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489 Bombardment Squadron
December - 1943

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489TH BOMBARDMENT SQUADRON (M)
340TH BOMBARDMENT GROUP (M)

APO 520, c/o PM
New York, New York
1 January 1944.

SUBJECT: Historical Records.

TO : Commanding General, Twelfth Air Force, through channels
Attention: Historian, A-2 Section.

1. Per letter of 10 September 1943, Hq Twelfth Air Force, the following material is transmitted herewith, for inclusion with historical materials pertaining to the 489th Bombardment Squadron (M):

a. Outline History, 489th Bombardment Squadron (M), 340th Bombardment Group (M). Period: month of December, 1943.

b. War Diary for month of December, 1943.

c. Special events - Photograph of Lt. Dyer and Sgt. Cusintine receiving the Distinguished Service Cross and the Distinguished Flying Cross, respectively.

2. Per letter of 10 September 1943, Hq Twelfth Air Force, the following photos are included herewith, for incorporation with historical materials pertaining to the 489th Bombardment Squadron:

a. Photograph of the late Lt. Charles Engle.

b. Photograph of Lt. Dyer and Sgt. Cusintine being presented the D S C and the D F C, respectively, by General Cannon.

P.H.C.

JACK A. CASPER
1st Lt., Air Corps
Asst S-2 Officer.

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Outline History, 489[illegible] Bombardment Squadron, 340th Bombardment Group (M).

Period: Month of December, 1943.

Prepared by: Jack [illegible]. Casper, 1st Lt., Ass't S-2, Air Corps, 489th Bomb Sqdn.

Station: Pompei L/G, Italy.

Sheet No. 1.

A. Original Unit
(See Outline History for or iginal period)

B. Changes in Organization
Administrative and operation al channels remain unchanged.

C. Stations
Foggia Satellite L/G No. 3, Italy, November 23 - .

D. Battles (Missions)

1 December 1943 : Gun emp lacements at pinpoint 0880075, SW of S. Evandro, Italy
9 plane s.
2 December 1943 : Gun area SE of Mt. Trocchie, Italy.
9 planes.
2 December 1943 : Gun area N of Mt. Trocchie, Italy.
9 plane s.
3 December 1943 : Sibenik Harbor and shipping, Yugoslavia.
2 planes, one flying with the 487th and the other with 488th.
5 December 1943 : Highway Bridge at Pescara, Italy.
9 planes.
7 December 1943 : Highway Bridge at Pescara, Italy.
9 planes.
8 December 1943 : Aquila, Italy, marshalling yards.
8 plane s.
9 December 1943 : Marshal ling yards at Terni, Italy.
9 planes.
15 December 1943 : Mostar A/D, Yugoslavia.
9 planes.
16 December 1943 : Shipping and docks at Zara Port, Yugoslavia.
9 planes.
17 December 1943 : Pontecorvo, Italy.
9 planes.
19 December 1943 : Terni M/Y, Italy.
8 planes.
28 December 1943 : Road bridge approximately 5 miles NW of Aquino, Italy.
9 plane s.

E. Marches (Diary)
None.

F. Campaigns
The 489th Bombardment Squadr on (M), stationed on the mainland of Italy, continued to bomb targets on the mainland of Italy, targets of a strategic nature as well as targets of an immedi ate tactical significance. Three missions were run over Yugoslavia.

G. Strength
At beginning of period : 303 Enlisted Men and 82 Officers.
At end of period : 283 Enlisted Men and 74 Officers.

H. Commanding Officers in Important Engagements
None.

I. Losses in Action
1st Lt. Charles S. Engle, 1st Pilot, was killed in action on his 19th mission, which was a target 5 miles N W of Aquino, Italy, 28 December 1943. (See Photo

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The following men were slightly wounded on the same mission in which Lt. Engle was killed: 1st Lt. Raymond A. Schmidt, T/Sgt. Gerald E. Wright, and S/Sgt. W. R. Culver. These men have been recommended for the Purple Heart award.

3. Former and Present Members Who Have Distinguished Themselves in Action
2nd Lt. Allen E. Kile, silver star, December 27, 1943.

JACK A. CASPER
1st Lt., Air Corps
Asst S-2 Officer.

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Prepared by 1st Lt. J[illegible] A. Caspe r, Asst S-2 Officer, 489th Bombardment Squadron (M)

Sheet No. 1. Station Pompei I/G, Italy.

Month of December 1943.

DAY EVENTS

1 - 100th mission for the squadron was a pinpoint on of Roccs D. Evandro, Italy. e learned later that we bombed a bout 16 miles within our own lines. Captain Eggers did a fine job of photographic interpretation. Our boys felt badly about this misfortune since there were several American casualties as a result of this bombing. The error was attributed to an unusual resemblance between the area to be bombed and the area actually b mbed.

Sgts. Corone, Hogan, and Brown completed their fiftieth mission.

2 - Today the Avengers Group was out in force to blast at the enemy north of Mt. Trocchio, Italy. Nine of our planes were in the first formation which was made up shortly after 0900 hours. Abo ut an half an hour later, flying through accurate and intense ack-ack, our bomb ardiers dropped their lethal loads on hard-pressed Jerry, who is fighting stubbor nly but hopelessly. He is contesting every inch of the ground which he eventually relinquishes to us. Faced with overwhelming air superiority, a great portion of which is based here at the web of fields in the Foggia area, the Germans have no choice but retreat - "strategic retreat", a term these word experts have cooked up for home consumption. The second formation, flying later in the day, hit the enemy while he was still reeling from the morning blows.

Promoted to 1st Lts., effective 16 November 1943, were R. B. Hitchcock and G. F. Roberts. Also receiving promotions to 1st Lts. were the following, whose orders were effective 17 November: A. O. Alexander, C. P. Barnett, J. R. G. Brown, W. M. Jeter, F. B. Neafus, J. F. Shuck, and D. J. Teare.

For nine men of this squadron 30 November 1943 was a red l tter day, for that day they were officially transferred to the United States. Captains Wagner, Hamill, and cott, and Lt. Falwell, along with T/Sgts. Sorenson, Schurig, Perrin, Haddatz, and Moore constitute the lucky nine. Me who remain behind are always envious of those returning to the States, for who wouldn't be after serving more than a few months over seas? But those boys leave with our admiration and best wishes. They have done an excellent job courag ously and with a zest and go-devil spirit that never lets us forget that we are unbeatable.

The incoming mail sacks are heavy with letters and Xmas packages. Our mail has reached such prodigious proportions that Cpl. Teitlebaum has been assigned a helper. Not only will Cpl. Teitl eb um be relieved of some of the additional work, but he will not have to run the g amut of questions popped to him every hour of the day.

Lts. Furtman and Meriwette, and Sgt. Abramczyk reached the fiftieth mission mark today and have already begun to sweat out their orders sending them back to the United States.

3 - Today two of our planes, flying with the 487th and the 488th Squadrons, attacked docks and shipping in the harb or at Sibenik. Direct hits were scored on warehouses on east side of neck of harbor, with pattern ext nding through a part of the city and R.R. marshalling yards.

Lt. Mark W. Bowsher received his orders transferring him to the United States, where he will become a cadet. Lt. Bowsher ranked high in the esteem and respect of all the men who worked with hi m. He was one man who could win at cards graciously, which he proceeded to do the last two nights before he departed. When Lt. Bowsher reaches the States, he will not help America's effort to minimize inflation, for his easily-acquired $2500 will flow freely.

4 - Today was one of those days which make combat duty overseas so difficult. There being a stand-down, the men were free to pursue their own personal inclinations. Some went to town while o thers remained "at home". But keeping busy on these days requires a lot of ingenuity. Monotony is an insidious enemy with which the soldier overseas must constan tly contend. Although the army is well aware of this fact, little effort is expended to alleviate the condition. Constructive consideration of this pressing problem would result in a marked improvement of morale. The movies which Special Services makes available for the Group are meeting the exigencies of the situation very well, but they alone are not sufficient.

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Sheet No. 2.

Station Pompei, Italy.

Month of December 1943.

DAY	EVENTS

5 - Our Mitchells today struck hard at an important highway bridge at Pescara, Italy, showering the target area with 44,000 pounds of bombs. Several direct hits were observed on the highway leading up to the bridge, but there were no hits observed on the bridge itself. Violent evasive action was employed and as a result only two planes were holed.

Ten men, including Captain Kaufmann, Jr., left for the rest camp at Capri. We all hope that they will rest up while they are there.

Men returning from Bari related accounts of some effective bombing by Jerry.

6 - Another day of inactivity from a combat standpoint. However, the men frequently visit Foggia, where the Red Cross dispenses with food and entertainment. Several theatres in the town operate nightly, catering to exclusive G.I. patrons. This being about the only entertainment available, the boys flock to town nightly for a few hours of relaxation from the routine and monotony of camp life.

As Dammit is increasing in size, speculation as to "when" and "how many" is correspondingly growing. Captain Nestor has been consulted in this matter, but he refuses to commit himself, not being a specialist in canine gynecology.

Transportation is the source of considerable trouble for everyone involved: those who dispense with the means are plagued with requests and entreaties and those who really need transportation for strictly business purposes, as well as those who "need" it for purely personal reasons, find it virtually non-existent. Lt. Jeter summed up the situation very well one day when he said that "getting transportation is like asking to sleep with some one's wife".

7 - Today nine of our planes, and others from the Group, took another crack at the highway bridge at Pescara, Italy, and again that bridge escaped destruction. However, this squadron, and the Group, too, are not alone in their inability to eliminate this tantalizing objective. A-36's have paid more than a few visits to this important target, but they too have failed thus far to liquidate it.

8 - The marshalling yards at Aquila, Italy, constituted the target for our bombers today. Coming in on the target at 10,000 feet, our bombardiers laid an excellent pattern, starting just short of the yards, continuing through them and hitting a large adjoining industrial plant. Flames covered the target area. The phrase "beautiful Destruction" describes well the kind of job our boys did on this 106th Squadron combat mission.

9 - At approximately 1100 hours this morning Flight Leader G. W. Kemp released the brakes and set the throttles. His plane eased down the runway and shortly thereafter the entire formation was headed for the marshalling yards at Terni, Italy. The bombs fell short of the target itself. However, there were several large fires within the yards themselves, probably the result of an excellent pattern over the target by the two flights which preceded ours.

Steak was the "piece de resistance" for chow. Lately there have been fewer complaints about the food we are served, and justifiably so, for there has been a definite improvement in this respect.

10 - Stand-down, with all the implications which the term implies. Captain White, Lts. Casper, Kemp, and Hamilton made a jeep trip to the 8th Army front. They went beyond the 8th Army's heavy guns and visited Venciano, which was bombed by this squadron as late as ten days ago. They heard the British guns whistle over their heads and departed just prior to the hour in which Jerry usually opened up with a heavy barrage. One of the ack-ack boys pointed to a building a few yards away which had been shelled only the evening before. Such trips cause one to appreciate the grand job that the ground forces are doing and help to explain why the bomb line does not always move forward by leaps and bounds. War on the "fighting front" becomes personalized, for here you are often literally face to face with the enemy.

11 - Today the squadron lost another good man, for Lt. A. E. Kile, Jr., was transferred to the United States. Lt. Kile was severely injured on 31 August in a raid on Cantanzarro, Italy. For a number of weeks he was hospitalized in Africa and when he was discharged and returned to camp he was put on a DNIDF status. For a man

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Sheet No. 3.

Station Pompei, Italy.

Month of December 1943.

DAY EVENTS

Who delighted in carrying the war to the enemy, this was akin to company punishment. But this raid on Cantanzarro was destined to be his last one for some time to come, since higher headquarters have decreed that he return to "the zone of the interior". All of us to a man are sorry to see him go.

12 - For the past two days our planes have remained on the ground, except for one or two which were used to carry men to the rest camp at the Isle of Capri. Regularly for the past months, combat crew members have been sent to rest camps. As a consequence there has been a noticable improvement in morale.

The weather continues to be rainy and very cold. Today the rain was torrential. The tents, not being of the all-weather type, leak profusely. Operations - S-2 is the popular hang-out for the flyers, but today it was virtually deserted, for there was no inducement to remain there; in fact, the tent leaked so badly that it was foolhardy for anyone to be there except those absolutely necessary.

13 - Another stand-down. Weather conditions apparently are responsible for this forced idleness.

So many packages have been arriving from home that virtually everyone is accumulating a large supply of cigarettes, food, and sundry articles. When PX rations are offered for sale, very few draw them. Packages sent to the men who have already returned to the United States, or who are on their way, are distributed to the combat members still here. Since so much food is contained in the packages, everyone is better fed and thus there are comparatively few complaints about G.I. chow.

14 - Although our planes were poised and ready to strike at the enemy, it was decreed that the enemy have a respite from our constant hammering. Freed from the prospects of a mission for this day, most of the men scattered to their tents to relax and otherwise enjoy the comforts of home, such as they are.

Today more men left for a "Furlough in Heaven", an apt phrase appearing in an article in Newsweek for November 15 and dealing with the Isle of Capri. This time the lucky ones were Lts. Barnett, Roberts, Cook, Schuck, Dobberteen, and Sgts., Lydon Proctor, Hofmeister, Turley, and Turpin, all of the flight echelon. Lts. Casper, Farrel, and Ziegler of the ground echelon took up residence there for three days, which time they extended somewhat.

1st Lt. Deaks and twenty enlisted men were transferred to the 6754th Ordnance Airdrom Service Company. These men, all of whom have been with us since the early days of the squadron, will mess with us until they are completely organized, when they will function entirely independent of us, with Lt. Deaks as CO and M/Sgt. Sthele as 1st Sgt. This change was effected in order to facilitate the work of Ordnance. Under the new arrangement, the Ordnance men will service all planes of the Group indiscriminately, instead of servicing only the squadron to which they were assigned.

15 - Today our bombers were out in force over Yugoslavia, hitting hard at the Mostar A/D. Flying through heavy, but inaccurate ack-ack, our planes reached the target and dropped their lethal loads. Direct hits were observed on the runway and a number of planes on the ground were left burning.

TBF determines our targets. The Twelfth Air Force, of which this Group is an integral part, is mainly concerned with tactical bombing, while the newly formed Fifteenth Air Force, operating in the same theatre as the former, directs its efforts toward strategic bombing. But occasionally - in fact quite often lately - this Group has been assigned targets of a strategic nature, such as today's target over Yugoslavia. With mounting experience gained from this versatile bombing, the 340th Bombardment Group (M) is steadily becoming more valuable in this theatre of operations and at the same time is correspondingly reducing the enemy's ability either to strike back or to resist.

16 - Shipping and docks at Zara Port in Yugoslavia, constituted the target for today. Flying most of the way through a complete overcast, the planes finally reached the target just as the weather cleared. In just a matter of seconds 48,000 pounds of bombs were playing havoc with the buildings and warehouses within the target area. Opposition on this mission was practically non-existent, there being no

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Sheet No. 4. Station Pompei, Italy.

Month of December 1943.

DAY EVENTS

enemy aircraft and very little anti-aircraft. A photograph of the results was printed In Air Intelligence Weekly Summary, No. 58, for 27 December 1943.

Public relations has been given considerable attention lately, this partly as a result of the extra pressure exerted on those in charge by the men themselves. Having seen the flattering write-ups which some of our flyers have already received in their home town papers, everyone has become anxious to fill out public relations forms.

17 - We ran our 110th Squadron Combat Mission today. Nine of our North American B-25 Mitchells took off at 1350 hours carrying a grand total of 41,000 pounds of bombs. At 1445 hours they were over the alternate target, Pontecorvo, Italy (soupy weather at the primary target forbade any bombing there). From 11,000 feet all the bombs were unloaded on the target area. No enemy aircraft were encountered. Anti-aircraft fire was heavy, accurate as to altitude, moderate, and trailing. Two hours after taking off, our formation droned in to sight from out of the north and we all silently breathed a sigh of relief as we counted nine planes. Within a few minutes we were interrogating the crews. The Sortie Report revealed that the mission was probably successful. The pictures later confirmed this. Generally the information obtained during the interrogation is substantiated by the photographs.

All during the month the members of the ground crew have been "stepping out" on three day passes. Naples appears to be the most popular rendezvous, mainly because one can find there "multi belle senioring".

18 - Today we were inactive from a combat stand-point. On the land front here in Italy, just as on the air front, there have not been any spectacular developments. The Allied offensive has bogged down to a creeping advance, exceedingly bad weather being mainly responsible. This slowness of operations has had a decidely sobering effect on the public outlook (including the rank and file of the military) concerning an early conclusion of the European conflict. You no longer hear such positive statements that the war will be over by the end of the year. Now it is "maybe next spring","probablynext Summer". This change of attitude is welcome, because there had grown up an unhealthful and detrimental self-complacency that was harming both those bearing the brunt of the burden as well as those on the home front. Captain Fields recently issued a timely memorandum which succinctly warned the members of the squadron against "wishful thinking".

19 - The marshalling yards at Terni, Italy, were hit hard today. Routine in the field continues as usual and nothing of particular importance worthy of recording has occured.

20 - Nine crews were put on an immediate stand-by at 0800 hours, but later in the morna stand-down was called.

1st Sgt. McAvoy returned from Naples where he purchased various kinds of wine for a Christmas Eve party. Although the Yuletide Season is almost here, there is little indication of that, except in the continuing influx of Christmas packages.

21- Since the weather is the daily topic of conversation, and since it so completely affects our lives and mode of living, it would not be amiss to give a sketchy statement of it. In November the weather is mild and afternoon temperatures frequently reach between 60 and 75 degrees Fahrenheit. Sunny days are frequent and on an average there are from eight to twelve days on which brief spells of thundry rain occur. October and November are the wettest months in all parts of South and central Italy. In December and January the weather continues to be generally mild, rainy and unsettled. There are rainy periods of from 6 to 12 days each month, but they are no longer of the thundry type, being lighter and of longer duration. In the south, snow is very rare and can be expected about once a year.

And, of course, it was the weather that prevented a mission today.

22 - Captain Fields on a week's leave. Men of the ground personnel continue to go to Naples, where they spend three days of riotous living, characterized by reckless abandon when he is away from this land which is famous for its vino, women and song, all of which is plentiful in this land which is famous for its vino, beautiful senioring , and its lilting melodies.

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Station Pompei, Italy.

Month of December 1943.

D/Y EVENTS

23 - Another day of very little activity, which taxes the originality of the chronicler to the limit. What to write about in a narrative of squadron events is just as much a problem as that which confronts the men themselves on inactive days such as this one. However, such a day is a blessing for the Operations Officer. He does not have to make a new schedule and thus he is relieved of the very difficult task of trying to satisfy everyone concer ned.

24 - Two words must suffice for today's entry: Nothing doing.

25 - Christmas Day in Italy! As days go overseas, this Christmas was uneventful and not much different from any other day. The field was closed to all flying and no one was required to work. Nevertheless, for the greater part of the day, the sky was dotted with giant B-17 Flying Fortresses forming up for a mission over the Balkans, the Italian Front, or somewhere in Germany. And from early morning until late in the afternoon, P-40 fighters patrolled the field in anticipation of the Christmas present with which the Germans threatened us; namely, something that would cause us to have a very unhappy Christmas, which we interpreted as meaning that they would attempt to bomb us.

Dinner was served at 1530 hours and was a delectable one, indeed, with turkey and all the "fixins".

26 - 1st. Lts. Mates and McAloon, navigator and pilot respectfully, were informed of their elevation to the rank of captains. Both officers have distinguished themselves in action and are deserving of the p romotion.

A vicious wind with a driving rain played havoc with many of our tents, making some men temporarily homeless. In one respect, however, the storm worked in their favor, for they will not have to dismantle their tents when we move which, it is rumored, will be in a few days.

27 - Another miserable day with plenty of rain. About 1100 hours the combined Operations - S-2 tents caught on fire because of an over-heated stove pipe. Lt. Casper ran out of the tent, grabbed a five gallon can and was about to throw it into the fire when someone stopped him by asking him what was in the can. That question was sufficient to warn him just in time that the can c ontained, not water, as he thought it did, but gasoline. To climax the day, the generator supplying power for the various tents stopped working.

Today we witnessed one of the best "buzz jobs" we have ever seen. Five P-38's levelled our mess supply tent. In this way they introduced themselves to us. They are replacing this group on the field.

Lt. Scott, S/Sgt. Lavender, S/S gt. Reese, and Cpl. Krampitz left as the "A Party" for our new location.

Sometime today Cpl. George Andronikos, an AM, died of black water fever. His untimely death is the first one to be sustained by a member of the ground echelon. Radiating a contagious friendliness in his heavy-set way, his smiling contenance will be missed by all of us.

28 - Nine of our Mitchells struck at the enemy, this being the first mission we have run since the 19th of the month. An important road bridge north of Naples was the target. Just before coming in on the bomb run, Jerry threw up a veritable barrage of heavy ack-ack, which followed the planes over the target area and after the completion of the bomb run. Two of our planes were so badly hit that they were forced to make emergency landings at Naples. Interrogation revealed, and the photographs substantiated, that the target area was well covered.

Lt. Charles Engle, flying his 19th mission, was struck and killed by flak as he piloted his plane toward the target. Twenty-seven years of age, a graduate of Drexel Institute of Technology, Pa., and a 2nd Lt. in the Quartermaster Corps before going throug Cadet School, Lt. Engle was one of the more recent squadron members, being assigned to us in September while we were stationed at Catania. The loss the squadron has sustain- in the unfortunate death of this sta lwart flyer cannot be measured in tangible terms. for Lt. Engle was a man of no mean accomplishments. War is terrible, striking down t best of the nation's men.

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Sheet No. 6. Station Pompei, Italy.

Month of December 1943.

DAY EVENTS

29 - Preparations are being made for our next move. The work involved preparatory to moving is prodigious. This will b e our 7th move since we arrived at El Kabrit, Egypt, early last spring. Since then we have become very proficient, being able to move quickly and with little confusio n. As a unit as well as individually, we have learned much since beginning operations against a deter ined and resourceful enemy. How many more moves we shall have to make before the one we are all looking forward to remains a matter of pure speculation, but as time wears on our increasing expertness in fighting is hastening the inevitable day when we shall reap the rewards of our efforts.

30 - Squadron activity has slowed dow n to a bare minimum as we await orders to move.

31 - This being the last day of the y ear, it would not be amiss to review in outline form the Allied Nations' accomplishments for the year.

Jan. 13 - Russians advance in Caucasus.
Jan. 18 - Reds break siege of Stalingrad.
Jan. 24 - British take Tripoli.
Jan. 26 - Roosevelt and Churchill end 10-day meeting at Casablanca, vow "unconditiona l surrender" of the Axis enemy.
Jan. 27 - First all- merican aerial assault on Germany.
Feb. 10 - Guadalcanal c leared of Japs.
Mar. 29 - Axis defenses at Mareth Line in Tunisia collapse.
May 7 - Tunis and Bizerte fall.
May 14 - U. S. invades Attu.
May 30 - Jap garrison on Attu wiped out.
June 3 - Provisional g overnment set up for French Empire.
June 11 - Pantelleria s urrenders after aerial blasting.
July 1 - Allies take Pandova.
July 5 - U. S. wins naval battle with Japs in Kula Gulf.
July 7 - U. S. invades Manda.
July 9 - Allies invade Sicily.
July 12 - Russians open summer offensive.
July 19 - Allies bomb R ome.
July 25 - Mussolini cus ted; Badoglio becomes Premier.
Aug. 1 - U. S. heavy bombers make 2,400-mile round trip to raid oil fields at Ploesti.
Aug. 15 - U. S. forces occupy Kiska.
Aug. 17 - Allies complete conquest of Sicily.
Aug. 28 - Jap resistanc e ends on New Georgia Island.
Sept.1 - U. S. naval force blasts Marcus Island.
Sept.3 - British inv de Italy.
Sept.8 - Italy surrenders.
Sept.9 - Americans lan d near Salerno.
Sept.16 - Lae falls to Americans.
Oct. 1 - Allies captur e Naples.
Oct. 5 - U. S. Navy po unds Wake Island.
Oct. 12 - Portugal gives Allies use of Azores.
Oct. 13 - Italy declares war on Germany.
Nov. 1 - Americans invade Bougainville.
Nov. 6 - Russians take Kiev.
Nov. 18 - Berlin heavil y blasted by R. A. F.
Nov. 20 - American forces invade Gilbert Islands.
Nov. 22 - 1,000 R. A. F. planes drop more than 2,300 tons of bombs on Berlin.
Nov. 28 - Eighth Army starts offensive cracking Germany's winter line in Italy.
Dec. 1 - Allies announce conference in North Africa of Roosevelt, Churchill, and Chiang Kai-shek.
Dec. 2 - Germans fall back toward Rome.
Dec. 4 - Moscow announ ces meeting of Roosevelt, Churchill, and Stalin at Teheran to decide Big Three political and military strategy.

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Sheet No. 7.

Station Pompei, Italy.

Month of December 1943.

DAY	EVENTS

There we have it - history as it was made in 1943. We did our share to make it, so we know what "blood, sweat, and tears" were expended in the stupendous effort to put the Axis on the run. We prepare for 1944 with a sober confidence that we are definitely on the road to victory.

JAC/wfg

JACK A. CASPER
1st Lt., Air Corps
Ass't S-2 Officer.

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