymond Ohm, radio
- T/Sgt. Jerrold J. Fam, engineer
- S/Sgt. Samuel Abdelnour, ball
- S/Sgt. Ernest Hovey, waist
- S/Sgt. Joseph Bollard, tail

Source: 369th Combat Diary

Shortly after target ^{at 1245 hrs.} our A/C # 196-O pilot Trask reported over VHF that rudder aileron controls were shot away and AFCE was out but could fly with engines and elevators for directional control. Said he was going to try to land in France. He was ~~getting~~ last heard getting a bearing from messenger and would have had to be well past enemy lines to receive bearing.

Additional notes about Lt. Roy Trask's plane 43-31196 - O "Extra Joker"

A/C 196-O, pilot Lt. Trask of the 369th, was hit over target. Severe damage to rudder and cables, right and left ailerons, and Tokyo tank lines rendered most controls useless. However, Lt. Trask finally managed to turn a/c by means of throttles and effected a landing at Messenger. S/Sgts. Krone and Wilke patched the rudder control cable with armament wires aiding pilot greatly. Four P-51's escorted a/c to friendly territory which highly impressed crew.
 Source: 306th Bomb Group War Diary for December 9, 1944



Advanced Landing Ground A-70 Messenger
 As seen in 1949

Messenger A-70 Airfield

In August 1944, the Laon area was liberated by the Third Army and Laon-Couvron was captured about 7 September. The city of Laon is located about 85 miles northeast of Paris, which was on the 306th return route to England. The airfield was repaired by the IX Engineering Command, 820th Engineer Aviation Battalion, and declared operationally ready for combat on 10 September. Under American control it was designated as Advanced Landing Ground "A-70 Laon-Couvron".

It is located in the Aisne département of France, less than one mile southeast of the village of Couvron and 6 miles northwest of Laon; on the southwest side of the Autoroute des Anglais (A26 autoroute) 1 Mile (1.6 km) east of the village of Couvron-et-Aumencourt.

Source: https://en.wikipedia.org/wiki/Quartier_Mangin

On the first page (Interrogation Form) below right under 'Friendly A/C in any kind of distress' there is the S-2 intelligence officer's handwritten note "A/C landed Messenger A/F (A-70)-reported back to 111 on **11 Dec 1944**." This answers where in France they landed (**Airfield A-70, Messenger**) and how long/when the crew returned to Thurleigh (**AAF Station 111**).

Clifford Deets (306th BG Historian) researched some of the 306th BG archived documents (as of yet not posted on the 306th web site) titled "Monthly Inventory Reports of Aircraft". First for Dec 44 where it lists 42-31196 (Extra Joker) in the inventory, and then the 6 Jan 45 report where #196 is not listed. Using a web reference (B-17 Fortress Master Log compiled by a Mr Dave Osbourne working with Roger Freeman), that is a complete plane by plane listing of all 8th AAF B-17s, on page 276 it says the following: "**42-31196 Del Cheyenne 4/10/43; Gr Island 2/11/43; Memphis 10/11/43; Ass 369thBS/306BG (BO-O) Thurleigh 14/12/43: b/d Stuttgart 9/12/44, f/l continent; Sal 20/1/45. EXTRA JOKER.**" The b/d of course stands for "badly damaged" and the f/l for "forced landing" on the continent. And Sal means the aircraft was salvaged (essentially destroyed or used for parts) on 20 Jan 45, still in France, so Extra Joker never made it back to Thurleigh.

Finally, Clifford Deets's (306th BG Historian) best guess is that the crew was flown back to Thurleigh on 11 Dec 44 on a C-47 transport plane as this was typical at the time. Clifford Deets have read various other reports in the 306th BG archives of men and crews being flown back in a C-47. With the Allies controlling the skies and most of France at the time, it was like catching the next regularly scheduled flight. By the time the crew returned to Thurleigh two days later, Bombardier George T. Kerr Jr. recalled that his footlocker had been packed up and shipped home. He had to retrieve it quickly because the crew flew another mission just four days later on December 15, 1944. I might add as previously stated that tail gunner Elmer R. Wilke was wounded in the eye by flak on this mission. This would be the only time a member of this crew was wounded in 35 missions of combat.

Source: **Clifford Deets, 306th BG Historian**

The following photograph shows how A-70 Messenger airfield would have looked to the Roy E. Trask crew when they landed their crippled B-17, Extra Joker there on December 9, 1944.



B-26 Marauders of the 323rd Bomb Group 'Ready for take-off beside a tent at airfield A-70 Messenger - Laon, France, Dec 1944.'

This 27th mission to Stuttgart, Germany on December 9th was recorded in the Stars and Stripes Newspaper on December 11, 1944.

Heavies Renew Attack on Rails

German rail centers were the principal objectives over the weekend when Eighth Air Force heavy bombers carried out two operations in sub-zero weather.

More than 500 Fortresses and Liberators, escorted by upward of 650 Mustangs and Thunderbolts, bombed military rail targets on the Rhine at Coblenz and Bingen Sunday, after a day in which more than 400 Fortresses, covered by approximately 275 Mustangs and Thunderbolts, attacked railyards at Stuttgart and an airfield near Bolingen, southwest of Stuttgart.

Three U.S. bombers and one fighter were lost Sunday, while Saturday's losses were four heavies and no pursuits. There was no enemy fighter opposition either day.

The temperature at bombing altitude ranged down to 50 degrees below zero over the weekend.

Stars & Stripes December 11, 1944

4

INTERROGATION FORM

SQUADRON ~~8677444~~ 369 ~~868~~ A/C NUMBER 196 Letter D Date 9/12/44
 Bomb Load 4/117 H.E. Incend. Position in Formation 40th B
 Time Took Off 0835 Time Landed: _____

1. NOT NEARLY phoned in? Yes No
 Details: "Bald knew anything about mission"
 CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, type, altitude, full details)
This a/c landed near my D/F (A 70) - Reported back to T.I. on 11 Dec. 1944

- 2nd Lt. Trask, R.E. Mi
 2nd Lt. Morere, H.J. Co
 2nd Lt. Lateano, G.J. Any
 2nd Lt. Kerr, G.T., Jr. Sect
 T/Sgt. Belker, J.S. Radi
 T/Sgt. Nuessen, C.H. Top
 S/Sgt. Krone, C.C. Ball
 S/Sgt. Wilke, Elmer, E. R/W
 S/Sgt. Wilke, Emil, H. Tail

2. TARGET ATTACKED:
 Primary Time: 239
 Alternate Height: 27850
 Last Resort Heading: 036 mag
 (circle)
 Duration Bomb Run: _____

3. Number of BOMBS dropped on target: Missions: Returned: Abortives:
 4. Observed RESULTS OF BOMBING: (for this plane or others)
 Own Bombs: not observed
 Other bombs: _____
 Any Nickels: Yes No
 Number bombs dropped: _____
 Number Bombs returned: _____

5. Any PHOTOGRAPHS taken: Yes?
 6. GROUND TARGETS ATTACKED BY CONFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE: Give time, place, height, turn, reason for returning early, and Disposition of bombs.)
with formation until target split away. Flak picked out under control. ~~lost hydraulic~~ lost hydraulic (could use left aileron in one direction only), hydraulics - had just enough fluid to work hand pump until the big tank took (oil) and then damaged, near 50% out, minor flak holes - Tail Gunner wounded. Fighters (4-5 P51s) stayed with us until

Time	Place	Height	Type (light or heavy), intense or moderate or slight.	Color	Location of bursts in relation to A/C	Accuracy
<u>Flak - light. very accurate at target 2</u>						
<u>"Saw no others"</u>						
Other observations about Flak: _____						

Mission Interrogation Form Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - December 9, 1944

10.

10. ENEMY FIGHTER OPPOSITION:

After launch, kept on going etc. couldn't turn,
(Estimated total number of E/A seen) (types)

Finally turned using left turn to aileron and
(Location and length of fight)

throttle control - proceeded toward home -

P-51 escort to home. After crossing lines got
(Tactics of E/A)

it in - Tail Gunner and Ball turret Gunner

patched up control cables (muddered ones) with
(Col. - Markings, etc. of E/A)

Armed wire, made long, slow approach
landed without full
flaps - couldn't get
in all way down -

C L A I M S	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

See other side -

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens; and signals; activity at airdromes, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations)

None

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A action, accident or Undetermined Cause)

None

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME)

Tail Gunner has splinter in eye -

15. DAMAGE TO A/C: (Briefly)

see front -

16. TECHNICAL FAILURES:

17. OPERATIONAL COMMENTS: (Any unusual incidents? any suggestions?)

S-2 OFFICER Kavanaugh THE CAPTAIN _____

----- MISSION LOADING LIST -----

SQUADRON 369th. MISSION NUMBER 266 DATE Dec. 9, 1944

A/C Number 43-38362 A/C Number 43-37619
 Total Flying Time *****MISSING***** Total Flying Time 7:55

(P) <u>Brown, R. H. 1st. Lt.</u>	(I) <u>Mattson, H. C. 2nd. Lt.</u>
(CP) <u>Giglio, W. F. "</u>	(CP) <u>Kruger, R. J. "</u>
(N) <u>Walden, J. B. 2nd. Lt.</u>	(N) <u>Bryan, J. A. "</u>
(B) <u>Moore, J. R. 1st. Lt.</u>	(N) <u>Shaw, L. C. F/O</u>
(E) <u>Fann, J. J. T/Sgt.</u>	(E) <u>Jenkins, J. M. Sgt.</u>
(RO) <u>Ohm, R. A. Sgt.</u>	(RO) <u>Ramirez, R. "</u>
(G) <u>Abdelnour, S. E. S/Sgt.</u>	(C) <u>Geowton, V. T. "</u>
(G) <u>Hovey, E. P. "</u>	(G) <u>Zymanek, J. T. "</u>
(G) <u>Bollard, J. W. "</u>	(G) <u>Koubeck, D. S. "</u>
(G) <u>*****MISSING*****</u>	(G) <u>*****MISSING*****</u>
(G) <u>*****MISSING*****</u>	(G) <u>*****MISSING*****</u>

A/C Number 42-31196 A/C Number 42-97896
 Total Flying Time *****MISSING***** Total Flying Time 8:30

(P) <u>Trask, R. E. 2nd. Lt.</u>	(P) <u>Birdwell, R. S. 1st. Lt.</u>
(CP) <u>Morere, R. E. "</u>	(CP) <u>Perkins, N. H. "</u>
(N) <u>Lateano, G. J. "</u>	(N) <u>Goldberg, S. A. "</u>
(B) <u>Kerr, G. T. "</u>	(B) <u>Banlich, A. F. 2nd. Lt.</u>
(E) <u>Nuessen, C. H. T/Sgt.</u>	(E) <u>Roach, R. F. T/Sgt.</u>
(RO) <u>Belker, J. S. "</u>	(RO) <u>Burns, A. A. "</u>
(G) <u>Krone, C. E. S/Sgt.</u>	(G) <u>Luthi, P. O. S/Sgt.</u>
(G) <u>Wilke, Emil E. "</u>	(G) <u>Montague, R. J. "</u>
(G) <u>Wilke, Elmer E. "</u>	(G) <u>Parker, T. W. "</u>
(G) <u>*****MISSING*****</u>	(G) <u>*****MISSING*****</u>

A/C Number 42-97658 A/C Number 42-97181
 Total Flying Time 8:00 Total Flying Time 8:20

(P) <u>Braun, R. B. 1st. Lt.</u>	(P) <u>Edeler, J. H. Capt.</u>
(CP) <u>Upham, H. H. Col.</u>	(CP) <u>Carle, F. G. 2nd. Lt.</u>
(N) <u>Greenberg, I. I. 1st. Lt.</u>	(N) <u>Sackinger, C. L. "</u>
(D) <u>Berman, J. R. 2nd. Lt.</u>	(P) <u>Maxwell, R. L. 1st. Lt.</u>
(E) <u>Williams, T. R. T/Sgt.</u>	(E) <u>Ingram, G. G. S/Sgt.</u>
(RO) <u>Farmer, M. N. "</u>	(RO) <u>Evans, A. E. T/Sgt.</u>
(G) <u>Smith, C. E. S/Sgt.</u>	(G) <u>Bruce, W. D. S/Sgt.</u>
(G) <u>Carlson, N. P. "</u>	(G) <u>Nofsinger, E. L. "</u>
(GN) <u>Kuhn, E. G. F/O</u>	(C) <u>Piepenbrink, F. S/Sgt.</u>
(G) <u>*****MISSING*****</u>	(G) <u>*****MISSING*****</u>

Crew Mission Loading List Showing Trask, Morere, Lateano, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - December 9, 1944

30. Kassel, Germany December 15, 1944

On Friday December 15, 1944 Roy E. Trask and crew flew a mission to Kassel, Germany. Trask and crew is mentioned as flying in this mission in his 369th Squadron Report seen below. Flying as his copilot was H. John Morere, navigator Guy J. Lateano, bombardier George T. Kerr Jr., radio operator Joseph S. Belker, top turret/engineer Carl H. Nuessen, ball turret Charles C. Krone along with twin brother waist gunner Emil R. Wilke and tail gunner Elmer R. Wilke.



Target: Kassel, Germany – December 15, 1944

8th Army Air Force Mission Report

Mission 750: 674 B-17s and 434 fighters are dispatched to attack rail targets and an armored car factory in Germany using H2X; 1 bomber and 2 fighters are lost:

1. 318 of 334 B-17s hit the marshaling yard and tank factories at Kassel; 5 others hit targets of opportunity; 6 B-17s are damaged beyond repair and 11 damaged; 25 airmen are KIA and 1 WIA. Escorting are 268 of 296 P-51s; 2 P-51s are lost (pilots MIA) and 1 damaged beyond repair.
2. 327 of 340 B-17s bomb the marshaling yard at Hannover and 6 hit targets of opportunity; 1 B-17 is lost and 7 damaged. Escorting are 241 P-47s and P-51s without loss.
3. 19 of 24 P-51s fly a scouting mission. *Source: THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945 by Carter / Mueller, the Office of Air Force History*

306th Bomb Group Mission Report

306th Bomb Group Mission Report is unclear and only the following was determined:

Kassel – Maj. ----- led the 306th which flew 36 A/C including three PFF as 40th “C”. Lt. Ruffin of the 368th had two engines out because of internal failure near the IP and was forced to leave formation and land at Messenger after shedding his plane of all unnecessary equipment. He returned to base a few days later.

APO 557
18 December, 1944

SUBJECT: A/C in Distress, Mission 15 December, 1944

TO : S-4 Section, 306th Bombardment Group (H)
Attention: Major VENABLE

A/C 575-X, pilot Ruffin, landed at A-70 due to internal failure of two engines. Crew now on base, having returned to England by transport plane.

369th Bomb Squadron Mission Report

Kassel: The target was a power plant in the north central section of Kassel. Bombing was PFF through 10/10ths clouds and good PFF photos show bomb strikes on M/Y, target, and built area around the target. There was no E/A opposition and no flak at the target. The 369th flew nine A/C in the 40th "C" Group high squadron, with Capt. Harlan Laughlin leading. Weather over target was 10/10ths with heavy haze and dense persistent contrails from 22 to 30 thousand feet. Haze was thick with very poor visibility at the base, and four 369th A/C landed away because of weather conditions. Lts. William Rogers, Raymond Braun, Jack Lewis, Walter Rozett, Ned Erne, Roy Trask, Harold Mattson, James Cation and crews flew in high squadron.
Source: 369th Combat Diary

Kassel, Germany – The 306th sent 36 A/C as the 40th "C" Group to bomb Kassel by PFF. Our squadron (367th) flew nine A/C as the three three-ship high elements of each squadron. Our fighters picked us up just before reaching the Dutch coast and gave continuous support from there on. No E/A were seen. The target was completely overcast and the results of our bombing was unobserved. There was no flak at the target but a few bursts were observed at Ijmuiden on the way with no damage sustained. Extremely unfavorable weather made landing at the base very difficult. Eight of our A/C were forced to land away, one from our squadron, Lt. J. C. Coalin. Source: 367th Combat Diary

KASSEL – The squadron flew nine a/c in the low squadron of the 40th C Group to bomb the locomotive works of Henschel and Sohn, now reported to be manufacturing tanks, at Kassel. Periodic reports on weather were received en route to target saying clouds from 21,000 to 30,000 feet with dense persistent contrails, and that bombing would be by PFF. Bombing was by instruments through 10/10ths clouds, and plotting of PFF scope photos show hits in the target area. Nickels were dropped over the target. Crews reported no flak, there were no E/A, and friendly fighters gave us continuous support. Pilots were: Lts. Paul J. Reieux, who led the low flight, William H. Morgan, Edward J. Lindsay, William D. Hallum, Harold Brown, who landed at Brampton Lodge due to unfavorable weather conditions at base, Howard E. Hutchinson, who landed at Lasham due to weather, Aram J. Nahabedian who landed at Hartford Bridge due to weather, Charles H. Gibson, who returned early due to engine trouble but bombed a target of opportunity near Mepel, Holland, Lorn A. Wilke who led the low squadron and had a midair collision in thick clouds and haze over Greenham Common. Wilke and his co-pilot, Lt. John A. Murphy, bailed out without serious injury. Other crew members, who were unable to bail out in the brief moment permitted, were: Lt. Richard E. Gard and F/O Edward S. Smolenski; T/Sgts. Robert K. Reis and William R. Farrell; S/Sgts. Walter E. DeHoff and Gail W. Pashon, and Sgt. William J. Boyle. All men were killed in the crash.

Source: 423rd Combat Diary

This 28th mission to Kassel, Germany on December 15th was recorded in the Stars and Stripes Newspaper on December 16, 1944.

650 Heavies Pound Reich

More than 650 Fortresses, escorted by upward of 550 Mustangs and Thunderbolts, resumed the offensive against German rail and industrial targets Friday.

The heavies struck at Hanover and Kassel, key points in Germany's battered rail routes to the Western Front. Kassel, a tank-production center, was last hit Dec. 4.

Eighth's losses were four bombers and two fighters. There was no enemy fighter opposition.

Stars & Stripes December 16, 1944

31. Kaiserslautern, Germany December 18, 1944

On Monday December 18, 1944 Roy E. Trask and crew flew a mission to Kaiserslautern, Germany. Trask is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was K. Carakostas, navigator J. J. Fitzsimmons, bombardier George T. Kerr Jr., radio operator Joseph S. Belker, top turret/engineer Carl H. Nuessen, ball turret Charles C. Krone along with twin brother waist gunner Emil R. Wilke and tail gunner Elmer R. Wilke. H. J. Morere flew as tail gunner in A/C 076 piloted by Major Witt. G. J. Lateano flew as navigator in A/C 197 piloted by Lt. J. R. Lewis.



Target: Kaiserslautern, Germany – December 18, 1944

8th Army Air Force Mission Report

Mission 754: 985 bombers and 773 fighters are dispatched to hit communication and tactical targets in Germany using PFF; 4 fighters are lost:

1. Extensive cloud formations force the recall of 358 B-24s without loss. Escorting are 103 of 110 P-51s.
2. 385 B-17s are sent to hit the Kalk marshaling yard at Cologne (32); secondary targets hit are the Lutzel marshaling yard at Koblenz (102) and Kaiserslautern (74) marshaling yard; 11 hit Bonn, a last resort target; 1 B-17 is damaged. The escort is 110 of 116 P-51s; 2 P-51s are lost (pilots MIA).
3. 157 of 220 B-17s hit the marshaling yard at Mainz; 13 others hit targets of opportunity; 1 B-17 is lost and 2 damaged beyond repair; 1 airman is MIA. Escort is provided by 150 of 162 P-51s without loss.
4. 22 of 22 B-17s fly a screening mission.
5. 255 P-47s and P-51s fly a fighter sweep in W Germany; they claim 3-0-0 aircraft; 1 P-47 and 1 P-51 are lost (pilots MIA).
6. 29 of 31 P-51s fly a scouting mission. **Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History**

306th Bomb Group Mission Report

Kaiserslautern – The 306th flew 39 A/C including 3 PFF, 2 GH, and 3 spares, as 40th “A”. Buckeye White, Buckeye Red, and Buckeye Blue, each reported clouds to 30,000 feet at target. The Mickey equipment on all PFF A/C functioned satisfactorily. There was no E/A opposition on this group. Area fighter support probably as briefed. Few scattered P-51’s and P-47’s seen along Rhine and in target area. No A.A. gun fire reported.

The Division message was received just after the Belgian coast ordering the Group to bomb the primary only if visual. Lead bombed the secondary PFF at 1406 ½. Low dropped on Lead. High, separated from Lead by clouds on bomb run, made individual run. Strike photos show no ground detail.

Weather: 20,000 feet front stretching across route beyond Bruges, with clouds building up gradually in layers to 30,000 feet in target area. Dense persistent contrails from 22,000 feet. Clear East of Brussels on way out.

Observations: At 5116N-0256E, off Ostend, 1530 hours, unknown type of vessel reported by one crew as sinking. *Source: 306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Kaiserslautern: The 306th Group bombed Kaiserslautern RR workshop by PFF when the primary could not be bombed visually. Capt. George Schneider flew lead A/C with Major Thomas Witt, group operations officer, as air commander. Lts. Jack Lewis, William Rogers, William Denton, Walter Rozett, Roy Trask, James Cation, Ned Erne and crews flew other 369th A/C in the lead squadron. No AA fire was reported and no E/A were seen. Capt. Schneider, Lt. Lucien Peters, T/Sgt. Robert Gilmont and S/Sgt. David DeBeauchamp, all in the lead A/C finished tours. Lt. Peters is the first Mickey op.

Source: 369th Combat Diary

Kaiserslautern: The mission sent 39 A/C to bomb Kaiserslautern by PFF. The mission was very easy as there were no E/A or flak reported. Our fighters gave area support. The target was bombed through 10/10ths clouds with unobserved results, and all A/C returned safely. **Source: 367th Combat Diary**

This 29th mission to Kaiserslautern, Germany on December 18th was recorded in the Stars and Stripes Newspaper on December 19, 1944.

Hit Rail Points 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.

Stars & Stripes December 19, 1944

INTERROGATION FORM

SQUADRON 367TH BOMBARDING 369 ~~444~~ A/C Number 161 Letter B Date 18-12-44

Bomb Load 2 x M17 H.E. Incend. Position in Formation

Time Took Off 1010 Time Landed 1155

1. HOT NEWS to be phoned in? Yes No
 Details: _____

(X)	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

40th A
Lead.

2. FRIENDLY A/C in any kind of distress:
 (Give position, time, altitude, full details)

3. TARGET ATTACKED:

Primary Time: 1406
 Alternate Height: 28600
 Last Resort (circle) Heading: 126
 Duration Bomb Run: 155 to 220

DR. 4925-0747

4. Number of BOMBS dropped on target: 10/10 Jettisoned: Returned: Abortive:

5. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: _____
 Other bombing: _____

Any Nickels: Yes No
 Number bombs dropped: _____
 Number Bombs returned: _____

6. -any- PHOTOGRAPHS taken: Yes? No?

7. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

8. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

9. WEATHER: (If it affected mission) 4-7/10 Bely. 10/10 Huming.

10. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy

Crew observations about Flak: _____

Mission Interrogation Form Showing Trask, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - December 18, 1944)

MARA Date 12/18/44

INTERROGATION Form

SQUADRON ~~#####~~ A/C Number 076 Letter -U Date 18-12-44
18 x 250
Bomb Load 2 x M17 H.E. Incand. Position in Formation *40th A*

Time Took Off 1010 Time Landed *Lead.*
1. HOT NEWS to be phoned in? Yes No
Details: A X X X X X

CREW: Give Rank and Initials

Friendly A/C in any kind of distress.
(Give position, time, altitude, full details)

- Major Witt *Completing tour* Pilot
- Capt G. C. Schneider *Completing tour* Co-P
- 1st Lt. C. F. Bush Nav.
- 1st Lt. A. A. Kester Nav.
- 1st Lt. L. E. Carroll Bomb
- T/Sgt. H. Gilmont *Completing tour* Radi
- T/Sgt. F. Reinke Top
- 1st Lt. J. Bowles *Completing tour* Be
- S/Sgt. D. G. DeBeauchamp *Completing tour* RN
- 1st Lt. L. F. Peters *Completing tour* RN
- 2nd Lt. H. J. Morere *Completing tour* Tail

2. TARGET ATTACHED:

Primary Time:
Alternate Height:
Last Resort Heading:
(altitude)
Duration Bomb Run:

3. Number of BOMBS dropped on target *4* Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING (For this plane or others):

Own Bombs: *Just attached to the target. Ruckled the rest out soon after. The clouds were with side wind and attached bombs away + reattached.*
Any Nickels: Yes No
Number bombs dropped *OK*
Number Bombs returned

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height turn; reason for returning early, and Disposition of bombs.)

Whitt
1st Lt. Woodruff called in his in up to 30, and flack is still in it (just directly overhead - this was used.)
checked one practically the same.

8. WEATHER: (If it affected mission) *Ditto blue to Witt.*

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type (light or heavy), intense, moderate or slight.	Color	Location of Bursts in relation to A/C	Accuracy

Crew observations about Flak:

INTERROGATION FLIT

SQUADRON ~~#####~~ 369 ~~Unit~~ A/C Number 197 Letter 'K' Date 18-12-44

Bomb Load 2 x M17 H.E. Incend.

Position in Formation

Time Task Of 1010 Time Landed 1700
1. HOT WEBS to be phoned in? Yes (No) No
Details:
X X X X X
X X X X X
X X X X X
X X X X X

CREW: Give Rank and Initials

Friendly A/C in any kind of distress (Give position, time, altitude, full details)

NONE

- 1st Lt. J. R. Lewis Pilot
- 2nd Lt. J. L. Chancey Co-PI
- 2nd Lt. G. J. Lateano Nav.
- 2nd Lt. L. A. Harrison Bomb
- T/Sgt. G. A. Schuster Radi
- T/Sgt. R. T. Patterson Top
- S/Sgt. P. H. Geitz Bell
- S/Sgt. R. L. Goetz R/W
- A/C P. J. Butcher RN
- S/Sgt. J. C. Gunn Tail

2. TARGET ATTACHED:

P.R.F. Primary Time: 1406
Secondary Height: 29,000
Alternate
Last Resort Heading: 132°
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on target: ALL Jettisoned: Returned: Abortive:
4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:
Other Bombing: NONE 10/10
Any Missiles: Yes No
Number bombs dropped
Number Bombs returned

5. Any PHOTOGRAPHS taken: Yes? No

6. GROUND-TARGETS ATTACKED BY GUNFIRE AND RESULTS:
7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

As BRIEFED

8. WEATHER: (If it affected mission) CONTRAILS. BAD VISIBILITY.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (Light heavy), intense, moderate or slight.	Color	Location Bursts in relation to A/C	Accuracy
NONE						

Crew observations about Flak:

Mission Interrogation Form Showing Lateano - December 18, 1944

32. Nidda, Germany December 24, 1944

On Sunday December 24, 1944 **Roy E. Trask** and crew flew a mission to Nidda, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. J. Morere**, navigator J. J. Fitzsimmons, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**. **G. J. Lateano** flew as navigator in A/C 446 piloted by Lt. J. R. Lewis.



Target: Nidda, Germany – December 24, 1944

8th Army Air Force Mission Report

Mission 760: A high pressure front across W Europe brings clear weather and the Eighth AF launches a maximum effort against airfields and communications in W Germany; this was the largest air strike of WWII; 2,034 bombers and 853 fighters are dispatched; they claim 92-6-21 Luftwaffe aircraft; 12 bombers and 10 fighters are lost:

1. 858 B-17s are dispatched to hit airfields at Darmstadt (189), Frankfurt-Rheine (143), Bilbis (100), Babenhausen (96), Zellhausen (85) and Gross Ostheim (60); secondary targets hit are marshaling yards at Pforzheim (37) and Kaiserslautern (24) and Haildraum (60); 26 targets of opportunity are hit by 37 B-17s; they claim 18-5-1 aircraft; 8 B-17s are lost, 11 damaged beyond repair and 337 damaged; 15 airmen are KIA, 21 WIA and 76 MIA. Escorting are 343 of 358 P-51s; they claim 53-0-6 aircraft; 7 P-51s are lost (pilots MIA) and 1 damaged beyond repair.
2. 542 B-17s are dispatched to hit the Merzhhausen air depot (198) and airfields at Giessen (74), Kirchgons (54), Nidda (53) and Ettinghausen (43); secondary targets hit are Koblenz (42), Darmstadt (7), Kaiserslautern (5) and Babenhausen (4); 20 B-17s hit a target of opportunity; 2 B-17s are lost, 9 damaged beyond repair and 109 damaged; 21 airmen are KIA, 23 WIA and 18

MIA. Escort is provided by 350 of 368 P-51s; they claim 13-1-13 aircraft; 3 P-51s are lost (pilots MIA) and 1 damaged beyond repair.

3. 634 B-24s are dispatched to hit Euskirchen (62), Wittlich (62), Gerolstein (59), Mayen (59), Ahrweiler (54), Bitburg (35), Eller (32), Pfazel (28), Ruwer (27), Schonecken (26), Rheinbach (25), Daun (24), Wetteldorf (18), and Cochem (11); 75 others hit 18 targets of opportunity; 2 B-24s are lost, 3 damaged beyond repair and 150 damaged; 1 airman is KIA, 5 WIA and 20 MIA. Escorting are 87 of 92 P-47s and P-51s; they claim 4-0-0 aircraft without loss.

4. 24 of 24 P-51s fly a scouting mission; they claim 3-0-1 aircraft without loss.

5. 9 of 11 P-51s escort 9 Spitfires and 8 F-5s on a photo reconnaissance mission over Germany; they claim 1-0-0 aircraft without loss. **Source:** *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Nidda - 306th flew 12 A/C including 2 PFF as lead of 40th "B" and 3 A/C as high element of 40th "D" high. I.P. 5015N-0805E at 1446 hours, went directly over target 1504 hours, but due to malfunction bombs did not release; made left turn for another run, and deputy took over lead, and with Bad Nauheim as I. P. made second run and bombed Nidda A/D 1513 ½; north of Koblenz. No fighter opposition was encountered. P-51's appeared south of Brussels as briefed. A. A. gun fire none at target. Scattered accurate tracking from 3 or 4 guns at 5014N-0547E, 1352 hours, on way in, and at 5020N-0620E on way out. Damage: Lead, 3 slight, High, nil.

306th as lead and high, high of 40th "D" bombed primary visually with excellent results. Although directly over target at 1504 after good run, malfunction prevented lead bombs from going away. Leader made a left turn and told deputy to take over. Group made a second run, dropping at 1513 ½. High squadron was composed of three A/C from 306th plus two stragglers that had joined when A/C of the 92nd failed to assemble. These A/C dropped on lead. Strike photos show bombs over greater portion of A/D. fulfilling mission to posthole field.

Weather: Cloud cover was 10/10ths over England, clear over Channel and continent, visibility 40 to 40 miles at target. Snow covered the ground. There was a slight ground haze over Belgium. Towering column of black smoke, like oil fire, was seen near St. Vith. There were burst of white smoke in the target area, somewhat resembling smoke bombs, although no previous bombing had occurred.

Lt. Gen. Spaatz issued a recommendation to the Eight Air Force for the fine job of bombing done on this day.

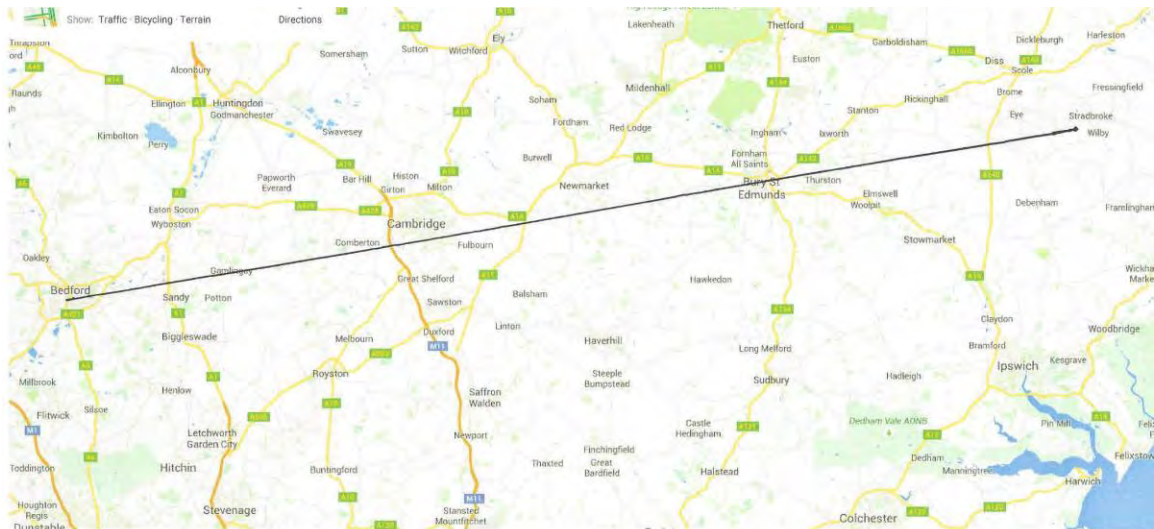
Because of the very dense haze and fog which blanketed our base, all 49 of the mission's A/C were diverted to other fields, mostly in eastern England. Christmas for those crews was a relatively miserable affair. However, most of the men were given good meals and as good quarters as could be expected. All extended their appreciation for what was given on their behalf.

9
Control tower reports that they
had talked with Trask (flying
A/C 557-Y) and he reported
that his A/C bombed primary
visually.
Message received 2200 hours.

Thurleigh control tower reports that they had talked with Trask (flying A/C 557-Y) and he reported that his A/C bombed primary visually. Message received 2200 hours. *Source: 306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Nidda: The 369th flew lead of the 40th "D" Group to Nidda A/D, with Capts. Billy Cassaday and William Haase flying the lead A/C. The 306th flew a total of fifty-one A/C in 40th "B" and "D" Groups. The mission was to posthole the A/D, and after a second run due to rack malfunction, the group did just that. Photos show excellent results. No E/A were encountered and there was no flak at the target. However, tracking flak on the way in slightly damaged three A/C. Everything looked good for a Merry Christmas, but weather closed in and all A/C landed at other bases. Lt. Robert H. Wood, landed at Framlingham; Capt. Cassaday Lts. Jack Lewis, Walter Rozett, William Denton, James Cation, Harold Mattson, Gennaro Carrazzone, William Rogers and Ned Erne landed at Bury St. Edmonds, and Lts. Roy Trask and Henry Pearce landed at Horham. Crews reported that care was as good as possible, but owing to crowded conditions due to large numbers of planes landing, some stations were unable to furnish beds and men slept in their planes. Some crews were able to return by truck Christmas day, but most of the planes did not return until 27 December. A commendation on bombing was received from Gen. Carl A. Spaatz, USSTAF commander. *Source: 369th Combat Diary*



Roy Trask and Crew Landed at the 95th BG airfield at Horsham, UK some 86 miles from his base at Thurlleigh due to bad weather on Christmas Eve – December 24, 1944

This 30th mission to Nidda, Germany on December 24th was recorded in the Stars and Stripes Newspaper on December 25, 1944.

5,500 Planes Rock Enemy

The greatest force of heavy bombers ever mustered for a single mission by any air force—more than 2,000 Flying Fortresses and Liberators—ripped communication and supply centers of the German offensive in the most powerful of the day's air blows against Von Rundstedt's forces.

Thundering out in columns 400 miles long—so long that as the first bombers reached Germany, the last elements of the giant fleet were just taking off from their English bases—the heavies bombed a dozen road and rail junctions and supply centers from Euskir-

(Continued on Page 8)

(Continued from page 1)

chen to Trier and blasted 11 air-dromes in the Frankfurt area. Bombing was visual and Eighth fliers reported excellent results as they unloaded 5,150 tons of bombs.

The Forts and Libs were escorted by more than 900 Mustangs and Thunderbolts, raising to a total of approximately 3,000 the striking force sent out by the Eighth alone. Incomplete reports last night said that more than 70 German planes had been knocked out of the air by fliers of the Eighth.

The Eighth air armada split into three striking forces as it roared across France. The Second Bombardment Division of Liberators hit the road, rail and supply targets, while the Forts, comprising the First and Third Bombardment Divisions, blasted fields of the Luftwaffe both north and south of Frankfurt. All the heavies used 100, 250 and 500-pound high-explosive bombs to smash their targets

Stars & Stripes December 25, 1944

43

INTERROGATION Form

SQUADRON ~~367~~ 369 ~~488~~ A/C Number 557 Letter Y Date 24 December, 1944

Bomb Load 30 x 100 H.E. Incend.

Position in Formation

Time Took Off 09:46 Time Landed _____

	X	X	X	(X)
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

40 D
Lead

1. HOT LINES to be phoned in? Yes No
Details:

landed 95th Group Horham
as good job as possible
Friendly A/C in any kind of distress:
(Give position, time, altitude, full
A/details) 4 different fields
landed there - slept on concrete
floor -

1910 - 24 Dec -
CNS.: Give Rank and Initials

1st Lt. R. E. Trask	Pilot
2nd Lt. H. J. Morere	Co-P
2nd Lt. J. J. Fitzsimmons	Nav.
2nd Lt. G. R. Kerr, Jr.	Bomb
T/Sgt. J. S. Belker	Rad
T/Sgt. C. H. Nuessen	Top 5
S/Sgt. G. C. Krone	Ball
S/Sgt. R. Elmer Wilke	R/W
S/Sgt. R. Emil Wilke	Tail

2. TARGET ATTACKED:

Primary Time: 1512 1/2
Alternate Height: 21900
Last Resort Heading: 090 mag
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on target: all Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Other bombing: _____

Any Nickels: Yes No
Number bombs dropped _____
Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY CONFIRM AND RESULTS:

7. ROUTE: (If different than ordered) (If ALTERNATE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) Clear Calm

9. FLAK: Encountered on way out, at target and on way home.

	Color	Location	Accuracy
--	-------	----------	----------

Mission Interrogation Form Showing Trask, Morere, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - December 24, 1944

INTERROGATION Form

Squadron ~~XXXXXXXX~~ 369 ~~XXX~~ A/C Number 446 Letter A Date 24 December, 1944

Bomb Load 36 x 100 H.E. Incand.

Position in Formation

Time Took Off 09:46 Time Landed 1748

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

40 D
Lead

1. HOT MEETS to be phoned in? Yes No
Details:

Bury St. Edmunds

CREW: Give Rank and Initials

Landed Bore 1138h 27-12-44
Friendly A/C in any kind of distress:
(Give position, time, altitude; full details)

- 1st Lt. J. R. Lewis Pilot
- 2nd Lt. A. A. Lomar Co-R
- 2nd Lt. G. J. Lateano Nav.
- 1st Lt. L. E. Carroll Bomb
- T/Sgt. G. A. Schuster Radi
- T/Sgt. R. L. Patterson Top
- S/Sgt. F. H. Geitz Ball
- S/Sgt. R. A. Davis R/W
- S/Sgt. J. Bunn Tail
- 2nd Lt. R. Hogan PFF Nav.

Told ~~over~~ at B-St-E. to scrub take off after getting engines started off 1315 hrs

2. TARGET ATTACKED:

Primary Time: 1512 hrs.
Alternate Height: 21,900
Last Resort Heading: 086°M
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on target: Handled Jettisoned: T.O. abortive: 5038-0714 1834 hrs
4. Observed RESULTS OF BOMBING: (For this plane or others) 22,000 - 256°M

Own Bombs: small town could not tell what dit. WIP N.E. Edge
Other bombing: of town
Any Nickels: Yes (No)
Number bombs dropped _____
Number Bombs returned _____

5... any PHOTOGRAPHS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY CONFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If abortive give time, place, height of turn; reason for returning early, and Disposition of bombs.)

Lead only for Bomb Run, Lead made first B.R. mission then we made Run then

8. WEATHER: (If it affected mission) lead took over again.

9. FLAK: Encountered on way out, at target and on way home. no bad weather until low fog over england

Time	Place	Height of A/C	Type (light or heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
------	-------	---------------	-----------------------------------------------------	-----------------	------------------------------------	----------

out at 1900h 5045-0646 22,000ft in flak for 3 min. meagre tracking fairly close.

33. Koblenz, Germany December 28, 1944

On Thursday December 28, 1944 **Roy E. Trask** and crew flew a mission to Koblenz, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was **H. J. Morere**, navigator J. J. Fitzsimmons, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke. G. J. Lateano** flew as navigator in A/C 446 piloted by Lt. J. R. Lewis.



Target: Koblenz, Germany – December 28, 1944

8th Army Air Force Mission Report

Mission 766: 1,275 bombers and 606 fighter are dispatched to hit rail and road bridges and several cities in the W German tactical area; 2 bombers are lost:

1. 361 B-24s are sent to hit marshaling yards at Kaiserslautern (123), Homburg (28) and Neunkirchen (18), the Kaiserslautern rail bridge (31) and the bridge at Bullay (20); secondary targets hit are Bierbach (32) and Zweibrucken (20); 12 other hit a target of opportunity; 2 B-24s are lost, 1 damaged beyond repair and 121 damaged; 10 airmen are KIA, 2 WIA and 22 MIA. Escorting are 147 of 161 P-51s without loss.

2. 535 B-17s are dispatched to hit the rail bridge at Irlich (109); 399 hit the secondary, the Mosel marshaling yard at Koblenz; 2 other hit a target of opportunity; 4 B-17s are damaged; 1 airman is KIA. Escort is provided by 236 of 247 P-51s without loss.

3. 379 B-17s are sent to hit marshaling yards at Koblenz/Lutzel (131), Bruhl (75), Sieburg (36), and Troisdorf (11), and the Remagen Bridge (71); 1 B-17s hit the secondary, Sinzig; and 5 hit a target of opportunity; 2 B-17s are damaged beyond repair and 2 damaged; 1 airman is KIA and 2 WIA. Escorts are 158 of 168 P-51s without loss.

4. 27 of 30 P-51s fly a scouting mission. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Sieburg and Koblenz – Capt. Hanson led the 306th as 40th “B” with 36 A/C including four PFF and one Gee H plus three spares. Buckeye’s report that the bombing would be by instrument and caused the Gee H ship to take over at the IP. However, its bombs failed to release on the primary, marshaling yards at Sieburg, and therefore the lead made an R2X run on Koblenz. Low did likewise. High dropped on smoke bombs of 40th “A” which attacked Seigburg. All results were unobserved. No flak or enemy fighters hindered the group. On the return A/C 055-N, pilot Lt. Rieoux, of 423rd, was seen near St. Albans with one engine smoking. Eight chutes were counted. Then the A/C crashed and exploded. Subsequent reports show that all on the crew are safe except 2nd Lt. H.J. Cishowitz (B) who was killed when he bailed out minus his chute.

Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Koblenz: The 306th flew 40th “B” Group with thirty-nine A/C. The 369th furnished nine A/C including the lead of the low squadron. The lead and low squadrons dropped by PFF on Koblenz M/Y. There was no E/A opposition. There was no AA fire on the group and no damage. Lt. Jack Lewis flew lead of the low squadron and Lts. Roy Trask, Walter Rozett, Loren Hubbell, James Cation, Harold Mattson, William Denton, Robert H. Wood, Henry Pearce and crews flew other 369th A/C. Source: *369th Combat Diary*

This 31st mission to Koblenz, Germany on December 28th was recorded in the Stars and Stripes Newspaper on December 29, 1944.

1,200 Heavies Out 3rd Day

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 Saarbrucken 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.

Stars & Stripes December 29, 1944

INTERROGATION FORM

- 14

Squadron ~~#####~~ 509 ~~###~~ A/C Number 557 Letter Y Date 28-12-44

Bomb Load 2 x M17 H.B. Inc-nd.

Position in Formation

Time Took Off 0949 Time Landed 1634

		X			
X		X	ⓐ	X	
X	X		X	X	X
X		X	X	X	
X	X			X	X

40 B
low

1. NOT REFS to be phoned in? Yes No
 Details: On Reioyx's ship
9 chutes were observed to open. # 3 engine exploded.

C.R.: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

1st Lt. R. E. Trask Pilot

H. J. 2nd Lt. H. Morere Co-P

2nd Lt. J. J. Fitzsimmons Nav.

2nd Lt. G. T. Kerr, Jr. Bomb

T/Sgt. J. S. Belker Radi.

T/Sgt. C. H. Nuessen Top T

S/Sgt. C. C. Krone Ball

S/Sgt. Elmer R. Wilke R/W

S/Sgt. Emil R. Wilke Tail

2. TARGET ATTACHED

Primary Time: 1340 1/2

P.F.F. (Alternate) Height: 25,800

Last Resort Heading: 255°

Duration Bomb Run:

3. Number of BOBS dropped ALL on target; Jettisoned: returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

NONE

any Nickels: Yes No

Number bombs dropped _____

Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No?

WHAT MESSAGES REC'D FROM BUCKEYE?

6. GROUND TARGETS ATTACKED BY CONFUSION AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

Going in 10-12 miles South of course.

8. WEATHER: (If it affected mission) 10/10 over target.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light or heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy

Mission Interrogation Form Showing Trask, Morere, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - December 28, 1944

INTERROGATION FORM

...-3

SQUADRON ~~377H#BX#FH~~ 509 #446 A/C Number 446 Letter A Date 28-12-44

Bomb Load 2 x M17 H.E. Incand.

Position in Formation

Time Took Off 0949 Time Landed 1631

	X	X	X	X
B	X	X	X	X
A	X	X	X	X

40" B"
low

1. HQT NEEDS to be phoned in? Yes No

Details: See fix.

Ris - 51x2 N-0018 W
8 Charles seen.

COR: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

Plane seen to crash
Exploded and burned.

1st Lt. J. R. Lewis Pilot

2nd Lt. J. L. Chancey Co-P

2nd Lt. G. J. Lateano Nav.

1st Lt. J. E. Carroll Bomb

T/Sgt. G. A. Schuster Radi

T/Sgt. R. Patterson Top

S/Sgt. F. Geitz Ball

S/Sgt. R. Davis R/W

L/W

S/Sgt. J. Bunn Tail

2. TARGET ATTACHED:

Primary Time: 1300

Alternate Height: 25600

Last Resort Heading: 256°M

(circle)
Duration bomb run: 206°M

F/O - Kuhn, EC. - R.N.

3. Number of bombs dropped on target: all but two Missions: returned: 2 abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Other bombing:

Any Nickels: Yes No

Number bombs dropped

Number Bombs returned

5. any PROBLEMS taken: Yes No

WHAT MESSAGES REC'D FROM BUCKAYE ?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ALTERNATE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

as briefed

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light or heavy), intense or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
5047 N	0641 E	26000	obs.	meager		

Mission Interrogation Form Showing Lateano - December 28, 1944

34. Bingen, Germany December 29, 1944

On Friday December 29, 1944 **Roy E. Trask** and crew flew a mission to Bingen, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was K. H. Strain, navigator J. J. Fitzsimmons, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke. H. J. Morere** flew as copilot in A/C 262 piloted by Capt. H. L. Laughlin.



Target: Bingen, Germany – December 29, 1944

8th Army Air Force Mission Report

Mission 769: 827 bombers and 724 fighters hit communications targets in W Germany; 4 bombers and 3 fighters are lost:

1. 219 B-17s are dispatched to hit marshaling yards at Frankfurt (124), and Aschaffenburg (67); 10 hit the secondary, the Frankfurt S marshaling yard; and 9 hit a target of opportunity; 1 B-17s is lost, 2 damaged beyond repair and 101 damaged; 5 airmen are WIA and 12 MIA. Escorting are 267 of 282 P-51s; 2 are lost (pilots MIA) and 1 damaged beyond repair.

2. 304 B-17s are sent to hit the Bingen marshaling yard (144), Bullay rail bridge (74) and communication center at Wittlich (50); targets of opportunity are Grosslittgen (12) and one near Diekirch (13); 2 B-17s are lost and 132 damaged; 11 airmen are WIA and 15 MIA. Escorting are 61 of 64 P-51s; 1 is lost.

3. 262 B-24s are sent to hit communications centers at Schleiden (9), Zulpich (31), Stadtkyll (32) and Drum (10), the Irlich rail bridge (51), the Gerolstein marshaling yard (26) and the Remagen Bridge (30); targets of opportunity are Fensbach (19), Duppach (8) and 10 others; 1 B-24 is lost, 3 damaged beyond repair and 95 damaged; 17 airmen are KIA and 5 WIA. Escort is provided by 106 of 119 P-51s without loss.

4. 38 B-17s are sent to hit the Lunebach communications center (35); 1 hits the Telm marshaling yard; 23 B-17s are damaged. Escorting are 101 of 104 P-51s without loss.

5. 4 of 4 B-17s fly a screening mission.

6. 81 P-47s and P-51s fly a fighter sweep against rail transportation without loss.

7. 26 of 27 P-51s fly a scouting mission. *Source: THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945 by Carter / Mueller, the Office of Air Force History*

306th Bomb Group Mission Report

Bingen – Col. Sutton led 36 A/C including two PFF and two Gee H from the 306th as 40th “A”. As in Buckeye’s message, the target, marshaling yards in the town of Bingen near western front, was CaVU. The Group’s briefed aiming point, however, had been hit by previous formations, and therefore the lead bombardier dropped on an un-hit part of the target area. Low hit over due to a rack malfunction. Compact high pattern fell in center of the town. Results of the mission as a whole were described as good.

No enemy fighters were observed. Meager accurate tracking flak at target after bombs away caused the following damage: Lead, four severe, two slight, one missing, one landed away. Low, one slight, one landed away; high, one severe, one slight. A. A. accurate tracking burst were reported at the front lines both going in and coming out.

Source: 306th Bomb Group Mission Report

369th Bomb Squadron Mission Report

Bingen: Col. James S. Sutton, CO of the 306th BG, led the 40th “A” Group to bomb Bingen M/Y visually. Capt. Harlan Laughlin flew high squadron lead, with Lts. Robert H. Wood, **Roy Trask**, Walter Rozett, Henry Pearce, Ned Erne, William Denton, Loren Hubbell, William Rogers, and crews flying other 369th A/C in the high. Pictures show high bombs in a built up area slightly SW of M/Y. There was no E/A opposition. AA fire was very accurate, but meager and tracking. Damage in the high squadron was one severe and one slight. Lt. Rozett turned back ten miles from the Belgian coast because of a broken oil line. **Lt. Trask** had #4 engine hit badly, with #2 and #3 also damaged. He feathered #4, left the formation at Brussels and came home alone.

Source: 369th Combat Diary

This 32nd mission to Bingen, Germany on December 29th was recorded in the Stars and Stripes Newspaper on December 30, 1944.

Bomb Deluge On the Supply Lines Goes on

More than 800 Fortresses and Liberators, escorted by upward of 700 Mustangs and Thunderbolts, yesterday carried the Eighth Air Force assault on rail facilities, bridges and other supply channels feeding Rundstedt's forces into its seventh straight day.

Some of the heavies, which have dropped 14,750 tons of bombs in the seven-day period, struck at Frankfurt and Bingen, to the southeast, and Aschaffenburg, to the southeast. The weather was favorable, and returning crews reported good results.

Most of the formations attacking small communications targets near the battle area released their bombs through solid cloud with the aid of instruments.

There was no enemy fighter opposition for the second straight day and the only days of the seven in which the Eighth has not encountered the Luftwaffe. Yesterday's losses were ten heavies and three pursuits.

Stars & Stripes December 30, 1944

Awards For December, 1944,

Purple Hearts

S/Sgt. Clyde K. Ukele

S/Sgt. Elmer R. Wilke

Source: 369th Combat Diary

INTERROGATION FORM

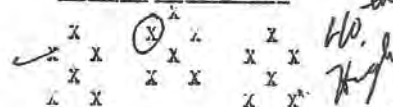
27

SQUADRON ~~XXXXXXXX~~ 369 ~~XXXXX~~ A/C Number 557 Letter y Date 29/12/44

Bomb Load 18 x 250 H.E. Incend.

Position in Formation

Time Took Off 0932 Time Landed _____



1. HOT WEBS to be phoned in? Yes No
Details:

CRF: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

1st Lt. R.E. Trask Pilot

2nd Lt. K.H. Strain Co-P

2nd Lt. J.J. Fitzsimmons Nav.

2nd Lt. G.T. Kerr, Jr. Bomb

T/Sgt. J.S. Belker Radi

T/Sgt. G.H. Nuessen Top E

S/Sgt. ~~G.~~ Krone Ball

S/Sgt. Elmer R. Wilke R/W

S/Sgt. Emil R. Wilke Tail

2. TARGET ATTACKS:

Primary Time: 1313
Alternate Height: 25100
Last resort Heading: 060° M
(circle)
Duration bomb Run: to 040° to 290°

S/Sgt. Emil R. Wilke Tail

3. Number of MOBS (dropped on target): Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Results good.

Other bombing:

Any Nickels: Yes No
Number bombs dropped _____
Number bombs returned _____

5. Any PHOTOGRAPHS taken: Yes K70 WHAT MESSAGES REC'D Blue
took pix FROM BUCKEYE Said?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: target visual 1250 hrs.

7. ROUTES: (If different than ordered) (If ALTERNATE give time, place, height of turn; reason for returning early, and Disposition of bombs.)
Left grp at Brussels. Feathered #4 & had to leave. Straight course to Bowdsey then to Base. Thought possible going to land at Brussels.

8. WEATHER: (If at affected mission) 5/10 general cov. over cont. 8000'.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light or heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>1340</u>	<u>5000</u>	<u>0527</u>	<u>(St. Hubert)</u>	<u>4 gun</u>	<u>Very Acc.</u>	

Mission Interrogation Form Showing Trask, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - December 29, 1944

(Tactics of E/A)

(Color, markings, etc. of E/A)

CLAIMS

DESTROYED _____

PROBABLY _____

DAMAGED _____

(Fill out immediately
separate CLAIM FORM for
each claim.)

11. FIGHTER SUPPORT Fair. P-51

picked up A/C at Ostende & escorted for 15 min.

Red checkered nose. OO color. (G-4). Not seen.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, and signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations)

Fires at Waxweiler near 5005 0527. Everything hit by fresh bombing. SB all over.

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A action, accident or Undetermined Cause)

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

15. DAMAGE TO A/C: (Briefly) #4 hit badly. #3 & #2 also hit. Gas main #3 tank hit. Bomb bay

16. TECHNICAL FAILURES: Bomb bay motor caught fire when Bom tried to close doors.

17. CREW COMMENTS: (any unusual incidents? any suggestions?)

S-2 OFFICER

Esper

FILE COMPLETE

1645 12/29/44

25

INTERROGATION FORM

Squadron ~~369~~ 369 ~~420~~ A/C Number 262 Letter on ship Date 29/12/44

Bomb Load 18 x 250 H.E. Incend.

Position in Formation

Time Took Off 0932 Time Landed

	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

Worth A High

1. HOT BOMBS to be phoned in? Yes No

Details:

OTHER: Give Rank and Initials

Friendly A/C in any kind of distress: (Give position, time, altitude, full details)

- Capt. H.L. Laughlin ✓ Pilot
- 2nd Lt. R.E. Morere ✓ Co-P
- 1st Lt. C.F. Bush ✓ Nav.
- 1st Lt. B.S. Gailey ✓ Bomb
- T/Sgt. W.L. Wickman ✓ Radi
- T/Sgt. J.A. Homesley ✓ Top
- S/Sgt. C. Ukele ✓ Ball
- S/Sgt. J.A. Mathews ✓ R/W
- _____ L/W
- S/Sgt. V.N. Keuer ✓ Tail

At 0930, to east of our 30 min way, before taking saw a jet AC - circling, saw trails, steady exhaust

2. TARGET ATTACHED:

Primary Time: 1313 1/2

Alternate Height: 25000

Last resort Heading: 56 mag.

(circle)

Duration bomb run:

3. Number of BOMBS dropped on target: Jettisoned: returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: *made prevented bombadier from picking up brief, MPI so he synchronized on a built up area that looked like the vicinity*

Other bombing:

Any Nickels: Yes No

Number bombs dropped _____

Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No?

WHAT MESSAGES REC'D FROM BUCKEYE _____?

6. GROUND TARGETS ATTACKED BY CONFIRE AIR RESULTS: _____

7. ROUTE: (if different than ordered) (IF ALTERNATE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy

Mission Interrogation Form Showing Morere - December 29, 1944.

Hermulhelm, Germany January 3, 1944 – Aborted

On Wednesday January 3, 1945 **G. J. Lateano** flew as navigator on Lt. Robert H. Wood's A/C 297 – N on a mission to Hermulhelm, Germany. However after some difficulty with the aircraft their mission was aborted. They turned back at 0853 at Mt. Farm and brought back their bomb load. **Guy J. Lateano** did not get combat credit for this mission.



Target: Hermulhelm, Germany – January 3, 1945

8th Army Air Force Mission Report

Mission 778: 1,168 bombers and 589 fighters are dispatched to attack rail and communications targets in W Germany; all are PFF attacks using H2X, Gee-H and Micro H; they claim 4-0-0 Luftwaffe aircraft; 4 fighters are lost:

1. 417 B-17s are sent to hit marshalling yards at Fulda (141) and Aschaffenburg (124) and communications centers at Gemund (38) and Schleiden (36); the Mosel marshalling yard at Koblenz, a secondary target, is hit by 36 bombers; targets of opportunity are the Pforzheim marshalling yard (25) and other (3); 1 B-17 is damaged; 2 airmen are WIA. Escort is provided by 219 of 227 P-51s; they claim 4-0-0 aircraft; 1 P-51 is lost (pilot MIA) and 4 damaged beyond repair.

2. 325 B-24s are dispatched to hit marshalling yards at Altstadt (31), Homburg (41), Zweibrucken (55), Neunkirchen (84), Landau (59) and the Pirmasens railhead (41); 2 B-24s are damaged beyond repair and 1 damaged. Escorting are 143 of 148 P-51s.

3. 421 B-17s are sent to hit the Hermulheim W (72) and E (36) marshalling yards, a communications center at St Vith, Belgium (98), and rail junctions at Mondrath (36) and Horrem (1); 100 B-24s hit the secondary target, Cologne; targets of opportunity are Rheydt (10) and other (3); 11 B-17s are damaged. The escort is 145 of 150 P-51s; 3 P-51s are lost (pilots MIA).

4. 32 of 32 P-51s fly a scouting mission.

5. 32 of 32 P-51s escort 5 F-5s on a photo reconnaissance over Germany. *Source: THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945 by Carter / Mueller, the Office of Air Force History*

306th Bomb Group Mission Report

Hermulheim – The 306th Group flew 39 A/C including one PFF-GH A/C, three PFF A/C and three spares as 40th “B”. Buckeye Blue reported entire area overcast, and requested Buckeye Red to pass on word that all bombing would be by instruments. Mickey equipment on all PFF A/C functioned satisfactorily. There was no E/A opposition on this Group. P-51’s appeared as briefed and were present in small numbers throughout most of the mission. There was no A.A. fire on this Group. A few burst seen to the left on the turn off of target; and a barrage behind at a time when there were no A/C near the burst. Crews report A. A. fire as “dispersed” with other groups on various headings in area at the same time.

Bombing: Lead dropped by GH on the primary Hermulheim, at 1053 hours. High and low dropped on lead. Photos show 10/10 clouds with no ground detail. Weather was 8/10’s over channel. 10/10’s over continent, tops 11, 000 feet, with occasional holes. 10/10’s at target. Excellent horizontal visibility.

Our A/C 125-Y, pilot Halings, at 1236 hours, 5144N x 0145E, Gee Fix, at 2,000 feet, observed two dinghies with two small launches heading for them a few yards away. Reported coordinates to Subject D/F and received acknowledgement.

A/C 397-O, pilot Hallum, flying spare turned back at 0957 hours, at 5116N x 0226E, due to engine failure. Jettisoned 12 x 500 at 5128N x 0225E, at 1005 hours.

A/C 297-N, pilot Wood, turned back at 0853 hours, at Mt. Farm. Brought back 12 x 500.

A/C 611, pilot Sutherland, lost engine, landed Manston, brought 12 x 500.

Source: 306th Bomb Group Mission Report

369th Bomb Squadron Mission Report

Hermulheim: The 306th flew thirty-nine A/C, including one PFF-Gee H, three PFF and three spares as the 40th “B” Group. The 369th flew nine A/C, including lead of the high squadron. Capt. Harlan Laughlin was in the high lead, with Lts. Robert H. Wood, Harold Mattson, Ned Erne, Leo Reinhart, James Cation, Henry Pearce, Loren Hubbell, Frank Carle, and crews.

Source: 369th Combat Diary

35. Cologne, Germany January 14, 1944

On Sunday January 14, 1945 **Roy E. Trask** and crew flew a mission to Cologne, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was A. J. Bowley, navigator H. S. Israel, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**. **H. J. Morere** flew as copilot in A/C 297 piloted by 2nd Lt. R. H. Wood. However Lt. Wood had to abort his mission because engine #2 was spilling oil and he had to feather it. He returned all his ordnance.



Target: Cologne, Germany – January 14, 1945

8th Army Air Force Mission Report

Mission 792: 911 bombers and 860 fighters are dispatched to attack oil refineries and plants in C Germany and highway bridges at Cologne; clear skies allow all bombers to bomb visually; about 250 Luftwaffe fighters attack and the AAF claims 158-0-30 aircraft; 7 bombers and 11 fighters are lost:

1. 370 B-17s are sent to hit oil targets at Derben (186) and Magdeburg (90); 36 hit Hallendorf, the secondary target; targets of opportunity hit are the Osnabruck marshalling yard (8) and other (19); they claim 31-9-7 aircraft; 6 B-17s are lost, 1 damaged beyond repair and 121 damaged; 4 airmen are WIA and 149 MIA. Escorting are 295 of 331 P-51s; they claim 89.5-0-14 aircraft in the air and 3-0-5 on the ground; 5 P-51s are lost (pilots MIA) and 3 damaged beyond repair.
2. 348 B-24s are dispatched to hit oil targets at Hallendorf (145), Hemmingstedt (91) and Ehmen (89); 1 hits Wangerooge Island, a target of opportunity; 1 B-24 is damaged beyond repair and 80 damaged; 8 airmen are KIA and 1 WIA. The escort is 261 of 295 P-51s; they claim 14.5-0-0 aircraft; 1 P-51 is lost (pilot MIA) and 1 damaged beyond repair.

3. 187 B-17s are sent to hit highway bridges at Cologne, the Deutz Bridge (71), the Hohenzollern Bridge (67) and the Rodenkirchen Bridge (36); targets of opportunity are Berg (1) and Cologne (1); 1 B-17 is lost, 3 damaged beyond repair and 92 damaged; 4 airmen are WIA and 10 MIA. Escort is provided by 40 of 42 P-51s; they claim 9-0-5 aircraft; 2 P-51s are lost (pilots MIA) and 1 pilot is WIA.

4. 6 of 6 B-17s fly a screening mission without loss.

5. 116 P-47s and P-51s fly a sweep over N Germany and claim 42-0-6 aircraft; 2 P-47s and 1 P-51 are lost (pilots MIA); 1 P-47 is damaged beyond repair.

6. 30 of 32 P-51s fly a scouting missions without loss.

7. 19 of 22 P-51s escort 12 F-5s and 4 Spitfires on a photo reconnaissance mission over Germany. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Cologne – The 306th flew 35 A/C including 3 PFF A/C as 40th “A”, leading the 1st Division. The route was as briefed. Buckeye Red reported good visibility and no clouds in the target area, ground snow covered. At 1303 Buckeye Blue reported target CAVU. Mickey equipment was used as navigational aid only. There was no enemy fighter opposition. Fighter support was scant except for 10 to 15 P-51’s close, in target area.

There was moderate but accurate flak at target, starting 1 minute before bombs away and continuing until 3 minutes after. Crossing lines going in, fire was meager, accurate; coming out, inaccurate. Damage: lead; 1 severe, 9 slight; low, 3 severe, 6 slight; high; 1 severe, 5 slight.

The Hohenzollern RR bridge at Koln was bombed visually. Photos show lead bombardier was unable to crank drift out of bombsight, hit small M/Y at 048029/4. There were no photos from the high squadron, but crews state that pattern straddled the bridge, and claim 2 or 3 direct hits.

A/C 598 dropped ten T-271’s and A/C 549-D dropped ten T-269’s nickels on Koln.

There was 7/10ths low cloud over England and western France; clear from east of Brussels and over the target. Light, semi-persistent contrails were experienced above 23,000 feet.

There were no A/C in distress. Early returns: A/C 619-S, pilot Denton, turned back at Mt. Farm, 1000 hours, due to oxygen failure, and brought back 6 x 1000. A/C 297-N, pilot Wood, turned back at 5045N – 0300E, 1156 hours, at Lille, due to engine failure, and brought back 6 x 1000. GH-PFF A/C 369-X, pilot Colonel Sutton, Division Leader, could not take off.

Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Cologne: The 306th flew thirty-five A/C, including three PFF, as 40th "A" Group, leading the First Air Division. The target was the Hohenzollern RR bridge at Cologne, which was bombed visually. Photos show lead bombs on western approaches to the bridge, and although no pictures are available, high squadron crews report their bombs straddled the bridge and claim two-three hits. The 369th flew high squadron with Lt. Walter Rozett in the lead A/C. Capt. Boylston Lewis, Lts. Roy Trask, Alfred Lomar, James Cation, Clifford Tinkham, Kenneth Carakostas, Wallace Young, Harvey Ryder, Leo Reinhart and crews. Other 369th A/C in the squadron, Lt. William Denton returned early because of oxygen failure, and Lt. Robert H. Wood returned early because of engine failure. Lt. Reinhart lost an engine over the target and came home on three. There was no E/A opposition. There was moderate, but accurate, flak at the target starting one minute before bombs away and lasting until three minutes after. Damage to the high squadron was one severe and five slight. **Source:** 369th Combat Diary

This 33rd mission to Cologne, Germany on January 14th was recorded in the Stars and Stripes Newspaper on January 15, 1945.

Strike Refinery

The heavies struck at the Hemmingstedt refinery near Heide, in the Danish peninsula; a synthetic oil plant at Magdeburg; an oil storage depot at Derben, near Magdeburg; a second synthetic plant northeast of Brunswick, and the Saltzmitter benzol plant and Goring steel works at Hallendorf.

In addition, the three remaining bridges over the Rhine at Cologne were bombed. The attack on the Magdeburg synthetic plant was the sixth that the factory, which produces 15,000 tons of oil a month, has undergone.

Stars & Stripes January 15, 1945

SQUADRON ~~XXXXXX~~ 39 ~~XXXX~~ A/C Number 600 Lt. G Date 11/1/45

Bomb Load 6 x 1000 H.E. " " Position in Formation

Time Took Off 0900 Time Landed 1640

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail.

40th "A"
High
27

		X		X	
X	X	(X)	X	X	X
X		X	X	X	X
X	X			X	X

CITE: Give Rank and Initials

1st Lt. R.E. Trask	P
1st Lt. A.J. Bowley	CP
2nd Lt. ^H S. Israel	N
2nd Lt. G.T. Kerr, Jr.	B
T/Sgt. J.S. Belker	RO
T/Sgt. C.H. Nuessen	E
S/Sgt. ^C C. Krone	BT
S/Sgt. ^{EMI} Elmer R. Wilke	WG
S/Sgt. ^{EIMER} Elmer R. Wilke	TG

Friendly A/C in Distress:
 (Give position, time, altitude, full details)
 If lost, state whether b, n.a., E/A action, accident or undetermined cause)

2. TARGET ATTACKED: (PFF or Visual)

Primary: VAS Time: 1327
 Secondary: Heading: 322° M
 Last Resort: Height: 27,200
 T.O. (Circle One)
 Turn off target: 092°

3. Number of BOMBS dropped on target: 11 Jettisoned: Returned: abortive:

Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: an, Nickels: Yes 10
 Other Bombing: Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on None
 Hand _____ Movie _____

6. WEATHER: WHAT MESSAGES REC'D FR. BUCKEYE?
SCS 57
X ~~1230~~ 1230 yellow - 1237 & Blue
5025-0547
no others received

7. CONDENSATION TRAILS:

8. FLAK: Encountered on way out, at target and on way home.

Mission Interrogation Form Showing Trask, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - January 14, 1945

Next Aborted

SQUADRON ~~XXXXXX~~ 59 ~~XXXX~~ A/C Number 297 Lat N Date 14/1/45

Bomb Load 6 x 1000 H.E. Position in Formation

Time Took Off 0900 Time Landed

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail.

	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X

40 ft "A" High

28

Turned back at 1156 - three miles N. of Lille at 5045 - 0300E because #2 spilling oil - feathered (internal failure).

Friendly A/C in distress:
 (Give position, time, altitude, full details)
 If lost, state whether D, H.A., E/A action, accident or undetermined cause)

Formation in time

2. TARGET ATTITUDE: (PFF or Visual)

Primary: Time:

Secondary: Heading:

Last Resort: Height:

T.O. (Circle One)
 Turn off target:

3. Number of ECMS dropped on target: Jettisoned: (see) Returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: An. H.C.els: Yes No

Other Bombing: Number and type

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on
 Hand Movie

6. WEATHER: Ground haze - clear.
 WHAT MESSAGES REC'D FROM BUCKING?

7. CONDENSATION TRAILS:

Aborted Mission Interrogation Form Showing Morere - January 14, 1945

----- MISSION LOADING LIST -----

SQUADRON 369th. MISSION NUMBER 283 DATE Jan. 14, 1945

A/C Number <u>44-6819</u>	A/C Number <u>43-38376</u>
Total Flying Time <u>8:00</u>	Total Flying Time <u>7:20</u>

(P) <u>Lewis, B. B. Capt.</u>	(P) <u>Young, W. W. 2nd. Lt.</u>
(CP) <u>Whitelaw, R. S. 2nd. Lt.</u>	(CP) <u>Norman, A. H. "</u>
(N) <u>Pettit, C. F. 1st. Lt.</u>	(N) <u>Burwick, B. "</u>
(B) <u>Sicard, J. R. F/O</u>	(B) <u>Corigliano, "</u>
(E) <u>Standlee, J. F. T/Sgt.</u>	(E) <u>Stephens, G. A. Sgt.</u>
(RO) <u>McChesney, H. F. Sgt.</u>	(RO) <u>Ernest, M. "</u>
(G) <u>McDonough, F. L. "</u>	(G) <u>McKillop, W. "</u>
(G) <u>Lubojacky, A. S. "</u>	(G) <u>Wilson, W. B. "</u>
(G) <u>Nahmias, L. "</u>	(G) <u>Crook, C. R. "</u>
(G) _____	(G) _____

A/C Number <u>43-37600</u>	A/C Number <u>42-97297</u>
Total Flying Time <u>7:40</u>	Total Flying Time <u>4:15</u> *****ABORTION*****

(P) <u>Trask, R. E. 1st. Lt.</u>	(P) <u>Wood, R. H. 2nd. Lt.</u>
(CP) <u>Bowley, A. J. 2nd. Lt.</u>	(CP) <u>Morere, H. "</u>
(N) <u>Israel, H. S. "</u>	(N) <u>Lanus, W. M. "</u>
(B) <u>Kerr, G. T. "</u>	(B) <u>Parker, B. T/Sgt.</u>
(E) <u>Nuessen, C. H. T/Sgt.</u>	(E) <u>Richards, R. E. "</u>
(G) <u>Belker, J. S. "</u>	(G) <u>Thwaite, J. E. "</u>
(G) <u>Krone, C. C. S/Sgt.</u>	(G) <u>Fittsman, I. M. S/Sgt.</u>
(G) <u>Wilke, Emil R. "</u>	(G) <u>Slapicka, C. E. Sgt.</u>
(G) <u>Wilke, Elmer, R. "</u>	(G) <u>Harkness, B. E. "</u>
(G) _____	(G) _____

A/C Number <u>43-37598</u>	A/C Number <u>43-37619</u>
Total Flying Time <u>7:10</u>	Total Flying Time <u>1:30</u> *****ABORTION*****

(P) <u>Carakostal, K. A. 2nd. Lt.</u>	(P) <u>Denton, W. S. 1st. Lt.</u>
(CP) <u>Harrison, L. A. "</u>	(CP) <u>Clarke, W. W. 2nd. Lt.</u>
(B) <u>Blaik, A. B. "</u>	(B) <u>Sockinger, G. "</u>
(E) <u>Kearney, L. T. "</u>	(E) <u>Shaw, W. P. "</u>
(G) <u>Pomycal, W. A. Sgt.</u>	(G) <u>Luciani, E. A. T/Sgt.</u>
(RC) <u>Thixton, E. C. "</u>	(RC) <u>Cain, H. E. "</u>
(G) <u>Odstrcil, C. E. "</u>	(G) <u>Alfibre, C. E. "</u>
(G) <u>Wiley, C. W. "</u>	(G) <u>Waltersdorff, G. A. S/Sgt.</u>
(G) <u>Fredrick, V. S. "</u>	(G) <u>Piepenbrink, F. "</u>
(G) _____	(G) _____

Crew Mission Loading List Form Showing Trask, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke and aborted Morere – January 14, 1945

36. Frieberg, Germany January 15, 1944

On Monday January 15, 1945 **Roy E. Trask** and crew flew a mission to Frieberg, Germany. **Trask** is mentioned as flying in this mission in his 369th Squadron Report seen below. The Mission Interrogation Form below shows the crew that flew with him on this mission. Flying as his copilot was V. Moore, navigator J. J. Fitzsimmons, bombardier **George T. Kerr Jr.**, radio operator **Joseph S. Belker**, top turret/engineer **Carl H. Nuessen**, ball turret **Charles C. Krone** along with twin brother waist gunner **Emil R. Wilke** and tail gunner **Elmer R. Wilke**. The

Mission Interrogation Form indicates that **Trask, Kerr, Belker, Nuessen, Krone, and Emil R. Wilke** completed their tour of 35 missions with this mission. However, **George T. Kerr Jr. and Elmer R. Wilke** had missed a mission earlier and had to fly one more mission.



Target: Friburg, Germany – January 15, 1945

8th Army Air Force Mission Report

Mission 794: 640 bombers and 782 fighters are dispatched to hit marshalling yards in Germany; they claim 14-0-19 Luftwaffe aircraft; 2 fighters are lost.

1. 223 B-17s are sent to hit marshalling yards at Ingolstadt (111) and Freiburg (107); 1 hits the Reudenstadt marshalling yard as a target of opportunity; H2X radar is used to bomb; 5 B-17s are damaged. Escorting are 183 P-47s and P-51s; 1 P-51 is damaged beyond repair.

2. 75 of 120 B-24 hit the secondary target, the Reutlingen marshalling yard; targets of opportunity are Tübingen (19), Urich (10), the Tübingen marshalling yard (7), Mahlberg (1) and other (1); all attacks are made visually; 1 B-24 is damaged beyond repair. The escort consists of 109 of 117 P-51s; they claim 1-0-0 aircraft without loss.

3. 253 of 297 B-17s hit the secondary target, the marshalling yard at Augsburg using H2X radar; targets of opportunity are Bobingen (29) and other (5) bombed visually; 16 B-17s are damaged; 1 airman is KIA. The escort is provided by 184 of 204 P-51s; 2 P-51s are lost (pilots MIA).

4. 156 of 167 P-51s fly a fighter sweep over Germany; they claim 13-0-19 aircraft without loss.

5. 62 of 63 P-51s fly a fighter bomber mission against the marshalling yard at Gensingen without loss.

6. 6 of 7 P-51s escort a Spitfire on a photo reconnaissance mission over Germany.

7. 29 of 32 P-51s fly a scouting mission without loss. **Source: THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945 by Carter / Mueller, the Office of Air Force History**

306th Bomb Group Mission Report

Freiburg – The 306th group flew 36 A/C including 3 PFF A/C as 40th “C”. 10 minutes before I.P., Buckeye Blue reported target 10/10; said bombing would be on instruments. All Mickey equipment worked satisfactorily. There was no E/A opposition on this Group. Fighter support was good. P-51’s and P-47’s were always in sight from I.P. over target, and out. A.A. gun fire before bombs away, 10 or 12 bursts, low and behind. No damage.

The lead bombed the secondary PFF. Low dropped on the lead. High made a separate PFF run. Photos show low ground hidden in clouds, with only the tops of hills protruding. A/C 515-O dropped ten T-272 nickels on Freiburg.

No early returns or A/C in distress. The lead team and several other crews report a smoke bomb and probably HE’s dropped by one squadron of a wing ahead, about 1210 hours, slightly NE of Cernay. *Source: 306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Frieburg: The 306th flew thirty-six A/C, including three PFF, as the 40th “C” Group. The target was Frieburg, which was bombed by PFF through 10/10ths clouds with the low squadron dropping on the lead. The 369th flew nine A/C, including the lead of the low Squadron, Lt. Walter Rozett. With him were Capt. Boylston Lewis, Lts. **Roy Trask**, Albert Bowley, Robert H. Wood, Clifford Tinkham, James Cation, William Denton, Kenneth Carakostas and crews. There was no E/A opposition, and the only flak reported was ten to twelve burst low and behind before bombs away, with no damage. Lt. Bowley brought his bombs back because of a switch malfunction. **Lt. Trask and five members of his crew finished tours today.** *Source: 369th Combat Diary*

This 34th/35th mission to Frieburg, Germany on January 15th was recorded in the Stars and Stripes Newspaper on January 16, 1945.

Luftwaffe Toll In Sunday Raid Mounts to 243

While the Eighth AF was still tallying its record kill of Nazi planes from Sunday's raid, new forces of Flying Forts and Liberators yesterday concentrated their attacks on four marshalling yards in southern Germany.

Not yet complete figures indicated that 243 German planes were destroyed Sunday in the air and on the ground. Total Allied losses were 20 bombers and 33 fighters.

Yesterday, 600 heavy bombers and a 675-plane fighter escort of the Eighth AF attacked marshalling yards at Ingolstadt, Augsburg, Reutlingen and Freiburg. Little Luftwaffe opposition was reported.

Stars & Stripes January 16, 1945

SQUADRON ~~#####~~ 369 ⁷ A/C Number 301 Letter _____ Date 15-1-45 14

Bomb Load 5 x 1000 H.E. _____ Position in Formation _____

Time Took Off 0801 Time Landed _____

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail.

		X			
X	X	X	X	X	X
X	X	X	X	X	X
X	X			X	X

40th C Low

CITE: Give Rank and Initials

Friendly A/C in distress:
 (Give position, time, altitude, full details)
 If lost, state whether by A.A., E/A action, accident or undetermined cause

1st Lt. R. E. Trask Completing Tour

2nd Lt. V. Moore CP

2nd Lt. J. J. Fitzsimmons N

2nd Lt. G. T. Kerr, Jr. Completing Tour

T/Sgt. J. E. Belker Completing Tour

T/Sgt. C. H. Nuessen Completing Tour

S/Sgt. C. C. Krone Completing Tour

S/Sgt. Elmer R. Wilke WG

_____ WG

S/Sgt. Emil R. Wilke Completing Tour

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1225

Secondary: Heading: 063° *estimated*

Last Resort: Height: 24,000

T.O.
 (Circle One)
 Turn off targets

3. Number of BOMBS dropped on target: all Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: *Other bombing 1205. This group was 5 miles away. Nichols: Yes*

Other Bombing: *Right of SERVICE. Thinks they dropped near CEANAF. Probably 40th A - not 40th B.*

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on _____
 Hand _____ Movie _____

6. WEATHER: WHAT MESSAGES REC'D FRM BUCKEYE? _____

7. CONDENSATION TRAILS:

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy, intense, moderate or slight)	Color of bursts	Location of bursts in relation to A/C	Accuracy
<i>Target - way ahead + low</i>						

Mission Interrogation Form Showing Trask, Kerr, Belker, Nuessen, Krone, Elmer Wilke, Emil Wilke - January 15, 1945

Roy E. Trask, Pilot, Thirty Five Combat Missions

OPERATIONAL SORTIE RECORD

NAME: Roy E. Trask
DUTY: Pilot

RANK: 1st Lt.
GROUP: 306th

A.S.N.: O-764513
SQUADRON: 369th

Date of Mission	Crew Position	Indiv. Mission Number	Geographical Location of Targets	Take Off Time	Total Completed Time	Total Combat Time
Sept. 11, 1944	Co-P	1	Eisenbach Germany		8:20	
Sept. 12, 1944	Co-P	2	Ruhland "		9:40	
Sep. 17, 1944	P	3	Volkel Holland		6:00	
Sep. 25, 1944	P	4	Frankfurt Germany		7:20	
Sep. 27, 1944	P	5	Cologne "		7:00	
Sep. 28, 1944	P	6	Magdeburg "		8:35	
Sep. 30, 1944	P	7	Munster "		6:10	
Oct. 2, 1944	P	8	Kassel "	6:55	7:55	
Oct. 5, 1944	P	9	Cologne "	7:53	6:50	
Oct. 6, 1944	P	10	Stralsund "	7:07	9:55	
Oct. 7, 1944	P	11	Ruhland "	7:26	9:30	
Oct. 15, 1944	P	12	Cologne "	6:40	6:35	
Oct. 17, 1944	P	13	Cologne "	6:30	6:30	
Oct. 19, 1944	P	14	Mannheim "	10:08	6:50	
Oct. 22, 1944	P	15	Hanover "	9:45	8:10	
Oct. 25, 1944	P	16	Hamburg "	9:09	7:55	
Oct. 26, 1944	P	17	Munster "	10:31	7:30	
Oct. 30, 1944	P	18	Munster "	9:26	6:50	
Nov. 4, 1944	P	19	Harburg "	8:15	8:20	
Nov. 5, 1944	P	20	Frankfurt "	7:37	7:10	
Nov. 6, 1944	P	21	Hamburg "	7:04	8:00	
Nov. 8, 1944	P	22	Merseberg "	6:53	8:50	
Nov. 9, 1944	P	23	Metz France	6:29	8:15	
Nov. 16, 1944	P	24	Eschweiler Germany	8:29	7:45	
Nov. 21, 1944	P	25	Meppen "	7:20	7:20	
Nov. 30, 1944	P	26	Gera "		8:45	
Dec. 2, 1944	P	27	Koblenz "	9:32	7:15	
Dec. 9, 1944	P	28	Stuttgart Germany	8:35	7:10	
Dec. 15, 1944	P	29	Kassel "		8:15	
Dec. 18, 1944	P	30	Kaiserslautern "	10:10	6:55	
Dec. 24, 1944	P	31	Nidda "	9:46	9:20	
Dec. 28, 1944	P	32	Koblenz "	9:49	6:45	
Dec. 29, 1944	P	33	Bingen "	9:32	6:05	
Jan. 14, 1945	P	34	Cologne "	9:00	7:40	
Jan. 15, 1945	P	35	Frieburg "	8:01	8:00	

Oper. Total Time:

269:45

Note: Available records indicate that Roy E. Trask completed 35 missions on Jan. 15, 1945.

Yellow indicates no Mission Interrogation forms were available.

Yellow indicates missions that Roy E. Trask flew but no Interrogation Report was available to determine the crew. Green indicates missions flown that has Interrogation Report that shows crew.

NAME Trask, Roy E. SQUADRON 369th GROUP 306th
 RANK 1st Lt. DUTY Pilot SERIAL NUMBER 0-764513

Date of Missions	Group Mission Number	Individ Mission Number	Geographical Location of Targets	Time	Oper. Total Time
Sept. 11, 1944		1	EISENACH	8:20	
12		2	RUHLAND	9:40	
17		3	VOLKEL	6:00	
25		4	FRANKFURT	7:20	
* 27		5	KÖLN	7:00	
* * 28		6	MAGDEBURG	8:35	
30		7	MUNSTER	6:10	
Oct. 2		8	KASSEL	7:55	
5		9	KÖLN	6:50	
6 * (Received)		10	STRALSUND	9:55	Not in D
7 Loose Pages		11	RUHLAND	9:30	Receiv
15		12	KÖLN	6:35	
17		13	"	6:30	
19		14	MANNHEIM	6:50	
22		15	HANNOVER	8:10	
25		16	HAMBURG	7:55	
26		17	MUNSTER	7:30	
30		18	"	6:50	
Nov. 4		19	HARBURG	8:20	
5		20	FRANKFURT	7:10	
6		21	HAMBURG	8:00	
8		22	MERSEBERG	8:50	
9		23	METZ	8:15	
16		24	ESCHWEILER	7:45	
21		25	MEPPIN	7:20	
30 * (Received)		26	GERA	8:45	Not in D
Dec. 2 Loose Pages		27	KÖBLENZ	7:15	Receiv
9		28	STUTTGART	7:10	
15		29	KASSEL	8:15	
18		30	KAISERSLAUTERN	6:55	
24		31	NIDDA	9:20	
28		32	KÖBLENZ	6:45	
29		33	BINGEN	6:05	I
Jan. 15, 1945 14/24		34	KÖLN	7:40	
15		35	FREIBURG	8:00	269:45

CERTIFIED CORRECT:

Original Operational Sorte Record for Roy E. Trask, Pilot

Aircraft Flown By Lt. Roy E. Trask

Aircraft Flown By Lt. Roy E. Trask

Date of Mission	Mission Number	Duty	Plane Flown	Letter	Name	Model	Arrived	Disposition	Crew Chief
Sep. 11, 1944	1	CP	43-37619	S	Flack Shack	G	44-06-12	45-04-18 MIA Oranienberg (w. Babin)	Bernard Hagen
Sep. 12, 1944	2	CP	43-37619	S	Flack Shack	G	44-06-12	45-04-18 MIA Oranienberg (w. Babin)	Bernard Hagen
Sep. 17, 1944	3	P							
Sep. 25, 1944	4	P							
Sep. 27, 1944	5	P							
Sep. 28, 1944	6	P							
Sep. 30, 1944	7	P							
Oct. 2, 1944	8	P	42-31196	O	EXTRA JOKER	G	43-12-14	45-01-20 Salvage	
Oct. 5, 1944	9	P	42-102975	F	VERNA E	G	44-06-06	45-02-27 MIA Dresden (w. Henley)	
Oct. 6, 1944	10	P	43-38287	V		G	44-08-22	45-05-09 Trans To 92BG	
Oct. 7, 1944	11	P	43-38296			G	44-08-22	44-10-15 MIA Cologne (w. Ritter)	
Oct. 15, 1944	12	P	43-38362	K	SLEEP TIME GAL	G	44-08-22	44-12-09 MIA Stuttgart (w. Brown)	
Oct. 17, 1944	13	P	42-97185	J		G	44-03-31	45-02-14 MIA Dresden (w. Lewis)	
Oct. 19, 1944	14	P	43-38362	K	SLEEP TIME GAL	G	44-08-22	44-12-09 MIA Stuttgart (w. Brown)	
Oct. 22, 1944	15	P	42-97301	U		G	44-05-12	45-05-09 Trans To 92BG	
Oct. 25, 1944	16	P	42-97896	X	MISS AMERICA	G	44-06-10	45-05-09 Trans To 92BG	Cuvelier/Crane
Oct. 26, 1944	17	P	42-102975	F	VERNA E	G	44-06-06	45-02-27 MIA Dresden (w. Henley)	
Oct. 30, 1944	18	P	42-102975	F	VERNA E	G	44-06-06	45-02-27 MIA Dresden (w. Henley)	
Nov. 4, 1944	19	P	42-97301	U		G	44-05-12	45-05-09 Trans To 92BG	
Nov. 5, 1944	20	P	42-97185	J		G	44-03-31	45-02-14 MIA Dresden (w. Lewis)	
Nov. 6, 1944	21	P	42-97297	N	HOW SOON	G	44-05-05	45-05-09 Trans To 92BG	Lawrence Foster
Nov. 8, 1944	22	P	42-97301	U		G	44-05-12	45-05-09 Trans To 92BG	
Nov. 9, 1944	23	P	42-31196	O	EXTRA JOKER	G	43-12-14	45-01-20 Salvage	
Nov. 16, 1944	24	P	42-102975	F	VERNA E	G	44-06-06	45-02-27 MIA Dresden (w. Henley)	
Nov. 21, 1944	25	P	42-102975	F	VERNA E	G	44-06-06	45-02-27 MIA Dresden (w. Henley)	
Dec. 2, 1944	26	P	42-97181	B	STEADY HEDY	G	44-04-25	45-05-09 Trans To 92BG	Everett Daniels
Dec. 9, 1944	27	P	42-31196	O	EXTRA JOKER	G	43-12-14	45-01-20 Salvage	
Dec. 15, 1944	28	P							
Dec. 18, 1944	29	P	42-97181	B	STEADY HEDY	G	44-04-25	45-05-09 Trans To 92BG	Everett Daniels
Dec. 24, 1944	30	P	42-102557	Y	ICE COLD KATIE	G	44-04-25	45-01-10 Salvaged	Melvin Schrader
Dec. 28, 1944	31	P	42-102557	Y	ICE COLD KATIE	G	44-04-25	45-01-10 Salvaged	Melvin Schrader
Dec. 29, 1944	32	P	42-102557	Y	ICE COLD KATIE	G	44-04-25	45-01-10 Salvaged	Melvin Schrader
Jan. 14, 1945	33	P	43-37600	G		G	44-06-12	45-05-09 Trans To 92BG	
Jan. 15, 1945	34	P	42-97301	U		G	44-05-12	45-05-09 Trans To 92BG	

J. S. Belker, Radio Operator, Thirty Five Combat Missions

OPERATIONAL SORTIE RECORD

NAME: J. S. Belker

RANK: Sgt.

A.S.N.: 36484028

DUTY: Radio Operator

GROUP: 306th

SQUADRON: 369th

Date of Mission	Crew Position	Indiv. Mission Number	Geographical Location of Targets	Take Off Time	Total Completed Time	Total Combat Time
Sept. 11, 1944	Radio	1	Eisenbach Germany		8:20	
Sept. 12, 1944	Radio	2	Ruhland "		9:40	
Sep. 17, 1944	Radio	3	Volkel Holland		6:00	
Sep. 25, 1944	Radio	4	Frankfurt Germany		7:20	
Sep. 27, 1944	Radio	5	Cologne "		7:00	
Sep. 28, 1944	Radio	6	Magdeburg "		8:35	
Sep. 30, 1944	Radio	7	Munster "		6:10	
Oct. 2, 1944	Radio	8	Kassel "	6:55	7:55	
Oct. 5, 1944	Radio	9	Cologne "	7:53	6:50	
Oct. 6, 1944	Radio	10	Stralsund "	7:07	9:55	
Oct. 7, 1944	Radio	11	Ruhland "	7:26	9:30	
Oct. 15, 1944	Radio	12	Cologne "	6:40	6:35	
Oct. 17, 1944	Radio	13	Cologne "	6:30	6:30	
Oct. 19, 1944	Radio	14	Mannheim "	10:08	6:50	
Oct. 22, 1944	Radio	15	Hanover "	9:45	8:10	
Oct. 25, 1944	Radio	16	Hamburg "	9:09	7:55	
Oct. 26, 1944	Radio	17	Munster "	10:31	7:30	
Oct. 30, 1944	Radio	18	Munster "	9:26	6:50	
Nov. 4, 1944	Radio	19	Harburg "	8:15	8:20	
Nov. 5, 1944	Radio	20	Frankfurt "	7:37	7:10	
Nov. 6, 1944	Radio	21	Hamburg "	7:04	8:00	
Nov. 8, 1944	Radio	22	Merseberg "	6:53	8:50	
Nov. 9, 1944	Radio	23	Metz France	6:29	8:15	
Nov. 16, 1944	Radio	24	Eschweiler Germany	8:29	7:45	
Nov. 21, 1944	Radio	25	Meppen "	7:20	7:20	
Nov. 30, 1944	Radio	26	Gera "		8:45	
Dec. 2, 1944	Radio	27	Koblenz "	9:32	7:15	
Dec. 9, 1944	Radio	28	Stuttgart Germany	8:35	7:10	
Dec. 15, 1944	Radio	29	Kassel "		8:15	
Dec. 18, 1944	Radio	30	Kaiserslautern "	10:10	6:55	
Dec. 24, 1944	Radio	31	Nidda "	9:46	9:20	
Dec. 28, 1944	Radio	32	Koblenz "	9:49	6:45	
Dec. 29, 1944	Radio	33	Bingen "	9:32	6:05	
Jan. 14, 1945	Radio	34	Cologne "	9:00	7:40	
Jan. 15, 1945	Radio	35	Frieburg "	8:01	8:00	

Oper. Total Time:

Note: Available records indicate that J. S. Belker completed 35 missions on Jan. 15, 1945.

Yellow indicates no Mission Interrogation forms were available.

Yellow indicates missions that no Interrogation Report was available to determine the Roy E. Trask crew but it is assumed that J. S. Belker flew. Green indicates missions flown that has Interrogation Report that shows J. S. Belker as a part of the crew.

Carl H. Nuessen, Top Turret Gunner/Engineer, Thirty Five Combat Missions

OPERATIONAL SORTIE RECORD

NAME: Carl H. Nuessen RANK: Sgt. A.S.N.: 36483998
 DUTY: Top Turret/Engineer GROUP: 306th SQUADRON: 369th

Date of Mission	Crew Position	Indiv. Mission Number	Geographical Location of Targets		Take Off Time	Total Completed Time	Total Combat Time
Sept. 11, 1944	TT/Eng	1	Eisenbach	Germany		8:20	
Sept. 12, 1944	TT/Eng	2	Ruhland	"		9:40	
Sep. 17, 1944	TT/Eng	3	Volkel	Holland		6:00	
Sep. 25, 1944	TT/Eng	4	Frankfurt	Germany		7:20	
Sep. 27, 1944	TT/Eng	5	Cologne	"		7:00	
Sep. 28, 1944	TT/Eng	6	Magdeburg	"		8:35	
Sep. 30, 1944	TT/Eng	7	Munster	"		6:10	
Oct. 2, 1944	TT/Eng	8	Kassel	"	6:55	7:55	
Oct. 5, 1944	TT/Eng	9	Cologne	"	7:53	6:50	
Oct. 6, 1944	TT/Eng	10	Stralsund	"	7:07	9:55	
Oct. 7, 1944	TT/Eng	11	Ruhland	"	7:26	9:30	
Oct. 15, 1944	TT/Eng	12	Cologne	"	6:40	6:35	
Oct. 17, 1944	TT/Eng	13	Cologne	"	6:30	6:30	
Oct. 19, 1944	TT/Eng	14	Mannheim	"	10:08	6:50	
Oct. 22, 1944	TT/Eng	15	Hanover	"	9:45	8:10	
Oct. 25, 1944	TT/Eng	16	Hamburg	"	9:09	7:55	
Oct. 26, 1944	TT/Eng	17	Munster	"	10:31	7:30	
Oct. 30, 1944	TT/Eng	18	Munster	"	9:26	6:50	
Nov. 4, 1944	TT/Eng	19	Harburg	"	8:15	8:20	
Nov. 5, 1944	TT/Eng	20	Frankfurt	"	7:37	7:10	
Nov. 6, 1944	TT/Eng	21	Hamburg	"	7:04	8:00	
Nov. 8, 1944	TT/Eng	22	Merseberg	"	6:53	8:50	
Nov. 9, 1944	TT/Eng	23	Metz	France	6:29	8:15	
Nov. 16, 1944	TT/Eng	24	Eschweiler	Germany	8:29	7:45	
Nov. 21, 1944	TT/Eng	25	Meppen	"	7:20	7:20	
Nov. 30, 1944	TT/Eng	26	Gera	"		8:45	
Dec. 2, 1944	TT/Eng	27	Koblenz	"	9:32	7:15	
Dec. 9, 1944	TT/Eng	28	Stuttgart	Germany	8:35	7:10	
Dec. 15, 1944	TT/Eng	29	Kassel	"		8:15	
Dec. 18, 1944	TT/Eng	30	Kaiserslautern	"	10:10	6:55	
Dec. 24, 1944	TT/Eng	31	Nidda	"	9:46	9:20	
Dec. 28, 1944	TT/Eng	32	Koblenz	"	9:49	6:45	
Dec. 29, 1944	TT/Eng	33	Bingen	"	9:32	6:05	
Jan. 14, 1945	TT/Eng	34	Cologne	"	9:00	7:40	
Jan. 15, 1945	TT/Eng	35	Frieberg	"	8:01	8:00	

Oper. Total Time:

Note: Available records indicate that Carl H. Nuessen completed 35 missions on Jan. 15, 1945.

Yellow indicates no Mission Interrogation forms were available.

Yellow indicates missions that no Interrogation Report was available to determine the Roy E. Trask crew but it is assumed that Carl H. Nuessen flew. Green indicates missions flown that has Interrogation Report that shows Carl H. Nuessen as a part of the crew.

C. C. Krone, Ball Turret Gunner, Thirty Five Combat Missions

OPERATIONAL SORTE RECORD

NAME: C. C Krone
 DUTY: Ball Turret

RANK: Sgt.
 GROUP: 306th

A.S.N.: 37337796
 SQUADRON: 369th

Date of Mission	Crew Position	Indiv. Mission Number	Geographical Location of Targets	Take Off Time	Total Completed Time	Total Combat Time
Sept. 11, 1944	Ball T	1	Eisenbach Germany		8:20	
Sept. 12, 1944	Ball T	2	Ruhland "		9:40	
Sep. 17, 1944	Ball T	3	Volkel Holland		6:00	
Sep. 25, 1944	Ball T	4	Frankfurt Germany		7:20	
Sep. 27, 1944	Ball T	5	Cologne "		7:00	
Sep. 28, 1944	Ball T	6	Magdeburg "		8:35	
Sep. 30, 1944	Ball T	7	Munster "		6:10	
Oct. 2, 1944	Ball T	8	Kassel "	6:55	7:55	
Oct. 5, 1944	Ball T	9	Cologne "	7:53	6:50	
Oct. 6, 1944	Ball T	10	Stralsund "	7:07	9:55	
Oct. 7, 1944	Ball T	11	Ruhland "	7:26	9:30	
Oct. 15, 1944	Ball T	12	Cologne "	6:40	6:35	
Oct. 17, 1944	Ball T	13	Cologne "	6:30	6:30	
Oct. 19, 1944	Ball T	14	Mannheim "	10:08	6:50	
Oct. 22, 1944	Ball T	15	Hanover "	9:45	8:10	
Oct. 25, 1944	Ball T	16	Hamburg "	9:09	7:55	
Oct. 26, 1944	Ball T	17	Munster "	10:31	7:30	
Oct. 30, 1944	Ball T	18	Munster "	9:26	6:50	
Nov. 4, 1944	Ball T	19	Harburg "	8:15	8:20	
Nov. 5, 1944	Ball T	20	Frankfurt "	7:37	7:10	
Nov. 6, 1944	Ball T	21	Hamburg "	7:04	8:00	
Nov. 8, 1944	Ball T	22	Merseberg "	6:53	8:50	
Nov. 9, 1944	Ball T	23	Metz France	6:29	8:15	
Nov. 16, 1944	Ball T	24	Eschweiler Germany	8:29	7:45	
Nov. 21, 1944	Ball T	25	Meppen "	7:20	7:20	
Nov. 30, 1944	Ball T	26	Gera "		8:45	
Dec. 2, 1944	Ball T	27	Koblenz "	9:32	7:15	
Dec. 9, 1944	Ball T	28	Stuttgart Germany	8:35	7:10	
Dec. 15, 1944	Ball T	29	Kassel "		8:15	
Dec. 18, 1944	Ball T	30	Kaiserslautern "	10:10	6:55	
Dec. 24, 1944	Ball T	31	Nidda "	9:46	9:20	
Dec. 28, 1944	Ball T	32	Koblenz "	9:49	6:45	
Dec. 29, 1944	Ball T	33	Bingen "	9:32	6:05	
Jan. 14, 1945	Ball T	34	Cologne "	9:00	7:40	
Jan. 15, 1945	Ball T	35	Frieburg "	8:01	8:00	

Oper. Total Time:

Note: Available records indicate that C. C. Krone completed 35 missions on Jan. 15, 1945.

Yellow indicates no Mission Interrogation forms were available.

Yellow indicates missions that no Interrogation Report was available to determine the Roy E. Trask crew but it is assumed that Charles C. Krone flew. Green indicates missions flown that has Interrogation Report that shows Charles C. Krone as a part of the crew.

Emil R. Wilke, Waist Gunner, Thirty Five Combat Missions

OPERATIONAL SORTIE RECORD

NAME: Emil R. Wilke
DUTY: Right Waist

RANK: Sgt.
GROUP: 306th

A.S.N.: 36698962
SQUADRON: 369th

Date of Mission	Crew Position	Indiv. Mission Number	Geographical Location of Targets	Take Off Time	Total Completed Time	Total Combat Time
Sept. 11, 1944	RW	1	Eisenbach Germany		8:20	
Sept. 12, 1944	RW	2	Ruhland "		9:40	
Sep. 17, 1944	RW	3	Volkel Holland		6:00	
Sep. 25, 1944	RW	4	Frankfurt Germany		7:20	
Sep. 27, 1944	RW	5	Cologne "		7:00	
Sep. 28, 1944	RW	6	Magdeburg "		8:35	
Sep. 30, 1944	RW	7	Munster "		6:10	
Oct. 2, 1944	RW	8	Kassel "	6:55	7:55	
Oct. 5, 1944	RW	9	Cologne "	7:53	6:50	
Oct. 6, 1944	RW	10	Stralsund "	7:07	9:55	
Oct. 7, 1944	RW	11	Ruhland "	7:26	9:30	
Oct. 15, 1944	RW	12	Cologne "	6:40	6:35	
Oct. 17, 1944	RW	13	Cologne "	6:30	6:30	
Oct. 19, 1944	RW	14	Mannheim "	10:08	6:50	
Oct. 22, 1944	RW	15	Hanover "	9:45	8:10	
Oct. 25, 1944	RW	16	Hamburg "	9:09	7:55	
Oct. 26, 1944	RW	17	Munster "	10:31	7:30	
Oct. 30, 1944	RW	18	Munster "	9:26	6:50	
Nov. 4, 1944	RW	19	Harburg "	8:15	8:20	
Nov. 5, 1944	RW	20	Frankfurt "	7:37	7:10	
Nov. 6, 1944	RW	21	Hamburg "	7:04	8:00	
Nov. 8, 1944	RW	22	Merseberg "	6:53	8:50	
Nov. 9, 1944	RW	23	Metz France	6:29	8:15	
Nov. 16, 1944	RW	24	Eschweiler Germany	8:29	7:45	
Nov. 21, 1944	RW	25	Meppen "	7:20	7:20	
Nov. 30, 1944	RW	26	Gera "		8:45	
Dec. 2, 1944	RW	27	Koblenz "	9:32	7:15	
Dec. 9, 1944	RW	28	Stuttgart Germany	8:35	7:10	
Dec. 15, 1944	RW	29	Kassel "		8:15	
Dec. 18, 1944	RW	30	Kaiserslautern "	10:10	6:55	
Dec. 24, 1944	RW	31	Nidda "	9:46	9:20	
Dec. 28, 1944	RW	32	Koblenz "	9:49	6:45	
Dec. 29, 1944	RW	33	Bingen "	9:32	6:05	
Jan. 14, 1945	RW	34	Cologne "	9:00	7:40	
Jan. 15, 1945	RW	35	Frieburg "	8:01	8:00	

Oper. Total Time:

Note: Available records indicate that Emil R. Wilke completed 35 missions on Jan. 15, 1945.

Yellow indicates no Mission Interrogation forms were available.

Yellow indicates missions that no Interrogation Report was available to determine the Roy E. Trask crew but it is assumed that Emil R. Wilke flew. Green indicates missions flown that has Interrogation Report that shows Emil R. Wilke as a part of the crew.

37. Bielefeld, Germany January 17, 1944

Two days later on Wednesday January 17, 1945 **George T. Kerr Jr** and **Elmer R. Wilke** flew a mission to Bielefeld, Germany thus completing their tour of 35 missions. The Mission Interrogation Forms below show that **George T. Kerr** flew as bombardier on 1st Lt. W. S. Denton's A/C 619-S and that **Elmer R. Wilke** flew as a waist gunner on 1st Lt. L. H. Reinhart's A/C 181-B on this mission. As of this date eight of the ten original crew had completed their tour and was heading home. This leaves only copilot **H. J. Morere** and navigator **Guy J. Lateano** yet to complete their tour.



Target: Bielefeld, Germany – January 17, 1945

8th Army Air Force Mission Report

Mission 798: 700 bombers and 362 fighters are dispatched to make visual attacks on oil refineries at Hamburg and Harburg and Gee-H and H2X attacks on rail targets; 9 bombers and 7 fighters are lost:

1. 158 B-17s are dispatched to hit the Rhenania (40) and Albrecht (34) oil refineries at Hamburg and the U-boat base at Hamburg (73); 1 other hits a target of opportunity; 4 B-17s are lost and 88 damaged; 1 airman is KIA and 39 MIA. Escorting are 61 P-47s and P-51s; 3 P-51s are lost (pilots MIA) and 1 P-47 is damaged beyond repair.
2. 78 of 84 B-24s hit the Rhenania oil refinery at Harburg; 1 other hits Borkum Airfield as a target of opportunity; 4 B-24s are lost, 1 damaged beyond repair and 57 damaged; 7 airmen are WIA and 44 MIA. Escort is provided by 46 of 55 P-51s; 2 P-51s are lost (pilots MIA).

3. 458 B-17s are sent to hit the Paderborn marshalling yard (397) and the Schildesche rail viaduct at Bielefeld (37); 4 others hit a target of opportunity; 1 B-17 is lost and 6 damaged; 9 airmen are MIA. The escort is 108 of 118 P-51s; 1 P-51 is lost (pilot MIA).

4. 80 of 87 P-51s fly a fighter sweep against a rail target without loss.

5. 25 of 28 P-51s fly a scouting mission; 1 P-51 is lost (pilot MIA). Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Bielefeld – The 306th Group flew 39 A/C, including 1 Gee-H/PFF, 2 PFF and 3 spares as 40th “B”. Buckeye Red reported that the target was 10/10 with slight haze at bombing altitude. All three PFF A/C worked satisfactorily. Gee-H equipment was O.K. Several crews report that Gee boxes were jammed. There was no E/A opposition on this Group. Fighter support was met at approximately 0700E and stayed with formation until back over North Sea, giving particularly close support in target area.

There was no A.A. fire on this group. Fire was observed on other groups which were slightly off course at coast in and out. No damage. The primary was bombed by Gee-H through 10/10 undercast with no visual corrections. The bomb run was made in group formation with high and low squadrons dropping on group leader. Photos show no ground detail. A/C 674-B, pilot Roth, dropped 10 T-275 nickels; A/C 585-K, pilot Nahabedian, dropped 2 ZG-78, 5 WG-28, and 3 WG-9 on the primary.

Weather was 10/10 over continent in two layers, tops about 10,000 feet, with occasional large breaks. 10/10 in target area. No contrails at altitude.

A/C 600-G, pilot Erne, turned back at 1119 hours at 5154N x 0048E due to engine failure. Brought back 6 x 1000. A/C 512-A, pilot Cation, flying spare, turned back as briefed. Brought back 6 x 1000. No A/C in distress.

Possible V-1 trails reported as coming from approximately 5215N x 0430E, and from 5255N x 0504E. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Bielefeld: The 306th flew thirty-nine A/C, including one Gee H-PFF, two PFF and three spares. The target was a RR viaduct NE of Bielefeld. Bombing was Gee H through 10/10ths clouds with high and low dropping on the lead squadron. Plotted scope photos show bomb strikes to the left and over the viaduct. There was no flak on the group and no E/A opposition. The 369th flew nine A/C, plus one spare in the high squadron. Capt. Harlan Laughlin flew high lead with Lts. Lester Kearney, William Denton, Robert H. Wood, Albert Bowley, Wallace Young, Leo Reinhart, Clifford Tinkham and crews bombing with the formation. Other 369th A/C in the squadron, Lt. William Denton Lt. Ned Erne returned early because of engine failure and Lt. James Cation, flying spare, turned back as briefed. Source: *369th Combat Diary*

This 35th mission to Bielefeld, Germany on January 17th for George Kerr and Elmer R. Wilke was recorded in the Stars and Stripes Newspaper on January 18, 1945.

Heavies Blast German Fuel

Mighty forces of Eighth AF and RAF bombers yesterday punctuated Allied air chiefs' orders to destroy Germany's remaining oil reserves with a near-10,000-ton high-explosive exclamation point.

In a 24-hour period up to last night, the bulk of 2,500 Allied heavy bombers, escorted by more than 1,000 fighters, pounded synthetic oil refineries and storage depots in the Reich. Approximately 700 Eighth AF B17s and B24s led the attack yesterday with a raid on the Rhenania oil refinery, near battered Hamburg, and oil storage dumps and U-boat yards in the same area. In addition, the Eighth heavies hit marshalling yards at Paderborn and other transport facilities in northwest Germany. Ten bombers and five fighters are missing.

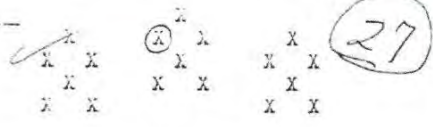
Stars & Stripes January 18, 1945

SQUADRON ~~#####~~ 369th A/C Number 619 Letter S Date 17-1-45

Bomb Load 6 x 1000 H.E. Position in Formation High 400

Time Took Off 0918 Time Landed _____

1. HOT REFS to be phoned in. Yes No
If BTCC hold crew and fill out special form in detail.



Call: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether by A/C, B/A action, accident or undetermined cause)

- 1st Lt. W. S. Denton ✓ P
- 2nd Lt. R. E. Woods ✓ CP
- 2nd Lt. J. J. Fitzsimmons ✓ N
- 1st Lt. G. T. Kerr, Jr. Completing Tour ✓
- T/Sgt. W. A. Cain ✓ RO
- T/Sgt. E. A. Luciani ✓ E
- S/Sgt. C. E. Alvitre ✓ BT
- S/Sgt. G. A. Waltersdorff ✓ WG
- Lt. Duane A. Esper ✓ WG
- S/Sgt. P. Piepenbrink ✓ TG

2. TARGET AVAILABLE: (AFV or Visual)

Primary: Time: _____
Secondary: Heading: _____
Last Resort: Height: _____
T.O.
(Circle one)
Turn of target: _____

3. Number of BOMBS dropped on target: All Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this lane or others)

Own bombs: an Nickels: Yes (circled)
Other bombing: Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on _____
Hand ✓ Movie _____

6. WEATHER: 10/10 Sea in WHAT MESSAGES REC'D FROM BUCKNER? _____
Broke. Broke up before Zinder 10/10
100 or way back.

7. CONDENSATION GRAILS: _____

8. FLAK: Encountered on way out, at target and on way home.

Time	File	Height of A/C	Type (light, heavy), altitude, moderate or slight	Color of bursts	Location of bursts in relation to A/C	Accuracy

Crew observations about Flak: _____

Mission Interrogation Form Showing Kerr - January 17, 1945

34

Squadron 36 A/C Number 181 Letter BV Date 17-1-45

Bomb Load 6 x 1000 H.E.

Position or Formation 400 High

Time back of 0918 Time downed 1635

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

Crew: Give rank and initials

Primary A/C in distress:
(Give position, time, altitude, fuel details)
If lost, state whether on ground, in air, accident or unexplained cause)

1st Lt. E. H. Reinhart P

2nd Lt. J. S. Henley CP

P/O W. A. Becker N

2nd Lt. V. F. Shaw E

Sgt. D. F. McCarthy RO

Sgt. W. L. Lynch E

Sgt. A. C. Hanson BT

Sgt. A. Harkarik RO

S/Sgt. Elmer K. Wilke Completing Tour

Sgt. H. Whitaker TG

2. TARGET INFO: (PFI or Visual)

Primary: Time: 1247

Secondary: Heading: 201M

Last Report: Height: 22,600

T.O. (Circle one)

Turn off target:

3. Number of BOMBS dropped on target: Bottled: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For bombs, name or others)

Own Bombs: 1910

Am. Bombs: Yes

Number and type _____

Other bombing:

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on _____
Hand _____ Movie _____

6. WEATHER: 1910 WHAT MESSAGES REC'D FROM BUCKING? _____

7. CONDENSATE: no

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (altitude, altitude or sight)	Color of bursts	Location of bursts in relation to A/C	Accuracy
------	-------	---------------	------------------------------------	-----------------	---------------------------------------	----------

scat - in front - 0440 155237M

9. Other observations about flak:

Mission Interrogation Form Showing Elmer Wilke - January 17, 1945

George T. Kerr Jr, Bombardier, Thirty Five Combat Missions

OPERATIONAL SORTIE RECORD

NAME: George T. Kerr Jr. RANK: 2nd Lt. A.S.N.: O-717805
 DUTY: Bombardier GROUP: 306th SQUADRON: 369th

Date of Mission	Crew Position	Indiv. Mission Number	Geographical Location of Targets	Take Off Time	Total Completed Time	Total Combat Time
Sept. 11, 1944	Bom	1	Eisenbach Germany		8:20	
Sept. 12, 1944	Bom	2	Ruhland "		9:40	
Sep. 25, 1944	Bom	3	Frankfurt Germany		7:20	
Sep. 27, 1944	Bom	4	Cologne "		7:00	
Sep. 28, 1944	Bom	5	Magdeburg "		8:35	
Sep. 30, 1944	Bom	6	Munster "		6:10	
Oct. 2, 1944	Bom	7	Kassel "	6:55	7:55	
Oct. 5, 1944	Bom	8	Cologne "	7:53	6:50	
Oct. 6, 1944	Bom	9	Stralsund "	7:07	9:55	
Oct. 7, 1944	Bom	10	Ruhland "	7:26	9:30	
Oct. 15, 1944	Bom	11	Cologne "	6:40	6:35	
Oct. 17, 1944	Bom	12	Cologne "	6:30	6:30	
Oct. 19, 1944	Bom	13	Mannheim "	10:08	6:50	
Oct. 22, 1944	Bom	14	Hanover "	9:45	8:10	
Oct. 25, 1944	Bom	15	Hamburg "	9:09	7:55	
Oct. 26, 1944	Bom	16	Munster "	10:31	7:30	
Oct. 30, 1944	Bom	17	Munster "	9:26	6:50	
Nov. 4, 1944	Bom	18	Harburg "	8:15	8:20	
Nov. 5, 1944	Bom	19	Frankfurt "	7:37	7:10	
Nov. 6, 1944	Bom	20	Hamburg "	7:04	8:00	
Nov. 8, 1944	Bom	21	Merseberg "	6:53	8:50	
Nov. 9, 1944	Bom	22	Metz France	6:29	8:15	
Nov. 21, 1944	Bom	23	Meppen Germany	7:20	7:20	
Nov. 29, 1944	Bom	24	Misburg "	9:19	7:45	
Nov. 30, 1944	Bom	25	Gera "		8:45	
Dec. 2, 1944	Bom	26	Koblenz "	9:32	7:15	
Dec. 9, 1944	Bom	27	Stuttgart Germany	8:35	7:10	
Dec. 15, 1944	Bom	28	Kassel "		8:15	
Dec. 18, 1944	Bom	29	Kaiserslautern "	10:10	6:55	
Dec. 24, 1944	Bom	30	Giessen "	9:46	8:30	
Dec. 28, 1944	Bom	31	Koblenz "	9:49	6:45	
Dec. 29, 1944	Bom	32	Bingen "	9:32	6:05	
Jan. 14, 1945	Bom	33	Cologne "	9:00	7:40	
Jan. 15, 1945	Bom	34	Frieburg "	8:01	8:00	
Jan. 17, 1945	Bom	35	Bielefeld "	9:18	6:12	

Oper. Total Time:

Note: Available records indicate that George T. Kerr Jr. completed 35 missions on Jan. 17, 1945.

Yellow indicates no Mission Interrogation forms were available.

Yellow indicates missions that no Interrogation Report was available to determine the Roy E. Trask crew but it is assumed that George T. Kerr Jr. flew. Green indicates missions flown that has Interrogation Report that shows George T. Kerr Jr. as a part of the crew.

SORTIE RECORD

KERR, GEORGE T. JR., 1st Lt., O-717806, Bomb.,
369th Bomb Sq (H), 306th Bomb Sq (H), has
completed the following sorties over enemy
or enemy occupied countries:

1.	11 Sep 44	Eisenach, Germany -
2.	12 Sep 44	Ruhland, Germany -
3.	25 Sep 44	Frankfurt, Germany -
4.	27 Sep 44	Koln, Germany -
5.	28 Sep 44	Magdeburg, Germany -
6.	30 Sep 44	Munster, Germany -
7.	2 Oct 44	Kassel, Germany -
8.	5 Oct 44	Koln, Germany -
9.	6 Oct 44	Stralsund, Germany -
10.	7 Oct 44	Ruhland, Germany -
11.	15 Oct 44	Koln, Germany -
12.	17 Oct 44	Koln, Germany -
13.	19 Oct 44	Mannheim, Germany -
14.	22 Oct 44	Hannover, Germany -
15.	25 Oct 44	Hamburg, Germany -
16.	26 Oct 44	Munster, Germany -
17.	30 Oct 44	Munster, Germany -
18.	4 Nov 44	Harburg, Germany -
19.	5 Nov 44	Frankfurt, Germany -
20.	6 Nov 44	Hamburg, Germany -
21.	8 Nov 44	Merseberg, Germany -
22.	9 Nov 44	Metz, France -
23.	21 Nov 44	Meppen, Germany -
24.	29 Nov 44	Misburg, Germany -
25.	30 Nov 44	Gera, Germany -
26.	2 Dec 44	Koblenz, Germany -
27.	9 Dec 44	Stuttgart, Germany -
28.	15 Dec 44	Kassel, Germany -
29.	18 Dec 44	Kaiserslautern, Germany -
30.	24 Dec 44	Giessen, Germany -
31.	28 Dec 44	Koblenz, Germany -
32.	29 Dec 44	Bingen, Germany -
33.	14 Jan 45	Koln, Germany -
34.	15 Jan 45	Freiburg, Germany -
35.	17 Jan 45	Bielefeld, Germany -

VERIFIED BY:

Harold G. Taylor

HAROLD G. TAYLOR, 1st Lt., AC,
Asst. Personnel Officer.

Original Operational Sortie Record for George T. Kerr Jr., Bombardier

Elmer R. Wilke, Tail Gunner, Thirty Five Combat Missions

OPERATIONAL SORTIE RECORD

NAME: Elmer R. Wilke
DUTY: Tail Gunner

RANK: Sgt.
GROUP: 306th

A.S.N.: 36698964
SQUADRON: 369th

Date of Mission	Crew Position	Indiv. Mission Number	Geographical Location of Targets	Take Off Time	Total Completed Time	Total Combat Time
Sept. 11, 1944	TG	1	Eisenbach Germany		8:20	
Sept. 12, 1944	TG	2	Ruhland "		9:40	
Sep. 17, 1944	TG	3	Volkel Holland		6:20	
Sep. 25, 1944	TG	4	Frankfurt Germany		7:20	
Sep. 27, 1944	TG	5	Cologne "		7:00	
Sep. 28, 1944	TG	6	Magdeburg "		8:35	
Sep. 30, 1944	TG	7	Munster "		6:10	
Oct. 2, 1944	TG	8	Kassel "	6:55	7:55	
Oct. 5, 1944	TG	9	Koblenz "	7:53	6:19	
Oct. 6, 1944	TG	10	Stralsund "	7:07	9:55	
Oct. 7, 1944	TG	11	Ruhland "	7:26	8:50	
Oct. 15, 1944	TG	12	Cologne "	6:40	6:35	
Oct. 17, 1944	TG	13	Cologne "	6:30	6:30	
Oct. 19, 1944	TG	14	Mannheim "	10:08	6:50	
Oct. 22, 1944	TG	15	Hanover "	9:45	8:10	
Oct. 25, 1944	TG	16	Hamburg "	9:09	7:55	
Oct. 26, 1944	TG	17	Bielefeld "	10:31	7:04	
Oct. 30, 1944	TG	18	Munster "	9:26	6:50	
Nov. 4, 1944	TG	19	Hamburg "	8:15	8:20	
Nov. 5, 1944	TG	20	Frankfurt "	7:37	7:10	
Nov. 6, 1944	TG	21	Hamburg "	7:04	8:00	
Nov. 8, 1944	TG	22	Merseberg "	6:53	8:50	
Nov. 9, 1944	TG	23	Metz France	6:29	8:15	
Nov. 16, 1944	TG	24	Eschweiler Germany	8:29	7:45	
Nov. 21, 1944	TG	25	Meppen "	7:20	7:20	
Nov. 30, 1944	TG	26	Gera "		8:45	
Dec. 2, 1944	TG	27	Koblenz "	9:32	7:15	
Dec. 9, 1944	TG	28	Stuttgart Germany	8:35	7:10	
Dec. 18, 1944	TG	29	Kaiserslautern "	10:10	6:00	
Dec. 24, 1944	TG	30	Nidda "	9:46	8:30	
Dec. 28, 1944	TG	31	Koblenz "	9:49	7:00	
Dec. 29, 1944	TG	32	Bingen "	9:32	7:00	
Jan. 14, 1945	TG	33	Cologne "	9:00	7:40	
Jan. 15, 1945	TG	34	Frieburg "	8:01	8:00	
Jan. 17, 1945	TG	35	Bielefeld "	9:18	6:12	

Oper. Total Time:

Note: Available records indicate that Elmer R. Wilke completed 35 missions on Jan. 17, 1945.

Yellow indicates no Mission Interrogation forms were available.

Yellow indicates missions that no Interrogation Report was available to determine the Roy E. Trask crew but it is assumed that Elmer R. Wilke flew. Green indicates missions flown that has Interrogation Report that shows Elmer R. Wilke as a part of the crew.

38. Koblenz, Germany January 29, 1944

On Monday January 29, 1945 **G. J. Lateano** flew as navigator on Lt. L. E. Hubbell's A/C 203 on a mission to Koblenz, Germany.



Target: Koblenz, Germany – January 29, 1945

8th Army Air Force Mission Report

Mission 811: 1,158 bombers and 700 fighters are dispatched to hit industrial plants at Kassel and rail targets in C Germany; the attacks were made using H2X radar; they claim 6-0-2 Luftwaffe aircraft; 1 B-24 and 2 P-51s are lost:

1. 415 B-17s are sent to hit rail centers at Niederlahnstein (110) and Siegen (144); 104 hit the secondary, the Mosel marshalling yard at Koblenz; 37 hit the marshalling yard at Bad Kreuznach, a target of opportunity; 4 B-17s are damaged beyond repair and 7 damaged. Escorting are 235 of 254 P-51s; they claim 1-0-1 aircraft; 1 P-51 is lost and 1 damaged beyond repair; 1 pilot is KIA.

2. 386 B-17s are dispatched to hit the Henschel oil plant at Kassel (93); 154 hit the secondary, the Kassel marshalling yard; targets of opportunity are the Bielefeld marshalling yard (76), Koblenz (35) and other (2); 2 B-17s are damaged beyond repair and 28 damaged; 18 airmen are KIA and 1 WIA. The escort is 207 of 224 P-51s; they claim 4-0-1 aircraft; 1 P-51 is damaged beyond repair.

3. 357 B-24s dispatched hit secondary targets, the marshalling yards at Munster (206) and Hamm (124); 9 others hit the Soest marshalling yard, a target of opportunity; 1 B-24 is

lost and 18 damaged; 9 airmen are MIA. 173 P-47s and P-51s escort; they claim 1-0-0 aircraft on the ground; 1 P-51 is lost (pilot MIA).

4. 23 of 27 P-51s fly a scouting mission without loss. **Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History**

306th Bomb Group Mission Report

Koblenz – 306th flew 36 A/C including 1 Gee-H/PFF, and 2 PFF as 40th “B”. Deputy took over at 1110 hrs., 5235N-0710E, when lead electrical system went out south of course in France. PFF in Deputy Lead and High squadron lead worked satisfactorily. Lead Gee-H/PFF equipment out due to electrical failure. Buckeye reported that was 10/10 with a possible chance for visual correction. Scout called on way in to say that Able and Baker forces were flying perfect formation. Group leaders report exceptional amount of unnecessary chatter on VHF. No enemy A/C encountered. Fighter support was excellent. P-51’s first picked up 5241N-0445E, 1041 hours gave continuous support.

No A. A. gun fire. After Gee-H/PFF equipment in lead went out, 306th, as 40th “B” attacked secondary PFF, Koblenz, in group formation. Results unobserved. Photos show no ground detail. A/C 594-D, pilot Nahabedian, dropped 5 WG-24 and 5 T-258 nickels on Koblenz.

Weather at target 10/10ths, cloud tops 5-6,000 feet. Route completely undercast until over France on return. Here broken but haze and snow on ground made pilotage impossible. Light non-persistent contrails at altitude.

A/C 301-U, pilot Tinkham, turned back over Mt. Farm, 0823 hours; oxygen system out. No A/C in distress. **Source: *306th Bomb Group Mission Report***

369th Bomb Squadron Mission Report

Koblenz: The 306th flew thirty-six A/C including one Gee H PFF, and two PFF as 40th “B” Group. Bombing was on Koblenz, the secondary, when Gee equipment went out in the lead A/C. The cloud cover was 10/10ths and no scope pictures are available for plotting. No E/A were seen and there was no flak. The 369th flew nine A/C in the high squadron, with Lt. Loren Hubbell as lead. Lts. Wallace Young, Albert Bowley, Robert H. Wood, Lester Kearney, Leo Reinhart, Kenneth Carakostas, Donald Hansen and crews in other 369th A/C. Lt. Clifford Tinkham returned early because of oxygen failure. , Leo Reinhart, Clifford Tinkham **Source: *369th Combat Diary***

This 29th mission to Koblenz, Germany on January 29th for Guy J. Lateano was recorded in the Stars and Stripes Newspaper on January 30, 1945.

Nazi Tank Plant, Railroads Blasted By 1,150 Heavies

Renewed activities of the 8th Air Force grew in intensity yesterday as more than 1,850 planes—1,150 of them heavy bombers—knifed 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 Herschel and Sohn works are located, and at Coblenz were also hit.

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

Stars & Stripes January 30, 1945

SQUADRON ~~0600060~~ 36 ~~100~~ A/C Number 203 Letter Date 29-1-45 ²⁵

Bomb Load 12 x 500 H.E. Position in Formation

Time took Off 0731 Time landed 1537

1. HGT NE S to be phoned in. Yes No
If BITCHING hold crew and fill out special form in detail.

X X X X
X X X X X X
X X X X X X
X X X X

40th "B" High

CREW: Give rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether of A.A., E/A action, accident or undetermined cause

- 1st Lt. L. E. Hubbell P
- 2nd Lt. R. E. Woods CP
- 1st Lt. G. J. Lateano N
- 1st Lt. L. R. Carroll B
- Sgt. C. E. West RO
- Sgt. B. S. Moody B
- Sgt. C. W. Hunter, Jr. BT
- Sgt. W. A. Leopold RO
- F/O P. J. Butucek ~~#####~~
- S/Sgt. L. E. Morganroth TG

2. TARGET ATTAINED: (PFF or Visual)

Primary: Time: 1204
Secondary: Heading: 251
Last Resort: Height: 25800

T.O. (Circle One)
Turn off target: 231° M.

3. Number of BOMBS dropped on target: 10 Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: 10/10 an. Nichols: Yes No
Other Bombing: Number and type

5. any PHOTOGRAPHS taken: Vertical? Was camera turned on None.
Hand Movie

6. WEATHER: 10/10 over target - clear about 20 miles after target - open into France - 10/10 again over channel + clearing coast. WHAT MESSAGES REC'D FROM BUCKING?

7. CONDENSATION TRAILS: Light, non-persistent, started about 2000 feet.

8. FLAK: Encountered on way out, at target and on way home.

Title	Place	Height of a/c	Time (light, heavy), intensity, moderate or slight	Color of bursts	Location of bursts in relation to a/c	Accuracy
<u>None</u>						

Crew observations about Flak:

25

ADDITIONAL INTERROGATION FORM FOR GROUP AND SQUADRON LEAD AIRCRAFT

(check one)
GROUP LEADER _____
HIGH SQUADRON LEADER _____
LOW SQUADRON LEADER _____
PLANE WITH OTHER GROUP _____
(Indicate Group and Group Identification)
SINGLE AIRCRAFT _____

1. Time and Place of crossing English Coast 5153-0131 E just below coastal #1 (5 miles S.E).

2. Was Course as Briefed? Yes
If not, describe course in detail
~~Base to 5124-0038~~ Leave W.D. Farm 0854 to 5131 N-8058 W to Wickfield at 0902, to 5141 0019 (K-King) to L-loc at 5179-0027 E, to coast 5153-0131 E, 0948, to 5237-0437 to 5235-

3. Time and Place of crossing Enemy Coast 5237-0437 E
0744, 1115 J to 5206 N-0852 E, 1135, to J.P. 5050-0840, 1153 ; B.A. 5023-0736, 1204, 4920-0620 E, to 5414-0345, to coast 5108-024.

4. Time over Target 1204 1347, to English coast at
Altitude over Target 35800 5147-0110 E to Wickford
Position of Group on Bomb Run _____ To Henlow to Ballat
Magnetic Heading of Bomb-run 237 1537.
Duration Bomb Run 9 minutes

5. Time of Landing at Base 1537
If landed away from base before return state where and why _____

DATE _____ TIME _____ Sg2 OFFICER Schuster

39. Mannheim, Germany February 1, 1944

On Thursday February 1, 1945 **G. J. Lateano** flew as navigator on Major E. W. Kesling's A/C 124-W on a mission to Mannheim, Germany.



Target: Mannheim, Germany – February 1, 1945

8th Army Air Force Mission Report

Mission 814: 699 B-17s and 328 P-51s are dispatched to hit rail targets and bridges in W Germany using Micro-H and H2X radar; no losses:

1. 463 B-17s are sent to hit the marshalling yards at Mannheim (74) and Ludwigshafen (70); 270 hit the secondary target, the highway and rail bridge at Mannheim; targets of opportunity are Pforzheim (11) and other (3); 2 B-17s are damaged beyond repair and 24 damaged; 3 airmen are WIA. Escorting are 142 of 151 P-51s.
2. 236 B-17s are sent to hit the rail bridge at Wesel (139); 36 hit the marshalling yard at Krefeld, the secondary target; and 13 hit Barth, a target of opportunity; 2 B-17s are damaged. 49 of 53 P-51s escort.
3. 20 of 22 P-51s fly a scouting mission.
4. 87 of 102 P-51s fly a freelance sweep in support of the bombers. **Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History**

306th Bomb Group Mission Report

Mannheim -306th flew 39 A/C including 3 Micro H-PFF, and 3 spares led by Maj. Kesling as 40th "A". Buckeye advised an instrument run, out the lead Micro-H equipment was unable to pick up the necessary beacons for a successful bombing. Therefore the deputy took over before the IP and proceeded to the target, a bridge on the Rhine River between Mannheim and Ludwigshafen. Low and high dropped off lead through 10/10 clouds on a H2X run. Interpretation of scope photographs show bomb pattern probably to the east of the bridge. No E/A harassed the group. A meager low barrage at the target was the only A.A. fire encountered. *Source: 306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Mannheim: The 306th flew thirty-nine A/C, including three PFF-MH, one PFF and three spares as the 40th "A" Group. Lead MH was unable to receive one beacon, deputy took over and bombed PFF secondary at Mannheim. Cloud cover was 10/10ths. There was no E/A opposition and no close support. Very meager AA fire on this group and it was low, no damage. The 369th flew ten A/C with Capt. Harlan Laughlin flying lead A/C with Major Earl Kesling, CO of the 367th squadron, plus Lts. Walter Rozett, Lester Kearney, Joseph Chancey, Clifford Tinkham, Harvey Ryder, Albert Bowley, Wallace Young, Ned Erne, Donald Hansen and crews. The mission was without incident and some crews expressed a desire for more missions like this one. *Source: 369th Combat Diary*

This 30th mission to Mannheim, Germany on February 1st for Guy J. Lateano was recorded in the Stars and Stripes Newspaper on February 2, 1945.

700 Forts Blast Nazi Rail Yards, Rhine Bridges

After a day of inactivity, more than 700 Fortresses of the 8th Air Force, shielded by some 300 Mustangs, thundered over the Reich yesterday to batter railroad yards at the twin cities of Mannheim and Ludwigshafen and two bridges across the Rhine at Wesel, a small town 20 miles north of Duisberg.

Heavy clouds over the targets forced the heavy bombers to zero in through instruments. The 1,000-plane force met no fighter opposition. One bomber and one fighter failed to return.

Stars & Stripes February 2, 1945

SQUADRON #66# 369-#3# n/C Number 124 Letter W Date 1-2-45

Bomb Load 10 x 500, 2 x M17 H.E.

Position in Formation 40th A

Time Took Off 0758 Time Landed 1620

(X) Lead.

- HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

CREW: Give Rank and Initials

Major E. W. Kesling 369th P

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether O, A.A., E/A action, accident or undetermined cause)

Capt. H. L. Laughlin CP

1st Lt. C. L. Bush ✓

1st Lt. G. J. Lateano N

1st Lt. E. S. Gailley B

T/Sgt. W. L. Hickman RO

T/Sgt. J. A. Homesley E

1st Lt. R. J. Curran 368th RN

S/Sgt. C. V. Ukele no

S/Sgt. V. N. Keuer WG

F/O I. J. Zukowski TG

- TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1153

Secondary: Heading: 157°M

PFF Last Resort: Height: 27,500

T.O.
(Circle One)
Turn off target: 180°

- Number of EGMS dropped on target: All Jettisoned: Returned: Abortive:

- Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Solid under east An. Nickels: Yes (X)

Other Bombing: ✓ Number and type _____

- Any PHOTOGRAPHS taken: Vertical? Was camera turned on zone
Hand ✓ Movie ✓

- WEATHER: WHAT MESSAGES REC'D FROM BUCKEYE? _____

Front lay over control point
#1 - 25,000ft. Passed front 5 miles
south of Claxton. 10/10 at targets - 8-100ft.

- CONDENSATION TRAILS: no high clouds
none Some french coast Broke up on way out after 0400E - no front on way back.
- FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of a/c	Type (light, heavy), intensity, moderate or slight	Color of bursts	Location of bursts in relation to a/c	Accuracy
	<u>Target</u>		<u>Traces disseminate</u>			

Mission Interrogation Form Showing Lateano - February 1, 1945

(Location and length of fight)

(Tactics of E/A)

(Color, markings, etc. of E/A)

10. FIGHTER SUPPORT: (include time, place, and color markings:)

Spotty - Few at french coast. Gap until target. Then around target then again at coast on way out.

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

13. DAMAGE TO A/C: (Briefly) *none*

14. TECHNICAL FAILURES: *V.H.F. out. micro X out - see out P.F.F. out.*

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

See attached

S-2 OFFICER *W.G. Lattin* TIME COMPLETED _____

40. Berlin, Germany February 3, 1944

On Saturday February 3, 1945 **G. J. Lateano** flew as navigator on Capt. W. J. Haase's A/C 359-S on a mission to Berlin, Germany. This was the last combat mission that **1st Lt. Guy J. Lateano** flew. His Operational Sortie Record credits him with 31 combat missions and 243 hours and 35 minutes of combat flying time (see Sortie below).



Target: Berlin, Germany – February 3, 1945

8th Army Air Force Mission Report

Mission 817: 1,437 bombers and 948 fighters are dispatched in a major strike on Berlin by B-17s while B-24s hit the synthetic oil industry at Magdeburg; they claim 38-1-18 Luftwaffe aircraft; 25 bombers and 8 fighters are lost:

1. 1,003 B-17s are sent to hit the Tempelhof marshaling yard in Berlin (937); targets of opportunity are Bad Zwischenahn (1), Bromsche (1), Gatow (13), Lüneburg (2), Sogel (1) and other (1); 23 B-17s are lost, 6 damaged beyond repair and 339 damaged; 18 airmen are KIA, 11 WIA and 189 MIA. Escort is provided by 575 of 613 P-51s; they claim 12-1-0 aircraft in the air and 17-0-11 on the ground; 7 P-51s are lost (pilots MIA) and 2 damaged beyond repair.

2. 434 B-24s are dispatched to hit the Rothensee oil plant at Magdeburg (116); 246 hit a target of last resort, the marshaling yard at Magdeburg; targets of opportunity are Wesermünde (17), Mockern (12), Cuxhaven (9), Yechta Airfield (2) and other (3); 2 B-24s are lost, 1 damaged beyond repair and 58 damaged; 19 airmen are MIA. Escorting are 210 of 232 P-51s without loss.

3. 41 of 44 P-47s fly a sweep over Friedersdorf Airfield; they claim 9-0-6 aircraft in the air; 1 P-47 is lost (pilot MIA).

4. 35 P-51s fly a scouting mission.

5. 24 P-51s escort 9 F-5s and 7 Spitfires on a photo reconnaissance mission over Germany. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Berlin – Lt. Col. LaVier led the 306th as 40th “C” with 36 A/C including 4 PFF and Capt. Haase headed 6 A/C as the lead squadron of “D” screening force. “D” route was as briefed and the chaff was dispersed without mishap.

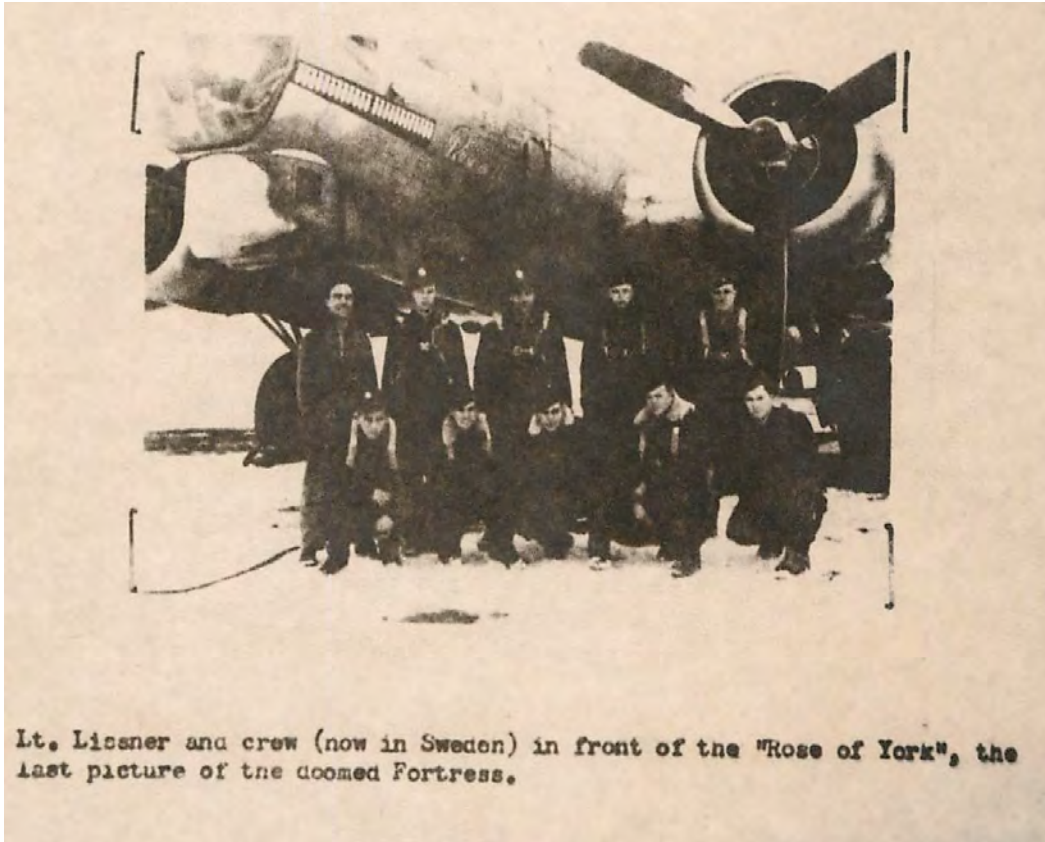
40th “A” relayed to “C” force the Buckeye report that the target, center of Berlin’s administrative section, would be clear except for a few low clouds. This proved to be the case, and the group attacked the German capital visually. 306th strikes cannot be seen in pictures due to smoke from previous bombs. However, there is certain indication that all three squadron patterns fell into the center of the crippled city. Damage was reported as most severe.

No enemy fighter opposition was encountered. Intense and accurate flak tracked the group for 8 minutes in the target area. Unusually large bursts were reported with the following damage: Lead, 3 missing, 4 serious, 2 slight; low, 8 slight; high, none.

367th A/C. pilot 2nd Lt. G. V. Luckett, received a direct hit in the left wing at bombs away. Wing broke off, and the A/C went down in flames. 2, possibly 4 chutes were seen. The rest of the crew: 2nd Lt. G. W. Clark (CP), 2nd Lt. R. P. Foster (N), Sgt. V. J. Cunningham (B), Sgt. J. R. Boesel (RO), Sgt. W. L. Martin(E), Sgt. B. L. Whitman (B), Sgt. A. L. Spear (WG), S/Sgt. V. M. Spevak (TG).

367th A/C, pilot 2nd Lt. R. A. Lianer, was hit in the #3 engine over Berlin. A fire started, then went out. When last seen, the plane was under control. Later information showed that Lt. Lianer landed his A/C at Malmo, Sweden. Other members on the crew include: 2nd Lt. C. F. Britton (CP), 2nd Lt. F. G. Robbins (N), 2nd Lt. D. C. Haagenon (B), S/Sgt. V. L. Fennerty (RO), S/Sgt. L. M. Miller (E), Sgt. H. R. Bemetz (WG), Sgt. G. W. Beck (TG) who received a slight flak injury, and F/O J. G. White (RN).

367th A/C 547-F, the famed “Rose of York”, pilot 1st Lt. V. F. Daley, lagged behind the formation and reported to that leader that one engine was out, another losing gas. A later message was heard from Lt. Daley when the group was 2/3 of the way across the North Sea, stating that he thought he could reach the English coast. No subsequent information has been received. Flying as an observer in this Fortress was the widely read BBC war correspondent, Guy Byam. Mr. Byam had equipped the “Rose”, christened at this field last July 6 by HRM Princess Elizabeth, with a special recording machine to relate the events of the day. Others on the A/C: 2nd Lt. J. J. Carbine (CP), 1st Lt. P. A. Becker (N), S/Sgt. R. E. Crede (B), T/Sgt. P. J. Marquez (RO), T/Sgt. R. R. Horn (E), S/Sgt. G. W. Petrillo (BT), S/Sgt. S. P. DeZoit (WG), Sgt. O. R. Coplin.



Lt. Liesner and crew (now in Sweden) in front of the "Rose of York", the last picture of the doomed Fortress.

Source: 306th Bomb Group Mission Report



369th Bomb Squadron Mission Report

Berlin: The 306th flew thirty-six A/C, including four PFF, as 40th "C" Group; plus six A/C, including one PFF, as lead squadron of the screening force. The 369th flew Capt. Boylston Lewis, Lts. Lester Kearney and Jack Henley as high flight of the lead squadron; Lts. Harvey Ryder, Ned Erne and Wallace Young as high flight of the high squadron, and Lts. Albert Bowley, Clifford Tinkham, and Alfred Lomar as high flight of the low squadron. Capt. William Haase led the screening force and Lt. Kenneth Carakostas flew as his deputy lead. Bombing was completely visual with excellent results. Some obscured many bomb hits, but following CBWs commented on the excellence of the 306th bombing. Flak was intense, accurate tracking from four minutes before bombs away and

lasting eight minutes. The squadron received slight damage to four A/C there was no E/A opposition. , Lester Kearney Source: 369th Combat Diary

This 31st mission to Berlin, Germany on February 3rd for Guy J. Lateano was recorded in the Stars and Stripes Newspaper on February 4, 1945.

1,000 Heavies Rock Berlin

Bombs Hit On Center Of Capital

The U.S. Eighth Air Force, striking in direct co-ordination with the Red Army's assault on the heart of the Reich, gave Berlin its most concentrated bombing of the war yesterday to climax what probably was the worst 24 hours in the German capital's history.

As refugees from the east jammed the city and battalions of workers rushed defenses against the Russians, only 35 miles away, 1,000 Flying Fortresses cascaded 2,500 tons of fire and high-explosive bombs on the center of the city.

Greater tonnages have been dropped in single attacks by both the USSTAF and the RAF, but never has such a concentrated blow been struck at one section of the city. The objective was the area containing the nerve center of the communications system linking the Eastern and Western Fronts. For 45 minutes bombs screamed down on the Anhalter and Potsdamer railroad stations, the Tempelhof marshalling yards and the office buildings from which military movements through the city are controlled.

300 Miles of Planes

Smoke clouds rising from the city were so heavy that the last bomber formations used special "electronic eye" instruments to help them locate the target, USSTAF officials announced in London.

The column of bombers, escorted by 800 Mustangs and Thunderbolts, was 300 miles long. As the lead plane, piloted by Col. Lewis D. Lyle, of Pine Bluff, Ark., was laying its bombs into the unprotected center of the city, the last Fortress in the train was just crossing the Zuyder Zee.

Unopposed by the Luftwaffe, they hurled their loads through broken clouds, but reported the results they saw were good. Col. Lyle said the erupting scene looked as if "someone with a giant rake was tearing out the heart of the city." He saw a bomb pattern which "seemed built-up over about four square miles." The heat of flaming buildings, he said, drove clouds upward "as if they were boiling."

As Berlin's sirens wailed the warning that the Forts were coming, work crews still were clearing the debris from Thursday night's RAF raid, in which a record number of Mosquitoes struck twin blows in the suddenly stepped-up aerial assault on the already chaotic capital.

Stars & Stripes February 4, 1945

1,000 Heavies Pound Berlin

(Continued from Page 1)

dents and refugees in the smashed ruins of the capital were facing famine as a result of the Germans having to abandon huge food stocks to the Russians.

The Red advance, the dispatch said, deprived the Germans of irreplaceable stocks, including a million and a half tons of wheat, two million tons of potatoes and 170,000 tons of meat. Yesterday many food trains destined for Berlin were detoured to Munich, which "hourly is becoming more and more the capital of the Reich," the report said.

Thousands of deserters from the German Army were reported in the same dispatch as hiding in Berlin ruins. If halted by patrols, they pretend to be waiting for trains to rejoin their units.

While the Fortresses struck at Berlin yesterday, 400 Liberators lashed out in a powerful diversionary attack at the Magdeburg railyards and a synthetic oil plant at Rothensee.

It was the Eighth's 15th attack on Berlin. On June 21, 1944, it dropped a heavier tonnage, but the bombs were scattered through the suburbs. The biggest RAF night raid on Berlin was on Feb. 15-16, 1944, when 1,000 heavy bombers dropped 2,750 tons (American measure), but this, too, was scattered over a greater area.

Reports reaching neutral capitals, meanwhile, added to the picture of confusion and misery inside Berlin. A Berlin dispatch to the Feuille d'Avis de Neuchâtel in Berne Switzerland, said that millions of resi-

(Continued on Page 8)

Stars & Stripes February 4, 1945

SQUADRON ~~34~~ 30 A/C Number 359 Letter S Date 3-2-45 37

Bomb Load 30 cortons chaff H.E.

Position in Formation

Time Took Off 0645 Time Landed

40"D"

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

X	X	X	X
X	X	X	X
X	X	X	X
X	X	X	X

Screen Lead.

COM: Give Rank and Initials

Friendly A/C in Distress:
(Give position, time, altitude, full details)
If lost, state whether b, A.A., E/A action, accident or undetermined cause)

- Capt. W. J. Haase P
- 2nd Lt. L. L. Strode CP
- 1st Lt. J. W. Barkwill
- 1st Lt. G. J. Lateano N
- 1st Lt. L. A. Oldenburg B
- T/Sgt. L. N. Gibson RD
- T/Sgt. W. Miller E
- T/Sgt. J. A. Mathews Waie
- S/Sgt. V. N. Keuer KG
- 2nd Lt. W. Hogan RM
- S/Sgt. R. C. Zimmerman TG

2. TARGET ATTACKED: (PFV or Visual)

Primary: Title: Chaff
Secondary: Heading:
Last Resort: Height:

T.O.
(Circle One)
Turn off target:

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

an, Nichols: Yes R

Other Bombing:

Number and type

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on

Hand _____ Movie Yes, by waist sec 11 question

6. WEATHER:

WHAT MESSAGES REC'D FROM BUCKEYE?

made this 360° N. of Berlin

7. CONDENSATION TRAILS:

8. FLAK: Encountered on way out, at target and on way home.

Time Place Height Time

Mission Interrogation Form Showing Lateano - February 3, 1945

Guy J Lateano, Navigator, Thirty One Missions

OPERATIONAL SORTIE RECORD

NAME: Guy J. Lateano RANK: 1st Lt. A.S.N.: O-722923
 DUTY: Navigator GROUP: 306th SQUADRON: 369th

Date of Mission	Crew Position	Indiv. Mission Number	Geographical Location of Targets	Take Off Time	Total Completed Time	Total Combat Time
Sept. 11, 1944	Nav	1	Eisenbach Germany		8:20	
Sept. 12, 1944	Nav	2	Ruhland "		9:40	
Sep. 17, 1944	Nav	3	Volkel Holland		6:20	
Sep. 25, 1944	Nav	4	Frankfurt Germany		7:20	
Sep. 30, 1944	Nav	5	Munster "		6:10	
Oct. 2, 1944	Nav	6	Kassel "	6:55	7:55	
Oct. 15, 1944	Nav	7	Cologne "	6:40	6:35	
Oct. 17, 1944	Nav	8	Cologne "	6:30	6:30	
Oct. 19, 1944	Nav	9	Mannheim "	10:08	6:50	
Oct. 22, 1944	Nav	10	Hanover "	9:45	8:10	
Oct. 25, 1944	Nav	11	Hamburg "	9:09	7:55	
Oct. 26, 1944	Nav	12	Munster "	10:31	5:55	
Oct. 30, 1944	Nav	13	Munster "	9:26	6:50	
Nov. 4, 1944	Nav	14	Harburg "	8:15	8:20	
Nov. 5, 1944	Nav	15	Frankfurt "	7:37	7:10	
Nov. 6, 1944	Nav	16	Hamburg "	7:04	8:00	
Nov. 8, 1944	Nav	17	Merseberg "	6:53	8:50	
Nov. 9, 1944	Nav	18	Metz France	6:29	8:15	
Nov. 16, 1944	Nav	19	Eschweiler Germany	8:29	7:45	
Nov. 21, 1944	Nav	20	Meppin "	7:20	7:20	
Nov. 29, 1944	Nav	21	Misburg "	9:19	7:45	
Nov. 30, 1944	Nav	22	Gera "		9:00	
Dec. 2, 1944	Nav	23	Koblenz "	9:32	7:15	
Dec. 5, 1944	Nav	-	Berlin - Abort	7:03	6:00	
Dec. 9, 1944	Nav	24	Stuttgart Germany	8:35	7:10	
Dec. 15, 1944	Nav	25	Kassel "		8:00	
Dec. 18, 1944	Nav	26	Kaiserslautern "	10:10	6:00	
Dec. 24, 1944	Nav	27	Nidda "	9:46	8:30	
Dec. 28, 1944	Nav	28	Koblenz "	9:49	7:00	
Jan. 3, 1945	Nav	-	Hermulheim - Abort	9:32	1:55	
Jan. 29, 1945	Nav	29	Koblenz Germany	9:00	7:35	
Feb. 1, 1945	Nav	30	Mannheim "	8:01	8:25	
Feb. 3, 1945	Nav	31	Berlin "		9:00	

Oper. Total Time:

243:35 hrs

Note: Available records indicate that Guy J. Lateano completed 31 missions on Feb. 3, 1945.

Yellow indicates no Mission Interrogation forms were available.

White indicates an aborted mission and Mission Interrogation form indicates oxygen failure and no reason given for Jan. 3, 1945.

O-P-E-R-A-T-I-O-N-A-L S-O-R-T-I-E R-E-C-O-R-D

NAME: (LATEANO), GUY J. RANK: 1st. Lieut. A.S.N.: 0-722923
 DUTY: Nav. GROUP: 306th. SQUADRON: 369th.

Date of Mission	Group Mission Number	Indiv. Mission Number	Geographical Location of Targets	Time	Total Combat Time
Sept. 11, 1944		1	WISNACH	8:20	
12		2	BIMMERS	9:40	
17		3	WILHELM	6:20	
25		4	FRANKFURT	7:20	
30		5	HAMBURG	6:10	
Oct. 2		6	KASSEL	7:55	
15		7	KOENIG	6:35	
17		8	"	6:30	
19		9	HAMBURG	6:50	
22		10	HAMBURG	8:10	
25		11	HAMBURG	7:55	
26		12	HAMBURG	5:55	
30		13	"	6:50	
Nov. 4		14	HAMBURG	8:20	
5		15	FRANKFURT	7:10	
6		16	HAMBURG	8:00	
8		17	HAMBURG	8:50	
9		18	WITZ	8:15	
16		19	ESCHENBERG	7:45	
21		20	WITZ	7:20	
29		21	HAMBURG	7:45	(DGL)
30		22	GERA	9:00	(GBL)
Dec. 2		23	KOENIG	9:15	
5		-	ADAPT	6:00	
9		24	STUTTGART	7:10	
15		25	KASSEL	8:00	(DGL)
18		26	KATZENSLAUERN	6:00	(DGBL)
24		27	WITZ	8:30	(GL)
28		28	KOENIG	7:00	(BL)
Jan. 3, 1945		-	ADAPT	1:55	
29		29	KOENIG	7:35	(GL)
Feb. 1		30	HAMBURG	8:25	(GBL)
3		31	BERLIN	9:00	243:35 (BL)

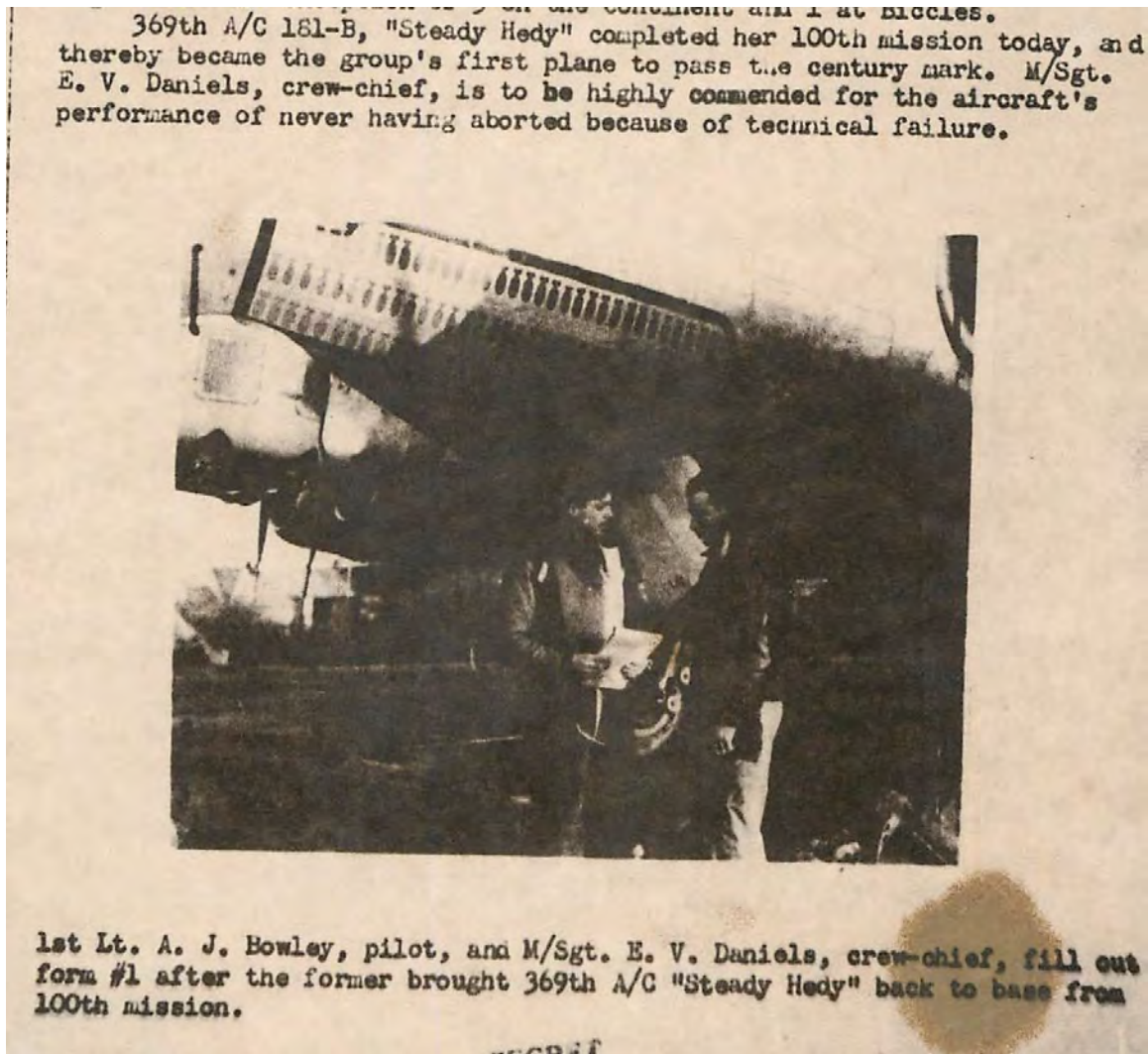
CHECKED CORRECT:

THOMAS P. WITT,
 Major, iC,
 Grns. Officer,
 306th Bomb. Gr. (H)

1 OF 10, GUY J.

Original Operational Sorte Record for Guy L. Lateano, Navigator
 Source: http://www.306bg.us/CORRESPONDENCE/lateano_guy_j.pdf

On February 6, 1945 the aircraft 42-97181-B (Steady Hedy) completed its 100th mission thus becoming the first fortress to do so in the Group.



) Aircraft that completed 100 missions flown by the 369th Bomb Squadron are as follows:

B-17's which have completed 100 missions or more		
SERIAL NO.	NAME	CREW CHIEF
(369th BOMBARDMENT SQUADRON)		
42-97181	<i>Steady Hedy</i>	T/Sgt. Everett V. Daniels
42-97297	<i>How Soon</i>	T/Sgt. Lawrence C. Foster
42-31143	<i>Satan's Lady</i>	M/Sgt. Harry Tzipowitz
43-37619	<i>Flak Shack</i>	M/Sgt. Bernard Hagen

Source: First Over Germany – Russel A. Strong

Roy Trask and crew flew three of the four of these aircraft. They flew **Flak Shack** on September 11, 1944 (Their first mission) to Eisenbach, Germany and on September 12, 1944 to Ruhland, Germany. They flew **How Soon** on November 6, 1944 to Hamburg, Germany. **Roy Trask** and crew flew this **Steady Hedy** on December 2, 1944 to Koblenz, Germany and on December 18, 1944 to Kaiserslautern, Germany.

41. Hamburg, Germany February 24, 1944

On Saturday February 24, 1945 1st Lt. **H. J. Morere** flew as copilot on 2nd Lt. A. A. Lomar's A/C 832 on a mission to Hamburg, Germany.



Target: Hamburg, Germany – February 24, 1945

8th Army Air Force Mission Report

Mission 845: 1,114 bombers and 592 fighters are dispatched to hit oil refineries and rail targets using H2X radar; they claim 1-0-3 Luftwaffe aircraft on the ground; 2 bombers and 11 fighters are lost:

1. 362 B-17s are sent to hit the Albrecht (278) and Harburg (70) oil refineries at Hamburg; 6 others hit a target of opportunity; 26 B-17s are damaged; 2 airmen are WIA. 181 of 195 P-51s escort; 4 are lost (pilots MIA).
2. 280 B-24s are dispatched to hit the Misburg oil refinery (104) and the marshalling yard at Lehrte (61); 76 hit the secondary target, the marshalling yard at Bielefeld; targets of opportunity are Hannover (11), Lingen (2) and other (5); 1 B-24 is lost, 1 damaged beyond repair and 16 damaged; 4 airmen are KIA, 3 WIA and 12 MIA. Escorting are 166 of 179 P-51s; 5 are lost (pilots MIA).

3. 383 B-17s are sent to hit the Deschimag U-boat yards at Bremen (200) and the Bremen W rail bridge (134); targets of opportunity are Minden (12), Osnabruck (8), Quackenbruck (5) and Brinkum (1); 1 B-17 is lost, 1 damaged beyond repair and 162 damaged; 7 airmen are WIA and 9 MIA. The escort is 93 of 98 P-51s; they claim 1-0-3 aircraft on the ground; 2 P-51s are lost (pilots MIA).
4. 70 of 76 B-17s hit the Wesel rail bridge using Micro H; 22 B-17s are damaged. 29 P-51s escort without loss.
5. 12 of 13 B-17s fly a screening mission.
6. 43 of 46 P-51s fly a freelance mission for the bombers without loss.
7. 28 P-51s fly a scouting mission.
8. 17 P-51s escort 19 F-5s and 4 Spitfires on photo reconnaissance missions over Germany. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Hamburg – 306th flew 30 A/C including 4 PFF as 40th “B” led by Capt. Laughlin. In a new type formation of 10 planes squadrons, the group attacked an oil depot in southern Hamburg under 10/10 coverage. Lead made a PFF run, and low with ineffective mickey equipment dropped off lead. High lead A/C lost an engine before the I.P. and left formation at that time. Plotted scope photos show possible hits in target area. A moderate inaccurate barrage of A.A. fire at target slightly damaged 1 A/C in the low squadron. No enemy fighters were observed. Source: *306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Hamburg: The 306th flew thirty A/C, including four PFF, as 40th “B” Group. The target for both visual and PFF was Hamburg oil. Bombing was by PFF and plotted strike photos show main concentration of bombs in the target area between visual and PFF aiming points. There were no fighter attacks on this group and the only flak encountered was moderate, low and inaccurate at the target. The 369th leads the show with Capt. Harlan Laughlin flying lead, and Lts. Albert Bowley, Kenneth Carakostas, Lloyd Stroke and Alfred Lomar and crews flying with him. Source: *369th Combat Diary*

This 32nd mission to Hamburg, Germany on February 24th for H. J. Morere was recorded in the Stars and Stripes Newspaper on February 26, 1945.

It was the fifth consecutive day that the 8th had dispatched more than 1,000 bombers. Over 1,100 Fortresses and Liberators, escorted by 500 Mustangs, were out Saturday, attacking oil refineries at Misburg, Hamburg and Harburg, rail targets in northwest Germany and submarine construction yards at Bremen and Hamburg. This followed a night in which RAF Bomber Command sent out more than 1,100 planes to batter communications, industrial and aviation targets.

Stars & Stripes February 26, 1945

SQUADRON ~~#####~~ 369 #AA A/C Number 832 Letter V Date 24-2-45

Bomb Load 12 x 500 H.B.

Position in Formation

Time took Off 0121 Time Landed 1613

- 1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

			X		
X	X	X	X	X	
X	X	(X)	X	X	X
X	X			X	X

40th B Lead

Crew: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether D, A.A., S/A action, accident or undetermined cause)

- 2nd Lt. A. A. Lomar P
- 1st Lt. H. J. Morere CP
- F/O I. J. Sandler N
- Sgt. V. C. Frederick P
- S/Sgt. R. G. Crayou ET
- T/Sgt. J. W. Mallek E
- S/Sgt. W. B. Bedsole WT WG
- S/Sgt. L. E. Morganroth WT
- Sgt L.R. FERRELL RO

TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1234
 Secondary: Heading: 034
 Last Resort: Height: 27500
 T.O. (Circle One)
 Turn off target: 127

Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: *none* An. Nickels: Yes No

Other Bombing: Number and type

Any PHOTOGRAPHS taken: Vertical? was camera turned on none
Hand _____ Movie _____

WEATHER: *as briefed to 0600E. then clouds started until solid at 0900E - tops 20000* WHAT MESSAGES REC'D FROM BUCKINGE? _____

CONDENSATION TRAILS:

FLAK: Encountered on way out, at target and on way home.

Title	Place	Height of A/C	Type (light, heavy), intensity, Moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
-------	-------	---------------	----------------------------------------------------	-----------------	---------------------------------------	----------

Hamburg - barrage - low mass mod to intense - flak went all the way up to 20000 after we left 2 min before + 2 min after

Crew observations about Flak: *on way out*

white puff of flak at 5240 0704 - left trail going down just like smoke bomb

Mission Interrogation Form Showing Morere - February 24, 1945

42. Berlin, Germany February 26, 1944

On Monday February 26, 1945 1st Lt. **H. J. Morere** flew his first combat mission as pilot in A/C 619 on a mission to Berlin, Germany.



Target: Berlin, Germany – February 26, 1945

8th Army Air Force Mission Report

Mission: 1,207 bombers and 726 fighters are dispatched to make H2X radar attacks on three Berlin rail stations; they claim 6-0-0 Luftwaffe aircraft; 3 B-17s and 3 P-51s are lost:

1. 377 B-17s are sent to hit the Schlesischer rail station (363); 1 hits Osnabruck, a target of opportunity; 2 B-17s are lost and 21 damaged; 1 airman is WIA and 18 MIA. 214 of 244 P-51s escort claiming 4-0-0 aircraft in the air.
2. 446 B-17s set out to hit the Alexanderplatz rail station (418); 4 others hit a target of opportunity; 1 B-17s is lost, 1 damaged beyond repair and 43 damaged; 8 airmen are KIA, 2 WIA and 9 MIA. Escorting are 232 of 240 P-51s; they claim 2-0-0 aircraft on the ground; 3 P-51s are lost (2 pilots MIA).
3. 361 B-24s are dispatched to hit the North rail station (285); 37 hit Eberswalde, the secondary target; 4 hit a target of opportunity; 2 B-24s are damaged beyond repair and 26 damaged; 3 airmen are WIA and 3 MIA. The escort is 20 P-47s and 190 P-51s.
4. 17 B-17s and 6 B-24s fly screening missions.
5. 31 of 32 P-51 fly a scouting mission. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Berlin – Capt. Magee, led the 306th as 40th “B” with 39 A/C including 4 PFF and 3 spares. The trip went without consequence since a 10/10 under cast prevailed most of the way. Lead bombed the target, marshalling yards in the heart of Berlin, by PFF. Low made a separate run, but high, because of malfunction in mickey equipment, dropped off lead. Plotted scope photos indicate probable hits near the aiming point. No enemy aircraft harassed the group. Magee, with nine missions to “Big B” claimed this was the easiest of the lot. A moderate, low, and inaccurate barrage of A.A. fire at the target caused the following damage: Low, 2 slight, 1 severe. *Source: 306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Berlin: The 306th flew thirty-nine A/C, including four PFF A/C and three spares, as 40th “B” Group. The 369th flew high flights in lead, low and high squadrons. Lt. Alfred Lomar, **Herlihy Morere** and F/O Robert Christenson flew in the lead; Lts. Clifford Tinkham, Edgar Smith and Joseph Chancey in the low, and Lts. John Callahan, Donald Hansen and Robert Powers in the high. Lead bomb PFF, with high dropping on the lead. Low made its own run. Plotted scope pictures of lead squadron show strikes on a M/Y just beyond briefed aiming point. AA fire was low and inaccurate barrage. Damage was two slight, one severe, with no damage to 369th A/C. There was no E/A opposition. *Source: 369th Combat Diary*

This 33rd mission to Berlin, Germany on February 26th for H. J. Morere was recorded in the Stars and Stripes Newspaper on February 27, 1945.

1,200 Heavies Pound Berlin

3rd Drives 7 Miles Deeper Into Reich; 3,000 Tons Dropped

Berlin was staggered for the second time this month when an 8th Air Force sky fleet struck one of its mightiest blows against the Nazi capital yesterday, unloading a record of 3,000 tons of bombs and incendiaries on the city's network of rail-ways vital to supplying the Eastern Front. And again last night the savage blitz apparently continued as German radio reported strong formations of Allied bombers over Berlin.

Stars & Stripes February 27, 1945

SQUADRON ~~#####~~ A/C Number 619 Letter: B Date 26-2-45 9

Bomb Load 6 x 500, 4 x M17 H.E.

Position in Formation

Time Took Off 0800 Time Landed _____

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out
special form in detail.

				X	
X	X		X	X	X
X		X	X	X	X
X	X			X	X

40th B Lead

CREW: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether by A.A., E/A action,
accident or undetermined cause)

<u>1st Lt. H. J. Morere</u>	✓	P
<u>2nd Lt. A. L. Babin</u>	✓	CP
<u>2nd Lt. D. S. Clemetson</u>	✓	N
<u>2nd Lt. F. Johnson</u>	✓	B
<u>Sgt. H. P. Deutsch</u>	✓	RO
<u>Sgt. W. L. Ferguson</u>	✓	E
<u>Sgt. L. F. Phillippi</u>	✓	BT
<u>Sgt. R. J. Zamiski</u>	✓	WG
<u>Sgt. Kirkpatrick</u>	✓	XWR Jammer
<u>Sgt. T. J. Rickerl</u>	✓	TG

2. TARGET ATTACKED: (PFF or Visual)

Primary:

Time: 1156 *changed with 1st change*

Secondary:

Heading: 100

Last Resort:

Height: 26,500

T.O.
(Circle One)

Turn off target:

3. Number of BOMBS all dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this lane or others)

Own Bombs:

Any Nickels: Yes (X)

Other Bombing:

Number and type 6/500
4/M17

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on yes

Hand _____ Movie _____

6. WEATHER: 10/180 - strato - cumulus

WHAT MESSAGES REC'D FROM
BUCKEYE? _____

7. CONDENSATION TRAILS: st. am - persistent

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type (light)	Color	Location	Accuracy
------	-------	--------	--------------	-------	----------	----------

Mission Interrogation Form Showing Morere - February 26, 1945

43. Leipzig, Germany February 27, 1944

On Tuesday February 27, 1945 1st Lt. **H. J. Morere** flew his last combat mission as pilot in A/C 619 on a mission to Leipzig, Germany.



Target: Leipzig, Germany – February 27, 1945

8th Army Air Force Mission Report

Mission 851: 1,107 bombers and 745 fighters are dispatched to hit road and rail communications at Halle and Leipzig using H2X radar; they claim 83-0-19 Luftwaffe aircraft; 2 B-24s and 2 P-51s are lost:

1. 314 of 351 B-24s hit the marshaling yard at Halle; targets of opportunity are Bitterfeld (21) and other (3); 2 B-24s are lost and 4 damaged; 1 airman is KIA and 18 MIA. Escorting are 196 P-47s and P-51s; they claim 1-0-0 aircraft in the air and 45-0-3 on the ground; 2 P-51s are lost (pilots MIA).
2. 717 of 756 B-17s hit the rail center at Leipzig; 7 others hit targets of opportunity; 1 B-17 is damaged beyond repair and 3 damaged; 2 airmen are KIA. The escort is 453 of 489 P-51s; they claim 1-0-0 aircraft in the air and 36-0-16 on the ground without loss.
3. 28 P-51s fly a scouting mission without loss.
4. 13 P-51s escort 2 F-5s and 2 Spitfires on a photo reconnaissance mission over C and E Germany. Source: *THE ARMY AIR FORCES IN WORLD WAR II: COMBAT CHRONOLOGY, 1941-1945* by Carter / Mueller, the Office of Air Force History

306th Bomb Group Mission Report

Leipzig – Major Kesling led the 306th as 40th “A” with 36 A/C including 4 PFF. Buckeye’s report that the target, large railway station in Leipzig, was under a 10/10

coverage, prepared the group for a PFF run. Lead bombed the target by means of instruments, and high, with equipment working unsatisfactorily, dropped off smoke bombs. Low made separate H2X run. All results were unobserved. No E/A harassed the group. A.A. fire was nil, indicating the great effectiveness of spot jamming used by the group for the last 6 missions. *Source: 306th Bomb Group Mission Report*

369th Bomb Squadron Mission Report

Leipzig: The 306th flew thirty-six A/C, including four PFF, as 40th "A" Group. Lt. Harvey Ryder flew low squadron lead with Lts. Kenneth Carakostas, James Collins, Alfred Lomar, Donald Hansen, **Herlihy Morere**, Clifford Tinkham, Edgar Smith and F/O Robert Christenson flying other 369th A/C in the low squadron. Bombing PFF, with high dropping on lead and low making its own PFF run. No scope pictures are available. There was no AA fire on the group. Moderate, low, inaccurate flak was observed from the Merseberg area. *Source: 369th Combat Diary*

This last 34/35th mission to Leipzig, Germany on February 27th for H. J. Morere was recorded in the Stars and Stripes Newspaper on February 28, 1945.

1,100 Heavies Keep Blitzing Reich's Rails

Carrying their relentless attack on Germany into its ninth consecutive day, more than 1,100 heavy bombers of the 8th Air Force raided Nazi rail lines yesterday for the eighth time in their new offensive, 750 Fortresses pouring it on the traffic center at Leipzig while 350 Liberators attacked the marshalling yards at Halle, 20 miles northwest of Leipzig.

Stars & Stripes February 28, 1945

SQUADRON ~~369~~ 369 A/C Number 619 Letter _____ Date 27/2/45

Bomb Load 6/500 - 4/107 H.E. Position in Formation _____

Time Took Off 0938 Time Landed _____

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

			X			
X	X	X	X	X	X	10th A
X	X	(X)	X	X	X	Low
X	X			X	X	

CIEZ: Give rank and initials 18

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether by A.A., E/A action, accident or undetermined cause)

1st Lt. Morere, H.J. ✓
 2nd Lt. Babin, A.J. ✓
 2nd Lt. Clemetson, B.S. ✓
 2nd Lt. Johnson, F.B. ✓
 Sgt. Deutsch, H.P. ✓
 Sgt. Ferguson, W.L. ✓
 Sgt. Phillippi, L.F. ✓
 Sgt. Zamiski, H.J. ✓
 S/Sgt. Tulcus, W. (Jarrow) ✓
 Sgt. Rickerl, T.J. ✓

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1406 with
 Secondary: Heading: 150° with leader
 Last Resort: Height: 2400

S/Sgt. Tulcus, W. (Jarrow) ✓
 Sgt. Rickerl, T.J. ✓

T.O.
(Circle One)
Turn off target:

3. Number of BOMBS dropped on target: (all) Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: 10/10 ✓
 Other Bombing: _____
 An. Nichols: Yes No
 Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? has camera turned on _____
Hand _____ Movie _____

6. WEATHER: Undercast all way -
 few bolts near target - really
 two layers converging.
 WHAT MESSAGES REC'D FROM BUCKEYE? Yes - from lead plane 4-1440 PFF

7. CONDENSATION TRAILS:

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of bursts	Location of Bursts in relation to A/C	Accuracy

Crew observations about Flak: None at all
 Damage done to engine.

Mission Interrogation Form Showing Morere - February 27, 1945

Herlihy John Morere, Co-Pilot/Pilot Thirty Five Missions

OPERATIONAL SORTIE RECORD

NAME: H. J. Morere RANK: 1st Lt. A.S.N.: O-721493
 DUTY: Co-Pilot GROUP: 306th SQUADRON: 369th

Date of Mission	Crew Position	Indiv. Mission Number	Geographical Location of Targets	Take Off Time	Total Completed Time	Total Combat Time
Sept. 11, 1944	Co-P	1	Eisenbach Germany	7:42	8:20	
Sep. 17, 1944	Co-P	2	Volkel Holland		6:00	
Sep. 25, 1944	Co-P	3	Frankfurt Germany		7:20	
Sep. 27, 1944	Co-P	4	Cologne "		7:00	
Sep. 28, 1944	Co-P	5	Magdeburg "		8:35	
Sep. 30, 1944	Co-P	6	Munster "		6:10	
Oct. 2, 1944	Co-P	7	Kassel "	6:55	7:55	
Oct. 5, 1944	Co-P	8	Koblenz "	7:53	6:19	
Oct. 6, 1944	Co-P	9	Stralsund "	7:07	9:55	
Oct. 7, 1944	Co-P	10	Ruhland "	7:26	8:50	
Oct. 15, 1944	Co-P	11	Cologne "	6:40	6:35	
Oct. 17, 1944	Co-P	12	Cologne "	6:30	6:30	
Oct. 19, 1944	Co-P	13	Mannheim "	10:08	6:50	
Oct. 22, 1944	Co-P	14	Hanover "	9:45	8:10	
Oct. 25, 1944	Co-P	15	Hamburg "	9:09	7:55	
Oct. 26, 1944	Co-P	16	Munster "	10:31	7:30	
Oct. 30, 1944	Co-P	17	Munster "	9:26	6:19	
Nov. 4, 1944	Co-P	18	Hamburg "	8:15	8:20	
Nov. 5, 1944	Co-P	19	Frankfurt "	7:37	7:10	
Nov. 6, 1944	Co-P	20	Hamburg "	7:04	8:00	
Nov. 8, 1944	Co-P	21	Merseberg "	6:53	8:50	
Nov. 9, 1944	Co-P	22	Metz France	6:29	8:15	
Nov. 16, 1944	Co-P	23	Eschweiler Germany	8:29	7:45	
Nov. 21, 1944	Co-P	23	Meppen "	7:20	7:20	
Nov. 30, 1944	Co-P	24	Gera "		8:45	
Dec. 2, 1944	Co-P	25	Koblenz "	9:32	7:15	
Dec. 9, 1944	Co-P	26	Stuttgart Germany	8:35	7:10	
Dec. 15, 1944	Co-P	27	Kassel "		8:15	
Dec. 18, 1944	TG	28	Kaiserslautern "	10:10	6:00	
Dec. 24, 1944	Co-P	29	Nidda "	9:46	8:30	
Dec. 28, 1944	Co-P	30	Koblenz "	9:49	7:00	
Dec. 29, 1944	Co-P	31	Bingen "	9:32	7:00	
Jan. 14, 1945	Co-P	32	Cologne - Abort	9:00	2:56	
Feb. 24, 1945	Co-P	33	Hamburg "	7:27	8:46	
Feb. 26, 1945	P	34	Berlin "	8:00	8:55	
Feb. 27, 1945	P	35	Leipzig "	9:38	8:38	

Note: Available records indicate that H. J. Morere completed 35 missions on Feb. 27, 1945.

Yellow indicates no Mission Interrogation forms were available.

White indicates an aborted mission and Mission Interrogation form indicates turn back at Lille, FR engine failure.

Mission Photos from George T. Kerr Jr.'s Scrap Book

The following photos are taken from George T. Kerr Jr.'s scrap book that tell about his service during WWII. Found also in the scrap book are several newspaper clippings that describes some of the raids he flew on. The scrap book is now in the possession of his son George T. (Tom) Kerr, III. It is assumed that these photos were taken by him (or some of the crew) from their B-17 on their missions.



Trask Crew

Photo was George T. Kerr Jr.'s Personal Scrap Book



Trask Crew

Photo was George T. Kerr Jr.'s Personal Scrap Book



Trask Crew
Photo was George T. Kerr Jr.'s Personal Scrap Book



George T. Kerr Jr. Bombardier
Photo was George T. Kerr Jr.'s Personal Scrap Book



Unidentified Trask Enlisted Crew
Photo was George T. Kerr Jr.'s Personal Scrap Book



Emil R. Wilke Waist Gunner
Photo was George T. Kerr Jr.'s Personal Scrap Book



Charles Krone Ball Turret Gunner
Photo was George T. Kerr Jr.'s Personal Scrap Book



Unidentified Trask Crewman

Photo was George T. Kerr Jr.'s Personal Scrap Book



**October 5, 1944 Raid on Cologne, Germany (as seen from 42-102975 Verna E)
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**October 5, 1944 Raid on Cologne, Germany (as seen from 42-102975 Verna E)
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**October 6, 1944 Raid on Stralsund, Germany (as seen from 43-38287)
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**October 6, 1944 Raid on Stralsund, Germany (as seen from 43-38287)
Note how close the other B-17 is from their aircraft (upper right)
Photo was George T. Kerr Jr.'s Personal Scrap Book**



October 22, 1944 Raid on Hanover, Germany (as seen from 42-97301)
Notice the smoke cover that the Germans used to cover their plants
Photo was George T. Kerr Jr.'s Personal Scrap Book



October 22, 1944 Raid on Hanover, Germany (as seen from 42-97301)
Notice the smoke cover that the Germans used to cover their plants
Photo was George T. Kerr Jr.'s Personal Scrap Book



**Unidentified Mission Photo showing contrails
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**Unidentified Mission Photo showing bombing results
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**November 8, 1944 Raid on Merseberg, Germany (as seen from 42-97301)
Bomb Bay open
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**November 8, 1944 Raid on Merseberg, Germany (as seen from 42-97301)
Notice the flak field they had to fly through
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**December 24, 1944 Raid on Nidda/Giessen, Germany (as seen from 42-102557 Ice Cold Katie)
Notice flak field and clouds
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**December 24, 1944 Raid on Nidda/Giessen, Germany (as seen from 42-102557 Ice Cold Katie)
Taken just after bombs were release (bomb bay open and bombs below other aircraft)
Photo was George T. Kerr Jr.'s Personal Scrap Book**



December 24, 1944 Raid on Nidda/Giessen, Germany (as seen from 42-102557 Ice Cold Katie)
Photo was George T. Kerr Jr.'s Personal Scrap Book



"ICE COLD KATIE"

The above B-17 42-102557 (Ice Cold Katie) is the plane that Bombardier George T. Kerr Jr. flew 3 missions in on December 24, 1944 to Nidda, Germany, December 28, 1944 to Koblenz, Germany, and December 29, 1944 to Bingen, Germany during the Battle of the Bulge. Interesting enough this plane was salvaged on January 10, 1945 some 12 days after he flew in it on December 29, 1944.



**Bombardier George Thomas Kerr Jr. with his Norden bombsight
Photo was George T. Kerr Jr.'s Personal Scrap Book**

The following is the story of what happened to it on January 10, 1945 and to the Bombardier that was in the seat George T. Kerr Jr. sat in.

Flying Fortress 42-102557 "Ice Cold Katie", piloted by 2nd Lt. L. H. Reinhart, flew on a mission to Gymnich, Germany on January 10, 1945 in the 40th "B" group. The target was a ME-262 jet base. Leading the 40th "B" group was Major J. A. McKinney with Captain Bill Haase as Co-pilot. Captain Bill Haase describes this mission:

"The mission I remember best was the most hazardous one we flew on Jan. 10, 1945, to Gymnich, Germany, near the end of the Battle of the Bulge. Our target was a ME-262 jet base the Germans were carving out of the forest," he said.

"Our weather ship, a P-38 Lightning, called in and said our target was obscured by fog. So we diverted to our alternate target - Cologne, Germany. Cologne was heavily defended by 88 anti-aircraft guns.

"I made a wide turn over the city and we got pretty well shot up by ground fire. We took a heavy hit and sustained a big hole in our left wing. I lost an aileron and all our hydraulics," Haase said.

"Our radio operator reported we had a gaping hole in the wing and we were losing gasoline. I decided to abort the mission and make an emergency landing at an airfield outside Brussels, Belgium.

"We landed with our bombs still in the racks. When the plane touched down, I discovered we had lost our brakes, too. I had to ground loop the B-17 into a snow bank to stop the plane.

“We had a waist gunner who had sustained a serious leg injury from flak, so we were glad to get down in a hurry. It was the only injury my crew suffered in all 30 combat missions. We were lucky,” he said.

Back to Ice Cold Katie:

The following was written on 2nd Lt Reinhart’s mission report:

Hit before target over Cologne about 1312 hrs in #4 & #2. Bombardier hit in leg at this time. Couldn’t at that time feather #4, ran away. Stayed in formation for about 3 min. #2 lost oil then feathered. Electrical system out same time. Dropped bombs on leader. Pretty close to formation then. Lagged behind & lost Alt. Decided to land in friendly territory because gas gauges were out & radio out, etc. Crash landed on a large field near Le Quesnoy (Near 4 km to NE).

Bombardier (1st Lt. E. P. Lambert) hit by flak in leg seriously & in eye & knocked off seat by impact. Navigator asked if he could help, but bombardier crawled back into seat and dropped on lead. Navigator then administered first aid also had glass in eye. Bombardier moved to back for landing. Crew highly pleased with landing – not much damage.

Tail Gunner saw A/F, probably primary, off to his left, with 2 columns of white smoke coming up from field.



Le Quesnoy, France – where Ice Cold Katie crashed landed January 10, 1945

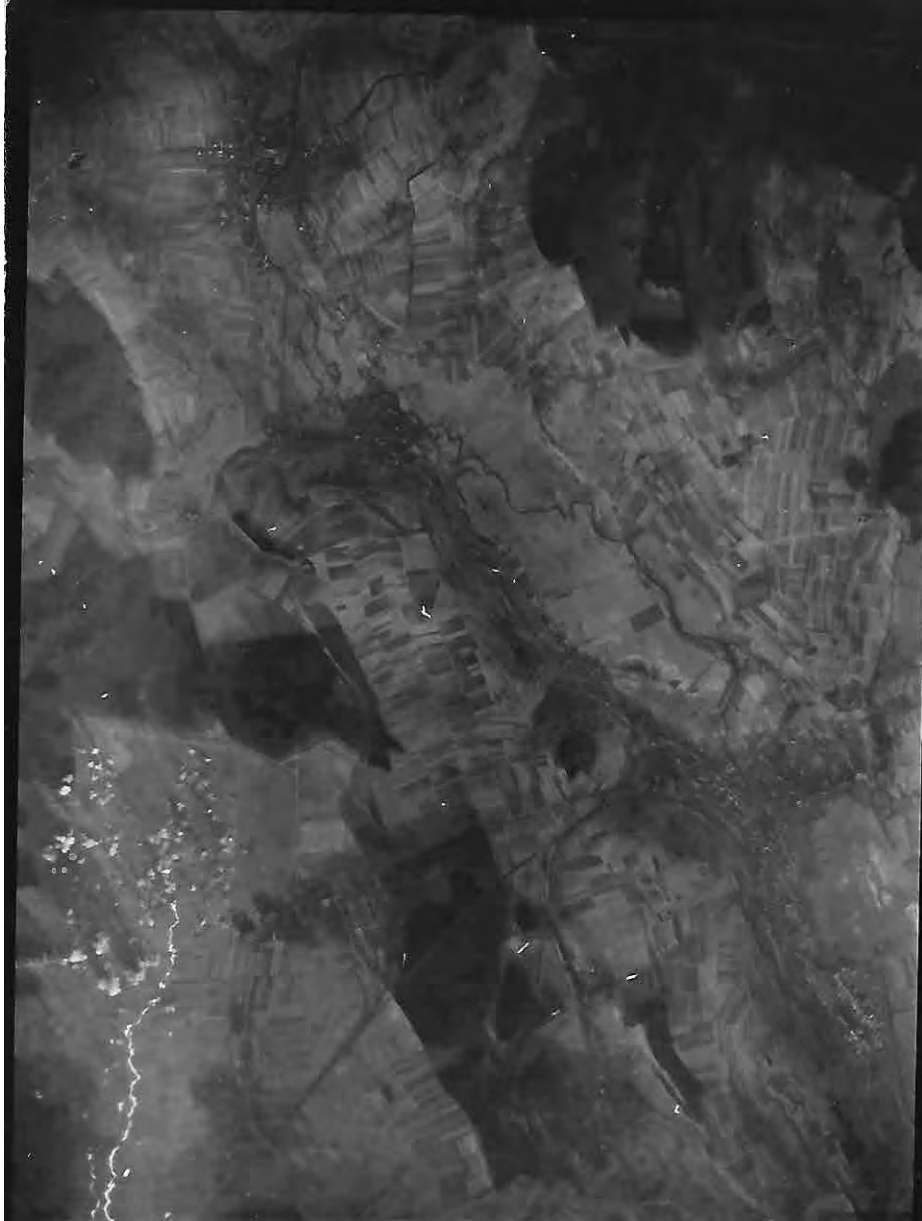
Who said that luck didn’t have something to do with outcome. Twelve days after George T. Kerr Jr. sat in the bombardier seat of Ice Cold Katie that bombardier (1st Lt. E. P. Lambert) was not so lucky.



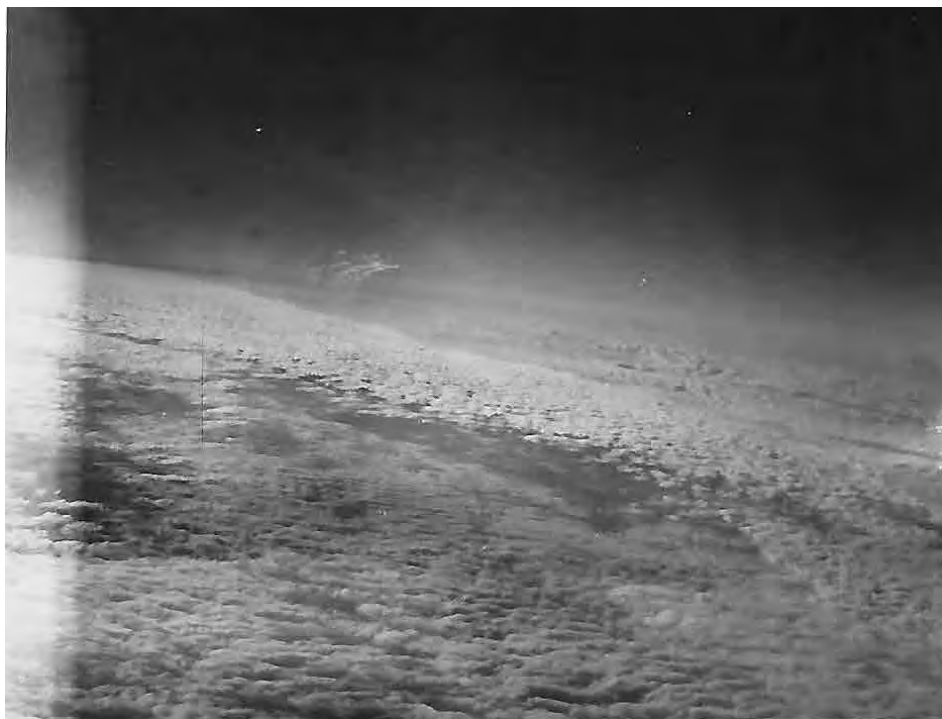
**Unidentified Mission Photo showing flak field
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**Unidentified Mission Photo showing damage to tail on a 369th B-17
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**Unidentified Mission Photo showing bombing results
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**Unidentified Mission Photo showing cloud cover
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**Unidentified Mission Photo showing snow on the ground
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**Unidentified Mission Photo showing just released bombs
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**Unidentified Mission Photo showing both cloud cover and snow on the ground
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**January 14, 1944 Raid on Cologne, Germany (as seen from 43-37600)
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**January 14, 1944 Raid on Cologne, Germany (as seen from 43-37600)
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**Unidentified Mission Photo showing bombing near the Rhine River
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**Unidentified Mission Photo showing bombing near the Rhine River
Photo was George T. Kerr Jr.'s Personal Scrap Book**



**Unidentified Mission Photo showing a B-17 landing with only one front wheel down
Photo was George T. Kerr Jr.'s Personal Scrap Book**

Medals and Decorations

Medals and decorations awarded to 306th Bombardment Group personnel over the course of the war numbered in the thousands. The two most commonly awarded medals were the Air Medal (AM), given for completion of six combat missions, and the Distinguished Flying Cross (DFC) awarded for a particularly distinguished action in aerial combat. The DFC was also awarded during the earlier part of the war when a man completed his required number of missions (25, 30, or 35). Of course the Purple Heart (PH) was awarded to any man wounded or killed in combat. When a man earned a second award of a particular medal, he would be given an Oak Leaf Cluster (OLC) to signify the additional medals. A man completing 18 combat missions would therefore be awarded an Air Medal with two OLC's. Presentations were made at Squadron meetings.

Roy E. Trask was awarded the Air Medal with 5 OLCs and the DFC.

Herlihy John Morere was awarded the Air Medal with 3 OLCs.

Guy J. Lateano was awarded the Air Medal with 4 OLCs.

George Thomas Kerr Jr. was awarded the Air Medal with 5 OLCs.

Joseph S. Belker was awarded the Air Medal with 5 OLCs.

Carl H. Nuessen was awarded the Air Medal with 5 OLCs.

Charles C. Krone was awarded the Air Medal with 4 OLCs.

Elmer R. Wilke was awarded the Air Medal with 5 OLCs and the PH.

Emil R. Wilke was awarded the Air Medal with 5 OLCs.

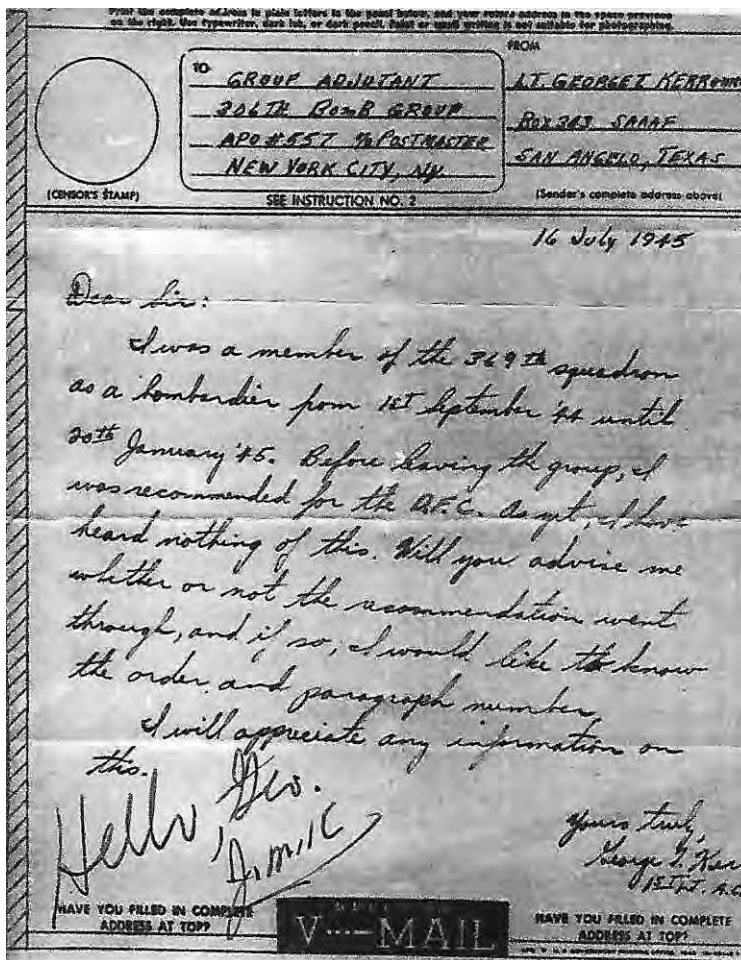
**Awarded Air Medals and Oak Leaf Clusters
October 1944 - March 1945**

Date Presented	Recipient	ORG.	Duty	Missions Completed
Oct 2nd, 1944	2nd Lt. Roy E. Trask	369	Pilot	6
Oct 5th, 1944	2nd Lt. Herlihy J. Morere	369	Co-Pilot	6
Oct 5th, 1944	2nd Lt. George T. Kerr Jr.	369	Bombardier	6
Oct 5th, 1944	Sgt Joseph S. Belker	369	Radio Operator	6
Oct 5th, 1944	Sgt Charles C. Krone	369	Ball Turret	6
Oct 5th, 1944	Sgt Elmer R. Wilke	369	Tail Gunner	6
Oct 5th, 1944	Sgt Emil R. Wilke	369	Waist Gunner	6
Oct 7th, 1944	2nd Lt. Guy J. Lateano	369	Navigator	6
Oct 8th, 1944	Carl H. Nuessen	369	Top Turret/Eng	6
Oct 18th, 1944	2nd Lt. Roy E. Trask	369	Pilot	12
Oct 19th, 1944	Sgt Elmer R. Wilke	369	Tail Gunner	12
Oct 19th, 1944	Sgt Joseph S. Belker	369	Radio Operator	12
Oct 19th, 1944	Sgt Charles C. Krone	369	Ball Turret	12
Oct 23th, 1944	2nd Lt. Herlihy J. Morere	369	Co-Pilot	12
Oct 23th, 1944	2nd Lt. George T. Kerr Jr.	369	Bombardier	12
Oct 24th, 1944	Carl H. Nuessen	369	Top Turret/Eng	12
Nov 3rd, 1944	Sgt Charles C. Krone	369	Ball Turret	18
Nov 3rd, 1944	Sgt Elmer R. Wilke	369	Tail Gunner	18
Nov 3rd, 1944	Sgt Emil R. Wilke	369	Waist Gunner	10
Nov 3rd, 1944	Sgt Emil R. Wilke	369	Waist Gunner	15
Nov 4th, 1944	2nd Lt. Roy E. Trask	369	Pilot	15
Nov 4th, 1944	2nd Lt. Guy J. Lateano	369	Navigator	12
Nov 11th, 1944	2nd Lt. Herlihy J. Morere	369	Co-Pilot	18
Nov 11th, 1944	2nd Lt. George T. Kerr Jr.	369	Bombardier	18
Nov 11th, 1944	Carl H. Nuessen	369	Top Turret/Eng	18
Nov 24th, 1944	Sgt Joseph S. Belker	369	Radio Operator	18
Nov 24th, 1944	Sgt Emil R. Wilke	369	Waist Gunner	24
Nov 24th, 1944	2nd Lt. Roy E. Trask	369	Pilot	24
Nov 24th, 1944	Sgt Elmer R. Wilke	369	Tail Gunner	24
Nov 24th, 1944	2nd Lt. Herlihy J. Morere	369	Co-Pilot	24
Nov 25th, 1944	Carl H. Nuessen	369	Top Turret/Eng	24
Nov 26th, 1944	2nd Lt. Guy J. Lateano	369	Navigator	18
Dec 4th, 1944	2nd Lt. George T. Kerr Jr.	369	Bombardier	24
Dec 9th, 1944	2nd Lt. Guy J. Lateano	369	Navigator	24
Dec 22th, 1944	2nd Lt. Roy E. Trask	369	Pilot	30
Dec 22th, 1944	Sgt Emil R. Wilke	369	Waist Gunner	30
Dec 22th, 1944	Sgt Joseph S. Belker	369	Radio Operator	30
Dec 22th, 1944	Sgt Charles C. Krone	369	Ball Turret	30
Jan 3th, 1945	2nd Lt. George T. Kerr Jr.	369	Bombardier	24
Jan 3th, 1945	2nd Lt. Herlihy J. Morere	369	Co-Pilot	24
Jan 6th, 1945	Carl H. Nuessen	369	Top Turret/Eng	24
Jan 6th, 1945	Sgt Elmer R. Wilke	369	Tail Gunner	30
Jan 16th, 1945	2nd Lt. Roy E. Trask	369	Pilot	30
Jan 16th, 1945	Sgt Joseph S. Belker	369	Radio Operator	30

**Awarded Air Medals and Oak Leaf Clusters
October 1944 - March 1945**

Jan 16th, 1945	Sgt Charles C. Krone	369	Ball Turret	30
Jan 16th, 1945	Carl H. Nuessen	369	Top Turret/Eng	24
Jan 16th, 1945	Sgt Emil R. Wilke	369	Waist Gunner	30
Jan 18th, 1945	2nd Lt. George T. Kerr Jr.	369	Bombardier	30
Jan 18th, 1945	Sgt Elmer R. Wilke	369	Tail Gunner	30
Feb 3rd, 1945	2nd Lt. Guy J. Lateano	369	Navigator	30

George T. Kerr Jr. was put up for the DFC before he left the ETO on January 20, 1945. He had heard nothing regarding this award by July 16, 1945. He wrote 306th Group Adjutant inquiring about the award.



Letter to 306th Group Adjutant July 16, 1945 regarding DFC

In response to his inquiry, Captain John M. Kavanaugh Awards and Decorations Officer for the 306th Bomb Group, sent the following response:

1st Ind.

200.6 Kerr, George T. (O).
HEADQUARTERS, AAF STATION III, APO 557, 26 July, 1945.

TO: Whom it may concern.

1. Since Operation in this theater (9 October, 1942, to 11 May, 1945) the 306th Bomb Gp (H) has earned the following awards and battle participation credits:

a. Battle Star for Air Offensive Europe (4 July/42 to 5 June/44) Auth: Ltr., Hq ETOUSA, dd 14 Feb/44.

b. Battle Star for Normandy Campaign (5 June/44 to 24 July/44) Auth: Ltr., Hq., ETOUSA, 200.6, OpCL, dd 16 Nov/44.

c. Battle Star for Northern France Campaign (25 July/44 to 14 Sept/44) Auth: Ltr., Hq., ETOUSA, 200.6, OpCL, dd 1 Dec/44.

d. Battle Star for Rhineland Campaign (15 Sept/44 to 21 March/45) Auth: 2nd Ind., Ltr., Hq., 8th AF, 200.6, OpCL, dd 13 June/45.

e. Battle Star for Ardennes Campaign (16 Dec/44 to 25 Jan/45) Auth: 2nd Ind., Ltr., Hq., 8th AF, 200.6, OpCL, dd 13 June/45.

f. Battle Star for Central Europe (22 March/45 to 11 May/45) Auth: 2nd Ind., Ltr., Hq., 8th AF, 200.6, OpCL, dd 13 June/45.


g. Distinguished Unit Citation Badge for action on 11 January, 1944, Per WD General Orders No. 50 dd 17 June/44.

2. The 306th Bomb Gp has been recommended for a cluster to the Distinguished Unit Badge for action on the 22nd February, 1944, but Unit not cited to date.

3. Subject (Officer ~~XXX~~) is entitled to awards designated:

Battle Star for Northern France Campaign.
Battle Star for Rhineland Campaign.
Battle Star for Ardennes Campaign.

The award of DFC was recommended by this Hqs but was disapproved by 1st Air Division Hqs.


JOHN M. KAVANAUGH
Captain, Air Corps
Awards and Decorations Officer

Response to the DFC inquiry dated July 26, 1945

George T. Kerr Jr. was disapproved for the DFC by the 1st Air Division Headquarters. However, he as well as all of Roy E. Trask crew were entitled to Battle Stars for the Northern France Campaign, Rhineland Campaign and Ardennes Campaign.

Crew Supplement

The following are addition information about the Roy Trask crew.

Russell Strong **Card File:** Roy E Trask, Ser O-764513. 369th pilot. Rpt.1 Sep-44. AM 2 Oct-44; olc 18 Oct-44, 4 Nov-44, 24 Nov-44, 22 Dec-44, 16 Jan-45, +. DFC. CompTour 15 Jan-45. Dpt.16 Jan-45. Ranks shown: initially 2Lt 7 Jan-44; 1Lt at end. Back of card: Jackson, MS. Born 8 Feb-19. Wife Dannie. Tulane U. South Central Bell - Mgr, Materials Mgt, Field Operations. Retired USAFR 8 Feb-79 LTC.

Pilot, Roy E. Trask

Birth: February 8, 1919 New Orleans, LA
Lived: Jackson, MS; Chattanooga, TN
Death: December 20, 2006 Chattanooga, TN
Burial: Lake Memorial Park Jackson, MS, USA
Age: 87

Roy E. Trask obituary, as published in [Jackson, MS] The Clarion-Ledger from Dec. 27 to Dec. 28, 2006:

Roy E. Trask

On the evening of Wednesday, December 20, 2006, Mr. Roy Ellsworth Trask went quietly and peacefully to be with the Lord from his home in Chattanooga, TN following a short illness resulting from a severe stroke. Visitation is 6-8 p.m. Thursday at Wright and Ferguson Funeral Home on High St. in Jackson and after 9:30 a.m. Friday. Funeral services will be at 11 a.m. in the funeral home chapel and interment will follow in Lakewood Memorial Park.

Roy and his wife Dannie had been married 63 years. Dad could not express in words how much he missed mom since her passing in July 2005. Now they are together again for Christmas and forever.

Dad was born February 8, 1919 in New Orleans, LA to Roy Edmund Trask and Mayme Miller Trask. Dad grew up as a youth in the Roaring 20's and as a teen during the Great Depression attending Fortier High School in New Orleans. Dad went to work for Western Electric Company and took night classes at Tulane University. Mom was attending nursing school at the Baptist Hospital in New Orleans when they met. Roy and Irma Lee "Dannie" Daniels were married April 13, 1942. Dad's nick name was "Tracker".

As World War II continued, Dad felt the call to serve and enlisted as an Army-Air Corps Cadet. Mom and Dad traveled the U.S. during his pilot training. When Dad graduated, received his commission and wings, Mom went home to New Orleans to work as a registered nurse. Dad picked up his new B-17 Flying Fortress bomber and crew, and they flew to Thurleigh, England. From there, Dad flew bombing missions over Germany

fighting in such campaigns as the Battle of the Bulge. For service above and beyond the call of duty he received the Distinguished Flying Cross, a Presidential Unit Citation and the Air Medal with five oak leaf clusters. With his 35 missions flown, Dad returned to the U.S. to serve out his tour of service. He resigned from active duty but continued on in the Air Force Reserves to retire a Lieutenant Colonel. Dad told great war stories and he will always be my hero.

In 1949, Dad and Mom moved to Jackson when Dad transferred to work for Southern Bell Telephone Company. He stayed the course and retired from South Central Bell with 47 years of service. Dad and Mom loved to travel. They drove and toured throughout the U.S. and Canada and cruised throughout the world.

Dad and Mom were faithful members of the Presbyterian Church where he served as a deacon and elder. Before moving to Chattanooga, Dad and Mom were members of Pear Orchard Presbyterian Church in Ridgeland. After Dad's first of two heart bypass surgeries, he joined the Mended Hearts Association. Dad regularly visited patients in local hospitals during their stays for heart surgery.

Roy is survived by his children Roy E. Trask, Jr., and wife Charlotte of Shreveport, La, Don R. Trask of Jackson, Candice Curtis of Hattiesburg, Dr. Shawn D. Trask of Tullahoma, TN and daughter-in-law Joyce S. Trask of Chattanooga, TN: six grandchildren, six great-grandchildren, another on the way, loved ones in New Orleans and Poplarville, MS and a host of friends.

Memorials may be made to Pear Orchard Presbyterian Church, 725, S. Pear Orchard Road, Ridgeland, MS 39157 or to a charity of choice.

Copilot-Pilot, Herlihy John Morere

Birth: October 14, 1920
Death: November 26, 2009
Burial: Bayou Coco Cemetery Kiln, MS
Age: 89

The funeral was held at Bayou Coco Cemetery at Kiln, Mississippi. The funeral procession formed a Flying J in Gulfport (Exit 31 I-10) at 1400 (2:00 pm). The procession was led and escorted by the South Mississippi Chapter of the Patriot Guard Riders. Military honors were provided by personnel from Keisler Airforce Base in Biloxi. Deacon Henderson from St. James Catholic Church, Gulfport led the service.

The eulogy was given by Betty Wilson and Linda Darby, his daughters. Betty said that Dad had asked to be remembered as a simple, quiet man and that had at first struck her as very odd because he turned on every TV and radio in the house when he walked in the door. On further reflection she realized that he personally was very quiet, tending more to listen than to talk. I said that although Dad might have been quiet he also had a real streak of mischief in him. He had told a story about when he was a kid he had a hand cranked generator he had built. He would use fine wire to attach it to the screen door, which had

metal screen. He would then hide in the bushes and when someone came up he would start cranking on the generator and when they touched the screen they would get a shock, which he thought was very funny.

After the service several people came up with stories of things Dad had done. He and his father had started the fire department and built the first fire wagon in Waveland, Mississippi. They also built Waveland's first roller coaster (some said it was more like a train). Louise, Dad's cousin, said that during the winter in Waveland in the 1930s there was no traffic on the beach front road, because all the tourists had gone, so they would roller skate up and down the beach front road. One day Dad was thinking about the fact that they always had a pretty good breeze, so he built a sail on skates with a mast and boom. After that they would sail up and down the beach front road. He was always making things, usually about 50 years ahead of his time.

A small amount of ashes were removed for distribution to several people who had requested them. Some small bone fragments from the ashes of Mary, John's first wife and the mother of his children, were added to some of the samples. Sean, his second grandson, had requested some of each so that he could take them flying one last time.

During the service John's wife, Pat, had a heart attack and was taken to the hospital in Gulfport immediately follow the service. She was later transported to New Orleans, where she recovered. Pat, said later that all she could remember of the service was the procession to the cemetery in which she drove the car immediately following the Patriot Guard. Source: darby242 on Ancestry.com



John Morere, 1942, during Primary Training as Aviation Cadet, Spartan School of Aeronautics, Tulsa, Oklahoma



**Class of 44D off to Basic – Bottom – Air Cadet O. W. Henmrich,
Air Cadet H. J. Morere, Air Cadet E. C. Hill**



When John Morere returned to Pass Christianne, MS after flying B17s out of England to targets in Europe his mother, Nora Herlihy Morere, asked if he had any portraits in uniform. He said he did not, so she made him go th Gulfport and have this made. - 1945

Navigator, Guy J. Lateano

Birth: April 6, 1919
Death: January 2, 2005
Burial: Moore Memorial Gardens, Arlington, TX
Age: 85

After leaving the 306th Bomb Group in March 1945, Lateano served a tour duty as a navigator and Cadet Commander at Ellington Field, Texas. He left the service in October 1945 to further his education. He already had a BS degree from Geneva College in Pennsylvania graduating in 1941. He graduated with a Master in Education in 1949 from the University of Pittsburgh.

He returned to active duty in February 1949 and was immediately sent to Japan where he flew over 100 combat hours with 374th Troop Carrier Wing and the 1st Provisional. He held the positions of Group Navigator and Group Intelligence officer.

In 1952 he was assigned to James Connally AFB, Texas and in 1953 transferred to Harlingen AFB, Texas. During both of these assignments, he was a flight commander of a Navigator Training Squadron.

Other duty assignments include:

Mar 54 – Feb 58: Senior Flight Instructor, Mather AFB, CA.
Feb 58 – Aug 58: Squadron Operations Officer, Mather AFB, CA.
Aug 58 – Sep 59: Training W/Industry, Convair, Forth, TX.
Oct 59 – May 63: B-58 Program & Production Chief, Wright-Pat AFB, OH.
Jun 63 – Jan 65: R & D Procurement Officer, Eglin AFB, FL.
Jan 65 – Jan 66: Procurement Chief, USMTM, Dhahran, Saudi Arabia.
Feb 66 – Feb 70: Industrial Facilities Chief, Hq, USAF, Washington, D.C.
(Was promoted to Colonel while at the Pentagon).
Feb 70 – Jan 72: Director/Production Mgt., AF Contr Mgt Div., LA, CA.
Jan 72 – Jul 75: Director/Contract Administration, DCASR, Dallas, TX.

USAF retirement date: July 1975.

Since retirement he was a Real Estate Broker & Real Estate Instructor.

Awards & Decorations include: Legion of Merit, Bronze Star, Meritorious Service Medal with one Oak Leaf Cluster, Air Medal with four Oak Leaf Clusters, Air Force Commendation Medal, Europe-Africa-Middle East Campaign Medal, World War II Victory Medal, Army of Occupation (Japan) Medal, National Defense Service Medal, Korean Service Medal, Air Force Longevity Service Ribbon with silver oak leaf cluster, Small Arms expert Marksmanship Ribbon, Armed Forces Reserve Medal, South Korean Presidential Unit Citation, and the United Nations Service Medal.



Ysleta and Guy Lateano, Reginald and Verna Robinson

Guy J. Lateano and wife Ysleta Marie Riddell Lateano Bedford, UK 1992

Arlington, TX – Guy Joseph Lateano

Arlington – Guy Joseph Lateano, 85, a retired Air Force colonel, passed away Sunday, Jan. 2, 2005, at his home.

Funeral: 11:30 a.m. Wednesday, Moore Funeral Home Chapel, 1219 N. Davis Drive.
Burial: Moore Memorial gardens. **Visitation:** 6 to 8 p.m. Tuesday at the funeral home.

Memorials: In lieu of flowers, memorials may be made to St. Maria Goretti Catholic Church of Arlington.

Guy J. Lateano was born April 6, 1919 in Newcastle, PA, the son of Louis C. and Carmen Russo Lateano. He served during World War II and the Korean War, and received many awards and decorations, including the Legion of Merit and Bronze Star. From August 1944 to April 1945, he flew 31 missions over occupied Europe and Germany and was the lead navigator on 12 of those missions. He was a member of the 306th Bomb Group, 369th Bomb Squadron. He retired in 1975 in Arlington, where he and his lovely wife, the former Ysleta Marie Riddell of Fort Worth, enjoyed a very active life. Col. Lateano was an enthusiastic participant in golf tournaments and annual conferences of retired Air Force officers. He especially enjoyed his weekly golf outings with friends at Shady Valley Country Club. He was a longtime member of St. Maria Goretti Church of Arlington and could be seen on most Saturday evenings in one of the last pews, next to dear friends. He was a graduate of Geneva College in Pennsylvania.

Ysleta Lateano died in April 2003, and since then Col. Guy had been in declining health.
Source: http://www.306bg.us/CORRESPONDENCE/1/lateano_guy_j.pdf

Bombardier George T. Kerr, Jr.

Birth: October 16, 1922 Raleigh, NC
Death: October 24, 2014 Lookout Mountain, TN
Burial:
Age: 92

George T. Kerr, Jr. obituary, as published in The Chattanooga Times Free Press on November 1st, 2014.

George Thomas Kerr, 92, of Lookout Mountain, died Friday night, Oct. 24, 2014, at his home. He was the son of George Thomas Kerr and Mary F. Kerr. He was born in Raleigh, N.C., on Oct. 16, 1922. He graduated from Durham High School and attended North Carolina State University until he was called to duty in the United States Air Force. He was a bombardier stationed in Belford, England when he flew 35 missions over Germany in a B17 with the 8th Air Force. The same crew flew together and they all returned to the U.S. safely. After returning home, he graduated from Duke University in 1948 with a degree in business administration. He spent a number of years in New York doing consulting also as an executive with Eaton Corporation in Westchester County, N.Y. He joined Buster Brown in 1972 as director of personnel and industrial relations. He worked closely with the United Way as a panelist with its pilot program. He was one of the first chairman of the Chamber of Commerce Satellite Operations. Upon retirement in 1987, George served on the board of Senior Neighbors for several years as well as being active as a Score consultant. He was an avid golfer, tennis player and a wonderful husband, father and grandfather. He was a member of Lookout Mountain Golf Club, Fairyland Club, the Church of the Good Shepherd and Lookout Mountain Mens Investment Club. He and Rita had a great marriage for 31 years, they traveled all over the world. George was preceded in death by his parents, George and Mary Kerr; daughter, Mary Diane Hudson; and his first wife, Martha Wallace Kerr. He is survived by his wife, Rita Fillauer Kerr; son, George Thomas Kerr III (Donna), of Orangeburg, S.C.; daughter, Deborah Kerr Lucas, of Atlanta; Melanie Landers, Dr. C. Mel Wilcox (Kim), of Birmingham, Ala., and Deborah Wilcox Tillard, of Chattanooga; 13 grandchildren, Matthew Kerr, P.H.D., Michael Kerr, Mel Wilcox Jr., Nicki Barrington (Dr. David), Michael Conrad Landers, Claybourne Bishop Landers, Ethan Lucas, Martha Lucas, Dr. Catherine Fisher (Dr. Jeremy), Will Hudson III and Sara Elizabeth Tillard; eight nieces and nephews in North Carolina. Funeral services will be held at the Church of The Good Shepherd, Lookout Mountain at 11 a.m. on Monday, Nov. 3, immediately followed by a visitation/celebration with the family in the Talbird Parish Hall with the Rev. Robert Childers and Rev. and Honorable Sam Payne officiating. In lieu of flowers memorial contributions may be made to Hospice of Chattanooga, 4411 Oakwood Drive, Chattanooga, TN 37416; Metropolitan Ministries, 1112 McCallie Ave., Chattanooga, TN 37404; Chambliss Center for Children, 315 Gillespie Road, Chattanooga, TN 37411, or a charity of your choice. Share your memories, stories and photos at www.wannfuneralhome.com. Arrangements are by Wann Funeral Home & Cremation Center, at the foot of historic Lookout Mountain, St. Elmo. 423-821-7551.

George Kerr always wanted to be a pilot. He flew a little Piper Cub before the call to war in February 1943. However, due to a visual color discrimination problem, he was eliminated from pilot training and instead became a bombardier.



George Thomas Kerr Jr. and Rita Fillauer Kerr

George's squadron, the 369th, brought the most shot-up planes with the fewest casualties back to base. That's not to say they didn't have some "incidents." Such as the time when a piece of shrapnel pierced the cockpit, flew between the navigator's legs, up through his table and nailed his charts to the ceiling. Or the time when George's crew was bombing the Nazi controlled forts at Metz, France, which were surrounded by heavy artillery holding up Patton's army. George's B-17 had released four of its six 1,000-pound bombs, but two remained jammed inside the bomb bay. Lt. Kerr donned a mobile oxygen mask and climbed to the open bomb bay doors to manually release the shackles that held the bombs.

Another time, George's plane lost two engines to flak during the Battle of the Bulge. Their options for returning home to England were to either land in Brussels or risk limping home over the Channel. The crew chose to lighten the plane by throwing out machine guns and ammunition, and they made it home. They later learned that the Germans had bombed the airports at Brussels the day after George's crew would have landed there.

When George returned to the States, he was an instructor at San Angelo, Texas, until the surrender of Japan. He resumed his education and went into business, which is what ultimately brought him to Chattanooga and Lookout Mountain.

Source: The Lookout Mountain Mirror, April 2014 There are Heroes in Our Midst by Wiki Carter



Wanted: Bombsight for 306th Museum

There is a desire by Ralph Franklin and others to secure a Norden Bombsight for the Thurleigh Museum. Do you happen to have one sequestered in your garage, or other storage area?

We missed one by a narrow margin of several years. A onetime 306th bombardier had one and only a couple years before the Museum was on the drawing board, our 'aiming' friend disposed of his. We came close because he said he would have given it to a 306th museum.

But now, both the 'aimer and the bombsight have disappeared into the mists of time. There does seem a good chance that the 306th Museum will become the custodian of a .50 caliber machine gun off a watered 'down' 306th aircraft. We'll keep you posted on the matter and given you a good look at a deadly item in our B-17 inventory,

Meanwhile, be on the prowl for good 306th memorabilia for "our" museum.

April 2005 Echoes Asking for a Norden Bombsight for the Thurleigh Museum

In the first display room is the device that could put a bomb into a pickle barrel - in theory - a Norden bomb sight. This prized exhibit was donated by bombardier George Kerr who also passed on his A2 leather flying jacket.

George is another man impressed by the work the museum is doing. Before shipping the Norden east, he staged a 'farewell party' for it with his pilot, Roy Trask, in March 2006.

October 2008 Echoes



George Kerr, left, points out some of the gadgetry for the Norden Bomb Sight which he recently sent to England to Roy Trask. He was Kerr's pilot of a 369th plane which flew missions over France and Germany in 1944.

Norden Bombsight Farewell Party April 2006 Lookout Mountain, TN



George Kerr's A-2 Bomber Jacket donated to Thurleigh Museum - 2006

Engineer Top Turret Gunner, Carl H. Nuessen

Birth: June 6, 1917
Death: March 2, 2002 Quincy, Adams Co., IL
Burial: Calvary Cemetery Quincy, Adams Co., IL
Age: 84

Nuessen d-2002 Carl H obit 369 eng Info for website obit compiled 22 Mar-15

Russell Strong **Card File**: Carl H Nuessen, Ser 36483998. 369th engineer. Rpt.1 Sep-44. Roy Trask crew. AM 8 Oct-44; olc 24 Oct-44, 11 Nov-44, 25 Nov-44, 6 Jan-45, 16 Jan-45. [MOS:] 748. Dpt.16 Jan-45. Ranks shown: Cpl initially; T/Sgt at end. Back is blank.

Strong's book of photos of 306th **Combat Crews**, p.113, shows him in the Trask crew photo.

WWII Enlis: Carl H Nuessen, Ser 36483998, b.17 IL, single (w/o dep) resid of Adams Co, IL w 1 yr college & civilian occup "Semiskilled occupations in building of aircraft" was enlisted at Peoria, IL on 6 May-43 as Pvt, No branch assignment.

He is not listed at FindAGrave; the WWII Memorial; or the USVA Grave Locator. BillionGraves.com lists his **burial**:

Carl H Nuessen, b.6 Jun 1917, d.2 Mar 2002, buried at Quincy, Adams Co, IL. Buried at the same plot, with a double marker, is Veneta M Nuessen (1919-1998).

Carl's survivors of 2s, 5gc at the time of his death, were found from the following published **obit for a grandson**, located at Legacy.com, as published in the Quincy [IL] Herald-Whig from Mar. 6 to Mar. 8, 2012.

Brian C. Nuessen

Brian C. Nuessen, 32, of 2036 Lind, died on Sunday (March 4, 2012) in his home. He was born on Dec. 27, 1979, a son of Daniel Nuessen and Carol Whelan.

Brian was the manager of operations at Quincy Metal Fabricators Inc. He was a 1997 graduate of Quincy Notre Dame High School and received a degree in business management from Columbia College in Columbia, Mo. Brian was of the Catholic faith.

Brian enjoyed hunting, fishing, mushroom hunting, golf and any other outdoor activity. He also enjoyed his dearly beloved dog, "Sarge."

He is survived by his father, **Daniel Nuessen** and his wife, Kate, of Quincy; his grandfather, Joseph Hultz of Quincy; his sisters, Bethany Cordes and her husband, Thomas, of Chesterfield, and Alexis Bonebrake of Quincy; his nieces and nephews, Henry Cordes, Maggie Cordes and Charlie Cordes; his aunts and uncles, **C. David Nuessen**, Bill Mitchell and his wife, Mary Ann, Michael Whelan and his wife, Kathy, and Todd Whelan; his **cousins, Suzanne Nuessen, Thomas Nuessen, Brayden Nuessen, Jack Nuessen**, Ken Mitchell and his wife, Kristin, Matthew Mitchell, Dena Steinkamp and her husband, Todd, Matthew Whelan, Austin Whelan and Nathan Whelan; and his longtime girlfriend, Natalie McCulloch. Numerous other relatives and many friends also survive.

Brian was preceded in death by his mother; his grandparents, **Carl H and Veneta Nuessen** and Ruth Hultz; and an aunt, Donna Mitchell.

SERVICES: 9:30 a.m. Thursday in the Duker and Haugh Funeral Home and 10 a.m. in the Church of St. Peter.

VISITATION: 4 to 8 p.m. Wednesday in the Duker and Haugh Funeral Home.

MEMORIALS: St. Jude Children's Research Hospital.

ARRANGEMENTS: Duker and Haugh Funeral Home [823 Broadway, Quincy, IL 62301; phone (217) 222-1011]

Condolences may be expressed online at www.whig.com.



Carl H. and Veneta Nuessen grave marker



Carl H. Nuessen grave site (orange indicator) in Calvary Cemetery Quincy, IL

Radio Operator, Joseph (Joe) S. Belker

Birth: May 11, 1920
Lived: Quincy, Adams, IL
Death: November 10, 1991 Quincy, Adams, IL
Burial: Calvary Cemetery Quincy, Adams Co., IL
Age: 71



Joseph S. and Ursula E. Belker grave marker



Joseph S. Belker grave site (orange indicator) in Calvary Cemetery Quincy, IL

Ball Turret Gunner, Charles (Charlie) C. Krone

Birth: January 2, 1920 Shawnee, KS
Lived:
Death: April 21, 2005 Tehachapi, Kern, CA
Burial:
Age: 85



Charles C. and Mary C. Krone

Mary C. Krone

Birth: Jul. 29, 1922
Death: Sep. 23, 2005

Mary C. Krone
July 29, 1922 September 23, 2005

Mary C. Krone (Kay) passed away Friday, September 23rd, at her home in Stallion Springs. She was 83 years old. Kay was born in Denver, Colorado, July 29, 1922. As a child, Kay moved to Independence, Kansas and while in elementary school, met her future husband, Charles C. Krone (Charlie). They were married in 1943 and were together 63 years. Charlie, the love of her life, passed on in April of this year. Kay, Charlie, and their only daughter, Katie, moved from Kansas to Canoga Park, California in 1954. In the early sixties, Kay began a 25-year career at Rocketdyne in the San Fernando Valley. Upon retiring in 1985, Kay and Charlie made their home in Tehachapi. She and Charlie spent much of their vacations traveling in their 1949 Bonanza visiting friends and family. Kay was an avid golfer and bridge player and shared many wonderful times with the women golfers at Horsethief. She leaves her only child, Katie; her grandson, Scott Wells, Tehachapi; granddaughter, Kristi Wells, Los Angeles; and her sister, Jean Doop of Santa Rosa, CA. Her family will always love and miss her, especially at Thanksgiving. We will never forget. Legacy.com

Waist Gunner, Emil R. Wilke

Birth: July 19, 1925 Chicago, Cook Co., IL
Lived: Bradley, Kankakee, IL
Death: June 25, 1999 Bradley, Kankakee Co., IL
Burial:
Age: 73

Tail Gunner, Elmer R. Wilke

Birth: July 19, 1925 Chicago, Cook Co., IL
Death: March, 15, 1975 New Lisbon, Juneau Co., WI
Burial: Camp Douglas, Juneau Co., WI, USA
Age: 49



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