

**Bertram D. Beltz**  
**The War Years 1941 -1945**



December 2021

The following is an attempt to summarize Dad's time in service.

I wanted to give us all a better understanding of what he and so many other men like him did during those war years. I also wanted to have an overlay of the larger events of WW II with his own personal experiences and contributions.

The term "Greatest Generation" is often used and can almost sound cliché when describing these men. When you consider an 18 year old young man (the same age as Gabriel at the time of this book) doing what was needed it is an amazing and inspiring act of courage and maturity to reflect on what they did.

As one wonders about the millions of men that were just like Dad who served all over the world and the random events of a day or a mission would mean one man was coming home and another man was not. By mere luck or by the grace of God all of us are here today because Dad was able to come home safe when so many men did not.

As many of you know Dad was a great collector (stamps, matchbooks, coins). I am amazed and appreciative that he took the time to save and send all these various documents, books and mementos back to Grandma Ella especially the ones that occurred over seas.

I have nearly all of his documents organized and cataloged so that if any one would ever want to see the originals please let me know.

Most of the documents in this book were from Dad's collection. The 307 Bomb Group Association did provide copies of some of the mission reports as well as provide very helpful background information on Dad as well as in general.

I hope you enjoy the book and have an even greater appreciation of what an accomplished man Dad was.

John

# 1939

11/26/1939

Dad is 12 yrs old

November 26, 1936  
German-Italian Axis  
Pact is formed

Dad is 14 yrs old

September 29, 1938  
Munich Agreement Signed  
Britain capitulates to Germany

Dad is 15 yrs old

September 1, 1939  
Germany Invades Poland

Dad is 17 yrs old

December 7, 1941  
Japan bombs Pearl Harbor

September 29, 1942  
Operation Barbarossa  
Germany invades Russia

November 11, 1942  
Dad enlists

January 8, 1943  
US & British forces land  
in North Africa

August 1943  
Pre-flight Training at Maxwell Field

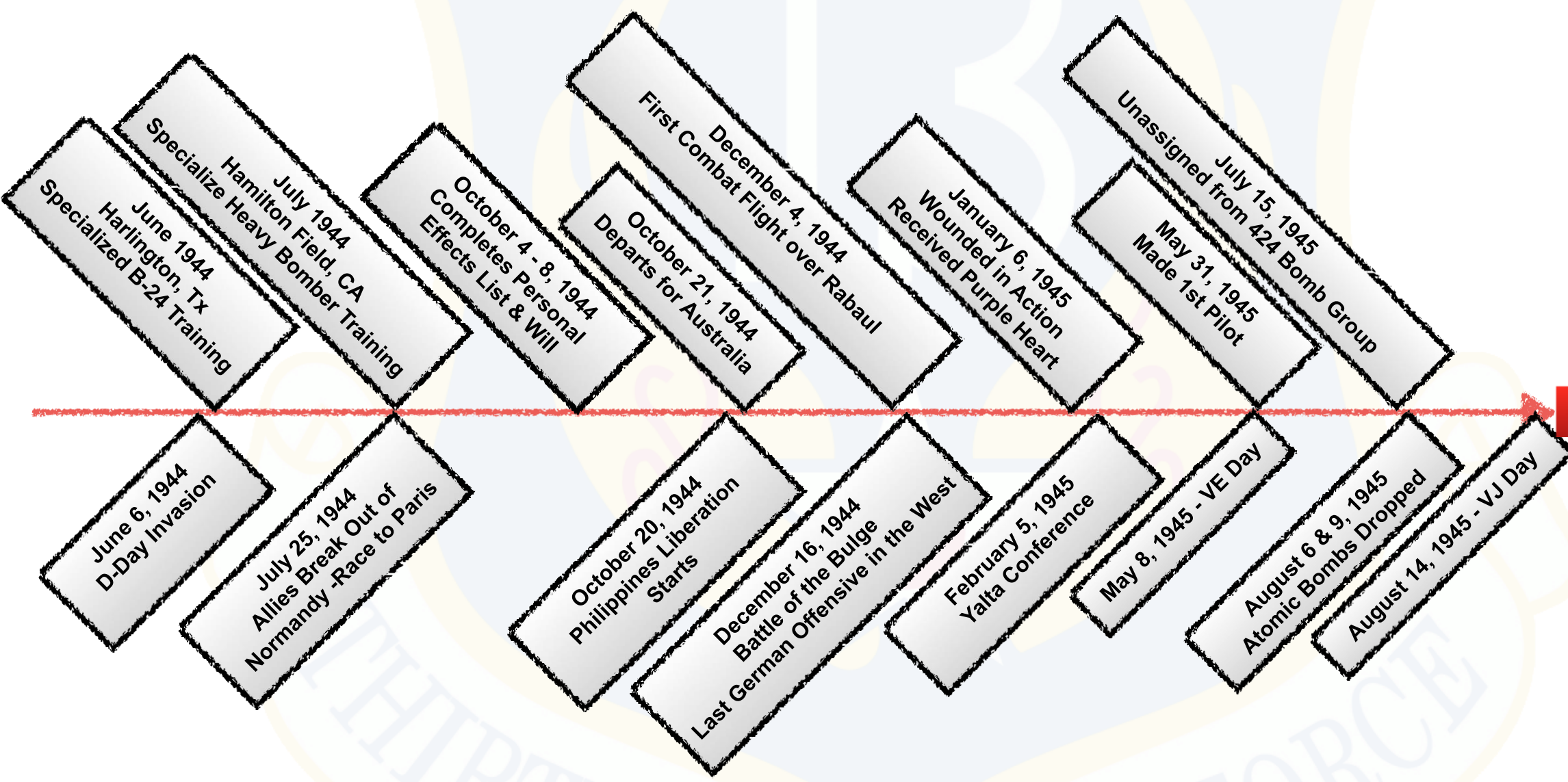
August 7, 1943  
Allies begin Solomon  
Island Offensive

January 1944  
Basic Flight Training, Bainbridge, GA

January 8, 1944  
Allies land in Anzio  
just south of Rome

SEVENTEENTH AIR FORCE

# 1945



8/14/1945

THIRTEENTH AIR FORCE



**November 11, 1942**

Enlisted in AUS Reserve at Antigo WI

**January 25, 1943**

Received letter to his home ordering him to active duty  
Had rank of private

**February, 1943**

Basic training camp in Miami Florida

**April -June, 1943**

Flight Training College - Cookerville Tennessee

**August - October, 1943**

Preflight training - Maxwell Field Atlanta

**November - December, 1943**

Primary flight school - Dorr Airfield Florida

**January - February, 1944**

Basic flight training - Bainbridge Georgia

**March - May, 1944**

Turner field - Advanced flight school & Advanced 2 engine training  
Graduating Class EFTC 44-E  
Given commission of 2nd lieutenant

**May 23, 1944**

Given 8 days leave  
Report to Harlingen tx on June 4, 1944

**June 4 - July 10, 1944**

Harlingen Texas  
Specialized training in 4 engine B-24 training

**July 25 - September 29, 1944**

Hamilton field, Marion County California  
Specialized training in heavy bombardment

**September 28, 1944**

Walla Walla Army air field, Washington

**October 4th, 1944**

Got Mission Orders  
Dad assigned his crew (this is same crew on his picture)

**October 8, 1944**

Completed personal effects list and will  
Fair Field Sussan Airfield

**October 21, 1944**

Departed for Australia

**November 4th, 1944**

Temporarily assigned to 1504th AAF base unit, west coast wing

**December, 1944**

Assigned to:  
Army Air Corp 13th Airforce  
307th bomb group (H)  
424th Squadron

**December 4, 1944**

First combat flight

**January 8, 1945**

Wounded in Action  
Purple Heart

**May 9, 1945**

Promoted to 1st Lieutenant from 2nd Lieutenant

**May 31, 1945**

Named 1st Pilot

**July 15, 1945**

Unassigned from 424th Bomb Group  
End of Tour


# Training Log Books

## Flight Training College - Cookerville, TN

84173

Form ACA 1173

**U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON, D. C.**



**CONTROLLED INDOCTRINATION FLIGHT COURSE  
PILOT RATING BOOK**

Bertam Daniel Belt  
(Name of trainee)

419 5th Street  
(Address)

Shawano Wisconsin  
Nov 23 1942

16,153,076  
(Enlistment No.)

E-3  
(Class)

Bucks Flight School  
(Flight operator)

Cooksville Penn.  
(Address)

Stage \_\_\_\_\_ Lesson 10 Date 6-17-43

Make of aircraft Biplane

N. C. Number 35405

Model 9-5 HP 75

Wind direction South

Wind velocity 12

Ground instruction time 30

Time up 7:15

Time down 8:15

	DUAL		SOLO	
	Hr.	Min.	Hr.	Min.
Time this flight	<u>1</u>	<u>00</u>		
Previous time	<u>8</u>	<u>00</u>		
Total stage time				
Total course time	<u>9</u>	<u>00</u>		

I hereby certify that the above entries are correct and I have received the above ground and flight instruction.  
Bertam D Belt  
(Signature of trainee)

I hereby certify that the above entries are correct as stated.  
Chas. W. Suck  
(Signature of instructor)

16467 0330  
(Certif. No.) (Rating)

**IMPORTANT.**—It is a violation of the United States Criminal Code for any Contractor, Instructor, or Trainee to sign this record in incomplete or blank form under maximum penalty of \$10,000 fine, 10 years' imprisonment, or both.

U. S. GOVERNMENT PRINTING OFFICE 10-22879-1

**RATING SHEET**

Stage \_\_\_\_\_ Lesson 10 Date 6-19-43

**GRADES**

<u>2</u> Cockpit procedure.	<u>2</u> Glides and gliding turns.
<u>3</u> Taxiing.	<u>3</u> Coordination exercises.
<u>3</u> Use of brakes.	<u>3</u> Forced landings.
<u>2</u> Take-offs.	<u>4</u> 180° side approach.
<u>2</u> Accurate traffic pattern.	<u>4</u> 90° approach.
<u>3</u> Straight and level.	<u>4</u> Landings.
<u>3</u> Rectangular course.	<u>2</u> Power wheel landings.
<u>1</u> S-turns across a road.	<u>2</u> Parking the airplane.
<u>3</u> Series of eights.	<u>3</u> Planning.
<u>3</u> Climbing turns to 1,500 ft.	<u>5</u> Looking around.
<u>3</u> Series of turns.	<u>3</u> Holding altitude.
<u>5</u> 720° steep turns.	<u>2</u> Throttle-elevator coord.
<u>5</u> Series of stalls.	<u>3</u> Ability to analyze errors.
<u>1</u> Spins (as required).	<u>2</u> Aptitude.
<u>1</u> Spirals.	<u>3</u> Judgment.

REMARKS:  
Low work OK but forgets to clear and doesn't watch instruments.  
Doubtful on stalls. General flying smooth.  
Satisfactory.

4 Landings

OVERALL FLIGHT GRADE FOR LESSON 82%



# Army Air Corps Flight Training in WWII

Provided by the National Museum of the United States Air Force

With the expansion of the Army's air arm, it became increasingly evident that there was an urgent need for closer cooperation between its two independent elements, the Air Corps (responsible for materiel and training functions) and the Air Force Combat Command (responsible for operational functions), formerly the GHQ Air Force. As a result, the Army Air Forces was created on June 20, 1941 to provide a unity of command over the Air Corps and AF Combat Command. Major General H.H. Arnold was designated its chief.

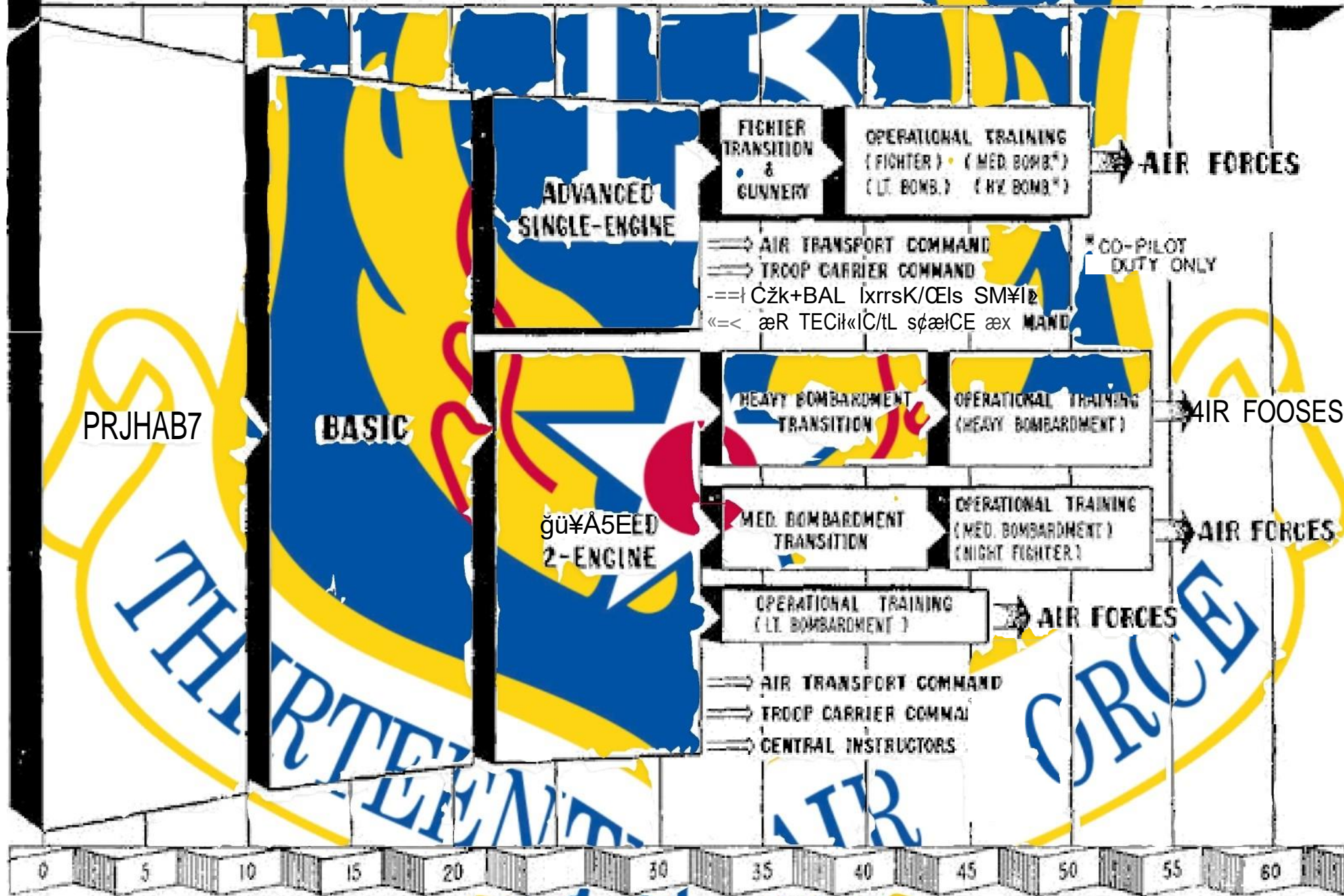
By Dec. 1941, the AAF had grown to 354,000 men (of whom 9,000 were pilots) as compared to 26,000 men (of whom 2,000 were pilots) in Sep. 1939. However, it had but 2,846 airplanes of which only 1,157 were considered suitable for combat. The situation of April 1917 was being repeated--U.S. flyers were soon to be called upon to combat enemy flyers having superior weapons, either in quantity or quality, or both.



# Flow Chart of Pilot Training - US Army AirCorp 1944

## STANDARD %LYING TRAINING STAGES FOR PILOTS

1944



Z F. Shellen  
1953



## Primary Flying School

The Air Corps' pilot training program was accelerated at such a incredible rate that civilian contractors were selected to operate a large number of newly-established primary flying schools.

The basic (or secondary) and advanced flying schools were operated by the Air Force. The civilian primary schools had been started in 1939 by ten civilian contractors.

The civilian primary schools used Stearman, Ryan and Fairchild trainers owned by the Army Air Force; their flight instructors were civilian employees. Each cadet was given 60 hours of flight training in nine weeks before moving on the basic flight school.

### Primary Trainer Aircraft (PT)

- Consolidated PT-1 "Trusty"
- Stearman PT-13D "Kaydet"
- Ryan YPT-16
- Fairchild PT-19 "Cornell"
- Ryan PT-22 "Recruit"
- Fairchild PT-26 "Cornell"

#### **Dad's Training**

August - October 1943

Preflight training. Maxwell Field, Atlanta

Nov-December 1943

Primary flight school Dorr Field Florida

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## Basic (Secondary) Flying School

During basic flight training, a cadet received approximately 70 hours in the air during a nine week period. The basic cadet made military pilots of those who had learned only the fundamentals of flight in primary school. In addition to operating an airplane of greater weight, horsepower, and speed such as the BT-9 or BT-13, the cadet was taught how to fly at night, by instruments, in formation, and on cross-country from one point to another. Also, for the first time, he was operating a plane equipped with a two-way radio and a two-pitch propeller. This was the point in his career where it was decided whether he would go to single-engine or twin-engine advanced flying school.

### Basic Trainer Aircraft (BT)

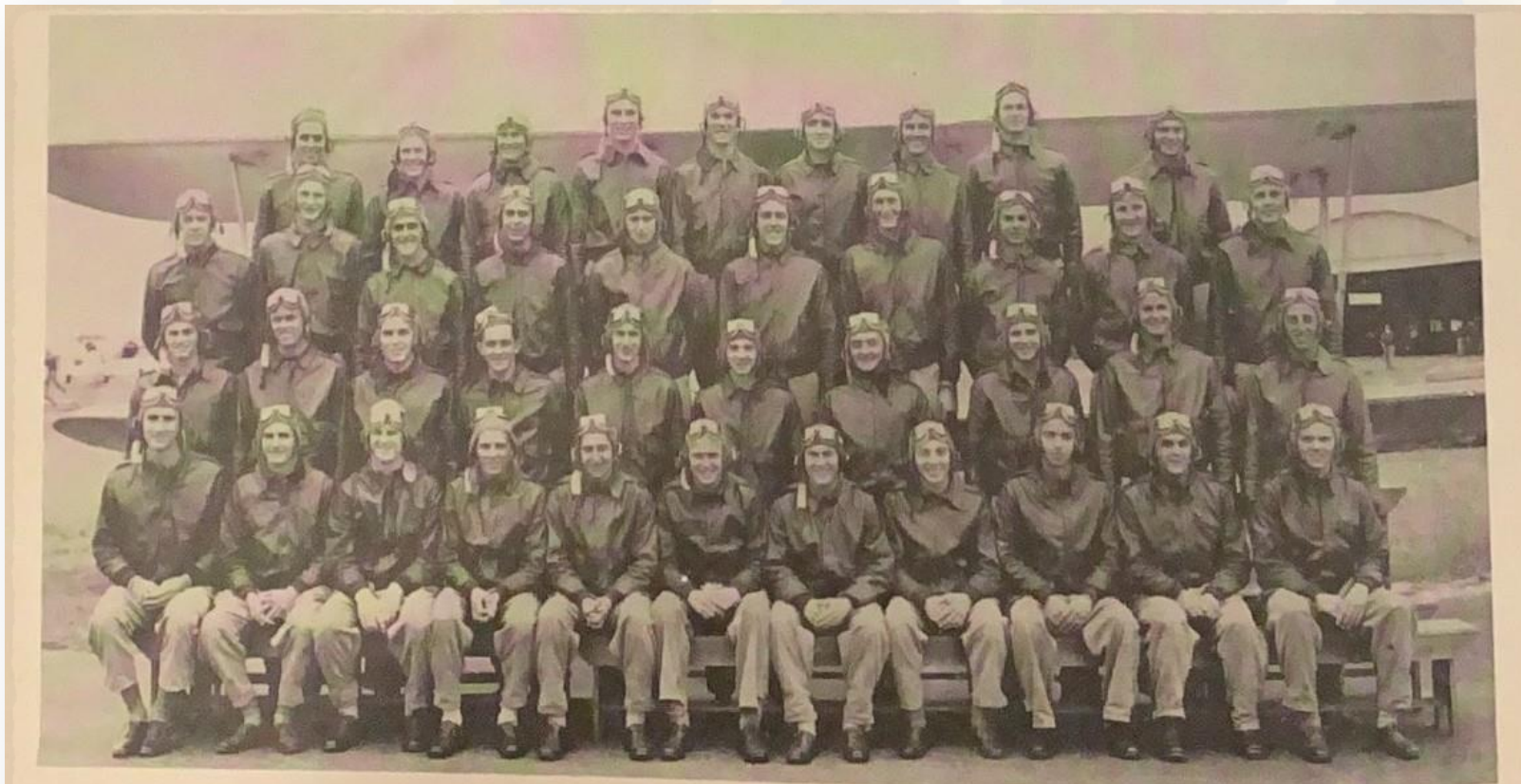
- Vultee BT-13B "Valiant"
- North American BT-14

#### **Dad's Training**

January - February, 1944

Basic flight training , Bainbridge Georgia

Class Photo from Dorr Field 1943

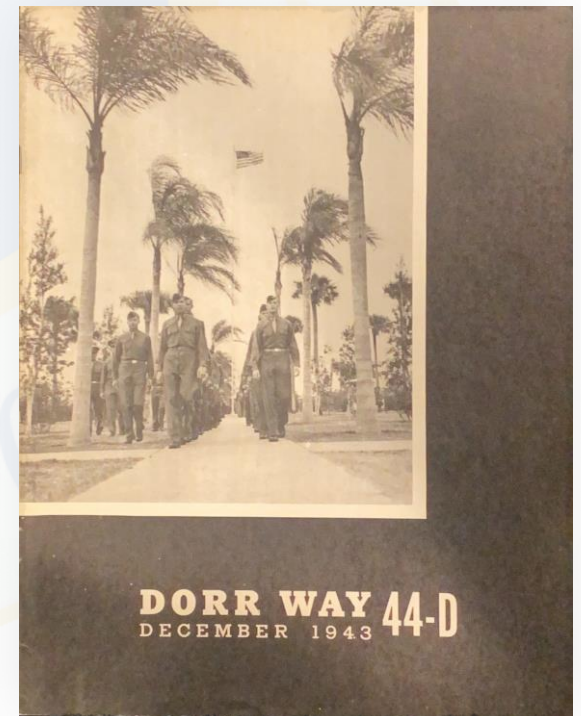


SQUADRON 6, CLASS 44-D (left to right)  
FIRST ROW: Tomassi, J. J.; Winton, V. P.; Nagle, J.; Otting, M. J.; Kopas, A. G.; Dostal, N. L.; Curtis, C. L.; Platt, J.; O'Connor, J. V.; McCutchan, F. G.; McEvoy, T. M. SECOND ROW: Sitzer, S.; Sawyer, F. M.; Ruening, G. W.; Rainey, H. L.; Randolph, R. E.; Platt, R. K.; Green, J.; Gates, H. R.; Paturzo, T. F.; Orsino, B. V. THIRD ROW: Thomas, E. G.; Martin, J. K.; Martin, V.; Beltz, B. D.; Jensen, P. H.; Leber, R. E.; Watts, C. H.; Snow, D. F.; Sarver, F. S.; Hustad, J. C. FOURTH ROW: Hills, W. T.; Hankin, J. B.; Barnes, J. L.; Woodburn, W. M.; Hannibal, A.; Reiners, J. F.; Landis, J. D.; Lamb, H. M.; Johnson, P. L.

Cover from Preflight Album  
Maxwell Field



Cover from Preflight Album  
Dorr Field





No dates or names were with these photos.

These are smaller training airplanes.

I believe these to be taken stateside as Dad was going through his training.





## Advanced Flying School

Advanced flying school was to prepare a cadet for the kind of airplane he was to fly in combat, either single or multi-engine. Those who went to single-engine school flew AT-6s for the first 70 hours during a nine week period, learning aerial gunnery and combat maneuvers and increasing their skills in navigation, formation, and instrument flying.

Cadets assigned to twin-engine school (like Dick Baer) received the same number of flying hours but did not practice combat aerobatics or gunnery. Using the AT-9, AT-10, or AT-17, they directed their efforts toward increasing their ability to fly on instruments, at night, and in formation after first having mastered the art of flying a plane having more than one engine.

### Advanced Trainer Aircraft (AT)

- North American AT-6 - See T-6G "Texan"
- Cessna AT-8 - See Cessna UC-78B "Bobcat"
- Curtiss AT-9 "Fledgling"/"Jeep"
- Beech AT-10 "Wichita"
- Beech AT-11 "Kansan"
- Cessna AT-17 - See Cessna UC-78B "Bobcat"

#### **Dad's Training**

March- May 1944, Turner field - Class EFTC 44-E

Advanced flight school

Advance 2 engine training

Given commission of 2nd lieutenant

The Cessna AT-8/UC-78, known affectionately as the "Bamboo Bomber" because of its wooden construction, was well known as a multi-engine trainer of WWII. Many bomber pilots saw training on this aircraft before going off and training to fly B-17s or B-24s. After WWII, many UC-78s became popular civilian aircraft and were used by some commuter airlines.

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## Transition Training

The successful completion of pilot training was a difficult as well as a dangerous task. During the four-and-a-half year period of January 1941 - August 1945, there were 191,654 cadets who were awarded pilot wings. However, there were also 132,993 who "washed out" or were killed during training, a loss rate of approximately 40 percent due to accidents, academic or physical problems, and other causes.

Those who graduated from flying school were usually assigned to transition training in the type of plane they were to fly in combat. Some were assigned to specific squadrons already scheduled for overseas duty, while others were assigned to replacement training units for subsequent assignment to squadrons already overseas. Regardless, it required 2 months of additional training before a pilot was considered ready for combat.

#### **Dad's Training**

June 4 - July 10, 1944, Harlingen Texas

Specialized training in 4 engine B-24 training

July 25- sept 29

Specialized training in heavy bombardment

Hamilton field, Marion county California and

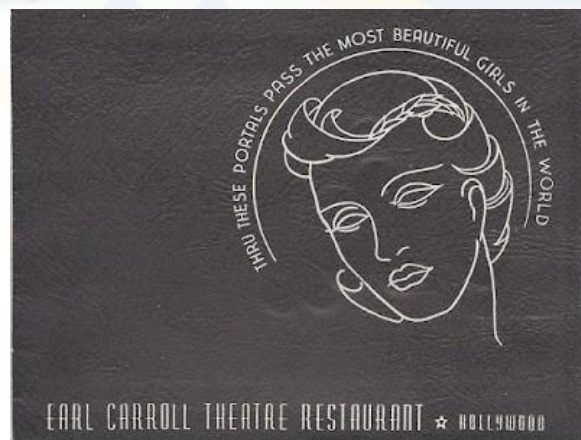
Walla Walla Army air field I. Washington



These Photos were taken at the Earl Carol Theatre in Hollywood. They were in a commemorative sleeve which was damaged. (Below is an image of that sleeve)

I presume these were taken in the Summer - Fall of 1944 when Dad was in Washington and California for Transition Training

In the photo to the right: The man to the left of Dad is Ernie Marshall (pilot) and the man to the right is Tom Goddard (navigator)



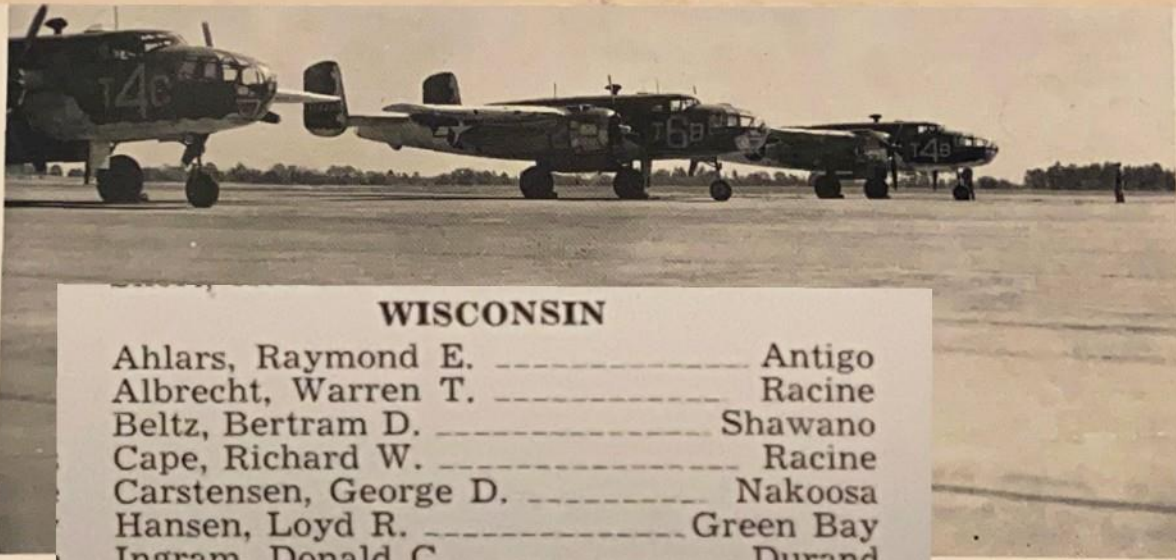




# ARMY AIR FORCES PILOT SCHOOL

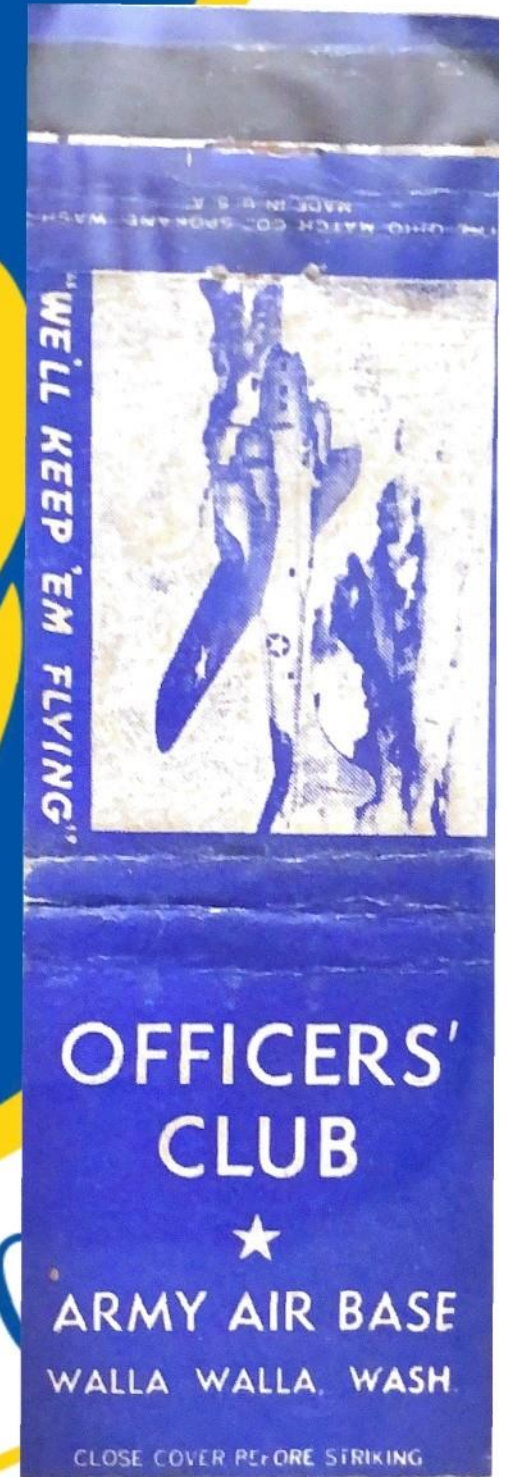
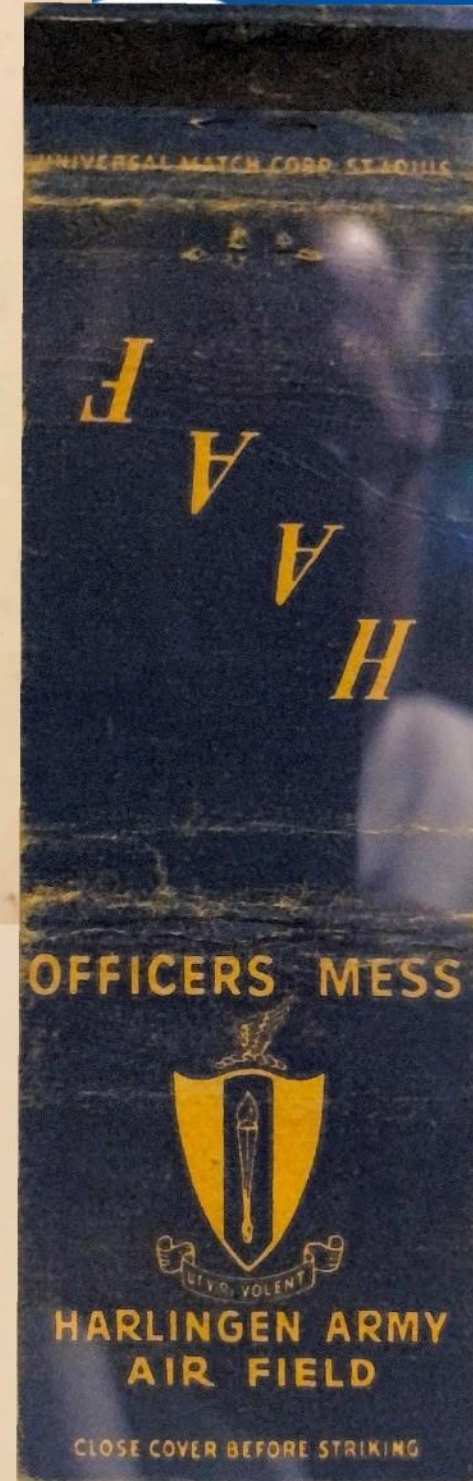
(ADVANCED T. E.)

TURNER FIELD, GEORGIA



## WISCONSIN

Ahlars, Raymond E. ....	Antigo
Albrecht, Warren T. ....	Racine
Beltz, Bertram D. ....	Shawano
Cape, Richard W. ....	Racine
Carstensen, George D. ....	Nakoosa
Hansen, Loyd R. ....	Green Bay
Ingram, Donald C. ....	Durand
Schieble, Henry R. ....	Milwaukee





Preparing for overseas duty

Show equipment list and will

# Mission List

First Mission: Dec 4, 1944

Last Mission: July 5, 1945

42 missions 2 major campaigns

Philippines Liberation Campaign

Borneo Campaign

424TH BOMBARDMENT SQUADRON  
307th Bombardment Group (H)

NAME BELTZ, B. D. RANK 1st Lt.

DUTY PILOT ASN 0-828529

DATE DEPARTED FOR FOREIGN DUTY 21 Oct. 1944 ARRIVED SOPAC \_\_\_\_\_

FORMULA 10 STRIKES 3 MONTHS OV. RS. AS 100

DATE	SEARCH	STRIKES	COMBAT	OTHER	TOTAL	TARGET AND REMARKS
12-4-44		6:10				Rabaul
22		2:15				Hatesbako
25		9:00				Sandakan
1-3-45		2:25				Halimahera
4		10:20				Puerta Princesa
8		12:15				Nielson
3-1-45		10:30				Tarakan
6		8:30				Zamboanga
10		9:35				Sandakan
11		9:05				Tarakan
14		7:25				Zamboanga
21		9:30				Cebu
27		13:00				Shipping
31		12:10				Oelin
4-1-45		10:00				Tarakan
7		12:55				Bima
9		10:20				Shipping
12		5:40				Davo
18		6:00				Beo
22		11:00				Manggar
25		11:00				Boelodwawang
28		9:30				Malimpoeng
5-1-45		10:05				Conyov Cover
6		14:00				Barito
14		10:20				Sepinggan
18		10:05				Tarakan
9		11:05				Shipping
22		10:25				Tarakan
26		10:10				"
6-2-45		10:30				"
4		10:05				Balikpapan
6		12:00				Maure
8		11:00				Pendajen
11		10:30				Tarakan
14		11:00				Balikpapan
17		10:25				"
20		11:00				"
23		10:30				"
26		10:35				"
28		11:05				"
7-3-45		12:20				"
6		11:40				"

CERTIFIED CORRECT:  
*Carleton V. Hansen*  
CARLETON V. HANSEN  
Capt., Air Corps.  
Operations Officer

## Transcribed Mission List

Date	Target	Flight Time (hh:mm)	Date	Target	Flight Time (hh:mm)
12/4/1944	Rabaul	06:10	5/1/1945	Convoy Cover	10:05
12/22/1944	Hatsjml	02:15	5/6/1945	Barito	14:00
12/25/1944	Sandakan	09:00	5/9/1945	Shipping	11:05 ←
1/3/1945	Halamarahas	02:35	5/14/1945	Sepinggan	10:20
1/4/1945	Puerta Princess	10:20	5/18/1945	Tarakan	10:05
1/8/1945	Nielson	12:15 ♥	5/22/1945	Tarakan	10:25
3/1/1945	Tarakan	10:30	5/26/1945	Tarakan	10:10
3/6/1945	Zamboance	08:30	6/2/1945	Tarakan	10:30
3/10/1945	Sandakan	09:35	6/4/1945	Balikepan	10:05
3/11/1945	Tarakan	09:06	6/6/1945	Maura	12:00
3/14/1945	Zamboance	07:26	6/7/1945	Labuan	unknown ←
3/21/1945	Cebu	09:30	6/8/1945	Pendain	11:00
3/27/1945	Shipping	13:00	6/11/1945	Tarkan	10:30
3/31/1945	Oelin	12:10	6/14/1945	Balikepan	11:00 ←
4/1/1945	Tarakan	10:00	6/17/1945	Balikepan	11:00
4/7/1945	Bima	12:55	6/20/1945	Balikepan	11:00
4/9/1945	Shipping	10:20	6/23/1945	Balikepan	11:00
4/12/1945	Davo	05:40	6/26/1945	Balikepan	11:00
4/18/1945	Beo	06:00	6/28/1945	Balikepan	11:00
4/22/1945	Manggar	11:00	7/3/1945	Balikepan	11:00
4/25/1945	Boeloedwawang	11:00	7/6/1945	Balikepan	11:00
4/28/1945	Malimpoeng	09:30			

♥ Wounded in Action  
 ← Mission Reports in Book

The Labuan mission from 6/7/45 was not in the original document. It is my understanding that it was not uncommon for errors to occur in these lists



**Location of Dads Missions.**  
**Many points are overlapping if multiple missions to same area.**



*Red - Philippines Liberation Campaign*  
*Green - Borneo Campaign*  
*Blue - Morotai Island (Base)*  
*----- 1500 mile radius /rom Morotai*  
*..... 750 mile radius /rom Morotai*

*Maximum Range o/ B-24 was 2500 -3500 miles depending on bomb load and con/iguration*

# Philippines Liberation Campaign

## Summer of '44 - March '45

Air support for landing forces MacArther's return was Oct '44

The Philippines campaign, the Battle of the Philippines or the Liberation of the Philippines was the American and Filipino campaign to defeat and expel the Imperial Japanese forces occupying the Philippines during World War II.

The Japanese Army overran all of the Philippines during the first half of 1942. The liberation of the Philippines commenced with amphibious landings on the eastern Philippine island of Leyte on October 20, 1944. United States and Philippine Commonwealth military forces were progressing in liberating territory and islands when the Japanese forces in the Philippines were ordered to surrender by Tokyo on August 15, 1945, after the dropping of the atomic bombs on mainland Japan and the Soviet invasion of Manchuria.





## Borneo Campaign

### Last major allied campaign in SW Pacific.

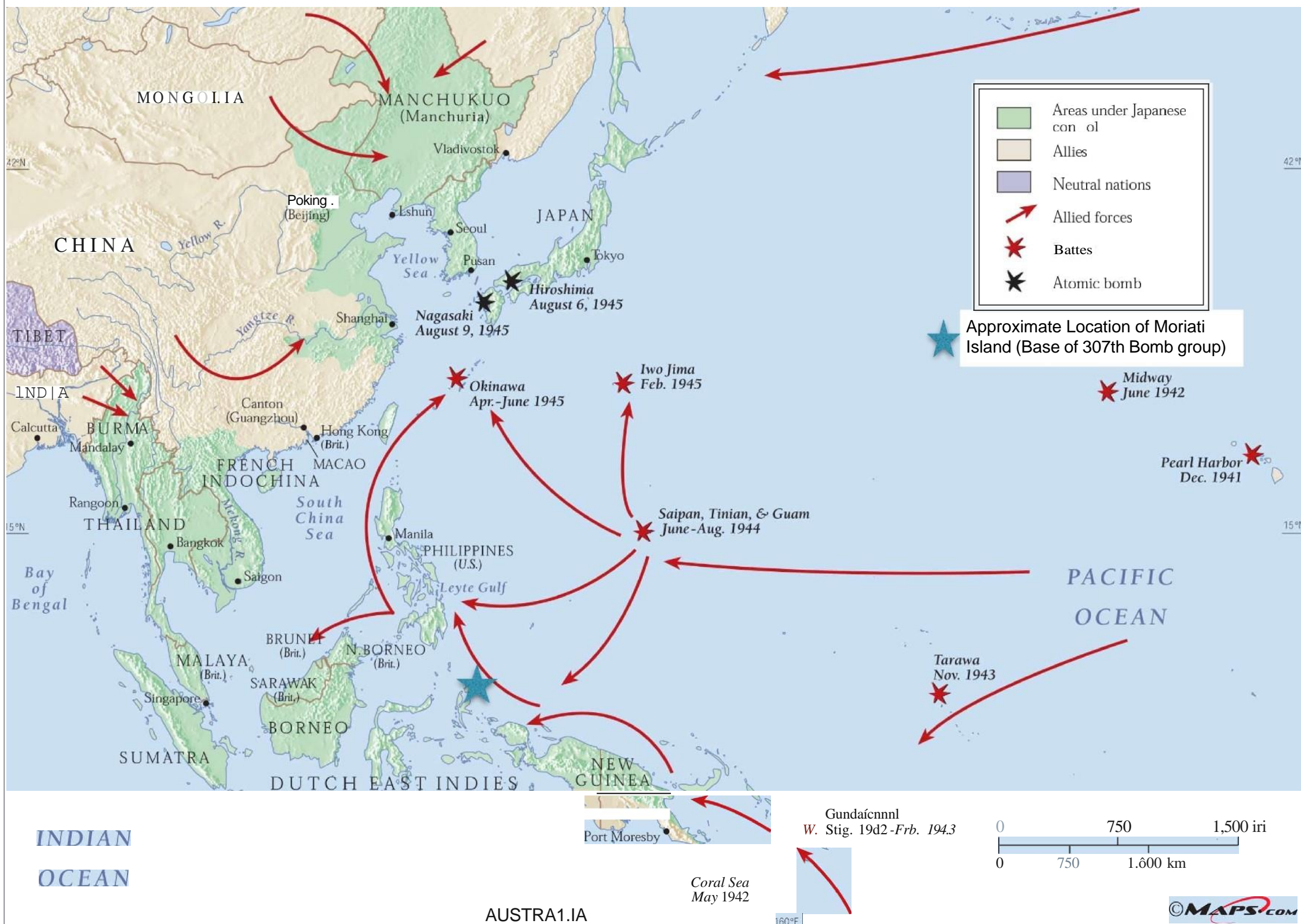
**Goal was to destroy Japanese forces in east Indies and south Philippines**

The Borneo campaign of 1945 was the last major Allied campaign in the South West Pacific Area during World War II to liberate Japanese-held British Borneo and Dutch Borneo. Designated collectively as Operation Oboe, a series of amphibious assaults between 1 May and 21 July were conducted by the Australian I Corps, under Lieutenant-General Leslie Morshead, against Imperial Japanese forces who had been occupying the island since late 1941 – early 1942. The main Japanese formation on the island was the Thirty-Seventh Army under Lieutenant-General Masao Baba, while the naval garrison was commanded by Vice-Admiral Michiaki Kamada. The Australian ground forces were supported by US and other Allied air and naval forces, with the US providing the bulk of the shipping and logistic support necessary to conduct the operation. The campaign was initially planned to involve six stages, but eventually landings were undertaken at four locations: Tarakan, Labuan, North Borneo and Balikpapan. Guerrilla operations were also carried out by Dayak tribesmen and small numbers of Allied personnel in the interior of the island. While major combat operations were concluded by mid-July, mopping-up operations continued throughout Borneo until the end of the war in August. Initially intended to secure vital airfields and port facilities to support future operations, preparatory bombardment resulted in heavy damage to the island's infrastructure, including its oil production facilities. As a result, the strategic benefits the Allies gained from the campaign were negligible.





# WORLD WAR II IN THE PACIFIC, 1941—1945



# Crew Picture

Date Unknown



Back Row:

Sgt Roy Lockett

Unknown

Sgt Henry C. Gerry  
Belly Turret

Sgt Alex Jeleniesski

Unknown

John Polly (No Rank)

Front Row:

Lt Seymour Newman  
Pilot

Lt Bertram Beltz  
Co-Pilot

Lt Gino Gandolfini  
Navigator

Lt. Balestra

Names are read left to right



**A Letter to Grandma Ella which was found with the crew picture**

Feb 27 - 1945  
D. E. L.

Dear Mom,

The picture is the crew - was taken Jan 1. - They really are all a swell bunch of fellows. - Now they are my best friends and always will be.

Perhaps you would like to know their names + positions

Reading left to right

Bill Austin - Engineer

Henry Gerry - armor gunner (belly turret)

Sheridan (Pop) Haines - nose gunner

Peter Paul Kosowski (peeper) Tail gunner

Harold Baker - Radio operator

Delbert Kitzman - martin turret (top)

Feb 27 - 1945  
D.E.L.

**Dear Mom**

**The picture is the crew was taken Jan 1.- They really are all a swell bunch of fellows. - now they are my best friends and always will be.**

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**Bill Austin - Engineer**

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**Peter Paul Kosowski (peeper) Tail gunner**

**Harold Baker - Radio operator**

**Delbert Kitzman - martin turret (top)**



Ernest Marshall - (Ernie) - Pilot  
Liberio DeAmices (Tony) - Bombadier  
Tomas Goddard (Tom) - Navigator

I hope this picture gets to you  
in good condition, I think it's  
very good. - It was taken in  
our area - our tent is behind  
Pop's head in back of those trees.  
Will write again soon.

Love  
Bert.

**Ernest Marshal - (Ernie) - Pilot  
Liberio DeAmices (Tony) - Bombadier  
Tomas Goddard (Tom) - Navigator**

**I hope this picture gets to you in good  
condition, I think it's very good. - It was  
taken in our area - our tent is behind Pop's  
head in back of those trees.**

**Will write again soon.**

**Love  
Bert.**

The crew picture and letter were found in an envelope from Grandma Ella.

Originally I thought the the letter and photo went together and made a wonderful complete memory.

Unfortunately the men in the photo are not the ones referenced in the letter. The men in the photo are largely the men from A/P #844 from the June 14th mission report.

**Continued on Part 2**