



SNETTERTON FALCONS II

IN THE NEST AND ON THE WING

BEHIND THE MEN WHO FLY....



ARMAMENT WORKER



WELDER



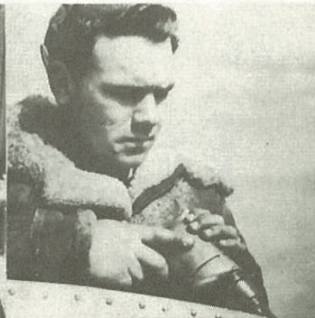
ENGINE MECHANIC



ORDNANCE REPAIRMAN



ELECTRICIAN



SHEET METAL WORKER



BOMBSIGHT SPECIALIST



TELEPHONE REPAIRMAN



COOK



AUTO-PILOT TECHNICIAN



PARACHUTE RIGGER



CLERK



INVENTOR MECHANIC



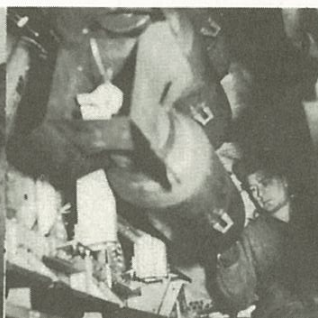
TELEPHONE OPERATOR



PROPELLER SPECIALIST



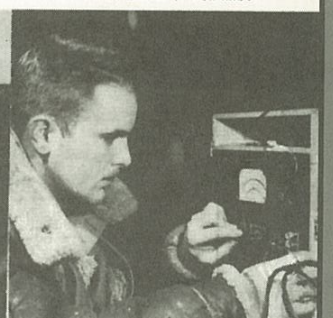
ARMORER



ORDNANCE WORKER



TELETYPE OPERATOR



RADAR TECHNICIAN



WEATHER MAN



FLYING DISPATCHER



DRILL PRESS OPERATOR



LANDING CONTROLLER

SNETTERTON FALCONS II

In The Nest And On The Wing

A Pictorial History of the 96th Bomb Group in WWII. Together with Shakespearian perspectives as channeled from the Bard of Avon's ghost to Bob Doherty at midnight on The Heath 22 May 1993 during the Group's 50th Anniversary Reunion.

by

Geoffrey Ward and Robert Doherty

TAYLOR PUBLISHING COMPANY
DALLAS, TEXAS

DEDICATION

This book is dedicated to that sterling, self-sacrificing 96th Bomb Group Ground Echelon without whom the rest of us could never “Keep ‘em Flying.”

To those who maintained and repaired the planes and equipment, to those who doctored the sick and wounded, who provided the clothing, sorted the mail, served the meals, promoted spiritual welfare, supplied transport, filled the bomb bays, fixed the radios, typed the records, secured the base, rigged the chutes, showed the movies, organized the sports, briefed and debriefed the crews, shot the cameras, developed the film, analyzed strike photos, gathered the coal, wired the lights, forecasted the weather, showed the best foot forward with public relations — we salute you. God bless.

Geoff Ward and Bob Doherty
on behalf of your grateful aircrew buddies



On left: Ted and Peggy Kemp of Taylor Publishing Company; on right Geoff Ward (seated) and Bob Doherty (standing).

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FOREWORD

by
COLONEL "SANDY" MOFFETT
96th Ground Exec from beginning to end



COLONEL ALEXANDER MOFFETT
Group Ground Executive Officer
from June 1942 to May 1945.

It was a distinct privilege and honor to have been listed as **GROUND EXECUTIVE OFFICER** to Lt. Colonel Archie Old on the Activation Orders of the 96th Bomb Group back in July 1942. I cherished those responsibilities then; I look back on them and the men who carried them out with pride today and I always will. Ground Exec was an office I held from the first day of life in the 96th through Stateside training and throughout the Group's distinguished combat history.

I shall never forget the wonderful, noble experience of working so closely with so many dedicated young men who made up the huge support forces collectively known as the 96th Ground Echelon. Most of these airmen ranged from their late teens to their early twenties. They were called upon repeatedly to discharge duties and responsibilities normally assigned to more senior men. They gave of their talents and skills selflessly; proving over and over that they were patriotic airmen worthy of the highest commendation.

It is fitting and proper that **SNETTERTON FALCONS II** be dedicated to the men of the Ground Echelon. I will always treasure the wartime memories we shared. I salute you.

A. S. "Sandy" Moffett

PREFACE

Co-authoring this pictorial history was a surprising challenge to us. Since the time-consuming research required by FALCONS I would not be necessary, we took it for granted that by comparison this effort would be a lark. It wasn't; it was a damn Falcon again — something with which to be reckoned.

If FALCONS II seems constrained in any way, it is due to the availability of photos; for the whole book is tied to them. Although we have scrounged, begged, borrowed and st— yes, guess we did that too — we know that there are other 96th photos out there somewhere. Our search for new ones is an on-going process.

Although research and the need for much narration did not present us with problems, layout and graphics certainly were. We acknowledge the patient, professional assistance of our long-time publishers from Taylor Publishing, Peggy and Ted Kemp.

We have kept the duplication of photos which appeared in FALCONS I to a bare minimum. Where there is duplication, it is on purpose either because we have new information, or because Lady Moe's grandson insisted or because the photo shows the subject from a different angle.

Our gratitude to all who have contributed photos. We have tried to credit you properly. Special thanks to Mrs. Frank Mufic, Maryland artist Carolyn Councill and Virginia Johnson of Taunton, MA. public library.

Sincerely,
Geoff Ward and Bob Doherty



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FREEDOM WASN'T FREE

Feb. 21, 1944 Stan Litty's STINGY leads the 96th over Brunswick as bombardier John Dalsey begins the salvo while, to the right, death or prison camp await the crew of Alver Smith's 2-39814, OLD GLORY.

SECTION I

THE 96TH BOMBARDMENT GROUP (H)

HISTORICAL SUMMARY

Activated in Salt Lake City in 1942, the 96th completed its training in 1943. By the end of April 1943, the Air Echelon arrived at Grafton Underwood, England. The Ground Echelon, however, after crossing the Atlantic on the *Queen Elizabeth*, were sent to Great Sailing, Andrews Field, in Essex. Even though they were separated from their Ground Echelon, the Aircrews were ordered into combat and flew their first few missions from Grafton Underwood – which they soon nicknamed “Grafton Undermud”.

The 96th began combat on the 13th of May, 1943; and the 13th proved unlucky. The mission had to be aborted over England due to tragic accident. On the very next day, however, the Group bombed the Luftwaffe airfield at Coutrai, France. From then on, the 96th settled down to a long, distinguished – and too often bloody service in air-combat that was to last until May, 1945.

The air Echelon moved to Andrews Field on 27 May 1943 and flew from there until 7 June when it moved to its permanent base at Snetterton Heath. The 96th distinguished itself during many 8th Air Force battles. It was awarded two Presidential Unit citations: one for leading the 4th Bomb Wing on the “shuttle” mission to North Africa when they bombed the German aircraft factory in Regensburg on August 17, 1943, landed in Africa, refueled and then bombed Bordeaux en route to England. The second Citation was for leading the 45th Combat Wing to Poznan, Poland in spite of heavy German opposition and atrocious weather. The Group also led the 3rd Bomb Wing on the infamous Second Schweinfurt Mission...rated by historians as one of the greatest air battles of WWII. The 96th also led the first 8th Air Force shuttle mission to Russia. However, after landing at Poltava in the Ukraine, it lost 16 of its 21 bombers to a Luftwaffe night attack which has been called “The Second Pearl Harbor”. The Group has many “claims to fame”; unfortunately, three of them the Group would rather not have had. (1) the 96th suffered the highest losses in the 3rd Air Division; (2) the second highest MIA-losses of any 8th AF group and (3) the very highest losses sustained by an 8th Group over a three month period. (65 A/C lost between March and May 1944).

STATISTICS

Missions flown	321*
Total sorties credited	8,924
Total Bomb Tonnage	19,277.3
Total Supply Tonnage	131.6
Aircraft MIA	189
Other A/C losses	50
Aircrew KIA	938
Operational A/C	Boeing B-17 F & G

*All missions are detailed in SNETTERTON FALCONS I, 1989 and the Enhanced Edition, 1996 with errata and addenda.

SECTION II

THE FALCONS' NEST

SNETTERTON HEATH — STATION 138 THE FALCONS' NEST

During early 1940 there were few British people – let alone Americans – who knew of the area in rural Norfolk called Snetterton Heath. Situated three miles southwest of the small town of Attleborough on the southern side of the main A-11 London to Norwich trunk road, it was an area of rather poor open farmland. This heath took its name from the adjoining village of Snetterton. The London and North Eastern Railway, which connected Norwich to the city of Cambridge, ran almost parallel to the Heath's eastern border. These railway tracks separated The Heath from the villages of Quidenham and Eccles. In early 1942 the site was chosen by the Air Ministry for the RAF. Shortly after, however, it was rescheduled for the Americans.

Construction was started in 1942 at a time when 75% of the nearly 500 airfields being constructed were in East Anglia. Snetterton was a standard "A" Class and was built by a Civil Engineering firm, Taylor Woodrow Ltd., at a cost of 950,000 pounds (\$3,800,000). It had three runways; the main being 2000 yards long. The other two were 1400 yards. It had dispersed hard standings for 50 aircraft which were connected to the runways by a fifty foot wide taxi track which encircled all six ends of the three runways – a distance of roughly three miles. In total, an area of 530,000 square yards of concrete were poured. To accommodate the airfield, all the servicing utilities and buildings, 20 miles of drainage pipe, 4 miles of sewer, 6 miles of water pipe and 10 miles of road and pathways were required. The airbase became a small town capable of supporting some 3000-plus inhabitants. Because the railway bisected the base, the flying field and its supporting Technical Site was sandwiched be-



Above: Major A.S. Moffett (left) welcomes Captain Mark Seaver, commander of the 44th Service Squadron, to the U.K. Photo taken at 0300 May 13, '43. Seaver's men were the first Americans to occupy the first airfield built by Americans. Andrews Field, Great Sailing, Essex. (Seaver)



tween the railway and the A-11 road. The communal and living areas were situated to the east of the railway within the boundaries of the villages of Quidenham and Eccles. Later, a servicing Sub Depot was built to the west of the A-11 road with four T-2 hangars and supporting workshops. This unit was to have been further enlarged to become an Air Depot of considerable size. However, expansion was canceled when Britain's need for more American aircraft abated. The Sub Depot, however, always provided the 96th Bomb Group with sterling service during combat.

Left: 0400 May 13, '43: Corporal Harry Pfiel, Corporal Bill Campbell, PFC. Robert E. Grove and SGT. Paul Fox prepare to unpack. "Are we there yet?" No. Snetterton next. (Seaver)



Left: Most of Snetterton shows in this aerial view. Note the B-17s parked at their hardstands. (Helminski)

"Here is the place appointed for the wrestling."
AS YOU LIKE IT Act I Scene 2

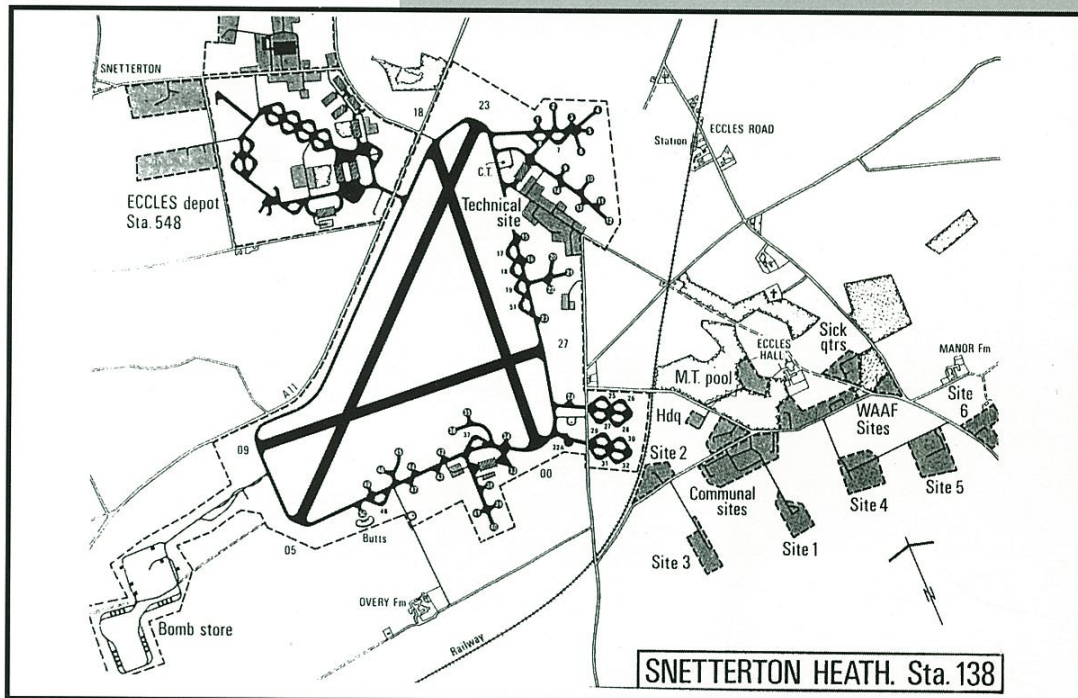


BASE ACCEPTANCE

Right: On 19 July 1943, Snetterton Heath was officially handed over to the U.S.A.A.F. from the R.A.F. In this picture, Maj. "Sandy" Moffett shakes hands with Squadron Leader A.H.L. Harwood, Commanding Officer of the RAF detachment. Beside Maj. Moffett is Col. Archie Old, 96th Bomb Group Commander. U.S.A.A.F. Officers stand by to raise the Stars and Stripes while an RAF airman prepares to lower the R.A.F. ensign. In the background civilian workers who are still completing the construction of the base are watching the proceedings from their truck. (96th Archives)

"My brother, my competitor
In to of all design, my mate in empire,
friend and companion in the front of war,
The arm of mine own body, and the heart
Where mine his thoughts did kindle."
ANTHONY AND CLEOPATRA Act V Scene 1

Earl of Douglas: "A comfort of retirement lives in this."
Hotspur: "A rendezvous, a home to fly unto."
I HENRY VI Act IV Scene 1



"We poor unfledged, have never winged from view o' the nest nor know not what airs from home."

CYMBELINE Act III Scene 2

SNETTERTON HEATH

Main features of this aerial photograph of Station 138 are well defined and can be recognized from the map on page 3. The photo has been taken looking slightly more to the west than the map.

Top left: the curve of the A-11 Norwich to London road is visible and illustrates how the runways and squadron areas were fitted into the limited space between the road and the LNER rail tracks which can be seen running in a curve through the centre of the picture. The 451st Sub Depot is just out of picture – top right.

Squadron dispersal areas are: Center Left: 337th, with the shooting butts and T-2 hanger visible. Following around the

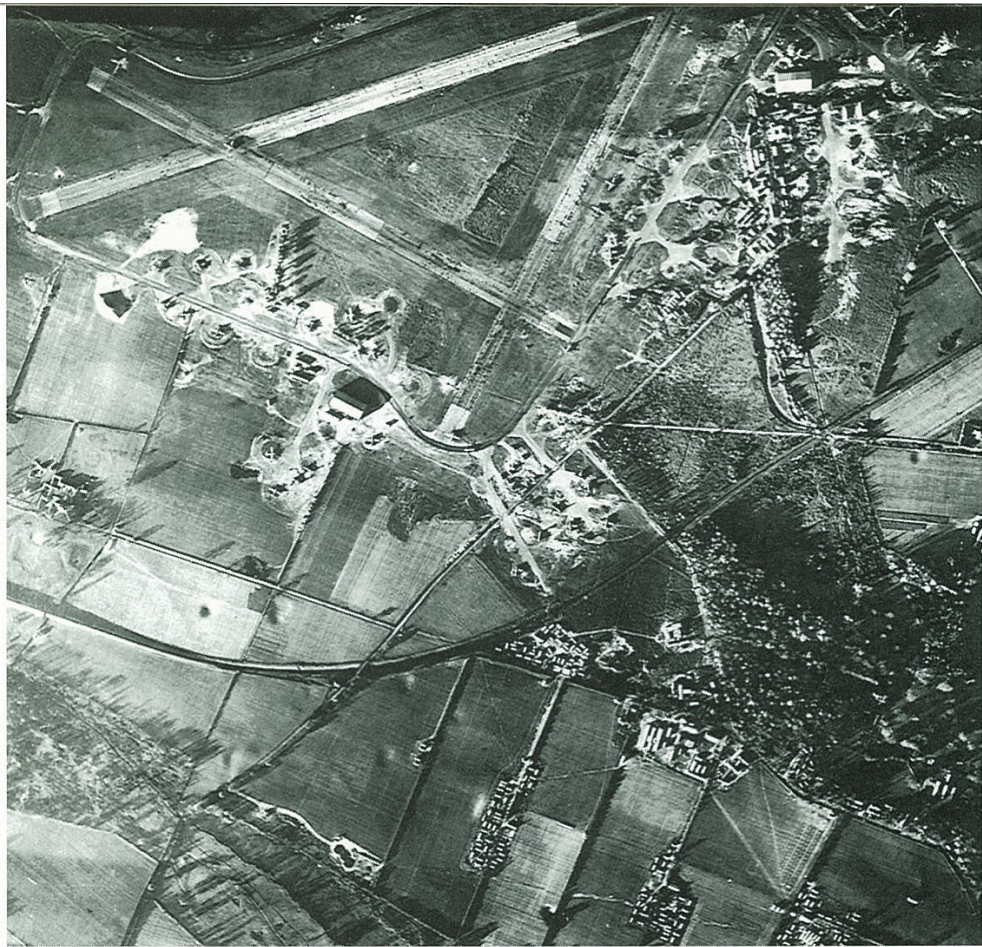
curve of the perimeter track – center of picture – is the 338th dispersal area. Above the 338th is the 413th area and above that in the far top right corner is the 339th. The other T-2 hanger is well defined in the top right corner with the control tower just above it. Living sites 2 (337th); 3 (339th); 1 (338th); 4 (413th) and the Communal Site are also well defined. Several aircraft can be seen parked on the hardstands, and one which appears to be landing at the intersection of the main runway and the shorter east-west. Two other aircraft are on the perimeter track – one just having turned off the runway and one on the curve passing the 338th. Judging by the long shadows cast by the low sun, the picture was taken late afternoon in late winter – early spring.

This picture taken from an L-5 light aircraft, shows the 337th Squadron living site. The LNER rail tracks run across the centre of the picture and aircraft parked on the far side of the tracks are on the 338th Squadron dispersal area. Top of the picture is a T-2 Hanger at the southern end of the airfield. The roadway leading off to the left, just behind the L-5 wing strut, is to the 339th living site. On the railway embankment in the centre of the picture, there appears to be an unofficial crossing over the tracks which eliminated a longer journey to the flight lines over the railway bridge. (Benke)

AS YOU LIKE IT Act I Scene 3

"We still have slept together,
Rose at an instant, learned, played
(fought), ate together
And whereso'er we went, like
Juno's swans.
Still we went coupled and
inseparable."

AS YOU LIKE IT Act I Scene 3





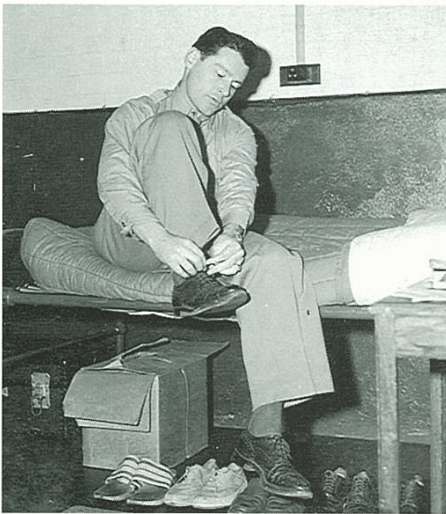
FATHER OF THE 96TH

Group Commanding Officer, Lt. Col. Archie Old, Jr. Was appointed in June 1942 to take command of the newly formed 96th Bomb Group (H). Nursing it through its early stages in training, he finally brought the 96th into combat in May 1943. In September 1943, Col. Old was transferred to command the newly formed 45th Combat Wing of the Third Air Division. The 45th CBW consisted of the 388th, 452nd and 96th Bomb Groups, with the Wing Headquarters based at Snetterton Heath; therefore Col. Old was never far from his beloved 96th and flew with them on many missions as Wing Commander. It has been reported that Col. Old went on so many missions that General LeMay had to give him direct orders to stay off some of them.

In 1950 he began his long service with Strategic Air Command, which he ultimately commanded from 1955 to 1965 at March Field during which time he was promoted to Lieutenant General. (Mufic)

*"He was a man, take him for all in all,
I shall not look upon his like again."*

HAMLET Act I Scene 2



Lt. Col. James E. Travis

Above: Lt. Col. "Gentleman" Jim Travis was the successor to Col. Old in September 1943. He held the appointment until June 1944 when he was transferred back to the USA. Col. Travis graduated from the University of Oregon. He had been Assistant Wing Officer with the 4th Bomb Wing. The rather informal photograph shows Col. Travis in his quarters at Snetterton which gives a good indication of the Spartan conditions which prevailed on base at the time. (Hester)



Col. Robert W. Warren

Left: Colonel Warren became Commander of the Group in June 1944 until May 1945. Col. Warren was a graduate of West Point and had spent most of his time since graduation at Perrin Field, Sherman Texas

and commanded the Bombardier's School at Big Springs, Texas. Col. Warren is remembered for his strict disciplinarian qualities. (96th Archives)

Lt. Col. Robert J. Nolan

Right: Col. Nolan's appointment as Commanding Officer was made in May 1945 on Col. Warren's return to the USA. Col. Nolan was no stranger to the 96th as he had served as Commander of the 338th Squadron until his appointment. He served as Commander until the Group returned to the USA in December 1945. (96th Archives)





Major Joseph W. Turner

Major Joseph W. Turner 413th Squadron CO from May 1944 to July 1944. Major Turner was also Group Operations Officer from March 1944. He retired as a General. (Turner)



Major George Long

Major George Long 337th Squadron CO from Jan. 1945 to June 1945. (96th Archives)



Lt. Col. Stanley O. Hand

Lt. Col. Stanley O. Hand. 413th Squadron Commander from May 1943 to May 1944. Colonel Hand was also appointed Group Air Exec. (B. Mahan)



Colonel Robert B. Good

Colonel Robert B. Good 338th Squadron CO from March 1944 to August 1944. Colonel Good was then appointed to Group Air Exec until Jan. 1945. As a major, Good held the post of Group Operations Officer from September '43 to March 1944. (96th Archives)

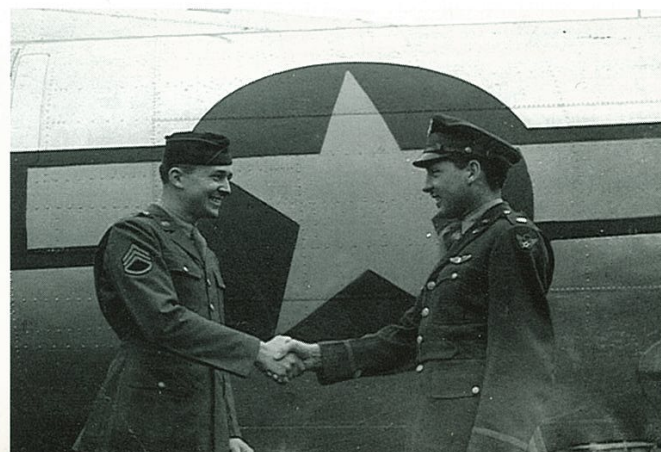


Major William T. Ready

Major William T. Ready Group Air Exec from May 1943 to March 1944. (96th Archives)

Below: Colonel Marcus J. Lemley

Colonel Marcus J. Lemley 339th Squadron CO from May 1943 to May 1944. Colonel Lemley was killed in action on 12 May 1944 during the Group's infamous raid on Zwickau. He was flying as Command Pilot in the lead plane which was piloted by Capt. James Knupp. (96th Archives)





Major Harold E. Cotter

Major Harold E. Cotter 339th Squadron CO from May 1944 to August 1944. Formerly Group Operations Officer from May 1943 to May 1944. Major Cotter was later promoted to Colonel and held the post of Group Air Exec in August 1944. (96th Archives)



Major Clarence Godecki

Major Clarence Godecki 338th Squadron CO from Jan. 1945 to April 1945. Previously, he had served as 338th Operations Officer. (96th Archives)

As with any large organization, administration played a major part. Mountains of paperwork, files and records had to be maintained and it was through the efficiency of these men that present-day historians succeed.



Master Sergeant Woodrow Hilton who was Colonel Old's first choice for chief clerk of operations when the Group was formed. (96th Archives)

337th First Sergeant Rowe and Major Justin Smith, Squadron Exec. (96th Archives)



Major Charles J. Graham

Major Charles J. Graham Group Ground Exec from May 1945. (S. Topor)



Master Sergeant McGeehan (96th Archives)



ENGLAND IN SPRING: A quiet country lane on a spring day in England with its thatched farm house just at the bend. Such a placid scene betrays the frenzied activity on the base at Snetterton which is just a mile or so distant. (F. Mufic)

"When daisies pied and violets blue
 And lady-smocks all silver white
 And cuckoo buds of yellow hue
 Do paint the meadows with delight."
 LOVE'S LABOUR'S LOST Act V Scene 2

Corporal Ray DeLorelter points the way for cyclist T/Sgt. Jack Jacobson. (Jacobson)

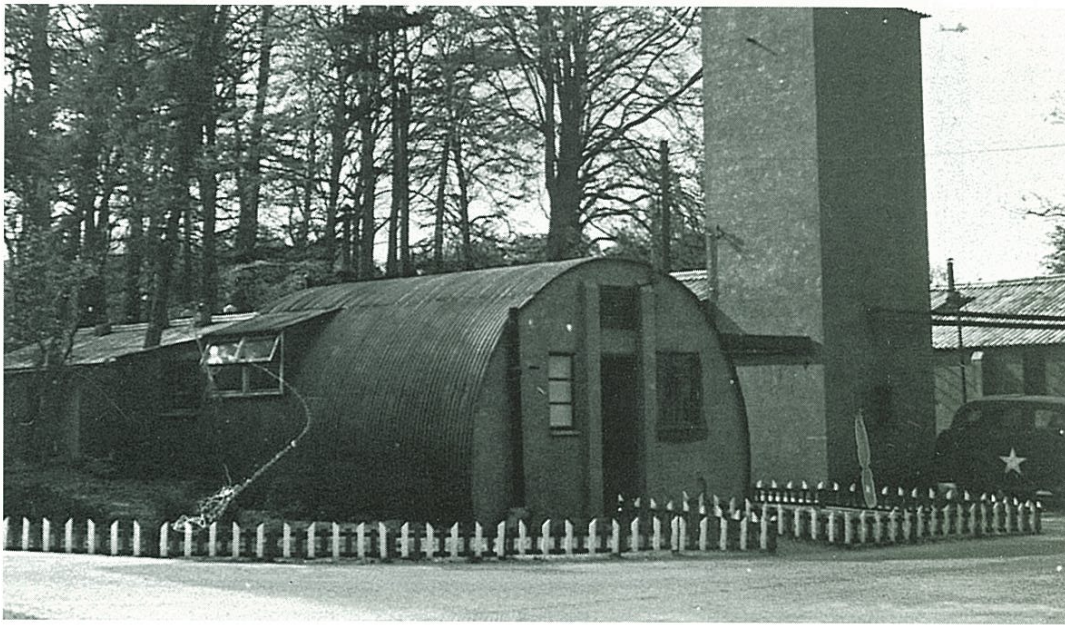
"I shall discover a thing to you."
 THE MERRY WIVES OF WINDSOR
 Act II Scene 2



STATION BUILDERS

Left: Part of Base Headquarters is seen at the rear. The Station Post Office is to the right. (96th Archives)

Below: It was customary to give the various administration buildings some individual characteristics with crafted signs and picket fences. The tower is of brick and it housed the water supply for surrounding buildings. Electrical supply was by overhead cables. (96th Archives)



Left: Base Technical Site: In contrast to the proliferation of corrugated tin-and wood buildings, this site featured construction of cement-rendered bricks.

*"When we mean to build,
We first survey the plot,
then draw the model —"*
II HENRY IV Act I Scene 3

SQUADRON LIVING SITES

Right: This photo of the 413th area shows typical squadron layout. The fencing and the attempt at a small garden and the squadron sign in front (cat on a bomb) indicates that this is headquarters. The brick building on the right is a latrine block. (96th Archives)



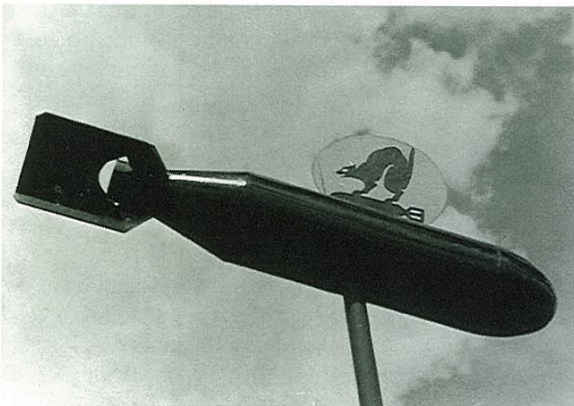
When I was at home, I was in a better place.
AS YOU LIKE IT Act II Scene 4



Left: A far cry from the porch back home. Nevertheless, these 413th men take advantage of some fine weather to sit in front of their hut and shoot the bull. A washing line has been strung between buildings and the obligatory fire extinguisher sits to the right. (96th Archives)

SQUADRON SIGNS

Much use was made of the empty cases of the M38 AI "Blue Bomb" other than dropping them from aircraft on practice bombing missions over the ranges in England. Two examples shown here were used for identification signs for the 413th and 339th Squadron areas. (96th Archives)

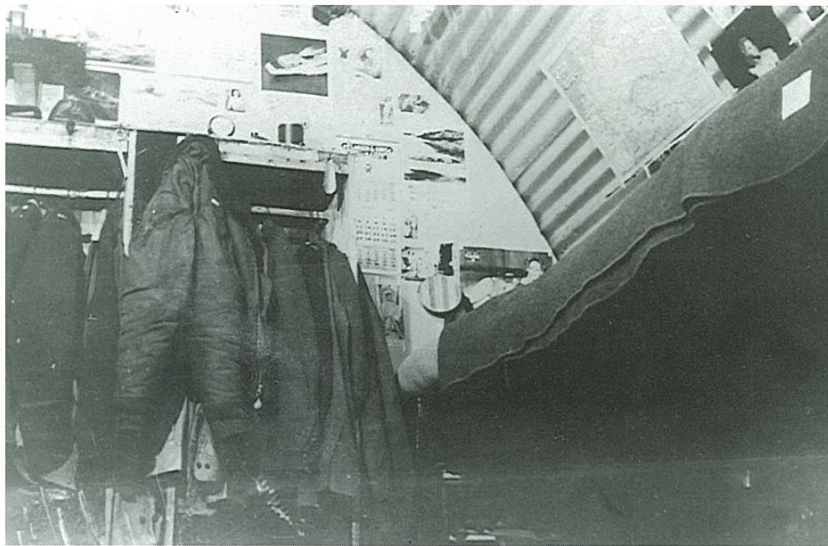


"I'll by a sign give notice to our friends."
I HENRY IV Act III Scene 2



HOME FROM HOME?

Right: The interior design of a Nissen hut left much to be desired with its stark ribbed corrugated walls and roof. Extremely cold in winter, with just one small coke stove for heating and hot in summer with the sun beating down on metal. Airmen endeavored to brighten up their allotted space with 'pin ups' and pictures from home. Here, Yank pin ups are accompanied by family photos and what appears to be the owner's fascination with boats. Adjacent to the map of Europe, a list of missions has been written on the wall which includes Fulda - Hamburg - Koblenz - and Darmstadt. Note also the improvised face cloth and towel rail, fashioned from two pieces of wire. (P. Larsen)



Left: Improvised clothes closets with dress uniforms and working/flight attire hanging side by side. An officer's accommodation was little different from the enlisted men. (P. Larsen)

*"There's his chamber, his house,
his castle,
his standing-bed and truckle bed."
MERRY WIVES OF WINDSOR
Act IV Scene 5*

HAPPY CHRISTMAS

Right: Lt. William P. Arrington thought Santa had a grudge against him when he opened one of his parcels from home; in it was a can of Spam. It was reported in 'Stars and Stripes' that many of the parcels were coming apart well before Christmas Day, with the general excuse "I thought there might be something perishable in there." From the look on Lt. Arrington's face, he wishes there were. (L. Bradrick)

*"Thou'rt poison to my blood."
CYMBELINE Act I Scene 5*



THE ONE THAT DIDN'T GET AWAY

Right: Cpl. Ed Clawson and PFC. John Sipes proudly display an eight pound pike they landed from the lake at Quidenham Hall. Their original inquiry for permission to fish in the lake was made to a gentleman, who they thought was just a gardener at the Hall, but who actually turned out to be no other than Lord Albermarle himself. Could fish have been on the menu in their barrack hut that night? (Sipes)

"A very fresh fish here."

HENRY VIII Act II Scene 3



THE RITZ

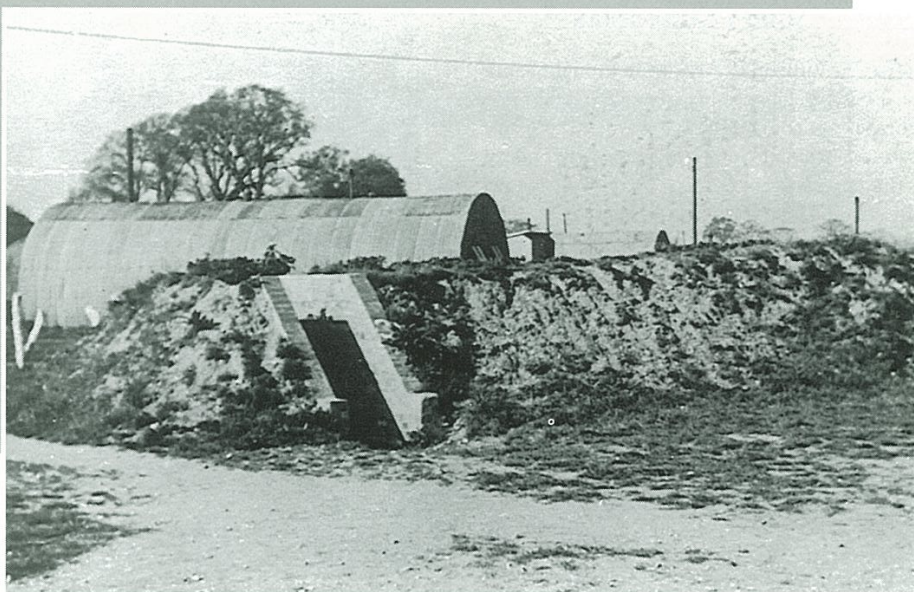
Left: The airman who took this photo captioned it "The Ritz — first home in the ETO." By placing the practice bomb casing over his doorway, the airman gave his hut individuality. (96th Archives)

"Bring him to the haven."

CYMBELINE Act I Scene 1

BOMB SHELTER

Right: All living sites were sprinkled with these air raid shelters. Constructed from half-round pre-formed concrete sections and brick ends, they were partially sunk in the ground. The top half was covered with soil. A few of these shelters exist today as the only relics of former living areas. (96th Archives)

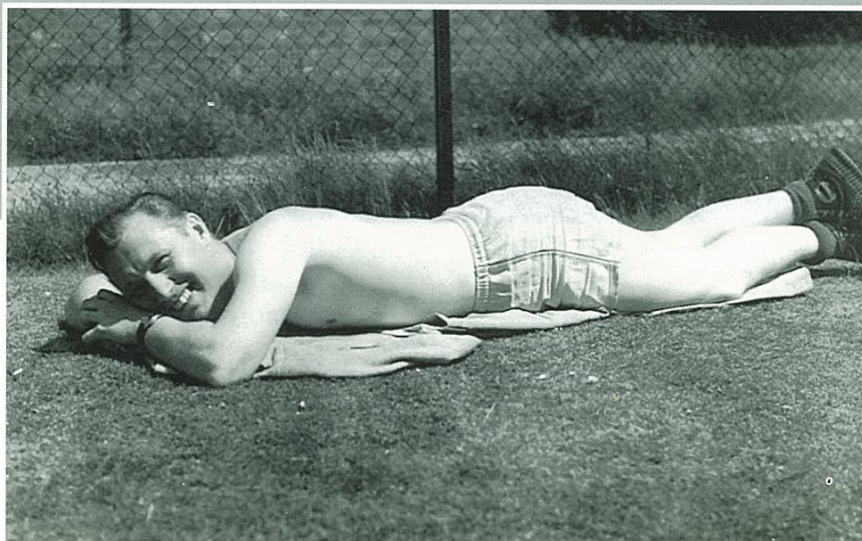




THE SEASONS

Above: December 1944 and it is a White Christmas. A thick fog froze on Christmas Eve and engulfed the base in a thick hoar frost. When the sun broke through Snetterton had become a fairyland. "Ole Tom" and some of his ground crew buddies view the world with awe. (96th Archives)

Right: Two 96ers bicycle back to base in late spring. (96th Archives)



Left: Proving England was not all fog and rain, 413th navigator Tony Herbst sunbathes. (K. Waters)



During cold spells, airmen became hunters and gatherers because their huts were so Spartan. They had one small coke-burning stove. The officers here have "acquired" some logs as supplemental fuel. (F. Mufic)

*"You have such a february face,
So full of frost, of storm and darkness."*
MUCH ADO ABOUT NOTHING Act IV Scene 5



Amid nearby take-offs and landings, local farmers harvest their crops. (96th Archives)

"They that reap must sheaf and bind."
AS YOU LIKE IT Act III Scene 2

SECTION III

LIFE IN THE NEST

THE GROUND ECHELON: UNSUNG HEROES

In this section we have attempted to photo-essay routine life on Station 138 as it was lived by the ground echelon. The photos range from light-hearted to those of a more serious matter. With the airfield surrounded by quaint villages and gentle towns, life soon became interwoven with the British population. Dances and parties for local school children soon reinforced the bond between American servicemen and British civilians. Some airmen volunteered for locally sponsored activities when they were off-duty and away from the base. Many weddings were soon held in local churches and in the base chapel.

GROUP ORGANIZATION

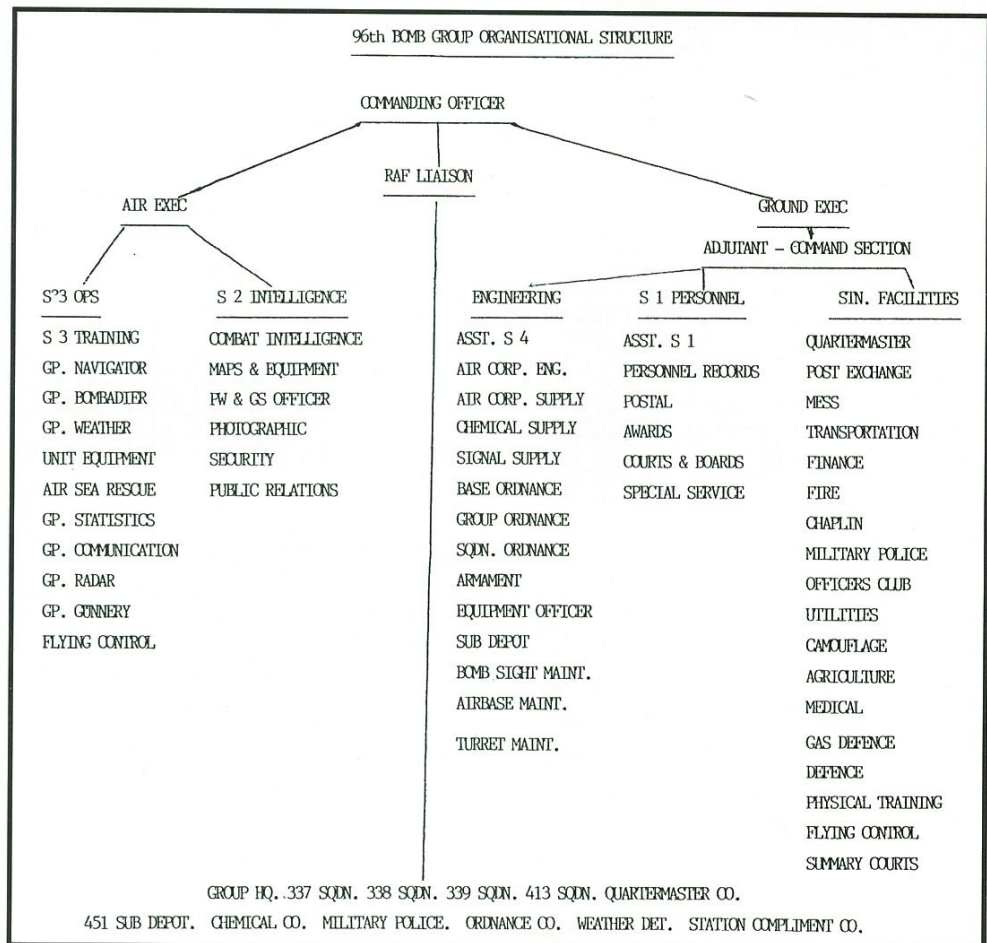
From the Group's Organizational Chart it is possible to sense the immense scope of an 8th Air Force Bomber Group. From the Commanding Officer downward, the typical Group was split between two main echelons: Air and Ground. The Air Section was further split into two main functions: S-3 Operations and S-2 Intelligence. There were three major functions to the Ground Sections: Engineering, Personnel and Station Facilities. Another essential part of such an organization was the added liaison between U.S. Bomber Command and the Royal Air Force.

To mount a successful bombing campaign against the enemy, these diverse functions had to meld. Each and every part of the Group was dependent upon the others — right down to the man peeling potatoes on KP and right up to the bombardier crouched over his bombsight.

With the following pictures we have tried to cover as many of these functions as possible.

Other than including some photos of 96th Commanding Officers, we have tried not to make much distinction among ranks — officer or enlisted. The names of individuals in the photos are given where we had positive identification. The unidentified airmen are just as important and we urge readers who can, to identify them to us.

Please refer to the Chart once more. We've taken liberties. In order to reinforce our dedication to the 96th Ground Echelon, we address the Ground Echelon functions first.



LIFE IN THE NEST — ENGINEERING

Bomb Loading	Flight Equipment
Refueling	Armament
Parachute Rigging	Squadron Supply
Major Repair Site	Radio Specialists
Crash Crews	Turret Specialists



“FREAK” METER IN ACTION

Above: Radio Technician Sgt. Arthur Jacobson checks out a Transmitter Unit with a frequency meter in rather Spartan conditions on the flight line. The units are resting on a crude, home-made bench out in the open. Outdoor maintenance was more the rule than the exception and too often could be most uncomfortable to technicians. Note, the inboard engine has its propeller boss removed. (96th Archives)

*“Men judge by the complexion of the sky
The state and inclination of the day.”*

RICHARD II Act III Scene 2

FLIGHT EQUIPMENT

Below: Crewmen drew flight equipment just before going on a mission. Here an Officer signs for his parachute from an airman who has stripped down while working in the hot equipment room on a summer’s day. There are plenty of warnings posted over the exit and one which seems out of season which cautions against frostbite. (96th Archives)

“Be wary, then; the best safety lies in fear.”

HAMLET Act I Scene 3



BOMBS

Comparison of performance and load-carrying ability between the USAAF’s B-17 and the RAF’s Lancaster has always been a topic for discussion. Although both were designated heavy bombers, the strategies of both air forces saw the aircraft in widely differing roles in the bomber offensive against Germany. The Lancaster, capable of carrying the heavier bomb-load, operated mainly at night within a bomber stream which was entirely dependent on its own individual navigator to locate the target. On the other hand, the B-17, operating in daylight, depended on massive close-formations and fighter escort. Therefore, the armament of the B-17 was of higher calibre and had a greater defensive capability. With lighter guns, the Lancaster relied on the cover of darkness. Former aircrew men will argue for years about the qualities of their aircraft. Such arguments even exist within any given air force i.e. Lancaster v. Halifax, Hurricane v. Spitfire, and B-17 v. B-24. Some of the following photos show 96th curiosity when one of the RAF’s famous Lancaster bombers visited Snetterton.



BILLET-DOUX AND BOMB-BOMB TOO

Above: In January 1945, Gregor Zierner, author of the book on which the film "Hitler's Children" was based, paid a visit to Snetterton Heath. Seen here inspecting the snow covered Bomb Dump, Ziechner has autographed a 1000 pound GP, intended as a surprise birthday gift for Adolph Hitler. Stored in piles of various sizes, the potential for a major disaster can be appreciated should anything happen to cause one of these bombs to explode. (Daniels & Kueppers)

"Take special care my greetings be delivered."

RICHARD II Act III Scene 1

YOU BUY 'EM — WE DROP 'EM

Below: Lt. "Nockie" Johnson and Charlie Blumenfeld from the 337th Squadron with some of their autographed bombs ready to be delivered to Germany. Apparently Johnson and Blumenfeld had organized a fund raising program in their home towns where individuals had their names put on bombs for a donation to the war bond drive. (Hartman)

"Myself and other noble friends
Are partners in the business."

CYMBELINE Act I Scene 6



Back breaking work for these 338th Squadron bomb loaders as they prepare to push the loaded bomb-trolley beneath the bomb bay of this Fortress. The trolley is loaded with 500 pound M17A incendiary cluster bombs. Once installed into the aircraft, the screwed bung in the nose of the bomb is removed and the fuse assembly inserted. (Daniels via Ed Kueppers)

"The toil o' war
A pain that only seems to seek out danger."

CYMBELINE Act III Scene 3



Bomb loaders, Sgt. Kozlowski and PFC. Manning prepare to load 100 pound M38-A2 practice bombs. These bombs were filled with sand and 3 pound black powder charge for spotting hits during practice bombing over the ranges in England. These bombs were commonly known as "Blue Bombs" from the light blue paint applied to the casings. (Daniels via Kueppers)

"This needs must be a practice."

MEASURE FOR MEASURE Act V Scene 1

Right: Give anyone a piece of chalk and a bomb and the urge to send a message to someone on the receiving end is irresistible. Here American airmen autograph an 8000 pound "Cookie" – much to the amusement of an RAF crew. (Daniels & Kueppers)



*"Put we our quarrel to the will of heaven
Who, when they see the hours ripe on earth
Will rain hot vengeance on offenders' heads."*
RICHARD II Act I Scene 2



Left: Winched up into the Lancaster's huge bomb bay, the "Cookie" will be accompanied by a load of incendiaries. Any unfortunate German on the receiving end of this "Blockbuster" would not have time to read the message, never mind obeying it. (Daniels & Kueppers)

"My words express my purpose."
MEASURE FOR MEASURE Act II Scene 4

Right: It must have been the envy of many 96th bomb-loaders to have this much headroom beneath the B-17. Much interest is shown here as the "Blockbuster" is winched into the Lancaster's bomb bay. The "Blockbuster", which was carried by the main-force bombers, was simply a thin-skinned cylinder packed with explosives. They had little penetrating power or accuracy; but, accompanied by incendiaries, their tremendous blast effect was punishing. (Daniels & Kueppers)



*"A bombast of circumstance,
horribly stuffed with epithets of war."*
OTHELLO Act I Scene 1

Right: Much interest is shown in the bomb release mechanism of the Lancaster bomber. (Daniels & Kueppers)

*"And let thy blows, doubly redoubled,
fall like amazing thunder
On the casque of thy adverse, pernicious enemy."
RICHARD III Act I Scene 3*



Left: Two 500 pounder GPs are slung from a small crane used for bomb handling on the bomb dump, while one strong bomb loader shoulders what appears to be a 100 pound GP. (Daniels & Kueppers)

*"From these shoulders,
these ruined pillars, out of pity,
Taken a load would sink a navy."
HENRY VIII Act III Scene 2*



Right: From left to right Sgt. Joseph Crocker, Cpl. Michael Normy and Sgt. Len Dederich from the 337th Squadron,, work on a turbo blower from one of the engines on 'Kiplings Error'. (96th Archives)

*"Make us quick in work."
CORIOLANUS Act I Scene 4*



Left: Maintenance problems were tough during November 1944 and engineering personnel were kept at full stretch to keep them flying. Here M/Sgt. Arey E. Adams, Group Engineering Inspector discusses an engine change with M/Sgt. Ernest P. Daniel. (96th Archives)

*"The times are wild."
II HENRY IV Act I Scene 1*





The conditions in the waist of a B-17 are shown here as an armorer checks the breach of a .50 caliber machine-gun while another technician checks the pressure in a walk-around oxygen bottle. Looking forward is the radio room. The mounting for the ball-turret can be seen in front of the radio-room door. (96th Archives)

*"Now is it time to arm;
Come, shall we about it?"*
HENRY V Act III Scene 7



Engine mechanics Sgt. Lester Yarger and S/Sgt. Charles Coats pull the props through on an early B-17F. (96th Archives)

"The best feather of our wing."
CYMBELINE Act I Scene 6

PARACHUTE RIGGERS

Below: Every fold is meticulously laid in place and the rigging-lines are neatly run between "formers" as S/Sgt. Allen Renth and Sgt. Albert Drayfus pack a chute. The skill and dedication of these riggers saved many a 96er who had to bail-out. Note that other chutes are hanging while waiting to be packed. (Daniels & Kueppers)

"The heavens give safety to your purposes."
MEASURE FOR MEASURE Act I Scene 1





REFUELLER

Left: Sergeant Johnnie Jones is shown reeling-out the hose from the gasoline truck in preparation for topping-off a Fortress with 100% high octane. Preparing the planes meant many sleepless nights during the summer of 1944 when operations were stepped up. (96th Archives)

"Quench his thirst."

THE TAMING OF THE SHREW Act I Scene 1



PARACHUTE PACKERS

Above: Aircrew were totally dependent on a variety of trades and skills in maintaining their aircraft for a successful mission. If and when all else failed their last line of survival depended on the skill of the parachute packer. Here one carefully folds the silk to facilitate a perfect opening for the chute. (Daniels & Kueppers)

*"Even now a tailor call'd me to his shop
And showed me silks -"*

THE COMEDY OF ERRORS Act IV Scene 3



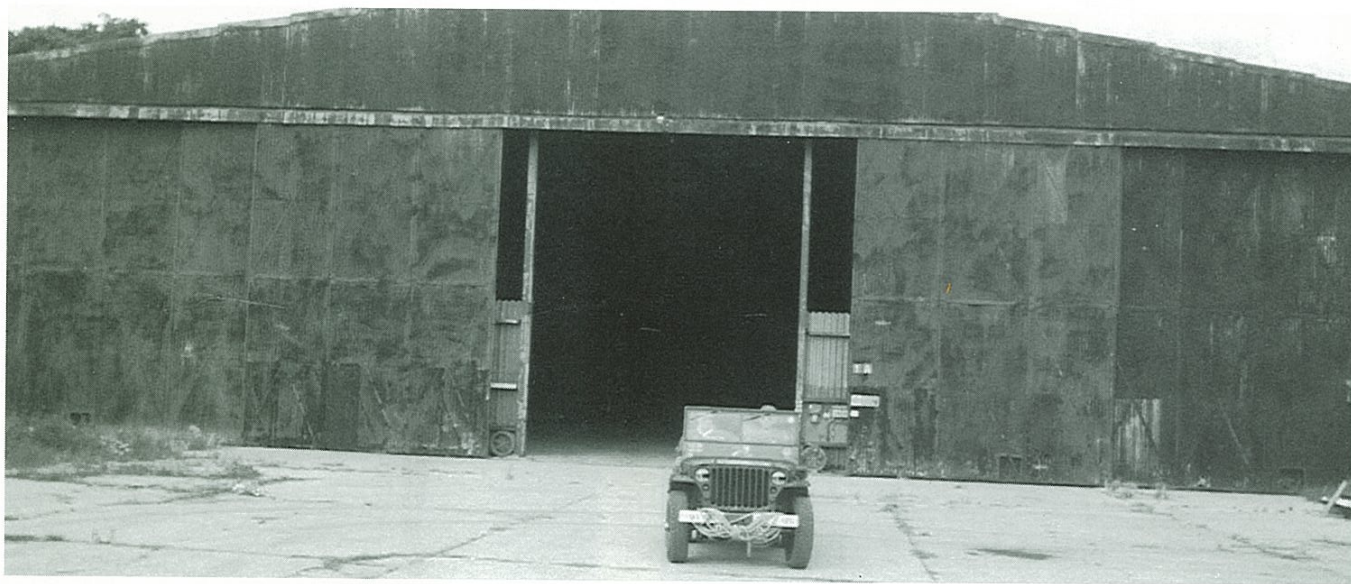
Left: Carefully folded, the parachute silk is finally placed into the chest pack. Note table edges have been rounded off to avoid snagging the silk. (Daniels & Kueppers)

*"We turn not back the silks upon the merchant
When we have soiled them."*

TROILUS AND CRESSIDA Act II Scene 2

MAJOR REPAIRS

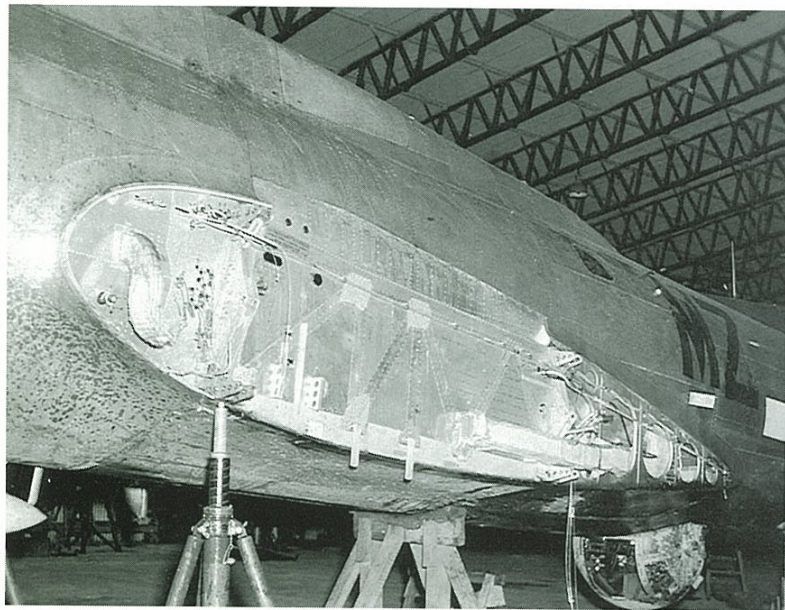
Most of the day-to-day battle damage was repaired on the Flight Lines — even in bad weather. But aircraft which had sustained major battle damage were repaired in one of two large hangars. Some were taken across the London-To-Norwich road to the hangars of the 451st Sub-Depot.



Above: One of the larger hangars. (Doherty)

*"Give healthful welcome to their
shipwreck'd guests."*

COMEDY OF ERRORS Act I Scene 1



Left: Here an A/C from the 413th is about to receive a replacement wing. Note the oil-splattered lower fuselage and ball turret. (96th Archives)

"Lend me wings!"

THE TWO GENTLEMEN OF VERONA
Act II Scene 6

REFUELLERS

Right: One of the main tasks preparing aircraft for an early morning mission fell to the refueller. These two men are preparing to run out the fuel pipe from the back of their 4,000 Gal Tanker. With the fuel capacity of a B-17 of 2,500 gallons, this would ensure many runs to and from the hardstands and the fuel dump when gassing up forty to fifty aircraft ready for a long mission. (96th Archives)

"None so dry or thirsty."

THE TAMING OF THE SHREW Act V Scene 2



CRASH CREW

Left: Sgt. D.B. Cunningham, operator of the crash crew Cletrac, was on hand at all take-offs and landings ready for special emergency plane towing jobs. The Cletrac with its rubber faced cleats was extremely useful for extracting aircraft which had become bogged down in the mud after running off the concrete surfaces. (96th Archives)

*"Hundreds call themselves
Your creatures, who by you have been restored."*

PERICLES Act III Scene 2



ARMAMENT MECHANICS

Right: Sgt. Willis Woods and S/Sgt. Strinton Heard, 338th Squadron, prepare the two .50 Cal. machine guns before installing into the Sperry Ball Turret of a B-17. (S. Topor)

*"Which raised in me
An undergoing stomach, to bear up
Against what should ensue."*

THE TEMPEST Act II Scene 2



The 411th Air Service Group Standing (l-r): Jay Flamm, Lou Montello, Irv Sweet, George Samber, ? unknown, William Reich, Unknown, ? Hill and unknown. Kneeling: Carl Everett, ? Walsh, Joe Gaetto, Bill Miranda and James Wall. (Montello)

"Come, grin on me, and I will think thou smilest."

KING JOHN Act III Scene 4



Routine testing of flight equipment ensured against breakdown of vital equipment when operating at high altitude and below freezing temperatures. Here a pair of electrically heated gloves are being checked out on a resistance tester. (Daniels & Kueppers)

"Give me thy glove, soldier; look, here is the fellow of it."
HENRY V Act IV Scene 8

FLIGHT EQUIPMENT SPECIALISTS



Sgt. Musser carries out inspection and repair on an electrically heated flying suit. In early days these suits proved unreliable, as the heating elements were wired in series and failure of one section of element would result in total failure of the whole suit. The heating element is clearly shown here in white on the blue woolen suit. (Daniels & Kueppers)

"With your arms crossed on your thin-belly doublet like a rabbit on a spit."
LOVE'S LABOUR'S LOST Act III Scene 1



SQUADRON SUPPLY

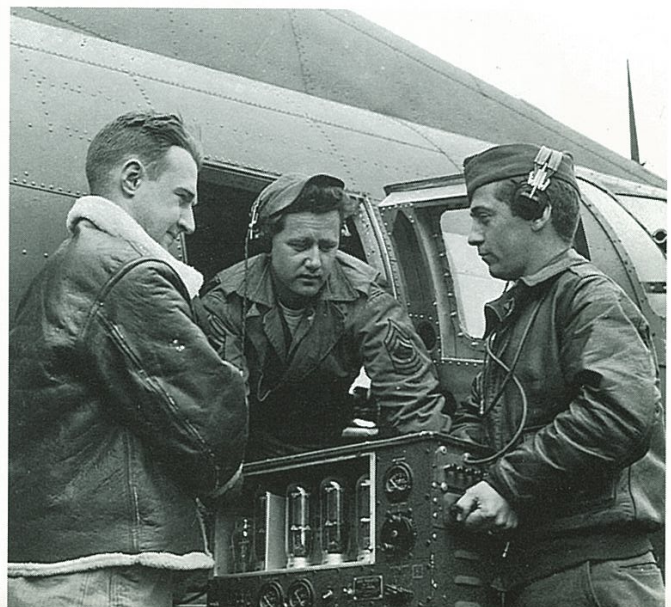
Left: T/Sgt. Richard Schmoldt and 338th Squadron Supply Officer, Lt. Joe Roubustellini make a routine clothing check. The items being checked are standard issue socks identified by the labeling on the packets which reads - Hall & Son, Socks Worstead, USA 1943. (Daniels & Kueppers)

*"So well apparell'd,
So clear, so shining, and so evident
That it will glimmer through a blind man's eye."*

RADIO SPECIALISTS

Right: Radio men prepare to load a BC-191-C transmitter through the waist door of a B-17. (96th Archives)

"Be valiant and give signal to the flight."
III HENRY VI Act V Scene 4





TURRET SPECIALISTS

Left: The cramped conditions of the Sperry Ball Turret are in evidence here as two men work on it under the belly of a B-17. Interesting to note is the clock type dial in the centre which has an aircraft outline in the centre which gave round-the-clock readouts for the turret to swing in the direction of incoming enemy aircraft. (96th Archives)

"For look you, I make the belly smile as well as speak."

CORIOLANUS Act I Scene 1

TWO CREW CHIEFS

Right: Charlie Coats checks the inside wall of a landing-gear tire. (Hartman)

"The giddy round of fortune's wheel."
RAPE OF LUCRECE 1,952

Below: Crew chief Bernard Jackson 337th, carries two care packages for Hitler. (Jackson)

*"As rich men deal with gifts,
expecting in return twenty for one."*
TIMON OF ATHENS Act I Scene 2



LIFE IN THE NEST — S-1 PERSONNEL

Postal Service
Awards
Courts and Boards
Special Services



POSTAL SECTION

The base Post Office was an essential part of the 96th's *esprit de corps*. It provided that link with home without which morale would sink.

Left: "Is there one in there for me, buddy?" A well-loaded truck of parcels and letters claims the full attention of these two airmen in front of the base post office. Armed with their eating utensils and drinking mugs, they appear to be on the way to the mess hall. (Ward)

"Be my life, this is my lady's hand - there be her very C's, her O's and her T's: and thus makes her great P's. It is, in contempt of question, her hand."

TWELFTH NIGHT Act II Scene 5

Right: Judging from the amount of mail on the table, these two mail clerks will need many coffee breaks. (Hartman)

"I thank you, gentle servant, it is very clerkly done."

TWO GENTLEMEN FROM VERONA
Act II Scene 1



Left: A postal clerk sorts out the latest batch of parcels in the base Post Office. (96th Archives)



AWARDS

Above: General Carl "Toohey" Spaatz pins awards on two 96ers while Group CO Colonel James Travis looks on. (Doherty)

*"So please it you, my lord, 'twere now amiss
he were created knight for his good service."
II HENRY VI Act IV Scene 2*

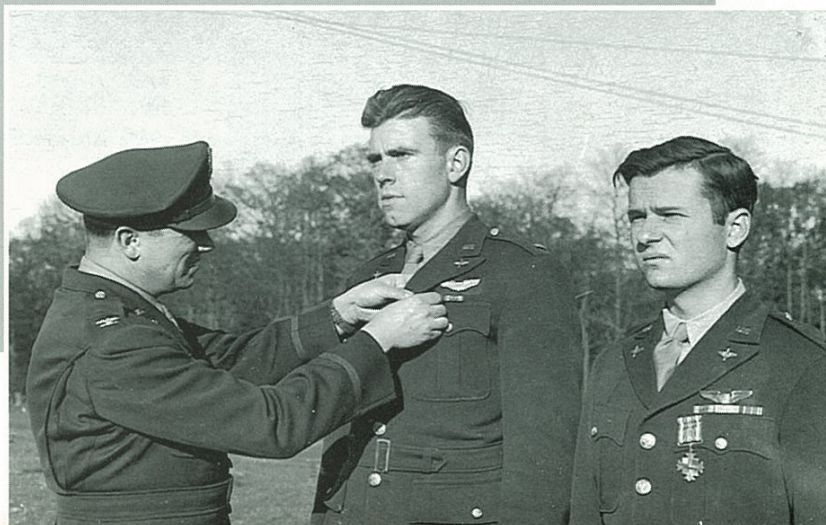


Left: Members of Earl Winn's crew read their DFC citations. The officer to the left is unidentified. Bombardier Sam Smith is in the middle and navigator Kalman Swarts is to the right (Topor)

*"Strike up the drum; cry 'Courage'
and away."
II HENRY VI Act IV Scene 2*

Right: Colonel Old pins DFCs on Floyd Bacon and Matt Vinson. (Cohen)

*"My courage try by combat,
if thou darest."
I HENRY VI Act I Scene 2*





Above: "Moe's Mob" the base football team. (96th Archives)

"You base football player"
KING LEAR Act I Scene 4

Right: "The Seals" the base ball team. (96th Archives)

"A summer's day will seem an hour but short
Being wasted in such time;
beguiling sport."
VENUS ADONIS 1.23



Above: "Moe's Mob" getting some practice in rather rural surroundings of the "Lady Moe ball Park" a far cry from the Mile High Stadium or Soldiers' Field. (96th Archives)

"They are now starved for want of exercise."
PERICLES Act I Scene 4



Left: The carbine shooting team. (96th Archives)
"End thy ill aim before thy shoot be ended."
 THE RAPE OF LUCRECE 1.579



Right: Skeet shooting. (96th Archives)
"Stubborn critics, apt, without a theme."
 TROILUS AND CRESSIDA Act V Scene 2



Above: Pistol shooting practice at the small arms range on Base. (96th Archives)

"What! Not one hit?"
 THE MERCHANT OF VENICE Act III Scene 2



HOT SHOT

Above: Hot Shot Cpl. Cannon of the 337th Squadron, member of the carbine shooting team. Cpl. Cannon distinguished himself as a marksman by scoring a total of 382 from a possible 400 points in one of the major shooting competitions. (Daniels & Kueppers)

*"Strong imagination sees a crown
 Dropping upon thy head."*
 THE TEMPEST Act II Scene 1

IT'S A PASS!

Left: Quarterback George Reden of "Moe's Mob". (Athey)

*"Show it a fair pair of heels
 And run from it."*
 I HENRY IV Act II Scene 4



LIFE IN THE NEST — SQUADRON FACILITIES

Quartermaster
Post Exchange
Mess

Transportation
Finance
Firefighters

Chaplains
Military Police
Officers' Club

Utilities
Camouflage
Agriculture

Medical
Gas Defense
Air Defense

Physical Training
Flying Control
Summary Courts

STATION FACILITIES

To facilitate the smooth running of a fully operational base in wartime, the 96th ground echelon had to construct and manage the likes of a small town. A multitude of various services were required to accommodate an average population of 3000. Without the glory attributed by the press and by Hollywood to the aircrews, ground personnel carried out the more mundane tasks and thus contributed to the overall efficiency of a combat bombardment group.



Right: With saw and hammer two carpenters ply their trade. (96th Archives)

"You'll rejoice that he is thus cut off."

CARIOLANUS Act V Scene 6

Left: Equipped with climbing irons and safety belt, this lineman intends to make repairs near the top of one of the utility poles which supports the overhead electric system. (96th Archives)

"Lowliness is young ambition's ladder' whereto the climber upward turns his face."

JULIUS CESAR Act II Scene 5



"Some delightful ostentation - or fireworks."

LOVE'S LABOUR'S LOST Act V Scene

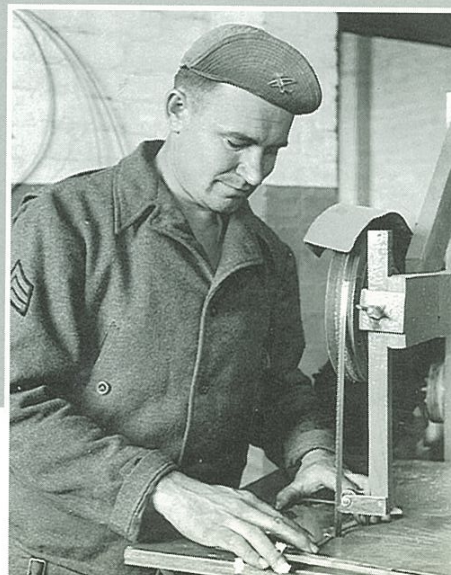
UTILITIES

The Utilities Section under the command of Capt. Clarence Robb worked in conjunction with the British Air Ministry. Carpenters, plumbers, bricklayers and repairmen joined together to keep buildings and roads up to standard on the base. Other on-going projects included, but were not relegated to, a gym, a library, and a base theater. Even a bus shelter was constructed for personnel waiting transport to and from the flight lines.



"There is measure to everything."

MUCH ADO ABOUT NOTHING Act II Scene 1



"Between my finger and my thumb."

II HENRY IV
Act IV Scene 3

QUARTERMASTERS

Right: Sgt. Mendelsohn and Lt. Wojedwodski inventory the 337th Supply room. (Hartman)

"And three times thrice is nine."
LOVE'S LABOUR'S LOST
Act V Scene 2



BRICKLAYER-PILOT

Left: When the skill of an experienced bricklayer was required, Lt. Bill Hackett, a 338th pilot, found the job to his liking. Lt. Hackett was a foreman with his dad's construction company. (96th Archives)

"He was an honest man and a good bricklayer."
II HENRY VI Act IV Scene 2

LAUNDRY DAY

Below: Corporal Pat O'Connor and S/Sgt. P. Misselburg of the 337th Squadron Supply sort laundry. This photo, taken in April 1944 reveals that some 96ers have taken advantage of the spring sunshine by airing their blankets on the fence bordering the LNER railway. A 338th aircraft can be seen in the distance. (Hester)



"Wash it white as snow."
HAMLET Act III Scene 3

POST EXCHANGE

More commonly known by its initials, the PX catered to Snetterton airmen by providing those "little extras" which were not available by GI issue.



Above: As the notice in the photo states, it is May 14 and Mothers' Day. 96ers crowd around the central desk while an airman is assisted by the motherly figure of a British Red Cross volunteer. Among the offerings are cards, flowers, candies and even Book Club subscriptions. (96th Archives)

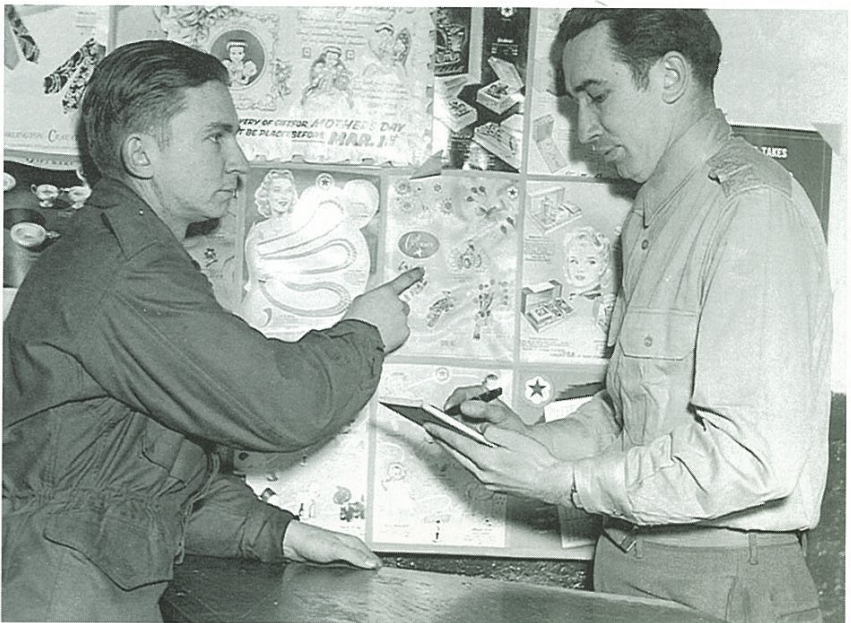
"All my mother came into mine eyes, and gave me up to tears."

HENRY V Act IV Scene 6

Editors' Note: In 1944 many mothers' joy upon receiving cards and gifts from their sons would be short lived. On May 12, 1944 the 96th suffered its worse casualties on any single mission when 12 crews were lost. In fact, 30 crews were missing during that May. For many mothers, cards of joy were too soon followed by MIA telegrams.

"This day hath made much work for tears in many a mother -"

KING JOHN Act III Scene 1



A 96er picks a special gift for his mother. (96th Archives)

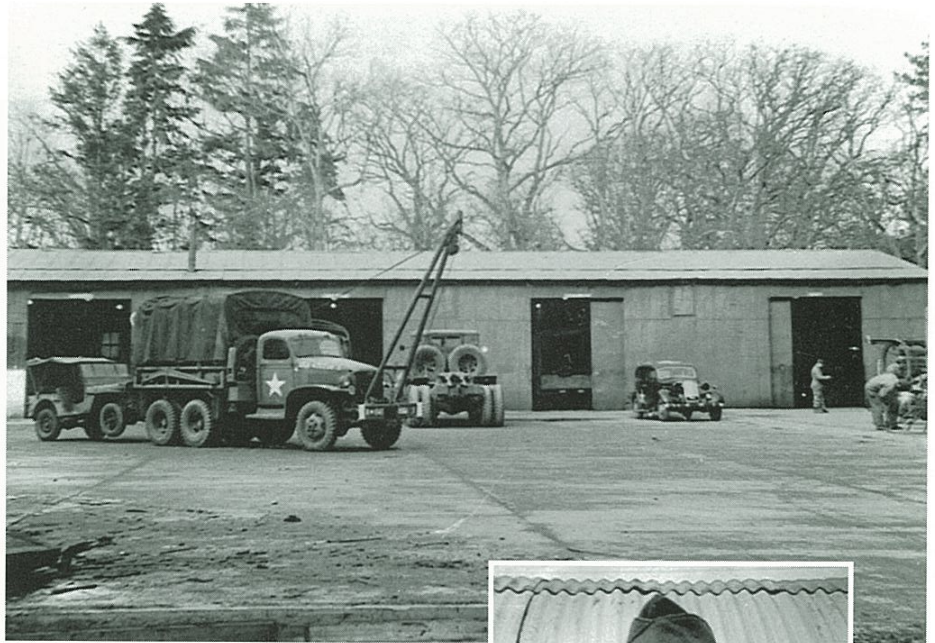
"She prizes not such trifles as these are; the gifts she looks from me are pack'd and lock'd up in my heart which I have given already."

THE WINTER'S TALE Act IV Scene 5

MOTOR POOL

Right: The Motor Pool was situated within a wooded area away from the technical site. Most of the buildings were constructed of brick and concrete. These pictures show most types of vehicles in use at the time. The 6x6 truck has been converted to a recovery vehicle with a front-loading crane and a rear towing device. A jeep is being towed with front wheels off the ground. The civilian car has been acquired for military use and has a white star painted on the doors. (Ward)

*"Thy burning car never had scorch'ḍ
the earth."*
III HENRY VI Act II Scene 6



Insert: Walt Petersen's 337th Pool had the best cigars.

*"This helpless smoke of words doth
me no right."*
THE RAPE OF LUCRECE 1 1027



Left: Welding work is being carried out at the rear of a mobile workshop. Many varied activities are in progress. Note the use of temporary canvas shelters at the right of the photo. (Ward)

"I'll come and be thy waggoner."
TITUS ANDRONICUS Act V
Scene 2



STATION BUS

Capt. James Armstrong, Transport Officer of the 96th talks with Sgt. Martin Bettis who designed and built the "Station Bus" shown here, on a converted truck chassis. The bus was built at the Motor Pool and was in constant use ferrying personnel from living sites to the flying field. (Daniels & Kueppers)

"I invented it myself."
II HENRY IV Act V Scene 2





Left: Sgt. Bettis' skills as a model maker are in evidence here as Capt. Jim Armstrong presents a lucky little English boy a model jeep he designed and built. (Daniels & Kueppers)

"O, this boy sends mettle to us all."
I HENRY IV Act V Scene 4



Above: This driver will "fill 'er up" from a gas pump outside the Motor Pool Office which was located on the Tech Site. The pump, minus many components, and quite dilapidated still stands today. (96th Archives)

"Dost thou thirst, base Trojan?"
HENRY V Act V Scene 1



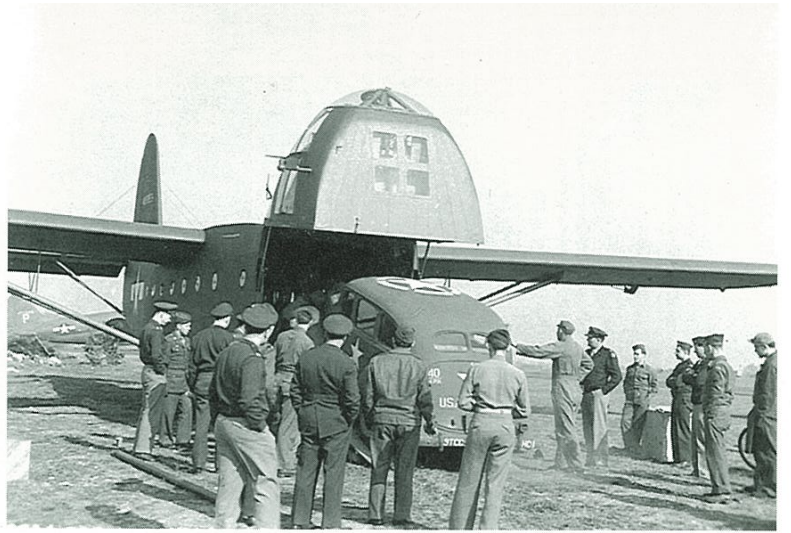
Left: A motor mechanic checks the distributor on one of the vehicles. In the background is one of the Motor Pool garage-workshops. Some of these are still in existence, but sad sights. (96th Archives)

"Why how dost thou - ? What is the matter with thee?"
TWELFTH NIGHT Act III Scene 4

VISITOR

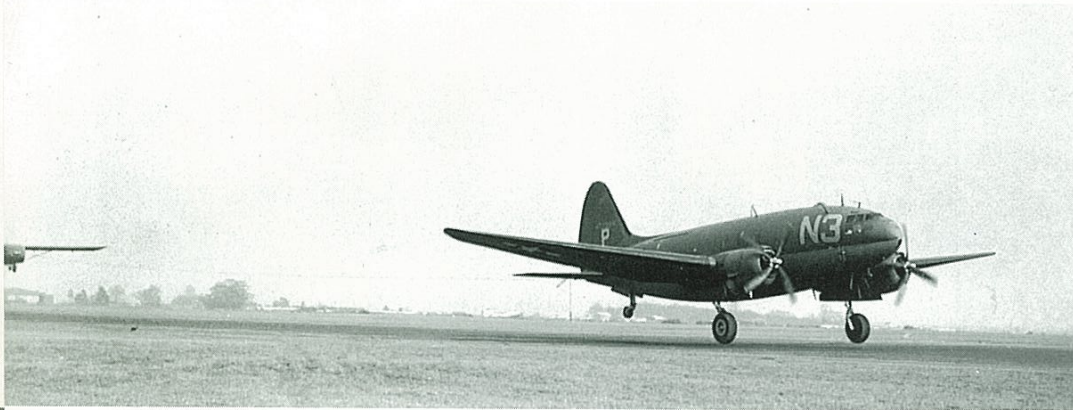
Right: An unusual visitor to Snetterton on 14 March 1945 was this Waco CG Glider and its C-46 "tug" aircraft. The purpose of the visit has escaped history; however, much interest is demonstrated as an Army Staff Car is loaded. The C-46 waits in the background. (96th Archives)

*"Thou changed and self-covered thing!
for shame! Be monster not thy feature!"*
KING LEAR Act IV Scene 2



Left: The C-46 is at the point of lift-off from the main runway with the Glider safely inside. (96th Archives)

*"You weigh equally; a feather
will turn the scale."*
MEASURE FOR MEASURE
Act IV Scene 2



SECURITY

The 1250th Military Police Company provided the base with security. These MPs were quite efficient even though their diligence was not always endearing.

Left: An MP sergeant checks a pass to a British Telephone engineer at the base gate. (96th Archives)

"fair leave and large security."
TROIUS AND CRESSIDA Act I Scene 3

Right: Kitted out with a light weight flying helmet and goggles, this M.P. uses his Harley-Davidson motorcycle to patrol the four squadron areas. (96th Archives)

"They will guard you whether you will or no."
II HENRY VI Act III Scene 2





OFFICERS CLUB

Left: This picture shows the original bar before the more lavish brick model was constructed. Note the two practice bombs decorating the end of the bar and also the field telephone to the far left. One can still sense the tension infused when that phone rang to announce that there would be a mission on the morrow. (Ward)

"Do you look for cakes and ales here, you rude rascals."
HENRY VIII Act V Scene 4

Below: In April 1944 Sergeant Johnnie White painted the Group's 100 Mission Board and had it installed. Sgt. White, a former Disney employee, did much of the aircraft nose art too. In this photo the board on the right is called The Strategy Corner. It detailed the current state, position, strategy and progress of the war. The 100th Mission Board has since been reproduced by the Art Department of Eccles Hall School and is on display in the 96th's Memorial Museum at Eccles Hall. (Ward)

*"Every minute now should be
the father of some stratagem."*
II HENRY IV Act I Scene 1



CHRISTMAS 1944



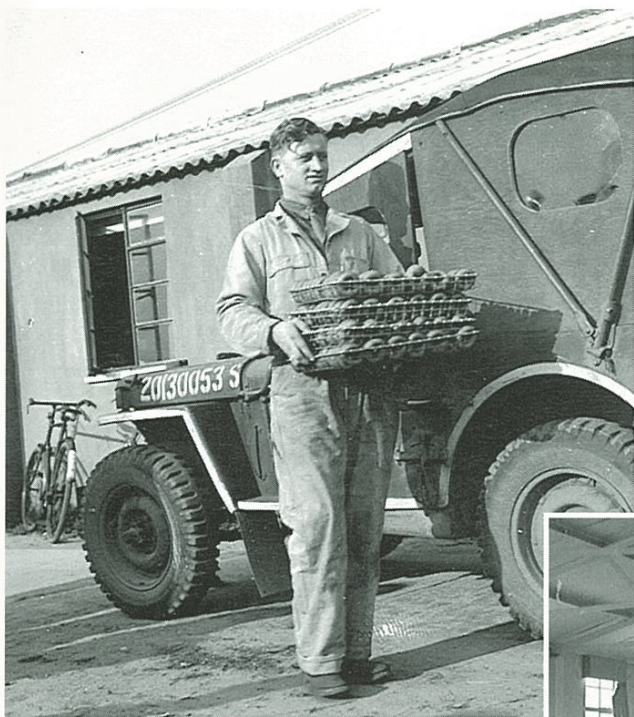
Spending Christmas so far from home and family could be depressing for some. Therefore, an effort was made to decorate the Officer's Club and thus capture pre-war cheerfulness. In this photo, three exhausted aircrew oblivious to the camera, make good use of the comfortable chairs to catch up on sleep. (Dildine)

*"The yearly course that brings this day about
Shall never see it but a holiday."*
KING JOHN Act III Scene 1

Here's another view of the Officers' Club at Christmas. Note the three pot-bellied stoves. The warmth from one of them is enough to lull Major Roberts to sleep. (Dildine)

"Thou heatest my blood."
LOVE'S LABOUR'S LOST
Act I Scene 2





TIME TO MAKE DOUGHNUTS

Left: WELCOME BACK. A welcome sight to combat flyers on their return was the coffee and doughnuts served at debriefing. Here Corporal Tom Fox helps the American Red Cross greet the exhausted returnees. (Daniels & Kueppers)

*"Come in and let us banquet royally,
After this golden day of victory."
I HENRY VI Act I Scene 6*

Right: While most of the aircrews are away on a mission, lunchtime is rather quiet in the Officers' Dining room. There is even time for some of the cooks and waiters to catch up on the Stars & Stripes. (Daniels & Kueppers)



*"You have made good work,
You and your apron-men."
CORIOLANUS Act IV Scene 6*



YE OLD HEATH PUB

In early 1945 an impressive new bar was constructed in the Officers' Club and, judging from the amount of bottles in the picture, it appears well-stocked. (Charles Dildine)

*"Away, you bottle-ass rascal."
I HENRY IV Act II Scene 4*

COOKS

If an Army marched on its stomach, airmen flew on real eggs because powdered eggs were served on missionless days. Compared to British wartime rationing, the Americans were relatively well-fed. If the fact that the gravy ran into the sliced pears bothered you, you were a sissy. In these two pictures there is not a Brussels Spout in sight. The cook to the left prods splattering bacon while the underdressed cook below wonders whether he can afford to eat his own pork chop. (Daniels & Keuppers)

*"Give them great meals of beef and iron and steel;
they will eat like wolves and fight like devils."*

HENRY V Act III Scene 7



THE GROUP MEDICAL DEPARTMENT

The basic service of the Medical Department was predicated on three goals: first, to prevent disease; second, to indoctrinate and maintain good mental hygiene and, third, to nurse and heal the sick and wounded. To prevent disease the medical contingent constantly inspected all sanitary facilities such as the water supply, the mess halls, the sewage disposal, the latrines and ablutions. In addition regular physicals on all personnel were held so that groundcrews and airmen alike were held to high physical and mental standards. This service enhanced the efficiency of operating missions. The flight surgeons knew the value of mental health and they were quick to perceive combat fatigue. Courses in first aid were given to all crewmen. The very nature of aerial combat manifest medical problems from sinus to frostbite to both physical and mental wounds. Regular lectures were given on the composition of the atmosphere, the use of artificial oxygen, the care of electrically heated clothing and the general physiology of these who flew.

The department was under the command of Group surgeon Major Henry Schlessinger. He had six surgeons including a dentist, a station surgeon and four squadron surgeons. There were 47 enlisted men who functioned as clerks, ambulance drivers, ward attendants or surgical, lab or dental technicians.

OFFICERS AND MEN OF THE MEDICAL DEPARTMENT



Officers in the front row from left to right are: Captains Timothy Curran & Herbert Allen (338th); Clarence Hodges (339th) Simon Schwartz (413th) Major Henry Schlessinger (Group Surgeon); Captains Pete Neave (Dental) Unknown dental officer and Howard Weinburger (Station Surgeon). Missing from group photo is Captain Sam Hartman (337th). The enlisted men are not identified. (Hartman)

"For the love of God, a surgeon!"
TWELFTH NIGHT Act IV Scene 6

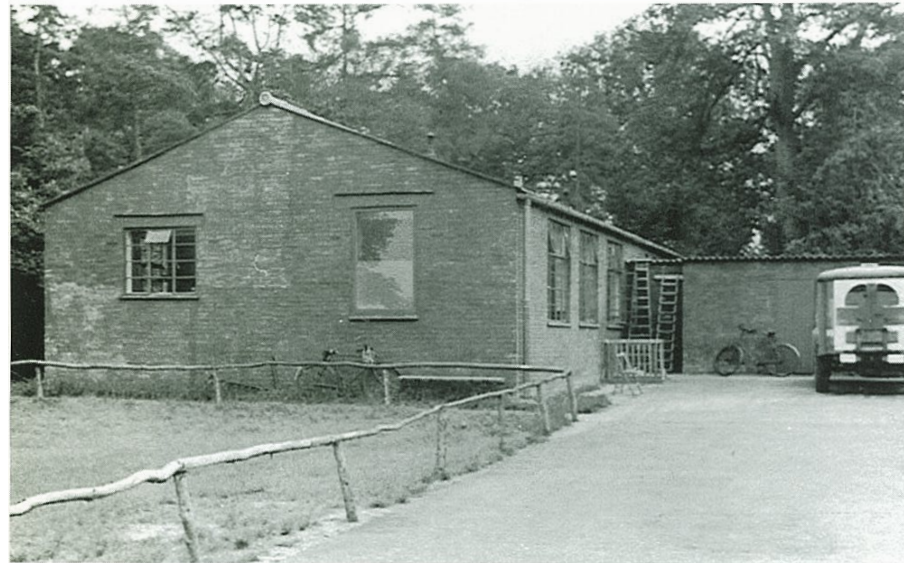
Right: Like sentinels in a snowstorm, two ambulances stand by to assist returning airmen. (Hartman)

"O, help! Ho! fight! A surgeon!"
OTHELLO Act V Scene 1

BASE HOSPITAL

Below: This building, part of the base hospital, was one of the more permanent buildings. It was of brick construction and still remains today as part of the Eccles School campus. (Ward)

"Most fit for your best health and recreation."
RICHARD III Act III Scene 1



Above: Flight surgeon Sam Hartman of the 337th. (96th Archives)

"I left them all in health."
TWO GENTLEMEN OF VERONA
Act III Scene 4



Left: This ward seems to have a full complement of patients. (Ward)

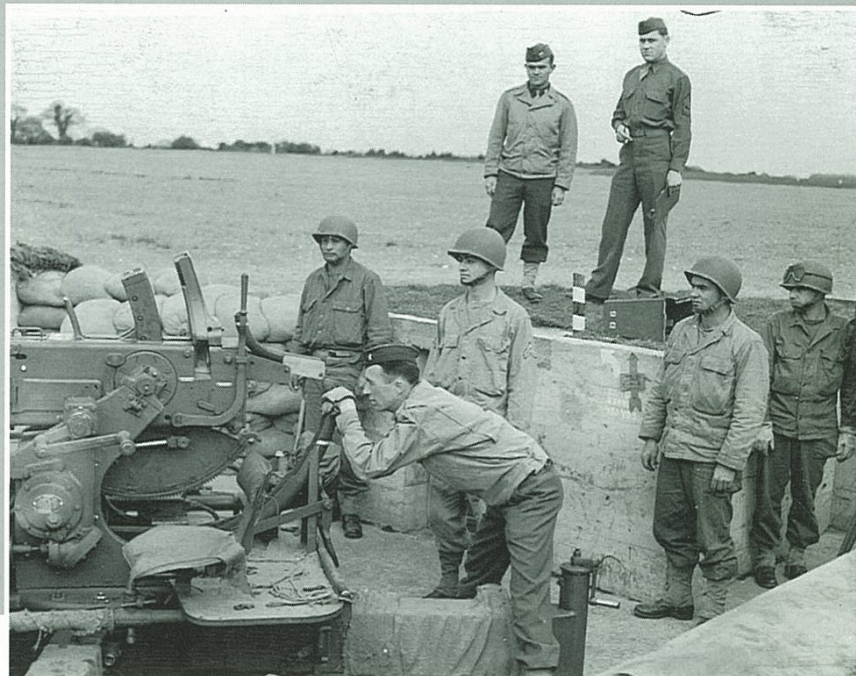
"Give me your hand and let me feel your pulse."
THE COMEDY OF ERRORS
Act IV Scene 4



GROUND DEFENSE

In these four pictures, ground defense teams man a Bofors 40mm. anti-aircraft gun which was part of Snetterton's protection against raiding enemy bombers. (Hester)

"In cases of defense it is well to weigh the enemy more mighty than he seems —"
HENRY V Act II Scene 4



LIFE IN THE NEST — EXTRA-CURRICULARS

Stained Glass Memorial
Parties
The Red Cross
Living With Our British Neighbors

Women's Volunteer Services
Love in Wartime
Minor Mascots

MEMORIAL

THE 96TH BOMB GROUP MEMORIAL CHAPEL
ST. ANDREW'S CHURCH
QUIDENHAM
NORFOLK



THEY SHALL NOT GROW OLD
AS WE WHO ARE LEFT GROW OLD
AGE SHALL NOT WEARY THEM
NOR THE YEARS CONDEMN
AT THE GOING DOWN OF THE SUN
WE WILL REMEMBER THEM

Lawrence Binyon

The Memorial Stained Glass Window, dedicated to the memory of those who lost their lives in the fight for freedom. (photo Geoff Ward)

THE MEMORIAL

Just down the road from the main entrance to the Snetterton Heath airbase, lies the sleepy little village of Quidenham. When the G.I.s first arrived they were somewhat intrigued and perhaps even critical of the quiet lifestyle of the villagers. On the other hand, the villagers were critical and bewildered by the invasion of young men whose attitudes seemed brash and noisy. But soon the two cultures became integrated and the locals looked upon the Americans as "our boys" and shared in the ongoing combat and casualties.

Within the village of Quidenham, stands the little church of St. Andrew. Originally built in the twelfth century, it featured a round, stone Norman tower and other additions to its quaint Gothic style. In 1943, the then-Rector of the church, the Reverend W. H. Harper-Mitchell, not only invited 96ers to worship at St. Andrew's but began conducting services on the base. He also moderated discussion groups on religious as well as international topics. When marriages between local girls and American airmen began in the church, the bonding between the Snetterton airbase and St. Andrew's became complete.



Above: St. Andrew's Church, Quidenham. This tower was the most welcomed sight to 96ers returning from a mission. (Ward)

"Stay for me at church."

THE MERRY WIVES OF WINDSOR

Act IV Scene 6

Below: Captain Herbert Allen, 338th Flight Surgeon. (Doherty)

"One that, in all obedience, makes
the church

The chief aim of his honor."

HENRY VIII Act IV Scene 3



It was in April, 1944 when 338th flight surgeon, Captain Herbert Allen, promoted the idea of leaving some sort of Memorial in the Church. Captain Allen had a vague idea of a plaque or a stained glass window which, dedicated to the 96th's dead or missing, would be a gift to the parish and also be a reminder that this place had once been "a part of America in England."

With the cooperation of his Squadron Executive Officer, Captain Robert L. Robb, Captain Allen contacted the 96th Chaplain, Charles Smith. In turn, Captain Smith approached Reverend Harper-Mitchell and soon the wonderful Anglo-American project was underway. Estimates were prepared and the cost was projected at 597 Pounds. But this amount exceeded the amount of non-essential construction permitted by the British wartime economy. And since the project would represent a Permanent change to an existing historical landmark, permission would also be required from higher levels of the Church hierarchy. Group Adjutant, Colonel "Sandy" Moffett obtained the government's consent and the Chancellor's Court of The Church Of England granted a waiver for continuance of the project.

The original design for the stained glass window was submitted by Sergeant Gerald Athey, 413th, and sent to the architect, Mr. Reginald Bell. A renowned architect, Mr. Bell already had examples of his work in the windows of Yale University, in Norwich Cathedral, England and in St. John The Divine of New York City. Mr. Bell's final design made minimal changes to Sergeant Athey's - they were dictated only by ecclesiastical custom or by the constraints imposed by stained glass as a medium.

A fund-raising campaign was held on the airbase. The money for the project was raised in two days.

On Sunday, November 12, 1944 the Memorial Chapel and stained glass window were dedicated by the Bishop of Norwich, the Right Reverend Percy Herbert before a congregation of local villagers and airmen of the 96th Bomb Group. That Memorial stands today as an everlasting tribute to 96ers who gave their lives, their fortunes and their sacred honor in the fight for freedom. The memorial depicts an American airman in flight clothes looking up at a figure of Christ with welcoming arms. Above, there is a formation of aircraft; below is the Spire of St. Andrew's Church over which the 96th assembled. When the early morning sun enhances the figures in the Memorial and splashes variegated rays inside the church, the sight is truly awe-inspiring.

The design also incorporates the emblems of the 8th Air Force, the 96th Bomb Group and those of the 96th's four squadrons.



Above: Group Choir. A memorial service was broadcast from St. Andrew's, Quidenham, on 1 August 1945. It was broadcast to North America by the B.B.C.s overseas service. Here, the base choir takes part in that radio broadcast. (96th Archives)

*"The choir
With all the choicest voices of the kingdom
Together sung 'TE DEUM'"*
HENRY VIII Act IV Scene 1

Below: During September 1944 architect Reginald Bell and Rector Harper-Mitchell inspect Cecil Howard's remarkable woodworking. (Mufic)

*"When wasteful wars shall statues overturn,
And broils root out the work of masonry.
Nor War's his sword nor war's quick fire shall burn
The living record of your memory."*
SONNETS No. 1v



Above: Visiting the workshop of ecclesiastical carver, Cecil Howard who produced the altar, altar cross and candlesticks, are: Reverend Harper-Mitchell, Rector of St. Andrew's; Mr. Reginald Bell, architect and Colonel "Sandy" Moffett, 96th Bomb Group. Mr. Howard was once described as "an unhurried little man in a checkered cloth cap which he always wore at his workbench. Nothing could possibly change the tempo of his labor." The candlesticks and cross were fashioned from the posts of antique beds which precluded cracking or warping. They are in perfect condition today. This photo attests to Mr. Howard's legendary workshop replete with cluttered objects and spider-webbed corners. (Daniels & Kueppers)

"I paint him in the character."
CARIOLANUS Act IV Scene 4





Sergeant Gerald Athey, original designer of the stained glass window, is greeted by Reverend Harper-Mitchell after the dedication service. (Doherty)

*"In framing an artist, art hath thus decreed,
To make some good, but others to exceed."*
PERICLES Act II Scene 3

The Orders of Service for the dedication, November '44. (Ward)

EXTRACT FROM AN ADDRESS
BY CHAPLAIN CARLOS A. GOSNELL, CAPTAIN
USSAF
AMERICAN ARMY AIR FORCE DAY
AUGUST 1ST 1945
QUIDENHAM CHURCH, NORFOLK, ENGLAND

"During all these operations the enemy caused 1,898 of our men to be listed as Missing in Action, while 263 men were wounded, and it is estimated that scores were killed. The blood sweat and tears of these men will never be forgotten. This ancient Church, housing as it does, a chapel and stained glass window, will stand as an everlasting memorial to those who have not come back. It is most symbolic that this Church should have such a beautiful tribute to our departed comrades. They had made friends and enjoyed much fellowship with the people of this parish. They had formed their bombing formations above its tower, and they had used it as a homing land mark on many occasions. Many knew the pastor of the Church as a friend and councilor, many others had stopped here to rest and pray, and some were married here. Now the Chapel is complete and it has been lovingly dedicated. Now the horrors of war are finished for this, the 96th Bombardment Group, and the thoughts of peace, good will, and Christian brotherhood fill our minds. Let us all call to mind that the work our comrades did adds a sacred page to our present history. Each day as the rising sun lights this window, and brightens the altar, we shall know that our buddies are surrounded by the mercies of a loving God, and sustained unto eternal life by his Son, our Saviour Jesus Christ."

**The Dedication
of
The Chapel of
St. Mary The Virgin**

together with

Memorial Window

in the

Church of St. Andrew, Quidenham,

November 12th, 1944,

by

The Lord Bishop of Norwich.

Restored
by members of an
American Air Force Unit
in Memory
of their Fallen.

Right: Flanked by the Anglo-American congregation, the clergy exits the church via the south aisle. Leading them and carrying the cross is a local boy, Bert Patric. He is followed by Reverend Harper-Mitchell; Captain Charles Smith, Chief Chaplain of the 96th and the Bishop of Norwich, the Right Reverend Percy Herbert. (96th Archives)

"Let us take a ceremonious leave."
RICHARD II Act I Scene 3



Left: The Clergy receives the congregation after the dedication ceremonies. (Daniels & Kueppers)

*"The setting sun, the music at the close,
As the last taste of sweets, is sweetest last,
Writ in remembrance more than things long past."*
RICHARD II Act II Scene 1

Right: British wartime artist, Frank Beresford, is working on his painting "In Memory of Fallen Comrades" in Quidenham Church. (96th Archives)

*"When to the sessions of sweet silent thought
I summon up remembrance of things past —"*
SONNETS No. xxx

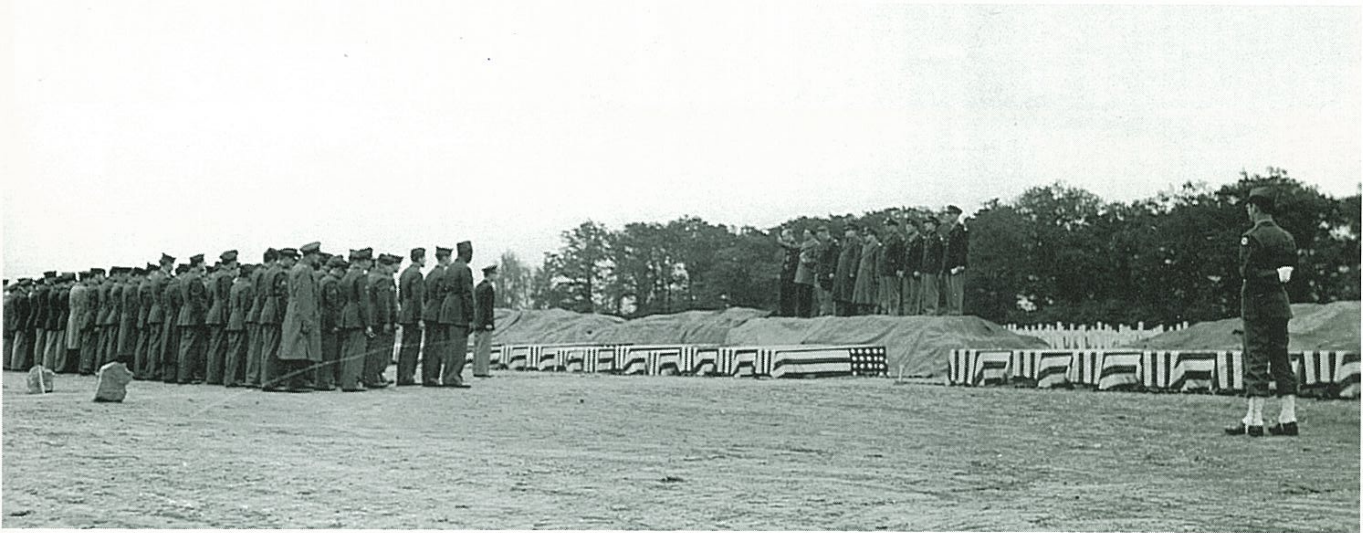


BROOKWOOD



A Guard of Honor fires a volley in salute to those who lost their lives at a Memorial Day Service on 30 May 1945, at Brookwood Cemetery, England. Many of those who were killed in action, and those who lost their lives in accidents were originally buried at Brookwood. Later when the official American Military Cemetery was opened at Cambridge their bodies were re-interred there. (Topor)

*"Life every man holds dear
But the brave man
holds honor far more precious dear than Life."
TROIUS AND CRESSIDA Act V Scene 3*



The stark reality of the waste of young lives in war is brought home here as a long row of flag draped coffins await a mass burial at Brookwood. Comrades of all ranks stand by as a Chaplain commits them to their graves and a bugler stands ready to play 'Taps'.

*"Young man, thou couldst not die more honorable."
JULIUS CESAR Act V Scene 1*

PARTY TIME

Whenever an opportunity or an occasion presented itself, 96ers celebrated formally or informally. Group milestones such as the 100th and 250th mission provided wonderful reasons; however, why the 200th mission was not celebrated escapes history. The 100th mission party was rather formal and was attended by visiting dignitaries from the 8th's Command. On the other hand, the 250th party, organized and attended mostly by enlisted men, emphasized informality.

Seasonal festivities also provided celebrations during which Americans manifested their love of family by inviting local children to share in Thanksgiving and Christmas festivities.

Toward the end of 1944 and the beginning of 1945 "State Nites" gave birth to clusters of lesser parties such as California Nite or Illinois Nite, etc.

At the slightest possibility, the men sponsored weekend dances on the base. Focused around the various base bands and small instrumental groups, 96ers imported British W.A.A.F. and A.T.S. girls from the surrounding military establishments as well as girls from the local villages. It was common to see American Air Force trucks in nearby villages functioning as taxis for local girls before and after Saturday Night dances. One 96th mythic event relevant to these Saturday dances is related by General Curtis LeMay in his book *MISSION WITH LEMAY*: "It happened when I was commanding the Third Division – there were a lot of rumors about gals – stories about certain bomb groups – they'd have a dance on Saturday night and it seemed that some of the gals didn't get home until Wednesday. Maybe the remark which terminates this anecdote is apocryphal, maybe not. The story has me at Chelveston. Nothing could be farther from the fact.

I say that it happened with Archie Old and his 96th Group. I called up Archie. "Archie," I growled, "rumors have it that there is too much going on at those Saturday night dances of yours. – Complaints have been coming in from mothers and British officers because some of those girls don't get home until Wednesday. – I suggest that you fix this situation before I go down there and do it for you!"

"So Archie got his staff together – 'This is a hell of a note,' he ranted. 'I'm ashamed! By God, this business has got to stop! The next time we hold a Saturday Night Dance, I want every one of those babes off this base by Monday – or else!'"



Above: 338th Squadron Party Oct. 8, 1943. (Mason)

"I dance attendance here!"
RICHARD III Act III Scene 7



Left: After battle it was only natural that the boys let their hair down. Here, a bunch of the Group's original officers are having a grand time. To participate in these "high jinks" it was a requirement that one's tie be cut. In the center of this photo is the instigator of this specific event, Captain Jack Ford who has his glass raised. Standing center front with a rather bemused "Stan Laurel" expression is Ford's navigator "Stinky" Kiesler. (Feldstein)

"O, what a scene of foolery I have seen."
LOVE'S LABOUR'S LOST Act IV Scene 3



Left: "It's not just the fact that Captain Gary Lambert (right) is missing out on the girls attention at this dance, but the bottle of liquor which he won in the raffle has been upended by her and has spilled all over the floor. (Hester)

"This is a sorry sight!"
 MACBETH Act II Scene 2

Below: When Bill Ready was promoted to Group Operations with the rank of Lt. Colonel, Captain "Red Bird" Doyle: center, led the "Blow It Out Your Barrack Bag" toast. Flanking Doyle on the left is "Sandy" Moffett whose bottle is still corked because he's trying desperately to behave. On the right is "Pappy" Ingram. (Moffett)

"Rich in titles, honors and promotions."
 KING JOHN Act II Scene 1



Below: Bill Ready's promotion party. (L-R) "Sandy" Moffett, Gary Lambert, Stan Hand and Charlie Ingram. (Moffett)

"To lay aside life-harming heaviness
 And entertain a cheerful disposition."
 RICHARD II Act II Scene 2

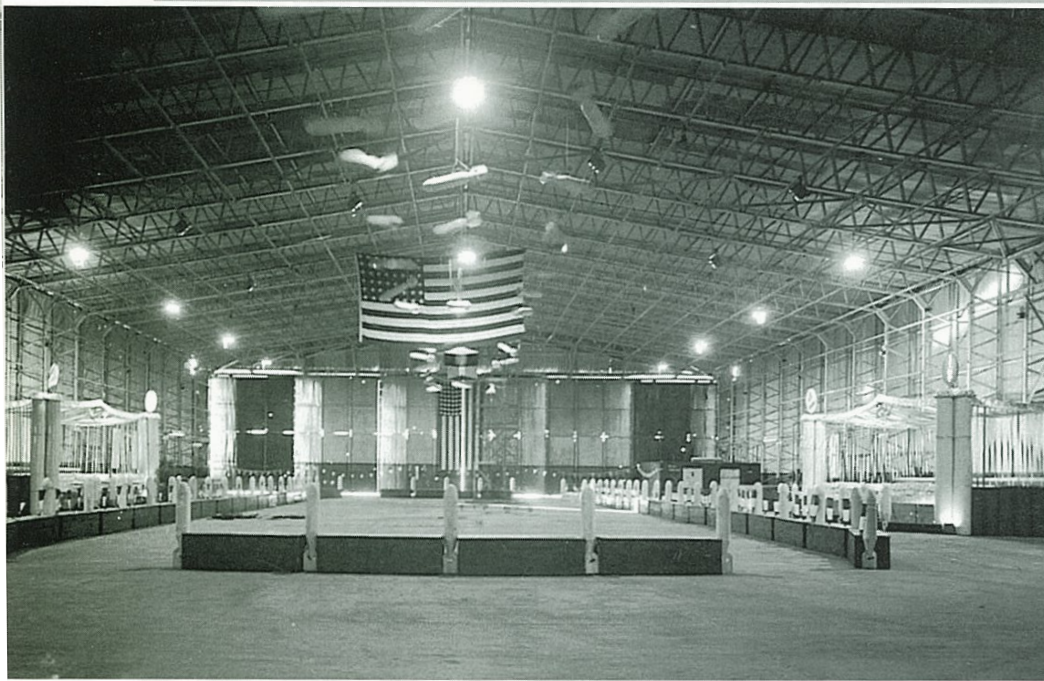


250TH MISSION PARTY



On 2 December 1944 the Group celebrated its 250th mission with a party held in the 451st Sub Depot Hangars. The party was primarily arranged for the enlisted men and there was plenty of beer and female company. (96th Archives)

*"Fill the cup and let it come:
I'll pledge you a mile to the bottom."
II HENRY IV Act IV Scene 3*



Considerable preparation went into the 250th celebration. Here in the hangar two stages have been erected on either side of the main, raised stage for the two bands. American flags and bunting add to the makeshift pageantry. Another unusual decoration is in the form of practice-bomb casings which hang from the roof. Others are positioned around the stage. (96th Archives)

*"Advance our waving colors on
the walls."
I HENRY VI Act I Scene 6*



THE RED CROSS

Left: "Welcome to England." At 0500 hours on 13 May 1943 an American Red Cross Clubmobile girl welcomes a GI freshly arrived from the States, with coffee and doughnuts. These airmen are from Major Mark Seaver's 451st Sub Depot. Note the fresh flowers. (Seaver)

"She would serve after a long voyage at sea."
 PERICLES Act IV Scene 3

Right: Edward M. Schottland, Field Director, and Martha Jeanne Schocke, Aero Club Director are in the center of this photo. They are flanked by other Red Cross Ladies. These people worked hard to provide 96ers with recreational facilities. These six had to duck out of the Aero Club for this photo op. Note they took the cash box with them. (96th Archives)

"What friendship may I do thee?"
 TIMON OF ATHENS Act IV Scene 3



Left: American Red Cross personnel serve coffee, cake and ice cream to local civilians and service girls at a base dance. It appears that the 96ers did not lack female company on this occasion. (96th Archives)

"Wine host of the Garter."
 MERRY WIVES OF WINDSOR Act I Scene 1



Right: Jeanne Schocke and a 96er enjoy a game of darts in the Aero Club. Judging from the well-worn surface of the board, darts was a popular game. Even so, one hopes that the bombardiers and gunners were more accurate. (96th Archives)

"Besides your cheer, you shall have sport."
 MERRY WIVES OF WINDSOR Act II Scene 2



Right: "Motherly help". Local Red Cross lady, Rosa Smith, helps 96ers by sewing on new stripes. Judging from the amount of uniform jackets in sight, there must have been a rash of new promotions at the time. (Ian McLachlan)
"I'll play the housewife for this once."
 ROMEO AND JULIET Act IV Scene 2



Above: When the Red Cross Clubmobile visited the flight lines it was a welcome coffee-and-sinker break for the grateful ground crews. Here they line up for nourishment in what appears to be the 339th area. Unfortunately, a propeller blade obliterates the markings of the plane in the background. (Mufic)

"I come to — comfort you."
 MEASURE FOR MEASURE Act IV Scene 3



Above: Dorothy Myrick of the Red Cross. (Hester)

"They are dangerous weapons for maids."
 MUCHADOABOUTNOTHING Act V Scene 2

Right: General Spaatz daughter, "Tatty", serves coffee.

"And to his palate doth prepare the cup."
 SONNETS cxiv





LIVING WITH OUR BRITISH NEIGHBORS

Left: English kids were a common sight on the base on school holidays and weekends. Here some 96ers take time out from their game to explain baseball rules. (Doherty)

" 'Tis not good that children should know any wickedness."
MERRY WIVES OF WINDSOR
 Act II Scene 2



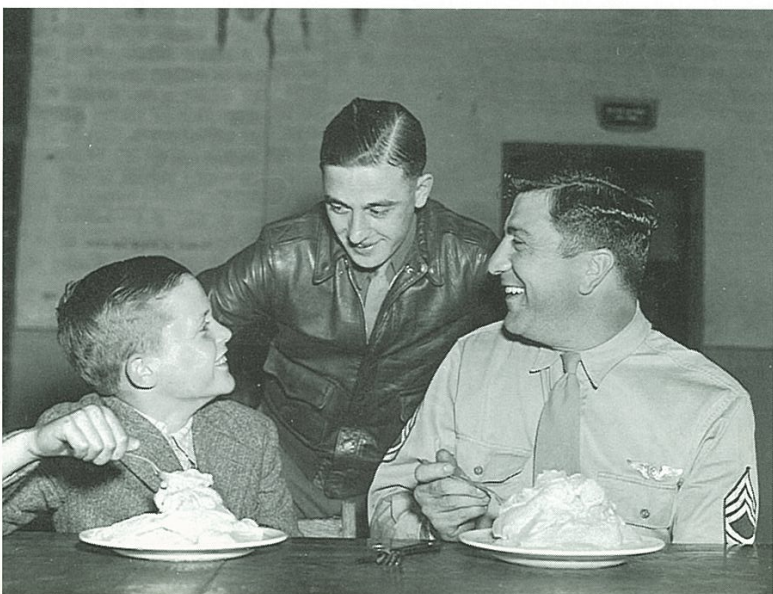
Above: The look on this little lad's face says it all. Now he has his own Flying Fortress which has been hand-carved by this 96er. (96th Archives)

"Even so it was with me when I was young."
ALL'S WELL THAT ENDS WELL Act I Scene 3



Above: Two 96ers who just happened by a village green are invited by local children to join in a game of cricket. The soldier who is batting is more of a baseball player than a cricketeer. Note the Jeep just outside the gate. (96th Archives)

"Skillless as unpracticed infancy."
TROILUS AND CRESSIDA Act I Scene 1



Left: Ice Cream! From the look on the face of this English lad, Christmas, Easter and his birthday have come all at once. Malcom Holmes, whose house was practically in the middle of the airbase, was picked up and delivered this day to the Mess. Here, Sergeant Roark of the base PRO staff and a cameraman waited on little Malcom with a mountain of ice cream. Malcom was told that the photo would be sent stateside for the homefront. Most English children never got to even see ice cream in wartime. (96th Archives)

"Sweets to the sweet — ."
HAMLET Act V Scene 1

Right: Red Cross Director Ed Schottland and Father Walter Lohse (339th) have brought the children and their teacher from the Quidenham school to Snetterton in order to share Thanksgiving 1943. (C. Dildine)

"We therefore have great cause for thankfulness."
 III HENRY VI Act I Scene 2



THANKSGIVING 1944

Left: The severe restrictions imposed by British food rationing meant that, although adequately fed, the civilians were unaccustomed to luxuries. Here again these kids are astonished by the 96th's Thanksgiving festivities. (96th Archives)

*"feast with the best and welcome to my house;
 My banquet is to close our stomachs up
 After our great good cheer."*
 THE TAMING OF THE SHREW Act V Scene 2



Below: One of the little girls from Quidenham School shows her delight at the huge portion of turkey being served by a 96th cook. (Daniels & Kueppers)

*"Your visitation shall receive such thanks
 As fits a king's remembrance."*
 HAMLET Act II Scene 2



Above: Corporal Joe Sleeping Bear serves some of the children. (96th Archives)

"Fair thoughts and happy hours attend on you."
 THE MERCHANT OF VENICE Act III Scene 4





CHRISTMAS 1944

Left: Like a father showing his children the joy and wonder of a Christmas Tree, this unknown 96er fills a surrogate role. This party is in the Red Cross Club. The unidentified boy and girl reach out to touch the decorations. Artifacts of war are even turned into Christmas decorations: Note the strips of "chaff" which normally are used to foil enemy radar. (96th Archives)

"Sweet ornament that deck's a thing divine."
GENTLEMEN OF VERONA Act II Scene 1

Right: Sergeant Stephen J. Keechner serves up loaded plates. No one went home hungry. (96th Archives)

"I'll cram thee with more food."
ROMEO AND JULIET Act V Scene 3



THE WOMEN'S VOLUNTARY SERVICES

The Women's Voluntary Services converted part of the Post Office at Quidenham into a canteen for service men and women. Although the fare was dictated by the constraints of food rationing, one could always get a good cuppa, egg sandwiches, homemade cakes or salads from private veggie Victory Gardens.

Right: The WVS ladies who manned the Servicemen's canteen. (Ward)

"I will go to meet the ladies."
CORIOLANUS Act V Scene 4



Left: Brothers and sisters in arms: RAF and WAAF men and women queue up alongside their American allies at the Quidenham Canteen in May 1945. (96th Archives)

"Join we together for the public good."
II HENRY VI Act I Scene 1

LOVE CONQUERS ALL

Right: Wartime romances flourished. During June 1944 while working on a Fortress engine, Sergeant John Cronin waved to this English girl, Phyliss Edwards. Courtship followed. Phyliss often brought Sgt. Cronin tea and sandwiches when long repair jobs kept him overtime on "The Line: They were married at St. Andrew's Church, Quidenham. (96th Archives)

"One that knows courtship too well;
for there he fell in love."
AS YOU LIKE IT Act III Scene 2



Below: S/Sgt. Dick and Irene Dominelli. Irene was a WREN. (Doherty)

"The throstle with his note so true
The wren with little quill."
A MIDSUMMER NIGHT'S DREAM
Act III Scene 1



Right: These two sergeants are literally left "holding the baby" as its mother goes off to inspect the aircraft on display at the base during Air Force Day, August 1945. (L. Montello)

"Your infants in your arms."
JULIUS CESAR Act I Scene 1



GENERALS' INSPECTION



Above: During January 1945 Major General Partridge, Commander of the Third Air Division, inspected both the troops and the base at Snetterton. Seen here just before receiving "The Salute" are the staff officers of the Division and the Group. L-R: Brigadier General Harbold, Chief of Staff 3rd AD; Major General Partridge; Colonel Warren, 96th C.O.; Major Johnson, 96th Adjutant; Captain Ellis, Aide to General Partridge; Lt. Baldwin, 96th PRO; a Staff Car Driver and Captain Spencer, 96th Awards Officer. (96th Archives)

*"The very minute bids thee ope thine ear,
Obey and be attentive."*

THE TEMPEST Act I Scene 1

Right: The Color Guard for the ceremony was made from members of the Base Military Police Detachment. (96th Archives)

*"What I have to do will want
true colour."*

HAMLET Act III Scene 4



SOME MINOR MASCOTS

Right: Fighting men throughout history have had the hearts for mascots. 96ers were no different for they housed a wide variety of animals and birds. Here Sergeant Thomas grooms a puppy with a weird choice of broom while the rest of the litter feed from their mother. (Daniels & Kueppers)

"I would not lose the dog for twenty pound."

TAMING OF THE SHREW

Intro Scene 1



Left: One of the more unusual pets was this peacock. He apparently strayed from the gardens at Quidenham Hall. (Daniels & Kueppers)

"But, sure, he's proud yet his pride becomes him."

AS YOU LIKE IT Act III Scene 5

Right: It is quite doubtful if there was another airbase in England where a G.I. would get such a wake-up call. From the surprised look on this 96er's face, one wonders if a hangover plays a part. (Daniels & Kueppers)

"Must you therefore be proud and pitiless?"

AS YOU LIKE IT Act III Scene 5



SECTION IV

LADY MOE

QUEENIE DI TUTTI MASCOTS

LADY MOE (Compiled from extracts from THE STARS & STRIPES 1943-45)

96TH BOMBARDMENT GROUP, ENGLAND. October 5, 1945: "Lady Moe", world renowned donkey mascot of this Flying Fortress Group, was buried with simple rites yesterday. Internment took place on the airbase where she had reigned as Queen for more than two years. She was killed by a train on the morning of October 3, 1945.

International fame came to Lady Moe in August 1943 when she was purchased in North Africa by THE MIRACLE TRIBE, a B-17 crew headed by Lt. Andrew Miracle of Kentucky and was flown to England on the return leg of the historic Regensburg-North Africa shuttle. THE MIRACLE TRIBE bombed Bordeaux on the way home with Moe in the radio room quite content with her custom-fitted oxygen mask. The small animal was quick to adapt to 8th Air Force life and to the men on the base. She had an appetite for cigarettes and toilet paper and a passion for people. She is the only jackass known to have flown a combat mission; to have survived German air raids — including the rain of V-1 and V-2 rockets and to have withstood the V-E and V-J Day celebrations. — Moe's activities were numerous. She participated in exhibitions of patriotism in England and substituted for the Army mule mascot at the Army-Navy football game in London in 1944. Moe also had write-ups in leading newspapers worldwide and in many magazines, including TIME. The 96th's post theater and recreational field were named for her.

Lady Moe was scheduled to be transferred to occupational duties in Germany. However, she had been reprieved by the end of the war with Japan by the point system. She had 76. Her awards included the Presidential Unit Citation with one cluster, the Good Conduct Medal, the E.T.O., Theater Ribbon with six battle stars and a start on her fifth overseas stripe. She was never given any rank, but she was Queen of all she surveyed.



Left: This photo has been widely circulated under the pretense that the donkey is Lady Moe. It isn't. According to bombardier Frank Wiswall (2nd from left) it is one of Moe's cousins and the airmen are from Eldrige Shelton's crew. (Wiswall)

*"A base slave, a hilding for a livery,
a Squire's cloth, a pantler, not so eminent."
CYMBELINE Act II Scene 3*

Right: Posing for the first of many photo-calls, Lady Moe cuddles with her new owners, THE MIRACLE TRIBE. They will jerry-rig an oxygen mask for her and fly her from Bone, North Africa to Snetterton Heath where she will become "Queen". (Matthews)

*"Our Queen, the imperial jointress of
this war-like state."
HAMLET Act I Scene 2*



BASHFUL AND MAD

Below: This 96er is trying to make Moe look ahead at the camera. She never could be forced into complying with someone else's wishes. She hated roughhouse and more often than not, she repaid trespassers against her animal rights with a kick, a nip or a nose-goose to the buns. (Doherty)

"You go about to torture me in vain."
II HENRY VI Act III Scene 1



Above: Having bombed Bordeaux on the return leg of the North African shuttle, Lady Moe, flanked by Louis Klimchak and "Coots" Matthews, can't wait to see her new home. (Matthews)

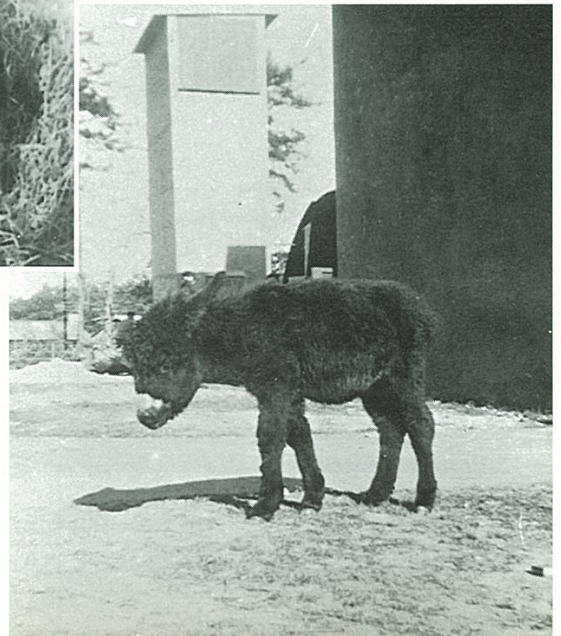
"Bear with me, I am sick."
LOVE'S LABOUR'S LOST Act V Scene 2



LITTLE ORPHAN CANNY

Left and Below: These early pictures which show the newly arrived Queen of The Heath as somewhat forlorn and pathetic, belie her developing character. Although some would describe her as cantankerous, belligerent, stubborn and greedy, ALL would love her and speak of her with pride. (Mufic)

"O, when she is angry, she is keen and shrewd."
MIDSUMMER NIGHT'S DREAM Act III Scene 2





GOING TO THE DOGS

These three "getting-to-know-you" photos seem to reflect Moe's imperial disdain. Is she making new friends or greeting new subjects?

Left: S/Sgt. Dick Johnson tries to introduce Moe to a squadron cocker spaniel. (P.Ramm)

Below left: A crewman would introduce her to a Dalmatian. (Freitag)

Below right: Why should this dog have a house while I, The Queen, do not? (96th Archives)



*"To plainness honour's bound,
when majesty stoops to folly."*
KING LEAR Act I Scene 1



BON APPETIT

Left: Lady Moe's perpetually ravenous appetite is displayed as she accepts a sandwich from one of the photo lab technicians. (Mufic)

Right: She would make dessert of artist Frank Bereford's canvas and paint. (96th Archives)

"Now, good digestion wait on appetite, and health on both!"
MACBETH Act III Scene 4

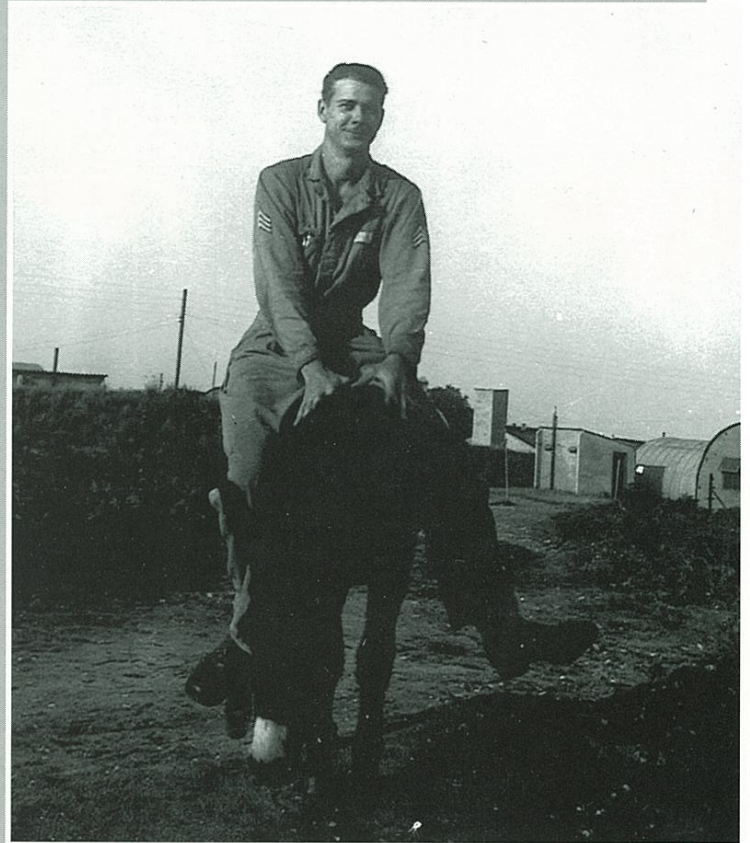




GET OFF MY BACK!

Left: Jack Jacobson is as tall as Moe is small. His weight is not on her. Even if it was, she loves him because he's a mess sergeant.

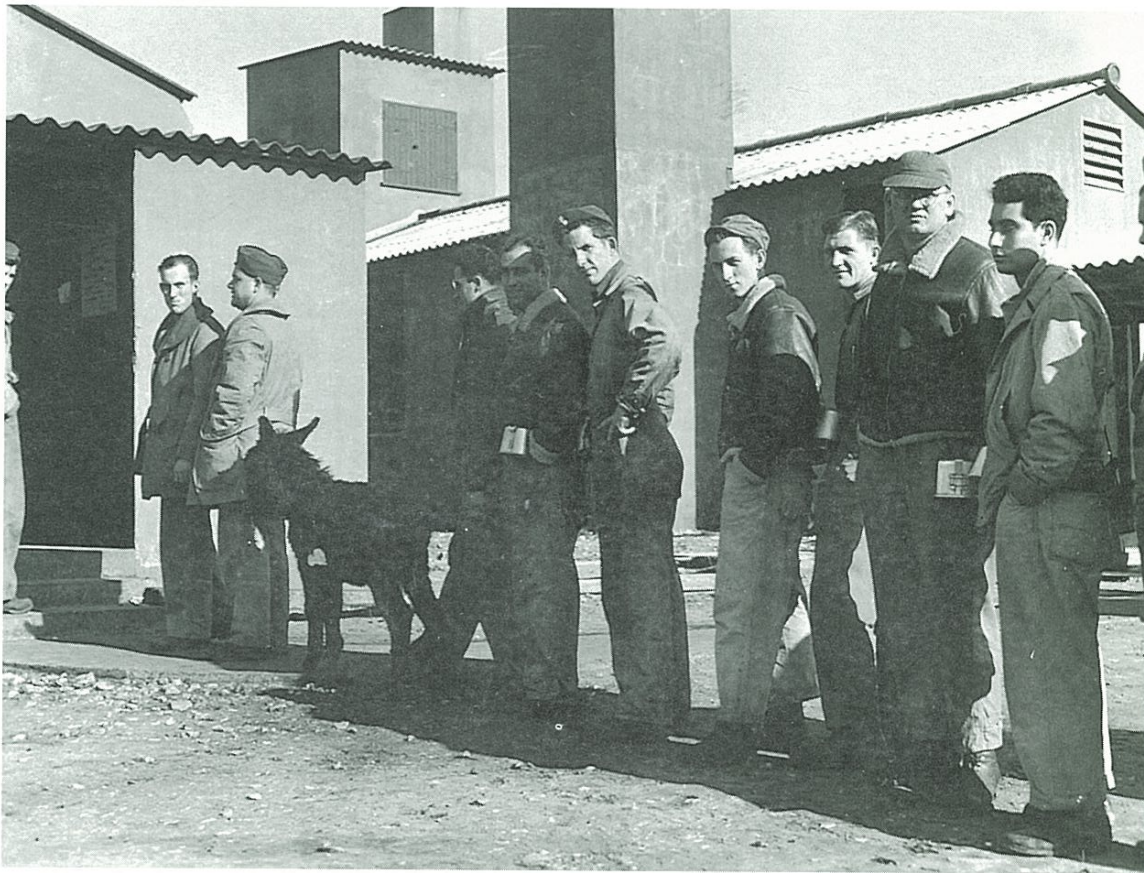
Below: In a later picture Line Chief George Benke rides a bigger Moe. (Jacobson & Benke)



Left and below:: One unidentified rider uses her ears like motorcycle handles while another riders her down the embankment to the railroad tracks which would someday be the site of her death. (96th Archives)



"Asses are made to bear,
and so are you."
TAMING OF THE SHREW
Act II Scene 1



Above: She was always near the front of the chowline. (96th Archives)

"I fear these stubborn lines lack power to move."
 LOVE'S LABOUR'S LOST Act IV Scene 3



Above: This 96er makes like a toreador. (96th Archives)

"O, gods, how do you plague me!
 TROILUS AND CRESSIDA Act I Scene 1



Left: She often joined the guys on the balcony of the control tower to help them sweat-in mission returns. (96th Archives)

"Jesus, the days that we have seen."
 II HENRY IV Act III Scene 2

SAY CHEESE: BRING FOOD

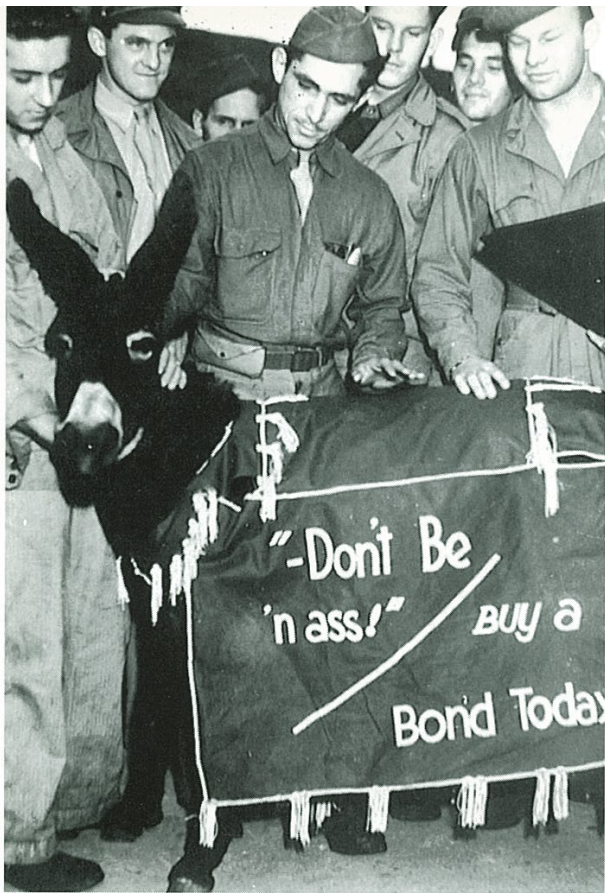


The Queen grants photo-ops for food to TOP: pilot Rowland Jones. MIDDLE: to sheet metal mechanic Curtis Powell. BOTTOM: to crew chief Al Forgash. (Jones, Powell and Rotelli)



"Nethought I was enamour'd of an ass."
MIDSUMMER NIGHT'S DREAM
Act IV Scene 1





ANY BONDS TODAY?

Above: Though no Betty Grable or Rita Hayworth, Moe did her best to promote the 96th's War Bond Drive (Helminski)

"To the love and favor of my country
Commit myself, my person and the cause."
TITUS AND ANDRONICUS Act I Scene 1



Probably the only park in the world to be named after a donkey. (96th Archives)

"She wears her honour in a box unseen
That hugs her kicky-wicky here at home."
ALL'S WELL THAT ENDS WELL Act II Scene 3



Here she shows the other side of her sandwich-gown. (Ward)

"When you looked sadly,
It was for want of money."
TWO GENTLEMEN FROM VERONA Act II Scene 3



SHE'S A BIG GIRL NOW.

The above photo shows a diminutive Moe in her shaggy winter coat. (Mufic) The second (right), taken more than a year later shows the development of a proud hussy with a pretty Moe-face. (Bliizzard)



ARMY-NAVY GAME

Below: On November 12, 1944 Lady Moe traveled to the White City Stadium in London. Here she substituted for the Army Mule. In the top photo 338th Adjutant Captain Seymour Topor rides her over to see her blind date. (Topor)



Above: In the photo above Army cheerleaders must force her to be photographed with the Navy goat. (96th Archives)

"Am I ridden with a Welsh goat too? Shall I have a coxcomb of frieze?"
THE MERRY WIVES OF WINDSOR Act V Scene 5

ARMY vs. NAVY

OFFICIAL

WHITE CITY STADIUM

Sunday, Nov. 12, 1944

The original ticket was Sidney Topor's.

CALENDAR GIRL

Right: The photographic section commissioned this special portrait for the Group's 1945 calendar. She is not garbed in royal mink. It is her natural winter coat. (96th Archives)

"When in that moment it came to pass, (the group) waked and straightaway loved an ass."
A MIDSUMMER NIGHT'S DREAM
Act III Scene 2

1945

JANUARY							FEBRUARY							MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6	4	5	6	7	8	9	10	4	5	6	7	8	9	10
7	8	9	10	11	12	13	11	12	13	14	15	16	17	11	12	13	14	15	16	17
14	15	16	17	18	19	20	18	19	20	21	22	23	24	18	19	20	21	22	23	24
21	22	23	24	25	26	27	25	26	27	28				25	26	27	28	29	30	31
28	29	30	31																	
APRIL							MAY							JUNE						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	8	9
8	9	10	11	12	13	14	13	14	15	16	17	18	19	10	11	12	13	14	15	16
15	16	17	18	19	20	21	20	21	22	23	24	25	26	17	18	19	20	21	22	23
22	23	24	25	26	27	28	27	28	29	30	31			24	25	26	27	28	29	30
29	30																			
JULY							AUGUST							SEPTEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7	5	6	7	8	9	10	11	2	3	4	5	6	7	8
8	9	10	11	12	13	14	12	13	14	15	16	17	18	9	10	11	12	13	14	15
15	16	17	18	19	20	21	19	20	21	22	23	24	25	16	17	18	19	20	21	22
22	23	24	25	26	27	28	26	27	28	29	30	31		23	24	25	26	27	28	29
29	30	31																		
OCTOBER							NOVEMBER							DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7	4	5	6	7	8	9	10	2	3	4	5	6	7	8
7	8	9	10	11	12	13	11	12	13	14	15	16	17	9	10	11	12	13	14	15
14	15	16	17	18	19	20	18	19	20	21	22	23	24	16	17	18	19	20	21	22
21	22	23	24	25	26	27	25	26	27	28	29	30	31	23	24	25	26	27	28	29
28	29	30	31																	



EAT, SLEEP AND BE LAZY

Left: Lady Moe's incessant hunger and growing propensity to mooch cigarettes and hitchhike over The Heath caused some of her less loyal subjects to nickname her tub-gut. (96th Archives)

Below: Her new habit of suddenly napping anywhere, anytime caused others to call her Sleeping Booty. (G. Marshall)

"I am not altogether an ass."
THE MERRY WIVES
OF WINDSOR
Act I Scene 1



Bottom: Still others, kinder, amazed at seeing her being Jeeped everywhere, referred to her as the Happy Hobo. (Mufic)



BIRTHDAY GIRL

Right: First Sergeant Everett Lee, 338th, offers Moe the cake and candles commemorating her second birthday. It is reported that she ate the candles while the cake never made it beyond the staffs of the PRO office and the 338th Orderly Room staff. (96th Archives)

"Wrong not her birth, she is of royal blood."
RICHARD III Act IV Scene 4



INSTRUMENT OF DEATH

Left: A steam locomotive similar to this one of the London North East Railroad killed Lady Moe on October 3, 1945 when she wandered on the L.N.E.R. tracks next to the 337th Squadron. (Benke)

*"But as the unthought-on accident is guilty
To what we wildly do, so we profess
Ourselves to be the slaves and flies
Of every wind that blows."*
THE WINTER'S TALE
Act IV Scene 4

PATHETIC OBIT

Right: In life Lady Moe was a legendary attraction to those who made their way by camera or pen. But she passed on hardly noticed. In a way this was understandable in as much as the war had been over for a few months and many of her long-term friends had left Snetterton. This obit appeared in THE STARS AND STRIPES, (Larsen)

*"No funeral rite, nor man in mourning weeds,
No mournful bell shall ring her burial."*
TITUS ANDRONICUS Act V Scene 3



★ Lady Moe went to a ball and lovely Frances Day fed her with sandwiches. Lady Moe paraded in Trafalgar-square. Lady Moe flew in Flying Fortresses. And now Lady Moe has "gone for a Burton"—and the 96th Group of the U.S. Army Air Corps are in mourning. Lady Moe was a little Tunisian donkey, picked up by the American flyers on their North Africa service. She wandered on to the railway line which runs beside the airfield—and an express came along and killed her.

An Interview with Monsieur Maurice de Mo'Paussant, Grandson of Lady Moe.



East Haddam, CT. July 1997

96th: Well, Monsieur, now that you've seen our spread on your Grandmother, do you think we've done her justice?

M. deM: Please, just call me Moe. I think your intent is absolutely noble, but there are errors and omissions.

96th: Why don't you fill us in? We'll take no offense.

Moe: OK. Let's start with the STARS AND STRIPES. Grandma is referred to as a Jackass. This indicates that, like most humans, the writer needs a course in animal husbandry. My father told me that many 96ers call her a mule. Let history permanently record that my grandmother was the foal of a horse-father and a donkey-mother — she was a donkey. Mules, you see, are born to donkey-fathers and horse-mothers. We are both somewhat manufactured and have been on the leading edge of genetic engineering for centuries.

96th: So how does "Jackass" offend?

Moe: It's sexist. In the donkey world, males like me are Jacks: mares like Grandma are Jennys.

96th: How did she get the name Moe? Some 96ers, as you've charged thought she was a he and was named Mo for Mohammed.

Moe: Not true. She was just plain Moe. Our extended family is loaded with Moes. My great-grandfather, our Lady Moe's dad, was a Mo without the "e". He ruled a corralled harem back in Libya. His full name was Mo M.R. Quadhafi. Once he called Grandma the Mother of all donkeys. Even today I have an Irish cousin Moe who hauls jaunting carts and trots bogs — her full name is Maureen.

96th: OK. We stand corrected. Lady Moe was no Jackass. Any other complaints.

Moe: About her activities. They say she was a surrogate Army mule for that football game in London.

96th: Well, she was. We've got pictures.

Moe: I wish you could omit that event. Donkeys do not appreciate mules — never mind subbing for one. Besides, the last two mule-mascots have been expelled from West Point for sexual harASSment. At least, record my protest and I'll have no kicks.

96th: So noted. Anything else?

Moe: Yes. THE STARS AND STRIPES simply ignored Grandma's very favorite activity. On a Thursday, October 26th, 1944, Grandma was taken to London where she was the main attraction at a fund raiser for the SPANA.



Jacques de Mo'Paussant

96th: The what?

Moe: The Society for the Protection of Animals in North Africa.

96th: You're kidding.

Moe: Hardly. Grandma never forgot her roots — where she came from. Had not you 96ers delivered her from bondage, she would have lived a miserable existence as a starving beast of burden. This Society had been founded 20 years earlier. It was an animal rights gig which maintained free animal hospitals in Algeria and Tunisia. Mostly the hospitals and vets cared for pack horses, mules, camels and donkeys. The late Joe Camel's grandfather had worked with Lady Moe in the old country. She always felt that she had to do something for the ones she left behind. If you don't mind, I'd like to contribute a few of the Society's posters to your Archives, You'll note that in one of them, Grandma wrote a letter on behalf of her old friends. In the second document, Grandma's renown is printed in French by the Palais des Societies Francaise. Tunis.

96th: Wonderful! We certainly appreciate anything which gives more dimension and depth to our pictorial history. You have seen our photos; can you add to them?

Moe: I've only one photo and a few sketches. My English cousin, Sir Mo-dred ate everything else.

96th: He ate them!

Moe: Yes. He was bad. Eating everything was his Modusoperandi.

96th: Is that the photo?

Moe: Yes. It's of my grandfather, Lady Moe's mate, Jacques de Mo'paussant.

96th: Now there's the rub. No 96er remembers your grandmother being pregnant.

Moe: Why would they? They took her for granted sometimes. If she was in view, she was in view. If not, so what? In spite of the fact that you guys afforded Grandma the good life, sometimes they treated her — as some captions to your photos indicate — more like a bag lady than a Queen. Anyway, my father told me that Grandma was very lonesome for her own kind. My grandfather found her off base one night and then he took to visiting — mostly at night. He lived on Mr. MacGreggor's nearby farm. They took to trysting by moonlight on the Heath.

96th: I can't convince any of the guys with this.

Moe: Here, let's correct some of your photos. First of all, that 2-year-old-birthday photo is misleading. Grandma may have

been at Snetterton for two years, but she was almost two when those wild Miracle Tribesmen delivered her from evil. She was just over four when she foaled on Grandpa Jacques farm. Here's a sketch of her and my father in a box stall – a stall just like this one.



96th: That's a lovely sketch, indeed. Still, it's difficult to understand how Lady Moe could have been *enciente* without any of us being aware.

Moe: Misconceptions did it. Look at the photos of her selling War Bonds. Her condition is hidden by a tasseled skirt. Then there are the three photos that show her near a bicycle rack, lying on the runway and riding in a Jeep. One of you dubbed the first photo "tub-gut". True, by now she had cravings but that's her pregnancy showing. And, in the second photo, it was morning sickness that plopped her on the runway. Finally, it was a developing exhaustion that prompted her to seek chauffeurs for every destination.

96th: Holy Mo'gadishu! Did we get anything right?

Moe: Sure you did. But the worst error is in your second photo in the "She's a Big Girl Now" contrast. That photo, my friend, is not Lady Moe. It is a rare picture of her mate, my Grandfather, Jacques de Mo'paussant.

96th: No. It can't be. Even the guy who took it has identified it as Lady Moe on the back.

Moe: That's because, like the rest of you, he figured if there was a donkey in sight, it had to be Lady Moe. Here, compare it to my only surviving family photo. Both shots show Grandpa. There is a number 3 on mine. Note that my photo was taken at dusk. That's when Grandpa came a courtin'. And notice his body language. That's how most animals communicate, you know. Grandpa is much bigger than Grandma. In both photos he sees a 96er taking his picture and he is on guard. Ready to defend their trysting place.

96th: You can tell all that from body language?

Moe: Definitely. He expresses dominance by holding his head high. Most pictures of Grandma show that she let her head droop. And dominance reflects in his upright ears. He has a direct, fearless stare, stiff legs and piloerection.

96th: I beg your pardon!

Moe: That means raised hair. We're ready to fight when that happens.

96th: What else have you got?

Moe: Just two other sketches. One shows a recent regional family reunion. We played tag, tug-of-war, donkey basketball and ended the week with a cookout and religious services.

96th: Religious services?

Moe: Oh, yes. We believe that the family that brays together, stays together. Besides, we are quite Biblical and share in your Judeo-Christianity more than you would have reason to know.

96th: Really?

Moe: Yes, indeed. Did you ever realize that only two animals were given the power of human speech in the Bible – the serpent and the donkey. Check the Books of Zachariah and Numbers. Why we have Balaam's ass, the jawbone of an ass and wasn't it a donkey who witnessed Christ's birth, carried Moses out of Egypt and took Jesus into Jerusalem"

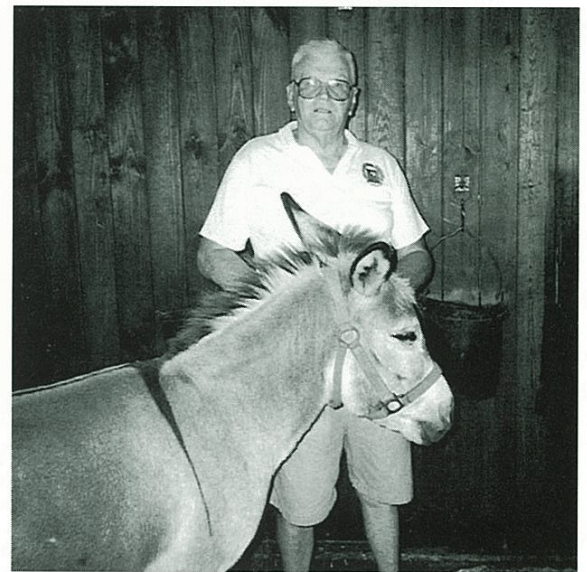
96th: Wow! I never thought of donkeys like that. What's the last sketch?

Moe: It shows my father and Peter Rabbit. After my mother, Mo'na died, daddy – whose name, by the way, was Mogen David de Mo'Paussant, moved into digs with Peter near the cabbage patch on old man MacGreggor's farm. I'd already come here by the time they batched it.

96th: Sir Moe, it has been a distinct pleasure. Thank you for your time.

Moe: The least I can do. Our family will always be grateful to the 96th. And I'm happy to help set the record straight. Incidentally, Grandma died because she was lonely and deaf. Most of her 96th friends had left, so she took more and more to visiting Grandpa and dad at MacGreggor's. But for over two years the roar of engines and the whine of generators had ruined her ears. She never heard that train coming. It was a good way to end a 96th legend.

96th: Amen to that.



Interviewer & Sir Moe; Note 96th logo. (Doherty)

"Lady Moe" Day—Thursday, October 26th

For Civilian Transport Animals in North Africa

Please Buy an Emblem



"Lady Moe" arriving at a U.S.A. Army Air Force Aerodrome, in England, August, 1943.

"Lady Moe," Donkey Mascot of the U.S.A. Army Air Forces, brought to England by an American Bomber Crew, asks you to help her Brothers and Sisters in North Africa.

CUT OUT THESE EMBLEMS

(SEE OTHER SIDE)

A Letter from "Lady Moe"

DEAR HUMANS,

October 26th is the anniversary of my first visit to London. I have been there twice, and had a lovely time on each occasion. I am still at the aerodrome and am very happy; the winter is over and there are flowers to eat. The grass is much better than what I used to have in North Africa. Sometimes I think of the poor animals there—overladen, lame, underfed, many with sores under their pack saddles. That is the sort of life I should have had if I had stayed there. You were very generous last year. Please help my brothers and sisters again now.

Yours lovingly,

"LADY MOE."



ANIMALS IN NORTH AFRICA
SOCIETY FOR THE PROTECTION OF ANIMALS IN NORTH AFRICA, W.1. (SEE OTHER SIDE)

Bon Point.

"LADY MOE"

Connaissez-vous cette petite ânesse? Elle s'appelle "Lady Moe."

Son histoire commence au mois d'août, 1943, au moment où un "Flying Fortress" (gros et puissant bombardier américain) atterrit sur le sol nord africain. Les hommes de l'équipage descendent de leur avion et regardent autour d'eux. Au-delà de l'étendue vaste de l'aérodrome il n'y a que le bled, désert si ce n'est quelques Arabes rentrant du marché voisin avec leurs ânes chargés de marchandise. Les aviateurs veulent acheter des fruits; et s'approchent des Arabes.



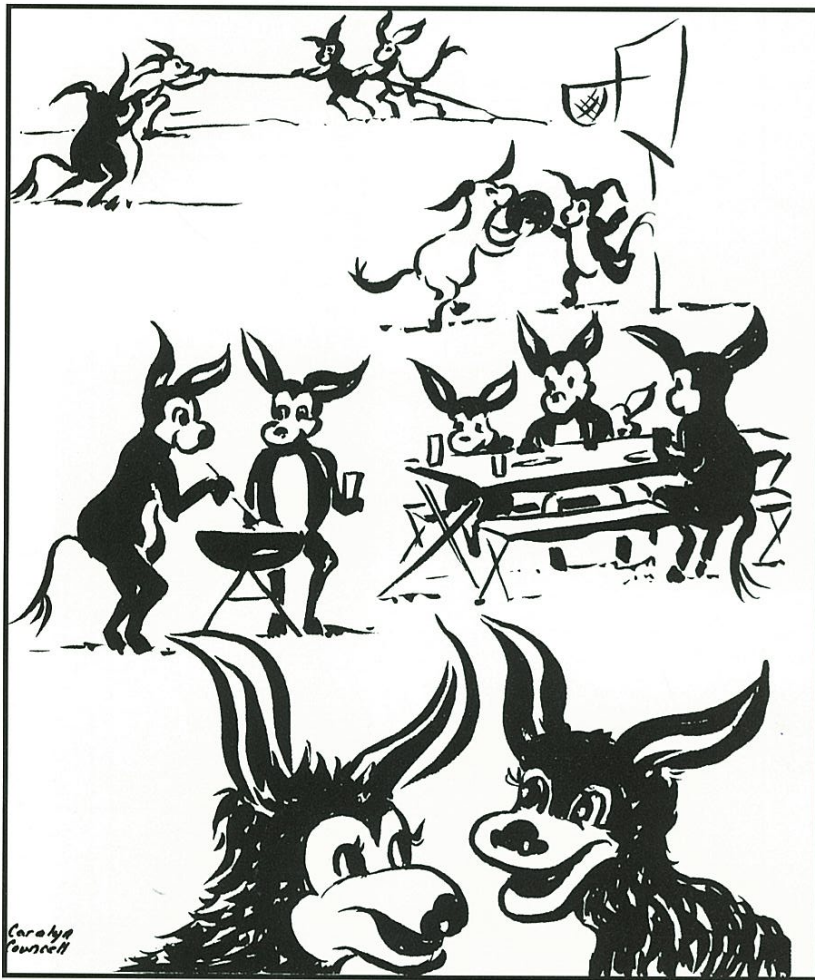
"Lady Moe" n'avait alors que cinq mois. Elle trottait à côté de sa mère, qui portait justement une charge de belles pêches. Lorsqu'elle vit les neuf hommes, vêtus d'une façon si étrange, et derrière eux cet appareil fantastique qui avait l'air de quelque oiseau géant, elle fut toute étonnée. Elle dressa ses belles grandes oreilles, releva plus haut ses petits sabots luisants, et fit quelques menues gambades.

— Qu'elle est mignonne!—s'écria un des aviateurs, si nous pouvions seulement l'emmener avec nous comme porte-bonheur!

— Tu perds donc la tête? dit un autre, tu oublies que nous devons bombarder des installations ennemies sur le retour? Comment nous y prendrons nous si l'appareil est encombré d'un animal?

Extracted from the newsletter of Fondons Hopitaux en Afrique du Nord; Palais des Sociétés Françaises, Tunis. (96th Archives)

These two rare clippings are part of the legacy bequeathed to our 96th Archives by Lady Moe's grandson.



Left: Lady Moe's descendants frolic at a regional family reunion in East Haddam, CT.

Right: Peter Rabbit and Mogen David de Mo'Paussant consider Mr. McGreggor's cabbage patch a virtual paradise.



SECTION V

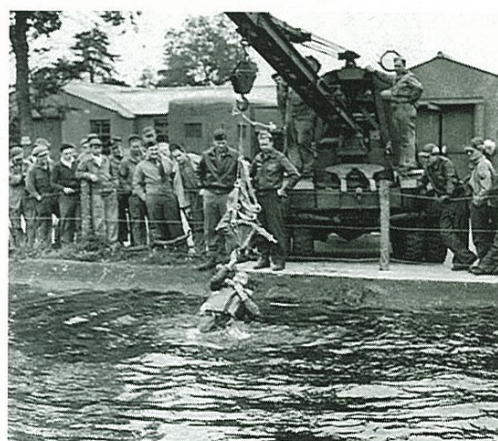
LIFE ON THE WING

LIFE ON THE WING – OPERATIONS

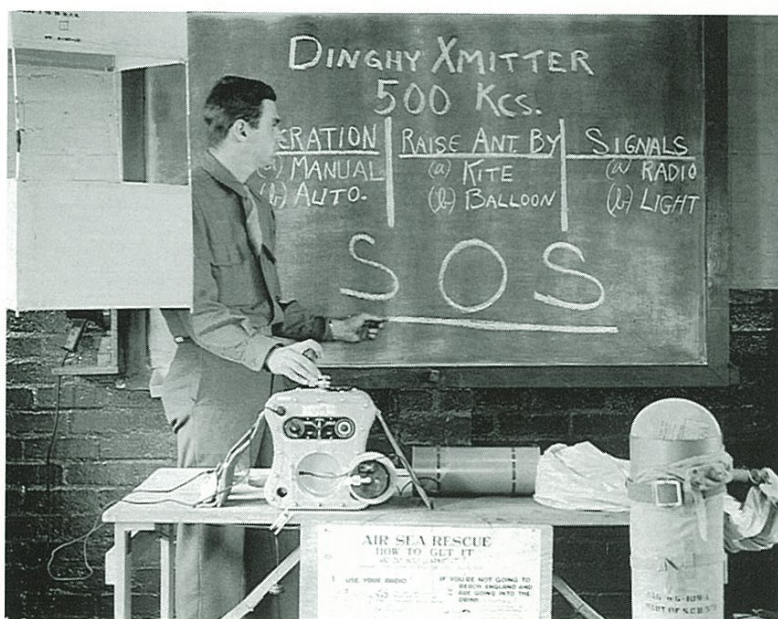
Training
GP. Navigator
GP. Bombardier
GP. Weather

Unit Equipment
Air-Sea Rescue
GP. Statistics
GP. Communications

GP. Radar
GP. Gunnery
Flying Control



DINGHY PRACTICE It's not exactly the inhospitable North Sea; however, take one emergency water supply tank, a truck-mounted crane from which a parachute harness is suspended, a dinghy, a volunteer airman and an audience, and things could get just a cold and uncomfortable; especially, in October when these pictures were taken. (Bradrick)



*"O, let the heavens
Give his defense against the elements
for I have lost him on a dangerous sea."
OTHELLO Act III Scene 3*

EMERGENCY EQUIPMENT SCHOOL

Left: Here the emergency radio equipment used with a dinghy is being demonstrated. To the right is the box-kite which serves to raise the signals so that they can be heard over a long distance. (Daniels & Kueppers)

*"Aid me with that store of power you have."
ALL'S WELL THAT ENDS WELL
Act V Scene 1*

GROUND SCHOOL

Almost prehistoric compared with the computerized flight simulators used by today's pilots for their B-1 aircraft, this wooden construction link trainer was the state of the art in 1944. Here a pilot prepares to close the hood for a stint of instrument flying. Equipped with a B-17 control yoke and two adjustable lights for instrument panel illumination, the pilot faces the test. (Daniels & Kueppers)

*"Nay, then he should be blind; and being blind
how could he see his way?"*

TWO GENTLEMEN OF VERONA Act II Scene 4



COMMUNICATIONS

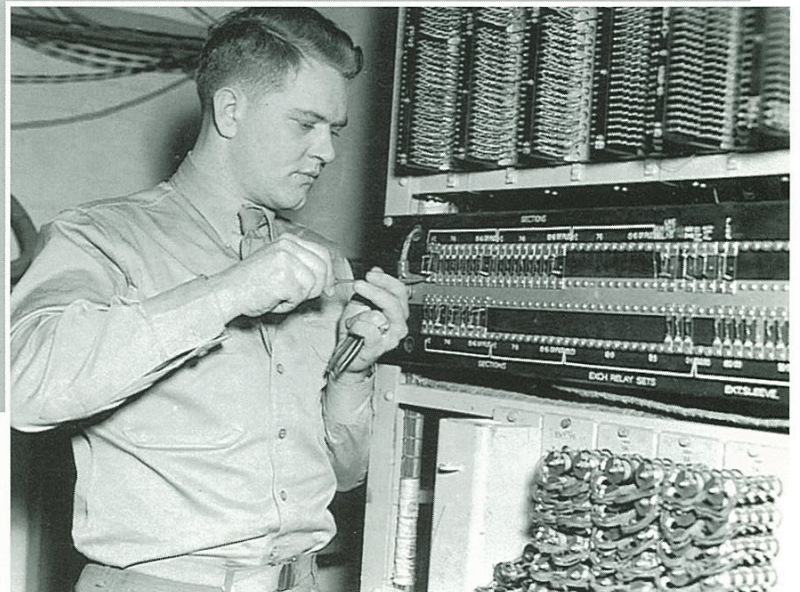
Left: A telephone operator at work on the base telephone exchange. Top left of picture is a list of various numbers sections within the group including Squadron, 45th Combat Wing. The operator appears to be well equipped for a slack period and time for a smoke; note the pipe, tobacco pouch and box of Independence Safety Matches. (Daniels & Kueppers)

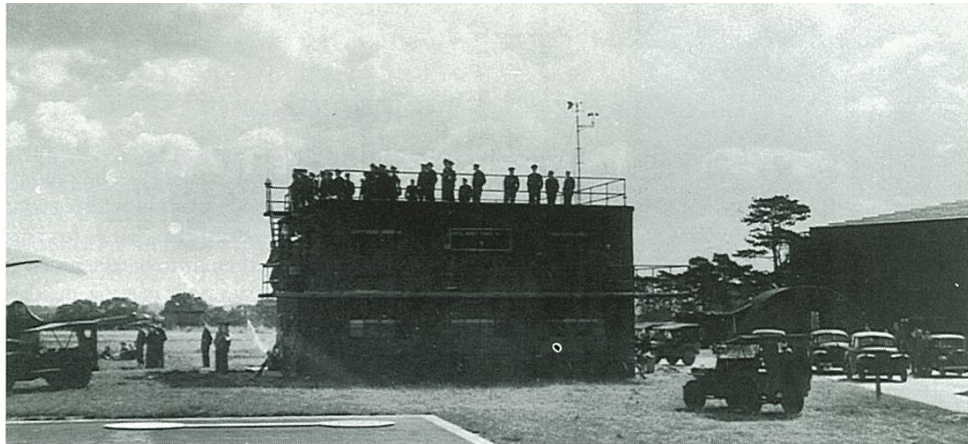
*"I will weary you then no longer
with idle talking.
Know of me then, for now I speak
to some purpose."*

AS YOU LIKE IT Act V Scene 2

Right: Communications technician working on the telephone exchange equipment. (Daniels & Kueppers)

*"I had a thing to say,
But I will fit it with some better time."*
KING JOHN Act III Scene 3





CONTROL TOWER

*"The eastern tower
Whose height commands as
subject all the vale."
TROILUS AND CRESSIDA
Act I Scene 2*

Above: This early picture of the tower seems to have been taken from the waist window of a passing aircraft. The tip of the wing is just visible in the left of the photo. Aircraft are probably returning from a mission as indicated by the men on the roof and the parked Jeeps and Staff Cars. To the right of the photo is one of the T-2 hangars. (Ward)

Right: Built during the construction of Snetterton's airfield in 1942-43, the control tower was of standard design. Originally a two-storey concrete and brick edifice with a flat roof and a balcony, the building housed flying control, weather and signal officers. Later, most towers had a glass-sided watch office erected on the flat roof. Snetterton's tower became unique when the watch office was constructed on ten foot high stilts so as to provide better vision to the southwest of the field where the land slightly dipped away. The building to the rear of the tower housed the firefighters. (Christenbury)



FLYING CONTROL

Flying Control was an essential function in the daily ops of any airfield. Both visual and radio contact had to be maintained during take-offs and landings — especially when planes were being dispatched to a target or when they were returning from one.

Below: A sergeant makes radio contact with aircraft on the field by a hand-held microphone. He is working from the "glasshouse" on top of the tower. Note the layout of the airfield plan in front. (96th Archives)

Above: Located at the take-off-and-landing-end of the runway, was a runway control trailer. For high visibility, it was painted white and black in checkerboard design. It provided closer control for take-offs and landings. Here, a controller prepares to shoot a standard flare Very pistol through a hatch in the plexiglass dome of the control vehicle. (96th Archives)

*"Courageously and with a free desire
Attending but the signal to begin."
RICHARD II Act I Scene 3*



THE AIRCRAFT

It may be difficult for some to understand how men have come to look fondly upon such inanimate objects as aircraft. They appear as just mechanical metal objects – capable yes, of performing the miracle of flight through man’s understanding and skills; but without soul. To the wartime flyer it was a different story. Men have spoken in many ways about a particular plane – love – respect – hate – fear and indifference. For those crews who came over as “originals” with the 96th, they brought their aircraft with them into battle, much as cavalymen of old brought their horses. These aircraft were individuals, with personalized names and artwork, symbolic of crew identity. There were representations of cartoon characters, pin ups, wives, sweethearts and children’s names, hometowns, and those names which were symbolic of good luck and safe return. For crews which came in later, initially their identification was less marked toward any one



Above: Taxiing out for one of the very first missions by the 96th in May 1943, the aircraft carry no squadron or group insignia. The plane in the foreground is 42-3318, “SHACK RABBIT II”, 337th Squadron. This aircraft was listed MIA 23 August 1943 on a mission to the Luftwaffe airfield at Kerlin Bastard, France. This picture was taken at Grafton Underwood, the Group’s first base in England. (Ford)

“We’ll have no bastards live.”
I HENRY VI Act V Scene 4

Right: “Sweatin’ em In.” This scene gives an idea of the variety of emergency equipment used for any plane which became stuck off the concrete. The tracked trolleys could take weight over muddy ground. In the background the fire section stands by. In the distance is the checkered control cabin. (Helminski)

“Is he come home yet?”
A MIDSUMMER NIGHT’S DREAM
Act IV Scene 2



who cared for these planes. To many a crewchief a particular ship was “his baby” and woe betide a “rookie” crew which brought it back in anything less than good shape. These ground crews became proud of records for good maintenance, lack of aborts and the mounting tally of bomb symbols on the noses of their aircraft, taking them toward mission records. One can only imagine the feelings of a ground crew who had worked throughout the night in horrible weather to ready a particular “old faithful” time after time, only to see the last ship return after a mission and realize that theirs would not be coming back.

As with anything in life there were the good and the bad. Some planes would never appear just right, nothing that anyone could put a finger on, but, if anything had to go wrong it would be with that aircraft. There were the steady old ships which would plod on mission after mission, giving confidence to its crews; and there were those which came back no matter how beat up they were.

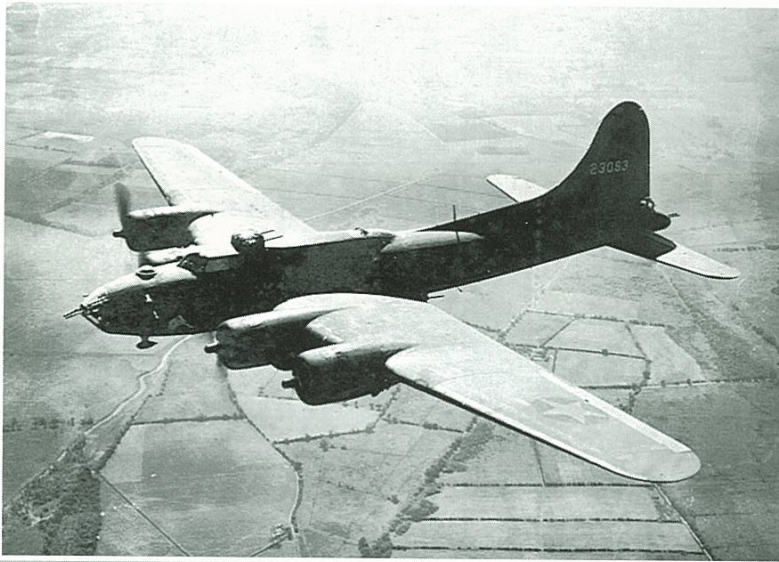
In this section we have put together a selection of photographs of individual aircraft, their nose art, and give some insight to their achievements and fate while serving with the 96th.

42-29945 DAISY JUNE II

Right: 42-29945 DAISY JUNE II, seen on a training flight over England in early summer 1943. DAISY JUNE was so named after the Clem Kadiddlehoffer character in the famous Red Skelton radio show, by its Pilot Capt. Lambert and crew. The aircraft carries no Group or Squadron markings. This aircraft was transferred to the 92nd Bomb Group in July 1943 and went MIA on 12 August 1943 when the 92nd attacked targets of opportunity over Germany. DAISY JUNE was one of a number of original 96th Bomb Group aircraft which were transferred to First Division groups when they were replaced by B-17s with long range "Tokio" tanks. (Mufic)



*"Thy humble servant vows obedience
And humble service till the point of death."*
I HENRY VI Act III Scene 1



Above: Innovative bombardier, Rocco Astrologo.

*"Bestow your needful counsel
to our business
Which craves the instant use."*
KING LEAR Act II Scene 1

MODIFICATION. Early combat soon proved that the model B-17F was vulnerable to head on attacks by enemy aircraft. Lead Bombardier Rocco Astrologo, of the 413th Squadron, was quick to rectify this in his own way when he 'modified' the forward armament of his B-17F, 42-3093, 'Nobody's Darling' by installing a pair of 50 cal guns which were normally installed in the tail gun position. This aircraft, one of the Group's originals was soon transferred to the 1st Bomb Wing's 351st BG in July 1943. Later while with the 351st it crash landed at Burnham-on-Sea on 31 December 1943. (Astrologo)

*"We put a sting in him
That at his will he may
do danger with."*
JULIUS CESAR Act II Scene 1

EARLY DAYS

Below: 42-29945, DAISY JUNE and 42-29775, GAY CABELLEROS of the 339th are on a low-level practice flight over East Anglia in June 1943. Both were transferred to the 1st Bombardment Wing the following month. A/C 945 went MIA from the 92nd BG 21 August. A/C 755 went to the 379th BG. Note that DAISY JUNE has an enclosed radio room hatch while GAY CABELLEROS has the open type. (Montello)



*"- when vantage like a pair of twins appeared
both as the same, or rather our the elder,
The breeze was up and on her like a cow in June
hoists, sails and flies."*
ANTHONY AND CLEOPATRA Act III Scene 10

FORMATIONS

Right: A very early formation shot of some of the original B-17Fs just after their arrival in England. Apart from the national insignia, no group or squadron markings have yet been applied. The aircraft in the foreground is 42-9981, "Hell Lena" flown by Lt. Bill Burdick and crew. Hell Lena's stay with the 96th would not be for long, as she was to be one of several 96th aircraft transferred to duties with the First Bombardment Wing, joining the 92nd Bomb Group on 23 July 1943. Only three days later "Hell Lena" was listed MIA when she ditched in the North Sea off Sheringham, Norfolk. All crew were rescued. (Frank Mufic)

*"They flock together in consent,
like so many wild geese."*

HENRY IV Act V Scene 1



Above: While a fuel tanker "tops-off" the gas, a ground crew continues maintenance on Lt. Richard Jerger's BIG DICK. A passing rain storm has puddled the concrete hardstands. (Mufic)

"Long live Richard —"

RICHARD III Act III Scene 7

EVER-PRESENT CRITIC

Right: The 96th Group Commander, Colonel Archie Old would often monitor the pilots' ability to keep tight formations from his own P-47. (Mufic)

*"Not an eye that sees you but that is a physician,
To comment on your malady."*

TWO GENTLEMEN OF VERONA Act II Scene 1





OVER THE ALPS

Left: After high drama and tension over Regensburg on August 17th 1943, the 96th Bomb Group then flew on to North Africa for what was to become the famous Regensburg/North Africa shuttle mission. Their route south took them over The Alps bordering neutral Switzerland, where their tension probably eased and formations became a little more relaxed. This picture, which went on to inspire Frank Berisford's famous painting, shows the 413th Squadron's 42-30130 Klap Trap II and 42-30372 Shack Rabbit III flying over the majestic mountain range.

It will be noticed that Group markings had not yet been standardized; there are no Squadron codes or aircraft letters applied and 130 does not carry the square C on the wing, although 372 appears to have the square painted on but no Group letter. (96th Archives)

*"Such a deal of wonder is broken out within this hour
That ballad makers cannot be able to express it."
A WINTER'S TALE Act V Scene 2*

LINE UP IN NORTH AFRICA

Right: 96th aircraft line up at Telergma, North Africa after the famous Regensburg 'shuttle' mission of 17th August 1943. From left to right are 42-3442 HELL'S CHARIOT; 338th Squadron, SUZANNE Squadron unknown, and 42-3322 FULL HOUSE, 339th Squadron. Fuel drums litter the area which bear witness to the lack of proper fueling facilities. (Bailey)



*"Desert - uninhabitable and almost inaccessible."
THE TEMPEST Act II Scene 1*



WACKY WOODY DOES NORWAY

Left: With the stark beauty of Norway's fjords and mountains below, the 337th Squadron's 42-39856 WACKY WOODY heads for the world's largest hydroelectric station at Rjukan, Norway, which was the target for the Group on 16 November 1943. WACKY WOODY survived for many missions after this before being shot down by flak over Holland on 8 April 1944. (Mufic)

*"All unwarily
Devoured by the unexpected flood."
KING JOHN Act V Scene 7*

FOURTEEN DOWN - NINE TO GO

Right: The crew looks on as Lt. Rowland Jones, 338th Squadron paints on bomb symbol number fourteen. Undoubtedly relieved that number thirteen has passed, Jones and his crew went on to complete their twenty five successfully. Their aircraft, 42-3552, FLYIN GINNY did not survive and was lost on 29 January 1944 over Munster while in the charge of another crew. (Hester)

"Fill up the measure."
KING JOHN Act II Scene 1



BOMBS AWAY

Left: Forty 500 pound bombs can be seen tumbling from the bomb bays over a cloud covered target. All the aircraft in the picture are B-17Fs which would likely date the raid to the latter months of 1943. The three foremost aircraft in the picture are, left to right 42-30363, 338th Squadron, RUTH L III, which later became an 'Aphrodite' drone; 42-30188, 413th Squadron, TEMPTATION, salvaged 25 February 1944; 42-5885, 337th Squadron, KIPLINGS ERROR III, missing in action on 11 April 1944. (Mufic)

*"We from the west shall send destruction
Into this city's bosom."*
KING JOHN Act II Scene 1

BLACK HEART III

Right: On November 26th 1943 the Group were making an attack on Bremen, when German flak caught the 339th Squadron's 42-30854, BLACK HEART II. A shell tore off most of the tail section and in this photograph BLACK HEART can be seen in her final death plunge from 25,000 feet. Falling way beneath the formation it appears the tail has broken away and is some distance behind the aircraft. Pilot Lt. John K. Phelps and six of her crew were killed.

Three days later the Group again visited Bremen losing 4 more aircraft which brought the month's loss to 6 aircraft; all from the three missions to that infamous target. (Hartman)

*"His tail that, like a falling plume,
cool shadow to his melting buttocks lent."*
VENUS AND ADONIS 1. 314





CASUALTIES AND SURVIVORS

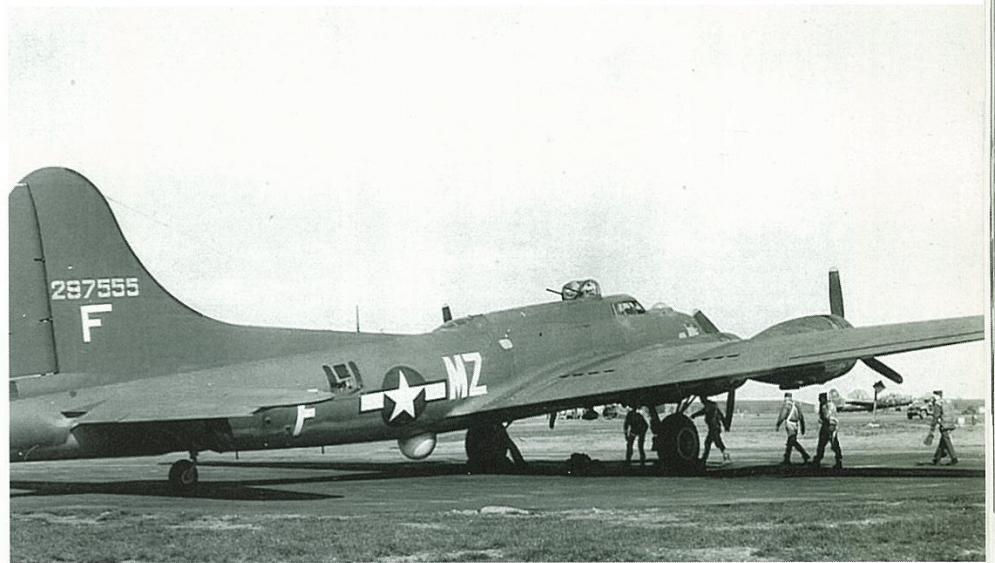
Left: Taken in late January 1944, the mixed fortunes of these four stalwarts of the 96th would not have been realized. Two of the aircraft would survive combat and two would become MIA within a matter of days.

Top aircraft 42-239841 was MIA 25 February 1944 with a 452nd BG crew on a mission to Regensburg. Nearest to camera 42-39814, MIA 21 February's mission to Brunswick. The aircraft in the lead 42-30659 was salvaged as "war weary" on 26 May 1945 and the middle aircraft 42-3519 PEE WEE II was transferred to the RAF on 26 March 1945. (Mufic)

"The slings and arrows of outrageous fortune."
 HAMLET Act III Scene 1

PATHFINDER

Right: This aircraft of the 413th squadron is a PFF with H2X radar installed. The radar scanner is fitted in place of the ball turret and is semi-retractable. It was early in 1944 when the 413th took over the pathfinder duties for the Third Air Division. Normal procedure for each PFF aircraft was to take off in the early hours and fly to its designated group's airfield to provide their PFF lead for the mission. To avoid confusion of the group identity during these missions, many 413th pathfinders did not have 96th Group square C on tail or wing surfaces, although squadron code - MZ and aircraft letter were still used. The aircraft in this picture, 42-29555, was lost on 28 July 1944, while on PFF duties with the 100th Bomb Group to oil installations at Mersburg Leuna, Germany. (96th Archives)



"What well appointed leader fronts us here?"
 II HENRY IV Act II Scene 1



THE CHARACTER

Left: On the Brunswick mission, 10 February 1944, 42-40016, QJ-H, THE CHARACTER of the 339th Squadron, came under heavy fighter attack and received several 20mm cannon hits. The Bombardier, Lt. Doug Leeper was killed and Navigator Ken McVittie injured. This picture, taken at Woodbridge after pilot Lt. Chris Wunnenburg made an emergency landing, shows extensive damage to the right horizontal stabilizer. A near miss for tail gunner Sgt. Sherman Small. (Bennett)

"I paint him in the character."
 CORIOLANUS Act V Scene 4

Right: 1/Lt. Paul Herring's THE IRON ASS lost most of it over Brunswick 21 Feb. '44. (Doherty)

*"Keep you in the rear of your affection
Out of the shot and danger —."*
HAMLET Act I Scene 3



DEAR MOM

Below: Although not clearly evident in this picture, 42-3556, BX-L, 338th Squadron, received a direct hit in the bomb bay while over the Pas de Calais on 13 February, 1944. Fortunately the bomb load did not explode, although radio man T/Sgt. Winston Collier was mortally wounded. Pilot, Lt. Lee Bevers, brought the aircraft back to England where three crew bailed out over Kent. With a badly wounded gunner aboard, Bevers decided to attempt a landing at RAF West Malling. Much is owed to the skill of the pilot after a successful landing when engineering personnel were amazed that the aircraft had withstood the structural damage it had received. RAF personnel gather to inspect the damaged bomb bay while crew members retrieve their equipment from the nose hatch. (Mufic)



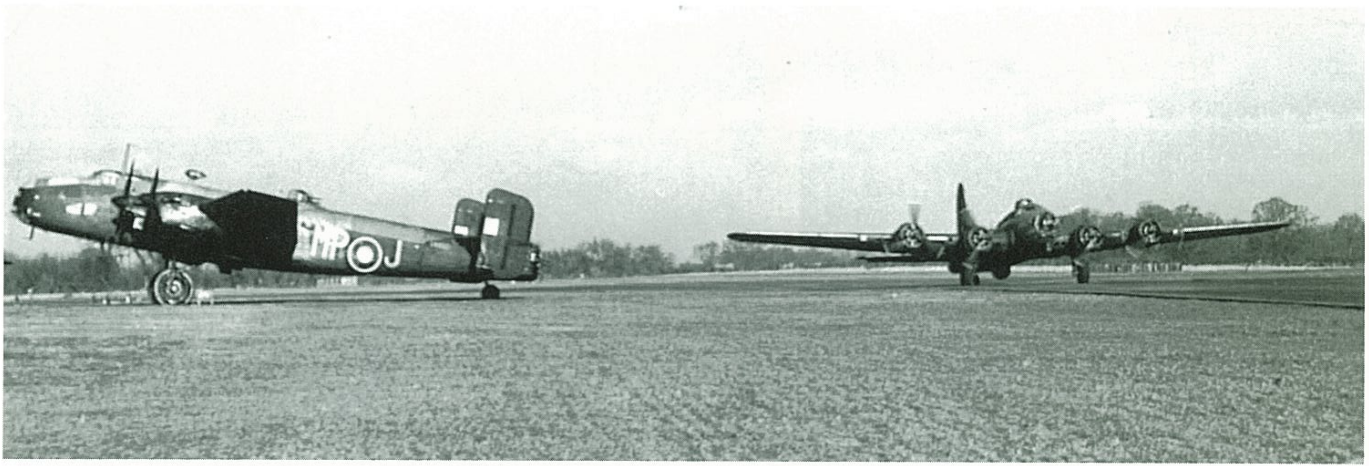
*"He that is thy friend indeed
He will help thee in thy need:
If thou sorrow, he will weep;
If thou wake, he cannot sleep;
thus of every grief in heart
He with thee doth bear a part.
These are certain signs to know
faithful friend from flattering foe."*
THE PASSIONATE PILGRIM 1.423

HOME FROM REGENSBURG

Right: This happy crewman removing his flying gear on return from the infamous target at Regensburg on 25 February 1944, is T/Sgt. James Houseman from Lt. Victor Wolfkill's 338th Squadron crew. Not so lucky on this day were the crews of Lt. Robert Lindstrom, 339th, and Lt. George Smiley, 413th who were MIA on the mission. (Topor)

"He hath indeed a good outward happiness."
MUCHADO ABOUT NOTHING
Act II Scene 3





BROTHERS IN ARMS

Above: A visiting RAF Bomber Command 'Halifax' sits on the grass beside one of Snetterton's runways as a B-17 from the Group starts its take off run. It is possible the Halifax made a landing at Snetterton on return from a night raid on Germany. There appears to be a working platform against one of the starboard engines which is probably being worked on. The picture gives indication of the combined effort of 'round the clock' bombing on German targets. (Mufic)

"A German clock;
Still repairing; ever out of frame."
LOVE'S LABOUR'S LOST Act III Scene 1

Below: Quite what the significance of the amusement shown by this informal British 'guard of honour' toward the 96th BG Officer emerging from the door of 42-31106 GOERING'S NIGHTMARE is not known, unless of course it gives added weight to the Reichmarshal's misconceived theory which is painted on their own Lancaster. (Daniels & Kueppers)

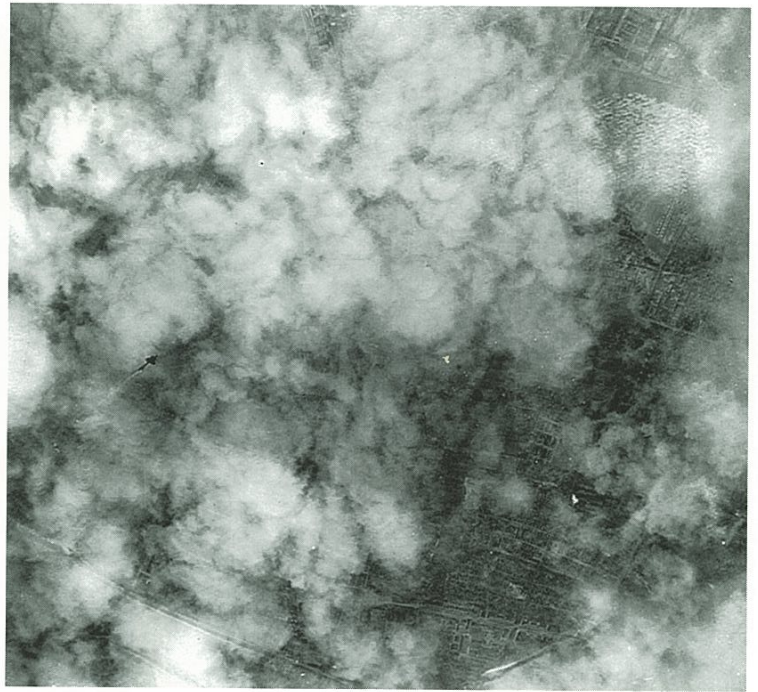


RETRIBUTION

Above: Two Officers study the impressive mission tally of this RAF Lancaster, which carries Goering's infamous boast - "No enemy plane will fly over the Reich territory." The enormous capacity of the Lancaster bomb-bay can be appreciated by the sheer size of the bomb-bay doors. (Daniels & Kueppers)

"Who know himself a braggart
Let him fear for this, for it will come to pass
that every braggart will be found an ass."
ALL'S WELL THAT ENDS WELL Act IV Scene 3

"I have dreamed of bloody turbulence
And this whole night
hath nothing been but shapes and forms
of slaughter."
TROILUS AND CRESSIDA Act V Scene 3



DEATH OF A LADY

Above: On 22 March 1944, twenty-two aircraft were dispatched to bomb Oranienburg's aviation industry. The Group lost one aircraft - 337th Squadron's 42-6099, WINNIE C. It was most unfortunate and unusual that this aircraft was not lost to direct enemy action, but to an M47-A1 incendiary bomb, dropped from a friendly aircraft flying in the formation above. In this picture 099 can be seen falling below the formation with a large part of the horizontal stabilizer missing. (Mufic)

Above: Barely visible at center left of picture, WINNIE C goes inverted before entering clouds in her final death plunge; taking with her, her pilot Lt. Nathan Young and five crewmen. (Mufic)

"O pity, pity, gentle heaven, pity!"

III HENERY IV Act II Scene 5

Oberon: "Tis thy negligence; still thou makest
or else commit' st the knaveries willingly."

Puck: "Believe me, king of shadows, I mistook."

A MIDSUMMER NIGHT'S DREAM Act III Scene 2



WOUNDED IN ACTION

Below: T/Sgt. John Mackaben is lowered gently on to a stretcher as anxious members of Lt. Sterler's crew and others gather round. Mackaben received his wounds on 23 March 1944 on a mission to Brunswick. (Chepurko)

"But I am faint, my gashes cry for help."

MACBETH Act I Scene 2

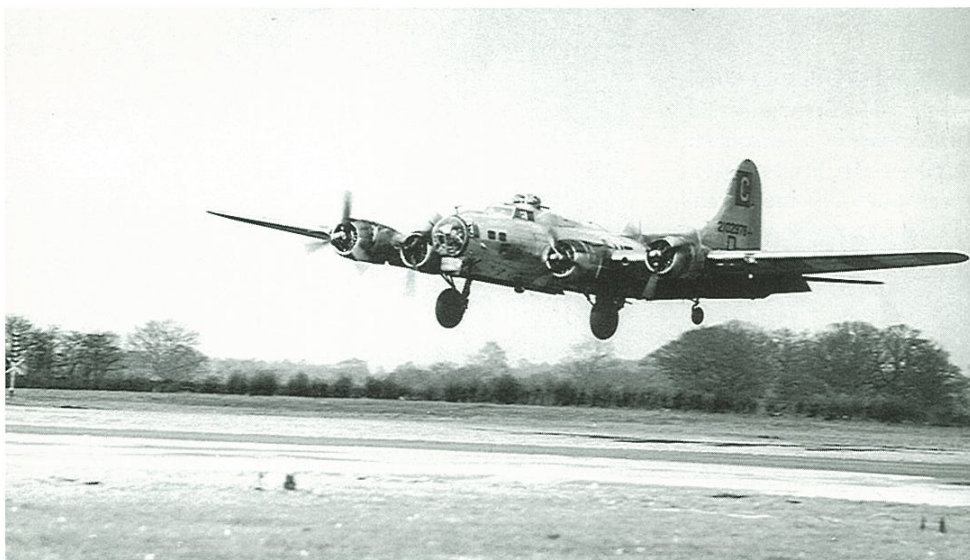


BIRD STRIKE

Above: The crew of Lt. Lee Bevers, display the remains of a bird removed from an engine cowling of their aircraft VERA MAE. The bird strike was the result of a very low level return from Brunswick, 23 March 1944, after the aircraft sustained damage from enemy fighters and could not stay with the formation. The wing feathers held by Lt. John Telefsen, Navigator, lying in front of the crew, are still in existence today and are on display in the 96th BG Memorial Museum. (Daniels & Kueppers)

*"The bird is dead
that we have made so much of."*

CYMBALINE Act IV Scene 2



SAFELY HOME

The 493rd Squadron's 42-102978, MZ-D, returns to Snetterton's main runway in the spring of 1944. Later, on July 9th, this A/C was totaled in a landing accident. (96th Archives)

"A victory is twice itself when the retriever
Brings home full numbers."
MUCHADO ABOUT NOTHING
Act I Scene 1

MICKEY PICTURES

Below: During March 1944 the 413th Squadron was designated as the PFF Squadron for the 3rd Air Division, 8th Air Force. Aircraft were converted with H2X ground scanning radar units, commonly known throughout the Air Force as "Mickey". The images produced by this radar gave a black and white indication of ground and water, and built up areas could be identified by varying intensity of the image produced. The ranges of the radar could be varied between 90 and 2 miles, depending on the requirements for navigational or target identification.

The two pictures show the radar used at its extreme range covering the English Channel at a height of 18,000 feet, clearly showing the outline of the English coastline, and the North German coastline taken from 25,000 feet showing the southern tip of Denmark. The position of the aircraft is within the bright centre spot.

Both photographs were taken during May 1944. (McFann)

"Even like a stone image, cold and numb."
TITUS ANDRONICUS Act III Scene 1

96TH BOMBARDMENT GROUP (H), USAAF
100TH MISSION ANNIVERSARY DINNER
SATURDAY, 1 APRIL, 1944

GUESTS OF HONOR

AIR CHIEF MARSHALL	SIR ARTHUR T. HARRIS	KGB, OBE, AFC-OC BOMBER COMMAND.
LT. GENERAL	CARL SPAATZ	COM. GEN. USSTAF.
LT. GENERAL	JAMES H. DOOLITTLE	COM. GEN. VIII A.F.
MAJ. GENERAL	FRANK L. ANDERSON	DEP. COM. FOR OPS. USSTAF.
MAJ. GENERAL	CURTIS E. LEMAY	COM. GEN. 3RD B.D.
BRIG. GENERAL	CHARLES P. CABELL	COM. GEN. 45TH C.W.
BRIG. GENERAL	AUGUST W. KISSNER	CHIEF OF STAFF 3RD B.D.
COLONEL	ARCHIE J. OLD	CHIEF OF STAFF 46TH C.W.

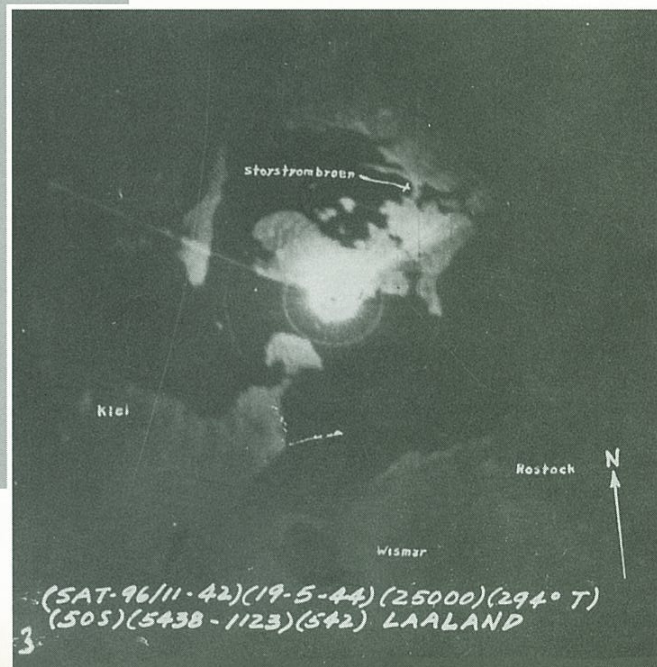
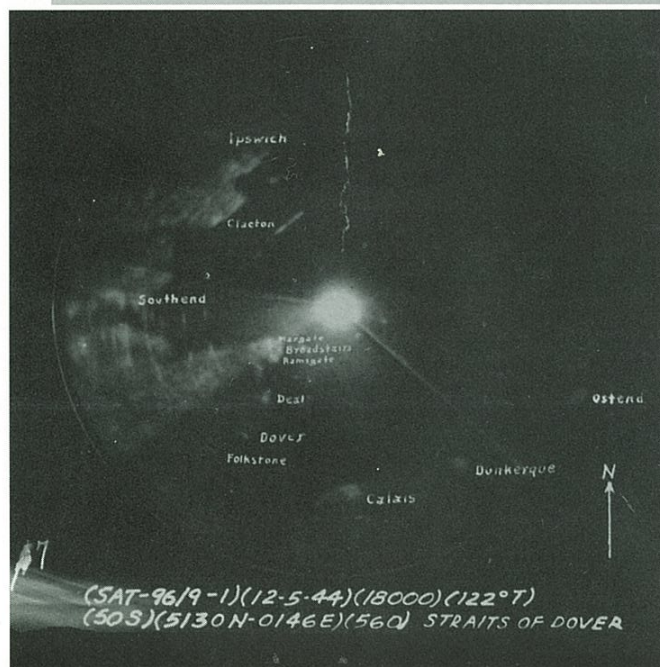
PROGRAM

1630 RECEPTION AT 45TH COMBAT WING HEADQUARTERS.
1730 DINNER AT OFFICER'S MESS.
1830 AWARDS AND SPEECHES.
1900 AWARDS AND SPEECHES AT ENLISTED MEN'S COMBAT
CREW MESS HALL.
1930 AWARDS AND SPEECHES AT ENLISTED MEN'S MESS HALL.
2000 DANCE AT OFFICER'S CLUB.

FINIS

Program for the 100th Mission party. (Doherty)

"I'll end my exhortation after dinner."
THE MERCHANT OF VENICE Act I Scene 1



FLAK DAMAGE

Right: The effect of a near flak burst on the 339th's 43-37683, ROUND TRIP TICKET is graphically depicted by Bombardier, Lt. Mayer Taylor who has his head through a hole made by a flak splinter. Standing to the left is Lt. Lyman Barkalow, pilot, and right is Navigator, Lt. Tom Eldor. Both Taylor and Eldor were unhurt by the flak and both retained large pieces as souvenirs. Lt. Barkalow was promoted to Captain and was later killed in action with the 96th. (Hester)

"What" hast thou smutch'd thy nose?"
A WINTER'S TALE Act I Scene 2



MISTAKEN IDENTITY

Left: Definitely a state of confusion exists with the B-17 in the foreground. 42-97262, QJ-F, SILVER SLIPPER, carries all the appropriate markings of the 339th Squadron, and Group, except for the Square H of the 388th BG on the right wing. This probably came as a result of a damaged outer wing panel being replaced with whatever could be obtained at the time, i.e. a second-hand 388th panel from a crash dump. SILVER SLIPPER was MIA 29 July 1944, on a mission to synthetic oil refineries at Leuna/Mersberg. Lt. Colflesh and crew were all killed. Aircraft in the background is 42-102686 - destroyed by enemy bombing at Poltava, Russia, 21 August 1944. (Ward)

"And patches will I get unto these cudgell'd scars — "
HENRY V Act V Scene 1



Right: Gene Atkinson poses with Russian guard.
Below: Jim Carpenter poses next to Carl Schram's #781.
(Photos from Ward, Carpenter and Barton)

FRANTIC II MISSION 6-21-44

Left: This was the Groups second shuttle raid. This time they landed in Poltava, Ukraine. It was disastrous. The Luftwaffe caught the 45th Combat Wing undispersed. Of the 96th's 21 planes, only two flew home. Nineteen crews were stranded for days until the ATC came to the rescue. Pilot Ray Estle and his co-pilot Joe Lukachek were killed.



*"You are transported by calamity
Thither where more attends you."*
CORIOLANUS Act I Scene 1





Above: Radio op Clarence Mills and gunner "Red" McLaughlin of Herschel Anderson's crew face camera amid stranded Americans. (Anderson)

Left: Russian women are KPs to stranded 96ers. (Doherty)

Below: Note the date on Roy Lewis' ATC ticket from Tehran to England. It is 10 days since he left. (Anderson)

"We'll digest thy abuse of distance."
HENRY V Act II Prologue



ATC FT41

2207

ARMY AIR FORCES
AIR TRANSPORT COMMAND
TICKET

327081

Pursuant to provisions of existing regulations, the following named individual is authorized to travel on aircraft operated for, by or under the control of the Air Transport Command between stations shown hereon, and shall be subject to all established rules and regulations. Deviations from the normal course of travel to accomplish official business will be honored only when such deviations are noted hereon.

SECRET COMMANDING GENERAL
AIR TRANSPORT COMMAND

Priority Identification No.

APR-1-AAF

LEWIS
Passenger's Name (Print)

T/SGT
Grade or Title

Serial Number

AAF
Arm. Service or Organization

Weight of Passenger 145 No. Pieces of Baggage — Baggage Weight: Authorized — Actual —

FROM TEHRAN TO U.K.
GOOD FOR ONE-WAY PASSAGE

Via — Via — Via —
Via — Via — Via —

Issued By (Signature) Station CAIRO Grade Date Issued 6/30/44 Organization

This ticket will be surrendered upon arrival at final A. T. C. destination. 808109
NOTE: FORM WILL BE PREPARED IN INDELIBLE PENCIL, INK OR TYPEWRITER

On 22 June 1944 a force of 25 B-17s from the 96th attacked oil storage facilities at Gennevilliers, a suburban area of Paris. The raid was a success and major damage was inflicted on the target. At the time the French population were under the impression that the raid was carried out by the RAF. Unfortunately, 2 crews failed to return having been shot down by Paris' infamous flak. They were the crews of Lt. George Martin in aircraft 42-97524, 413th Squadron and Lt. Jay Horne, in 42-102552, 339th Squadron. There were only four survivors. From later French records it was reported that 12 citizens died and 50 were injured. From the municipal archives of Gennevilliers we received these dramatic pictures of the raid.



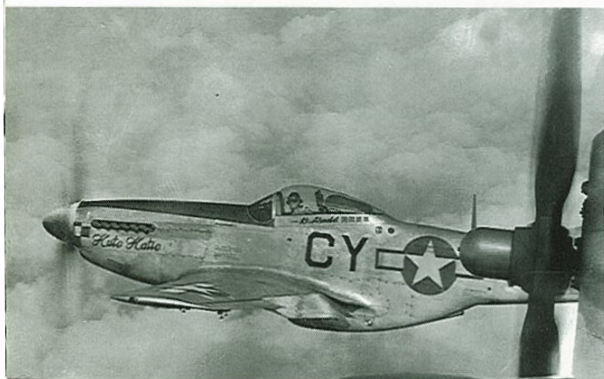
Above: A huge column of black oily smoke covers the district of Asnieres-sur-Seine to the southwest of Gennevilliers. This smoke hung over the Northern suburbs of Paris for over a day. The picture was taken through a window of the Town Hall of Asnieres-sur-Seine. (Rene Psarolis)

*"As smoke vanisheth from Aetna, that in air consumes
Or that which from discharged cannon fumes."
THE RAPE OF LUCRECE Act I 1042*



Above: Flames and smoke rise from the oil tanks just after the Group had left the target. One must appreciate the bravery of the Frenchman who risked his life obtaining these shots. (Rene Psarolis)

*"What is it then to me if impious war
Array'd in flames like to the prince of fiends
Do, with his smirch'd complexion all fell feats
Enlink'd to waste and desolation."
HENRY V Act III Scene 1*



LITTLE FRIEND

Above: Returning home from a mission a B-17 from the 96th gets close escort from Lt. Arnold of the 343rd Squadron, 55th Fighter Group. Lt. Arnold's aircraft KUTE KATIE has jettisoned the drop tanks from its wings; note the attachments. Arnold has registered four enemy aircraft destroyed indicated by the symbols behind his name below the cockpit. (Mufic)

*"Your friends are up and buckle
on their armour."
RICHARD III Act V Scene 3*

5 GRAND

Below: Boeing's much autographed 5,000th Seattle built B-17, 5 GRAND was allocated to the 338th Squadron, completing 78 missions before returning to the USA where she was eventually scrapped at Kingman, Arizona. The aircraft is seen here at 1 SAD, Honington where she made a rather ignominious start to her career with the 96th after suffering an undercarriage failure resulting in a forced landing before entering combat. The aircraft is back on its wheels and being inspected by mechanics. In attendance is a mobile workshop from 1 SAD/ It can be seen that almost every available surface was subjected to the Boeing worker's "graffiti." (R. Zorn)

*"Writ o' both sides the leaf, margent and all."
LOVE'S LABOUR'S LOST Act V Scene 2*





NAKED LADIES AND PAINTED HUSSIES

From February 1944 onwards, the introduction of new B-17s in natural metal finish became standard in the 8th Air Force. Here a mixed formation of olive drab and natural metal '17s fly over broken cloud en route to a target. The aircraft pictured are, in the lead element left to right, 42-3442 HELLS'S CHARIOT, BX-O, 338th Squadron; 42-32006, DURATION PLUS, QJ-V, 339th Squadron; 42-97262, QJ-F; 339th Squadron. In the lower element, left to right are, 42-102641, QJ-K, 339th Squadron; 42-97300, QJ-X, 339th Squadron; 42-31140, QJ-T, 339th Squadron. Note: 006 DURATION PLUS has no group marking on tail surface. (96th Archives)

*"Blush for shame;
for your own ladies and pale-visaged maids
Like amazons come tripping after drums,
Their thimbles into armed gauntlets change,
Their needles to lances, and their gentle hearts
To fierce and bloody inclination."*
KING JOHN Act V Scene 2



Left: The peak of Mont Blanc in the French Alps rises majestically above the clouds to greet the 96th planes as they head toward southern France on 14 July 1944. This was one of the code-named "Cadillac" missions designed to drop arms and supplies to the French Resistance. To the left is A/C 43-3775, OH HARD LUCK, QJ-E of the 339th. Eventually it was returned to the USA to be scrapped at Kingman, Arizona. (Bailey)

"The frozen ridges of The Alps."
RICHARD II Act I Scene 1

Right: Pathfinder 42-97680-MZ-G, 413th keeps watch over the Alps with radome extended. (Bailey)

*"I have watched and
travell'd hard."*
KING LEAR
Act II Scene 2



STINGY

Outdoing FIVE GRAND for popularity on the base was the 338th's BX-W, 42-31053, STINGY. When she became war weary from combat, STINGY was used for practice. She became Snetterton's poster-girl and probably was the most photographed 96th plane. She was lost in a mid-air collision involving three aircraft on October 11, 1944 over Towcester, Northamptonshire. A 337th ship 42-3510 came up under another 337th ship, 43-37684 and hit its tail section. #510 broke in half just as STINGY was above. It too broke in half and both crashed to earth. Only #510's pilot, Lt. Core was saved by his chute. #684, badly damaged, returned to base.

STINGY's OVER-ALL VIEW

Right: Here STINGY overflies her airbase at Snetterton and some of the living sites can be seen. From left to right are site 6, site 5 with the 413th area beneath the wing tip. To the far right is the 338th squadron and part of the Communal site is at the bottom of the picture. Unofficial tracks lead from the Communal area to the living sites across the field.

The road curving under the nose of the aircraft leads to the village of Quidenham. The church of St. Andrew is just visible to the right-rear of the aircraft's wing. At the top corner, the runways of Fersfield airfield can be seen. This speaks of how close and congested the airfields were – a trait which dubbed East Anglia as the world's largest aircraft carrier. (Mufic)

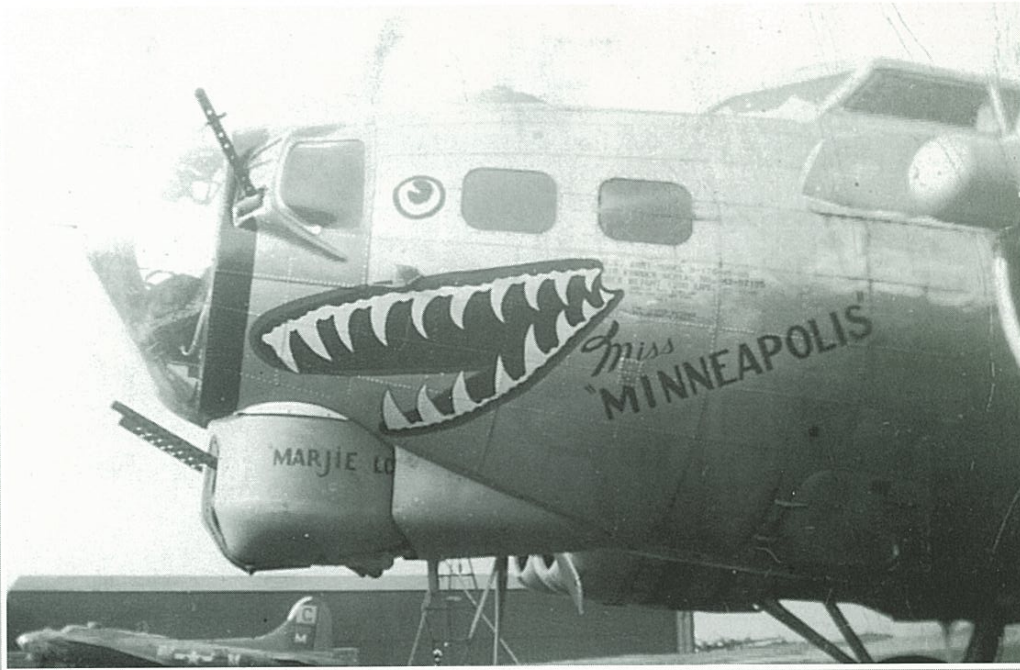


"First Witch: 'Where's the place?' "
"Second Witch: 'Upon the heath.' "
MACBETH Act I Scene 1

STINGY RETURNS SAFELY

Turning in on finals over Norfolk's beautiful countryside, STINGY with wheels down, prepares to land back on Snetterton's welcoming runways which are just visible in the far distance. For the crews returning from the flak and fighter filled skies over Germany, there can be little doubt that prayers of thanks were offered for their safe return when the sight of those runways came into views. (Mufic)

"Then all is safe; the anchor's in port."
TITUS ANDRONICUS
Act II Scene 4



MISS MINNEAPOLIS

Above: This is the only known aircraft of the group to carry the “shark mouth” nose art, which was popular with many aircraft in the 8th Air Force. 42-97195 belonged to the 337th Squadron and was coded AW-Q. I was MIA on 4 August 1944 on a mission to Bremen. It was hit by flak and crashed at Wasmunde, Germany. Six men were killed and four POWs. (96th Archives)

*“I’ll set my teeth
And send darkness all that stop me.”*
ANTHONY AND CLEOPATRA
Act II Scene 13



Above: Evidently The Group Censor disliked the name. Maybe the nose art of the dame says it all??? (96th Archives)

Left: Here’s another no-name. This dame has a run in her stocking. (96th Archives)

*“Lechery, lechery still,
Wars and lechery;
nothing else holds fashion.”*
TROILUS AND CRESSIDA
Act V Scene 2



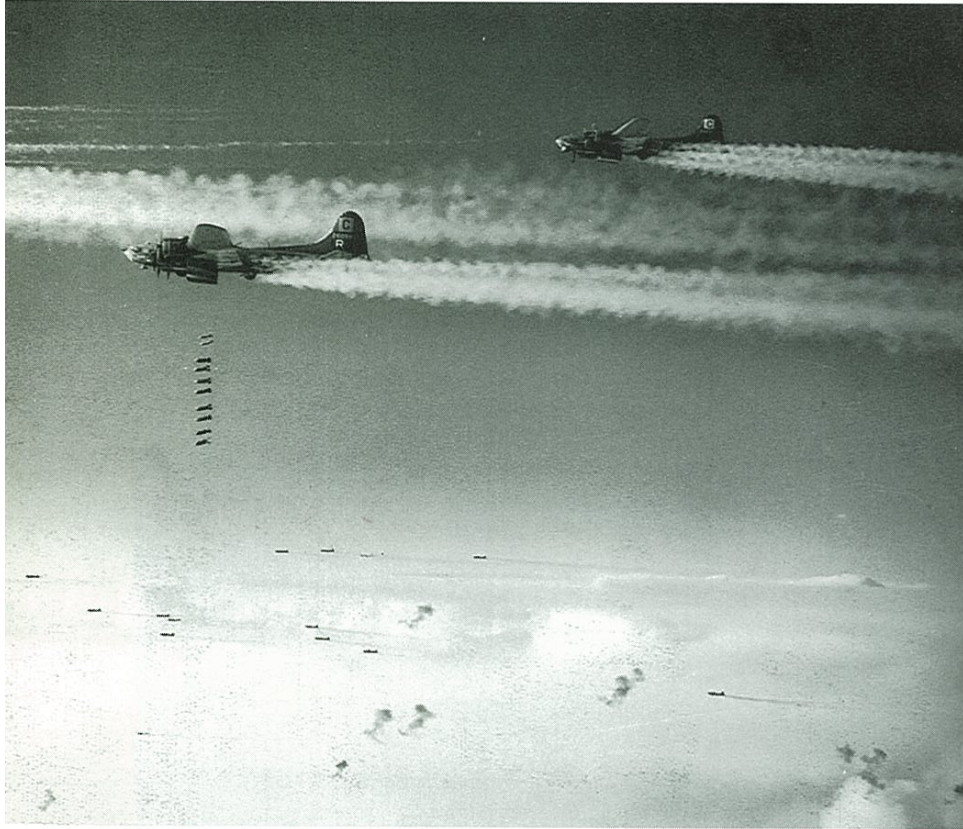
BREMEN

Below: This picture, reproduced many times, gives a vivid impression of the 96th over a heavily defended target in Germany. Bremen was attacked by the 96th more times than any other target – 14 times.

The aircraft releasing its bombs is WINNIE C, 42-6009, from the 339th Squadron. The other aircraft FLYIN GINNY, 42-3552, is from the 338th Squadron.

Bursts of flak from German anti-aircraft batteries explode well below this formation. Other elements of the attacking force can be seen in the background. (96th Archives)

*"At this hour
Lie at my mercy, all mine enemies."
THE TEMPEST Act IV Scene 1*



BOMBS AWAY

Right: In heavy contrails high over a German target, the lead PFF aircraft 44-8399, AW-H, 337th Squadron, releases its bomb load, while the aircraft nearest the camera, 43-37647, QJ-F, 339th Squadron, is about to release on the PFF markers. A third aircraft in the formation is almost hidden by the contrails. The semi retractable radome on the PFF aircraft is in the down position.

Both these aircraft survived the war; 44-8399 was stored at Walnut Ridge, Arkansas and 43-37647, PILGRIM'S PROGRESS at Kingman Arizona. Eventually they were both broken up for scrap. (Mufic)

*"You tempt the fury of my three attendants:
Lean famine, quartering steel and climbing fire,
Who in a moment even with the earth
Shall lay your stately and air-braving towers."
I Henry VI Act V Scene 4*



AFTER THE MISSION

Above: Capt. Jerry White, signs the form 1-A as he hands back the aircraft to his crew chief after a mission to Germany. Strain and tiredness shows on the faces of his two crewmen – Engineer S/Sgt. Vic Loesch and Gunner S/Sgt. Jack Jayroe. The crew and crew chief are from the 337th Squadron and it is believed the crew chief is M/Sgt. Liles, although this is not a certainty. (J. Jayroe)

*"I'm weary of this charge, the Gods
Can witness."
TIMON OF ATHENS Act III Scene 4*



CHRISTMAS VISITORS

Forty five aircraft of the First Air Division's 303rd Bomb Group were diverted to Snetterton Heath on Christmas Eve, 1944, when their base at Molesworth was "socked-in" by freezing fog on their return from bombing German airfields. Engineering and support personnel faced a stupendous task to ready nearly one hundred aircraft for a record mission take off from Snetterton on Christmas Day. This was not however to be, as the inclement weather prevailed over the Christmas period and the proposed mission for Christmas Day was scrubbed. Many of the 303rd's aircraft are seen in this picture lined up on either side of one of the runways. Was it by coincidence or design that the 303rd's Group letter happened to be a C in a triangle? (Benke)



"And I have heard it said, unbidden guests
Are often welcomest when they are gone."
I HENRY VI Act II Scene 2

COMING HOME

Right: Light fades and the evening clouds move in as fourteen of the group's aircraft return from a mission. There are only two aircraft in the lower element which maybe signals that at least one has failed to return or is straggling home. (Mufic)

"You had my prayers to lead them on
And to keep them on, and have them still."
ALL'S WELL THAT ENDS WELL Act II Scene 4



FROSTED FORTRESS

Left: In an almost fairytale setting, 44-8178, a 413th Squadron PFF aircraft waits for combat as two mechanics pull props through. During the Christmas period of 1944, Snetterton was covered by fog followed by a thick hoar frost which covered the trees and grass. Even the aircraft were transformed as witnessed here by frosted plexiglass nose cone and a thick layer of frost on the radio antenna.

The plane's end was not far off, when a few days later on 6 January 1945 over Ludwigshaven it received major battle damage and was crash landed on the return flight at Le Couvran airfield, France by Lt. Ray Isolde's crew where it was later broken up for salvage by 5 SAD. (Ward)

"And none of you will bid the winter come
To thrust his icy fingers in my maw."
KING JOHN Act V Scene 7

CONTRAILS

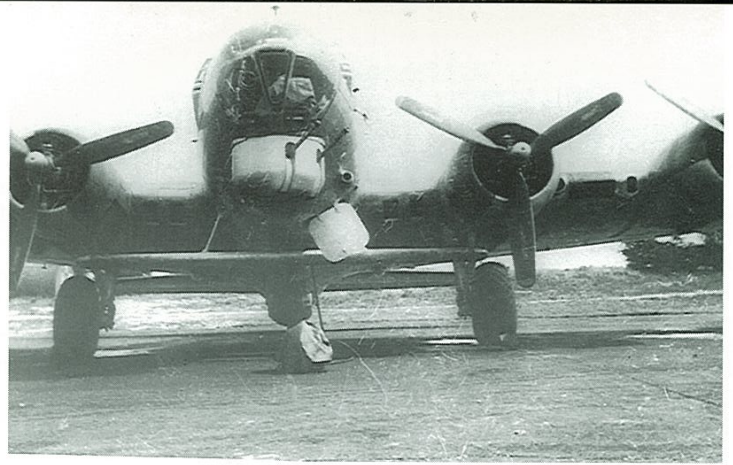
Left: High over Germany on their way in to the target, this photograph gives a pilot's eye view of the hazards of contrails. Not only restricting visibility to the rear of the formations, the contrails were an unmistakable indicator of the American formations to the German defenders. (Mufic)

"fierce, fiery warriors fought upon the clouds
In ranks and squadrons and right form of war,
which drizzled blood upon the Capitol;
the noise of battle hurtled in the air -"
JULIUS CESAR Act II Scene 2

EAGLE

Right: After the end of hostilities, this rather old B-17 is equipped with AN/APQ-7 "EAGLE" radar. The antenna of this ground scanning radar was housed in the 16 foot wide aerofoil which is seen under the fuselage just aft of the chin turret. The aircraft was transferred from the 482nd bomb Group. (J. Denver)

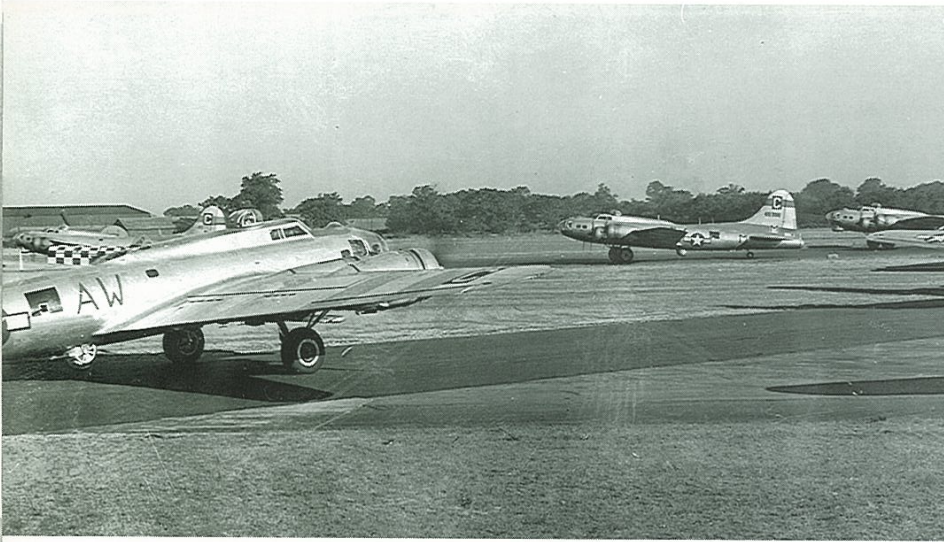
*"More pity that the eagle should be mew'd
While kites and buzzards prey at liberty."
RICHARD III Act I Scene 1*



WAITING TO TAKE OFF

Left: Aircraft waiting to take off at the northern end of Snetterton's main runway in early 1945. In the background to the left of the picture is 44-8713, MZ-P, 413th Squadron which was declared salvage on June 1st 1945 after a take off accident. In the background are the hangars of the 451st Sub Depot which is situated just across the main A-11 Norwich to London. (96th Archives)

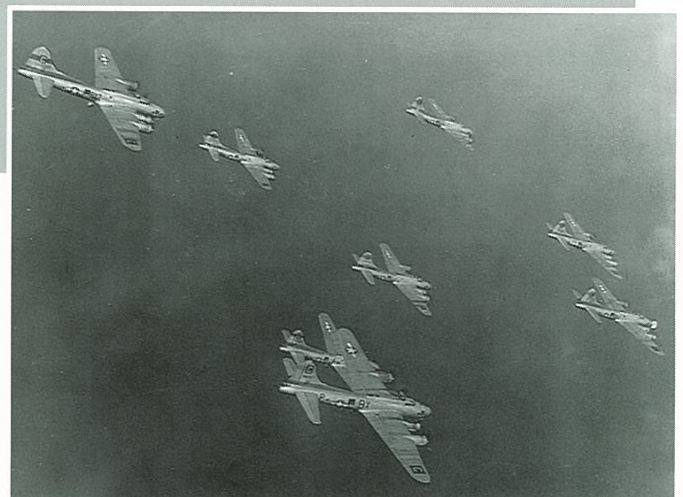
*"The bird was fledged; and then it is the
complexion of them all to leave —"
THE MERCHANT OF VENICE
Act III Scene 1*



RAILWAY BOMBED

Left: Smoke rises high from the target, which appears to be an important road and rail junction as the formations leave for home base. The aircraft in the centre is the 339th Squadron's 43-37643, QJ-R and to the right is 43-38618, 338th Squadron. 643 was declared salvage on 24 March 1945 and 618 returned to the USA, ending up at Kingman Arizona. (Mufic)

*"Thou bleeding piece of earth —"
JULIUS CESAR Act III Scene 1*



MIXED BAG

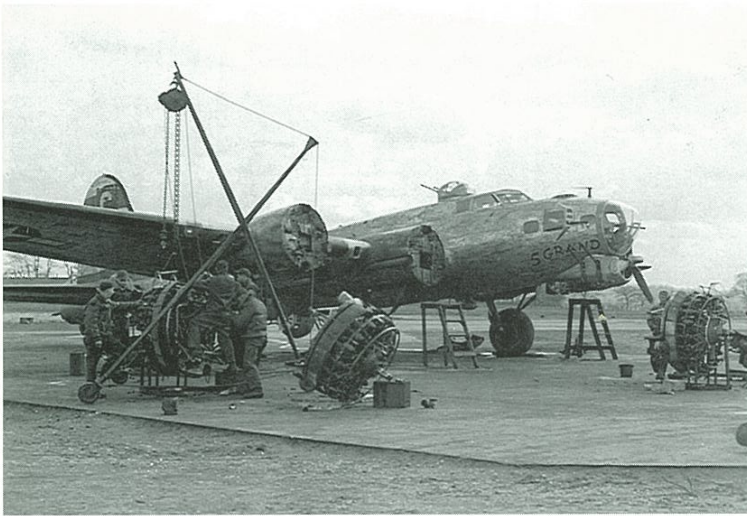
Right: A mixed formation of 337th and 338th Squadron aircraft during 1945. Note the different standards of application of squadron codes. Some aircraft have the code letters applied forward of the waist gun windows, where others have the aircraft letter aft and the squadron letters forward. Most of these aircraft appear to be PFF aircraft, which indicates that these were transferred into the 96th from other Groups at the end of hostilities. (96th Archives)

*"What letters hast thou there?"
I HENRY IV Act IV Scene 1*

ENGINE CHANGE

No cozy hanger for the ground crew of 43-37716, BX-H, 5 GRAND, 338th Squadron as they carry out an engine change during the cold winter days of February 1945. It has been reported, although unconfirmed by official records, that the 5 GRAND with its extra weight and drag from the paint of thousands of Boeing worker's signatures, was slower than other ships in the squadron. This resulted in more boosting of superchargers which resulted in extra wear on its engines, consequently 5 GRAND needed more engine changes than her sister ships in the squadron. (Mufic)

*"Many tales devised
Which oft the ear of greatness needs must hear,
By smiling pick-thanks
And base newsmongers."
I HENRY IV Act III Scene 2*



LAST TO FALL

Right: Showing signs of a hard life in combat with flak patches and a replacement port wing flap, the 339th Squadron, 43-38871, QJ-V, RACTUP was the last aircraft from the 96th to be listed Missing in Action. After receiving flak damage on 3 April 1945 on a mission to bomb naval installations at Keil, Lt. Charles McFarland and crew headed for Sweden and landed safely at Bultofta. The crew were interned for the rest of the war and the aircraft was eventually repaired in Sweden and returned to the United States, where, as was the fate of most other aircraft of the 96th, it was finally broken up for scrap at Kingman Arizona. (Mufic)

*"Although the last, not least."
KING LEAR Act I Scene 1*



PATHFINDER FROM BELOW

Details of the underside of a B-17G/ PFF aircraft are clearly defined in this picture. Taken during 1945 it shows the red bands painted chordwise on the left wing. These colored bands, along with two on the tail fin identify the 96th as part of the 45th Combat Wing, and were added in early 1945. Similar markings in black and yellow identified the 338th and 452nd Bomb Groups. The extended radome is clearly shown as are the "Cheyenne" tail turret and chin turret which has been swung to the right. (Mufic)

*"Up and down, up and down.
I will lead them up and down.
I am feared in the field and town;
Goblin, lead them up and down."
A MIDSUMMER NIGHT'S DREAM Act III Scene 2*

A MIDSUMMER NIGHT'S DREAM Act III Scene 2

PATHFINDER FROM ABOVE

In contrast, this picture shows the upper surfaces of the B-17. Taken prior to January 1945, this aircraft, 43-38513, QJ-M, NEVER HAD IT SO GOOD, is from the 339th Squadron. This aircraft survived the war and ended her days at Kingman Arizona, before becoming a victim of the scrap man. (Mufic)

*"Thou amongst the wastes of time must go."
SONNETS XII*



MERCY MISSIONS

Right: On this navigator's map it clearly show the "safe zone" agreed by the Germans for the food drops to the Dutch population in the area of Amsterdam, Rotterdam and The Hague. At this late stage of the war there was little doubt that navigators would make doubly sure that they did not fly outside this zone and risk being shot down. The map is for a Food Drop on Schipol airfield near Amsterdam. The IP was over The Hague and routeout over Alkmaar. (96th Archives)

"They are never curst but when they are hungry."
THE WINTER'S TALE Act III Scene 3

Below: The white marker cross shows clearly as another load of 10-1 ration boxes tumble from the bomb bay of a 96th Fortress over Schipol Amsterdam on May 2nd 1945. The low level flight is clearly indicated by the number of boxes lying on the ground. (Daniels & Kueppers)

*"Famine is in thy cheeks
Need and Oppression starveth in thy eyes."*
ROMEO AND JULIET Act V Scene 1



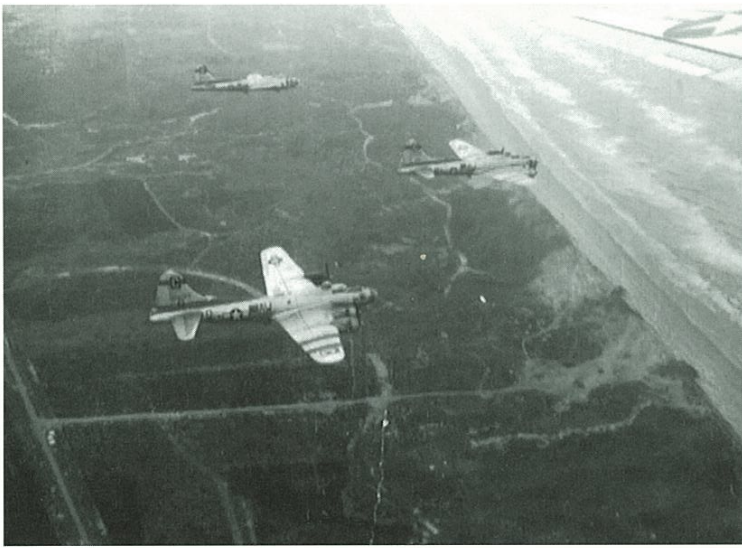
Above: Boxes of 10-in-1 US Army rations are loaded for the starving Dutch in the Amsterdam area. (96th Archives)

"A thousand men have broke their fasts today."
III HENRY VI Act II Scene 2



Right: Aircraft of the 339th engage in a bomb-run that is a pleasure as they drop burlap sacks loaded with food and supplies over Amsterdam's Schipol airfield. The white marker-cross is easily identified. Planes in the foreground are 44-8877, QJ-T and 43-37643, QJ-R. (Ward)





Left: On 6 May 1945 an element of the 337th fly home over the Dutch coast after dropping supplies at Schipol. In the foreground is 43-39327, AW-Q; in the center is 44-8399, AW-H and the far A/C is 43-38740, AW-G. These three planes demonstrate the difficulties faced today by serious researchers and model makers. They reflect nonstandard squadron codes and aircraft letters, i.e. the Q on 327's tail is painted ON the red band; the H on 399's tail is painted ABOVE the red band and the C on 740's tail is cut INTO the red band. (96th Archives)

*"And can you by no drift of circumstance
Get from him why he puts on this confusion?"*
HAMLET Act III Scene 1

Right: French POWs pose beside the 337th's 43-38919 which will fly them home. During May '45 the 96th participated in many of these "Revival Missions". #919 was lost shortly after this photo was taken when it crashed 30 May while with the 388th BG. (96th Archives)

"Deliver him ransomless and free!"
I HENRY IV Act V Scene 5



AIR FORCE DAY 1945

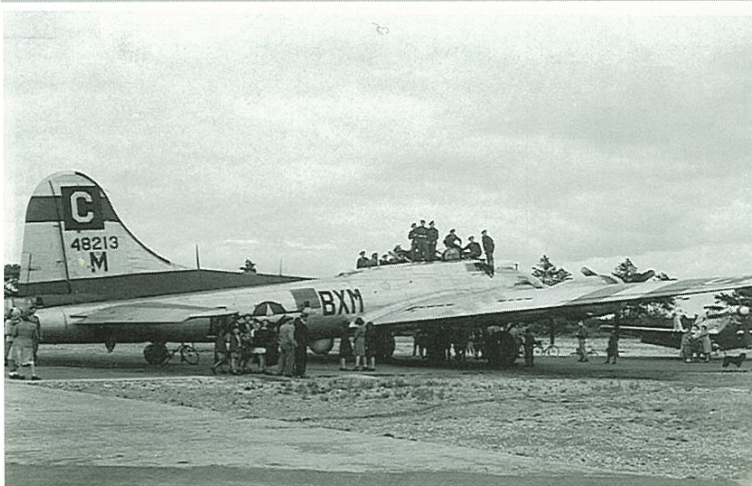
On August 1, 1945 Snetterton Heath held Open Field to the British public in honor of the newly ordained Air Force Day. It was estimated that over 3000 people visited the base. The Intelligence Section simulated briefings replete with maps in their library. German targets were shown before and after raids. Aircraft of the 338th squadron and a P-51 were on display.

Right: A mother, father and their young son prepare to enter HOOP'S SPOOKS by the front hatch while a young boy proudly sits in the pilot's seat. Note that even though the war is over, the Norden bombsight remains secret and is covered. (Daniels & Kueppers)

Below: Much interest is shown to Lt. Hooper's PFF aircraft, 44-8213, HOOP SPOOKS. British soldiers pose on top of the plane while civilians emerge from the waist door after a "crawl-through". The P-51 is at the right. (Daniels & Kueppers)



*"Let us look in;
The sight will much delight thee."*
I HENRY IV Act I Scene 4



LIFE ON THE WING — S-2 INTELLIGENCE

Reconnaissance
Strikes
Evaluations

Photographic Unit
Public Relations

RECONNAISSANCE AND STRIKE PHOTOS

Bomber groups received intelligence before, during and after mission. Usually the 7th Photo Recon Group "The Eyes Of The Eighth" took the pictures. During the mission, the group Bombardiers (and sometimes a member of the PHOTO SECTION) took "strike" photos.

BONN & BEUEL

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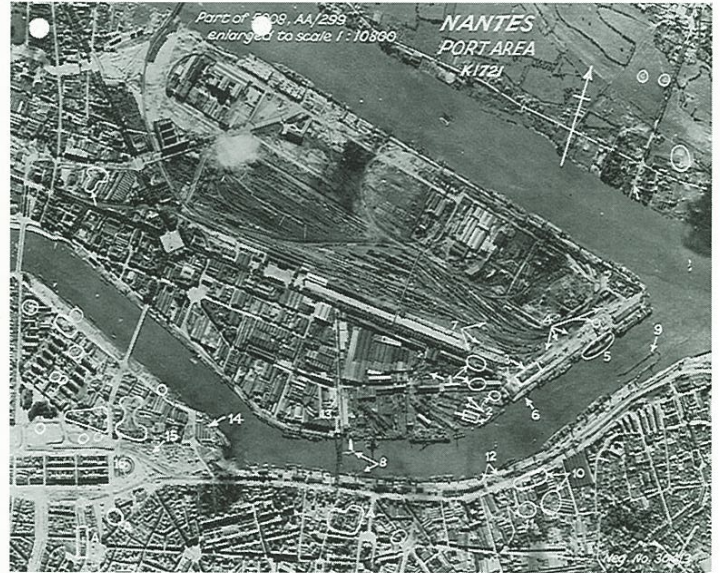
To obtain stereoscopic effect, place prints horizontally and put this print on the left.

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This photo of Bonn and Buel is only one of a pre-strike sequence. The 96th hit this target 8-12-43. (G. White)

*"That is the way to lay a city flat;
To bring the roof to the foundation."
CORIOLANUS Act III Scene 1*



The shot of Nantes' port area is also demonstrative of pre-mission Intel. Wing Intelligence has annotated it with numbers indicating smaller military targets within the greater target area. For example, the numbers 3,4,5 and 6 not only show where marshaling yards terminate at wharfside, but even encircle ships of the German navy. The 96th hit Nantes 6-7-44. (G. White)

DOWN! DOWN! DOWN!

The 96th bombed the Luftwaffe airfield at Melsbroek near Brussels on 6-14-44. These are sequential strike photos. In the first (348-3) the descending bombs are very distinguishable. In the second (348-5) the bombs have lost both altitude and definition. (G. Marshall)



(SAV-96BLE/348-3) (14-6-44) (573-12-2600) BRUSSELS/ MELSBROEK

"I know not what may fall."

JULIUS CESAR Act III Scene 1



(SAV-96BLE/348-5) (14-6-44) (573-12-2600) BRUSSELS/ MELSBROEK



96th BOMB GROUP PHOTOGRAPHIC SECTION

We are indebted to the skills of these men pictured here, for without their contribution to the combat history of the 96th Bomb Group many of the events and photographic records included within this book would have gone unrecorded.

Bottom Row (L-R): Sheldon Blum, Armando Gargano, Ulusse Brussard, Cene Ryan, George Krikorian, Henry Marasco, Jerome Smith, Carl Moschel, Walt Carlock, Len Helminski.

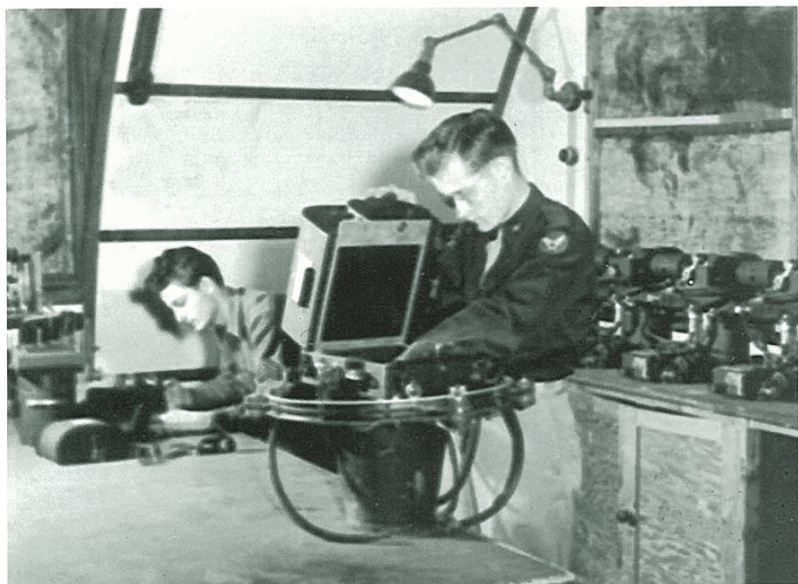
Top Row (L-R): Sigurd Christiansen, Peter Theis, Peter Melidosian, Patrick Rooney, Frank Mufic, Frank Bruce, Capt. John Harvey, Carlton Smith, Cliff Mattia, Joseph Fields, Charles Harrison, Raymond Zengerle. (Helminski)

"We will draw the curtain and show you the pictures."
 TWELFTH NIGHT Act I Scene 5

PHOTO LAB

Below: As the name suggests, this JEEP was a regular sight on the road from Snetterton to Third Division Headquarters' Elvedon Hall. Strike photos were rushed for evaluation. (Helminski)

*"his picture I will send far and near,
 That all the kingdom may have note —"*
 KING LEAR Act II Scene 1



Above: Captain Charles Harvey, foreground, was the commanding officer of the Photo Lab. (Hartman)

"The true and perfect image of life indeed."
 I HENRY IV Act IV Scene 4



DEBRIEFINGS

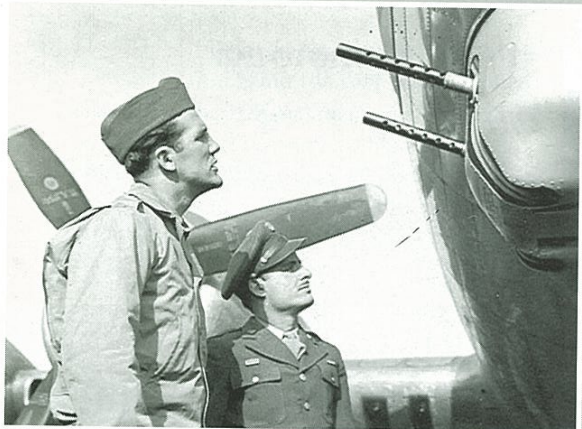
Right: Lt. Stanley Litowitz' crew give their account of a mission over German military installations on the French coast to intelligence officer Capt. Paul L. Doyle. The crew was from the 338th Squadron and their aircraft at the time was the 96th's old favorite STINGY. Seated far left is S/Sgt. Kenneth B. Dixon – waist gunner; next to him is Lt. Litowitz and Capt. Doyle. (Hester)

"If I chance to talk a little wild forgive me—"
HENRY VIII Act I Scene 4



Left: A picture that says it all by the expressions on the faces of this unidentified crew and the staff officers in attendance. Listening with obvious concern are no less than three majors, including 413th Squadron commander Major Stanley Hand – with foot up on the table. The strain and fatigue shows clearly on the crew. Unfortunately the date of this photograph is not known so the target remains unidentified, but it appears pretty obvious it was a "rough one" and one wonders just how many crews failed to attend the debrief that night. (96th Archives)

"Let's talk of graves, of worms of epitaphs."
RICHARD II Act III Scene 2



PUBLIC RELATIONS

BEANTOWN CREW

Below: 339th Squadron's Lt. Don Neilson, second right, looks on as his crew read letters from home. All are wearing their souvenir 'Boston Red Sox' caps, sent them by Joe Cronin. Known as the 'Beantown Crew', four members were from the Boston area. S/Sgt. Ed Sullivan, 2nd left back row; S/Sgt. Walter Boverini, 3rd left standing; S/Sgt. Douglas Ball, 4th left; S/Sgt. Walter Bogus, extreme right standing. (96th Archives)

*"They then throw their caps
As they would hang them on the horn o' the moon
Shouting their emulations."*

CORIOLANUS Act I Scene 1

KNOCK OUT

Above: Heavyweight boxing champion, Billy Conn on a visit to Snetterton Heath doubts if he could land a knock out blow on the chin of this B-17 Flying Fortress. (Broussard)

*"I can produce a champion that will prove
What is avouched there."*

KING LEAR Act V Scene 1



SECTION VI

FALLEN FALCONS

ACCIDENTS, CRASHES, CRASH LANDINGS AND CASUALTIES



MOBILE FLAK BATTERIES

Above: Many 96th aircraft were shot down by mobile flak batteries such as this one which is mounted on railroad cars. Photo recon and military intelligence were often thwarted by such surprises along the mission route. (Doherty)

*"The cannons have their bowels full of wrath,
And ready mounted are they to spit forth their iron indignation —."*
KING JOHN Act II Scene 1

Below: Hans Hoehler manned such a flak battery during the war. Today he corresponds with 96th historians. (Doherty)



Right: An early Lancaster MK II crash landed on the base during August 1943. This particular mark of the aircraft has Bristol radial engines as opposed to the more familiar Rolls Royce in-line Merlins of other marks. The crew obviously made good use of the escape hatch on top of the fuselage, into which an American officer is looking. Apparently the aircraft was not returning from a raid on Germany when it crash landed as it appears to bear the markings of an Operational Conversion Unit. (Helminski)

"Everything is bent for England."
HAMLET Act IV Scene 3

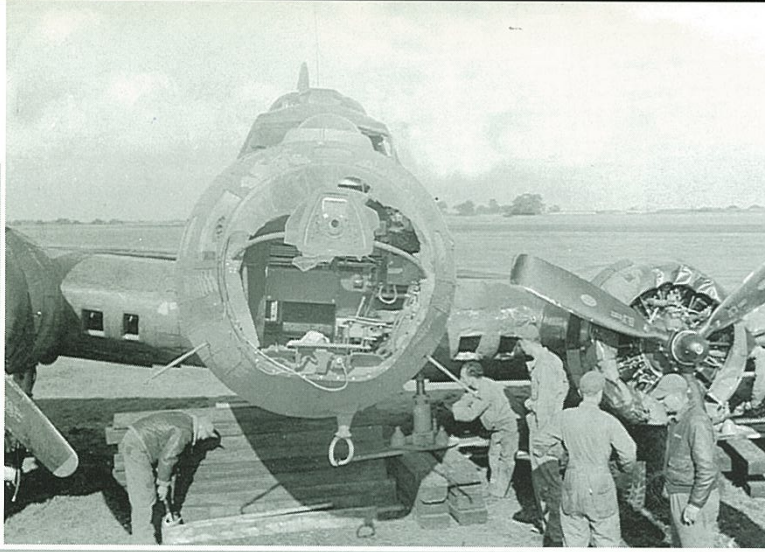


DOTTIE J. II

Left: Six men died in this tangled mess which once was 42-30160, DOTTIE J. II of the 337th. Returning from Kiel on 13 December '43, DOTTIE J was put out of the landing pattern in favor of another aircraft believed to be in more distress. She just couldn't hack another "go-around" and crashed. (Ward)

"O ye gods, ye gods! Must I endure all this?"
JULIUS CESAR Act IV Scene 3





FLOUNDERED FISH

Left: On 9 Sept. '43 the 337th's 42-3265, HOLY MACKERAL, suffered a landing gear failure returning to Snetterton from Paris. Here ground crews use jacks and baulks of timber in an effort to get the plane back on its wheels. (Montello)

"I'll fish for thee and get thee wood enough."

THE TEMPEST Act II Scene 2

Right: "Work smart, not hard" seems to be the motto of this RAF recovery crew. Here inflatable bags are placed under the wings and then activated by compressed air cylinders. (Ward)

"Got with much ease."

I HENRY IV Act II Scene 2

HOLY MACKERAL was repaired and went on to fly many missions before colliding with another 337th ship, 42-30860, just off the Dutch coast on 16 December 1943. Only HOLY MACKERAL's bombardier survived of the twenty men.



"I must use you in such another trick."

THE TEMPEST Act IV Scene 1

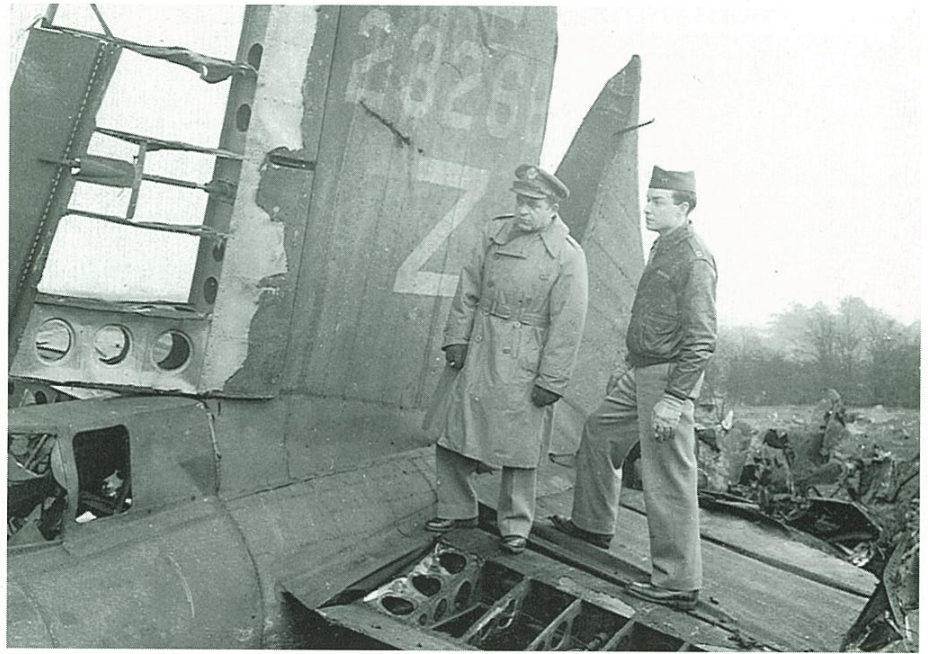
SALVAGE

Many aircraft were cursed with short lives. In these photos salvagers are cannibalizing anything of value from 42-6149. It had suffered major battle-damage on a mission to Emden. This damage was further complicated when it crash-landed at Ludham airfield, Norfolk. Although Group markings appear on the tail, there is no evidence of Squadron or code letters. That is because #149 had arrived in England only 11 days prior. There was no time for markings. Since it had been a very NEW aircraft, engineering officers were quick to use her remains as a source for spares. In the two photos we can see ground personnel walking off with anything removable – engines, oxygen bottles etc. All plexiglass has been stripped from the cockpit, leaving only framework. Even the nose cone is about to be removed. (96th Archives)



CAROL JANE

Just after dawn on a cold frosty morning of 5 January 1944, Lt. James Marshall and crew took off from Snetterton's main runway in a southwesterly direction to bomb a German airfield at Bordeaux, France. The aircraft 42-3268, MZ-Z CAROL JANE, from 413th Squadron had barely become airborne, when it banked steeply and crashed at Low Farm, Larling. All crew were killed in the resulting explosion with the exception of tail gunner S/Sgt. Kelsel Close, who died in hospital the next day. Five men were awarded the Soldiers Medal for their bravery in removing Close from the burning and exploding wreckage. They were Group Surgeon, Maj. Henry Schlessinger; Squadron Surgeon, Capt. Thomas Hodges; Warrant officer, John Cole and Sgts. Tom Malloy and Clinton Parcels.



Above: Maj. Henry Schlessinger and Capt. Hodges examining the wrecked tail plane from where S/Sgt. Close was removed. (Hester)

"The saddest spectacle that e'er I viewed."
II HENRY VI Act II Scene 1



Left: Apart from the tail plane, seen in the background, little else remained intact from CAROL JANE. (R. Zorn)

"Blown with restless violence round about."
MEASURE FOR MEASURE Act III Scene 1

UNDER GERMAN GUARD

Right: 1/Lt. Paul Herring's MISCHIEF MAKER II, 42-30412, was shot down quite some distance from Berlin, the target. The crew bailed out, but the plane, on Autopilot, ran out of altitude. It was snowing when the plane hit the Field of Waterloo and it skidded to a stop. This photo was taken by the Belgian Resistance. (Doherty)

*"My angry guardant stood alone
Tendering my ruin —"*
I HENRY VI Act IV Scene 7



PATHFINDER CRASH 18 March 1944

This set of 3 photos shows the fate of an H2X Pathfinder which crashed on landing at Snetterton and came to a stop on top of a blast shelter at the end of runway 00 at the southern end of the airfield. It was scheduled to lead the mission. This aircraft had been in the UK only one month.

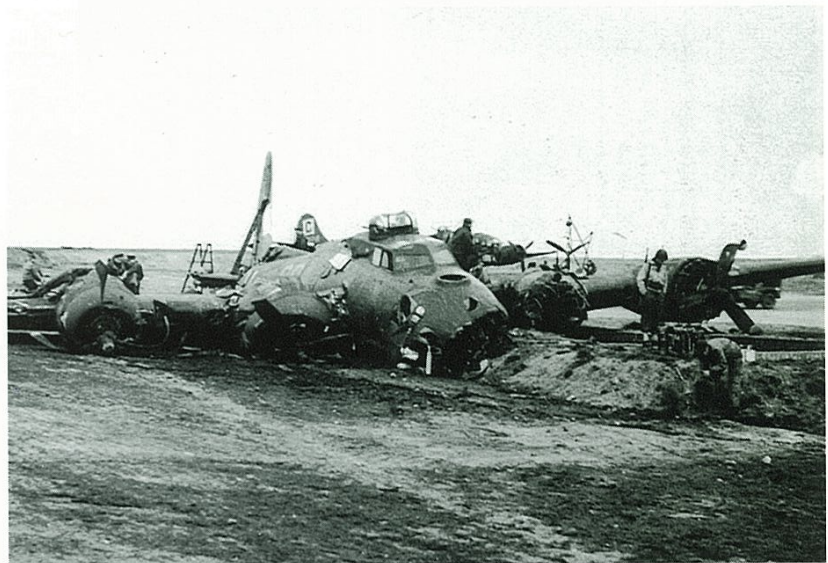


Left: Hangar #2 is just visible behind the tail fin and the empty hardstands of the 337th in the background indicate that the 96th planes are already off to bomb Augsburg. The plane's serial number is 42-97595. (Ward)

"Death-like dragons here affright thee hard."

PERICLES Act II Scene 1

Right: An armed guard stands on top of the blast shelter and watches a ground crewman pour fuel from a bucket. The armed guard indicates the secret nature of Pathfinders. There is a 96th A/C having an engine changed in the background. (Ward)



"Thou hast a grim appearance, and thy face bears a command in't, though thy tackles torn Thou show'st a noble vessel."

CORIOLANUS Act IV Scene 3



Left: A trail of wreckage litters the ground behind the A/C and a fuel bowser to the left is removing 595's fuel load. A command car, truck and Jeep are in attendance too. (Ward)

"I will bring the doctor about thy fields."

MERRY WIVES OF WINDSOR

Act III Scene 3

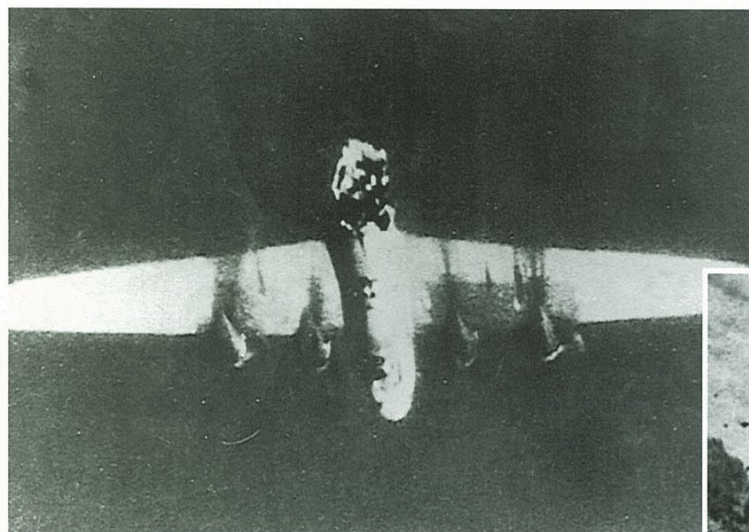
EMERGENCY LANDING

20 March 1944

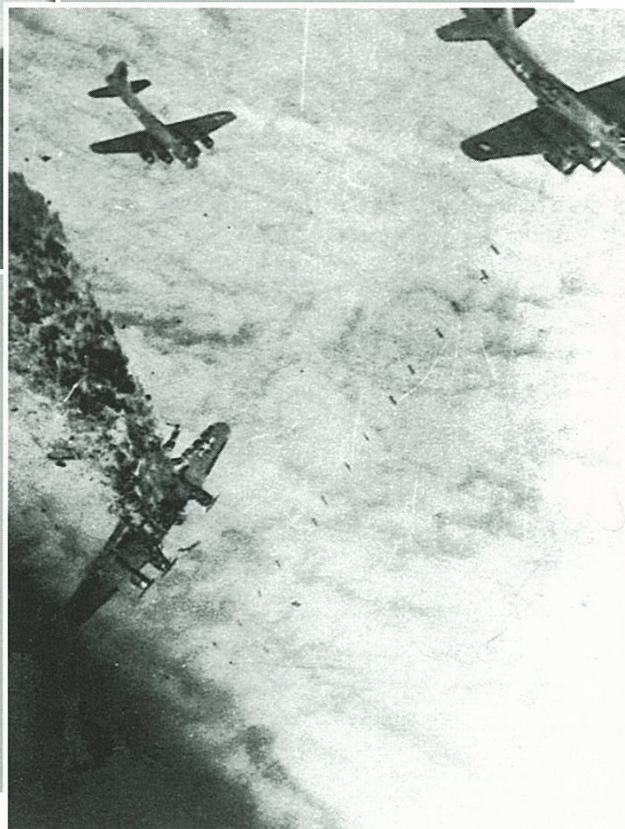
On 20th March 1944, fifteen of the Group's aircraft bombed a secondary target at Bingen, Germany, an important rail center between the Rhur and southern Germany. The formation received the attention of German flak gunners over Mainz and Koblenz, damaging several aircraft. 42-37837 crash landed at Worth in Sussex on return to England and in this picture evidence of the flak can be seen by the hole in the star of the insignia. Damage to this aircraft does not appear too severe and it was reported as salvaged. (Ward)



"Pray, how further thither?
'Ods pittkins Can it be six mile yet —"
CYMBELINE Act IV Scene 2



FRIENDLY FIRE VICTIM 22 March 1944



An overload of M47A1 bombs in the bomb bay of a plane in the higher element was the cause of Lt. Nathan Young's unintended death. He and three of his crew died when their plane WINNIE C fell victim to friendly fire. The target was Oranienburg. These two photos show what a miracle it was that seven crewmen survived. (Clark & Christenbury)

"Bitter, black and tragical."
RICHARD III Act IV Scene 4



*"A falcon towering in her pride
Was by a mousing owl hawked at and killed."
MACBETH Act II Scene 4*

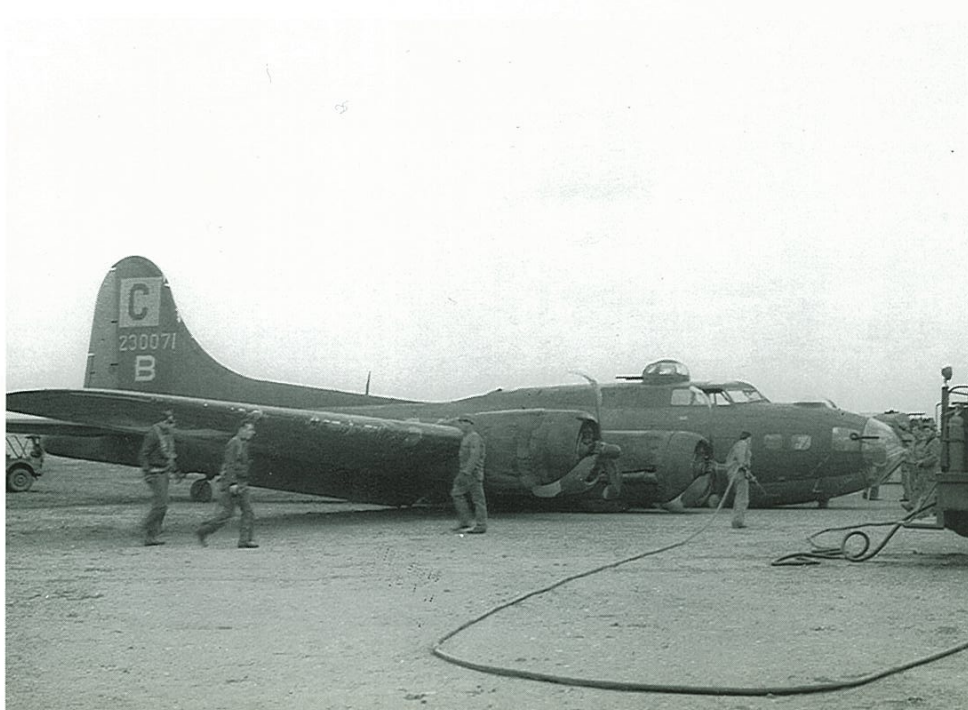
Right: Wreckage is strewn across the field between the crash site and the estate's farm-cottages. This was a close call for these families. Note the unexploded marker-bomb in the center and the propeller-boss in the foreground. (96th Archives)



*"The citizens fly and forsake their houses."
II HENRY VI Act IV Scene 4*

BELLY FLOP 15 April 1944

On 15 April 1944, 42-30071, MZ-B, 413th Squadron was unable to lower its landing gear during a routine training flight. It was customary for aircraft in this situation to divert to the 1st Strategic Air Depot at Honington where facilities were available for major repairs. As seen



in this picture 071 made a successful belly-landing with what appears to be superficial damage. The fire crews have moved into prevent any outbreak of fire and members of the crew can be seen unharmed by the right wing. However the damage was more severe than this picture shows and the aircraft was eventually declared salvage on 18 April. (Ward)

*"Thy outside looks so fair and
warlike."
KING LEAR Act V Scene 3*

ARE WE THERE YET?

30 May 1944

Right: A B-24 from the 492nd Bomb Group's 859th Squadron crash-landed at Snetterton by mistake after a night practice mission. The pilot thought he was landing at North Pickenham and overshot the runway. (Montello)

"Thou aimest all awry."
II HENRY IV Act II Scene 4



Left: Another shot show that tree stumps have torn off the left main wheel and bent the props. The escape hatch is open behind the cockpit. (Montello)

*"— trust not my age,
My reverence, calling nor divinity
If this sweet lady lie not guiltless here
Under some biting error."*

MUCH ADO ABOUT NOTHING Act IV Scene 3

PATHFINDER IN THE BLACK FOREST

18 April 1944

Below: German children examine the wreckage of Lt. Bob Muirhead's PFF 42-30810 FLAK SHACK III. Muirhead's crew were shot down over the Black Forest and the plane crashed here on the outskirts of Freiburg. Three men were killed; the others were captured. (Smith-Haskell, 384BG)

"I am something curious."
CYMBELINE Act I Scene 6



LOOK, MA — NO BRAKES

14 June 1944

In these two photographs A/C 44-6127 AW-R, 337th squadron looks no better from the front than it does from the rear. Piloted by Lt. Kostka, the aircraft suffered brake failure and ended up off the runway after hitting a small hut. Parts of the hut's corrugated tin can be seen lying on and under the wing. The A/C was salvaged 16 June. (Top photo, B. Gould; lower photo L. Montello)



*"And I had but a belly of any indifference,
I were simply the most active fellow in Europe;
My womb! My womb! My womb undoes me."
II HENRY V Act IV Scene 3*



*"Shall it be that you a world of curses undergo?"
I HENRY IV Act I Scene 3*

MID-AIR PRONE

Oct. 1944

Left: Lt. Ned Hardy inspects the damaged tail of the 337th's 44-6137 AW-J after a mid-air collision with a P-47 from the 4th Fighter Group which was to make simulated attacks on it. Upon colliding, the P-47 went into a spin and crashed near Halstead, Essex. Lt. Dwight Belt, pilot, was killed. (Lamb)

Below: The plane waits outside the hangar for major repairs. #137 was an unlucky aircraft. It was destroyed in another mid-air while assembling. It collided over South Lopham with 43-38746 of the 338th on Jan. 29, 1945. Both crews, that of Lt. George Peretti in #137 and Lt. Alex Philipovitch in #746 were killed. (Ward)



FICKLE FINGER OF FLAK

18 October 1944

Right: The wreckage of the 337th's 43-37608 lies on the road between Vaalwijk and Cappelle, Holland. Strong headwinds forced nine of the Group's aircraft to land at Brussels, Belgium, when they began running low on fuel. Lt. Ed Rubadue and crew had just taken off from Brussels in #608 and were returning to Snetterton at low level in order to avoid the headwinds aloft. At low level they were prey for a light battery of flak. All became POWs. (Brower)

"O Fortune, Fortune! All men call thee fickle."
ROMEO AND JULIET Act III Scene 5



THE FALL OF BOYD'S BOIDS

21 November 1944

Left: Limping home from a raid on Osnabruck's marshaling yards, Lt. John Boyd's 43-37764, BOYD'S BOIDS, kept struggling to maintain height. It made it back to Snetterton - almost. The A/C had no chance to make another "go-around". Even so it was put out of its initial landing approach in favor of another plane which had shot off flares to indicate wounded aboard. Boyd's plane slid off on one wing and crashed with spectacular results onto the railway line near Bryant's Bridge. It narrowly missed an adjacent house. Miraculously, no one was killed although some of the crew were injured. Washing still hangs from the line as a crowd gathers to watch salvage crews begin to clear and repair the tracks. (96th Archives)

O, what a fall was there, my countrymen!"
JULIUS CESAR Act III Scene 2



LANDING ACCIDENT

December 1944

Below: Lt. Kramer's 43-38576 soon became a raging inferno after landing too soon behind Lt. Onisko's 43-38930. Onisko's plane was only superficially damaged when it was rear-ended. Remarkably, no one was injured on either crew. This picture shows the sinister pall of black smoke rising from the accident site. (96th Archives)

"far as I could well discern
for smoke and dusky vapours-"
I HENRY VI Act II Scene 2

TRAGEDY ON THE PERIMETER TRACK

December 1944

Above: Danger and death could strike airmen on the ground as well as aloft. Aircraft 43-37252 was proceeding along the perimeter track through the 337th squadron area when it swerved off the concrete onto the grass. When it regained the perimeter, it then swerved onto hardstand #50 and collided with a refueling truck which was servicing another aircraft. The bombardier and navigator were killed. Great credit was given to the station firefighters who doused the flames and prevented further catastrophe. In this photo the fuel truck, on its side, is covered with foam. Note the ladder into the nose of the plane. (96th Archives)

"The fuel is gone that maintained that fire."
HENRY V Act II Scene 3





FIELD OF KALE
7 January 1945

44-6131, MZ-J FEARLESS FOSDICK, 413th Squadron, ends up in a field of kale off Snetterton's icy runway on 7 January 1945. After aborting from the mission to Cologne, Lt. Peder Larsen overshot the runway and the aircraft nosed up in the soft earth causing damage to the nose section and buckling the tail. There were no injuries to the crew. Note the "8 Ball" nose art. (Montello)

"Dare ye come forth and meet us in the field?"
I HENRY VI Act III Scene 2

TRAGEDY WHILE ASSEMBLING
29 January 1945

Early on the morning of 29 January 1945 the 96th was assembling for a mission to Bielefeld over the snow-covered Norfolk countryside when the aircraft of Lts. George Peretti and Alex Philipovitch collided. Eighteen men lost their lives as wreckage plummeted from the skies over the villages of North and South Lopham.

Right: The body of a crewman is seen amid the wreckage in the center-left of this photo. (R. Clark)

"White his shroud as the mountain snow."
HAMLET Act IV Scene 5



Left: More wreckage is strewn in the snow along the road close to the cottages of North Lopham. (Clark)

**CONFLAGRATION AT
HARLING FARM
8 Jan. 1945**

A C-109 (Tanker conversion of a Consolidated B-24), laden with fuel for Allied operations on the Continent, took off from Snetterton's east-west runway. After being airborne only a short time, the aircraft crashed in flames at Harling – a short distance from the 96th base. There were no survivors from the crew. The farm's cow-house and dairy were destroyed in the fire. In the photo, the burning fuselage lies across the ruined out-buildings. The tail section is to the right. A British National Fire Service vehicle is in attendance while airmen and local citizens watch helplessly as the fire burns itself out. (Montello)



*"May when this spark will prove a raging fire
As wind and fuel be brought to feed on it."*
II HENRY VI Act III Scene 1

**P-51 DROPS IN
1 Feb. 1945**

Flight Officer Hoffman of the 78th Fighter Group's 82nd Squadron (Duxford) crash-landed his Mustang in a field just east of the 339th area. Though he was injured, prompt action by Snetterton's firefighting platoon saved the aircraft. In this photo armorers have removed ammunition from the wing-mounted guns. The gun access-hatch covers are open. Fifty gallon oil drums (foreground) have been brought to the site to receive fuel from the plane's tanks. Eccles road Station is barely visible in the background. (Mufic)



*" 'Tis not a visitation framed
But forced by need and accident."*
THE WINTER'S TALE Act V Scene 1

SECTION VII

VICTORY AND AFTERMATH

VICTORY IN EUROPE 8 May 1945

This striking photograph is not of Snetterton's anti-aircraft and searchlight batteries seeking German intruders, it is of the most colorful display of pyrotechnics set off by the Control Tower personnel to celebrate V-E Day. (Mufic)

"Some delightful ostentation, or show,
or pageant, or antique or firework."
LOVE'S LABOUR'S LOST
Act V Scene 1



Cambridge **NIGHT FINAL**
Daily News

Vol. LVI, No. 17,600 TUESDAY, MAY 8, 1945 PRICE 1½d

HOSTILITIES END AT MIDNIGHT

Prime Minister's Broadcast

CHANNEL ISLANDS FREE TO-DAY

ALL OVER THE WORLD VE-DAY HAS EVOKED EXPRESSIONS
OF THANKFULNESS AND JOY.

MR. CHURCHILL, IN HIS END-OF-THE-WAR BROADCAST THIS
AFTERNOON, STATED THAT "HOSTILITIES WILL CEASE
ONE MINUTE AFTER MIDNIGHT."

"Today this agreement will be ratified and confirmed at Berlin," the
Prime Minister added.

The Channel Isles will be freed today

The Premier's official announcement coincided with similar statements in
the United States and Russia.

Immediately after his broadcast Mr. Churchill told the news to the Commons.
The king is to broadcast to the Empire at 9 p.m.

The King and Queen appeared on the balcony of Buckingham Palace with
the two Princesses, at 11 minutes past three this afternoon, and waved to the
cheering crowd for three minutes.

Text of Premier's Speech

"Yesterday morning at 2.41 a.m. at General Eisenhower's headquarters, General Jodl, the
representative of the German High Command and Grand Admiral Doenitz, the designated
head of the German State, signed the act of unconditional surrender of all German land, sea
and air forces in Europe to the Allied Expeditionary Force and Simultaneously to the Soviet
High Command. Today this agreement will be ratified and confirmed at Berlin, where Air
Chief Marshal Tedder, Deputy Supreme Commander of the Allied Expeditionary Force, and
General Tsangry will sign on behalf of General Eisenhower. General Zhukov will sign on
behalf of the Soviet High Command.

SHOW MY GOOD SIDE 11 May 1945

Actually, A/C 44-688 AW-R doesn't have a good side as these two photos prove.

Right: Returning from a practice flight, Lt. Harry Loveless, 337th tried to land through a heavy downpour on the rain-slicked East/West runway. He overshot it. A magnifying glass shows the word "SAVE" on the nacelle of the outboard engine. Other than that, the plane is totaled. The same magnification shows how the last three digits in the serial number (888) have been modified with ears and tails to represent three black cats. (Wasn't that asking for it?) (Montello)

*"Now help, ye charming spells and priapts;
And ye choice spirits that admonish me
And give me signs of future accidents."
I HENRY VI Act V Scene 3*



Left: The aircraft just cleared the roadway. There were no injuries to the crew. One wonders, however, if the signpainter had prophetic visions or a black sense of humor. (Woodson)

A CONSPIRACY OF ELEMENTS
22 June '45

Below: A short runway, a sudden thunderstorm and a 180 degree shift in wind direction combined to ruin a one-hour training flight for Capt. Gerald White and his co-pilot "Woody" Woodson. All the crew escaped uninjured but this was the end of the 337th's 44-8451. (Woodson)

*"The stuff we have -
A strong wind will blow it to pieces."
PERICLES Act IV Scene 2*





**GIEBLESTADT, GERMANY STATION Y-90
June 1945**

In June the 96th was designated to take up occupational duties at the former Luftwaffe base in Giebelstadt, Germany.

Left: 96th Group Records were right when they declared that the German airbase was no where ready for occupation. This photo shows the flying field is still pock-marked by Allied bombs and what appear to be barrack blocks within the wooded area have almost been totally destroyed. (Mufic)

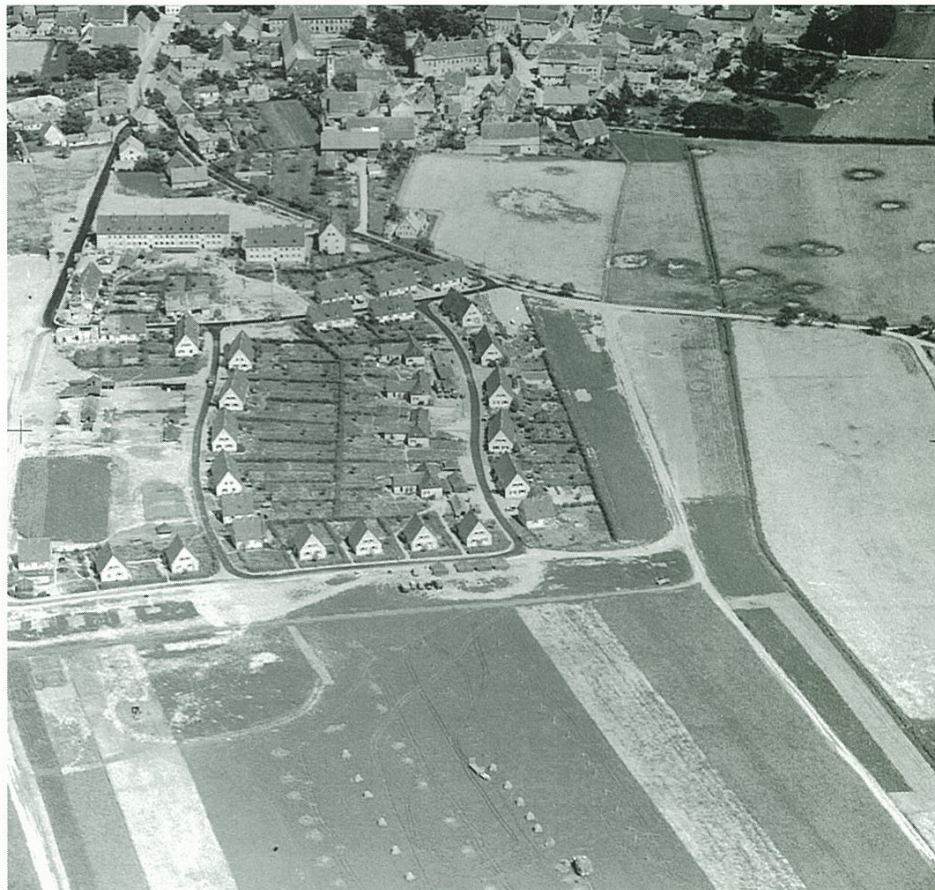


Right: As he was the "scout-out" for Grafton and Snetterton, Major Mark Seaver prepares to scout Giebelstadt. (Doherty)

Right: The town of Giebelstadt, adjacent to the airfield, appears relatively intact although some stray bombs have caused some damage to buildings at the top of this photo. A magnifying glass will show a farmer at the bottom of the picture gathering hay. (Mufic)

In August the Occupational Orders were rescinded.

"I can no other answer
make but thanks."
TWELFTH NIGHT
Act III Scene 3





GOING HOME

Left: Shortly after V-E Day, these happy men of the 338th wait for their re-assignment orders in front of the Squadron Supply Office. Apparently, Lady Moe wants to ship out too. Judging from the tents in the background, some 96ers were still experiencing Spartan living conditions even at this late stage. (Topor)

*"hence! home you idle creatures,
Get you home!"*
JULIUS CESAR Act I Scene 1



LUCKY FOURSOME

Right: The picture that tells one how to spell "Relief" – H-O-M-E. Missions completed, these four lucky officers pose outside Hut #43 which has been their Snetterton home for many months. Their bags are packed and labeled. Regrettably, there would be too many 96ers who, having given the last measure of devotion to God and Country, would never have a homecoming. (96th Archives)

*"Every of this happy number
That have endured shrewd days and nights with us
Shall share the good of our returned fortune."*
AS YOU LIKE IT Act IV Scene 4



PARIS IN SEPTEMBER, 1945

When the Army Air Forces set up an exhibition of American Air Power in the French capitol, the 96th contributed by sending the 339th's veteran plane, DURATION PLUS along with its combat Intelligence Department who supplied and manned a mock-up Briefing Room.

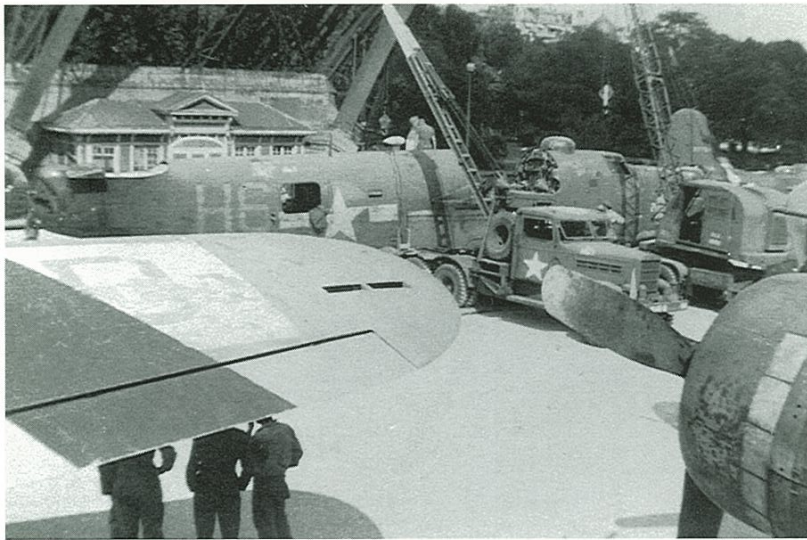
Left: The 94th bomb Group's 42-107180 displays the letters WW on its rudder indicating the aircraft is designated "war weary". DURATION PLUS with the square C is in the background. (Ward)

*"The honorable captains there
Drop bloody sweat from their war-wearied limbs."*
I HENRY IV Act IV Scene 4

Right: All aircraft in the exhibition were transported by road and re-assembled beneath the mighty structure of the Eiffel Tower. This photo, taken from the first landing of The Eiffel, shows two B-17s already assembled. The center A/C is the 94th BG's 42-107180. DURATION PLUS is partially hidden by a girder. Components of a B-24, including the inner wing sections, engines, propellers and tail fins, can be seen to the right. This Liberator, bearing a J in a circle, appears to be from the 493rd BG. (Ward)

*"France and England,
whose very shores look pale
With Envy of each other's happiness."*
HENRY V Act V Scene 2





Left: Cranes prepare to lift the fuselage of the 493rd's B-24 into place so the wings can then be fitted. The wing section in the foreground is that of the 94th Bomb Group's B-17 even though light markings indicate that this section once belonged to the 100th BG. (Ward)

*"Expose those tender limbs of thine to the event
Of the non-sparing war."*
ALL'S WELL THAT ENDS WELL
Act I Scene 2



Right: Group Air Exec, Major Donald Walker (left) shows his trusty DURATION PLUS to a local mademoiselle. Bomb symbols indicate the aircraft's long service record. Looking on at the right is Captain Lloyd Smith. (96th Archives)

*"The painful warrior, famoused for fight,
After a thousand victories once foil'd,
Is from the book of honour razed quite,
And all the rest forgot for which he toil'd."*
SONNET No. XXV

Below: French civilians queue to get a closer look at DURATION PLUS. (Ward)

*"He did look far into the service of the time
And was discipled of the bravest."*
ALL'S WELL THAT ENDS WELL Act I Scene 2



AFTERMATH

In the summer of 1945 Allied High Commands began evaluating the devastation inflicted by the combined efforts of the U.S.A.A.F. and the R.A.F. on German cities, transportation and industrial and military installations. The extent of this destruction was on a scale never before seen in the history of mankind. Photos of some of that destruction are shown in this final section along with this following German account of just one such instance.

On February 23rd 1945 the target for the 96th and other units of the 3rd Division were the marshaling yards of Kitzingen. Ninety five A/C attacked the target and dropped over 284 tons of bombs. The following is a German newspaper account which, with the photos, was printed the day after the war:

KITZINGEN

"The 23rd of February 1945 was the most painful day in the history of Kitzingen. During the mid-day between 1200 and 1400 hours, the town became the victim of total war. A terrific bombing had a very destroying effect; 700 people were killed; families halved and 809 houses, 30 public buildings, many factories and the station were destroyed. Herr Doppert, the first post-war burgomaster, commented as follows: 'A lot of citizens lost the courage to continue living - a complete apathy permeated business life. Even rebuilding the town was not considered because no one could imagine life continuing after that terrible day on the 23rd of February.'"

The German newspaper writer was Eugene Clements. The accompanying photos showed only a fraction of the damage. Only six years ago (1991) the quarter of Kraninberg (shown in these two photos) was rebuilt. The same working families lived in this section for centuries before the bombing.



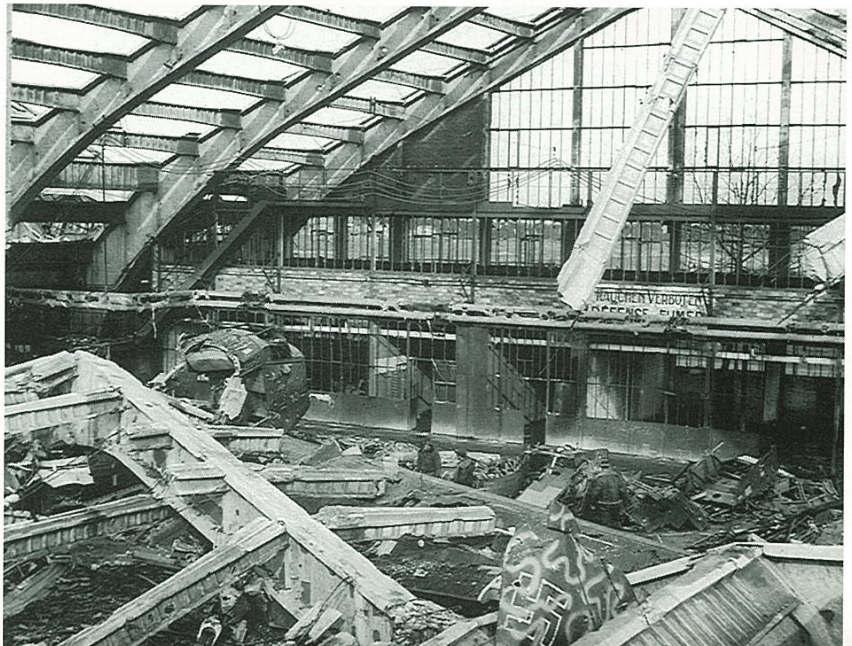
"And blind oblivion swallowed cities up."
TROILUS AND CRESSIDA Act III Scene 2

"Death, desolation, ruin and decay."
RICHARD III Act V Scene 3

IRONIC SIGN

The "Smoking Is Forbidden" sign, although in German and French, is also superfluous amid the ruin of this hangar once operated by the Luftwaffe in France - there is nothing left to burn. American airmen survey the damage where the collapsed roof has buried a JU-52 transport. One can also see the fin of a JU-88. (Mufic)

"Show the world what the bird has
done to her own nest."
III HENRY VI Act II Scene 3

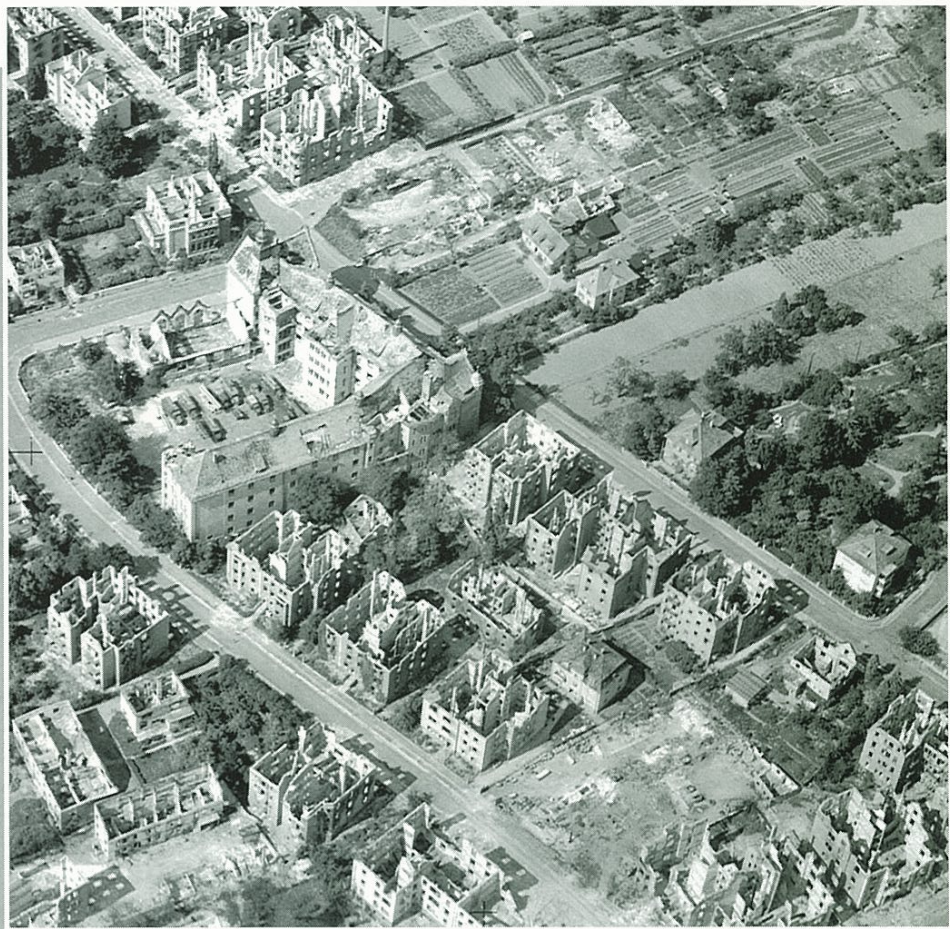




MARSHALING YARDS HAMM

Water-filled craters and the wreckage of railroad cars are all that is left of the once-thriving Reichsbahn marshaling yards in Hamm. This target was a favorite of both the 8th and the RAF. The 96th bombed the yards 22 April 1944 with no losses to either aircraft or men. (Mufic)

*"Girdled with a waist of iron
And hemmed about with grim
destruction."
I HENRY VI Act IV Scene 3*



WURZBURG

The Allied bombing campaign has reduced Wurzburg to roofless, windowless walls. On close examination the vehicles parked in the courtyard, center-left, appear to be part of the local fire brigade. (Mufic)

*"Goodly buildings left without a roof soon fall to ruin."
PERICLES Act II Scene 4*

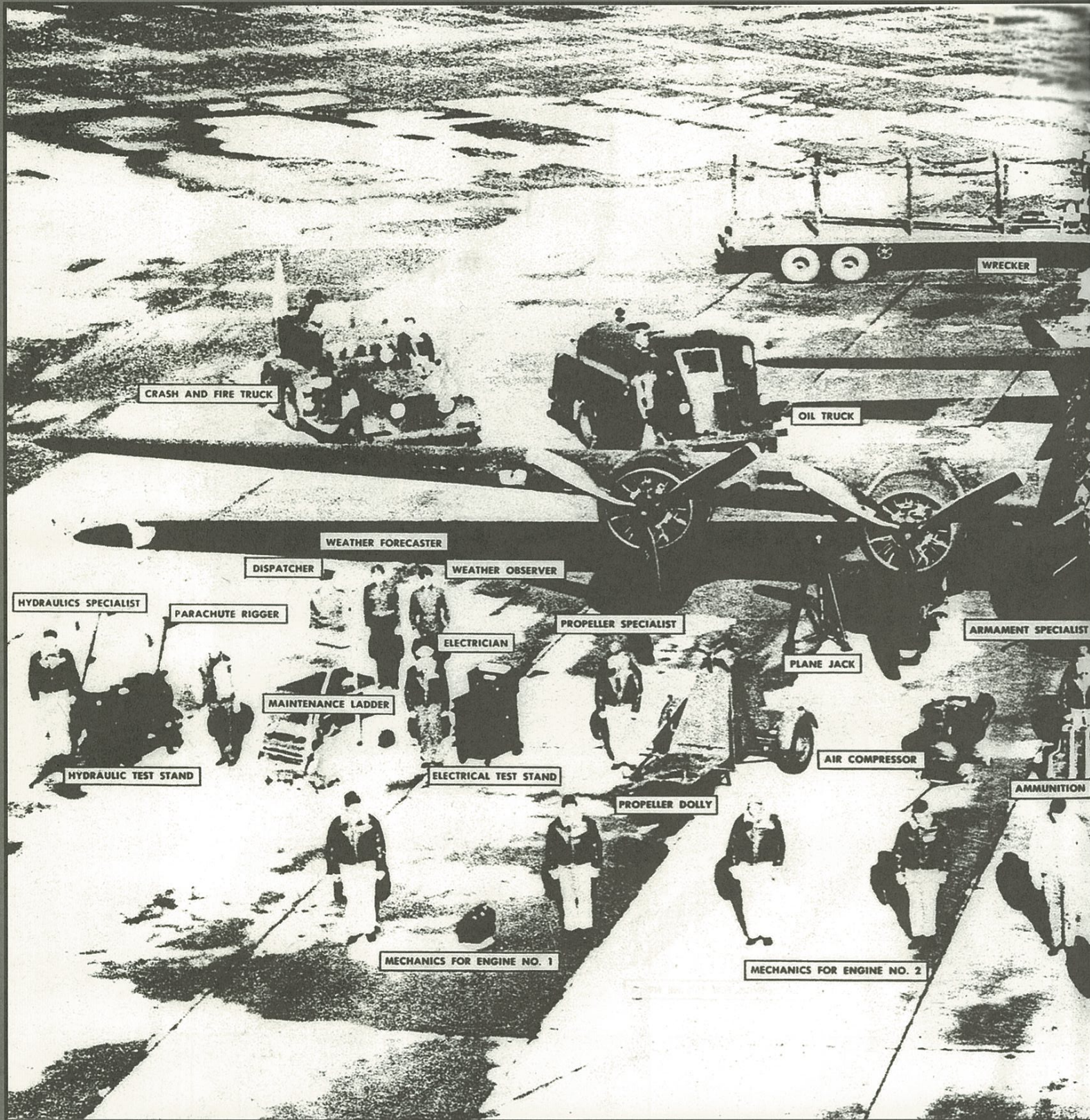


BILLBOARD ON THE HOOF

Moe celebrates with a bag of oats. Maybe the war is over but as for those oats, they ain't over 'till she eats the last one. (McHaney)

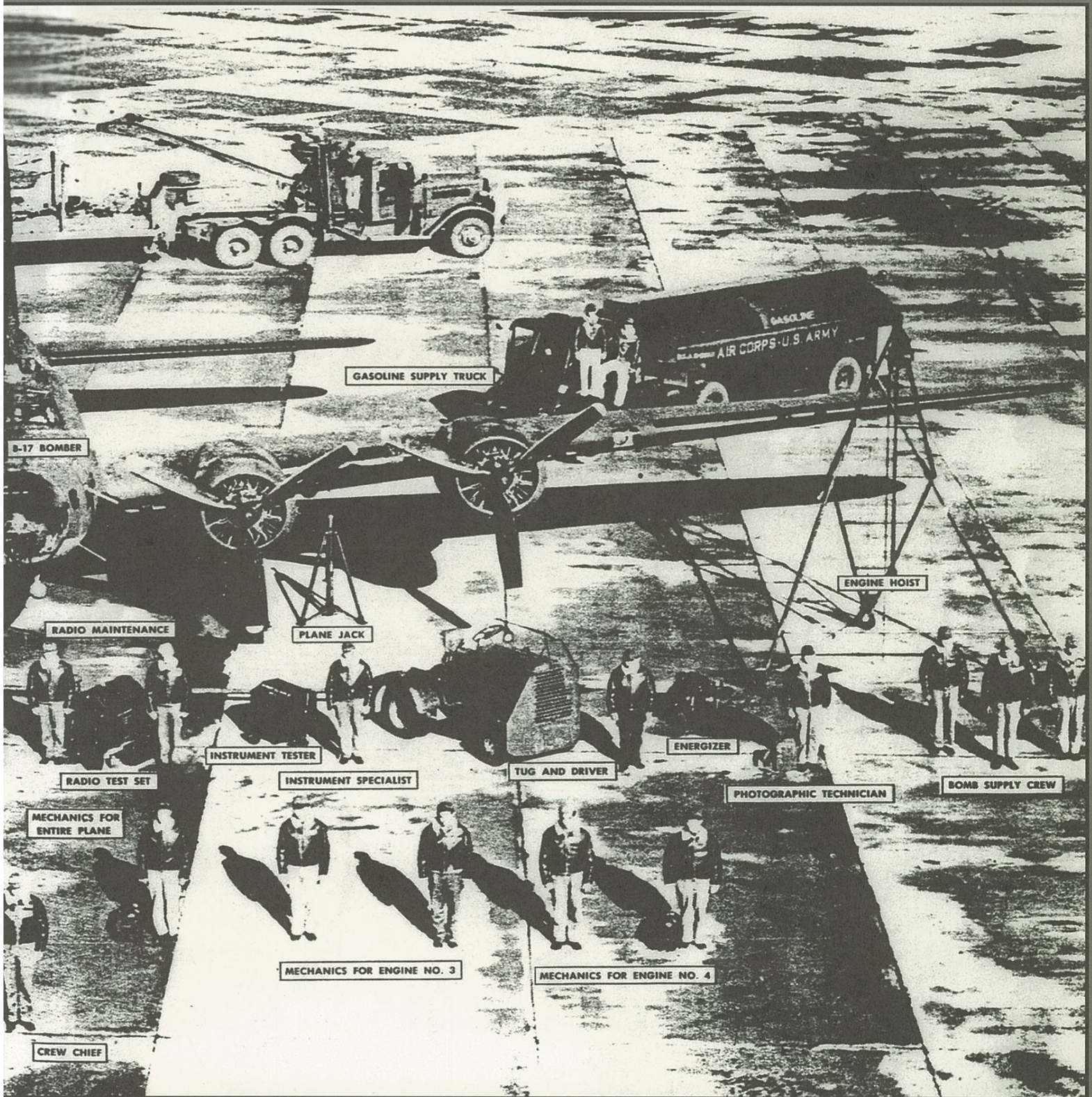
*"The fat ribs of Peace
Must by the hungry now be fed upon."
KING JOHN Act IV Scene 2*

What it takes — in ground forces — to



This Boeing Flying Fortress requires ten men to fly it, but it takes these thirty-one men to keep it flying. Each one of these mechanics and technicians must be painstaking, skillful; they must be ready at any time to down tools and defend their air

sustain a single U.S. Heavy Bomber



base against attack. They know their responsibilities and their importance, for a song of the Air Force maintenance men reminds our pilots: "You're hot on the stick when we make 'em tick." It's teamwork in everything that makes an Air Force.