

EDWARD J. ZABAWA

STAFF SERGEANT, U.S. ARMY AIR FORCES

367TH BOMBER SQUADRON, 306TH BOMBER GROUP, HEAVY

MIA 05/01/1943    FOD 05/02/1944

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# Preface

I am Edward J. Zabawa, the nephew and namesake of my dad's brother, Edward J. Zabawa, aka Uncle Eddie. I first heard about my Uncle Eddie when I was a youngster. I knew I was named after him and that he was killed in WWII. Not a whole lot more was shared until I got older. I was then told he was a bombardier on a B-17 which was shot down and ditched in the English Channel after making a bomb run on German occupied France in May 1943. I was also told that another B-17 broke formation and descended below the clouds and saw ALL 10 crewmen in life rafts. However, a German gunboat was fast approaching and the other B-17 climbed back up above the cloud cover.

My Uncle Eddie's family was anxiously awaiting word as to what POW camp the MIA men were taken. Word that never came. So one year later in May 1944 my uncle's status was changed from MIA to FOD (Finding of Death) and he was then declared KIA. My mother was 7 months pregnant with me at the time. I was born July 07, 1944 in Cleveland, Ohio where my entire dad's family, including Uncle Eddie, grew up.

As I said most of what I learned, I learned when I was a kid. But as I grew older and eventually had a family of my own I began questioning more about my Uncle Eddie. I now lived in Austin, Texas and had five kids of my own. I would fly back to Cleveland once per year to visit my mom and dad and my siblings and their spouses and children. My dad and I would stay up very late and talk. He did most of the talking and I listened intently. He did tell me that his sister, Aunt Bertha, who was still alive and living in Akron, Ohio had many letters and newspaper clippings concerning Uncle Eddie.

So on one of my visits to Cleveland in the 1980s I paid Aunt Bertha a visit. We talked and again as with my dad I listened intently. She brought out a box of memorabilia. She went through it gathering everything she had on my Uncle Eddie. She said that I could take it back to Austin with me and make copies of what I wanted and then mail all back to her. This I did. I brought it back and copied everything.

So now I had all these copies but what do I do with them? Home computers weren't available yet and the World Wide Web was not available to the public until the 1990s. So I read everything and then safely stored it all in my closet.

Then in 2006 I attended a family wedding in Charleston, SC. And I met up with a cousin I hadn't seen since my teenage years, the son of Aunt Bertha. We had so much catching up to do. We mainly talked about astronomy since this is my hobby and he remembered my dad and I building several telescopes in our basement. He remembered stuff that I totally forgot but which suddenly came to memory upon talking and listening. And then one of our subjects turned to our Uncle Eddie. He said that he had a photo of our uncle in uniform and he had all his medals! He said since I am the namesake that I should have these. So, a few weeks later he mailed them to me. And this completed my quest except for knowing more about my uncle's actual service in the Army.

So one evening I entered Edward J. Zabawa into the Google search engine which then gave me several unrelated websites but one was to The American Air Museum in Britain: <http://www.americanairmuseum.com/person/53495> Here I found the serial number of the B-17 that he was on that ditched into the English Channel. I then kept diving deeper and deeper and found more and more until I found the treasure-trove of them all, this website - [http://www.306bq.us/!](http://www.306bq.us/)

# CHAPTER 1

## Introduction



**The U.S. Army Air Forces' official story of the  
VIII Bomber Command's first year over Europe**

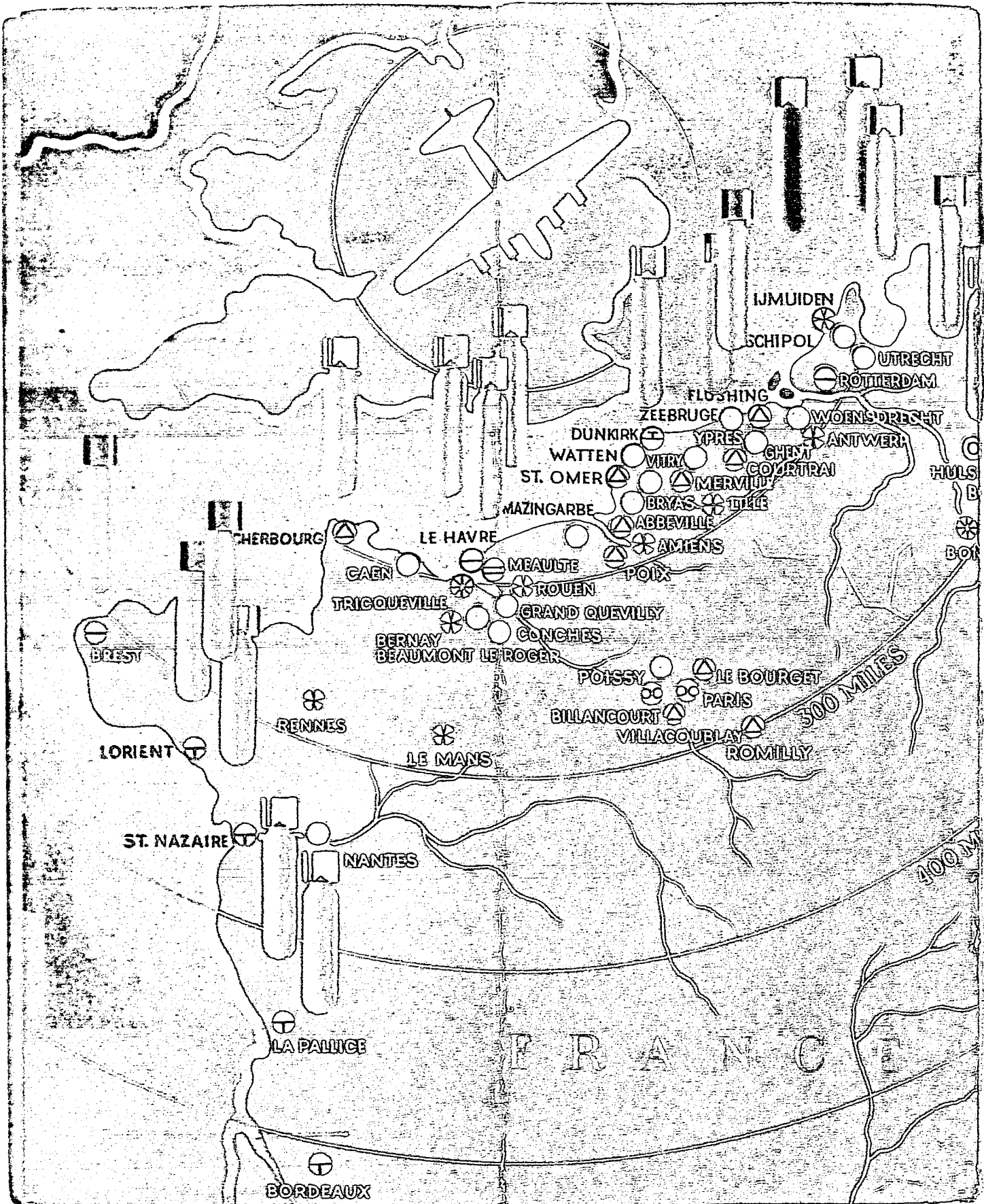
ONE SHILLING AND SIXPENCE NET



**TARGETS ATTACKED**  
 BY THE **EIGHTH AIR FORCE**  
 17 AUGUST 1942 17 AUGUST 1943



- ⊖ SHIP BUILDING
- ⊕ U-BOAT INSTALLATIONS
- ⊖ AIRPLANE PLANTS
- ⊕ NAVAL BASES
- ⊙ RUBBER WORKS
- ⊖ MARSHALLING YARDS
- ⊗ RENAULT WORKS
- ⊕ ARMED RAIDER
- ⊖ AERODROME
- ⊙ OTHER TARGETS
- ⊗ INDUSTRIAL
- ⊕ COMBINED TARGETS





AIR MINISTRY,  
WHITEHALL, S.W.1.  
February, 1944

It gives me great pleasure to introduce to British readers the United States Government's official account of the first year's operations from this country of the United States Army Air Force VIII Bomber Command.

It is a brave story of brilliant organisation and massive achievement, of gallant endeavour and epic heroism.

It tells how in one year the VIII Bomber Command grew from small beginnings to the great and powerful force which, together with the Royal Air Force and the Air Forces of the Dominions and of our other Allies, is raining havoc and destruction on the Nazi war machine.

Interleaved with this story will be found something of the story of our own achievements and our own way of life as seen through the eyes of our American friends, and there will be found generous tribute to such help as we have been privileged to give them.

The stories of the United States VIII Bomber Command and of our own Bomber Command overlap at many points. The enemy must be attacked by day and by night so that he may have no respite from the Allied blows, so that his defensive resources may be taxed to the utmost limit. But day bombing and night bombing are separate though complementary tasks. Each requires a strategic plan, a tactical execution and a supporting organisation adapted to its special needs. So there has been a division of labour. To one force--the VIII Bomber Command--has been allotted the task of day bombing. To the other force--our Bomber Command--the task of night bombing. The methods are different, but the aim is the same: to paralyse the armed forces of Germany by disrupting the war economy by which they are sustained.

The objectives of both the American and British Bomber Commands are strictly military. We have rejected the policy of reprisals either for crimes like the sacking of Lidice or for outrages like the Baedeker raids on the Cathedral cities of Britain. Instead we strike at the enemy's industries and communications, at the nerve centres of his resistance, with such force as eventually to destroy his capacity and his will for bloodthirsty war and criminal oppression. Our aim, in a word, is to hasten the day of liberation of the enslaved and suffering millions of Europe.

May that day come soon.

*Archibald Sinclair*



# GLOSSARY

- abortive**—an aircraft is said to be abortive when, owing to mechanical or personnel failure, it returns from an operational mission without having dropped its bombs in the target area.
- Air Division**—see Organization Chart on page vi.
- air-to-air bombing**—the bombing of one plane by another—technique used by both Jap and Nazi air forces against American heavy bomber formations.
- A.P.**—aiming point for bombardiers.
- Aldis lamp**—hand light device used in signaling to and from aircraft.
- B-26**—American twin-engine, medium bomber.
- ball turret**—the gun turret that protects the underside of a bomber.
- briefing**—instructions given to combat crews before a mission.
- buzzing the field**—diving low over an airdrome.
- C.G.**—Commanding General.
- cleat tracks**—tractors used for moving planes on the ground.
- Combat Wing**—see Organization Chart on page vi.
- D.F.C.**—Distinguished Flying Cross.
- dispersal point or area**—sites where bombers are parked.
- Do**—Dornier (German aircraft).
- dry run**—practice mission.
- echelon**—a unit of command.
- feather the prop**—when an engine fails, the blades of the propeller can be “feathered,” i.e., turned into the wind so that there is a minimum of wind resistance.
- E.T.A.**—estimated time of arrival.
- flak**—antiaircraft fire (Flieger Abwehr Kanonen).
- Frisians**—islands off the German North Sea coast.
- Flak officer**—an officer who has made a special study of enemy antiaircraft installations.
- Flying Control Officer**—an officer in charge of air traffic over an airdrome.
- Front**—the line of division between two air masses (weather).
- FW**—Focke-Wulf (German aircraft).
- G.I.**—Government Issue.
- Group**—see Organization Chart on page vi.
- He**—Heinkel (German aircraft).
- intercom**—intercommunication system inside a bomber.
- LP**—initial point, the point where the bombing run begins.
- Jerry**—slang for German soldier.
- Ju**—Junkers (German aircraft).
- Mae West**—slang for inflatable life vest.
- Me**—Messerschmitt (German aircraft).
- Mean Point of Impact**—planned center of bomb concentration.
- milk run**—slang for an easy or frequently repeated mission.
- motor pool**—depot for motor vehicles.
- nacelle**—metal cowling around an engine.
- Nissen hut**—tunnel-shaped hut of corrugated iron with cement floor.
- O.D.**—olive drab.
- Operations room**—headquarters of staff controlling operation of aircraft.
- perimeter track**—a concrete runway that encircles an airdrome.
- pfc**—private first class.
- P-47**—American fighter plane (Thunderbolt).
- pranged**—RAF slang for “smashed” or “wrecked.”
- sweating it out**—Slang for waiting under painful or uncomfortable circumstances.
- slip stream**—the blast of air from a propeller.
- Table of Organization**—plan defining rank and number of personnel in a given unit.
- talc**—transparent plastic.
- Tokyo tank**—additional gasoline tanks carried in wings of Fortress.
- T.O.T.**—time over target.
- troposphere**—atmospheric layer below the stratosphere.
- twin fifties**—two .50-caliber machine guns mounted together.
- vector**—to direct a plane in the air to specific point.
- waist gates**—windows in the sides of a bomber.
- Watch officer**—operations officer on duty.
- wing ships**—the bombers that fly on either side of an element leader.
- zero minus four**—four minutes before zero hour—zero hour being any arbitrary time point in the schedule of a bombing mission.





"MEMPHIS BELLE"

BANSHEE

"THAT SHE BLOWS"

HAPPY

WHAM BAM

54 AT GUYANA

Sto-7

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gin

The EAGLES WRATH

OLE SWAY

## The U.S. Army Air Forces' Official Story of the VIII Bomber Command's First Year over Europe.

1. MISSION 95. The complete story of a typical late-stage attack on Germany by the VIII Bomber Command, from the first decision to send out the mission until the last strike photo is pulled that night.

2. FROM FIVE MILES UP. The history, told in terms any layman can understand, of the conception and development of American high-altitude precision bombing. This chapter sets the scene for our entire operation in the European theater, telling why we tried to do what we tried to do.

3. ACT 1, SCENE 1. The story of the early days. The arrival of General Eaker as Bomber Commander in England. The "symbolic" raid of July 4th. "Arrival of aircraft: 1 B-17-E. Total: 1." The first kindergarten missions.

4. LUFTWAFFE OVER LILLE. The official and eye witness accounts of our first major air battle, as the American spearhead and the massed strength of the Luftwaffe collide over Lille. The claims problem and how it was worked out. The amazing durability of the Forts. An Air-Sea rescue.

5. TWELVE FEET OF CONCRETE. We hammer the submarine pens at La Pallice, Lorient, and St. Nazaire. Formation of "Junior"—the 12th Air Force. The medium-level raid. The Nazis move in their best fighters and best flak. How we kept changing our tactics, modifying our plans. "You always get good trouble over St. Nazaire." Operational anecdotes.

6. PARLOUS DAYS. Station life from November '42 to the Casablanca conference in January. Restricted operations and why. What it's like to lunch at London one day and be a human target five miles up over France next morning. The problem of "the full breakfast table." Casablanca and the questions on which the future of the VIII Bomber Command depends.

7. TARGET: GERMANY. We join the RAF in the Battle of Germany. First attacks against port installations and marshaling yards. Rennes, Vegesack, Bremen. Story of the *Southern Comfort*. The first deep penetration attack. Jack Mathis' last flight.

8. BATTLES IN THE SKY. The *Southern Comfort* again—"I could see one of them wearing my bathrobe." The attack on the Renault factories. A Wing Commander's informal notes on one sortie. Bremen—and the most vicious fighter concentration yet encountered. One navigator's story. How a ball-turret gunner won the Congressional Medal of Honor.

9. MEN, MUD, AND MACHINES. What it takes to build an air base. One enemy the engineers can't arm themselves against. Why it takes some 75,000 men to put 500 heavy bombers over an enemy target. The job of the Army Service Forces and the Air Service Command. Believe-it-or-not figures that are facts.

10. THE OLD ONE-TWO. The German defense network against our air attack. Air-to-air bombing and rocket guns fail to stop the Forts. The air battles from the destruction of the Focke-Wulf plant at Bremen on May 17, to the end of the "first phase" of the bombing offensive on July 1st. We triple our size and expand our tactics almost overnight. A Sergeant Gunner's diary. Tactical deception.

11. THE LOG OF THE LIBERATORS. The story of the Liberators in the European theater. A freak accident. A Lib pilot describes Kiel. The attack on Ploesti oil fields. "Those German fighters used non-habit-forming tactics!" Summing up of the attack.

12. FULL STRIDE. Operations from July 1 to the time this manuscript went to press. The cyclonic air battles of July. "Blitz week." The men of the *Happy Daze*. Story of grim fortitude. The Thunderbolts. The "intruder" Flying Fortress. Freak accidents. August 17th over Regensburg—one year to the day after the VIII Bomber Command had started operations over Europe—when the sky was cluttered with falling planes and bodies. Eyewitness stories. "Each second of time had a cannon shell in it."

13. THE SUMMING UP. What the year over Europe had proved. An inventory of achievements. What the immediate future holds; the continued destruction of Germany, her war potential, her will to fight. The future: forging a weapon here that will play its part in the shattering of Japan.

# FIGHTING DAY AT AN AIRDROME

by ROY ALEXANDER

The Fortresses lay sulking and lean in the English mist of their dispersal stations. There had been no flying the preceding day. But now the forecast was good news for the bomber crews, bad news for Occupied Country targets. The Fortresses were being bombed up and a typical fighting day in a U. S. airdrome had dawned. Target for this day of last week: St. Nazaire. Fighter escort: none. None needed for the most heavily armed bombers in the world.

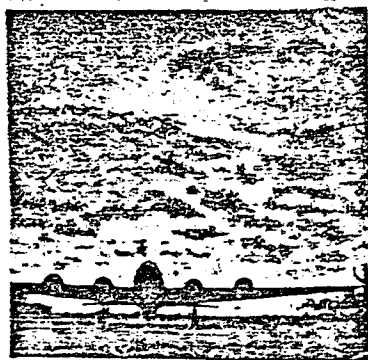
Long before dawn combat crews had been up and at their dispersal points chaffing with the ground crew as last checks were made. On bicycles and in trucks they had dashed to the mess hall for breakfast, had been briefed on their mission by intelligence officers. As engines spat and thudded into life, the camp began to move. Workmen rumbled out in trucks and went to work on new roads and buildings.

Soldiers and officers, clumping in galoshes through mud to offices and shops, started fires, rubbed red hands, cursed head colds and set to work.

Across the airdrome the Fortresses strained at their blocks as the engines were run up. Blue exhaust flames stabbed the dawn, flicked yellow as throttles were retarded. The first plane taxied out and waddled down to the take-off point. Others fell in behind.

The sun was up now. A green light winked at the first Fortress. The B-17 crept down the runway, picked up her tail. She burst from the thinning mist,

CONTINUED ON PAGE 29



A FORTRESS TAKES OFF AT SUNRISE

tucked up her legs, suddenly became graceful, slim, deadly. Now the thunder of exhausts and props was continuous. In a few minutes the group was airborne and its first squadron was already wheeling in formation.

They swept low over the control building, closing up like wild geese, grouped tight in purposeful flight V's of which U. S. pilots are particularly proud. Then they were gone.

The airdrome settled down to the routine of reports, forms and other administrative work, knocked off for dinner, went back to work. Yet now there was an almost imperceptible tension. The Fortresses should be enroute home. The group commander, haggard from lack of sleep, moved up to the tower. Other officers, grounded for the day because of too much flying, wandered in, immaculate and elaborately at ease.

Reports began to trickle in. The Jerries had made a direct flak hit on one Fortress, torn out one of his engines completely from the wing. He was down safely in the south. The group commander heard it without a flicker and the youngsters lounging in the room seemed to be pretending they didn't hear. Another report: A Flying Fortress, "Chennault's Pappy," had staggered into a southern field with one dead, three wounded. The group commander coolly asked the name of the dead man, was told it was not yet available.

On an outside balcony an enlisted man flung up his hand and pointed to the west. Another trained his binoculars, laid them down, entered the room. "Here come six of 'em, sir," said he to the group commander. The CO nodded acknowledgment, pulled on his overcoat and went outside.

"Where are the rest?" was the obvious question. Nobody asked it. Six B-17's swung overwing to wing, peeled out with the majestic deliberateness of bombers and headed for landing. As they came down each was watched by a man with binoculars. "No damage visible, sir," he told the CO. The group leader nodded silently.

Other B-17's were showing up and finally all were home, some singly, some in formations of three. In landing they flicked

CONTINUED ON NEXT PAGE

past close by, the pilots sitting up straight in their seats, waist-guns peering from gun posts, tail gunners beating cold hands. On the ground, the B-17's looked tired and out of their element as they picked their way to dispersal stations, their transparent noses scowling to the ground crews. The flight crews climbed out, began directions for servicing. The

grins all around yet no shouting, no yarns. Tomorrow was another day. It was already time to prepare for it.

Trucks pulled up and combat crews climbed in their Mac Wests, a bright yellow in the gloom under the tarpaulin top. None looked relieved nor stimulated by the good mission, none bored nor frightened. This was a veteran and prideful group. It had developed a mass poker face.

In the mess hall there were coffee and sandwiches. Crews clotted together, officers and men sitting in the same groups. The room hummed with quiet discussion of the raid and now and again a pilot would set down his coffee and use his hands for a demonstration of the flying done that day.

Intelligence officers were waiting. The crews trooped into the rooms, sat down and began to answer questions. One crew, fairly typical, was a group of small-town Southerners except for the Brooklyn navigator whose clipped speech and sprouting mustache were in odd contrast to the smooth faces, long jaws and drawls of his mates.

All the crew joined in answers to questions and there was no ceremony for rank. Toward the end the captain, having finished

CONTINUED ON PAGE 22



GROUND CREW BOMBS UP FORTRESS

his sandwich, leaned back, loosened his jacket and began abstractedly to pick at his front teeth with his index fingernail. His replies became brief for the story had been almost told.

"Any instances of bravery to report or unusual skill?" asked the intelligence officer. "No, sir."

"Any remarks?" The captain went on picking his teeth, looked around the room at the crew that had fought its way home at tree-top height after the raid, knocked down one Focke-Wulf 190, seen a couple of machine-gun slugs rip through their ship. All eyes settled on the young gunner and he grinned.

"Well, sir," said he, "the French are still on our side—they waved at us all the way home."

Everybody grinned. The crew trooped off to their quarters for baths and clean uniforms. The intelligence officer went off to gear his report with other interrogators.

By supper that night the mission for the next day was in. Crewmen drank light in the bar or did not drink at all. The conversation at the supper table was of flying and decorations, in which all professionalized soldiers are profoundly interested, and of women—wives left behind and girls met in England. By 11 o'clock clubs and messes were deserted. In one barracks, armorers, finished with preparation for the next day, played shilling-limit poker and ribbed a Brooklyn boy for his accent and for the Dodgers.

But on the field men were working. Ground crews had a night ahead, patching the damage, bombing up, tuning engines, hydraulic gear and all other things on which the combat crew's life hangs. Some of them were still there when the sun came up again. Others had grabbed a hatful of sleep and were sweating it out with the ships when the crews climbed aboard.

The B-17's spat, sputtered, roared in the mist. The first ship waddled out and others followed with the clumsy grace of trained elephants. The green light winked and the first ship sped down the runway. Another wheeled into the take-off position. It was another day.

## CHAPTER 2

### B-17s on Which Uncle Eddie Flew

**B-17's Serial Number**

**B-17's Name**

|           |                 |
|-----------|-----------------|
| 42-5072   | ?????????????   |
| 42-5306   | ?????????????   |
| 42-5378   | ?????????????   |
| 42-5407   | Fightin' Pappy  |
| 42-5714   | Old Faithful II |
| 42-29620  | ?????????????   |
| 42-29660  | Lil' Abner      |
| ????????? | Tally-Ho        |



## CHAPTER 3

### Letters from Uncle Eddie to His Sister Bertha





I thought of you so often  
As months went speeding by,  
In April, June and August,  
October and July!  
And here it is December,  
The time to wish you cheer,  
And with it all the fortune  
I've wished you through  
the year!

Ed

Sgt. E. J. Gabawa  
A.S.N. 35277184  
367 Bomb. Squadron  
P. O. 634 - Postmaster  
New York City - N.Y.

Free  
POSTAL SERVICE  
NOV 12

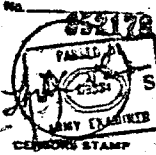
Dr. W. J. McKeown

PASSED BY  
U 09334 S  
ARMY EXAMINER

Mr. & Mrs. T. J. Oleksa  
235 North Street  
Bedford Ohio

U.S.A.

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Wm. T. Phelps  
234 North Street  
Buffalo, Ohio  
U.S.A.

Buffalo, Ohio  
Dec 15 1918  
DATE

Dear Bob:

I have received your envelope  
letter, I have been glad to hear from  
you.

I sent you a Xmas card. Did  
you receive it or not?

Tell mother & an etc. I hope  
you are the same.

Have you received any of the  
other letters I have sent you? I have  
sent you four letters previous to  
this one.

Well I guess I'll change  
now. I will write again, soon. I hope  
you will do the same.

So Long  
Wm. T. Phelps



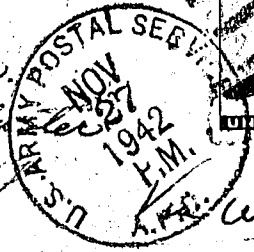
Sgt. Edward J. Rabawa

A.S.N. 35277187

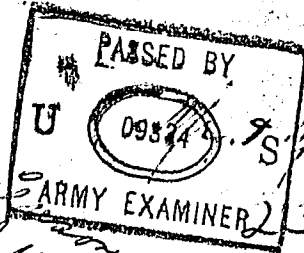
367th Bomb. Sqdn.

H.P. 634 - 97 Postmaster

New York City - N.Y.



Air Mail



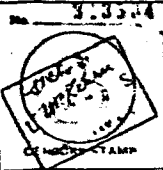
Mrs. T. J. Oleksa

35 North Street

Bedford, Ohio

U.S.A.

*Handwritten signature/initials*



3.3344  
 Rec: Dan T. J. Cohen  
 255 77th Street  
 Brooklyn 7, N.Y.  
 USA

51  
 Rec: 12/27/42  
 317  
 SENDER'S NAME  
 SENDER'S ADDRESS  
 December 27, 1942  
 DATE

Hi Babe:

Well, received the two  
 Xmas packages for home. Thanks a  
 million. They were awfully nice. Every thing  
 I checked with, the letters you sent  
 me, previously. The pictures & fruit  
 cabinet were terrific good.

I also received two small packages  
 for you & for my dog. I hope you have  
 an Xmas with all these gifts.

Well, how are the packages  
 getting along? I am fine & I wish you are  
 the same.

Well as for home I'll  
 send you a long letter within a few days  
 - Jack Parth  
 "A"

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769228



Dr. T. E. Eber  
235 7th Street  
Berkeley, Calif. 94702

Dr. E. E. Eber  
SAN 3527711  
SEND BY NAME  
352 3d - R.F. 531  
MAILED 10 400 P.M.  
Berkeley, Calif. - 77  
DATE

# Doc

Well, here it is just about  
a new time again. Time sure does pass right, and  
hope the year has a nice & mean

I am at a different job at  
present, & am taking a small number course.  
I may a good night to be more busy than being  
a card

How is your only out? I see  
he writes to you very often? Tell him to drop  
me a note, how often can he get a little  
time

Well, I guess I'll have to  
close for now.

Dr. E. E. Eber  
E.E.

V-MAIL

U. S. EXAMINER NO.

ARMY

OPEN HERE

UNITED STATES ARMY.

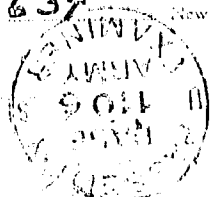
Letters must not be used for money or valuables; cannot be censored, and will not be censored by company or postal censors, but by the Chief Military Censor.

Only those letters or letters were written by family only in personal or family matters, and do not concern military or other matters forbidden by censorship laws.

*Det. Edward J. Zubawa*  
Grade and Signature of writer.

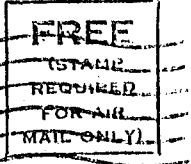
367<sup>th</sup> Bomb. Squadron  
Organization address

A.P.O. No. 634 New York City.



SOLDIER'S LETTER.

Blue Envelope



If more than one letter included, address this envelope to the CHIEF MILITARY CENSOR, U.S. ARMY.

*Mrs. T. Oleka*  
*477 N. Firestone*  
*Akron, Ohio*

U.S.A.

March 10, 1943

Dear Bac:

Hello there! I received your letter yesterday & I was glad to hear from you. I can't see any reason why you are not getting the letters I send you. I write to you once a week, although there really isn't much to write about.

I'm glad to hear that Johnny is working now. It will keep him off the streets & out of mischief.

11

Yes, I have received those  
skirt & wrist watch. I wrote  
mother a letter ~~last~~ telling  
her so.

I rose a notch & am a  
staff sergeant now. I make \$172.00  
a month with my flying pay.  
I am a bombardier now. I fly  
in the nose of a fortress, drop  
bombs & also fire the machine  
guns located there. We have  
a new ship now & we christened  
it "Fightin' Pappy". Tell me if  
you ever read anything about  
it in the papers back home.

I shot down a Fokker wing  
"190" a few days ago (over France)

Well I don't think there is  
any thing else to write about, so  
I guess I'll close for now.

So long

Fd

U. S. EXAMINER NO.

UNITED STATES ARMY.

It must not be used for money or valuables, sent by registered mail, and will not be censored by company or post office censors, but by the Base Censor.

That the inclosed letter or letters were written by the writer to personal or family matters, and do not refer to other matters forbidden by censorship regulations.

MAR 25 1943  
U.S. ARMY  
MAIL SERVICE

Sgt. Edward J. Rabawa  
Grade and signature of writer

367th Squadron  
Organization address.

A.P.O. No. 657 New York City.

U.S. ARMY  
MAIL SERVICE  
MAR 25 1943

SOLDIER'S LETTER.

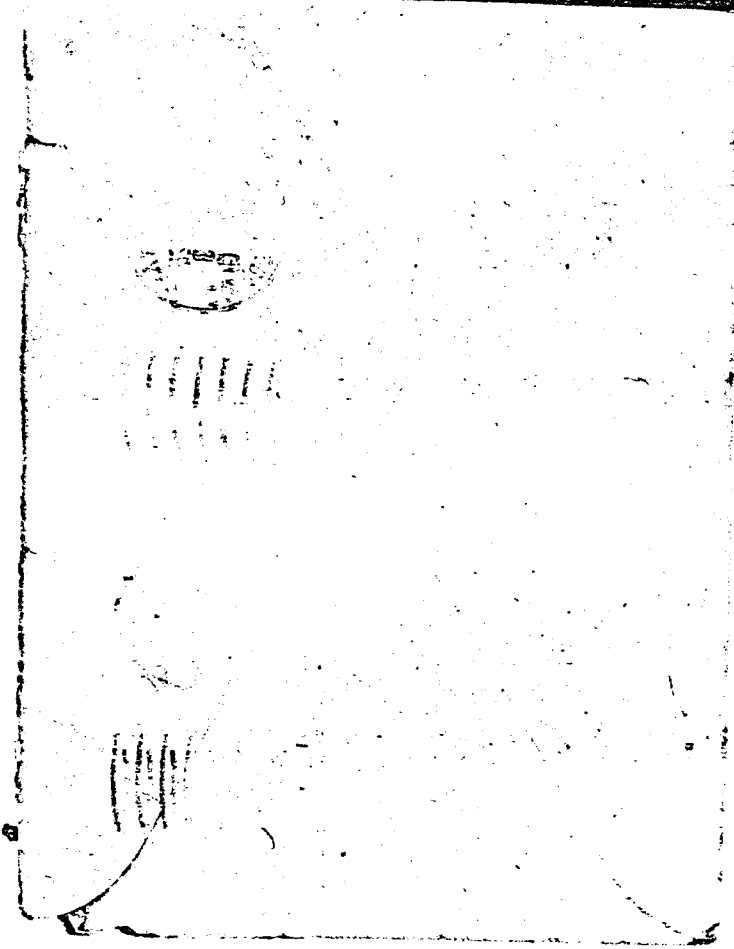
FREE  
(STAMP  
REQUIRED  
FOR AIR  
MAIL ONLY).

Blue Envelope.

If more than one letter inclosed, address this envelope to :-  
BASE CENSOR, U. S. ARMY.

Mrs. T. Oleksa  
477 N. Firestone Blvd.  
Akron, Ohio

ARMY  
**OPENED BY**



March 22, 1943

Dear Bac':

I received your letter of March 7, today. Thanks for the "happy birthday" greeting. The letter arrived in the right time. My birthday is this Thursday, three days away.

I'm glad to hear Monic was home on a furlough. I wrote him a letter the other day. I hope that he ships out from the Atlantic coast. Because if he does, I'll have a chance to get



in touch with him if he  
ever comes to this country.

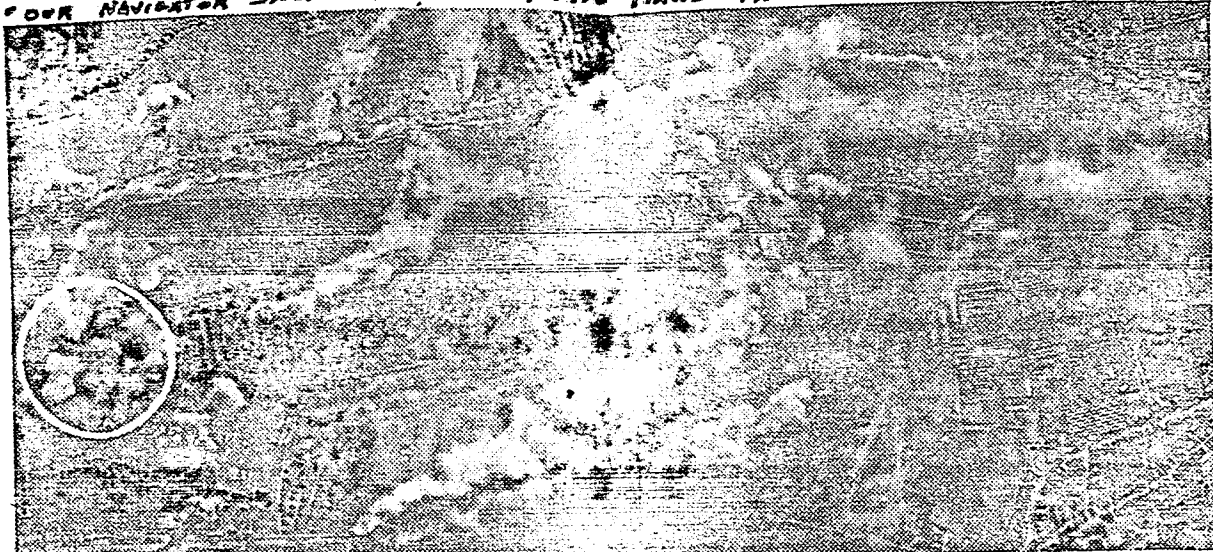
Enclosed is a picture  
of the raid on Vegesack that  
I participated in. I fly as bomb-  
adier now & am in all the  
raids over the continental Europe  
that you read about in the  
~~papers~~ papers back home.

Give my best regards  
to everyone.

"Ed"

# Veogesack Blazes After Biggest U.S. Raid

FOUR NAVIGATOR SHOT DOWN A "ME. 110" PLANE IN THIS RAID.



WE ENCOUNTERED A LOT OF ENEMY FIGHTERS ON THIS RAID U.S. Army Air Force Photo  
Bursts from bombs after the biggest U.S. bomber raid on Germany obscure the Vulcan shipyards at  
Veogesack, near Bremen, in Germany. Power plant area is encircled. Winston Churchill and British Air  
Chief Marshal Sir Charles Portal, in a message to Maj. Gen. Ira C. Eaker, head of the Eighth Air Force,  
called the Mar. 18 daylight raid "a brilliant exploit."

## CHAPTER 4

Letters from Uncle Eddie's Girlfriend in England, Betty, to Bertha

26 Southville Rd.

MISS B. PANTER

Bedford, England

*Very Important*

Dear Mrs. Zabawa,

I have been intending to write to you for some days, but have not done so as I did not wish to cause you any undue anxiety. However, by this time you have no doubt been informed that Eddy is missing - I am very sorry to have to tell you that his plane went down on Saturday, May 1st, when they went out on a raid to St. Nazaire. I am sure this must have come as a great shock to you, as it was to me, and you have my heartfelt sympathy in this unfortunate happening. I have known him since he first came to this country, and was with him the Friday night before this dreadful thing occurred. Incidentally, he was decorated on the Friday afternoon, when he received the Purple Heart Medal, and you and the rest of your family have every reason to be very proud of him. This was his 16th raid; he had many narrow escapes on his previous raids, all of which I know he faced with a calm courage and a happy spirit.

Eddy has many good friends among your countrymen here. I received a letter from one of them a fortnight after he was missing, and I am delighted to tell you that he said - "According to our information we are sure he is safe." Last night I met four more of his friends, and I will tell you exactly what they told me.

According to the information received, Eddy's plane went down in the sea, and the crew were seen getting out into the rubber dinghies. They were picked up by a boat, but, of course, this may have been British or German. However, all his friends seem quite confident that he is safe; he flew in the nose of the plane and so had every chance of getting out quickly in an emergency. I must warn you however, not to take this information as absolutely true, as, of course, it is very difficult for anyone to vouch for perfectly correct facts in such cases. We can only hope for the best, and while our hope remains undaunted we have every expectation of hearing from him in due time. I know you will be terribly upset, but please try not to worry about him - I know he would not wish you to, and I am sure he will come back to you again one day. I wanted to write to you, as Eddy and I were great friends, and I know I am the only person in this country who could, and would tell you anything about him since he left you for embarkation. As his Mother, I felt sure you would rather hear something more personal than the official notification.

Some days before Eddy went down he said that if he was taken prisoner he would write to me as soon as possible, and I promised him that I would let you know immediately. If this happens I will cable to you as soon as I hear from him, as I know that whatever anyone says, your Mother's heart will naturally worry about him. His friends have promised to let me know if they hear through the Red Cross first. However, there is a possibility that you may hear from him before I, and in this case, would you please write to me? I have missed him very much indeed in this last month - he was a very dear friend of mine.

If there is anything further I can do for you, I would like to have you write to me. I shall only be too glad to be of any service.

It gave me great pleasure to write to you and your family, of which I have heard a great deal.

I remain,

Sincerely yours,

Betty

P. S.

Kindly excuse my typing this letter, but I thought it would be easier for you to read. My writing is not always legible.

B.

MISS E. PANTER.

53, SOUTHVILLE ROAD,

BEDFORD.

England

23rd July, 1943.

Dear Bertha,

Thank you very much for your letter. I was pleased to hear from you as Eddy used to talk about you quite often, and on a number of occasions had let me read your letters to him.

I should have written to your Mother before I did, but was not quite sure how long it would take for the official notification to come through, and I did not wish to tell her the bad news before it was necessary. I know what an awful shock it must have been to you, and was only too pleased to give you what information I could. I shall certainly let you know immediately if I hear anything more, as I am sure you must all be very worried about him.

You ask me if I think he is alive Bertha. Truthfully, this is a question that no one here can answer; we simply do not know, but you must never lose faith as there is every reason to believe that he is safe and well. It is a well known saying here that 'Dead men are always returning'. As a matter of fact, I know of some American airmen who were shot down three months before Eddy; one was a friend of his, and Eddy himself told me that they must have been perfectly safe as he and the other crews saw them bale out and the parachutes opened properly. However, no one has yet heard anything from them, so it is quite evident that the Germans have more prisoners than we know. In some cases it depends on the camp they are sent to; from some camps people seem to receive letters very quickly and regularly, but from others we do not seem to hear for quite a long time. I know of some airmen who were taken prisoner last Christmas, and there was no news from them for over four months although when they did write, they said they were perfectly safe and well. I do hope from the bottom of my heart that he was not wounded at all; I really don't think he was Bertha, as he always seemed to be very lucky.

As I have already told Stella, I believe Eddy's personal belongings have been sent to a pool in London, and they will be sent home to you as soon as the Authorities receive some definite information. Among his belongings Bertha, there should be a scarf, a khaki scarf with his initials in red at either end, which I knitted for him during the winter. Will you be

so kind as to let me know if you get it. I do not wish you to send it back to me, but I should just like to know if it comes back with his belongings, as I am afraid that some things do get pilfered.

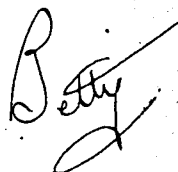
Eddy had a very nice time while he was here Bertha, and I am sure he was happy. Before he was shot down he wrote a letter to me which he gave to a friend of his who was to post it in the event of him not returning from a raid. I did receive that letter two days after he went down, and in it he said that he had been happy here. Actually, he was stationed some miles away from my home, but he used to come into town every other evening, and sometimes every evening. Of course, apart from the first few weeks last September when he arrived, it was winter, and here our amusements have been very much curtailed since the war started. We used to go dancing and to shows, and I know that for Eddy the time seemed to go very quickly. I wish he was here now, and I am sure he would love England in the summer time.

I went to London with him three times when he had his two day passes, and once he went on his own as I could not have the time off from the office. I showed him all the famous parts of London, and we had some grand times together. The last time we went to London we had lunch in the Polish Cafe in Oxford Street. Most of the people there were Polish, including an old man (quite well known but I forget his name) who is in the Polish government in London. Eddy was very pleased about it, and said - "Wouldn't my mother love to be in here."

Well, Bertha, I am sure we shall hear something from Eddy in due course, and in the meantime, I know that it would be quite against his wish that any of you should worry about him. Wherever he is, he is not alone, but will have the companionship of his own crew; and if he is in a prison camp, he will at least be with lots of other Americans, and a hardship shared makes the burden lighter. If you do hear that he is a prisoner, you may rest assured that he will be quite all right, as I do know on very good authority that the Germans are adhering to the Geneva Convention, quite apart from all the fantastic tales one hears. Some friends of mine have recently received a photograph from a prisoner, and he looks in good health and is evidently reasonably well treated, and a photograph could not lie in that respect. If I hear that he is a prisoner I shall send him what I can, but we are not allowed to send anything abroad in the way of foodstuffs. Keep your faith undaunted and trust in God, and he'll come back.

Do write to me again sometime; and tell me about America and American opinions - I'm very interested. In the meantime remember me to your parents and family with my kindest regards,

Sincerely yours,





MISS B. PANTER.

53, SOUTHVILLE ROAD,

BEDFORD.

ENGLAND.

29th Oct. 1943.

Dear Bertha,

I was delighted to receive your letter of September 9th; it is a very great pleasure to hear from you so do please keep writing to me. I have felt very sad these last few weeks, as it was this time last year that I first met Eddy. Oh! I do wish I could come and see you, there's such a lot of things I could tell you which are not the same in writing. I do hope you receive his belongings soon, as there may be some snaps among them. Please Bertha, I should love a snapshot of you all together. Unfortunately I have only a few snaps of Eddy and myself, as so many were spoilt when they were developed, and I have not the negatives of the few which were O.K. However, I am trying to get some more done, but photography here is very difficult as the photographers are short of materials, but I will send them to you as soon as I can. I have often wondered what you all look like; is your hair like Eddy's? He had such glorious curls didn't he?

It must have been very exciting to see Stanley again. Eddy used to tell me that he thought Stanley might come to this country, and he was looking forward to see him.

I am afraid I do not know the crew who flew with Eddy on the day he went down, and it would be almost impossible for me to find out now. You see, Bertha, on his last raid but one he was transferred to a

different crew, and as it happened his old crew was shot down on that raid. I can remember one night when Eddy came home with me, he was telling me about it, and we thought it had just been a kind act of providence that he had been transferred, or he would have gone down one raid before he did. I did happen to be at the camp about a month ago, and I asked one of his old friends if they had heard from any of his crew, but he said 'No'. Of course, this is unreliable, as they do not always know. I think the best thing for you to do, Bertha, is to write to the Officer Commanding Records at Eddy's camp here, and ask him if they have heard from any of his crew. They will probably write and give you the information more readily than they would me, as they would naturally assume that you had a deeper interest than I have as you are related to him. Anyway you could try it, couldn't you? I have a photograph of his old plane, 'Fightin' Pappy' in which he did most of his raids, but that was so badly battered about that it had to be scrapped. I also have a lovely sketch of Eddy. He went to London on one of his two-day leaves, and at the time I could not go as it was impossible to get leave from the office. He told me afterwards that he went into the Rainbow Club in London, (that's a Club for your American soldiers) and there was a woman there sketching the men. For some reason she took a fancy to Eddy and made a coloured sketch of him. It's quite a big one and awfully well done, and I think he had to make a tour of London to get a frame for it. All those odd little things like frames etc. are difficult to get here now as we have stopped manufacturing all such non essential things. Anyway, he said it cost him nearly one pound, which would be about four dollars in your money! I should love you to see the sketch, but I daren't send it

across in case it got lost, as I should hate anything to happen to it.

By the way Bertha, I meant to tell you before, but perhaps you know by this time, Eddy put some of his money in Bonds, and if I remember rightly it was about £10 per month, which would be 40 dollars. In all there should be about 60 pounds ( 240 dollars). I do hope you will not think I am interfering in his private affairs, but he told me about this money, and I know he was puzzled once because he thought your Mother had not received the bonds, so I thought I would just let you know so that you can make enquiries about it if you have not heard already.

Do you work in an insurance office Bertha? I think that's what Eddy said you did but I cannot quite remember. No, I am not in any of the Forces. For the last 2½ years I have been Secretary to the Director of a Swiss engineering firm here. Of course we are doing Government work at the moment like everyone else, but in peace time and when I first came here we had a big European business. It was very interesting then as I did all the Swiss and foreign mail, but now that has been stopped. One of our Managers is a member of your American Associations in the same trade and we often get literature and letters from Chicago. Eddy was very interested in the Factory and he wanted to look over it, but for some reason he never did. I did want to go into the Wrens at one time, that is, Women's Royal Naval Service, but I could not get my release from my job so I have had to stay put. We also have the A.T.S. (Auxiliary Territorial Service) Army, and the W.A.A.F.S. ( Women's Auxiliary Air Force Service), and also a Women's Police Force. It's a standing joke here that every

one in England possesses a uniform of some kind. In my spare time I am an Air Raid Warden. Luckily we have not been very busy in this respect lately. I have to go on duty one night in every eight, and also every time the siren goes. Believe me, it's very annoying Bertha when you are fast asleep about 3 o'clock in the morning and the siren goes. I just tumble out of bed, usually have to get into my uniform in the dark and bicycle to the post. Very often we have to wait for half an hour or an hour, nothing happens, the All Clear goes, and then we can just go back home and to bed. There have been times when this happens continually through the night, but in the last few months the Germans have stayed over their own side of the Channel. Eddy always wanted to see an air raid from the ground, but he never did.

I have seen quite a number of your girls over here lately. What will you join Bertha if your husband goes? Of course, military service for girls has been compulsory here for a number of years. It would be marvellous if you joined up and could come over here. Though of course, I expect you would find England fairly dull after America, but I should love you to see London in peace time. My goodness, I almost forget what it is like myself, but it will be heavenly to go out in the evenings and not be afraid of walking into lamp posts and trees. Honestly Bertha, my eyes have got so used to the dark that they are probably turning into cat's eyes. I suppose I shall grow whiskers next!

I do hope your Mother is quite well, and I am so sorry not to be able to give you some good news to cheer her up. Give my love to all your family and tell them to keep their fingers crossed.

With best wishes,

Love,  
Betty.

MISS B. PANTER.

53, SOUTHVILLE ROAD,

BEDFORD.

ENGLAND.

11th January, 1944.

My dear Bertha,

I must apologize for the very short scrappy letter I wrote to you a few days ago, but I was in a great hurry at the time as we have had influenza at home, and consequently I had a lot to do. How are you now? I suppose that by the time you get this letter your husband will have gone, and I know how much you will miss him.

We have had a little snow here today for the first time this winter. Actually, it rarely snows here, and when it does there is never enough to settle, and within a short time it usually gets horribly slushy and messy. So far the weather has been very mild this winter which is a good job as we are rationed with our coal and heating.

When you write to me again Bertha, do please tell me all about your job, as I am very interested in clerical work in America. I will tell you about mine. The firm for which I work is the British branch of a large engineering firm in Switzerland. Of course, at the moment I cannot tell you what we make. My employer is the Managing Director, to whom I am secretary. He is Swiss, as are quite a number of our employees. I have a very nice office of my own, and am quite alone for the better part of the day, except when my employer calls me in for dictation or orders. We work from 8.30 in the morning to 12.30, then have an hour for lunch, and finish at six o'clock. Normally we should finish at 5.30 pm. but owing to war conditions we have to work half an hour later. This, of course, only applies to the clerical staff. As far as I am concerned, I am not too busy now, as I should do all the foreign mail, and that is very much curtailed now as all our letters have to go through the German censorship. However, when the war is over, which I hope will not be very long now, we shall get very busy again. I remember Eddy telling me that you work in an office, and I believe he said it was something to do with insurance. Is that right? I have to do all sorts of things - shorthand, bookkeeping etc. I suppose that at the present time it is very easy to get jobs in America the same as it is here? I often feel that I should like to change my job, but we cannot do as we like, and if our work is of national importance we are not allowed to move, so I shall have to stay here until the war ends. Do you think the employment position will be easy in America after the war? We often wonder what it will be like here when all our forces come home, but, of course, there will be a lot of work in straightening Europe up first. My goodness, I shall be so pleased when it is all over.

There are quite a number of your Waacs coming over here now. I went to an American camp party on New Year's Eve, and there were a lot of nurses there - they had only arrived in England that day. I do hope they will like being here, and not find it dull after America.

One of the ladies who works in our wages office is coming to America very shortly. She is a German refugee, and was chased all over Europe until she came to this country two years ago. She had a brother in New York and has applied for permission to come out to him. Her permit hasn't come through yet, but she is very thrilled with the idea of coming and is looking forward to it. I should also love to come over when the war ends, but I have heard that it is rather difficult for foreigners to get into America. Is that true do you know? Some people say that one has to have a certain sum of money before you are allowed to enter the country, but if I came just for a holiday I suppose it would be alright? Actually, I should have some relatives somewhere down in Texas, but as nobody has written to them for years I don't know exactly where they are. As my home is quite near to the office I usually go home to lunch, but as it was raining and snowing at the same time today, I stayed and had lunch in our Canteen. We have a lady and gentleman who work here - they are husband and wife - and they used to live in Canada and America, so whenever I have lunch in the Canteen with them, we always hear long descriptions of America and American life (it is a bit antiquated though as they left America some thirty years ago).

Is your Mother quite well? and all the rest of the family? I do wish Johnny and Stanley the best of luck - have you heard from them lately?

I am supposed to be going to a cookery class tonight at our Technical College. My girl friend and I go every Tuesday night, but the tuition is rather limited as the Authorities only allow the teacher very small rations, and it is very difficult for her to manage on them. I was given the recipe for Strawberry shortcake some time ago - that is something we don't have here. I made one during the week-end and I quite intended to give a piece to an American to see if it was like he had at home, but unfortunately I never had a chance as it was all eaten up beforehand!! We cannot make many pastries and cakes now as we do not get enough fats and sugar to spare.

Well Bertha, I am at the office and it is nearly time to go home. I do hope you will write to me again soon, as I love to get your letters. Give my love to all your people - I do wish I could see them - and don't forget the photograph.

With love,

Yours,  
*Betty*  
BETTY.

## CHAPTER 5

### Letters from Crewmates and Kin to Bertha

1st Lt. Craig Harwood  
of Highwood, Ill.  
pilot of Tally Ho.

A/sat. Ray H. Erikson  
of Chicago



FROM "STARS & STRIPES" -- LONDON, ENGLAND

American air crews who had to fight their way home from Wilhelmshaven through swarms of Nazi fighter planes found the skies over Brest, strangely free of opposition.

The raids Friday on Wilhelmshaven and Saturday on Brest provided the second instance in which some Eight Air Force combat units have raided enemy territory on successive days.

Not all the ships were unscratched. Pilot of the Fortress Tally-Ho in the lead formation, said his plane caught flak in the wings and stabilizer. This came ripping up through the fuselage, and buried itself in the ammunition can right behind Ed. Zabawa. He had a close one and never knew it.

Ed is the other waist gunner. Sgt. Edward J. Zabawa is from Cleveland, Ohio.

Feb. 5, 1944

Dear Mrs. Luby:

Hope this reaches you as quickly as your letter did me. I'm happy that I can give you some assurance of Owen despite the pessimistic views you have heard.

To begin with I knew him well; we slept in the same barracks and were in the same squadron. I heard him speak of you often and can vouch for the fact that he was a good boy! Now the all important day in question was last Spring as you know.....

We bombed St. Nazaire, I believe it was, and turned out to sea on the heading home. Due to extremely bad weather the group Leader let down under the heavy clouds and tried to come home "on deck" (meaning just above the sea.) Well, perhaps luck had something to do with it, perhaps bad navigation, but we were let over Brest which was heavily fortified instead of keeping away from the French coast. Anti-aircraft fire was ~~intense~~ intense and all of us were shot up rather badly. I imagine the Jerries were shooting spit-balls at us among other things as we were only a few hundred feet up. Owen was hit by a flak in a couple of engines and slowly dropped back from the formation - my tail gunner giving me reports all the while. Finally, I imagine the third engine must have given up the ghost and he was left with one alternative - a water landing. This was about fifteen miles ~~off~~ off the French coast. He made a beautiful landing, and I had a half dozen reports that ten men were seen to emerge and get into the already inflated rafts. As we left they were waving and apparently nonhad even wet their feet.

Now the above is a factual and unbiased account. Believe me, I would not try to make things easier as it would be twice as hard later on. I know Owen was in the life raft O.K. The sea was clam and it was ~~swarm~~ swarm. My surmise is that the Germans picked him up within thirty minutes as the Air-Sea Rescue Service was over that territory an hour and a half later. Why you have received no word, I don't know. There have been numerous other cases where the Germans just refused to alleviate worry of the home-folks. I hope as you do, that he was picked up by the Underground ~~and~~ that would explain the long period of silence. Remember, the visibility was practically nil at times ~~X~~ because of intermittent showers. He ditched in a clear spot but could have been hidden from view five minutes later.

Mrs. Luby, that is about all I can tell you, but I hope it helps. We in the squadron think that Owen had about the highest chance of survival of anyone who has ever gone ~~down~~ done. Of course, the above information also applies to Lt. Powell, Lt. Clayton, and the others.

If you wish to get in touch with me further, I shall be at A A F RS for a few more weeks.

Very sincerely,

Capt. Fred Gnnen

25 East Delaware  
Chicago, Ill.

My Dear Mrs. Olekea:

It is a strange coincidence that just today when I received your letter I should have the best news of all. Yes, I had quite a number of reports from various sources, all painting more or less the same picture - all encouraging. But the letter I received yesterday from Mrs. Luby gives the clearest picture of them all.

Owen Luby was pilot of that ship, Lt. Powell was co-pilot, your brother bombardier, and my son was Navigator. Mrs. Luby is the wife of the pilot.

But the best news is this: 5 minutes ago my husband phoned me from New York and told me of his conversation with Capt. Onnen. You see, my husband is also in the Air Corps, and so is our second son who is a pilot. My husband tells me this: Capt. Onnen assured him that he saw with his own eyes how the ship on which our boys were, landed about 15 miles from the French Coast. Just as he describes in the letter, except that he added that he counted ten men and all were in the inflated raft. He also told my husband that he knew of cases when Germans would not inform relatives or the Red Cross for 14 months about the prisoners they held. The raft had paddles, and they may have reached shore and been picked up by the underground, or else they were picked up by the Germans and are held prisoners. The chances of their survival are 90 per cent. Even more.

I cannot tell you how happy I am to have this news to send on to you and to your mother. Please give her my love and tell her we all feel our boys are alive.

With my best regards,

Please write again.

Helen Clayton

MRS. OWEN E. LUBY  
23 FOREST AVENUE  
NATICK, MASS.

29 March 1944.

Dear Mrs. Zabawa:

I should like to introduce myself by stating that my husband, Lt. Owen E. Luby, was Pilot of the plane on which your son Edward was flying the day they were shot down on May 1st, 1943. Although I have been attempting to obtain the names and family addresses of the members of the crew for many months, it is only this morning that I received a letter from England giving me the whole list.

I am most anxious to learn if you have ever received any other information concerning your son's welfare since the "Missing In Action" telegram. Would you be willing to tell me about the whole case as you have heard it?

From time to time I have received various letters from my husband's friends in England and although I think I have a fairly accurate picture I should like to compare notes with you.

Upon receipt of your letter I shall be more than willing to tell you of the various contacts I have made and what their individual impressions are concerning our boys. Personally I have not given up hope for their safety, have you?

Please write to me as soon as conveniently possible.

Very truly yours,

*Barbara A. Luby*

## CHAPTER 6

### Army Letters and Telegrams to Bertha and Uncle Eddie's Mother

HEADQUARTERS, ARMY AIR FORCES  
ASSISTANT CHIEF OF AIR STAFF, PERSONNEL  
PERSONAL AFFAIRS DIVISION  
ADVICE AND CLAIMS BRANCH  
Room 704 Maritime Building  
Washington, D. C.

FOR INFORMATION OF EMERGENCY ADDRESSEE  
NEXT OF KIN AND BENEFICIARIES OF DECEASED MILITARY PERSONNEL

1. SIX MONTHS GRATUITY: Upon official notification of the death, not the result of his own misconduct, of any officer or enlisted man, there will be paid to the widow, child or to any other dependent relative, previously designated by the officer or enlisted man, an amount equal to six months pay at the rate received at the time of his death. Application forms for this purpose are sent to the designated beneficiary by The Finance Office, War Department, Washington, D. C.
2. AMOUNTS IN PAY: Applications for payment of amounts due deceased officers or enlisted men are sent to designated beneficiaries by The Finance Office, War Department, Washington, D. C. Adjudication and payment of such claims are made by the General Accounting Office and from 60 to 120 days are required from date of filing claim before final settlement can be made.
3. BENEFITS ADMINISTERED BY THE VETERANS' ADMINISTRATION:
  - a. Insurance: If you have been designated beneficiary on the policy of any National Service Life Insurance or U. S. Government Life Insurance in force at the time the casualty occurred, you will hear from the Veterans' Administration, Washington, D. C. in the very near future.
  - b. Pensions to Dependents: The dependents of any deceased veteran whose death resulted from injury or disease received in line of duty may be entitled to a pension. The necessary forms on which to make application are forwarded by the Veterans' Administration, Washington, D. C.

IF YOU ARE QUALIFIED TO RECEIVE ANY OR ALL OF THE ABOVE BENEFITS AND YOU DO NOT RECEIVE NOTIFICATION WITHIN SIX WEEKS, OR IF YOU NEED HELP OR ADVICE REGARDING YOUR CLAIM, THIS ORGANIZATION WILL BE GLAD TO ASSIST YOU.

4. PERSONAL EFFECTS: When death occurs in the United States, disposition of personal effects will be made by the Commanding Officer of the station to which the deceased was assigned. If death occurs overseas, disposition will be made by Personal Effects Bureau, Kansas City Quartermaster Depot, Kansas City, Missouri. When recoverable, personal effects will be sent to the next of kin as soon as practicable.

5. REMAINS: Everything humanly possible is being done to recover and care for remains. In case of overseas death, the remains will not be returned to the United States until after the war, at which time The Quartermaster General, Washington, D. C., will contact the family regarding the disposition desired.
6. DETAILS OF CASUALTIES OCCURRING IN COMBAT AREAS: Information as to the circumstances under which the death occurred in combat areas is not available at this time.
7. WAR BONDS: The Centralized Field Office, Finance Department, War Bond Division, 366 West Adams Street, Chicago, Illinois, can give you complete information regarding War Bonds purchased by the deceased.
8. EMERGENCY ADDRESSEE: Is that person designated by a member of the military service to receive the notice of death from the War Department. Any person may be designated as an emergency addressee and need not necessarily be a relative of the designator. This is the person on whom the designator wishes to place the responsibility of breaking the news of his death to his relatives and friends.
9. NEXT OF KIN: Is the nearest living relative of the deceased, and follow in order named: Widow, son, daughter, father, provided the father has not abandoned the support of his family, mother, brother, sister, etc. If there is no living relative, the beneficiary named in the will of the deceased is eligible to receive the effects of the deceased.
10. BENEFICIARIES: Are those persons who are entitled by law to certain benefits, such as insurance, pensions, gratuities, and arrears in pay. The beneficiary may also be the emergency addressee, but the designation as emergency addressee alone does not carry with it any rights to benefits.

HEADQUARTERS EIGHTH AIR FORCE  
Office of the Commanding General

31 March 1943.

GENERAL ORDER)

NO . . . . . 38

\* \* \*

AWARDS OF AIR MEDAL . . . . . VII

\* \* \*

VII. AWARDS OF AIR MEDAL:

Under the provisions of Army Regulations 600-45, 8 August 1932, as amended, and pursuant to authority contained in Section I, Circular 74, Hq., ETOUSA, 18 November 1942, an AIR MEDAL is awarded to the following named Officers and Enlisted Men.

CITATION: For exceptionally meritorious service while participating in five separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by these Officers and Enlisted Men upon these occasions were of the highest order and reflect great credit upon themselves and the Armed Forces of the United States:

\* \* \*

EDWARD J. ZABAWA, 35,277,184, STAFF SERGEANT, \* \* \* \* \*  
Army Air Forces, United States Army. Home address: 10709 Vernon Ave.,  
Garfield Hts., Ohio.

\* \* \*

By command of Major General EAKER:

G. C. Chauncey  
Brigadier General, U.S.A.  
Chief of Staff.

OFFICIAL  
SEAL.



HEADQUARTERS EIGHTH AIR FORCE

GENERAL ORDER)

17 April 1943

NO. . . . .46)

VIII. AWARDS OF OAK LEAF CLUSTER TO AIR MEDAL

Under the provisions of Army Regulations 600-45, 8 August 1932, as amended and pursuant to authority contained in Section I, Circular 36, Hqs., ETOUSA, 5 April 1943, an OAK LEAF CLUSTER is awarded to the following named Officers and Enlisted Men, in addition to the Air Medal previously awarded.

\* \* \*

CITATION: FOR meritorious achievement, while participating in five (5) separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by these Officers and Enlisted Men upon these occasions reflect great credit upon themselves and the Armed Forces of the United States:

\* \* \*

EDWARD J. ZABAWA, 35,277,184, Staff Sergeant, -----  
 Army Air Forces, United States Army. Home address:  
 10709 Vernon Ave., Garfield Heights, Ohio.

\* \* \*

By command of Major General EAKER:

C. C. CHAUNCEY  
 Brigadier General, U. S. Army  
 Chief of Staff.

OFFICIAL SEAL

HQ., VIII-BOMBER COMMAND  
APO 634

21 April 1943

GENERAL ORDER)

NO. . . . .23)

AWARDS OF OAK LEAF CLUSTER FOR AIR MEDAL . . . . .II

II. Under the provisions of Army Regulations 600-45, 8 August 1932, as amended, and pursuant to authority contained in Section I, Circular 36, Hq., ETOUSA, 5 April 1943, and Ltr. Hq., Eighth Air Force, 16 April 1943, Subject "Awards and Decorations," the OAK LEAF CLUSTER is awarded to the following named officers and enlisted men, in addition to the Air Medal previously awarded.

CITATION: For exceptionally meritorious service while participating in five separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by those officers and enlisted men upon these occasions were of the highest order and reflect great credit upon themselves and the Armed Forces of the United States.

\* \* \* \* \*  
\* \* \* \* \* EDWARDS J. ZABAWA, 35, 277, 184, Staff Sergeant, \* \* \* \* \*  
\* \* \* \* \* Army Air Forces, United States Army. Home address:  
10709 Vernon Avenue, Garfield Heights, Ohio.

By command of Brigadier General LONGFELLOW:

CHAS. B. B. BUBB,  
Colonel, GSC.  
Chief of Staff.

OFFICIAL  
SEAL

# WESTERN UNION

1201

| SYMBOLS                  |
|--------------------------|
| DL = Day Letter          |
| NL = Night Letter        |
| LC = Deferred Cable      |
| NLT = Cable Night Letter |
| Ship Radiogram           |

(25)1

**CLASS OF SERVICE**  
 This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

A. N. WILLIAMS  
PRESIDENT

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

J. C. WILLEVER  
FIRST VICE-PRESIDENT

The time shown on the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

HW173 41 GOVT=WUX WASHINGTON DC 11 506P

MRS KATHERINE ZABAWA=  
10709 VERNON AVE GARFIELD HEIGHTS=

1943 MAY 11 PM 5 28

I REGRET TO INFORM YOU THAT THE COMMANDING GENERAL EUROPEAN AREA REPORTS YOUR SON STAFF SERGEANT EDWARD J. ZABAWA MISSING IN ACTION SINCE MAY ONE IF FURTHER DETAILS OR OTHER INFORMATION OF HIS STATUS ARE RECEIVED YOU WILL BE PROMPTLY NOTIFIED=

ULIO THE ADJUTANT GENERAL.

THE COMPANY

WANTS SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

W E S T E R N U N I O N

HW173 41 GOVT -WUX WASHINGTON DC 11 506P  
MRS. KATHERINE ZABAWA  
10709 VERNON AVE GARFIELD HEIGHTS OHIO

I REGRET TO INFORM YOU THAT THE COMMANDING GENERAL EUROPEAN  
AREA REPORTS YOUR SON STAFF SERGEANT EDWARD J ZABAWA MISSING  
~~IN ACTION SINCE MAY ONE IF FURTHER DETAILS OR OTHER~~  
~~INFORMATION OF HIS STATUS ARE RECEIVED YOU WILL BE PROMPTLY~~  
NOTIFIED.

ULIO THE ADJUTANT GENERAL.

HEADQUARTERS EIGHTH AIR FORCE

OFFICE OF THE COMMANDING GENERAL

13 May 1943.

GENERAL ORDERS)

NUMBER . . . 58)

\* \* \*  
AWARD OF THE OAK LEAF CLUSTER TO AIR MEDAL. . . . . VI  
\* \* \*

VI. Under the provisions of Army Regulations 600-45, 8 August 1932, as amended, and pursuant to authority contained in Section I, Circular 36, Hq., ETOUSA, 5 April 1943, an OAK LEAF CLUSTER is awarded to the following named Officer and Enlisted Man in addition to the AIR MEDAL previously awarded.

\* \* \*  
EDWARD J. ZABAWA, 35,277,184, Staff Sergeant, . . . . .  
Army Air Forces, United States Army. For meritorious achievement, while serving as Bombardier on a B-17 airplane on a bombing mission over Germany, 17 April 1943. Displaying great courage and skill, Sergeant Zabawa fighting from his gun position destroyed one enemy airplane of the FW-190 type. The courage, coblness and skill displayed by Sergeant Zabawa upon this occasion reflect the highest credit upon himself and the Armed Forces of the United States.

Homeaddress: 10709 Vernon Ave., Garfield Heights, Ohio.

\* \* \*  
By command of Major General EAKER:

G. C. CHAUNCEY  
Brigadier General, U. S. A.  
Chief of Staff.

OFFICIAL  
SEAL.

WAR DEPARTMENT  
Army Service Forces

Office of the Adjutant General  
Washington

In reply  
refer to

9 August 1943.

AG 201 Zabawa, Edward J.  
(9 Aug 43) PD-C AS#35,277,184

Mrs. Katherine Zabawa,  
10709 Vernon Avenue,  
Garfield Heights, Ohio

My dear Mrs. Zabawa:

I have the honor to inform you that by direction of the President, the Air Medal with three Oak-leaf Clusters, which indicate a second, third and fourth award of the same decoration, has been awarded to your son, Staff Sergeant Edward J. Zabawa, Air Corps, for exceptionally meritorious achievement.

Since Sergeant Zabawa has been reported to the War Department as missing in action, the decoration will be presented to you in his absence. The Air Medal with three Oak-leaf Clusters will be forwarded to Headquarters, Army Air Forces, Washington, D. C., for presentation to you, and that office will communicate with you concerning your wishes in the matter.

May I again extend my sympathy during this period of anxiety and hope with you for more favorable news.

Very truly yours,

J. A. ULIO,  
Major General,  
The Adjutant General.

WAR DEPARTMENT  
KANSAS CITY QUARTERMASTER DEPOT  
601 Hardisty Avenue  
Kansas City 1, Missouri

(s-11-15-43)

JRM:IB:ft

September 14, 1943

In reply refer to: NO. 18747

Mrs. Katherine Zabawa  
10707 Vernon Avenue  
Garfield Heights, Ohio

Dear Mrs. Zabawa:

Reference is made to your letter of July 15th, regarding the personal effects of your son, Staff Sergeant Edward J. Zabawa. There has been a delay in answering your letter due to the fact that you failed to include your address, and it was necessary that we obtain this information from The Adjutant General, Washington, D. C.

All War Department agencies are under instruction to forward personal effects of military personnel to the Army Effects Bureau for disposition, and it seems reasonable to assume that your son's belongings will ultimately be received here. We have not yet been furnished any information about them; however, because of transportation difficulties, considerable time must be allowed for the return of effects from overseas stations.

It is possible that Sergeant Zabawa's Purple Heart Medal may be received with his other personal property. If not, I would suggest that you write to The Adjutant General, Washington, D.C., since the award of medals comes under the jurisdiction of that office.

Please be assured that your inquiry has been made a matter of record at this bureau, and that you will be notified upon receipt of any information whatsoever relating to your son's possessions.

Yours very truly,

Carl H. Essert  
Administrative Assistant  
Army Effects Bureau

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON, D.C.

September 29, 1943

Mrs. Katherine Zabawa  
10709 Vernon Avenue  
Garfield Heights, Ohio

My dear Mrs. Zabawa;

Your letter of August 18, 1943 addressed to Major General J. A. Ulio has been referred to this headquarters for appropriate action on that part of the communication treating with the Air Medal and three Oak-leaf Clusters awarded to your son, Staff Sergeant Edward J. Zabawa.

Our failure to answer your letter at an earlier date is due to the fact that we have been daily expecting to receive the medal from the Quartermaster Depot in Philadelphia where the engraving is done. Upon the receipt of the decoration at this headquarters, you will be notified and requested to designate your preference regarding the presentation of this award.

Beyond a doubt the Adjutant General's office answered the other inquiries in your letter and it is our hope that the information sent to you was comforting.

Very truly yours,

CHARLES J. HIMES, JR.  
Major, Air Corps  
Actg Chief, Decorations & Awards Branch  
Special Service Division  
Office, Asst Chief, Air Staff, Personnel



WAR DEPARTMENT

THE ADJUTANT GENERAL'S OFFICE  
WASHINGTON

AG 201 Zabawa, Edward J.  
(30 Sep 43) PC-G 35,277,184

5 October 1943

Mrs. Katherine Zabawa,  
10709 Vernon Avenue  
Garfield Heights, Ohio

Dear Mrs. Zabawa:

I have your letter of 30 September relative to your son,  
Staff Sergeant Edward J. Zabawa.

I can well understand how very anxious you must be for the  
safety of your son and I am extremely sorry that up to this time no  
further report concerning his has reached this office. However, you  
may be certain that the military authorities are doing their utmost  
to ascertain the whereabouts of our army personnel who are missing  
in action. Lists of prisoners of war received through the International  
Red Cross have been carefully checked but to date Sergeant Zabawa's  
name has not appeared on any of them. When further information reaches  
this office, I will communicate with you promptly.

I regret that I am unable to give you the information  
requested as it is impossible to determine from the report received  
in this office which officers and enlisted men, named therein, were  
on the plane with your son at the time of his disappearance.

May I again express my deep sympathy during this period of  
uncertainty.

Very truly yours

J. A. Ulio  
Major General,  
The Adjutant General.

367TH BOMBARDMENT SQUADRON (H)  
Office of the Squadron Commander  
United States Forces

APO 634,  
13 January, 1944.

Mrs. Bertha Oleska,  
477 N. Firestone Boulevard,  
Akron 1, Ohio.

Dear Mrs. Oleska:

I wish I could write you a more encouraging letter, but I'm sorry I must tell you that we have heard nothing from your brother, S/Sgt EDWARD J. ZABAWA, or any member of his crew.

His ship was seen to leave the formation just off the coast of France, and the crews who returned believed that the pilot "ditched" (landed in the water) within easy distance of rescue from shore. The ship was under control when last seen and we have always held hopes that the crew was rescued. If they were taken prisoners I believe someone would have heard from them by now. There is a possibility that they escaped capture and are safe somewhere and it is on this possibility that we now base our hopes that they are safe. If you wish you may contact the next of kin of three members of the crew listed below, and perhaps they have had some information:

2nd Lt. EVAN D. CLAYTON: Mrs. JOHN CLAYTON (mother)  
25 E. Deleware,  
Chicago, Illinois.

2nd Lt. THADDEUS V. POWELL: Mrs. Eugene Powell (mother)  
222 West 1st Street,  
San Angelo, Texas.

T/Sgt JOHN ALEXANDER : Mr. John C. Alexander (Father)  
7339 Champlain Avenue,  
Chicago, Illinois.

ED'S Air Medal with cluster was either forwarded with his effects or a letter entitling him to draw one from the Quartermaster in the United States was forwarded. They stopped issuing the actual medal some time ago and gave the letter instead. All his personal effects were inventoried by a Summary Court Office and forwarded through the Quartermaster Channels.

You can expect them to be delivered to his mother about twelve months after he was lost. This is a long time but I'm sure you appreciate the great problem in handling such a large quantity of items.

For inquiries about the bonds he purchased you should write to

Ltr, Mrs. Bertha Oleska; 367th Bomb Sq(H), APO 364, 13 January, 1944.

Commanding Officer,  
Centralized Field Offices, F. D.  
366 West Adams Street,  
Chicago, Illinois,

Attention: Army War Bond Office, F. D.

The policy of the War Department is to wait one year from the date a man is missing in action. If no word is received of him, he is assumed killed in action. I sincerely hope this will not happen.

It is not necessary for me to tell you what a fine boy ED was. You must know much better than I. He was a fine soldier and did a job that we are all proud of. I can easily understand his Mother's depressed condition and I regret that I can not give her any more encouragement.

We will write to you immediately if we hear from ED or any other member of his crew. If there is anything further we can do for you please do not hesitate to ask us.

Very truly yours,

*R. E. Walck*  
R. E. WALCK,  
Major, Air Corps,  
Executive.

WAR DEPARTMENT  
Headquarters of the Army Air Forces  
WASHINGTON

January 13, 1944

Mrs. Katherine Zabawa  
10709 Vernon Avenue  
Garfield Heights, Ohio

My dear Mrs. Zabawa:

In compliance with your wishes the Air Medal with three Oak-leaf Clusters awarded to your son, Staff Sergeant Edward J. Zabawa, is forwarded herewith registered mail, together with official copies of the citations.

You can rightly share the pride which would be his could he be present to receive these decorations. The Army Air Forces present these to you in honor of his services to his country.

Very truly yours,

HAROLD D. KRAFT

Lt. Colonel, Air Corps

Chief, Decorations & Awards Branch

Special Service Division

Office, Asst. chief, Air Staff, Personnel

2 Incls  
1-Citations  
2-AM w/3OLCs

COPY

WAR DEPARTMENT  
THE ADJUTANT GENERAL'S OFFICE  
WASHINGTON

AG 201 Zabawa, Edward J.  
(2 May 44) PC-S

2 May 1944.

Mr. and Mrs. Joseph Zabawa  
10709 Vernon Avenue,  
Garfield Heights, 5, Ohio.

Dear Mr. and Mrs. Zabawa:

Since your son, Staff Sergeant Edward J. Zabawa, 35,277,184, Air Corps, was reported missing in action 1 May 1943, the War Department has entertained the hope that he survived and that information would be revealed dispelling the uncertainty surrounding his absence. However, as in many cases, the conditions of warfare deny us such information. The record concerning your son shows that the aircraft of which he was a crew member was lost in the English Channel near Brest, France, after participating in a bombing mission over enemy-occupied Europe.

Full consideration has recently been given to all available information bearing on the absence of your son, including all records, reports and circumstances. These have been carefully reviewed and considered. In view of the fact that twelve months have now expired without the receipt of evidence to support a continued presumption of survival, the War Department must terminate such absence by a presumptive finding of death. Accordingly, an official finding of death has been recorded under the provisions of Public Law 490, 77th Congress, approved March 7, 1942, as amended by Public Law 848, 77th Congress, approved December 24, 1942.

The finding does not establish an actual or probable date of death; however, as required by law, it includes a presumptive date of death for the termination of pay and allowances, settlement of accounts and payment of death gratuities. In the case of your son this date has been set as 2 May 1944, the day following the expiration of twelve months absence.

I regret the necessity for this message but trust that the ending of a long period of uncertainty may give at least some small measure of consolation. I hope you may find sustaining comfort in the thought that the uncertainty with which the war has surrounded the absence of your son has enhanced the honor of his service to his country and of his sacrifice.

Sincerely yours,

ROBERT H. DUNLOP  
Brigadier General,  
Acting the Adjutant General.

1 Incl.

HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

May 16, 1944

Mrs. Joseph Zabawa  
10709 Vernon Avenue  
Garfield Heights, 5, Ohio

Dear Mrs. Zabawa:

I wish to express to you my sincere sympathy in your bereavement, and offer the services of the Personal Affairs Division, Headquarters Army Air Forces, to assist in the filing and expediting of claims for any benefits for which you may be eligible; or in connection with any personal problems, including employment, which may have been caused or aggravated by the great loss you have suffered,

The facilities of this office are available to you now or at any time in the future and I hope you will feel no hesitancy in using them.

Sincerely yours,

J. N. DOUGLAS  
Colonel, Air Corps  
Chief, Personal Affairs Division  
A/C AS, Personnel.

2 Inclosures

WAR DEPARTMENT  
THE ADJUTANT GENERAL'S OFFICE  
WASHINGTON 25, D. C.

THE PURPLE HEART AWARDED POSTHUMOUSLY

The Purple Heart was originally established by General George Washington at Newburgh, 7 August 1782, during the War of the Revolution. The decoration was revived by the War Department on 22 February 1932, the two-hundredth anniversary of General Washington's birth, thus paying respect to his memory and recognizing his military achievements. It is awarded to persons who, while serving in any capacity with the Army of the United States, are wounded in action against an enemy of the United States, or who since 6 December 1941 are killed in action, or who die as a direct result of wounds received in action.

The following is a brief description of the Purple Heart: The decoration consists of a purple enameled heart within a bronze border on which is mounted in relief a profile head of General Washington in military uniform. Above the enameled heart is the shield of Washington's coat of arms between two sprays of leaves in green enamel. On the reverse below the shield and leaves without enamel, is a raised bronze heart with the inscription. "For Military Merit", under which is engraved the name of the recipient. The medal is suspended by a rectangular-shaped metal loop with corners rounded from a silk moire ribbon of purple center with white edges.

The complete Purple Heart decoration consists of the medal, the service ribbon or bar in the colors of the suspension ribbon of the medal, and a lapel button in colored enamel. When the Purple Heart is awarded posthumously only the decoration itself is furnished.

Neither the Purple Heart nor any of the devices which accompany it are authorized to be worn by anyone other than the individual for whose service they are awarded. The individuals for whose service they are awarded may wear the Purple Heart decoration on appropriate occasions; and are authorized to wear the service ribbon or bar on the uniform, and the lapel button when in civilian clothing. Recipients of posthumous awards of the Purple Heart may display the decoration in the opened container or in any other appropriate manner desired.

J. A. ULIO,  
Major General,  
The Adjutant General.

18 May 1944.

(SEAL)

THE SECRETARY OF WAR  
WASHINGTON

May 24, 1944.

My dear Mr. Zabawa:

At the request of the President, I write to inform you that the Purple Heart has been awarded posthumously to your son, Staff Sergeant Edward J. Zabawa, Air Corps, who sacrificed his life in defense of his country.

Little that we can do or say will console you for the death of your loved one. We profoundly appreciate the greatness of your loss, for in a very real sense the loss suffered by any of us in this battle for our country, is a loss shared by all of us. When the medal, which you will shortly receive, reaches you, I want you to know that with it goes my sincerest sympathy, and the hope that time and the victory of our cause will finally lighten the burden of your grief.

Sincerely yours,

Henry L. Stimson.

Mr. Joseph Zabawa  
10709 Vernon Avenue  
Garfield Heights, 5, Ohio



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CACA

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ZABANA, EDWARD, JOSEPH VETERAN SERVICE DATES ENL 2\42 DIS 5\44 TYPE

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CHICAGO FARC(050) TRANSFER FROM CLEVELND RO(325) DATE OF TRANSFER

12\23\68 INACTIVE C&P ADP RECORD.

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[59309CHMDY

## CHAPTER 7

### Newspaper Articles About Uncle Eddie

Please return to:  
Mrs. K. Zabiwa  
10709 Vernon Ave  
Cleveland Ohio

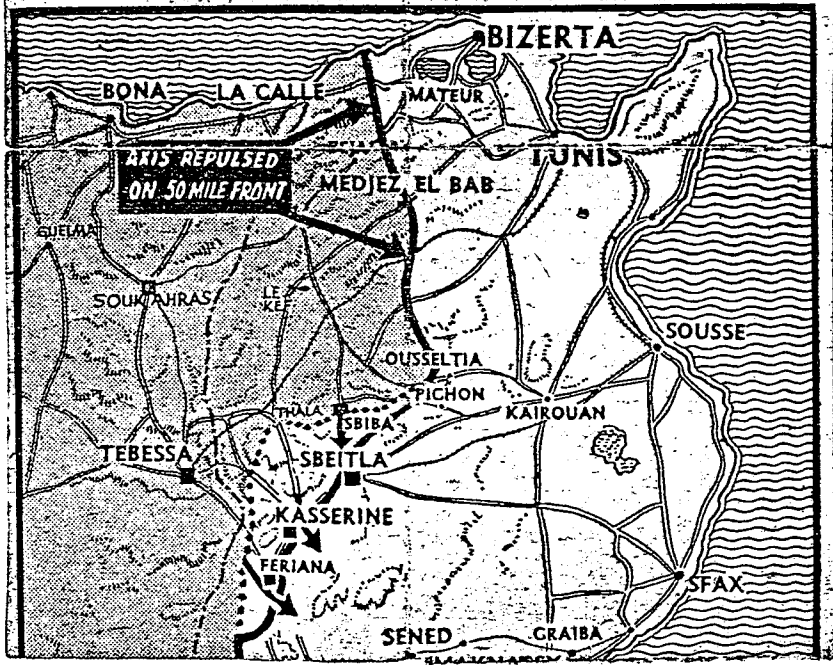
# RS AND STRIP

in the European Theater

London, England

## Allies Halt Attacks in Pursue Foe in Center 850 Captives Taken in

*The Tide Turns in Tunisia*



# Nazis Chased from Brest

## Some Bomber Crews Made Two Raids In Two Days

By Andrew A. Rooney

Stars and Stripes Staff Writer

American air crews who had to fight their way home from Wilhelmshaven through swarms of Nazi fighter planes found the skies over Brest, German U-boat base in France, strangely free of Luftwaffe opposition.

The raids Friday (on Wilhelmshaven) and Saturday (on Brest) provided the second instance in which some Eighth Air Force combat units have raided enemy territory on successive days. The last time was on Dunkirk and St. Nazaire.

Crews of the Fortresses and Liberators who struck at Brest in daylight Saturday reported seeing "no more than five Huns at one time." Credit for the opportunity to make deadly bombing runs with no appreciable opposition other than flak was given to the escorting squadrons of RAF and Allied Spitfires who, in relays, covered the entire mission.

### Closest Call

The crew of 1st Lt. William Casey, of Red Bank, N.J., had the closest call of the Brest raid. Flying in the Fortress Little Audrey, because their own ship, Banshee, had been damaged over Wilhelmshaven, they ran into trouble ten minutes from the objective.

No. 4 engine started spouting oil and smoking.

"We were in the lead formation," T/Sgt. Wilson C. Elliott, of Detroit, said. "The engine was smoking, but Lt. Casey didn't feather the prop because the minute you do that German fighters know you are in trouble and start concentrating on you."

T/Sgt. Parley D. Small, veteran tail gunner from Packwood, Iowa, said that the whole crew thought they were done for.

"Our formation passed us and we were left alone until the next group came over. They passed us. We were going pretty slow with only three engines."

## N.Y. Times Reporter Missing From Raid

Robert P. Post, 32-year-old correspondent for the New York Times and a member of the paper's London staff, is officially reported missing in action from the U.S. air raid on Wilhelmshaven Friday.

Post was one of a group of American correspondents who went as observers on the daylight raid.

Airmen in his formation, who saw Post's plane shot down by enemy fighters, said that some of the crew parachuted to earth.

A Harvard graduate, Post covered the White House for the Times before coming to the London Bureau in 1938. His wife, who lives in London, is the former Miss Margaret Lapsley, of Brooklyn, Conn.

navigator; T/Sgt. Thurman H. Ray, Loveland, Col., ball turret; Sgt. Reginald G. Harris, Houston, Tex., waist gunner; S/Sgt. Joseph R. Borzym, Chicago, waist gunner; S/Sgt. Morris J. Gecowets, Mark Center, Ohio, radio operator.

1st Lt. William Wilton Biggs, of Onyka, Miss., a Fortress navigator, commented on the absence of enemy fighters.

"There was nothing to it," he reported. "I didn't see a single fighter plane either on the way in or on the way out from the target. We had an uninterrupted run."

Not all the ships were unscratched. 1st Lt. Craig Harwood, of Highwood, Ill., pilot of the Fortress Tally-Ho, in the lead formation, said his plane caught flak in the wings and stabilizer.

### Souvenir of Flak

S/Sgt. Ray H. Erikson, of Chicago, had a piece of flak as a souvenir.

"This came ripping up through the fuselage," he explained, "and buried itself in the ammunition can right behind Ed. He had a close one and never knew it."

Ed is the other waist gunner, Sgt. Edward Zabawa, of Cleveland.

As a United States Bomber Station Somewhere in England, April 17 (By Cable)—On its maiden mission over the Continent, the Flying Fortress Maryland, My Maryland, piloted by Lieut. Kenneth A. Reecher, of Hagerstown, yesterday helped blast Lorient with a load of 1,000-pound bombs which included one bearing the chalked greeting, "Love, from Baltimore."

As she pulled away from the target homeward bound something went wrong with one of the plane's propeller governors, and one engine "ran away," causing a vibration so violent that Reecher landed her at an RAF field on the English coast.

#### Led By Baltimorean

While the Fortress he named for his native State remained there today undergoing repairs, Reecher and his crew made a hasty return trip to this station to take off again in another ship, Fightin' Pappy, with a force of bombers that attacked the Focke-Wulf airplane factory at Bremen this afternoon.

The group of Forts taking off from this field was led by Major Jack Lambert, of Baltimore, a

squadron leader making his fourteenth bombing mission.

[Editor's Note—Major Lambert is the son of Jack Lambert, former sculptor cartoonist for *The Sun* who lived in Baltimore for twenty years and left to join the staff of the *Chicago Sun*.

The 23-year-old pilot took part in raids on Romilly and St. Nazaire. In 1940 he placed fourth in a nationwide contest among Civil Aeronautics Authority graduates. His wife, the former Miss Frances Discus, lives in Arlington, Va.

#### Several Missing

Flying as copilot of another Fortress in the group was another Baltimorean, Lieut. Ferd Onnen, making his fifth mission. With still a third Fort went an aerial observer and radioman from Ell

Sergt. Jake Kirn, making his twentieth mission.

All the Marylanders returned safely. But this station is not a happy place tonight, for several of the bombers are missing.

Reecher's ship, which suffered a dozen hits from 20-mm. German shells and which was the only Fort in its particular squadron, returned to the field late tonight.

#### Some Take A Beating

"Flak and fighter opposition were the worst I have ever seen," said Lambert when his group got home. "My ship came through without damage and was too busy flying in formation to see what happened to the others, but I know that several took a beating.

"German fighters, flying in formation, were waiting for us when we got over Germany. They flew alongside us until we got over the target, then gained altitude and came after us. But we made a good bomb run just the same."

The squadron with which Reecher's Fort flew was below the group leader, on the right. It got off all its bombs, but two 20 millimeter shells put the Number 2 engine of Reecher's plane out of commission. Two more struck the nose. Two more hit the bomb bay. The wings and belly suffered other hits, one carrying away the rear landing wheel.

#### Is Knocked Dizzy

One shell, hitting the tail, exploded in the tail gunner's compartment, the shrapnel riddling the leather flying jacket of the tail gunner, Sergt. W. W. F. Brittain, of Houston, Texas. But Brittain miraculously escaped injury.

"The explosion knocked me dizzy for a moment," he said. "I didn't know what had happened. It was a Focke-Wulf, and our right waist gunner got it a minute later. I hit another and saw it go down."

The right waist gunner was Sergt. L. J. Durfee, of Flint, Mich. He, too, had his troubles, part of the

waist window being carried away under his nose.

#### Lands Without Accident

"One instant it was there, and the next it was gone," Durfee said. "Don't know whether it was flak or 20 millimeter. It just disappeared all of a sudden."

Another Focke-Wulf was shot down by Sgt. Edward J. Zabawa, of Garfield Heights, Ohio, the bombardier on Reecher's ship.

But Fightin' Pappy came home, Reecher landing her without accident in a stiff cross-wind with one motor idle and the rear landing wheel missing. Both pilot and crew were pretty badly shaken.

#### Terms It "Rugged Show"

"We owe a lot to Lieutenant Reecher," Durfee said. "If it hadn't been for him we might not have come back at all."

"I never saw German fighters so close," said Reecher. "One attacking us head-on peeled off so near I was sure he had hit our right wing. I saw one of the Forts go down in flames. It was rather a rugged show."

The Fort on which Onnen flew as copilot developed engine trouble shortly after crossing the German coast. The pilot, Lieut. Bill McKearn, of Beloit, Mich., decided to turn back. The ship reached the home station a couple of hours before the others, and landed without mishap.

#### Sticks To His Radio

Kirn, flying in a Fortress named Miss Swoose II, stuck to his radio throughout the raid.

"Had a couple of bullets go through the stabilizer," Kirn said. "It was a bit rough while it lasted."

Two other Marylanders at this station did not participate in today's raid. They are Lieut. Charles T. Schoolfield, of Mount Washington, pilot, and Sergt. Ray T. Smith, of Easton, aerial gunner.

Smith had been on fifteen raids. Schoolfield made his first yesterday to Lorient.

#### Wants A Lady Baltimore II

Lieutenant Onnen had his eyes on the Maryland. My Maryland while the ship was in the hangar here, before it was assigned to Lieutenant Reecher. Onnen had hoped to name her Lady Baltimore II, to replace another Fortress, Lady Baltimore I, which he flew overseas from the States to England via North Africa several months ago.

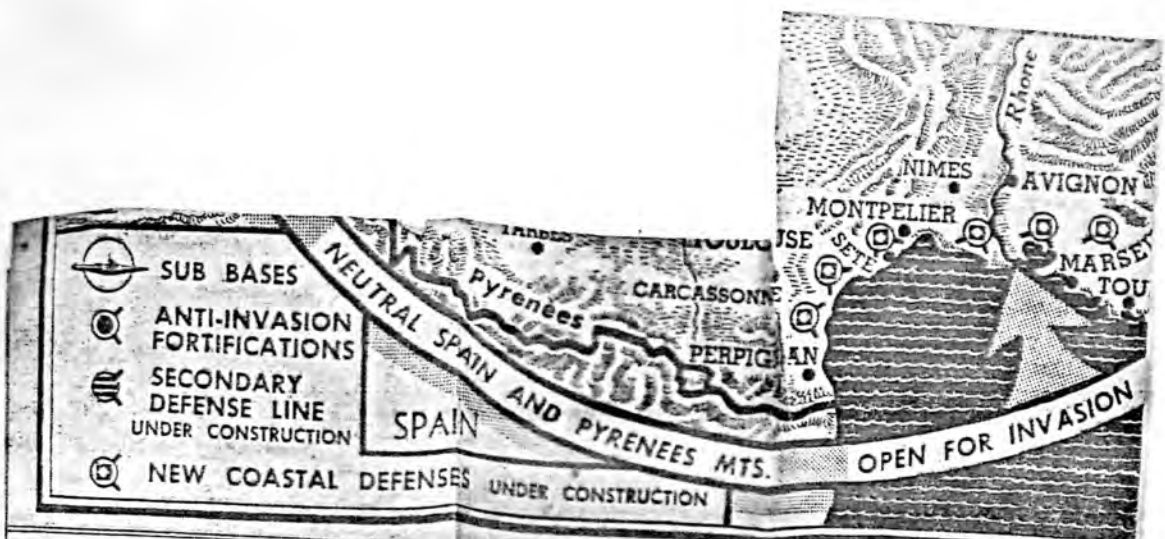
In the shifting of crews and re-assignment of ships, Onnen lost the Lady Baltimore to another pilot. As soon as he gets another ship of his own, she'll become Lady Baltimore II, Onnen says.

#### Must Get Another Crew

But Onnen also will have to find another crew. Most of the members of his original crew have been scattered among other ships and many are reported missing.

Losses in his squadron have been the heaviest of any similar unit in the European theater of operations, and the results of today's raid, while it was a highly successful operation, left the entire station saddened and subdued tonight.





## RUMANIA RECALLS ARMY FROM RUSSIA

Reports Interpreted As Confirmation Of Axis Fears Of Invasion Soon

## France Held Most Likely Spot For Allied Invasion

Factor Of Distance Figures In Opinion—Beaches Around Calais In Top Place In Possibilities

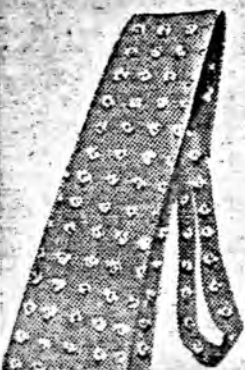
## STERS

fabrics loomed  
that men have  
rs.

COATS:

\$ 160

Monday Nights



# Eight More Clevelanders Win Awards for Heroism

The War Department's announcement today of more than 1000 decorations to men of the Eighth Air Force reflects the intensity of Allied air action against the continent, and its deadliness. Of eight Clevelanders recently awarded medals, three are now casualties.

The awards are:  
**DISTINGUISHED FLYING CROSS:** Sgt. Myron R. Srsen, 3363 E. 102d street.

**SECOND OAK LEAF CLUSTER TO AIR MEDAL:** Sgt. George R. Creadon, 3193 W. 88th street, missing in action.

**OAK LEAF CLUSTER TO AIR MEDAL:** Lieut. Robert E. Kaluzsa, 11906 Buckingham avenue, killed in action; Capt. Sanford T. Smith Jr., 1475 Marlowe avenue, Lakewood; Sgt. Edward J. Zabawa, 10709 Vernon avenue, Garfield Heights, missing in action.

**AIR MEDAL:** Lieut. Theodore I. Rothman, 10905 Massie avenue; Sgt. John L. Guminey, 2037 W. 11th street.

Of Lieut. Kaluzsa, killed on May 28 aboard the Liberator on which he was bombardier, a former class-

adopted a resolution condemning strikes during the war and urged the Federal Government to release corn and livestock feed and to liberalize food rationing restrictions on home-produced fruits and vegetables.

"We disapprove and condemn any strike by any group anywhere in America as affecting essential industries for the duration of this war for the reason that any such strike or stoppage gravely threatens the security of our nation and endangers the cause for which we fight," the resolution said.

It commended "the magnificent and sustained effort of American farmers" and "the superb co-operation and unparalleled results in the production of material and equipment of labor and management."

The food resolution recommended that "OPA restrictions be removed or eased so that ration points will not prevent the transfer of home-produced food among state and local agencies" which produce foods for public institutions not offered on the open market.



Lieut. Rothman



Sgt. Guminey



Sgt. Zabawa



Lieut. Kaluzsa



Capt. Smith

mate at John Carroll and fellow flyer has written:

"He was part of a home and a family. He loved his life as you love yours. He was a gambler, gambling the highest stakes a man can wager . . . his life.

"When he won, we all won; now he has lost, but we must all carry on. His loss was my inspiration to fight on, but he left a grieved mother, a saddened family, and a broken home. He was a courageous American soldier."

The author of this piece, which he calls a dedication "to my best friend," is Lieut. Jack De Haas, son of Mr. and Mrs. Johan De Haas, 3149 E. 102d street. Lieut. De Haas is a unit commander at Foster Field, Tex.

Sgt. Zabawa, also a bombardier, has been missing in action since May 1. He is the son of Mr. and Mrs. Joseph Zabawa.

Sgt. Creadon, son of Mr. James Creadon, has been missing in Africa since Jan. 19. A gunner and engineer, he cabled last Christmas Day to say that he was in the Middle East.

Capt. Smith is now piloting his third Fortress, he has written home. He has recently been made a flight leader.

The first day he flew his new ship he told his parents, Mr. and Mrs. Sanford T. Smith, was on his 24th birthday, on a big raid over St. Nazaire.

Sgt. Creadon, son of James Creadon, High School and worked for

the Republic Steel Co. before joining the Army 15 months ago. He is a radio operator. He is the son of Mrs. Katherine Guminey.

Lieut. Rothman, 24, enlisted in the Air Forces during his senior year at Ohio State University. He is a graduate of John Adams High School and attended Western Reserve University for one year. Bombardier on a Fortress, Lieut. Rothman is the son of Mr. and Mrs. Sam Rothman.

The Press has previously report-

ed award of the Distinguished Flying Cross to Sgt. Srsen, the son of Mr. and Mrs. Joseph Srsen.

Award of the Air Medal to Capt. James S. Wright of Cleveland was also announced today by the Eighth Air Force in London, according to the United Press. Capt. Wright is one of 13 members of a photographic reconnaissance unit to be decorated by Maj. Gen. Ira C. Eaker for completion of five or more operational flights over Europe. His home address could not be learned.



# 13 More From City Are War Casualties

The war toll of Clevelanders on this Memorial Day is long including two killed, three missing, six wounded and two prisoners. One man, previously missing, has returned to duty.

**The dead:**

LIEUT. EDWARD V. FOGONOWSKI, 7606 Aberdeen avenue.

SGT. JOHN KOPCYK, 9011 Cannon avenue.

**Missing are:**

SGT. EDWARD ZABAWA, 10709 Vernon avenue, Garfield Heights.

LIEUT. JAMES AUBELE, 3641 Bosworth road.

SGT. ARTHUR J. PASCOE, 12702 Summerland avenue.

**The wounded are:**

SGT. FRANK G. KACZOR, 3295 W. 142d street.

PFC. PETER H. GANS, 3214 Vega avenue.

PFC. JULIUS C. GUCWA,

Turn to Page Two Column One

## Ohio Yanks Are Listed As Missing

By United Press

WASHINGTON, May 29.—The war department announced today the names of the following United States soldiers from Ohio missing in action in the European, North African and Pacific areas:

**EUROPE:**

Staff Sgt. Edward J. Zabawa, mother, Mrs. Katherine Zabawa, 10709 Vernon av., Garfield.

**NORTH AFRICA:**

Pvt. Joseph Berkeley, mother, Mrs. Mary Burkall, 9715 Yeaka av., Cleveland; Second Lieut. Francis H. Harmon, wife, Mrs. Mildred H. Harmon, 2063 Torbenson dr., Cleveland; P.F.C. William V. Sopko, mother, Mrs. Mary Sopko, 5615 Grand av., Cleveland; Tech. Sgt. Carl E. Stevens, wife, Mrs. Delores E. Stevens, 2485 W. 20th st., Cleveland; Pvt. Paul P. Van Gundy, father, Coy Van Gundy, Groveport.

The war department also announced the names of the following U. S. soldiers from Ohio held as prisoners of war by Japan:

P.F.C. Frank Blackanic, Jr., father, Frank Blackanic, sr., 420 Campbell st., Akron; P.F.C. Clifford Gibson, mother, Mrs. Ema Grace Gibson, 602 11th st. NE, Canton.

# 2 Cleveland Catholics on Casualty List

One Cleveland Catholic has been reported missing in action in the air war in Europe and another has



been wounded in the Aleutian area, according to telegrams received by their relatives from the War Department.

Staff Sergeant Edward J. Za-



Pfc. Papson

**Sgt. Zabawa**  
bawa, a bombardier on a Flying Fortress and brother of the Rev. Joseph Zabawa of Immaculate Heart of Mary Parish, has been missing since May 1.

Before he was reported missing he shot down two Nazi planes and was decorated with the Air Medal and the Oak Leaf Cluster.

### WOUNDED MAY 19

Wounded in the Aleutian war theater was Pfc. Julius J. Papson, son of John Papson of 9916 Sophia Avenue in St. Benedict Parish. An infantryman, he was wounded May 19, but his relatives have not learned the seriousness of the wound.

Entering service on February 23, 1942, Sergeant Zabawa was an Army cook until he went into the Air Corps after going to England

## Gets First Degree With 'Family Major'

ST. LOUIS, Mo.—Miss Marjorie Mae Boeving of Poplar Bluff, Mo., is the first person in history to be graduated from college with a degree in "Family." She is the first to complete the unique "family major" course at Fontbonne College here.

The course was originated by Dr. Alphonse H. Clemens, director of the department of economics and sociology at Fontbonne, to prepare young women for Christian marriage. The papal encyclicals on marriage are stressed in the course, which is the only major of its kind.

Miss Boeving received her degree from Archbishop John J. Glennon of St. Louis at the recent commencement exercises.

late in July or early in August of last year.

He is the son of Mr. and Mrs. Joseph Zabawa of 10709 Vernon Avenue in SS. Peter and Paul Parish. He also has three other brothers and three sisters, Frank, Stanley, John, Mrs. Stella Andryszak, Mrs. Bertha Oleksa and Jean.

### WON DECORATIONS

Pfc. Papson entered the Army in September of 1942 and was given decorations for sharpshooting and bayonet excellence, according to his relatives. He has four brothers and four sisters, John, Michael, Joseph, Andrew, Mrs. Ann Potochick, Mrs. Mary Gaydash, Mrs. Elizabeth Gaydash and Margaret.

Technical Sergeant John L. Gummy, son of Mrs. Catherine Gummy of 2037 W. 11th Street in St. John Cantius Parish, has been awarded the Air Medal, according to word from the War Department. He is an aviation radio operator and is somewhere in England. He entered the service a year ago.

Buy War Bonds and Stamps until it hurts. It'll hurt a lot more if we lose this war.

## Sgt. Edward

Sgt. Edward Zabawa and Mrs. Joseph Zabawa, son of Mr. and Mrs. Joseph Zabawa, 99 Vernon Avenue, and brother of the Rev. Joseph F. Zabawa, pastor of Transfiguration Parish, has been presumed dead by the War Department. He was previously reported missing since a mission over Germany May 1, 1943.



Holder of the Air Medal with a cluster, he entered the Army February 23, 1942. Bombar-dier on a Flying Fortress, he shot down two Nazi planes before he was lost. He is a former member of SS. Peter and Paul Parish, Garfield Heights.

He also leaves three other brothers: Frank, Fireman 2/c Stanley, in the Pacific and Seaman John, Great Lakes, Ill., and three sisters, Mrs. Stella Andryszak, Mrs. Bertha Oleska and Jean.

## CHAPTER 8

### Photographs of Uncle Eddie and Medals Received



(Int.)  
Atlantic Way Lane



July 7<sup>th</sup> 1942  
American Studios  
"Immediate Service"  
La Crosse, Wis.





## CHAPTER 9

### Memorial Photographs



World War II  
Missing in Action or Buried at Sea



Edward J. Zabawa

ID: 35277184

Entered the Service From: Ohio

Rank: Staff Sergeant

Service: U.S. Army Air Forces, 367th Bomber Squadron, 306th Bomber Group, Heavy

Died: Saturday, May 1, 1943

Memorialized at: Brittany American Cemetery

Location: St. James (Manche), France

Awards: Air Medal with 3 Oak Leaf Clusters,  
Purple Heart with Oak Leaf Cluster

National Archives & Records Administration  
War Department Files

S SG Edward J. Zabawa

ID: 35277184  
Branch of Service: U.S. Army  
Hometown: Cuyahoga County, OH  
Status: Finding Of Death





UNITED STATES ARMY  
AND  
ARMY AIR FORCES

EDWARD J ZABAWA

S SGT • 367 BOMB SQ 306 BOMB GP (H) • OHIO

WILLY H W ZEECK

T SGT • 401 BOMB SQ 91 BOMB GP (H) • MONTANA

WILLIAM ZELLA

PFC • 33 REGT 3 ARMD DIV • PENNSYLVANIA

KENNETH E ZELLERS

M SGT • 862 BOMB SQ 49 BOMB GP (H) • PENNSYLVANIA

JOHN

PVT • 67 REGT 2 NEW YORK





# Edward J. Zabawa

World War II



|                             |  |
|-----------------------------|--|
| <b>Service #</b>            | 35277184   |
| <b>Rank</b>                 | Staff Sergeant U.S. Army Air Forces  |
| <b>Entered Service From</b> | Ohio   |
| <b>Date of Death</b>        | May 1 1943   |
| <b>Status</b>               | Missing In Action  |
| <b>Memorialized</b>         | Tablets of the Missing<br><a href="#">Brittany American Cemetery (/Brittany)</a><br>Brittany American Cemetery<br>Bel Orient<br>50240<br>Montjoie Saint Martin<br>France |

 Air Medal

 Purple Heart

Air Medal with 3 Oak Leaf Clusters, Purple Heart with Oak Leaf Cluster



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IN MEMORY OF



EDWARD J. ZABAWA

RANK

STAFF SERGEANT, U.S. ARMY AIR FORCES

UNIT

367TH BOMBER SQUADRON, 306TH BOMBER GROUP, HEAVY

DATE OF DEATH

MAY 1, 1943

COMMEMORATED IN PERPETUITY AT

BRITTANY AMERICAN CEMETERY

MONTJOIE SAINT MARTIN, FRANCE



*“Time will not dim the glory of their deeds.”*

— GENERAL JOHN J. PERSHING

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