

**307th
BOMBARDMENT GROUP (HV) ASSOCIATION
"THE LONG RANGERS"**

NEWSLETTER NO. 89-1

April 5, 1989

QUOTES OF NOTE

"Many people succeed when others do not believe in them. Rarely does a person succeed when he does not believe in himself."

- Dr. Herb True

"The great thing in the world is not so much where we stand, as in what direction we are moving."

- Oliver Wendall Holmes

"It is not doing what you like, but in liking what you do that is the secret of happiness."

- James Barrie

"We must have respect for both our plumbers and our philosophers or neither our pipes nor our theories will hold water."

- James Gardner

"The young man who has not wept is a savage, and the old man who will not laugh is a fool."

- George Santayana

Thought for today: "If you make people think they're thinking, they'll love you; but if you really make them think, they'll hate you."

- Don Marquis
American Journalist
(1878-1937)

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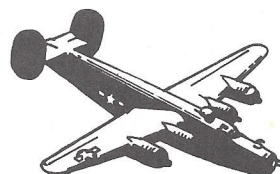
FROM THE PRESIDENT

In a recent newsletter we listed a number of B-24's that were in one phase or another of restoration. The following article on the restoration of the B-24 at Kissimmee was in the Orlando Sentinel of July 1988. However, it looks as if the schedule, as stated in the newspaper article, has slipped a bit. Hopefully, the B-24 will be completed to fly at the San Diego 50th Anniversary of the B-24 in September.

We have been contacted by the Collings Foundation Director of Public Relations, wanting to coordinate a 307th Association visit to the Collings Museum near Boston during our 1994 reunion in Boston. This effort will be coordinated with our Site Chairman at a later date.

At the present time, as a unit, the 307th has donated \$1000.00 toward the restoration of the B-24 at Kissimmee. To any of you individuals wanting to add to this fund, the address is listed on the ad from General Dynamics.

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REUNION HEADQUARTERS OF 307th BOMBARDMENT GROUP (HV)
1923 Atkin Ave. Salt Lake City, Utah 84106 Telephone: home (801) 466-5805 office (801) 594-6300

RIVETING WORK: Vintage B-24 Gets Overhaul in Kissimmee

by David White
of the Sentinel Staff

KISSIMMEE - Forty-four years ago a B-24 Liberator bombed Japanese ships and troops while stationed at a British airbase in India.

Now the same World War II bomber looks like a beached silver whale, its 66-foot aluminum fuselage stranded at a hanger west of the Kissimmee airport, shorn of its wings, tail and thousands of other parts.

Aircraft restorer Tom Reilly, 46, plans to have the four-engine craft back in the air within a year for a non-profit foundation in Massachusetts.

Only about 10 Liberators still exist he said, including one at the Air Force Museum in Dayton, Ohio. Just one, based in Liberty, Kan., has flown in recent years.

In World War II the United States built more than 18,000 B-24s, each of which carried a crew of 10 and bristled with 10 machine guns and 8,000 pounds of bombs. They flew in all theaters of war.

Reilly has pieced together a B-17, B-25 and several other World War II warplanes at his hangar, which he calls Bomber-town USA. And he's promised to have 15 men working full time on the B-24 until it, too, is airborne.

His workers already have spent a year rebuilding the airplanes wings and flaps with about 200,000 aluminum rivets.

The fuselage arrived Friday, strapped with yellow plastic bands atop a tractor-trailer that drove 1,300 miles from the Boston area.

"It's like trying to carry a giant egg down the road," said the truck driver Ben Natrass, 42, Rockford, Ill. "Airplanes are made to fly. They're not made to go down the road. They're all so fragile."

Much of the aluminum skin of the airplane is less than one-sixteenth of an inch thick, so the mostly empty fuselage weighed only 6,000 pounds. Its ungainly size was more of a problem than its weight.

"Our biggest problem was at night, trying to find a truck stop or motel where you could fit it into," Natrass said. His truck, trailer and B-24 fuselage together were 100 feet long and more than 13 feet high.

Most of the bomber's 110-foot wingspan should be lifted by crane and fastened onto the fuselage by September. "That'll be the tricky part," said chief structural repairman Dan Cameron, 42.

Fastening the wing tips will be even harder, he said. In 1944, midgets slipped inside the wing sections to rivet them together. "We don't have any midgets," Cameron said.

The entire airplane, complete with plugged .50-caliber machine guns and sand filled 500-pound bombs, is supposed to roll out of the hangar by next July.

By then, Reilly and his workers will have driven about a half million rivets into the B-24, which counted 1.25 million rivets and other parts when new.

"One hundred percent of the airplane will be reconstructed," said Reilly, who started rebuilding airplanes 16 years ago in Orlando. "It'll have everything but the bullet holes."

An antique plane restorer from Bolton, Mass., worked on the instrument panel, machine guns turrets and bomb sights. A Sebring company is rebuilding the four Pratt & Whitney piston engines.

Bob Collings, a millionaire from Stow, Mass., said he expects to spend at least \$800,000 restoring the airplane to flying condition.

Collings, 49, said he wants to display the B-24 each year in 25 or 30 air shows, World War II reunions or Air Force open houses, to give people a chance to "go through it, see it fly and kind of share a part of our heritage."

"There will probably be a million and a half people able to see this airplane as it travels around," said Collings, who formed a non-profit foundation so people could see antique airplanes and cars outside of museums.

Collings made his fortune by starting and selling a cash register company and then a planning company. He also owns a B-17 Flying fortress, B-25 Mitchell, P51 Mustang, F-4U Corsair and nine other World War II aircraft.

Collings said his bomber was one of 2000 B-24s that America gave to the Royal Air Force during World War II.



Forty-five years ago, our freedom was on the line.

On the front line. And on the production line. Because in Europe and the Pacific, America's fighting forces needed a new, longer-range heavy bomber. And on our assembly lines in Ft. Worth and San Diego, and on others across the country, America's working forces responded. At peak production in Ft. Worth, more than 30,000 workers, toiling around the clock, were building a new B-24 every four hours.

Now we are helping to build one more. By making a grant to help restore one of our original B-24s to its original condition. Soon a B-24 Liberator, which first flew in the Pacific, will fly again, this time in air shows around the USA.

Not as a symbol of American military might. Or of American manufacturing muscle. But of the American spirit which makes them both possible.

To help with the restoration, send your tax-deductible donation to: Collings Foundation, Box 248, Stow, MA 01775.

GENERAL DYNAMICS
A Strong Company For A Strong Country

Newspaper article - continued

Built in Fort Worth, Texas in August 1944, the airplane flew for the British 99th Bomb Squadron in India starting in October 1944.

After the war, the British left about 36 B-24s in India, and the country's new government in 1947 added them to its fledgling air force.

The bombers served the Indian Air Force until 1968. Collings bomber then was bought by another collector who took it apart, but never rebuilt it. It sat for years corroding in a hangar in England.

Collings saw the airplane advertised for sale three years ago in a trade paper, snapped it up and started rebuilding it. That make the folks at Reilly's Aviation happy.

"How many people get to work on a 45-year-old airplane?" asked Bruce Carter, 38, structural repairman.

"Working on airplanes is an addiction," agreed Reilly. "It's like love. You can't explain it unless you've experienced it."

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FROM THE HISTORIAN

We have been unsuccessful in filling a request, planned as a surprise to her Father, from Chris Curle, who some of you may have seen on newscasts on WSB-TV out of Atlanta. Chris is the daughter of Fred Curle (370,372), bombardier on McFarland's crew, who returned to the States early in December, 1943. While in Noumea, New Caledonia, awaiting transportation back home to Minnesota, Fred

was presented the DFC and other pending awards by Harold Stassen, aide to Admiral Halsey, and also from Minnesota. The special awards ceremony was held December 6th or 7th, 1943, at COMAIR SoPAC Hq. Admiral Halsey may have been in attendance. The ceremonies were photographed but Fred, anxious to get home before the imminent birth of his first child, left Noumea without arranging for a set of prints for himself. As usual, he didn't begin to wonder about the pictures for many, many years. We are not even sure if they were taken by AAF or Navy photographers. It is possible that someone in our Ass'n. has a set of prints showing this medal presentation and kept them because of the presence of brass such as Stassen and Halsey. If you have copies of these pictures or information that might help us find them please notify Jim Kendall, 2350 Derby, Birmingham, MI 48009. We would like to borrow the pictures, copy them, and send a set of prints to both Fred Curle and his daughter Chris. Your prints will be returned unharmed. By now Chris has presented Fred with his surprise membership in our Ass'n. together with several recent Newsletters and the Milwaukee Reunion Book. He'll read about this photo request here. Glad to have you along Fred hope we can help locate the pictures you are looking for.

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Frank Thompson (372) sends word of the 1986 death of former 307th ground crewman W.S. (Pete) Hardison. Pete apparently never learned of the existence of our Association for his wife, Irene, did not know of us or of her husband's experiences overseas with the Group. However, their three daughters want to learn more of their Father's WWII service and are especially interested in obtaining pictures of him with his ground crew and/or airplane. We have many ground crew pictures in our files, but Hardison is not identified as being in any of them.

He could be in one of our "unidentified ground crew" pictures but we have no way of knowing which one. Can you help us and the Hardison family? If you have any memories of Pete Hardison or any photos which include him, please send them to Jim Kendall, 2350 Derby, Birmingham, MI 48009. We will see that your stories and copies of your photos are forwarded to Pete's family. We'll return your photos unharmed.

On a driving trip shortly after the war (1949 or 1950), Frank Thompson happened upon Enfield, N.C., which he remembered as AAF buddy Hardison's home town. Frank pulled into the first motel he saw and asked at the desk "Does anyone here know Hardison?" The answer; "Pete? He's one of the pillars of our church." Thompson was quickly reunited with Hardison for a pleasant visit. It really is a "small world"!

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Speaking, as we have, of a former "Long Ranger" ground crewman brings to mind the fact that our files contain too few documents and pictures detailing ground personnel contributions to the operation of the 307th. I spoke to many ground people at the Nashville reunion, requesting stories and anecdotes about the years spent with the Group and snapshots to go with them. We have received pictures to copy for the file, but still very few first person stories from our ground men, most of whom experienced the entire wartime lifespan of the 307th.

The work of our ground crews was appreciated by all those directly concerned. However, your story was largely overlooked by the press in favor of the exploits of the planes you maintained and the crews who flew them. The same applies to those of you who worked in the offices, chapel, dispensaries, kitchens, laundry, and in the other jobs we hear little about, but without which the Group could not have existed. We want to include memories from everyone as we continue to develop the 307th Historical file. To do this we need more of your pictures and stories.

One of your Historians has vivid memories of driving a Jeep down to the line to retrieve the "escape purse" inadvertently left on the plane flown that day. It was night, the blackout on Morotai was in effect (no headlights) and an air raid during the trip was a definite possibility. As it happened, there was no air raid, the missing item was recovered and in due time we got back to camp without knocking down any Dutch palm trees. But the sense of apprehension was such that we never again overlooked anything which had to be returned to Intelligence after a mission. The point is this -- though it was a one-time adventure for us, many ground men put up with this sort of thing as a fact of life. What stories you could tell! Many of you endured enemy air raids while working down on the strip -- what a story! And you were with the Group FOREVER, or so it must have seemed. Most flight crews were assigned to the 307th for nine to twelve months. Their flying job had many disagreeable aspects -- not the least of which was the loss of 23.9% of flying personnel assigned to the 307th during 1944! However, there was an end in sight for these flight crews, however far away it might have seemed. Generally speaking, ground men did not go home until the war was over -- more possible stories.

Each of you, whatever your job in the group has some story or picture that might fill in gaps in the 307th story. We continue to collect material from all members of the 307th, but this appeal is aimed especially at those ground men who have not yet shared their memories with us. How about you? Do you have something the files could use.

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Ben Webster (424), one of the original 307th members, has enriched our Historical File with a copy of the CHRONOLOGICAL ACCOUNT OF EVENTS he has developed covering his AAF career in general and 307th service in particular. Ben has done an outstanding job of combining his own memories, comments, photographs and military orders with excerpts from various

books and publications written about the part played by the 307th in the Pacific War. It is a great example of what each of us could do to record our view of the 307th wartime experience. Ben had drawn from the Group's HISTORY OF THE 307th BOMBARDMENT GROUP which covers our history through 1943, UP THE SLOT by Sam Walker, SEVENTH AIR FORCE STORY and THIRTEENTH AIR FORCE STORY by Ken Rust, and COMBAT SQUADRONS OF THE AIR FORCE - WORLD WAR II by Maurer Maurer, for paragraphs to complement his own material and memories. (Another good book for stories about the 7th AAF phase of 307th history; ONE DAMNED ISLAND AFTER ANOTHER by Clive Howard and Joe Whitley.)

Why don't you try it? All those old dusty orders, photos and memories will mean little in years to come without comments from you to set things in order. Dig out all you can find from those days. Put the yellowed orders, letters, shot slips and snapshots in chronological order, identify everyone and everything possible in the pictures including where they were taken. Pick out the best of what you have and tie the whole thing together with excerpts from books such as those mentioned above and your own memories, stories and comments. It will surprise you when you see what an interesting package you come up with! Present it to the family and they'll be so pleased they'll probably take you out to dinner. Be sure you send a Xerox copy of the whole bundle to your Historians. We can guarantee our undying gratitude!

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Mac Willard (372), who surely writes more letters than Ann Landers (just kidding Mac -- keep those cards and letters coming) sends along a question about Morotai that your Historians can't answer. Maybe some of you can help. Go ahead, Mac: "I just had a thought about Morotai. Shaw and I used to explore around the tip of the island beyond our camp. As I recall, on the very southern tip of the

peninsula was some sort of an electronic installation, either navigational or radio. On the opposite side of the island (west) from our camp (Ed note: this would have had to be on the east side of the peninsula for the camp was on the west side), was a downed B-24 on the coral reef. It was facing out to sea and at times was partially submerged. It had been scavenged and Shaw and I used to climb around on it. I often wondered how and when it got there but never actually heard it mentioned when we were there on Morotai. Does anyone recall any stories about it? I am sure it must have gone down before our arrival (February 1944). Otherwise we would have heard about it at the time." How about it members -- can anyone remember how that B-24 arrived on the reef of the Morotai peninsula? If you know, let us know too.

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You are familiar with the ordeal of the 307th B-24 "Blessed Event" and the crew of Harry John (370,371) on a mission to Rabaul. The story was covered in Newsletter 88-1. "Blessed Event" lost an engine just five minutes from the target and was forced to drop out of formation. The hoard of Zeros which fell upon the hapless Liberator should, by all odds, have made pretty quick work of her. The story of the crew's fight to survive, their shooting down of three Zeros with five others counted as highly probable, and their crash landing on a US fighter strip with one dead, one dying and everyone else wounded is, in itself, nothing short of miraculous. However, a recent exchange of letters with Harry brought out another almost unbelievable footnote to the story. In Harry's words: "This is some story to have happened in the 307th Bomb Group -- it is documented that, of the tens of thousands of heavy bombers in combat, the "Blessed Event" was the only one to return with 100% casualties". And now, as Paul Harvey would say, you know the rest of the story.

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Here is another story to put under the same heading as the "Blessed Event". As luck would have it, just as we finished typing the above story a letter arrived from Tom Pelle (371) with identifications to go with some Milwaukee Reunion Book faces. Those identified were from Tom's original crew which was so badly shot up on the October 3, 1944, mission to Balikpapan that it was split up, the members being assigned to several other crews. Tom mentioned in his letter that they returned from that mission with seven crewmen wounded, certainly close to the AAF record discussed above. Wonder how many other 307th crews came close to these unenviable numbers.

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Until now we were aware of only two 307th Liberators that reached the magic number of 100 combat missions. They were "FRENISI", to our knowledge the first 307th B-24 to reach that mark, and "PENNSY CITY KITTY". Photos in our Historical Files and Reunion Books have depicted ceremonies marking the event for each of these planes. Now a third "Long Ranger" B-24 has surfaced to join the "100 Mission Club". Joe Greemore (371) has sent a photo of the ceremony marking the big day for "SUSIE" of the 371st. (Copy of photo will be in 1988 Reunion Book.) A noteworthy fact about "SUSIE" is that she was not retired after hitting the hundred mark, but went on flying. Her ground crew reported that she was in better condition after 103 missions than when she joined the Group. A tribute to her ground crew and to all 307th ground crews! It would be interesting to know how many missions she finally chalked up. Does anyone know? How many other 307th B-24's made the magic 100 mission mark. Please let us know if you have any information... and send pictures!!!

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We're pleased to report that our Historical File was able to provide quite a few photographs to author John Boeman (371) who hopes to use many of them in

a possible reprint of his book, MOROTAI-A Memoir of War. (The original printing had no photographs.) John needed a representative group of pictures depicting our stay on Morotai to augment his own personal snapshots. All photos provided to him were prints made from copy negatives in our file. He'll acknowledge our help by running a credit line (such as 307th Bomb Group Ass'n.) with each of our pictures which are used in his book. However, he asks whether any member might object, for whatever reason, to such use of their personal snapshots. We have assured John that members who allow us to copy their wartime photographs would enjoy seeing them in print, and, more important, understand that the filling of requests such as his is one of the reasons for the development of our Historical Files. These files will attempt to document and illustrate the accomplishments of the 307th Bomb Group through World War II, Korea and SAC, before the material and memories disappear completely. We hope, as our files grow and their existence becomes better known, that more and more authors, artists, and historians will draw upon them to portray the ordeals and accomplishments of the Men of the 307th and of all Pacific bomb groups. If you have any other thoughts on the subject, please let us know.

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Note: President's Report on the restoration of the B-24 by the Collings Foundation, Stowe, MA.

An update on the Collings B-24, one of the surviving B-24 Liberators listed in the last newsletter; (correct name of owner is Collings.) both Tom Pelle (371) and Ray Galloway (424) have visited Kissimmee, Florida where the B-24J is being restored to flying condition. Both report that earlier optimistic plans to complete the project in time to fly the plane to Fort Worth for the 50th Anniversary of the B-24 seem to be beyond reach. Now they hope to complete the job by August, perhaps in time to appear at the Oshkosh fly-in.

Ray reports the plane has all four power turrets, nose, tail, upper and ball sitting there on frames awaiting installation. When Tom saw the plane the fuselage, tail assembly and wing sections just past the two inboard engines had been assembled. Too bad the project is late -- but it's better to do it right.

Another "surviving B-24" update: Charlie Reed (372) sent us a newspaper article telling of the return of the Tallichet B-24 to March Field from Liberal, Kansas last October. The plane had been in Liberal for some years awaiting needed engine repairs. We remember reading somewhere that the people of Liberal really wanted to keep that Liberator. They hoped to make it the central exhibit in the air museum being developed to honor the old Liberal Army Air Field.

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Until next time

Jim Kendall
Harry Sterkel

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50th ANNIVERSARY "A Gathering of Eagles"

The latest report from Bob Vickers lists 160 "Men of the 307th" attending the reunion at Ft. Worth. This number includes any family member attending also. With the exception of one family and the members coming by motorhome, all the 307th is registered at the Lexington Suites. Looks like we will have quite good representation at the anniversary. The printout is as of March 7 and I expect, from the number of phone calls received recently, there will be additions to the list.

A notice in the national papers listed my name as a contact for the 307th. Talk about phone calls. We now have quite a number of new 307th members -- never heard of our organization before and delighted to find we existed. Look to see a number of new faces, not only in Ft. Worth, but at the reunion in Vegas.

Cena

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1990 REUNION UPDATE

Word comes from Dan Cauffiel and John Woods that all goes well with the arrangements for the 1990 reunion in Las Vegas. Registration forms, copy of the Reunion committee report, and a brochure from Grey Line Tour Co. are included with this newsletter. It is too early to list any of the shows that will be available. That will come at a later date. Watch for all additional inputs on the reunion status in future newsletters

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THE LAST FLIGHT

It always saddens me to have to write this portion of the Newsletter. Seems the years just keep slipping by much too fast and each year brings the loss of another friend.

Word from Lydia Endy of the death of Charles Endy on the 30th of January 1989.

Ira Anderson notified us of the death of Ernest Nave December 3, 1988.

Mary Maeder notified us of the death of John A. Maeder on December 6, 1988.

This is a late notice for which I must apologize. Maj. Gen. Roy Terry took the last flight in May of 1988. Maj. Gen. Terry participated in the Orlando reunion as the prime speaker. Many will remember what a wonderful talk he gave.

Members of the 307th wish to extend their sympathy to the families of these men.

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REUNION NOTICE

The 370th Bomb Squadron is holding their annual reunion ("R-8") at Spokane, Washington on September 7, 8, & 9, 1989. Please contact Ira Anderson for particulars

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LETTERS OF INTEREST

I recently received a letter from Arnold Jirak thanking us for publishing his letter.

"Dear Mrs. Marsh,

First I wish to thank you for publishing my letter requesting information concerning my cousin Quentin L. Wagner in the 307th News Bulletin. As a result I received five responses from former 307th members. Their replies were most informative and gave a more detailed history of the events that took place on the last flight of Quentin Wagner and his B-24 crew members.

Sincerely
Arnold Jirak"

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The following letter was received from a fellow who lives almost in my back yard. Maybe some of you can give him some help with his request.

"Cena Marsh,

Liberator B-24 and Privateer "Contact".

I was a U.S. Navy Aircrewman on a Navy Flying Boat, A PBM 3-d. A large twin engine Patrol Bomber painted black. #15 flown by crew #2 of Squadron VPB-28.

On May 14, 1945 we were on a search and rescue mission looking for a B-24 down in the south China Sea. I was on lookout when I spotted the men in the water. There were 3 on what looked like a black fuel tank or a raft that was upside down. Two men were in a yellow life raft and 3 more were in the water near them.

I threw out a die marker immediately and we threw out more to mark the area. We were prepared to "set down" and pick them up. We radioed our location and reported our find. We were about 50 miles off the coast of Luzon. The reply was "can you hold your position?" There is a D.D. about 25 miles away that can pick them up. We would stay and direct the rescue from the air.

The ship came alright and the rescue was successful.

I saw your article in the paper and wondered if any of these men might be in your group? I never knew their names but would like to hear from any of them if possible. I have been writing my history of the war years and would welcome the chance to add the names of that B-24 crew as well as find out what became of them.

If they were there, they will remember. My flight log shows we had a total of 13 hours that day. We were happy to find them as we had been looking for a long time. Other planes and ships had been out looking for them but had not been able to spot them. The B-24 crew had been in the South China Sea for a long time before they were finally rescued.

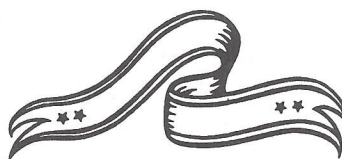
Like I say, I would like to hear from anyone who was there or who might know about the rescue. I would appreciate it if you would pass this request on to the servicemen at your B-24's 50th Anniversary, May 19-21 in Forth Worth, TX.

Sincerely yours,
Clifford M. Hathaway
Flight Engineer USN
730 East 5900 South
Murray, Utah 84107"

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I plan on forwarding this letter on to Bob Vickers in hopes he will see that all the Bomb Groups get a copy. Maybe we can find these men. Wouldn't that be a story?

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Information requested:

From Sioux City Army Air Base
Historical Project
P.O. Box 709
Sergeant Bluff, Iowa 51054-0709

Gentlemen:

We are currently undertaking the task of compiling a history of the Sioux City Army Air Base from it's activation in 1942 until its closing at the end of WWII. We hope to complete the project by the fall of 1990 in time for the 50th anniversary of what is now Sioux Gateway Airport.

Military Aviation was a major part of the history we are recording, and the story of the Army Air Forces in Sioux City is well worth preserving. We are interested in any information, Unit Histories, pictures, personal experiences, or memorabilia your members might wish to share or donate. all material loaned for copying will be promptly returned to the owner. Please contact SMSgt Earl L. Belt or MSgt Terence A. Curry:

Any assistance you can provide will be greatly appreciated.

Terence A. Curry, MSGT 1A ANG

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I don't know if any of you can supply information to Sgt Curry but am sure he would appreciate any support we can give.

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Dave Owens - President
Sid Kahn - Vice-President
Cena Marsh - Secretary-Treasurer
Jim Kendall - Historian
Harry Sterkel - Asst. Historian

World War II in Retrospect

From front page headlines of the Stars and Stripes

The Month of April

April 15, 1943

Knox Tells Press of Jap Threat to Alaska
8th Army drive threatens Rommel's flank
Summer Vacations For War Workers
Rome Underground Reports Anti-Fascist
Revolt Brewing

April 24, 1943

Tokyo Raid Fliers Slain, U.S. Reveals
63 Nazi Planes Downed by U.S. at Bremen
Allies Advance—Rommel Contests every yard
AEF Observes 2nd Easter in Britain
Tomorrow

April 1, 1944

Navy Strikes 500 Miles from Philippines
Twin Peril To Odessa Developing
Nuremberg hit hard by RAF; 94 Planes Lost

April 18, 1942

President Roosevelt begins 10th year
U.S. Winning in the Battle of Production
"Sat. Eve. Post" and Colliers raise prices from
5 to 10 cents
General Marshall inspects U.S. troops in
British Isles

April 25, 1942

Tokyo Raid Upsets Japs
Pay Boost from \$21 a month to \$42 for Pvs.
near
Next 3 weeks may seal Burma's fate
U.S. Rations Gas in 17 East Coast States

April 9, 1943

Yanks, British 8th Army Meet in Tunisia
Allies Swing North After Rommel
White House Cancels its egg rolling
Women MDs Now in Army

Nazis believed to be quitting southern Greece

April 11, 1944

Soviets Capture Odessa, Greatest Black Sea
Port
Yanks, Nazis Pause for Easter Services
France, Belgium Heavily Attacked
Liberators of 7th AAF Softening up Truk Atoll

April 21, 1944

Allied Bombers Batter Railroad Yards in
France
Naval Forces hit Sumatra Shipping
Partisans attack in Western Serbia
U.S. Bread Rationing called "inevitable"

April 28, 1944

Govt Seizes Montgomery Ward Mail Order
Stores
Nazis Wait Invasion as Air Blitz Mounts
Lack of War Spirit Ires Undersec. Patterson
Japs Flee into Jungles as Yanks Expand New
Guinea Beachheads

April 2, 1945

Yanks invade Ryukyus
10 Nazi Divisions Trapped
B-29s hit Tokyo by 20th AF
Soviets Capture Sopron, 33 miles E. of Vienna

