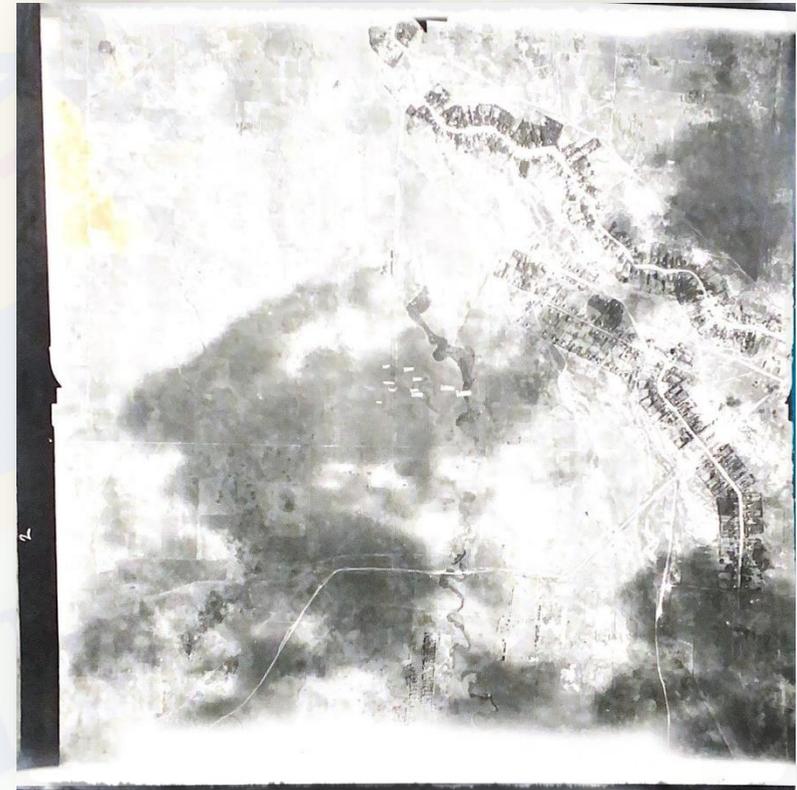
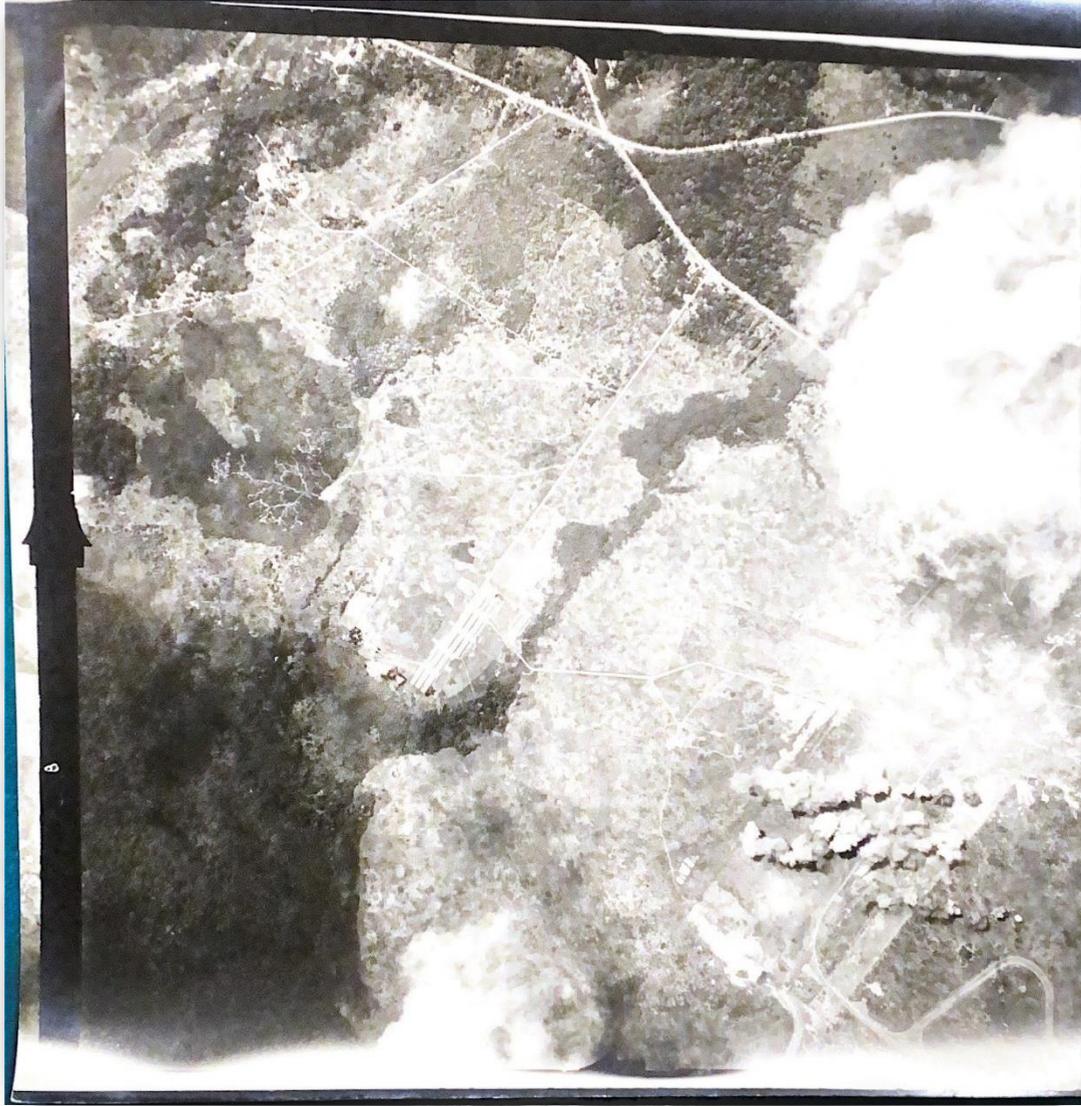


Reconnaissance / Mission Photos

No dates or places were provided.

There was an official document giving permission of release after security clearance

The photo directly below you can see puffs of smoke after the bombs had exploded



Named to 1st Lieutenant - May 9th, 1945

Beltz

Symbols: WP I will proceed, or, All proceed shortly.
 EWM Tvl **dirootod** is necessary for accomplishment of emerg war mission.
 MOCA By mil or commoroisl acft. VOGC Oral ordors o G₆.
 TCU TC idll furnish nocssary transportatioi.
 CGB , d thonCo to such othsr ploogs r, o CG i. my dirbct,
 OCfiJ/ Und on compl of this IDY i'fill ret to,
 ESPQS Exig^ociGS of the sV procludng issuanco of orōsrs in **odvanc**.

SPECIAL ORDERS)

T.To. 168)

- E X T R A C T -

HEADQUARTERS
 FAR EAST AIR FORCES
 APO 925 - 17 Jun 45.

10j lzrsuant to ruth **contniDod** in Pfiy, P Pu.2, M₆ U57IPE, 9. fi.y , subj:
 "Authority to Make Combat Promotions," announcement is lmdO OU Nho tcnp promotion
 of ea of the fol-named officers to the Cmdo in4icatod in the SUS w/mm Sr duto
 al. disse 'oyōers:

WALTER S KING 0803635 AC

CAPT TO MAJ

EVERETT B THURLOW 0790887 AC

1ST LT TO CAPT

'ROD- 'D EMJETT 0760529' AC
 . IO'Ü BETO LE= 07<20<9 ig
 iEORG₆ W BOOKEB 0159386 AC
 JAMES J CAINEPA 0693252 AC
 ROBERT L CHANDLER 0760782 AC
 BILLY D COIOTE 0816055 AC
 GRAYDON z F FI 0812407AC'
 JOHN J FROST 0796682 AC
 ALEN G GESSNER 0731967 AC

CHESTER H HUMMELL 0435057 AC
 ROBERT T LOCKE 0664025 AC
 IIELTO F }4oFARvid 07o5695 AC
 CFCIL'P FCK:0803<<6 AC
 HENRY M REED JR 0833411 AC
 MARSHALL R SMITH 0802889 AC
 WYBORNE E TRAUT 0724856 AC
 RICMRD J vAIROUS 0016.968 E,C
 LLOYD90. °I OJ 0oJ9s8zC

1T TO 1ST LT

FREÜHRIG(OOK 02062955 G
 9HRT JID' LIZ 0828o29 AC -'
 ROBERT E BERNHARD 0929780 AC
 DONALD F BOLIN 0722266 AC
 RAYMOND L CARTER 02057546 AC
 ARTHUR C CAVINESS JR 02071540 AC
 7 GFLO GOLOT O 02059228 zc
 DONALD A COMSTOCK 02059741 AC
 JOHN L COM' FPI' 0720715 AC
 ERVIN L DÜYIS 0716070 XC
 JOMT'TEBIT 0205.9251&G
 WARREN W PECHNER 02069994 AC
 JOHN E FRITZ 02059266 AC
 THOMAS C GEARY 0780253 AC
 J-COB 9LHSER 07 8877 XC
 PH GREGURECH 02056950 /C
 CLD OPD i MjLi i': 0.766505 C
 NORMAN L HANICH 02059033 AC
 OSCAR R HARDISON 02062660 AC
 WILLIAM R HENPKINS 0'2059298 XC
 VERNON C HENRY 02063030 AC
 JOE B gÜÜT-13 02060029 /C

RALPH N JACQUIN 0869591 AC
 HENRVJ'B f1c S 0X86&' z9
 CHARLES W LARCOM 0687140 AC
 CHRISTIAN A LARSEN 0721445 AC
 CHARLES E LEHR JR 02057506 AC
 HULEN A LEINWEBER 02057646 AC
 STZRIPTP LU"AS 071455 AC
 GSYLE JCE OY80648 zC
 JODI F) ,iOULfi? 0g3z163 çC
 JAY J MEESTER 0779532 AC
 ROBERT H MESSERLY 02059334 AC
 MERLE M MILLER 0720907 AC
 SEYMOUR NEWMAN 0830673 AC
 RICHARD L NEWTON 02059194 AC
 .LES L OLDF T 02057009 ac
 OLAF L OLINSON 02057672 AC
 *:*O I ' 62XHT 02070120 XC
 JEPáy 'T IOTS 0722151''/C
 JAMES P REED 0722157 AC
 ROGER W ROSS 0826775 AC
 VINCENT L ROSS 02057026 AC
 TV ÜLT8/IS 0782'027'g0

SO No. 168, Hq Far East Air Forces, 17 Jun 45. (Contd) Par 18 contd.

20T @'SELEm OS 4084'SC
 : DALE D'SHILL TGI0I'071201' Sc
 TdLLLUC *:st sox 071i267ii
 'JAMES F SULLIV } 0J057045 AG
 zi Wü S 07221 c''

C7 L'W / 0711099'A0'
 BILLY'JTUIITE 0715658'AC
FORREST S WILCOX 0720417 AC
 JOSE G UOLIUNI 08Z\$818'AC
 J i 1 THR 02070f06AC

19. Sgt George B Adams 7007069 trfd in gr fr 746th AAF Band APO 925 to atchd
 nsgō io'11th Repl Bn L,f'APO 716; ESCÜR 19 Jun 45* WP at propor tiud'by Oovt
 MT. Applicable forms as prescribed by par 25 Cir 21 USAFFE 45 will be accurate
 and complete and accompany EM who is charged to Jun readjustment quota of this
 Comu. QThe provirions o "r" , inn.uäl'9&G, .:lby 45 will bo.coupliöd'withby'fihe)G0
 proapn orgn aDQ CO rep Orgn. TDL.

20. Under the provisions of par 15 AR 615-5, 30 Jun 43 as amended, Sgt Thomas
 BobI:oS\$ 9222909F 20t6 Stct Gtl Unit:Ae\$ 925 .io rd t6 gr of Pvt for'couso, cff \$bis
 dato.

21. MAJ RODNEY L SOUTHWICK 0901494 AC this Hq WP o/a 18 Jun 45 to APO 565

tGIB, on TDY for grross of carrying 6u\$.ii: truc*iöüs o{ CG,, 0T,ü £, ID 925. Tvl b/
 mil adft4nd Govt'MT nuth, IWU. ID1,

22. CAPT ROBERT G BOWMAN 01116439 AC 2d Opr Analysis Sec APO 925 WP o/a 20
 jun.<5 to itPO "'719 Url' on TDY w/flq XIII 1P lomB CG)B for pürpосо of-carrying out
 nstructions V' CG, OAC LII 925..' TU Cjr mil ogft: And G<wt' T euth. I] %C: TDIT. "

23. So much of par 1 SO 155, this Hq, 4 Jun 45 pertaining to the promotion
 O 'CGft:iih-Cd OffiOGr6 Dt' FocdP Under tKO head 2D\T TO LSZ'LT: "JACK H
 EGGINGTON 0770210 AC" is amended to read: "JACK H EGGINGTON 0770210 AC."

24. Par 3 SO 143, this Hq, 23 May 45 relieving certain-named EM AC fr present
 Estd &nd furihor dy ihSLTS'is smdned to delcto: "T'Sgc Enrnosi E Cnl%ml
 03155593, 82é'Vir6inia Avo, ?a Hts,'Ronnok, .

BY CO TD'OF: EitPji KIP :

OFFICIAL:

Ferry Logan
 PERRY C. LOGAN
 Colonel, Adjutant General's. "Doportpant"
 Air Adjutant General

Drlg ditr enorll, T.J.S+ Army
 Chicf of iir St f

DISTRZ3 IOF "B"

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 TAG..... 5 5 cys ea off par 21 & 22..... 10
 C-in-C, USAPPAC..... 2 CO,'G8'D*. Ti•ó Garr Sj. 2.
 CO, 11th Repl Bn..... 2 G0, 410\$'Iig Ptr SQ..... J. . . '3
 CO, -746th AAF Band.. 5 Records..... 76

RESTRICTED

Mission Report - May 9th, 1945 - Pg1



Nakajima Ki-44

This Mission was over enemy shipping lanes/ships in Makassar Strait

4 enemy TOJO type A/C, painted black intercepted the two B-24s at around 10,000 ft. TOJO type aircraft refers to the Japanese fighter Nakajima Ki-44

A minimum of 6 enemy attacks occurred from 10 - 1 o'clock level and slightly higher

One enemy aircraft was damaged and cowling was seen smoking

B-24 A/C #179 was severely damaged and was lost with no personal losses reported

The two B-24's stayed in formation throughout interception.

B-24 A/C #276 (Dad's plane) was holed in #4 engine, #1 engine, #3 prop, flight deck and left vertical fin.

424 Miss. Rep
~~5044~~ 5-9-45

SECRET

424TH BOMBARDMENT SQUADRON (H) AAF
307TH BOMBARDMENT GROUP (H) AAF

A. . . . 710
10 May 1945

NARRATIVE COMBAT REPORT OF MISSION # 307 - 536-B

A. MISSION NUMBER : 307 - 536-B; 9 May 1945; 424th Bombardment Squadron (H); Two (2) B-24's scheduled, one of which is presumed lost due to enemy action.

B. TARGET : Enemy shipping in MAKASSAR STRAITS (primary target); not bombed.

C. TIME & ALTITUDE OF ATTACK : Bomb load for both planes jettisoned, "safe" in MAKASSAR STRAITS at 1535/1.

D. RESULTS : Nil.

E. INTERCEPTION : Four (4) enemy TOJO type a/c, painted black, intercepted our two planes over Makassar Town at 1310/1, continuing attacks until 1530/1.

F. COMBAT TACTICS : Four (4) enemy interceptors climbed rapidly to altitude when our formation was at 10,000 feet over Makassar Town. A minimum of six aggressive shooting attacks were pressed from ten to one o'clock, level and slightly higher, which were broken off at approximately one hundred yards. Some attempt at co-ordination was seen in feints made at the tail and waist positions but were not pressed closely. Our two a/c remained in formation throughout the interception, damaging one enemy a/c which broke off, sucking from cowling, and lowered to approximately 3000 feet where it was seen to level off and proceed toward Mundat A/D.

Enemy losses: One enemy a/c damaged.

Own damage and loss: One B-24 (A/C # 179) presumed lost with no personnel losses or injuries. (see Remarks)

One B-24 (A/C 276) holed in #4 engine, #1 engine, flight deck, #3 prop and left vertical fin.

Mission Report - May 9th, 1945 - Pg2

C O N F I D E N T I A L

- G. AA FISH : Nil.
- H. PHOTOGRAPHS : A/C # 276 took sixteen (16) photos of Pare Pare Harbor and Makassar Town at 1450/1 and 1503/1 from 9,000 feet true altitude.
- I. ROUTE AND ORIENTATION : Base (Morotai) to Pare Pare Town to Makassar Town to 04°40'S-116°30'E, where interception was broken off and A/C # 276 returned to base.
- J. OBSERVATIONS : Approximately twelve two masted schooners were observed off shore at Pare Pare Town.
- K. WEATHER : Base to northeast coast of Celebes: A .2-.3 low cumulus formation at 3000 feet. At this point a very weak front was penetrated for approximately ten miles which gave way to a .5-.6 towering cumulus to 12,000 feet over the Celebes Island. West coast of Celebes: A .2-.3 low cumulus over water with .5 towering cumulus inland. Target: Clear. Return flight: Essentially as outgoing with a .2 cumulus formation over the Gulf of Tomini, probable bailing out or ditching area of unreported A/C # 179.
- L. SUMMARY : Upon termination of interception by enemy fighters both A/C 179 (Lt. Dukes) and # 276 (Lt. San Pan Andre) found it necessary to feather their #4 engines. Both a/c jettisoned their bomb loads and proceeded on course to base with A/C # 179 leading A/C # 276 by approximately one mile and two thousand feet higher at 10,000 feet altitude. Flight across the Celebes was made without incident with both planes indication 135 mph. At 1700/1 a/c # 179 was seen to enter a towering cumulus cloud at 01°25'S-121°05'E, southernmost point of the Gulf of Tomini, and six minutes later at 1706/1 a radio message was received from A/C # 179 in which the pilot (Lt. Dukes) told A/C # 276 that he "would probably have to bail the crew out over the Togian Islands (Gulf of Tomini) as #1 engine would probably be lost". These were the last radio and visual contacts to be had with the still unreported A/C # 179. The weather over the Gulf of Tomini was clear with a .2-.3 low cumulus formation at 3000 feet. A/C # 276 proceeded to base on three engines and landed safely at 2055/1. All indications are that the missing crew either bailed out or ditched their aircraft in the vicinity of the Togian Islands, known to be friendly, and will eventually be returned to this squadron. Upon such return a supplementary report will be submitted to cover such details as are lacking at the present time.

A/C #276 (Dad's Plane) took 16 photos of harbor and Makassar Town

Upon termination of interception by enemy fighters A/C #179 found it necessary to feather #4 engine.

Both A/C jettisoned their bomb loads on course to base.

At 17:00 hrs A/C #179 entered towering cumulus clouds.

At 17:06 hrs radio message received from A/C #179 that he would probably have to bail the crew out over the Togian Islands. These were the last radio and visual contacts to be had with the unreported A/C #179

All indications are that the missing crew either bailed out or ditched their aircraft in the vicinity of the Togian Islands, known to be friendly and will eventually be returned to this squadron.

Mission Report - May 9th, 1945 - Pg3

CONFIDENTIAL

L. BOMB LOAD

: 2 x 9 x 250# G.P. bombs were jettisoned in Makassar Straits.

1800 rounds of 50 calibre ammunition were expended in combat by A/C # 276.

EDWARD G. GIBBANE
Captain, Air Corps,
Intelligence Officer

A/P # 276

Lt. Sanfan Andre
Lt. Beltz
Lt. Qualia
Lt. Grant
Sgt. Briggs
Sgt. Johnson
Sgt. Davis
Sgt. Branner
Sgt. Jennings
Sgt. Worthington
Sgt. Fisoia

Nine 250 lb bombs were jettisoned in Makassar Straits

1800 rounds of 50 caliber ammunition was used in combat by A/C #276

A/C #179 was not listed as it did not return to base.



Named 1st Pilot May 31st, 1945

424th BOMBARDMENT SQUADRON (H)
307th Bombardment Group (H)
Office of the Operations Officer.

A.P.O. # 719

DATE 31 May 1945

FLIGHT CERTIFICATE

This is to certify that I have personally checked Bertram D. Beltz
2nd Lt. Air Corps on one or all the following tests and found him
qualified on date shown opposite.

1. Daylight Landings and take Offs 17 May 1945
2. Instrument Check _____
 - a. Level Flight OK
 - b. 180° and 360° time turns OK
 - c. Steep Turns OK
 - d. Climbing Turns OK
 - e. Recovering from Spirals OK
 - f. Bean Orientation and Let Down Procedure OK
3. Night Landings and Take-Offs 31 May 45 R.M.C.
(Date)
4. The above named Pilot having satisfactorily demonstrated his ability
in each of the checks listed above is qualified as FIRST PILOT
on the B-24 D & J Airplanes.

Robert M. Clark, 1st Lt.

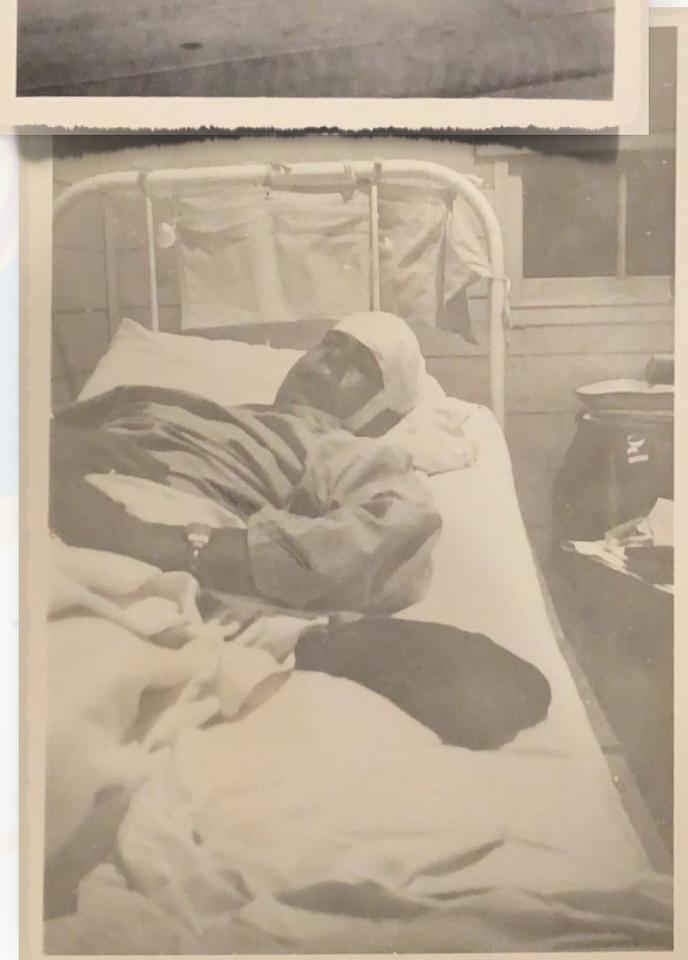
ROBERT M. CLARK,
1st Lt., Air Corps,
Check Pilot.

After being named 1st Pilot Dad flew mostly in capacity of 1st Pilot but there were a few documents that had him listed as co-pilot as well.

No dates or names were with these photos.

I presume they were on Morotai Island (the base of the 307th bomb group at that time).

The man posing with Dad in three of the pictures I believe to be Lt Newman who was also a pilot in the 424th.



Mission Report - June 7th, 1945 - Pg1

U-S-U-Y-I-D-N-E-T-I-A-L

424TH BOMBARDMENT SQUADRON (H) AAF
307TH BOMBARDMENT GROUP (H) AAF

APO # 719,
7 June 1945.

NARRATIVE COMBAT REPORT OF MISSION # 307 - 564-A

A. MISSION NUMBER : 307 - 564-A; 6 June 1945; 424th Bombardment Squadron (H); Six (6) B-24's scheduled with elements of the 370th, 371st and 372d Squadrons.

B. TARGET : LABUAN Personnel and Supply Area (primary target) was bombed by six (6) B-24's.

C. TIME & ALTITUDE OF ATTACK : 1151/1 - 1154/1 and 1808/1 from 9,400 feet - 9,490 feet true altitude.

D. RESULTS : Excellent. A concentrated pattern of bomb hits blanketed the center of the target from east to west. Approximately 90% of the bombs dropped are within the precise target limits. No results other than bomb bursts were noted.

Enemy losses: Undetermined.

Own damage or loss: Nil.

E. INTERDICTION : Nil.

F. COMBAT TACTICS : Nil.

G. AA FIRE : Nil.

H. PHOTOGRAPHS : A/U # 697 took eleven (11) photographs of the primary target at 1151/1 from 9,400 feet true altitude.

I. ROUTE AND FORMATION : Base (MOROTAI) to HOSONG POINT (05° 38' N - 118° 36' E) to turning point (05° 11' N - 116° 54' E) to IP (06° 13' N - 118° 21' E) to target. Return flight was directly to base.

J. OBSERVATIONS : Nil.

K. WEATHER : Base to SANGHIE ISLAND: A solid overcast of alto-stratus at 12,000 feet with .6 cumulus to 7,000 feet with some rain showers. SANGHIE ISLAND to 121 East: Overcast of alto stratus at 12,000 feet with .4 cumulus to 9,000 feet. Winds from 230° at 14 knots.

- 1 -

Primary Target was Labuan Personnel and Supply Area.

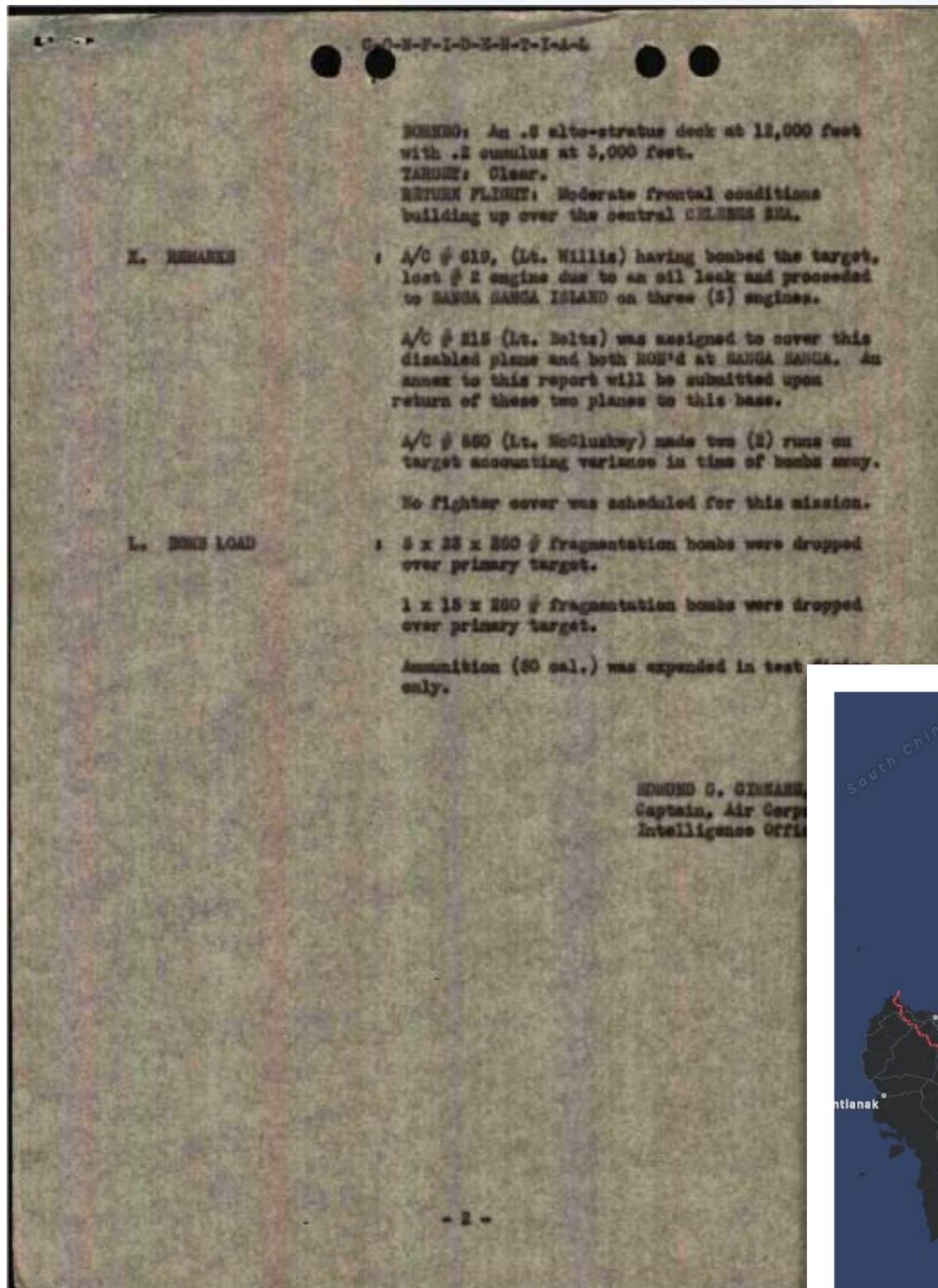
This mission was part of the Air Support needed for the up coming Battle of Labuan.

The Australian 24th Brigade invaded Labuan on June 10th, 1945. This was part of the overall Borneo Campaign.

Lubuan and Victoria Harbor was scheduled to serve as harbor for British Pacific Fleet. There were also valuable airbases, rubber plantations and oil fields which would support the greater war effort.

Bombing Results were excellent with a concentrated pattern of bomb hits from east to west. 90% of bombs were with in precise target limits.

Mission Report - June 7th, 1945 - Pg2



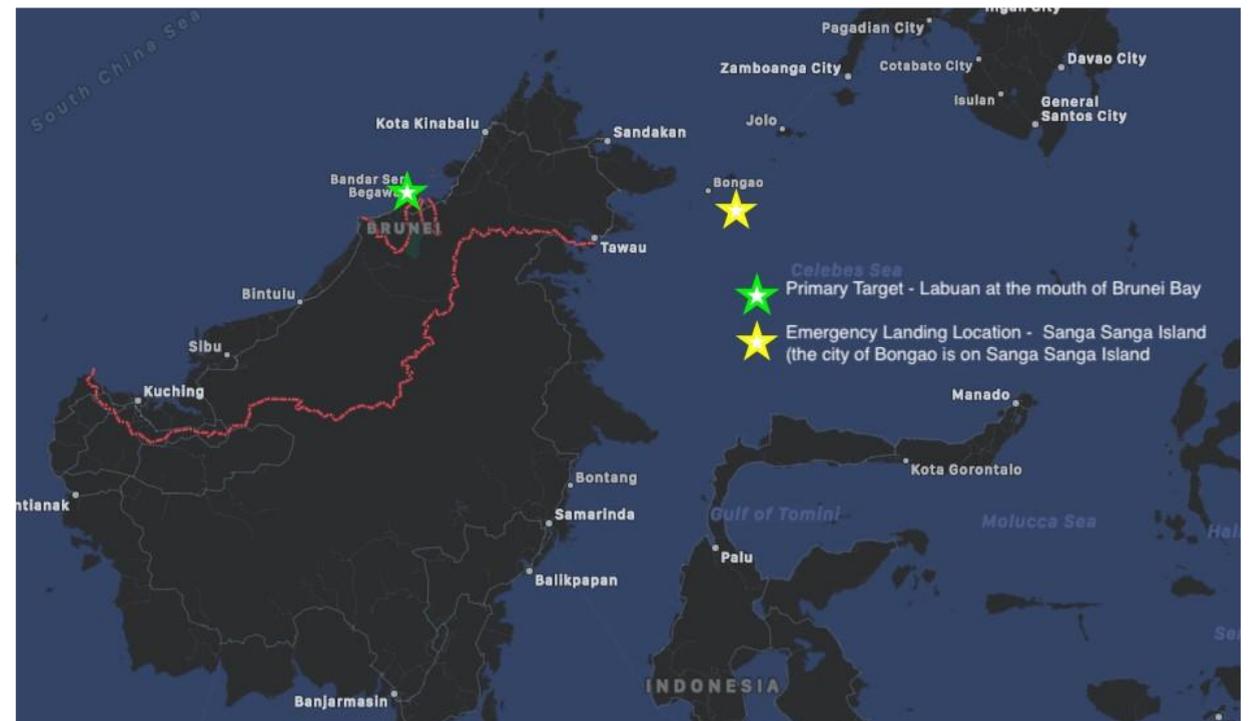
A/C #619 (Lt Willis) having bombed the target lost #2 engine due to an oil leak and proceed to Sanga Sanga Island on three engines

A/C #215 (Lt Beltz) was assigned to cover this disabled plane

A/C #550 made two runs on target accounting for variance in time of bombs away.

No fighter covers was scheduled for this mission.

5-23 x 260 lb and 1-15 x 260 lb fragmentation bombs were dropped over primary target



Mission Report - June 7th, 1945 - Pg3

424TH BOMBARDMENT SQUADRON (H) AAF
307TH BOMBARDMENT GROUP (H) AAF

APO # 712
6 June 1945

LOADING LIST FOR MISSION # 307 - 565: 6 JUNE 1945

<u>A/P # 377</u>	<u>A/P # 500</u>	<u>A/P # 519</u>
Capt. Hansen	Lt. McCluskey	Lt. Willis
Lt. Nikes	Lt. Duncan	Lt. Nihalka
Lt. McCabe	Lt. Brennan	Lt. Bayley
Lt. Waldo	Lt. Curry	Lt. Grant
Sgt Larkin	Sgt Collins	Sgt Allen
Sgt Smith	Sgt Kerahner	Sgt Bobek
Sgt Talbot	Sgt Grammer	Sgt Whaley
Sgt Stepp	Sgt Crook	Sgt Kjerpe
Sgt Hennick	Sgt Hiewick	Sgt Martyn
Sgt Senn	Sgt McKelroy	Sgt Glass
	Sgt Steifel	Sgt Quinby

<u>A/P # 507</u>	<u>A/P # 515</u>	<u>A/P # 545</u>
Lt. Hinnebaugh	Lt. Belts	Lt. Neechan
Lt. Boyle	Lt. Jernigan	Lt. Sabalaris
Lt. Griffin	Lt. Stiegelmaier	Lt. Love
Lt. Mickelson	Lt. Dennis	Lt. Shilling
Sgt Nagle	Sgt Austin	Sgt Ellis
Sgt Kirstein	Sgt Kosowski	Sgt Rantaska
Sgt Wilson	Sgt Baker	Sgt Bedford
Sgt Twitty	Sgt Haines	Sgt Davis
Sgt McPherson	Sgt Fellman	Sgt Wiggs
Sgt Mason	Sgt Alcalá	Sgt Harbst
	Sgt Burke	

Dad was pilot of A/P #215.

Many of the men listed in the crew of A/P #215 day were in the original crew which left the states and were mentioned in the letter to Grandma Ella

Lt - Deamicis - Bombadier
Sgt Austin - Engineer
Sgt Kosowski - Tail Gunner
Sgt Baker - Radio Operator
Sgt Haines - Nose Gunner

Under A/P #377

Lt McCabe is listed at Navigator (3rd Name)

I have spoken with his son Jim McCabe several times. He lives in the Richmond Virginia area. He is the historian for the 307th bomb group association.

He was aware of the "Beltz" name through his review of historical records as both men served in the 424th at the same time.

Mission Report - June 7th, 1945 - Pg4

FLIGHT SCHEDULE
6 June 1945

CREW	SHIP	TAKE OFF	TOT	ALTITUDE	ON CALL	VOICE CALL
371st						
ANDERSON	429	0530	1130	10,000 ft	8TV/A	Leopard 1A
BRADY	404	0531	"	"	" B	" B
SMITH	372	0532	"	"	" C	" C
SCOTT	368	0533	"	"	" D	" D
WILSON	938	0534	"	"	" E	" E
ELDRIDGE	946	0535	"	"	" F	" F
372nd						
WYNN	395	0536	1130	10,000 ft	3VF/A	Leopard 2A
WILSON	725	0537	"	"	" B	" B (MTR)
SMITH	838	0538	"	"	" C	" C
BRADY	693	0539	"	"	" D	" D
ELDRIDGE	843	0540	"	"	" E	" E
WYNN	377	0541	"	"	" F	" F
370th						
WYNN	393	0542	1130	9,500 ft	GY1/A	Leopard 3A
DONALDSON	733	0543	"	"	" B	" B
LAPPEY	915	0544	"	"	" C	" C
WYNN	646	0545	"	"	" D	" D
KIRBY	463	0546	"	"	" E	" E
WYNN	719	0547	"	"	" F	" F
424th						
WYNN	377	0548	1130	9,000 ft	HL6A	Leopard 4A
WYNN	550	0549	"	"	" B	" B
WYNN	619	0550	"	"	" C	" C
WYNN	697	0551	"	"	" D	" D
WYNN	215	0552	"	"	" E	" E
WYNN	546	0553	"	"	" F	" F
GROUP LEADER	617					
USABLE	935	0520	PHOTO RECCO	VOICE	Leopard 3G	ON Call GY1/O

* Radar Ship

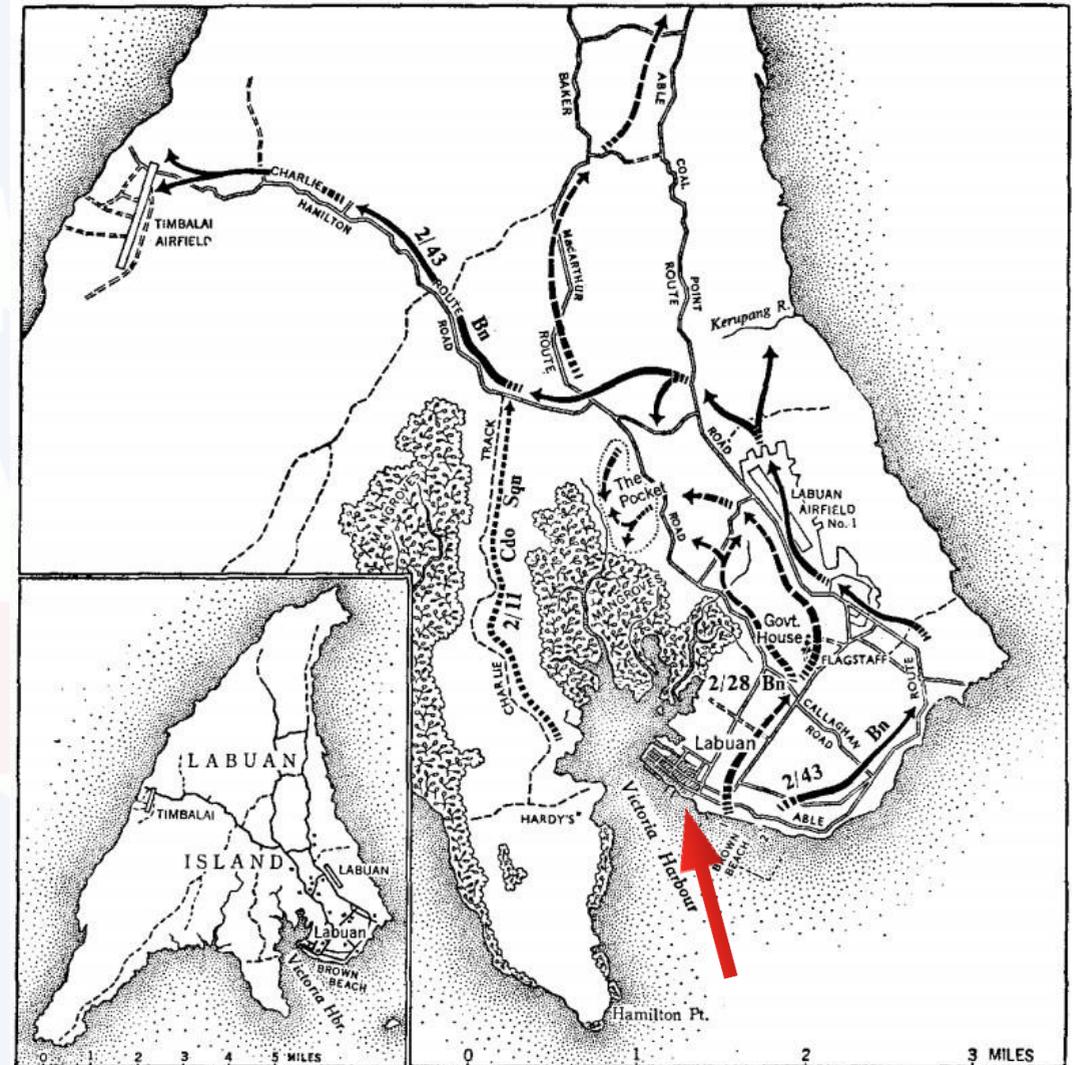
CLYDE W. DOOLEY,
Capt., Air Corps,
Asst Operations Officer

Flight Schedule for Mission.

Dad was part of the 424th squadron and listed as pilot in A/P #215.

Take off time was scheduled for 11:30

Mission Report - June 7th, 1945 - Photo



An Allied map showing Australian and Japanese movements on Labuan Island and a mission photo of the same area.

I believe the mission photo shows the same area as the map though the orientation is different.

In my opinion the two red arrows mark the same location coming into Victoria Harbour

Mission Report - June 14th, 1945 - Pg1

424TH BOMBARDMENT SQUADRON (H) B-24
307TH BOMBARDMENT GROUP (H) AAF

424 Miss. REP.
6-14-45

APO # 718
14 June 1945

NARRATIVE COMBAT REPORT OF MISSION # 307 - 572-B

- A. MISSION NUMBER : 507 - 572-B; 14 June 1945; 424th Bombardment Squadron (H); Six (6) B-24's scheduled with elements of the 370th, 371st and 372nd Squadrons.
- B. TARGET : BALIKPAPAN AA position # 88 (primary target) was bombed by one (1) B-24. (A/C # 546 - Lt. Ansley, pilot)
- SIDATE personnel area (last resort target) was bombed by five (5) B-24's.
- C. TIME & ALTITUDE OF ATTACK : BALIKPAPAN: 1312/I from 16,770 feet true altitude.
- SIDATE: 1540/I to 1542/I from 1,600 to 4,200 feet true altitude.
- D. RESULTS : BALIKPAPAN: Excellent. An estimated 75% of bombs hit within precise target limits. Guns had ceased firing after breakaway.
- SIDATE: Unobserved, due to .9 cloud cover based lower than 800 feet.
- Enemy losses: Undetermined.
- Own damage or loss: A/C # 546 received seven (7) holes from AA fire over BALIKPAPAN.
- E. INTERCEPTION : Nil.
- F. COMBAT TACTICS : Nil.
- G. AA FIRE : Heavy, moderate and accurate, seven holes being received from gun positions in target area. No other gun positions were seen to be firing.
- H. PHOTOGRAPHS : A/C # 844 took eight (8) photographs of last resort target at 1542/I from 4,200 feet altitude.
- A/C # 377 took three (3) photographs of last resort target at 1540/I from 4,150 feet altitude.
- A/C # 180 took two (2) photographs of last resort target at 1545/I from 4,200 feet altitude.

-1-

0619

Dad's Last 8 Missions were all over Balikpapan, Borneo and would be part of Borneo Campaign

Balikpapan had strategic value as it had an oil refinery to refine oil located on the interior of Borneo. It also had a well developed harbor and air fields.

Sidate personal area was the "Target of Last Resort", it was an Aerodrome facility

Only a single B-24 was able to bomb primary target due to cloud cover (aircraft # 506 piloted by Lt Ansley.)

Remaining planes bombed Sidate

Aircraft #844 (dad's plane) was able to take 8 photographs after bombing of Sidate.

Balikpapan results were excellent with 75% of bombs hit targets.

Results of other bombing was not observed due to (90%) cloud cover over 800 ft.

Aircraft #546 received seven holes from anti-aircraft guns over Balikpapan

Anti aircraft fire was described as Heavy, Moderate and accurate

Mission Report - June 14th, 1945 - Pg2

I. ROUTE AND FORMATION

: Around tip of HALMAHERAS to turning point (00° 00' S - 124° 00' E) to assembly at CAPS KARANG (00° 40' S - 119° 45' E) where Group Box was formed to turning point (01° 13' S - 117° 00' E) where Squadrons in Trail was formed to I.P. (01° 14½' S - 116° 54½' E) to target. Two (2) passes were made at the primary target which was closed (see WEATHER), only one (1) plane being able to bomb. The five (5) remaining aircraft proceeded to SEPINGGAN personnel area (secondary target) finding it, too, closed in by weather. The planes then proceeded to SIDATE (last resort target). All aircraft returned direct to base.

OBSERVATIONS

: Nil.

J. WEATHER

: Base to Majolie Island: A 10/10 strato-cumulus at 8,000 feet with .4 cumulus at 2,000 feet with some rain showers.
Gulf of Tomini: A 10/10 strato-cumulus at 8,000 feet with .5 cumulus at 2,000 feet.
Makassar Strait: A 10/10 strato-cumulus at 10,000 feet with .6 cumulus at 3,000 feet.
Primary target: A stratus layer at 20,000 feet, strato-cumulus at 18,000 feet and .5 towering cumulus from 2,000 to 10,000 feet.
Secondary target: A 10/10 strato-cumulus at 16,000 feet with .8 towering cumulus to strato-cumulus formation.
Last resort target: A .9 cumulus formation from 600 feet to 4,000 feet.
Return flight: Essentially -s outgoing flight.

K. REMARKS

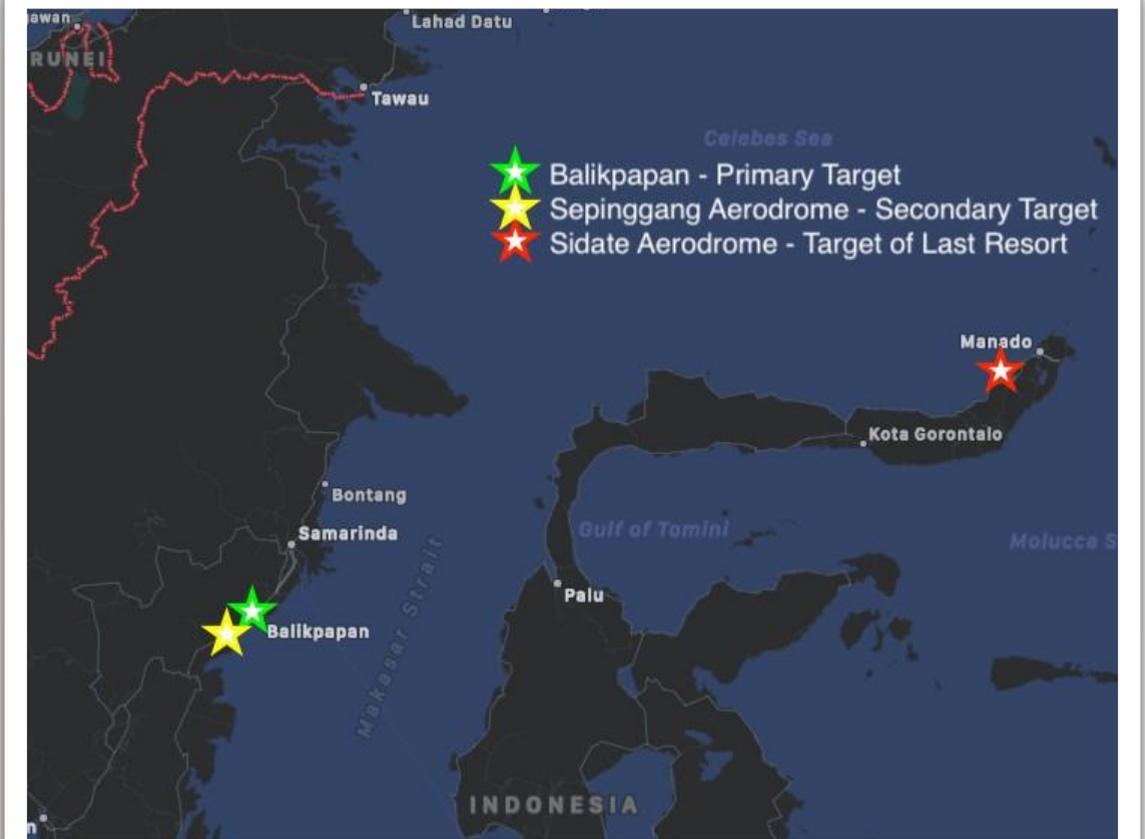
: The weather thoroughly washed out this mission over all targets. Only one (1) aircraft (# 546 - Lt. Ansley, pilot) was able to drop below the under-cast at BALIKPAPAN to hit his target after three (3) runs had been made at the briefed altitude. Both SEPINGGAN and SIDATE were also "socked in" tightly and the bomb hits at the latter went unobserved. Lt. Ansley (A/C # 546) lost # 1 engine due to loss of oil pressure just fifteen (15) minutes after bombs away but returned safely to base, without jettisoning any equipment

Psychological warfare leaflets were dropped over BALIKPAPAN and SIDATE areas.

This squadron was # 4 of the Group.

-2-

0620



Two passes made over primary target only one plane was able to bomb primary target

Planes proceed to the secondary target Sepinggang Aerodrome which was closed due to cloud cover.

Planes proceed to Sidate (last resort target)

Aircraft # 540 lost one engine 15 minutes after "Bombs Away" but returned safely without jettisoning any equipment

Psychological warfare leaflets were dropped over Balikpapan and Sidate areas

Mission Report - June 14th, 1945 - Pg3

O-E-N-I-D-E-M-T-I-A-L

L. BOMB LOAD

: 1 X 30 X 100 # frag clusters were dropped over primary target.

5 X 30 X 100 # frag clusters were dropped over last resort target.

Ammunition (50 cal.) was expended in test firing only.

EDMUND G. GIMMANS
Captain, Air Corps,
Intelligence Officer.

Thirty 100 lb Fragmentation Bombs were dropped by each plane.

Fragmentation bombs were not typical and were used to destroy light equipment and kill personal

The only ammunition used was in test firing.

Mission Report - June 14th, 1945 - Pg4

424TH BOMBARDMENT SQUADRON (H) AAF
307TH BOMBARDMENT GROUP (H) AAF

APC # 719.
14 June 1945.

LOADING LIST FOR MISSION # 307 - 572: 14 June 1945

A/P # 372

Lt. Clark
Lt. Collins
Lt. Sherman
Lt. Wong
Cpl Clave
Cpl Hale
Cpl Budd
Cpl Coke

A/P # 383

Lt. Moody
Lt. Sunderman
Lt. Schumacher
Lt. Seddon
Sgt Blossin
Sgt Kroczo
Sgt Yuhasz
Sgt Berner

A/P # 844

Lt. Newman
Lt. Belts
Lt. Gandolfi
Lt. Balestra
Sgt Luckett
Sgt Joleniewski
Sgt Chambliss
Sgt Gerry
Sgt Heilman

A/P # 377

Lt. Forks
Lt. Hretka
Lt. Brannon
Lt. Lenser
Sgt Batten
Sgt Randle
Sgt Kalozyński
Sgt Carlisle
Sgt Benedetti

A/P # 180

Lt. Thrasher
Lt. Fencl
Lt. Stieglmaier
Lt. Strasburg
Sgt Creasy
Sgt Kelly, J.
Sgt Echols
Sgt Visconti
Sgt Sheets

A/P # 546

Lt. Ansley
Lt. Colby
Lt. Stebbins
Lt. Shilling
Sgt Chaychis
Sgt Watson
Sgt Saparcw
Sgt Bernard

Dad being listed as second indicates he was assigned to co-pilot

Of the men listed in aircraft # 844 for that mission only Sgt Gerry and Dad's were from the original crew.

Many of these men in A/P #844 were in the undated crew photo found with Grandma Ella's letter

Awards

Purple Heart



Battle Star of Asiatic Campaigns



3 Brass Oak Leaf Clusters



Air Medal



Philippines Liberation Campaign

24TH BOMBARDMENT SQUADRON (H)
307th Bombardment Group (H)
APO # 719

Date 16 July 1945

SUBJECT: Battle Participant - Awards & Decorations,

TO : Commending Officer of 1st Lt. [redacted] P. Beltz, '0-828509.

1st Lt. [redacted] D. [redacted], a former Member of this Organization, transferred to your command for [redacted], is authorized to wear Battle Stars on the Asiatic-Pacific Campaign ribbon for participation in the campaigns listed below:

CAMPAIGN	AUTHORITY
Bismarck Archipelago	G.U. #03, War Wp. 1945 Ltr. Hq; 307th Bomb Gp. (H); dd u-25-45, 4th Ind
New Guinea	G.U. #3, War Dept. 1945 A Ltr. Wg, 507th Bomb Gp (), 3d 3-2'5-45; 4th Ind.
Southern Philippines L1160D	G.U. #23, War Uojt. 1545 & Cir. 195, War Opt 1944
China	G.O. #35, War Dept. 1945 & Cir. 195, War Dept 1044
	G.U. #53, War Dept. 1945 & Cir. 195, War kept lg 4

2. Subject, [redacted] further authorized to wear the below listed

Purple Heart	G.U. #4	8-2-45	132nd Gen. Hosp.
Air Medal	G.O. #311	5-16-45	YE&F
BULC. ()	G.O. #1312	7-2-45	FFAF

Asiatic Pacific Liberation Ribbon G10, (W5, U8AFA, For II, o-1, do 2-S-45)

3. Subject, [redacted] has the following awards upon which action has not been taken:

BOLC (AM)	Letter 5-24-45	100 Opn Hours Hq 307th Bomb Gp (H)
30LG (LI) T	Letter 7-J-45	100 Opn flours ilq TO7th Bomb Gp (d)

4. Request acknowledgement of receipt by indorsement hereon.

For the Commanding Officer:

David J. Davis
DAVID J. DAVIS,
Captain, Air Corps,
Executive Officer.

Dad's B-24

Serial Number 44-41534
 44 - indicates it was paid for in 1944
 Serial number indicates:
 It was B-24 - L model
 Built by Consolidated Aircraft in San Diego
 Assigned to a Bomber Squadron

The Name of the Airplane was "Say Uncle"

Below are photos of the nose art associated with that aircraft.
 No date or place of photo was provided.
 The photos were found on a web site that cataloged nose art with the serial number of B-24 aircraft.



Movement Orders, Shipment No. FX-611-AW		Crew No. FX-611-AW 16		B-24 L		
2nd Lt	MARSHALL, CECIL E.	0720309	AC	1092	P	<u>AIRPLANE NO.</u>
2nd Lt	BELTZ, BERTRAM D.	0828529	AC	1051	CP	44-41534
2nd Lt	GODDARD, THOMAS W.	0444139	AC	1034	N	
2nd Lt	DEAMICIS, LIBERO T.	0782840	AC	1035	B	
Cpl	Austin, William H.	32952467		748	AEG	<u>PROJECT NO.</u>
Cpl	Baker, Harold J.	19090549		757	ROG	96786-R
Sgt	Gerry, Henry C.	31087638		612	AAG	
Cpl	Haines, Sheridan T.	33507352		611	AG	
Cpl	Kitzman, Delbert H.	39137782		611	AG	
Cpl	Kosowski, Paul P.	36895749		611	AG	



Generally crews tried to stay together as much as possible as well as fly on one or two aircraft. At this time in the war there was constant inflow of men and equipment. Damage from enemy action as well as salt and weather played havoc on these aircraft.

Dad flew with many different crew group configurations and aircraft. This was in part due to the facts above but according to Jim McCabe dad was very aggressive in signing up for additional flights to get his first pilot rating as quickly as possible. Here are a few other aircraft Dad flew in.

B-24 - J
Serial number 44 -41236
Flown on 3/1/45 misión if n



End of Tour - Extract Orders

RESTRICTED

H # IFRS
M TDLH iIRFORCE
G0 V19

15 July 1945.

Rebel Lo M 850-150 for abbreviations.

SPE8ML CfIDERS)

- EXTRACT -

flUMBBR 196)

3,, UP Soc III, 7D Cir f372, 19V and Par 9, FU.F Rcg 35-17, 30)hy \5, fol officers are reld from Qsgmt to orgn indica\$cl, off 20 Jul L5 and atchd unasgd to llth Repl Bn (I), A&O 71d, for complete rroccssinj, reporting to C0 thcroof for further instructions 4nd tvl to US. It is imperative portinont records, allied papcrs and inocuLn\$ions aro accomplished in acceordancm w/FEAF)ñnual 35-3, Why L5 am that officers are paid up to da\$e insofar as practicablc boform movomcnt to Repl Bn. Gmplc\$c and accurate records in accorâanco w/Par 23, FEAF Rcç 35-17,

30)Ly \$\$ and oheck list requiroñ by Par 32, some Rog will accompany officers. /P tB)l \$o APO 7 . TDN.

Grado	Name	ASN	Arm or Sv	Racc	MOS	ASR
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2d Rcn Sq, done R<.mot Photo, /J 0 719-1

GATT	FRANGI8 M. UIMOERT	0732022	AC	7	1024	7G
VT LT	WIU L. HANSON	07Z01G2 2D	AC		10	C1
LT	WARREN R. VIETS	072321s	AC	7	1034	SJ.

370th Bomb Sq (Hv) t /iPO 719

GfU?T	GECRS? E. MIEJGH, Jr.	0673351	AC	9	1092	d0
UT LT	h aW K. BLADE	0830605	AC	W	1092	67
1ST LT	HENRY N, HCCVLI	02063420		W	103a	5\$
1ST LT	{JGELO G. SPSLLITTâ	0207016s	AC	I7	103{	62
			AC	W	1092	63
1ST LT	JAMES G. SWENSEN	02062345	AC	Tf	1092	69
1ST LT	DONALD G. WATTS	02057475	AC			
2D LT	RICHARD L. FREEMAN	02027190	AC	W	1035	65
			AC			
2D LT	. YMO L, RVRBCH	02023531	AC	"	1092	5{

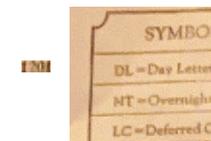
With Bomb Sq (Hv), ?PO 719

			AC			
1ST LT	EE)7 H T7 PrITLETT	02069913	AC	J	103a	69
1ST LT	BEWMM D. BEET3	0\$28\$29	AC	7	1092	5\$
1ST LI	LIBERO T. DE ALJCIS	0792BA0	AC	?	1035	65
1ST LT	FREDERICK HoL?fi	0721C71	AC		1092	70
1ST LT	LOVELL9. IBRRITT	0715298	AC		1092	5ç
1ST LT	IJ/UJD V. WILLIS	0835732		W	1092	54
2D LT	FUBVT E. SBHUNICHER	02023537	AC	W	1034	57
2D LT	ROBERT,G SEDDON	0202353	AC	W	1035	60

70th Qtr So (TE 0 719-L

CAPT	GEORGE i. R?PSON	0%2195	AC	W	1056	105
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Telegraph to Grandma Ella from Fort Lawton, WA



RESTRICTED

The B-24 Liberator



PRODUCTION

Date Introduced: 1942

Manufacturer: Consolidated-Vultee Aircraft Corporation; Ford Motor Company; North American Aviation; Douglas Aircraft Company

Number Produced: 18,400-21,000

SPECIFICATIONS (B-24D)

Crew: 10 (Pilot, Co-Pilot, Bombardier, Navigator, Radio Operator, Flight Engineer, Ball Turret Gunner, Tail Gunner and two Waist Gunners)

Wingspan: 110 feet

Length: 66 feet

Maximum Speed: 303 miles per hour

Cruising Speed: 175 miles per hour

Maximum Range: 2,850 miles

Engines: Four Pratt & Whitney R-1830-43s (1,200 hp each)

Maximum Bomb Load: 8,000 pounds

Armament: Eleven .50 caliber machine guns

The B-24 Liberator

More than 18,400 of this type were built, making it the most produced American wartime aircraft. It gained a distinguished war record with operations in the European, Pacific, African and Middle Eastern theaters. It followed in the footsteps of the other great American WW II bomber, the Boeing B-17 Flying Fortress.

The improvements over the B-17 were longer range, higher top speed, heavier bomb load, tricycle landing gear, quantum leap in wing design and performance.

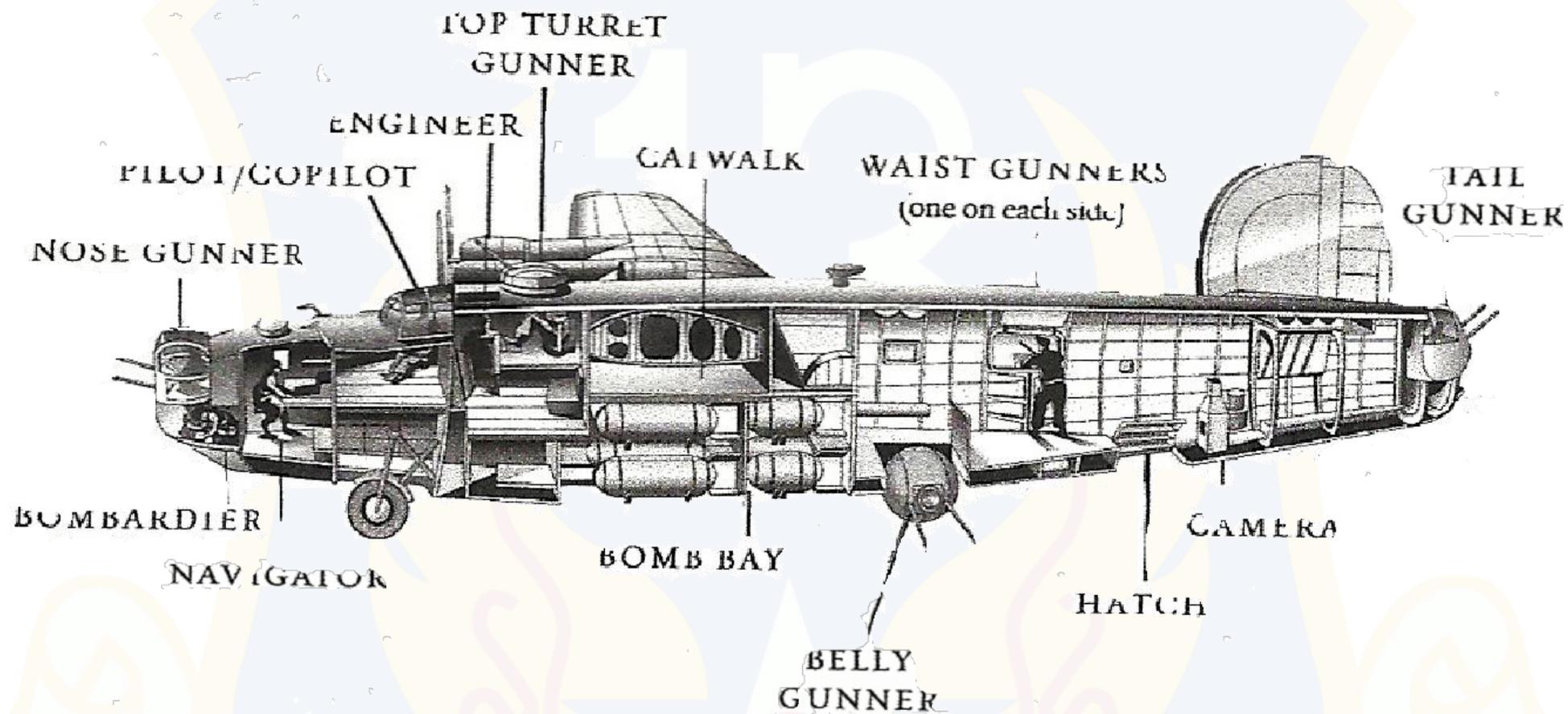
The Model 32 had a wingspan six feet greater than the B-17, but despite being longer, the wing area was 25% less than on the B-17. The high aspect-ratio wing reduced drag and provided greater fuel efficiency, but there was a tradeoff. The B-24's wing loading was 35% higher than the B-17. The highly efficient airfoil was not as durable as the wing of the B-17, and could not withstand much damage and continue to fly. Although the wing of the B-17 was less efficient, it was perceived to withstand greater battle damage and still get its crews back home.

Flak was a serious problem for the B-24 Liberator. The accuracy and concentration of flak over Europe was never contemplated during the design of the B-24.

The original B-24s had integral fuel tanks to save weight and construction costs. They also lacked self-sealing equipment, making them more fire prone than the B-17. The B-24s that were built at the Willow Run plant, were prone to leaking, because strict temperatures for the building were supposed to be kept within a range of six degrees. Because this criterion was not followed, the aluminum in the planes produced minute cracks, which created leaks. To correct the leaks, bladder tanks had to be installed in the wings which increased weight and reduced the operating range. It was rumored that Luftwaffe pilots, who if given a choice, would prefer to attack the B-24 over the B-17.

The B-24 became the natural choice for the war in the Pacific. In the Pacific, speed and range were more important and formation flying less. Flak was also less common and less accurate in the Pacific. In Europe, speed and range was less important than flying a tight formation.

By March of 1944, Ford was producing one B-24H every 100 minutes, seven days a week. The supply of aircraft started to exceed the USAAF's ability to use them



Interior View of
Cockpit of B-24



CONSOLIDATED B-24J "LIBERATOR"



Drawn especially for **INDUSTRIAL AVIATION** by artist Reynold Brown, this cutaway drawing of the B-24J "Liberator" illustrates the plane's principal structural features. Originally designed as a long-range bomber, it carries such tremendous loads that one version of it is used as a cargo or transport plane. Its great range makes it further useful for anti-submarine patrol missions. A four-engine mid-wing monoplane with twin-rudder empennage, the B-24J has a top speed of more than 300 mph; a service ceiling of 36,000'; and maximum range of 4000 miles. With four power-driven gun turrets, it carries 10 to 14 .50 cal machine guns and has a gross weight of 50,000 lb. Including a bomb capacity of 10 tons. Four Pratt & Whitney 1200 hp engines, equipped with turbo-supercharger, supply power. Propellers are Hamilton Standard, 1-blade, automatically controlled, full-feathering type. Wing span is 110'; length 66' 4"; height is 18' with nose wheel extended.

Industrial Aviation • NOVEMBER, 1944

Reynold Brown

LENGTH AIR

13th Air Force, 307th Bomb Group - The Jungle Air Force "Long Rangers"

The 307th Bombardment Group (Heavy) was activated in 1942 by the Army Air Corps Combat Command after an attack on Pearl Harbor thrust the United States in war with Japan. In succeeding years, the 307th's participation in World War II, the Korean Conflict and the Vietnam Conflict proved it to be one of the most renowned bombing units in military annals.

On April 15, 1942, the 307th began operations as a B-17 Flying Fortress bomber unit at Geiger Field, Washington. Its first mission to guard the northwestern United States and Alaskan coasts against armed invasion prepared the group for its later role in the Pacific Theater of World War II. After patrolling the coastline of America for five months, the 307th's B-17s were replaced with the famous B-24 "Liberators". After completing a three-week familiarization program, the 307th relocated its entire cadre and 35 bombers to Hamilton Field, California.

Three days later, the B-24s were deployed to Oahu in the Hawaiian Islands. Finally settled at Oahu, 307th bombers began search and patrol missions over the surrounding Pacific area. Maintaining a 24-hour vigil, the bombers were to avert any naval attack against the Hawaiian Islands. Stations were eventually set up on Espiritu Santo, New Hebrides on Jan 13, 1943; Guadalcanal, Solomon Islands on Aug 20, 1943; Los Negros, Admiralty Islands on Jun 1, 1944; Wake Island on Sep 3, 1944; **Morotai**, New Guinea on Oct 17, 1944 and Clark Field, Luzon, Philippines on Aug 27, 1945.

Group bombers received their first taste of combat December 27, 1942. Twenty-seven of the group's aircraft were deployed from Oahu to Midway Island. From here, the B-24s staged their first attack against an enemy fortress on Wake Island. The enemy was taken by surprise during the predawn raid. Before Japanese units responded with a barrage of anti-aircraft fire, 307th bombers had blasted 90 percent of the Wake stronghold. All aircraft returned safely from what was considered the longest mass raid of that time. (It was from this that the 307th Bomb Group became known as "the Long Rangers").

The 307th moved to Guadalcanal in February 1943. From their new location on the largest of the Solomon Islands, Group bombers attacked fortified Japanese airfields and shipping installations within the Southwest Pacific. At Guadalcanal, round support troops were subjected to massive air attacks by enemy bomber and fighter aircraft. On a warm day in March 1943, three waves of Japanese planes blasted the airfield, causing the greatest number of 307th casualties during the war.

November 11, 1944, the 307th participated in the largest aerial strike of the South Pacific War. In conjunction with United States naval elements, group bombers pounded enemy war and merchant ships at Rabaul, New Guinea. amidst swarms of Japanese "Zeros" and heavy anti-aircraft fired, 307th aircraft released their bombs, leaving the port of Rabaul in complete ruin.

Throughout the remainder of the war, 307th aircraft continued to cripple the debilitated enemy. Group elements neutralized Japanese forces at Yap, Truk, and Palau islands. Bombing strikes against Japanese shipping centers in the Philippines inhibited the enemy from gaining a further strong hold in the area. An unescorted attack by group aircraft against oil refineries at Balikpapan, Borneo, October 3, 1944 helped assure an allied victory in the South Pacific.

While in the Pacific, the 307th was awarded two Distinguished Unit Citations, one for an air strike against Truk on March 29, 1944 and another for a strike against the refineries at Borneo on October 3, 1944. The group was also awarded the Philippine Presidential Unit Citation for its active role in the Philippines campaign.

307th Bomb Group Patches - "The Long Rangers"



The 307th Bomb Group HQ Patch



The Unofficial Long Rangers Patch



The Official Long Rangers Patch



The 424th Squadron



The 370th Squadron



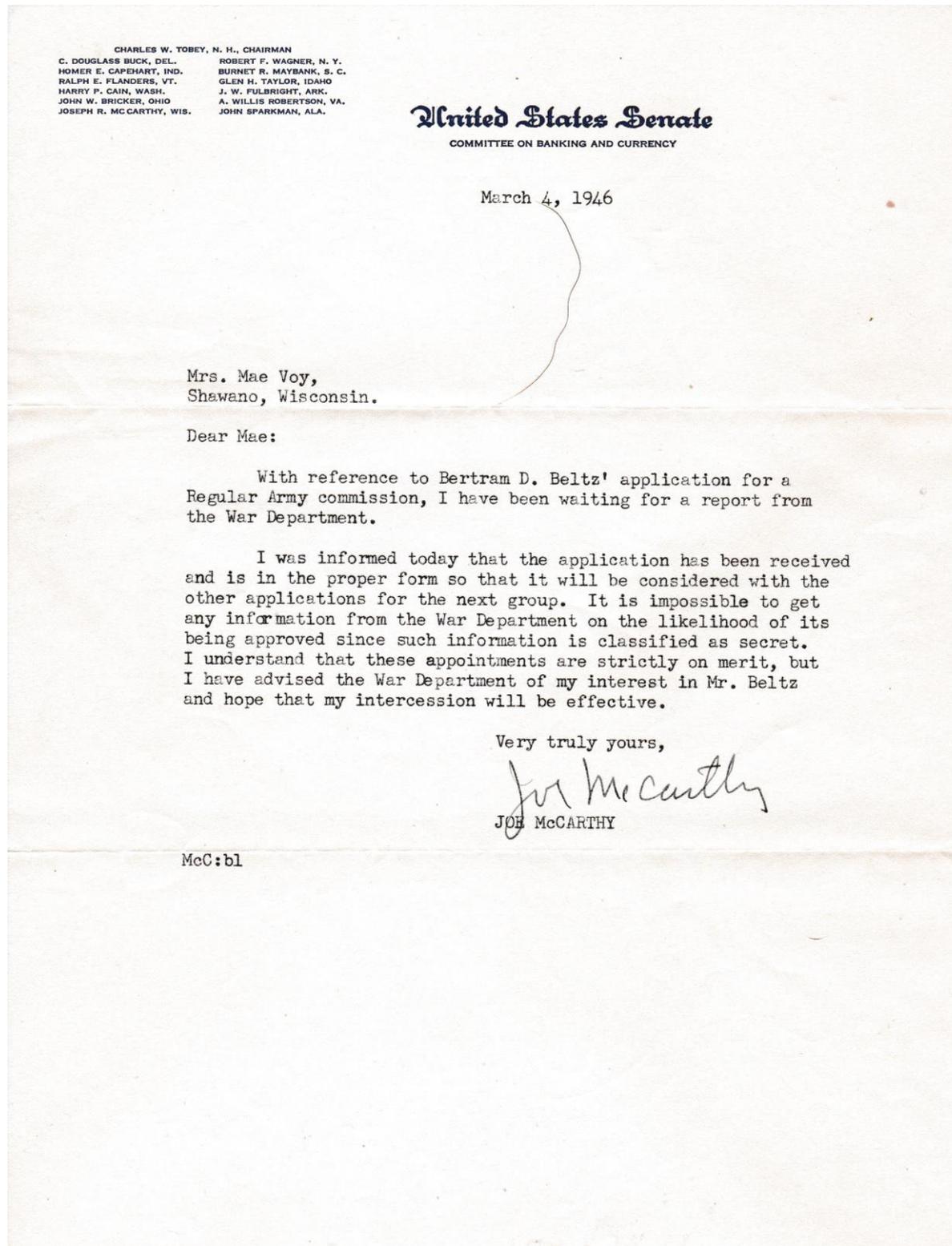
The 372nd Squadron



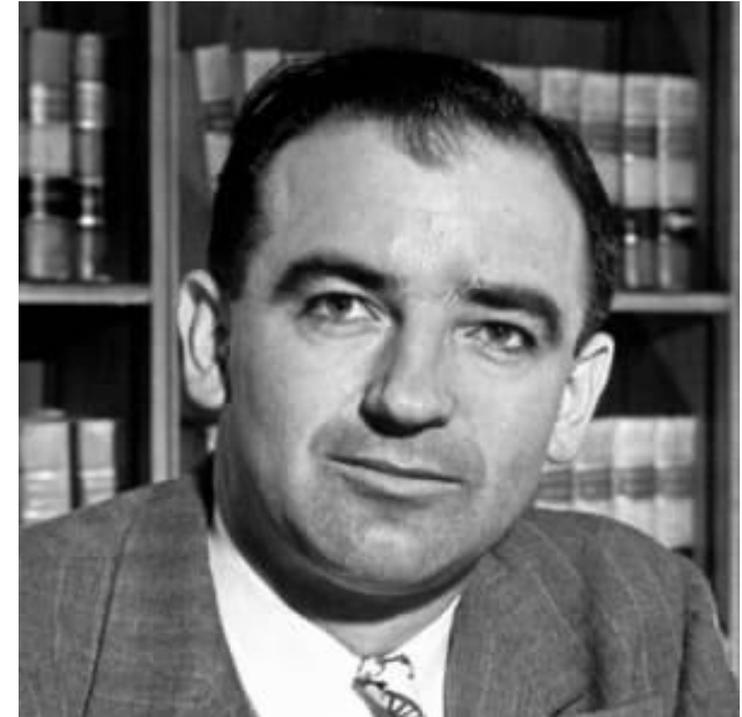
The 371st Squadron

Post War Years - Interesting items

Letter from Senator Joe McCarthy regarding Dad seeking Regular Army Commission

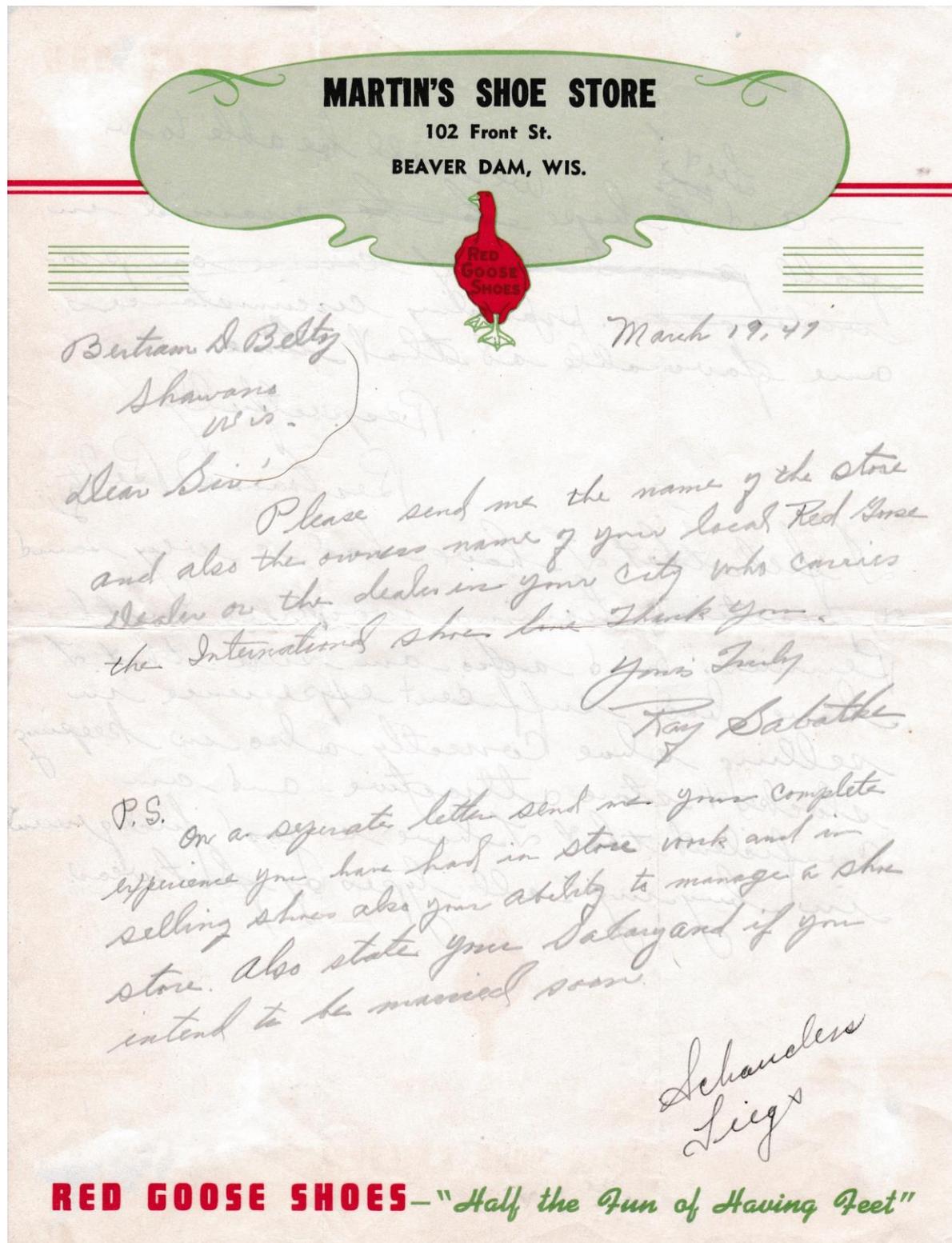


McCarthy was first elected in fall of '45 and took office in Jan '46



Joseph McCarthy was born on November 14, 1908, near Appleton, Wisconsin. In 1946 he was elected to the U.S. Senate, and in 1950 he publicly charged that 205 communists had infiltrated the U.S. State Department. Reelected in 1952, he became chair of the Senate's subcommittee on investigations, and for the next two years he investigated various government departments and questioned innumerable witnesses, resulting in what would be known as the Red Scare. After a televised hearing in which he was discredited and condemned by Congress, McCarthy fell out of the spotlight. He died on May 2, 1957.

Letter from Ray Sabotke (of Ray's Shoes) and Dad's draft response on the back



March 19, 47

Bertram D

Beltz

Shawano,

Wis

Dear Sir

Please send me the name of the store and also the owners name of your local Red Goose Dealer or the dealer in your city who carries the International shoe line. Thank you.

Yours

Truly Ray

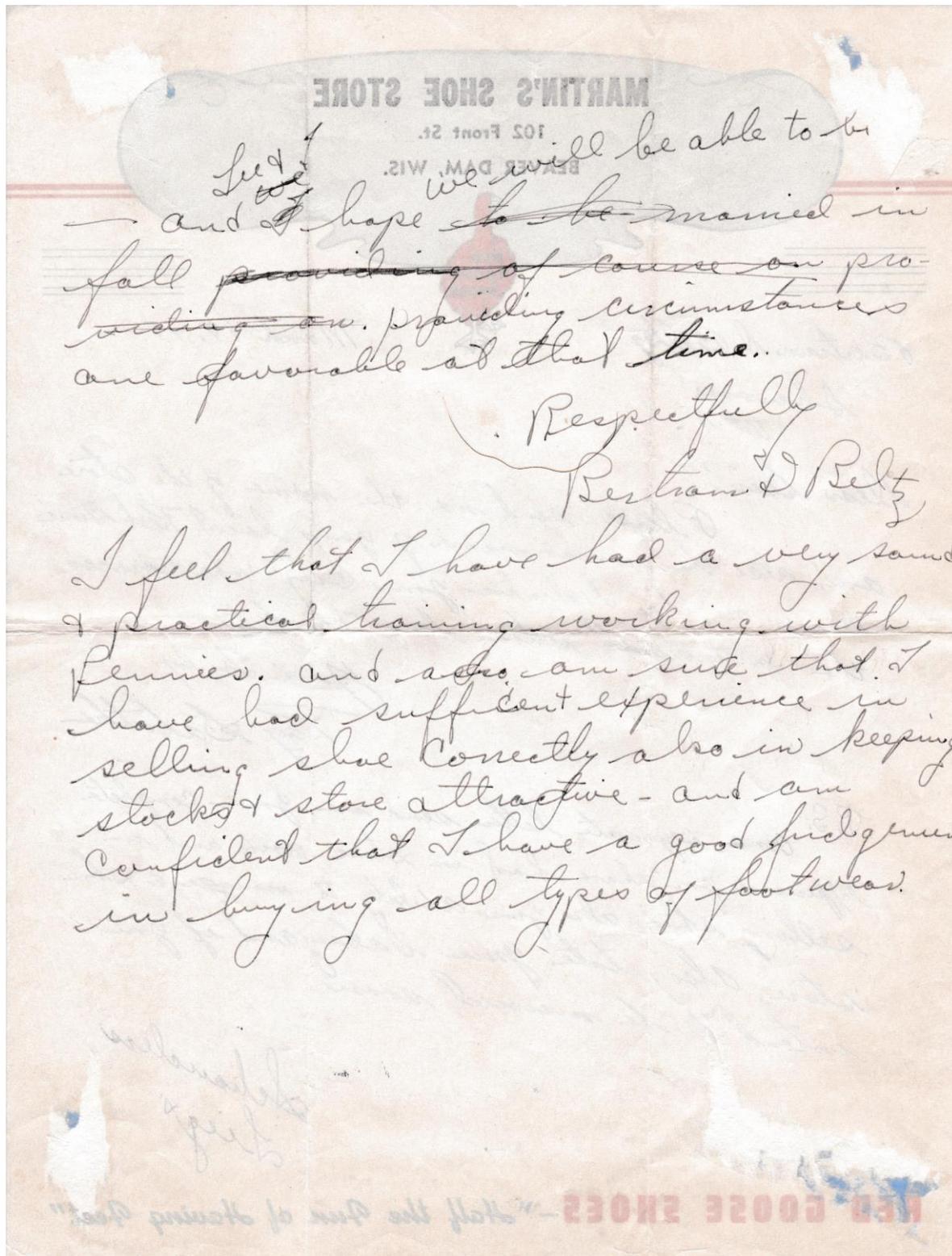
Sabotke

p.s.

on a separate letter send me your complete experience you have had in store work and in selling shoes also your ability to manage a shoe store. Also state your salary and if you intend to be married

soon.

Letter from Ray Sabotke (of Ray's Shoes) and Dad's draft response on the back



I feel that I have had a very sound and practical training working with Pennies and am also sure that I have sufficient experience in selling shoe correctly also in keeping stock and store attractive - and am confident that I have a good judgement in buying all types of footwear.

Lee and I hope we will be able to married in fall providing circumstances are favorable at that time.

Respectively
Bertram D Beltz

The “Shoe Men” of the Midwest



Left to Right:

Jim Kelly - Sales Manager, Grace Walker Women's & Red Goose Children, **Ray Sabotke** - Beaver Dam, Owner of Martins Shoe Store, **Ralph Heck** - Sales Manager, John C Roberts, Kingway. Friedmas Shelby Division, **Arnold Bush** - Sales Grace Walker, Womens & Red Goose, Childrens, **Unnamed**, **Ez Schaefer** - Baraboo, **Bert Beltz** - Ray's Shoes Watertown, **Howard Donahie** - General Manager of Friedman Shelby, **Bob Fleming** - Richland Center

There is no date provide for the photo.

The names were written in Mom's hand writing with a note that the details were provide by Bert Beltz and John White

Bert & Lee Beltz

