

Chapter 6 – Cousin Gibby [v4]

Known as Gibby to family and friends, Gilbert Andrew Robert Rauh of White Plains, New York, enlisted in the United States Army in January of 1941. By December of 1941 America was at war.

In early 1942 Gibby's stated preference for armed forces service was an assignment with the Army Air Force. He was given a series of test batteries and interviews to ascertain his job experience and mental equipment. An important phase of the classification of recruits was the interview which uncovered such civilian experiences as skills derived from employment or hobbies and the extent and type of schooling. The objective was to establish a relationship between civilian occupational experiences and a job specialty that would be most useful to the Army Air Force. After the interview a classifier reviewed the recruit's papers and made a recommended assignment to a Military Operational Specialty (MOS). As a result of these tests and interviews Gibby was sent to basic and preflight training center in Tennessee at the Smyrna Air Field just outside of Nashville, today called Stewart Air Force Base.



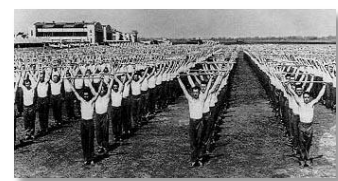
Smyrna Air Field, Tennessee

The War Department ordered the construction of a Bombardment Air Base near Nashville on 22 December 1941, shortly after the US had entered World War II. A tract of land consisting of 3,325 acres (1,346 ha) located off US Route 70 in Rutherford County, Tennessee near Smyrna, Tennessee, was selected and acquired by the United States Army Air Forces for use as an Army-Air Force Training Command Base. Six thousand workers erected 200 buildings and an airfield to accommodate the training needs of the Army Air Force.

In January 1942, Smyrna Army Airfield was assigned to the AAF Southeast Training Center with the Army Air Force Pilot School (Specialized 4-Engine) activated (phase 3 pilot training). In this phase, cadets flew B-17 Flying Fortress and B-24 Liberator heavy bombers. Pilots graduating this phase were sent on to group combat training with the Second Air Force. Graduates were commissioned as Flight Officers (Warrant Officers), and those who graduated at the top of their class were commissioned as Second Lieutenants.

(NOTE: A more detailed description of pre-flight, navigator specialty and combat group training is given in [Appendix F](#)).

PREFLIGHT TRAINING - The preflight training period consisted of military discipline and physical conditioning, supervised athletics and the complete processing of assigned students, as well as additional instruction and training as may be practicable to further qualify trainees for instruction as pilots, bombardiers, or navigators.



Over time there was a steady increase in the relative amount of time and recognition given to academic subjects, and this phase of the program became the paramount function of the preflight schools. Under the various preflight curricula, students spent four to five hours daily in academic training.

Military training doubtless suffered from this trend, but the development was a logical response to the increasingly technical nature of air combat. Many students entering preflight were so deficient in the fundamentals of mathematics and physics that considerable time had to be given to rudimentary drills, with emphasis upon problems related to performance of flying duties. Theory was reduced to a minimum, and matter inapplicable to aviation was progressively screened out of the courses. The distinguishing feature of the technical curriculum was greater emphasis upon mathematics, target identification, photography, and meteorology.



Since ability to use aeronautical maps and charts was basic to flying operations, an elementary course in that subject was also developed in the preflight schools. The course became increasingly practical as the necessary materials were made available for teaching purposes; a large portion of the allotted hours was reserved for student exercises in simulated operational problems which required use of aeronautical charts. In addition, the subject of aircraft and naval vessel recognition slowly gained acceptance in recognition of its combat importance.

Significant time was allotted to basic military and officer training. One-half of this time was set aside for close order drill, ceremonies, and inspections; the remainder went to classroom or squadron instruction in customs and courtesies of the service, chemical warfare defense, small-arms familiarization, and related military subjects. The West Point code of cadet discipline and honor was regarded as the model for the preflight schools.

Gilbert Rauh was the first of the three boys to be selected for bombardier school. His next stop was Victorville, California.





Southern California Logistics Airport

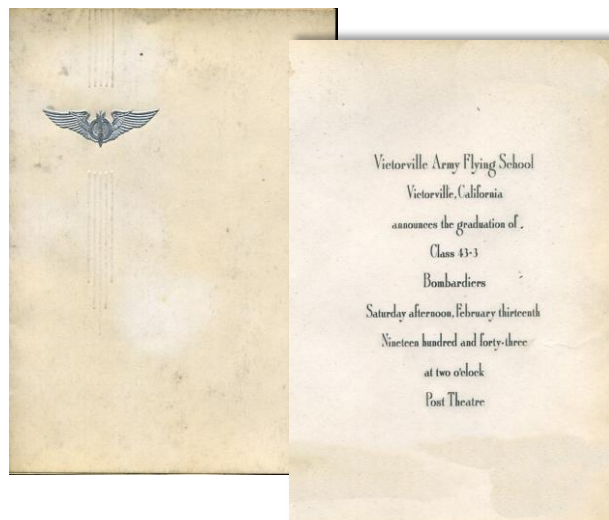
Southern California Logistics Airport (IATA: VCV, ICAO: KVCV), also known as Victorville Airport, is a public airport located in the city of Victorville in San Bernardino County, California, USA. It is located on the former site of George Air Force Base.

George Air Force Base

George Air Force Base (GAFB) covered 5,339 acres (21.6 km²) which included two runways (9,116 and 10,050 feet), 6.3 million square feet (580,000 m²) of ramp space and associated facilities; 1,641 units of housing; 14 dormitory buildings with 1,400 bed capacity; a hospital with a dental clinic; and various office and industrial structures. George Air Force Base (AFB) was located in Victorville, California, in the Mojave Desert approximately 90 miles northeast of Los Angeles.

George AFB, originally called the Victorville Army Airfield, was constructed between 1941 and 1943 as a flight training school. After World War II, the base was placed on standby status and used for surplus aircraft storage. The base was reopened in 1950 under the command of the newly created U.S. Air Force and renamed George Air Force Base. Flight training remained the primary mission of this base throughout its history and a number of bomber, glider, single engine, twin engine, and jet fighter aircraft were flown.

Gibby was the first of the three boys to graduate bombardier school earning both his wings and an officer's commission as Second Lieutenant. It was now February 1943.

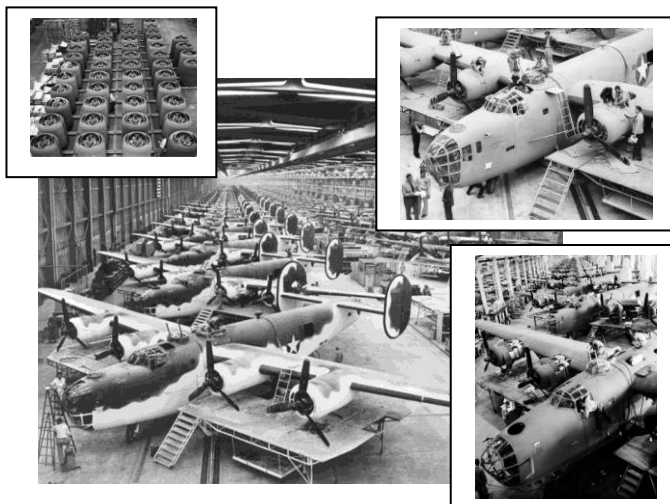




After getting his bombardier wings Gibby was assigned to a combat crew for final combat training with the 39th and 444th Bombardment Groups. He would now learn the ropes of operating in a long range B-24J Liberator Bomber as part of highly trained crew. Stateside advanced active training would be completed over the next twenty weeks at Davis-Monthan Army Air Base in Tuscon, Arizona.



The **Consolidated B-24 Liberator** was an American heavy bomber, designed by Consolidated Aircraft Company of San Diego, California. Its mass production was brought into full force by 1943 with the aid of the Ford Motor Company through its newly constructed Willow Run facility, where peak production had reached one B-24 per hour and 650 per month in 1944. Other factories soon followed. The B-24 ended World War II as the most produced Allied heavy bomber in history, and the most produced American military aircraft at over 18,000 units, thanks in large measure to Henry Ford and the harnessing of American industry. It still holds the distinction as the most-produced American military aircraft. The B-24 was used by several Allied air forces and navies, and by every branch of the American armed forces during the war, attaining



a distinguished war record with its operations in the Western European, Pacific, Mediterranean, and China-Burma-India Theaters.

Often compared with the better-known B-17 Flying Fortress, the B-24 was a more modern design with a higher top speed, greater range, and a heavier bomb load; however, it was also more difficult to fly, with heavy control forces and poor formation-flying characteristics. Popular opinion among aircrews and general's staffs tended to favor the B-17's rugged qualities above all other considerations in the European Theater. The placement of the B-24's fuel tanks throughout the upper fuselage and its lightweight construction, designed to increase range and optimize assembly line production, made the aircraft vulnerable to battle damage. The B-24 was notorious among American aircrews for its tendency to catch fire. Moreover, its high fuselage-mounted Davis wing also meant it was dangerous to ditch or belly land, since the fuselage tended to break apart. Nevertheless, the B-24 provided excellent service in a variety of roles thanks to its large payload and long range.

The B-24J Liberator was an upgrade of the workhorse B-24D that had been in service in the European and Asia Pacific Theaters of Operation since 1942. The "D" was the first B-24 to be qualified for combat. Under the original Production Pool plan, Consolidated/San Diego was the prime manufacturer, supplying components to Fort Worth and Douglas/Tulsa for assembly. In May, 1942 the first of 2738 B-24D's rolled off the assembly lines.

Due to rapidly changing needs, especially for defensive machine guns, there were many variations within the B-24D model, these differences identified by "production blocks" (e.g B-24D-70-CO). Various ventral gun systems were tried, including a totally unworkable, Bendix turret theoretically aimed with a periscope. Another, familiar problem was inadequate firepower in the nose. In the "D" two cheek guns were added, but didn't work out so well.

Specs for late model B-24D:

- Four Pratt & Whitney R-1830-43 fourteen-cylinder radial engines, rated at 1200 hp.
- Performance: Maximum speed 303 mph at 25,000 feet.
- Service ceiling: 32,000 feet.
- Range: 2300 miles with 5000 pounds of bombs. Maximum range 3500 miles.
- Fuel capacity: 3614 US gallons.
- Dimensions: Wingspan 110 feet 0 inches, length 66 feet 4 inches, height 17 feet 11 inches, wing area 1048 square feet.
- Weights: 32,605 pounds empty, 55,000 pounds gross, Maximum takeoff weight 64,000 pounds.
- Armament: Bomb bay could accommodate up to eight 1600-pound bombs.
- The late model "D"s included eleven .50 caliber machine guns: three in the nose, two in the belly turret, two in a tail turret, two in a dorsal turret (just aft of the cockpit), and two in the waist

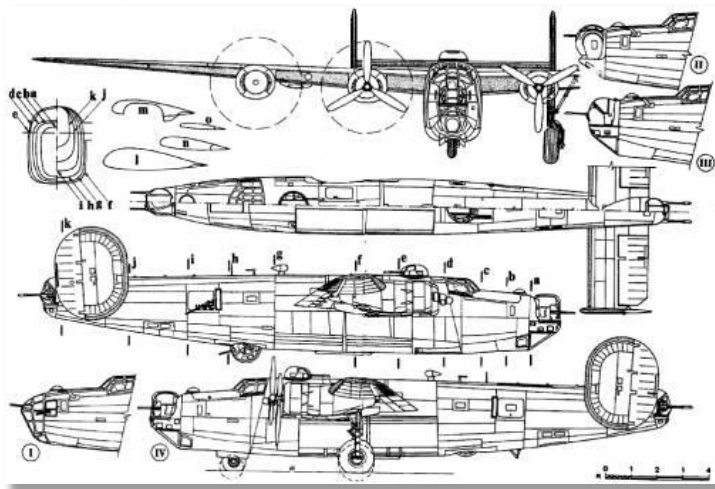
A few non-numerous production variants included: the B-24E - produced at Willow Run, similar to the "D" model; C-109 - a tanker conversion of the B-24E, capable of carrying 2,900 gallons of fuel, used over "the Hump" (the Himalayan Mountain Range) from India to China and the B-24G - North American's model, all equipped with the nose turret.

Trying to increase forward firepower, some 90th Bomb Group field engineers got the bright idea to install a cannibalized B-24 tail turret in the nose. It worked pretty well, and an Emerson A-15 twin-gun

nose turret was standardized on B-24H's. The top and tail turrets were improved, and the camouflage paint was omitted late in the "D" series. 3,100 were produced, over half at Willow Run.

The B-24J was essentially the same as the B-24H; but early "J"s were equipped with the Convair (merged Consolidated/Vultee) A-6A nose turret, instead of the Emerson A-15 turret, due to a limited supply of the Emerson turrets. By early 1944, enough Emersons were available for all five factories. The B-24J was also equipped with an improved C-1 automatic pilot, a new M-series bomb sight, an electronic control system for the turbosuperchargers, and a better fuel transfer system. Excessive weight was a real drawback of the B-24J; numerous additions totaling 8,000 pounds had been made since the B-24D, but using the same engine. Performance, fuel efficiency, and flight stability fell off because of this excess weight.

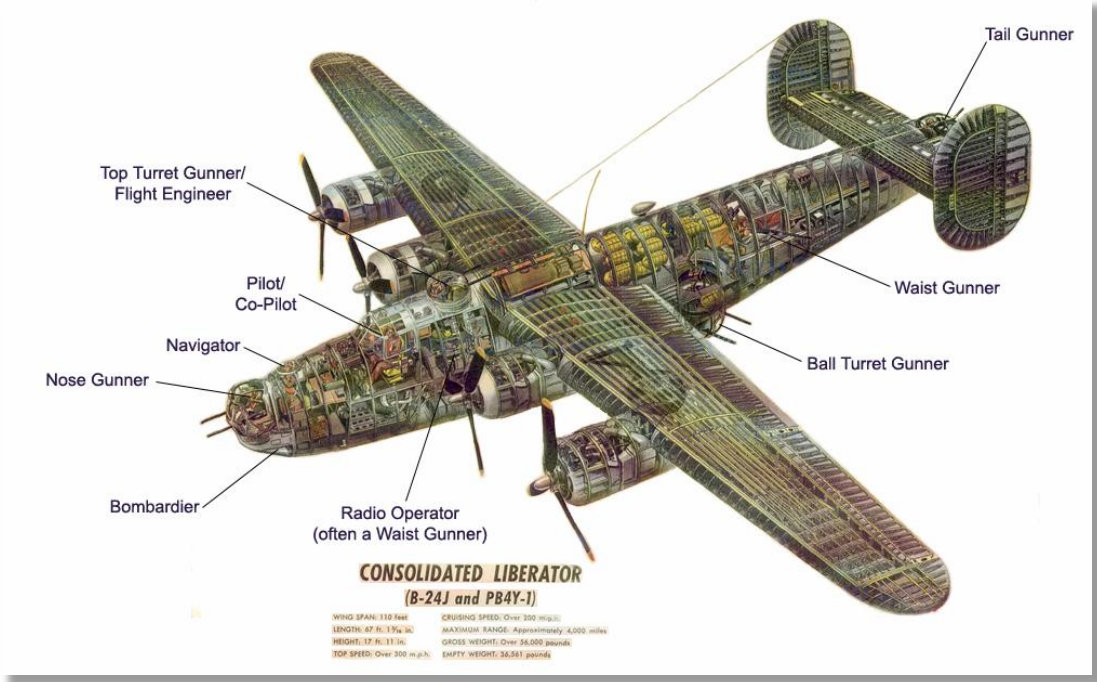
6678 B-24J's were produced. By late 1944, the Army foresaw a lessened demand for Liberators, and ordered that three of the plants be freed up for other purposes. Only Ford-Willow Run and Convair-San Diego continued turning out B-24's in 1945. Late in the B-24 program, attempts were made to trim its weight (in the Pacific, field engineers had been removing the belly turrets to save weight). The result was the B-24L, some 1,000 pounds lighter than the "J," of which 1667 were built, mostly at Willow Run.



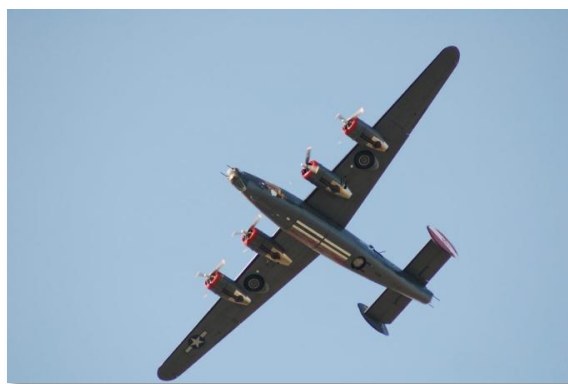
Specs of B-24J (key differences from B-24D in **boldface**)

- Four Pratt & Whitney **R-1830-65** fourteen-cylinder radial engines, rated at 1200 hp, **with GE turbosuperchargers**
- Performance: Maximum sustained speed **278 mph** at 25,000 feet.
- Service ceiling: **28,000 feet**.
- Range: **1700 miles** at all-up weight of 61,500 pounds.
- Fuel capacity: 3614 US gallons.
- Dimensions: Wingspan 110 feet 0 inches, length 64 feet 2 inches, height 18 feet 0 inches, wing area 1048 square feet.
- Weights: **38,000 pounds empty**, 55,000 pounds gross, Maximum takeoff weight **71,000 pounds**.
- Armament: Bomb bay could accommodate up to eight 1600-pound bombs.

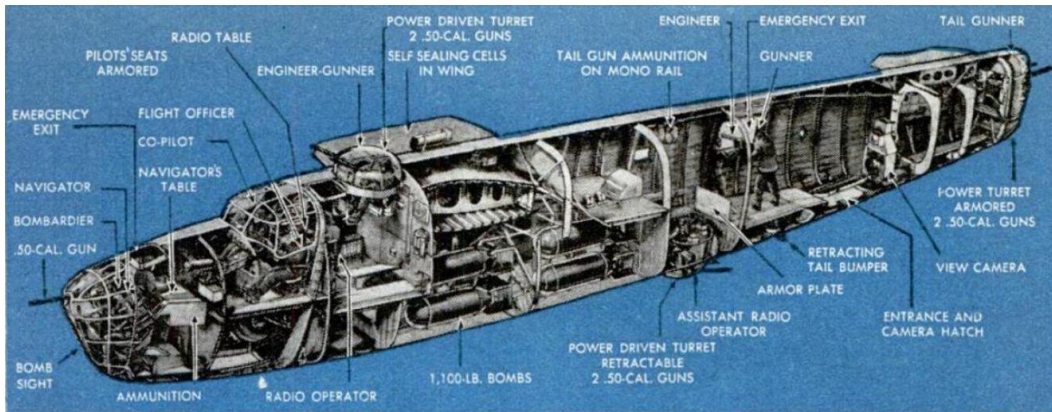
Eleven .50 caliber machine guns: three in the nose, two in the belly turret, two in a tail turret, two in a dorsal turret (just aft of the cockpit), and two in the waist.



The only B-24 that is still flying is the “Witchcraft”, SN – 252534. It was restored to its original condition by many volunteers from the Collings Foundation. This aircraft along with a B-17 Flying Fortress, B-25 Mitchell and P-51 Mustang tours the country annually as part of the “Wings of Freedom Tour.” Photographs of the exterior and interior taken during a walking tour of the aircraft clearly show the challenges faced by the crews and the bravery it took to fly mission after mission into hostile territory.



The B-24 flew with a ten man crew, sometimes 11. There was little room to maneuver and with an unpressurized fuselage there were no creature comforts – plenty of noise, no heat (-50 degrees F at 22,000 feet), no plumbing, few places to stand and stretch

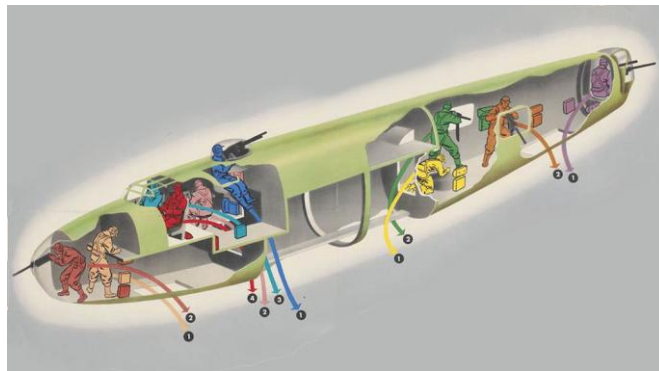


... and no really quick and easy way out when trouble arrived.

The crew would have significant training and practice in abandon ship maneuvers but in a crisis situation on a crippled and possibly out of control ship it is a daunting task. If

- the intercom continued to work and all of the crew members heard the abandon ship call,
- the pilot could maintain some degree of control and level flying,
- the bomb bay doors remained open following the bombing run,
- the bomb bay doors were closed but could still be opened,
- the turret gunners could get out of their enclosures,
- debris was not blocking the narrow passages,
- the nose wheel could be lowered,
- there were no interior fires,
- none of the crew was injured,

... those closer to the center of the fuselage could get out first. The tail and belly turret gunners would no doubt have been at their stations and have the additional challenge of getting out of their harnesses and getting out of their enclosures. In particular for the belly gunner the ball turret can only be exited if it is in the properly rotated position and that requires hydraulic power or the ability to disengage it, rotate it manually and lift it vertically.



The radioman, engineers (also serving as top turret gunner while under attack) and pilots and co-pilots have a short drop to the bomb bay and if that was unable to be opened run across the catwalk through

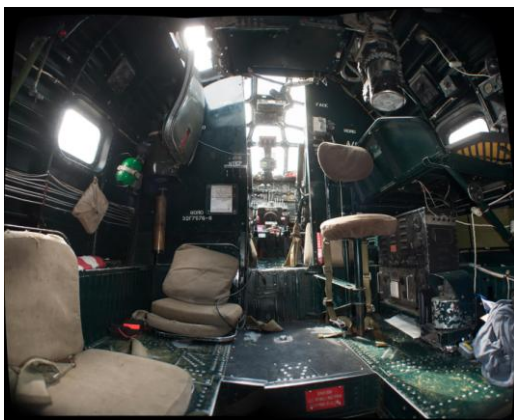
the bomb bay to the waist windows or main hatch in the rear. The nose gunner, navigator and bombardier who could also have served as the nose gunner can only exit via the front landing gear wheel well and only if the wheel is extended. That can be done manually as well as under hydraulic power. The airman in the nose gunner position has the same harnessing and enclosure problems to overcome as the tail gunner.

WALKING TOUR OF A FULLY FUNCTIONING B-24J

Liberators were crewed (depending on the model) by 7 to 11 personnel. The pilot and co-pilot were situated in the high-mounted stepped flight deck with views forward, to the sides and above. Of the two seats in the cockpit, the pilot occupied the left hand seat while the co-pilot sat to his right. The pilot was essentially the overlord of the Liberator and ultimately held responsible for the actions and relative well-being of the rest of his crew. The pilot maintained the Liberator's position in flight and was called upon to deliver the aircraft to the target area and back or make split-second decisions based on actions to keep his crew alive. The co-pilot was equally trained in the systems afforded the pilot and was, for all intents and purposes, the pilot's right-hand man. He participated in the operation and controls of the Liberator to help alleviate the responsibilities of the pilot. Like the pilot, the co-pilot could be called upon to fully operate the aircraft to and from the target area and, like the navigator, was skillfully trained in the fine art of navigation.

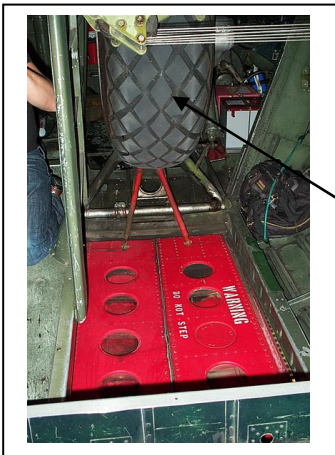


This is a view forward from the catwalk in the bomb bay. The radio operator sat at the station to the right and just through the bulkhead you can see the cockpit.



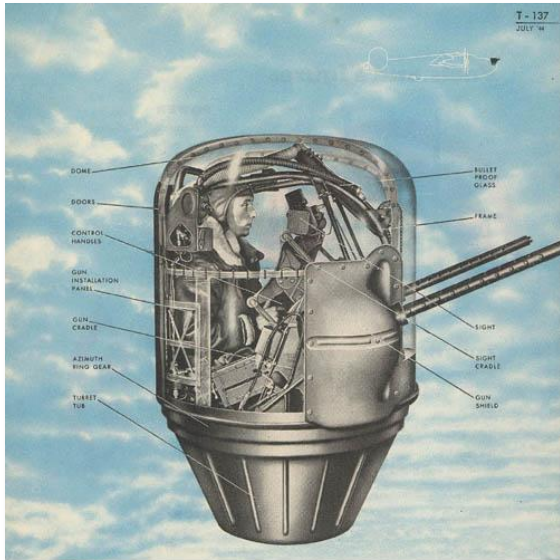
(NOTE: [Appendix G](#) contains the full version of the B-24 Pilot Training Manual).

The nose gunner, bombardier and navigator were housed under a glazed nose well forward in the design. This is a view forward from the catwalk in the bomb bay but under the floor of the radio operator and the cock pit. The forward (nose) landing gear can be seen in the center of the photo with the nose wheel extended through the open hatch. This was the only way out for the nose gunner, navigator and bombardier – if the nose wheel hatch could be opened.



During flight the forward area was accessed by crawling along the platform to the right of the nose wheel. Looking aft the nose wheel is shown here retracted in flight. The slightest pressure opens the red doors enabling them to be used as an emergency exit..

The nose gunner was perhaps afforded the most stunning (and oft-targeted) position in the Liberator, watching every bombing mission unfold like no other crewman. The nose gunner had access to the powered nose turret if the model of Liberator called for one, fitting 2 x 12.7mm machine guns. Since the front of the Liberator was most susceptible to incoming enemy fighters, this position was also one of the more dangerous on the aircraft.



THE EMERSON BOW

EMERSON 250CE-1

The Emerson Bow Turret, located in the bow position of a number of PB4Y Liberator bombers, can swing a large cone of fire around the whole forward area of the airplane. It is a relative of the Consolidated Tail, and has many points of similarity in design and action. If you are acquainted with the Consolidated, you will feel right at home in the Emerson, though its actual operation is quite different. There is one model—the Emerson 250CE-1.

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Emerson Gun Sight

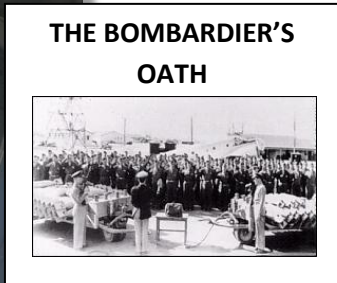
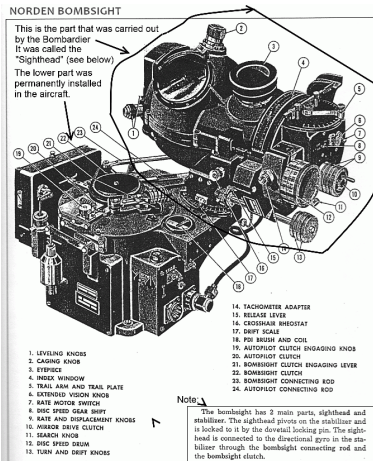
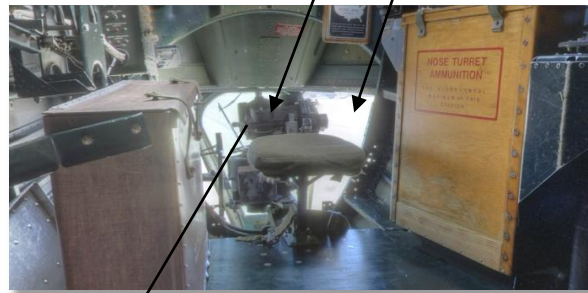


The bombardier held the most important job in the flight crew. For the Liberator's were designed with bombing in mind, a flight crew without a trained bomber crewmember was ultimately useless in the Allied air campaign. Bombardiers and pilots shared a common role for the bombardier would be called on to take flight control of the bomber when engaging in the bombing run via auto-pilot. Calculations were necessary to unleash payloads directly over target areas, thus requiring bombardiers to maintain a certain level of mettle while blocking out enemy fighters, flak, structural damage or personal combat wounds. Lead bombers were also the elements that triggered the rest of the formation to drop their bombs. Later advances in airborne technologies allowed bombardiers to achieve direct hits even through cloud and smoke coverage.



Looking forward just ahead of the nose wheel you can see:

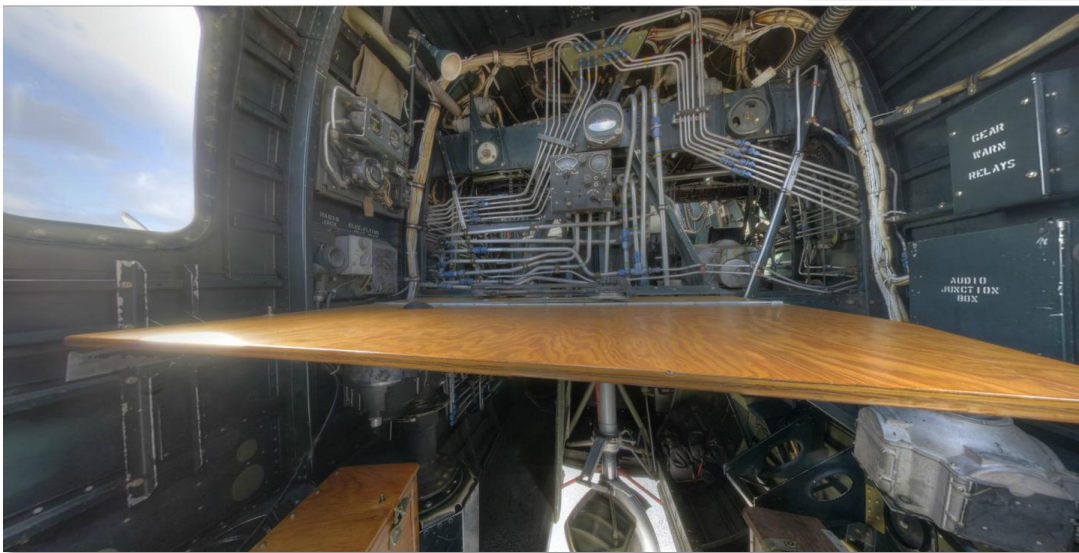
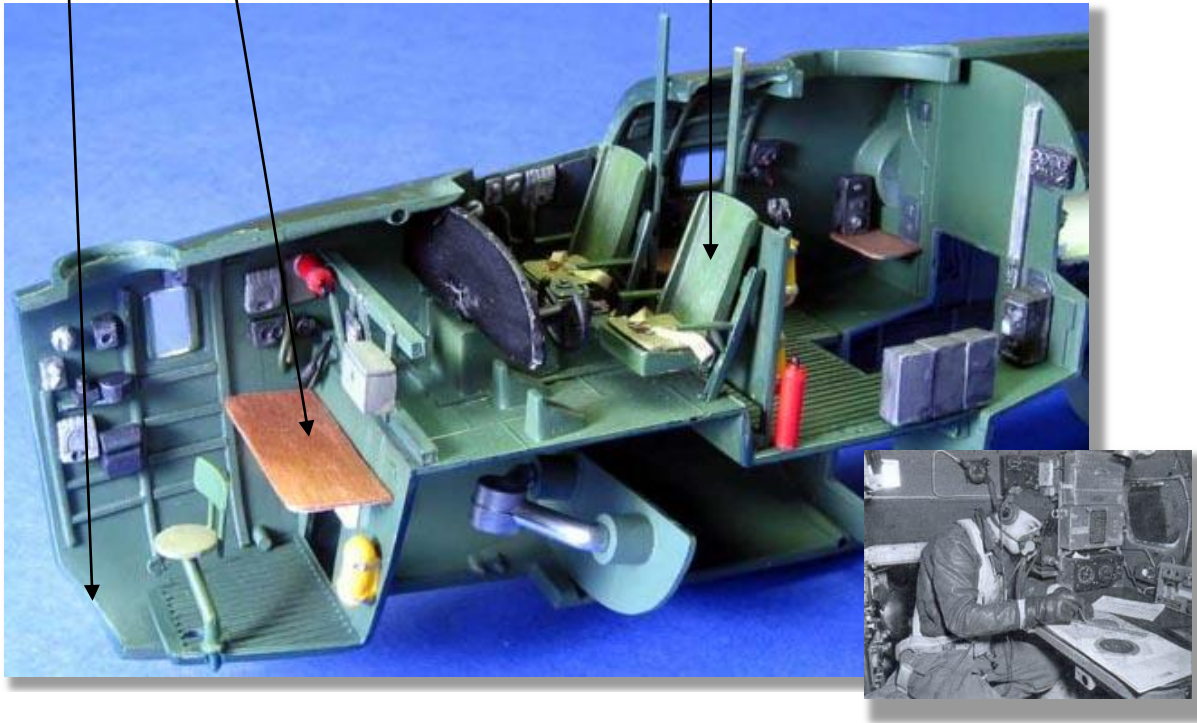
- the glass nose
- highly proprietary Norden Bombsite
- the lower portion of the nose turret gunners compartment.



"Mindful of the secret trust about to be placed in me by my Commander in Chief, the President of the United States, by whose direction I have been chosen for bombardier training...and mindful of the fact that I am to become guardian of one of my country's most priceless military assets, the American bombsight...I do here, in the presence of Almighty God, swear by the Bombardier's Code of Honor to keep inviolate the secrecy of any and all confidential information revealed to me, and further to uphold the honor and integrity of the Army Air Forces, if need be, with my life itself."

The navigator was given the important responsibility of getting the crew to the target and back home. This was particularly important of the lead bomber in a given flight group but all navigators needed exceptional know-how of their position to lead a bomber through should the aircraft become displaced from his group. The navigator could utilize the forward-mounted Plexiglas dome to get his bearings as well as relying on physical landmarks down below and his training in the fine art of navigation. Essentially, the pilot and navigator needed to maintain a close working partnership to get everyone to the target area and back home. If "cheek" machine guns were fitted on a Liberator model, the navigator would man one.

The Navigator's table was located just forward of the Pilot's feet and just over the back of the crouching Bombardier.

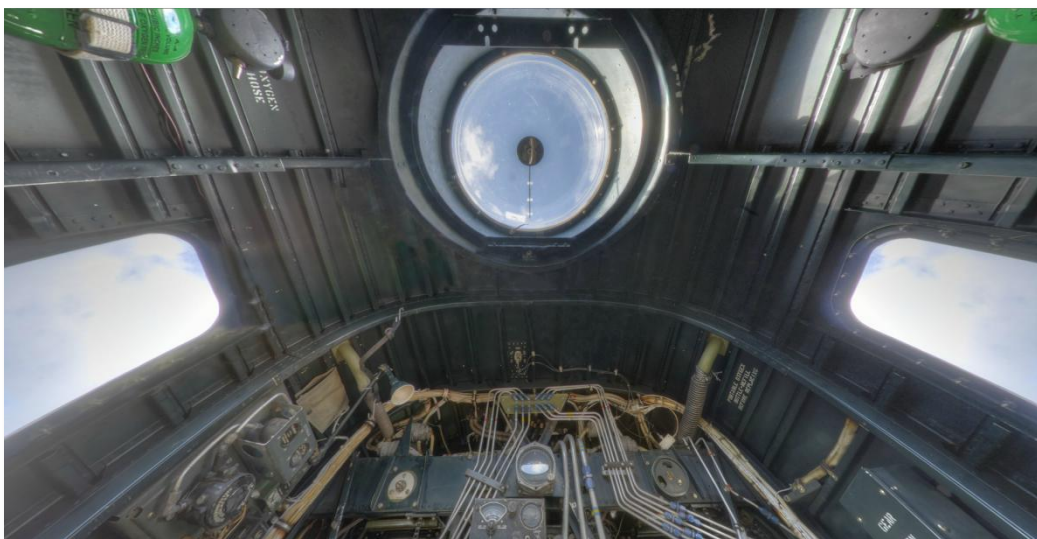




Navigator's Table
Looking Left



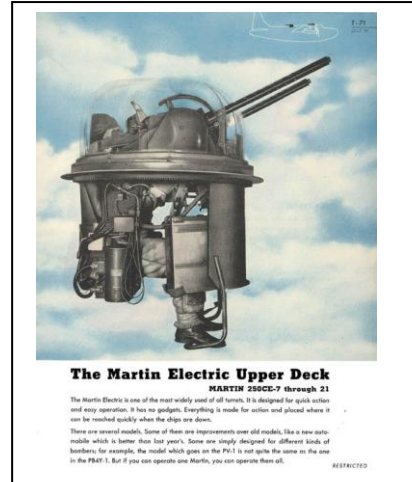
Navigator's Table
Looking Right



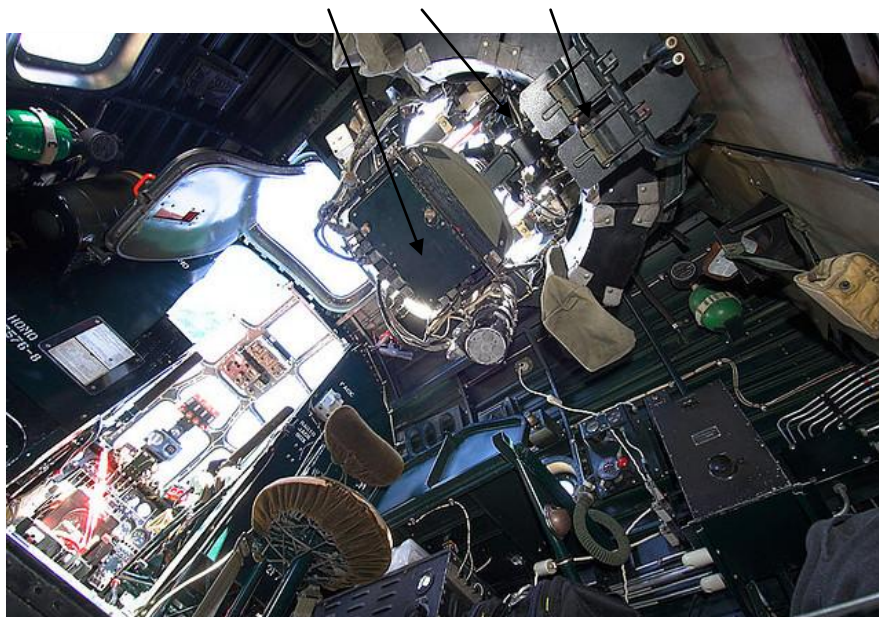
Navigator's Table
Looking Up
at the Celestial
Observation Dome

The dorsal turret gunner also doubled as the flight engineer and probably maintained the best defensive vantage point, offering an exceptional firing arc when compared to all other available gunner positions. The turret mounted 2 x 12.7mm machine guns. As the aircraft's in-flight mechanic, these individuals maintained a certain level of expert knowledge on the inner workings of the aircraft. His primary duty - along with defense of the upper hemisphere of the bomber - also lay in assisting the pilots on the engine condition and fuel usage.

The dorsal or top turret above the radio station seen here looking aft from the cockpit.



Seat Cannon Foot Rests



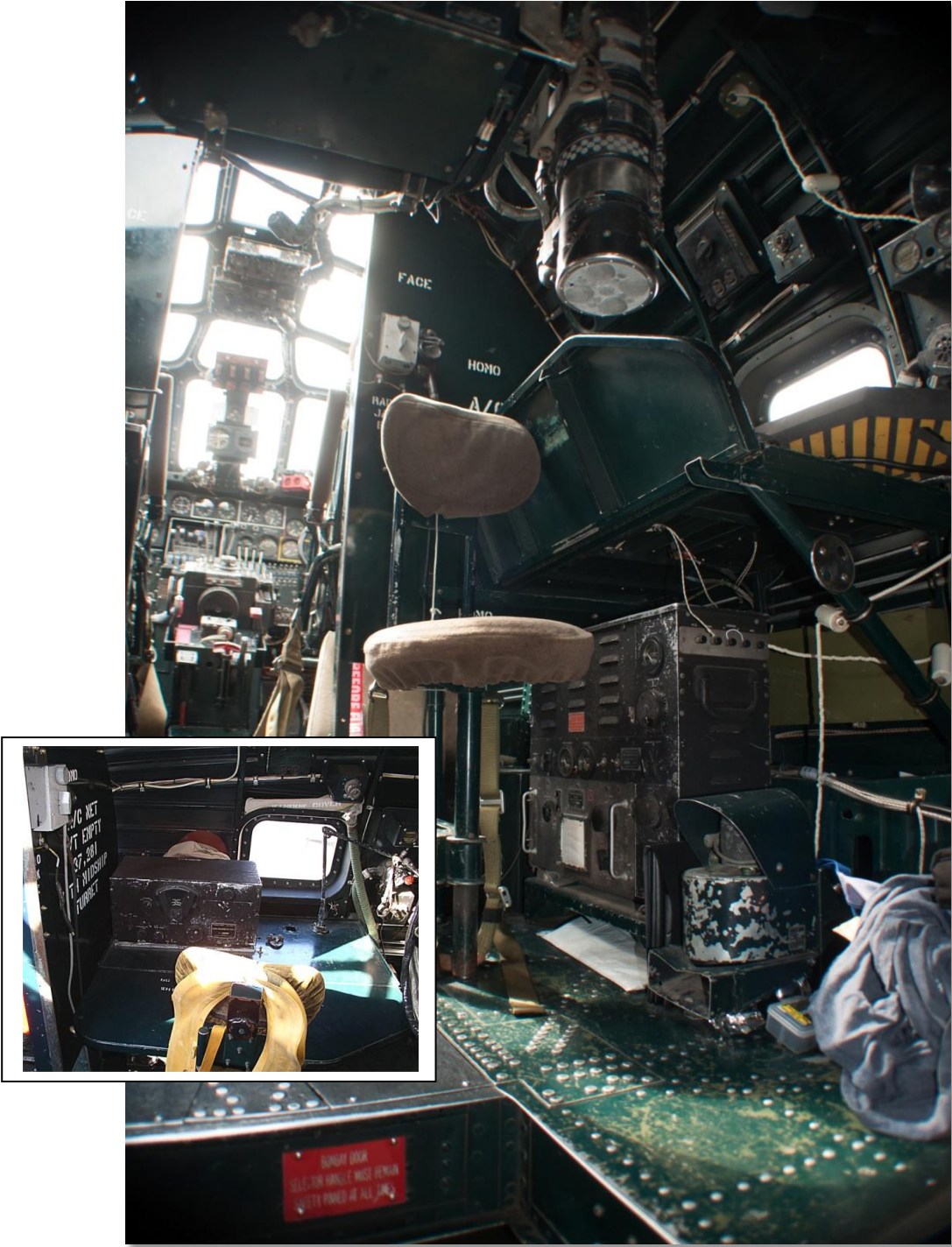
This view from aft of the radio operators station on the right looking forward into the cockpit shows the suspended top turret position.



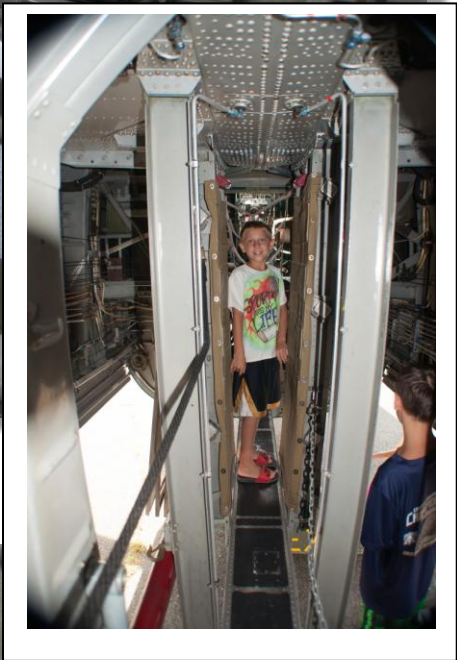
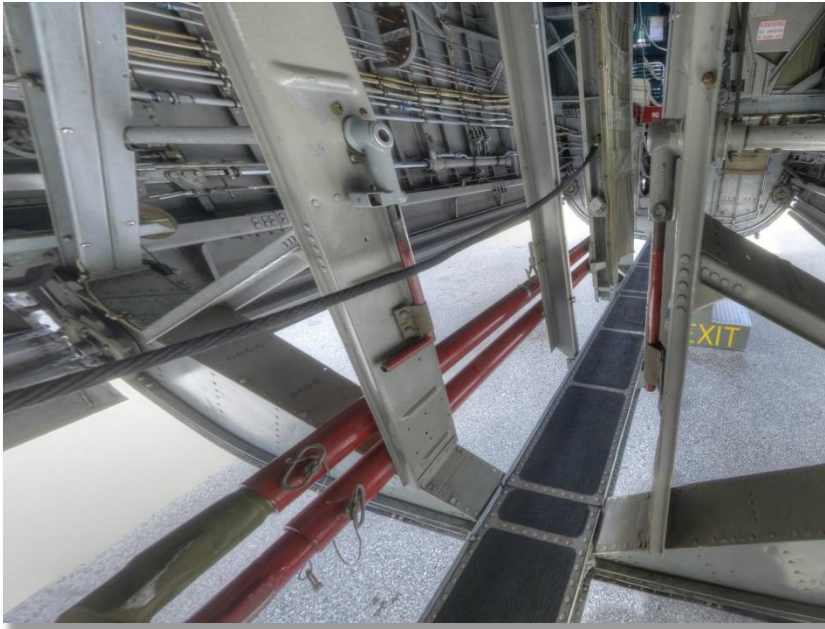
Inside the top turret



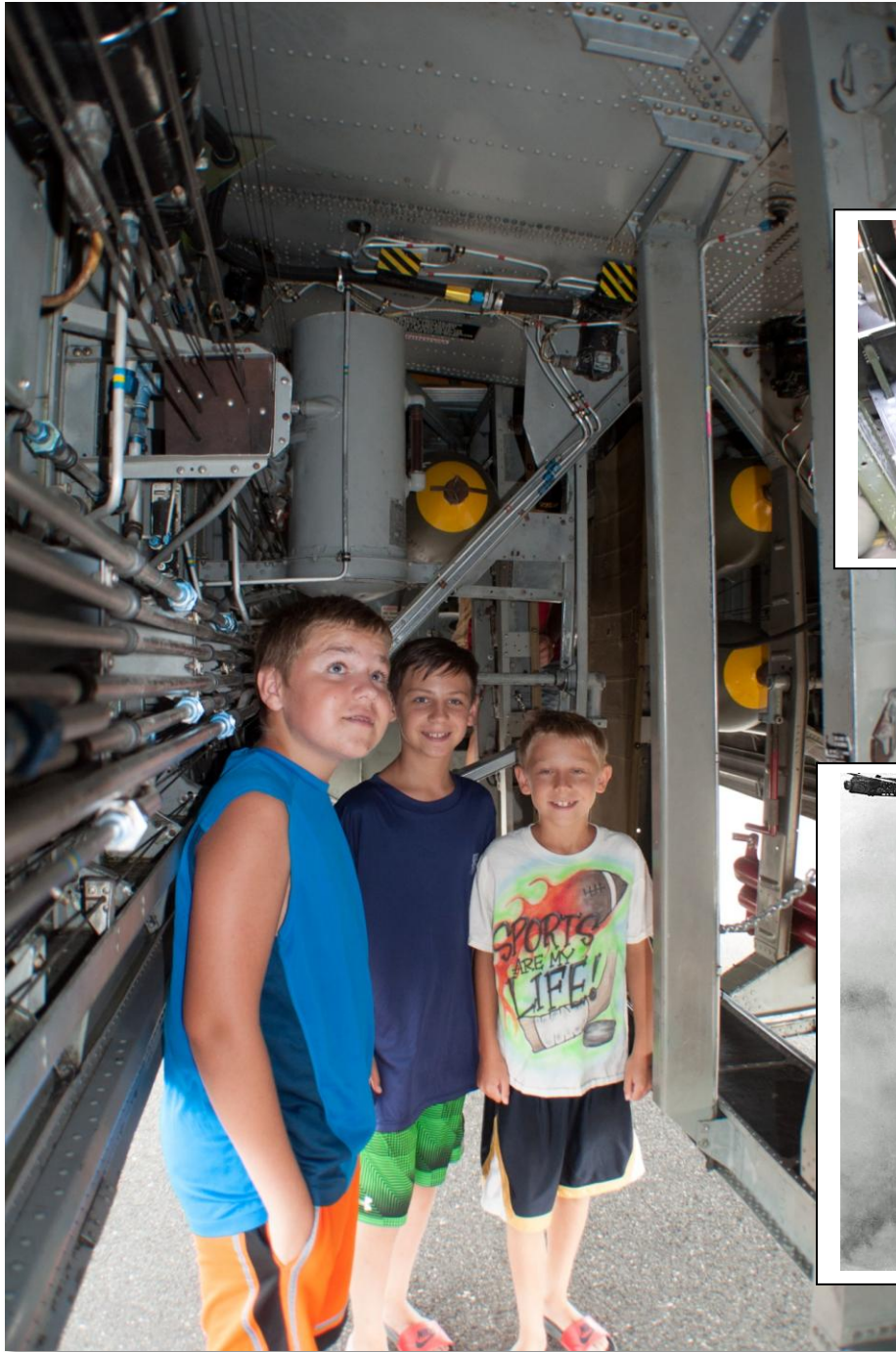
The radioman was situated within the upper portion of the Liberator's deep fuselage, positioned just behind the cockpit and not aft of the wings as in a B-17. His position required him to stay hours on his headset listening for friendly communications, reporting updates to the navigator, reporting situational updates at intervals and communicating with headquarters on mission results. Radiomen were required to keep logs of all pertinent actions and could be called upon to man one of the waist guns if needed.



The forward flight crew was removed from the rear flight crew with access between the two sections of the bomber made via a thin scaffold running the length of the two bomb compartments in the bomb bay. Entry and exit to the aircraft was through a door positioned towards the rear which made for harrowing emergency exits. In an emergency if the bomb bay doors were closed forward crewmen (pilot, co-pilot, radio operator and engineer) were expected to exit the aircraft via a treacherous narrow catwalk across the bomb bay scaffold and make their way to the rear all the while fitted with their parachutes and bulky warming flight suits. Ten-year-old Peyton Sharkey illustrates this very well.



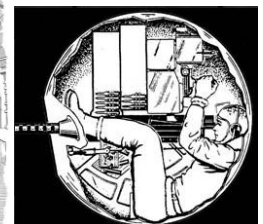
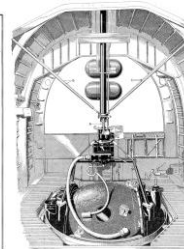
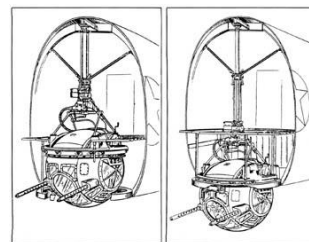
The bomb bay could carry eight 1,600 pound bombs when fully loaded – considerably more 500 pounders - for a total payload of 12,800 pounds.



Kyle, Tyler and Peyton Sharkey stand on the tarmac inside the open bomb bay along with several 1200 pound bombs. Note the numerous hydraulic control lines and cables running through the bomb bay – some of the most vulnerable parts of the aircraft.

The belly ball turret gun position was a critical defensive position for the B-24 and the ball turret gunner held a distinct view of the action like no other crew member. The smallest bomber personnel were generally enlisted for operation of the ball turret fitting 2 x 12.7mm heavy machine guns. The ball turret was perhaps the coldest position on a given B-24 with many a crewmember reporting frostbite through those frigid minus 50 degree high-altitude sorties.

It was also a death trap for the smaller airmen who operated it. These fellows wore no parachutes (the small size of the ball turret necessitated this) and made their way inside their turrets after the aircraft was in flight. The B-24 ball turret - unlike that on the B-17 - could be retracted into the Liberator's fuselage during take-off and landing. However, the one access hatch is only visible in some of these photos and it could only be opened if the turret could be turned to the proper position. Stories of belly landings with trapped gunners and others whose remains were washed out of the turret with a hose are tribute to the men who volunteered to take this critical assignment.



The ball turret gunner's view: Left Cannon, Targeting Window, Foot Rests, Reclined Seat, Right Cannon.



Left Cannon and Side View Window



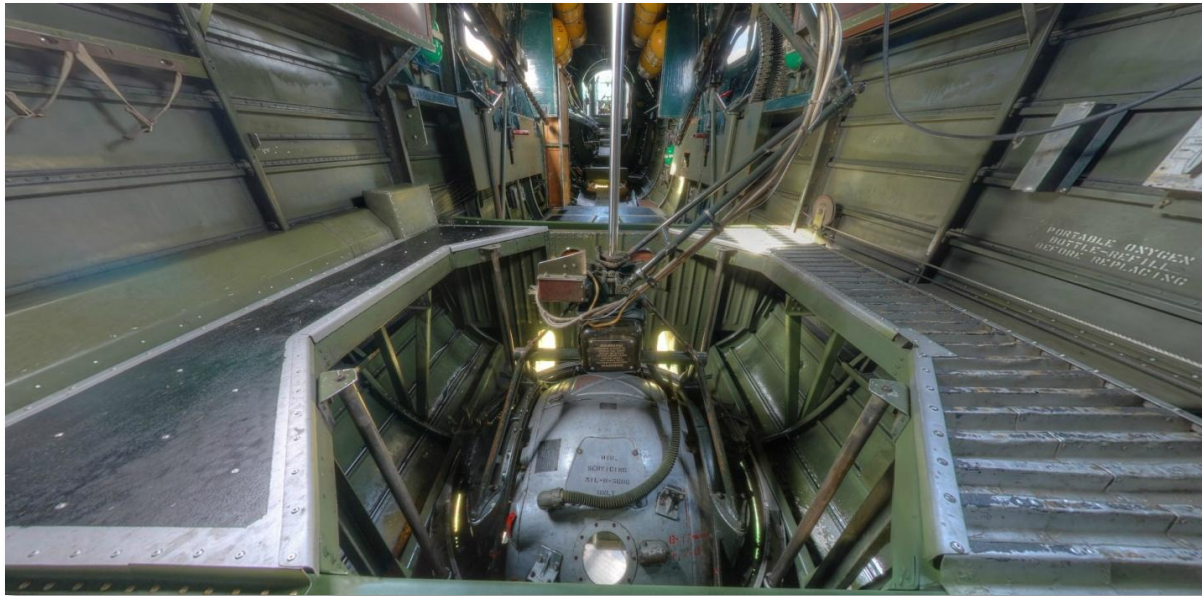
Right Cannon and Side View Window



Reclined Seat

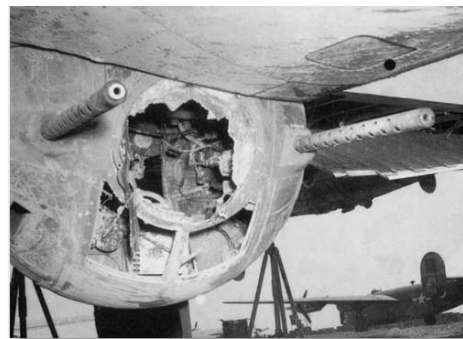


Deployed Turret Ready for Combat



The Death of the Ball Turret Gunner
by Randall Jarrell

*From my mother's sleep I fell into the State,
And I hunched in its belly till my wet fur froze.
Six miles from earth, loosed from its dream of life,
I woke to black flak and the nightmare fighters.
When I died they washed me out of the turret
with a hose.*



Waist gunners were charged with the defense of the Liberator's vulnerable sides through use of single 12.7mm machine guns. As such, these positions aboard Liberators suffered the most casualties by incoming fighters ready to strafe the large profile sides of the bomber. These two positions - left and right - were later staggered to compensate for each gunners firing arc. Unlike other turreted positions in the B-24, spent shell casings at these waist positions were not jettisoned from the aircraft automatically, forcing crewmembers to clear their areas themselves. Since firing from these side-perspective positions required a great deal of hand-to-eye coordination via tracer rounds while taking into account target speed and the Liberator's airspeed itself, waist gunners relied on simple targeting sights in the early years. Only later did they receive assistance in the form of compensating sights to help improve accuracy.



Waist gunner positions were quite cramped as can be seen when manned by these ten and twelve-year-olds.



The tail gunner was given perhaps the most important defensive position aboard the Liberator, manning a powered 2 x 12.7mm machine gun turret. Afforded a spectacular view, the tail gunner was charged with defense of the aircraft's "six", a position most often to encounter trailing enemy fighters eager for the easy kill. One point of note here is that if the Liberator were traveling through a rain of flak bursts, the tail gunner would most often times be the safest position aboard the aircraft, with the aircraft already having flown through the exploding shell burst. It was not unheard of for aircrews to bring aboard their own personal forms of protection (plates of steel for instance) against such flak dangers.



The tail position was accessed through two bulkheads aft of the waist gunner positions.



Looking forward from the tail gunner position.



Looking skyward from the tail gunner's seat.



The missions were flown in a combat box formation utilized the strengths of individual Liberator firepower and crews. Gunnery crews could work together and bring to bear the power of multiple machine guns against crossing enemy fighters. Though sound in theory, the heat of battle made for something more. Coordinated gunnery was not always possible - especially between bomber crews - but communications within individual bombers were ultimately important. *(More on the combat box later in this document).*

A young boy dreams – then he realizes this was serious business.



As they sat in the Bombardier's position and heard the stories of Uncle Gibby, their grandfather, George Hofmann, and best friend, Mike Iriarte, you could have heard a pin drop. When the Colling's Foundation fired up a thousand horsepower radial engine on a fully restored B-25 Mitchell no more than 100 feet away and the engine gave out a mighty backfire, everyone jumped – and no one thought it was funny.



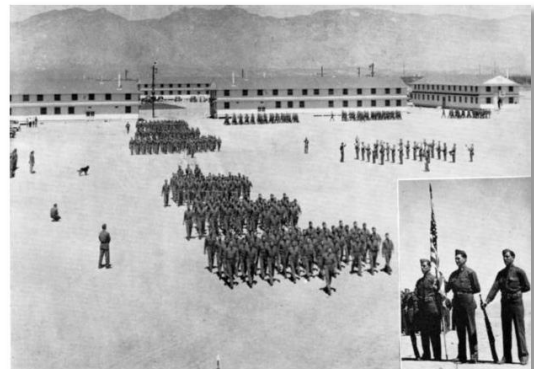
Davis-Monthan Army Air Field in Tucson, Arizona

During World War II, the United States Army Air Forces (USAAF) established numerous airfields in Arizona for training pilots and aircrews of USAAF fighters and bombers.

Most of these airfields were under the command of Fourth Air Force or the Army Air Forces Training Command (AAFTC) (A predecessor of the current-day United States Air Force Air Education and Training Command). However, the other USAAF support commands (Air Technical Service Command (ATSC); Air Transport Command (ATC) or Troop Carrier Command) commanded a significant number of airfields in a support roles.

Davis-Monthan AFB in Tucson, Arizona, has a strong history as a former bomber base and is currently an active combat wing. It was named in honor of Lieutenants Samuel H. Davis and Oscar Monthan, two Tucsonans and World War I era pilots who died in separate military aircraft accidents.

When the base was constructed in the early 40s, it was several miles southeast of the city, but with the growth of Tucson, it now finds itself within city limits and surrounded by residential and industrial areas.



1942: A color guard review outside soldiers' barracks at Davis-Monthan Field, Tucson, in April, 1942 during WWII. Bomber crews for the 30th Bombardment Group were trained at D-M during the war.



D-M became a military base in 1925, but its origins can be traced to the earliest days of civil aviation. In 1927, Charles Lindbergh, fresh from his non-stop crossing of the Atlantic, flew his "Spirit of St. Louis" to Tucson to dedicate Davis-Monthan Field -- then the largest municipal

airport in the U.S. In 1940, with a war cloud on the horizon, the field was selected for expansion. During World War II, D-M served as an operational training base for B-18, B-24, and B-29 aircraft. With the end of the war, operations at D-M came to a virtual standstill. It was then that the base was chosen as a storage site for hundreds of decommissioned aircraft.



Davis-Monthan Airport became Tucson Army Air Field in 1940, as the United States prepared for World War II. The first assigned U.S. Army Air Corps units were the 1st Bomb Wing, 41st Bomb Group and 31st Air Base Group, activating on 30 April 1941 with Lieutenant Colonel Ames S. Albro Sr. as commanding officer. In its military role, the base became known as Davis-Monthan Army Air Field on 3 December 1941. Air Corps leaders utilized the airfield, sending Douglas B-18 Bolo, Consolidated B-24 Liberator and Boeing B-29 Superfortress bombers, for training and observation missions. Training at the airfield came to a halt on 14 August 1945, when the Japanese surrendered. Davis-Monthan played a post-war role by housing German POW's from June 1945 to March 1946. It also served as a separation center, which brought the base populace to a high of 11,614 people in September 1945.

Among the bombardment groups trained at the base during the war (Gibby's crew was part of the 444th Bombardment Group):

- [34th Bombardment](#) (Heavy) 13 May 1942 – 4 July 1942
- [94th Bombardment](#) (Heavy) August 1942 – 1 November 1942
- [302nd Bombardment](#) (Heavy) 23 June 1942 – 30 July 1942
- [308th Bombardment](#) (Heavy) 20 June 1942 – 1 October 1942
- [380th Bombardment](#) (Heavy) 4 November 1942 – 2 December 1942
- [382nd Bombardment](#) (Heavy) 23 January 1943 – 5 April 1943
- [389th Bombardment](#) (Heavy) 24 December 1942 – 1 February 1943
- [392nd Bombardment](#) (Heavy) 26 January 1943 – 1 March 1943
- [399th Bombardment](#) (Heavy) 1 March 1943 – 10 April 1943
- [400th Bombardment](#) (Heavy) April 1943 – 2 May 1943
- [446th Bombardment](#) (Heavy) 1 April 1943 – 8 June 1943
- [449th Bombardment](#) (Heavy) 1 May 1943 – 5 July 1943
- [451st Bombardment](#) (Heavy) 1 May 1943 – 3 June 1943
- [459th Bombardment](#) (Heavy) 20 September 1943 – 1 November 1943
- [466th Bombardment](#) (Heavy) 15 August – 17 October 1945
- [486th Bombardment](#) (Heavy) 9 November 1943 – March 1944
- [489th Bombardment](#) (Heavy) 3 April 1945 – 13 July 1945
- [491st Bombardment](#) (Heavy) 1 October 1943 – 11 November 1943
- [444th Bombardment](#) (Very Heavy) 1 March 1943 – 29 July 1943
- [499th Bombardment](#) (Very Heavy) 20 November 1943 – 1 December 1943



While each B-24 had a flying crew of ten or eleven, the ground crew members outnumbered them two to one. This photo taken in China of the entire crew of the 308th Bombardment Group “Johnny Dough Boy” shows one of the teams that trained at Davis-Monthan Air Base.

ADVANCED AND COMBAT CREW TRAINING - Diligent, thorough training of all unit personnel was critical in carrying out future missions under combat conditions. Formation flying was emphasized for pilots, and personnel assigned to all other combat crew positions were given the best training possible.

Training as a crew was intense, flying day and night, all over the local region. Crews practice day and night landings in all weather conditions until they were fully proficient. Frequent long distance cross country trips were common testing the endurance of the crew given the inherent long range capabilities of the B-24. It was not uncommon to fly a course as far as Bermuda and back again to base.

Practice bombing runs with both live and dummy munitions were numerous and essential as that was the primary role of the aircraft. Experience with variations in altitude, visibility, temperatures and other weather conditions were the norm as were flying and landing with less than the full complement of operating engines. Training accidents and breakdowns were not uncommon serving to keep the crew on their toes.

Combat crew training was concluded with a cross-country formation flight across the United States sometimes to Bermuda and back with 35 aircraft and crews in full formation. After five months the combat crew was ready and they would receive their deployment orders.

While Davis-Monthan AFB was home to Gibby and the John E. McLaughlin, Jr. crew from 1 March 1943 through 29th July 1943, training and maneuvers took them to various parts of the country including a temporary move to Salinas Army Air Base in California at the end of May.

NOTE: It being impracticable for the govt to furnish cooking facilities for rations in kind

HEADQUARTERS
DAVIS-MONTHAN FIELD
Tucson, Arizona
May 30, 1943

SPECIAL ORDERS) R-S-S-T-R-I-O-T-B-D
NUMBER.....199) E-X-T-R-A-C-T

1. The Heavy Bombardment Combat Crews, consisting of the mil personnel listed on the atchd Inclosure No 1, which is hereby made a part of this order, are held rd atchd-unsagd 39th and 44th Bomb Gps (H), as indicated on the inclosure, trfd to Warner Prov Gp, WP AAB, Salinas, Calif, by rail, reporting upon arrival to CG. Upon arrival at destination personnel to be atchd-unsagd to 34th Bomb Gp (H).

This is a TEMPORARY change of sta. Trav being of a temp nature T at govt expense of dependents and household goods ngt auth except as provided in Sec VI WD Cir 261, 1942 and Sec IV WD Bull 27, 1942.

EO will furn nce P. IOFRK for EM on troop train TO furn meal tickets under Prov of Par 2 AR 30-2215 for nec meals. Individual equipment will accompany personnel.

Train Comdr will notify CO at destination twenty-four (24) hours in advance of ETA and will notify this hq ATTENTION S-1, with the least practicable delay, hour and date of arrival at destination.

Qrs-nsagt of single O are terminated effective date of departure in accordance with Par 13 AR 210-10. This constitutes a non-nsagt of qrs for married O, there being no adequate qrs for them on post.

DD FD 34 P 434-01-02-03-07-08 A 0425-23.

Auth: TNY 16th HW M 935E ad May 21/43, under auth of II AF Memo 35-15 May 12/43, II AF Memo 75-1 Dec 30/42 as amended.

By order of Col LOVELL H. SHIOT:

C. O. CARPENTER, JR
Capt AD
AAJ

OFFICIAL:

DISTRIBUTION:
1 - Retc Sec, Misc Div, AAG
3 - AAF Dir of War Orga & Movement
2 - AAF Dir of Personnel
5 - CG II AF
2 - CG AAF
2 - CG ASC
2 - 72nd Mech Records Unit II AF
2 - CG 165W
1 - Base S-2
5 - Lt Col Bernard, 39th Bomb Gp (H)
1 - Billingent O

5 - COAB Salinas, Calif
5 - CO 34th Bomb Gp (H), AAB Salinas, Calif
2 - Resident O Mess
35 - Base Hall T
3 - Base FO
1 - Base Dental Surgeon
1 - Base PO
1 - G-in-chn Sales Commissary
1 - Secretary O Club
500 - CO 39th Bomb Gp (H)
400 - CO 44th Bomb Gp (H)

R-S-S-T-R-I-O-T-B-D
PAGE 1 INCL 1 TO PAR 1 SO 140, HQ HMF, TUCSON, ARIZ, MAY 30/43.

Prov Gp Staff

*1ST COL HARVEY P. BARNARD JR 021161, Prov Gp Comdr (Train Comdr)
*CAPT CARL G. COATES 041022, Prov Gp Comdr
*CAPT JOSEPH J. MC CONNELL 040074, Prov Gp Surg
*1ST LT JAMES R. REED JR 043504, Prov Gp Nav
*1ST LT NATHAN BROOKS 12119002, Prov Gp Adl
*1ST LT RUSH L. HANNA 0701101, Ft Comdr
*1ST LT GORF A. ISRAELSON 030027, Ft Comdr
*1ST LT HOWARD E. SANDERS 0505704, Ft Comdr
*1ST LT HARRY E. STEWART III 0412760, Ft Comdr
*1ST LT JOEL C. THOMPSON 0430635, Ft Comdr
*1ST LT JOSEPH C. SLATER 0505727, Ft Comdr

* - nsagt Hq 16 BOW, atchd 39th Bomb Gp (H)
** - nsagt 1st SO, atchd 39th Bomb Gp (H)

Crew #19-L-05
2ND LT KENNETH S. STANBORN 073565 (P)
2ND LT CHARLES G. COVITS 0747218 (CP)
2ND LT ELSON L. WILKIN 0676401 (S)
Sgt ALFRED J. OGDON 3521495 (A)
Pvt TEO G. PROEM 12095195 (A)
Sgt FRANK R. GASTANO 12095313 (AD)
Pfc JAMES E. HOFFMAN 33183703 (AR)
Sgt DANIEL E. LINDH 32465063 (A)
Sgt JOHN A. COUGHLIN 33373165 (AD)

Crew #19-L-02
2ND LT ROBERT J. WALLING 05722 (P)
2ND LT MERLE W. BUCH 0747240 (CP)
2ND LT JACK BERKOWITZ 0675337 (S)
Sgt ROBERT J. REED 3111761 (A)
Sgt GREGORY C. BAKER 3145093 (A)
Sgt JACK M. PIRHOK 15193165 (AD)
Sgt JOHN V. BILLIK 32462824 (AR)
Sgt ARTHUR P. SPIZ 32517486 (A)
Sgt JAMES R. BATT 39459953 (AD)

Crew #19-L-79
2ND LT PAUL W. SIGROD 0574613 (P)
2ND LT RAYMOND B. ORCH 0747255 (CP)
2ND LT HAROLD P. ANSTER 0676332 (S)
Sgt THOMAS H. CRANDFORD 4128954 (A)
Cpl EDWARD A. ROCKWELL 34767816 (A)
Cpl BRUCE A. HAGER 2404048 (AD)
Sgt ELMER S. SCOTT 12049285 (AR)
Pvt RAYMOND P. KARSZCZAK 13100111 (G)
Sgt JAMES R. BAINBROTTON 15109577 (AD)

Crew #19-L-97
2ND LT DAVID B. WILLOCK JR 0740999 (P)
2ND LT ROLAND E. GOODLANDER 0747252 (CP)
2ND LT HERBERT BAKER 0674468 (S)
Pvt PAUL SMITH 3111541 (A)
Sgt MACK M. BAILLARD 32135646 (A)
Sgt LOUIS W. JOHNSON 32270140 (AD)
Sgt GABRIELO A. ALBERTI 12129270 (AR)
Sgt WAYNE H. OLSAN 39535343 (G)
Sgt CHARLES W. DICKERSON 35442185 (AD)

Crew #19-L-99
2ND LT JOHN E. REYAN JR 200652 (P)
2ND LT STEPHEN C. PALAZ 0571051 (CP)
Cpl CHARLES E. MANNY 33266617 (S)
Sgt GASTIN C. MC HOLLY 32437102 (A)
Pvt JOHN SOBLET 32533756 (AD)
Sgt GEORGE P. MILLER 37380182 (AR)
Sgt HAROLD E. WORTHINGTON 37227031 (G)
Sgt RICHARD E. GRADY 32821294 (AD)

Crew #19-L-03
2ND LT BLAN T. THREMAN 0672905 (P)
2ND LT MARK E. BRYERS 0747241 (CP)
2ND LT LEWIS F. BARNON 0676404 (S)
Sgt BOYD C. WAIROUD 14131195 (A)
Sgt RUSSELL R. MOORE 3507220 (A)
Sgt IRELL A. LITTLE 34133378 (AD)
Sgt RICHARD H. MARTINEZ 12119567 (AR)
Sgt JOHN S. JENSEN JR 12129395 (G)
Sgt FRANKLIN R. GREEN 12159606 (AD)

Crew #19-L-115
1ST LT WALTER R. DELLAFREGO 025591 (P)
2ND LT MARION M. HENRY 0740900 (CP)
2ND LT FRED J. KIELER 072122 (S)
Sgt WILLIE H. GOSNER 34289009 (A)
Sgt ARTHUR A. WILKIN 3245292 (A)
Sgt SIMONY H. BRANON 13064865 (AD)
Sgt JACK F. FLETCHER 32188941 (AR)
Sgt OWEN W. HENDRICK 35560684 (G)
Sgt JOHN HERATO 12129472 (AD)

Crew #19-L-116
2ND LT JOHN E. MC LAUGHLIN JR 0797160 (P)
2ND LT JOHN K. NORMAN 0747307 (CP)
2ND LT GARLAND R. ARSHURN 0804093 (S)
2ND LT DILBERT A. RAUH 0738777 (S)
Sgt SAUL SACHS 32434865 (A)
Sgt ROBERT C. GALLAGHER 13102256 (A)
Sgt DAVID W. HANCOCK 14449370 (AD)
Sgt HAROLD L. SHEPARD 13080602 (AR)
Sgt ROBERT S. SIMONS 12116733 (G)
Sgt RICHARD A. BAUMGARTNER 12021719 (AD)

Crew #19-L-118
2ND LT ROBERT D. CHILDRS 0797467 (P)
2ND LT GEORGE M. BURN 0747251 (CP)
2ND LT WILLIAM F. NEWBATS 0747619 (S)
Sgt KAREL C. MACFARLAND 32829952 (A)
Sgt HERBERT L. LEBENY 3210050 (A)

Sgt LAUREL D. HENRY 35364940 (AD)
Sgt LLOYD M. NORMAN 3717076 (AR)
Sgt CURTIS W. LARAY 11025130 (G)
Sgt RICHARD A. HINDS 32550293 (AD)

R-S-S-T-R-I-O-T-B-D
- 1 -

Page 1 of 1 to Page 1 of 100, HQ SQD, TROOP, APTS, NAT VOL.	
Crew #31-1-11	Crew #31-1-12
1st Lt WILLIAM A. HENNING 079787 (P)	1st Lt WILLIAM A. HENNING 079787 (P)
2nd Lt JOHN K. NORMAN 074730 (CP)	2nd Lt JOHN K. NORMAN 074730 (CP)
2nd Lt CARLYLE R. ASHBURN 0801093 (M)	2nd Lt CARLYLE R. ASHBURN 0801093 (M)
2nd Lt GILBERT A. RAUH 0738787 (B)	2nd Lt GILBERT A. RAUH 0738787 (B)
Sgt SAUL SACHER 32434882 (I)	Sgt SAUL SACHER 32434882 (I)
Sgt ROBERT C. GALLAGHER 13108259 (R)	Sgt ROBERT C. GALLAGHER 13108259 (R)
Sgt DAVID W. HANCOCK 14149370 (AD)	Sgt DAVID W. HANCOCK 14149370 (AD)
Sgt HAROLD L. SEIFREID 13080602 (AR)	Sgt HAROLD L. SEIFREID 13080602 (AR)
Sgt ROBERT S. SIMMONS 19116733 (G)	Sgt ROBERT S. SIMMONS 19116733 (G)
Sgt BERNARD A. BAUMGARTNER 16021719 (AG)	Sgt BERNARD A. BAUMGARTNER 16021719 (AG)

Page 1 of 1 to Page 1 of 100, HQ SQD, TROOP, APTS, NAT VOL.	
Crew #31-1-13	Crew #31-1-14
1st Lt WILLIAM A. HENNING 079787 (P)	1st Lt WILLIAM A. HENNING 079787 (P)
2nd Lt JOHN K. NORMAN 074730 (CP)	2nd Lt JOHN K. NORMAN 074730 (CP)
2nd Lt CARLYLE R. ASHBURN 0801093 (M)	2nd Lt CARLYLE R. ASHBURN 0801093 (M)
2nd Lt GILBERT A. RAUH 0738787 (B)	2nd Lt GILBERT A. RAUH 0738787 (B)
Sgt SAUL SACHER 32434882 (I)	Sgt SAUL SACHER 32434882 (I)
Sgt ROBERT C. GALLAGHER 13108259 (R)	Sgt ROBERT C. GALLAGHER 13108259 (R)
Sgt DAVID W. HANCOCK 14149370 (AD)	Sgt DAVID W. HANCOCK 14149370 (AD)
Sgt HAROLD L. SEIFREID 13080602 (AR)	Sgt HAROLD L. SEIFREID 13080602 (AR)
Sgt ROBERT S. SIMMONS 19116733 (G)	Sgt ROBERT S. SIMMONS 19116733 (G)
Sgt BERNARD A. BAUMGARTNER 16021719 (AG)	Sgt BERNARD A. BAUMGARTNER 16021719 (AG)

Page 1 of 1 to Page 1 of 100, HQ SQD, TROOP, APTS, NAT VOL.	
Crew #31-1-15	Crew #31-1-16
1st Lt WILLIAM A. HENNING 079787 (P)	1st Lt WILLIAM A. HENNING 079787 (P)
2nd Lt JOHN K. NORMAN 074730 (CP)	2nd Lt JOHN K. NORMAN 074730 (CP)
2nd Lt CARLYLE R. ASHBURN 0801093 (M)	2nd Lt CARLYLE R. ASHBURN 0801093 (M)
2nd Lt GILBERT A. RAUH 0738787 (B)	2nd Lt GILBERT A. RAUH 0738787 (B)
Sgt SAUL SACHER 32434882 (I)	Sgt SAUL SACHER 32434882 (I)
Sgt ROBERT C. GALLAGHER 13108259 (R)	Sgt ROBERT C. GALLAGHER 13108259 (R)
Sgt DAVID W. HANCOCK 14149370 (AD)	Sgt DAVID W. HANCOCK 14149370 (AD)
Sgt HAROLD L. SEIFREID 13080602 (AR)	Sgt HAROLD L. SEIFREID 13080602 (AR)
Sgt ROBERT S. SIMMONS 19116733 (G)	Sgt ROBERT S. SIMMONS 19116733 (G)
Sgt BERNARD A. BAUMGARTNER 16021719 (AG)	Sgt BERNARD A. BAUMGARTNER 16021719 (AG)

Salinas Army Air Field - The airfield opened in late 1941 . It was used by the United States Army Air Forces Fourth Air Force as a subpost to Fort Ord during the war. Its mission was that of an incoming personnel processing center and a training field for Army pilots in reconnaissance and observation duties in various aircraft from light observation planes to medium bombers. The Air Transport Command also used the field and had an air freight terminal here for transshipment of cargo.



The John McLauchlen crew members who trained together for so many hours became good friends and those friendships carried them through both good and bad times. Not all of them would survive the war but their memories were carried forward by those who did.

Crew #39-4-116
 2ND LT JOHN E. MC LAUCHLEN JR 0797160(P)
 2ND LT JOHN K. NORMAN 0747307 (CP)
 2ND LT CARLYLE R. ASHBURN 0801093 (M)
 2ND LT GILBERT A. RAUH 0738787 (B)
 S sgt SAUL SACHER 32434882 (I)
 S sgt ROBERT C. GALLAGHER 13108259 (R)
 Sgt DAVID W. HANCOCK 14149370 (AD)
 Sgt HAROLD L. SEIFREID 13080602 (AR)
 Sgt ROBERT S. SIMMONS 19116733 (G)
 Sgt BERNARD A. BAUMGARTNER 16021719 (AG)



John E. McLauchlen, Jr
 KIA - 1 Dec 1943
 Pilot



John Knox Norman
 Co-pilot



1920-1991



Carlyle Richard Ashburn
Navigator



1917 - 1988



Robert Seth Simmons
Gunner
1921 - 1964



David Wade Hancock
Gunner
1924 - 2004



Robert C. Gallagher
Radio Operator
1923 - 2006



Bernard A. Baumgartner
Gunner



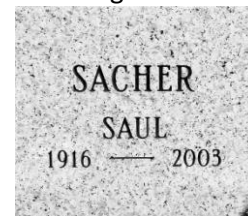
KIA - 23 JAN 1944



Harold Louis Seifreid
Gunner
KIA - 1 Dec 1943



Saul Sacher
Engineer



Training and maneuvers continued through the late summer and early fall before Gibby and the McLaughlen crew shipped out for the front lines. They would be joining the Tenth Air Force 436th Squadron in the 7th Bombardment Group consisting of approximately ten flying crews (100 men) and several hundred ground personnel at the beginning of an intense year-end campaign in the China/Burma Theatre targeting Rangoon.



HISTORY OF THE 436th BOMBARDMENT SQUADRON

After the Pearl Harbor Attack, the surviving aircraft operated from Hawaii until February 1942, becoming part of the 88th air defense forces of the Territory. On 10 February 1942 the 88th and its B-17s flew to Nandi Airport, Fiji Islands and set up operations. The squadron left Fiji on 18 February arriving at Townsville, Australia on 20 February 1942. The 7th Bomb Group joined up with the 88th at Townsville where the squadron reformed in northern Queensland in late February and became part of the new Fifth Air Force. The next move was to Java in the Dutch East Indies in an attempt to stop the Japanese advance. However, the small force of B-17s could do very little to stem the tide of the Japanese advance, launching valiant but futile attacks against the masses of Japanese shipping and ,thus returned to RAAF Townsville in early March.

The next move was to Karachi, India on 12 March 1942. At Karachi the 88th established a camp in a dirigible hanger east of the city. From this point the first mission against the Japanese was flown in Burma on 12 April 1942.

The unit was redesignated as the 436th Bombardment Squadron in April 1942 and left its B-17Es in Australia, being reassigned to the new Tenth Air Force in India where it was re-equipped with long-range Consolidated B-24D Liberators. Then on 1 June 1942, the 436th moved to Allahabad, India. Outstanding missions during this time consisted of bomber raids on Akyab, Rangoon and various points in Burma. The squadron then moved to Gaya, India on 14 November 1942 and set up operations.

As the second year of World War II progressed, the 436th was still engaged in moving while continuing to strike the enemy from various bases in India. On 25 February 1943 the squadron relocated with its B-17s to Bishnupur, India. During the ensuing months, the 436th bomber crews distinguished themselves

by undertaking every possible type of mission, practical or not. Missions deep into Thailand, Burma and the Andaman Islands over shark infested waters, jungles notorious for headhunters, and through skies filled with enemy fighters. They attacked Japanese targets in Southeastern China attacking airfields, fuel and supply dumps, locomotive works, railways, bridges, docks, warehouses, shipping, and troop concentrations in Burma and struck oil refineries in Thailand, power plants in China and enemy shipping in the Andaman Sea.

The China/Burma Theatre

Japanese forces had occupied much of Southeast Asia since late 1941. The Philippines were bombed by the Japanese right after the Pearl Harbor attack on December 7, 1941 and sixteen days later Japan laid waste to Rangoon, Burma as it began it's expansion to the east. This is an actual Japanese reconnaissance photo, a rare original official Japanese photograph and may be a one of a kind photo. The bombing was similar to the way they bombed Manila. They bombed both military and civilian targets believing the civilian targets would put the people into submission through fear. Ironically two years to the month later this was the scene of Gibby's last mission.

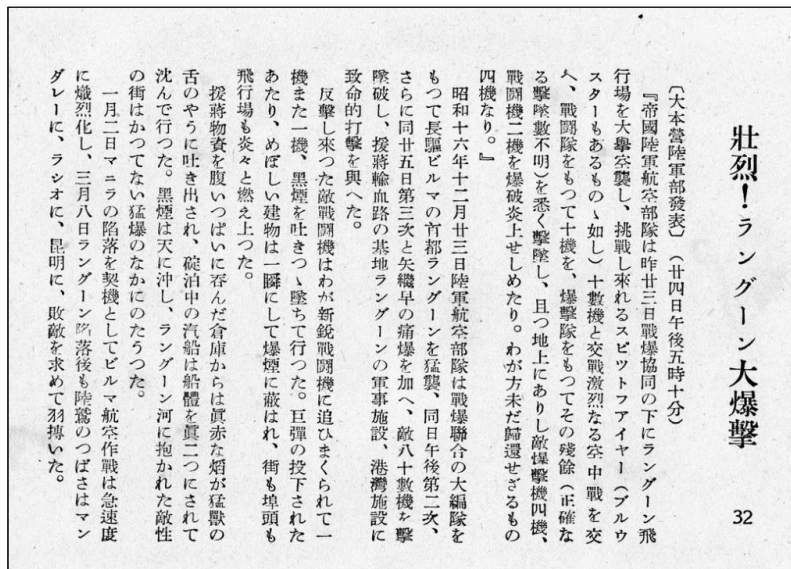


Imperial Army Headquarters News Flash / Dec. 24, 1941, 5:10 PM
Severe Bombing of Rangoon!

"Yesterday, on December 23rd, the combined Imperial Army Air Force heavily bombed the Rangoon Airport; Spitfire fighters (along with possible Buffalos) engaged the bombers in violent aerial battle. Ten fighters were shot down with others (an accurate count could not be determined); also, four fighter planes on the ground plus two bombers were hit and burned. Four of our planes did not return."
December 23, 1941, after navigating long distances, our combined army air force bomb wing severely bombed the Rangoon, the capital of Burma. On the same day, a second wave continued the attack in the afternoon. Then on the 25th, a third wave pressed on the attack, destroying 80 enemy planes. This severed the military's bloodline (meaning system), the bombing giving their harbor/bay group a fatal blow."

The circular building resembling a wheel with spokes had at one time been misidentified as the infamous Insein prison. It is, however, Rangoon Central Jail which can be found on old maps at this location. This site is now a hospital and the jail buildings have disappeared.

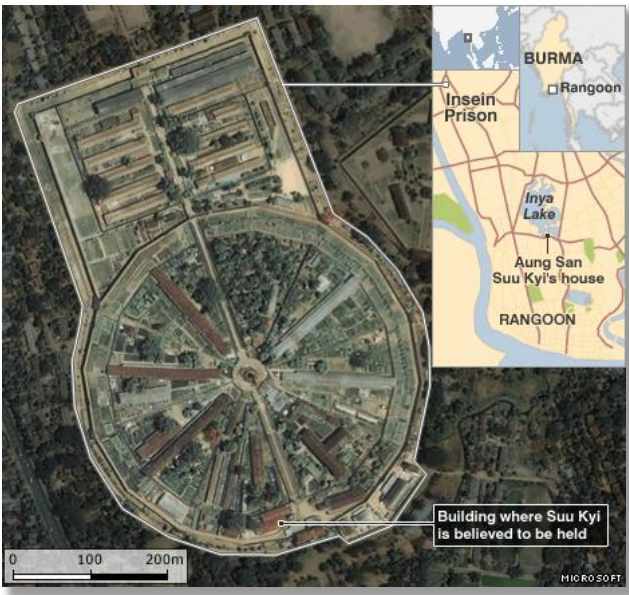
The back of the photo had this inscription in Japanese.



壯烈！ラングーン大爆撃

32

(大本營陸軍部發表) (廿四日午後五時十分)
『帝國陸軍航空部隊は昨廿三日戰爆協同の下にラングーン飛行場を大舉空襲し、挑戦し來れるスピットファイヤー(アルウスター)もあるものゝ如し、十數機と交戦激烈なる空軍戦を交へ、戦闘隊をもつて十機を、爆撃隊をもつてその殘餘(正確なる撃墜數不明)を悉く撃墜し、且つ地上にありし敵爆撃機四機、戦闘機二機を爆破炎上せしめたり。わが方未だ歸還せざるもの四機なり。』
昭和十六年十二月廿三日陸軍航空部隊は戰爆聯合の大編隊をもつて長驅ビルマの首都ラングーンを猛襲、同日午後第二次、さらにも同廿五日第三次と矢繼早の痛爆を加へ、敵八十數機を撃墜破し、援蔣輸血路の基地ラングーンの軍事施設、港灣施設に致命的打撃を與へた。
反撃し來つた敵戦闘機はわが新鋭戦闘機に追ひまくられて一機また一機、黒煙を吐きつゝ、墜ちて行つた。巨彈の投下されたあたり、めぼしい建物は一瞬にして爆煙に蔽はれ、街も埠頭も飛行場も炎々と燃え上つた。
援蔣物資を腹いっぱい吞んだ倉庫からは眞赤な煙が猛獸の舌のやうに吐き出され、碇泊中の汽船は船體を眞二つにされて沈んで行つた。黒煙は天に沖し、ラングーン河に抱かれた敵性の街はかつてない猛爆のなかにのたつた。
一月二日マニラの陥落を契機としてビルマ航空作戦は急速度に熾烈化し、三月八日ラングーン陥落後も陸軍のつばさはマンガレーに、ラソオに、昆明に、敗敵を求めて羽搏いた。



Insein Prison (pronounced like "inn-sane") is located further north in Yangon Division, near Yangon (Rangoon), the old capital of Myanmar. It is run by the military junta of Myanmar, the State Peace and Development Council, and used largely to repress political dissidents. It's distinct shape made it a good reference point during bombing missions.

The prison is notorious worldwide for its inhumane and dirty conditions, abusive techniques, and uses of mental and physical torture.

Aside from shipping, all strategic targets worthy of attack by, and in range of, the B-24's lay in the vicinity of Rangoon, and the weightiest effort of the 7th Group was directed at objectives in that region. The distance flown by American aircraft on these missions was greater than that required for planes based in Britain to strike Berlin, but it had long been a "milk-run" for India-based Liberators. Moreover, the Japanese had built up their AA defenses at Rangoon until that city became one of the most heavily fortified areas in all southeast Asia. Heavy anti-aircraft and batteries of searchlights were concentrated at vital points, while the larger part of enemy fighter strength in Burma was based at Mingaladon and other near-by airdromes. A majority of missions to Rangoon therefore met resistance, and as the Tenth had no long-range fighters until arrival of P-38's and P-51's late in 1943, all missions were flown without escort. Once the enemy discovered that the current-model B-24 lacked adequate defense against frontal attack, he exacted an alarming toll.

The intense 1943 bombing of air fields, marshalling yards, harbors and industrial installations in Burma, a major supply line for the Japanese forces in the China/Burma theatre, was interrupted by the monsoon season that arrived in May and lasted through October when regular missions resumed. Just before the combined effort of the Tenth and Fourteenth Air Forces and the RAF to give Rangoon a knockout blow in late November and early December 1943, Liberators visited the most important fields where interceptors might be based, dropping heavy loads of bombs.

Some of the earlier 1943 missions, however, foreshadowed the growing resolve of the Japanese defenders as described in this recounting of a remarkable mission in March of 1943:

~ ~

On **March 31st, 1943** four aircraft of 9th Bomb Squadron of the 7th Bomb Group were sent on a mission to destroy a railroad bridge at Pyinmana, Burma. The squadron were in B-24's, and as they approached Magwe they had the bad luck to stumble across a flight of Japanese fighters.



KI-43-II

The thirteen KI-43-II's (nearly all allied accounts claim Zero's) were from the 64th Sentai (Squadron), and were flying on a transport mission to Chittagong. Leading the flight was the Japanese ace Captain Yasuhiko Kuroe. Cpt Kuroe and another plane targeted one of the B-24's and pressed home their attack, despite the ferocious defensive fire put up by the bombers. The bomber they targeted began to drop out of formation, while on fire. Inside that B-24 the co-pilot, Lieutenant Owen J. Baggett, manned the dorsal gun while the rest of the crew struggled to put the flames out. However it was obvious they were doomed. The pilot Lt. Lloyd Jensen ordered the crew to bail out.



Lt Baggett



Capt. Kuroe

As they hung in their parachutes Cpt Kuroe and his wingman began to strafe the helpless bomber crew. [Clearly there was no battle chivalry in the Japanese Air Force.] Lt Baggett was wounded in the arm by the attack. With no other choice he palmed his Colt M1911 pistol and hung limp in his harness, acting dead. Cpt Kuroe brought his fighter round, and

throttled back. As he passed the group he opened his canopy, and was flying at almost stall speed.

As he passed Lt. Baggett the American raised his pistol and fired four times. The Japanese fighter peeled away. After landing, Lt Baggett and Lt Jensen were both captured. At the time they were the first B-24 pilots captured by the Japanese, and were of special interest. Eventually they were released from solitary confinement and put in with the general population of POW's.

~ ~



In December 1943, 2nd Lt. Gilbert Rauh would come face to face with Yasuhiko Kuroe in what would be his final mission.

KASUHIKO KUROE – JAPANESE ACE

Born in February 1918, Yasuhiko Kuroe followed in the footsteps of his father, who was a major in the infantry . In June 1937 Kuroe graduated from the Japanese Military Academy (50th edition).

After finishing a course of flight training in November 1938 Kuroe was sent to the 59th Sentai (Squadron) and was assigned to the Air Force base in Japan in Hankou (Central China). At this time, relative calm reigned on this front so Kuroe together with other pilots rapidly mastered the new Ki-27

"Nate" fighters. When hostilities broke out on Khalkhin, the 59th Sentai was immediately sent to the Manchurian-Mongolian border. In mid-September in the last days of the fighting, Kuroe managed to win his first victories - he shot down two Soviet I-15's.

In 1941, Lieutenant Kuroe returned to Japan and worked as an instructor at the Army Aviation School. In May 1941 he was promoted to captain. Four months later, nine prototypes of the newest Ki-44 "Seki Tojo" fighters arrived were planned to be tested in combat conditions. Captain Kuroe participated in the test program. The fighters were sent to Southeast Asia (Indochina, Burma, Malaysia). Although in the first months of the war the Allies provided minimal resistance to the Japanese in the air, Captain Kuroe managed to bring down three Royal Air Force "Hurricane's" of the 232 Squadron. Despite its successes, however, Kuroe formed a low opinion of Ki-44.

Meanwhile, with the British and Americans rapidly building up military presence in Southeast Asia, Kuroe was assigned to the 64th Sentai and appointed commander of the 3rd Chutaya to take on an increasing load. After Colonel Tateo Kato - the then commander of the 64th Sentai - was shot down in May 1942, Kuroe took his place. Kuroe always remained optimistic and had nerves of steel. At the head of the 64 Sentai Kuroe made a name other than the commander of the fighter team.

On 13 Sep 1943 Kuroe shot down an F-5A (unarmed P-38) of 9 Squadron while it was on photographic reconnaissance. 1st Lt. Frank X. Tilcock recalls: "I did not have time to see the plane attack me. I realized that I was shot down only when the dashboard of my plane broke into pieces, and the cabin was filled with smoke and flames."

The American pilot managed to jump with a parachute, and three days later he was captured. Kuroe eventually met Tilcock and recalled that the American shook his hand and said that he was shot down on the anniversary of his wedding. Frank Tilcock, who retired to Florida, said: "I was interrogated many Japanese officers who asked me many questions. Maybe among them was Kuroe."

During this period, the British began to actively use new fighter-bombers such as "Mosquito" which struck constantly against Japanese positions until the end of the war. On 11 Feb 1943, the Japanese managed to bring down the first "Mosquito". The reconnaissance flight over Rangoon was PR IX DZ697 from 684th Squadron and was piloted by officers Fielding and Turton. The Japanese fighter pilot was none other than Yasuhiko Kuroe.

Major Yasuhiko Kuroe ended the war with 51 aerial victories, the second highest in Japanese history. During the war he was shot down 3 times, wounded 3 times, and his plane hit over 500 times - but he survived!

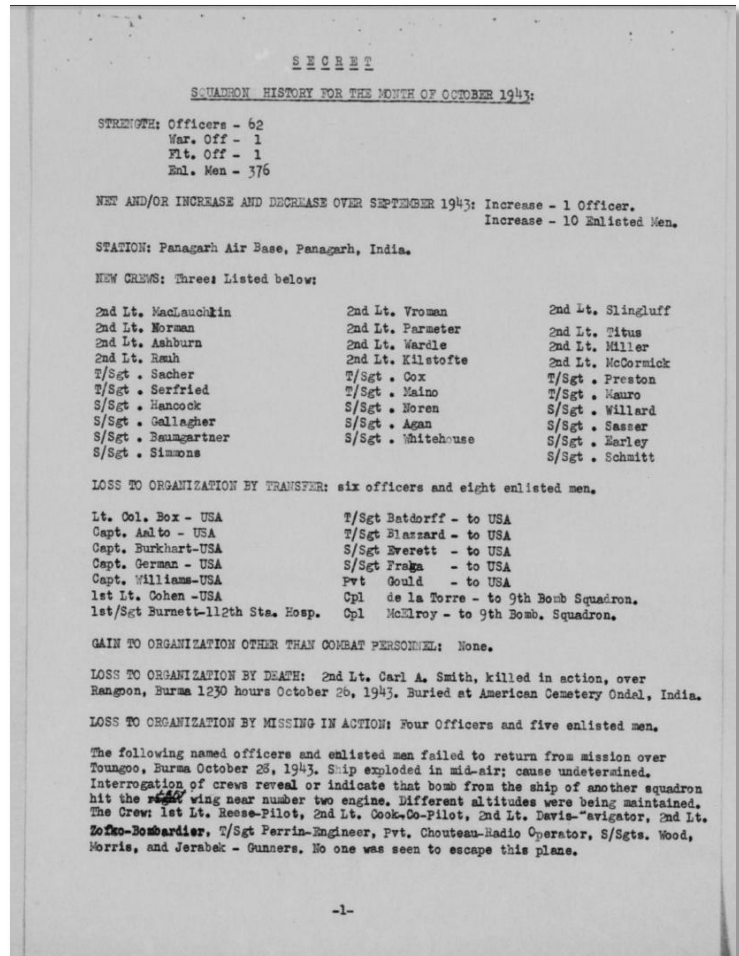
In the last months of the war he led a squadron of fighter jets for the Air Force in defending Japan and was promoted to general.

During September and October 1943 new crews and new B-24J's with better frontal firepower arrived to replace the older D-models. However, opinions on the new aircraft were mixed, for while appreciating the heavier armament in the nose and belly turrets, pilots found the J-model to be slower, heavier and less maneuverable than the D. Over Rangoon in early December they suffered heavy losses from frontal attacks. Inexperience in handling the new turrets was given as a possible explanation of the losses. But in spite of serious handicaps, the Liberators flew many successful daylight missions and brought damage to Rangoon.

On 25 September, 1943, the 436th with its new Consolidated B 24J Liberator bombers moved once again to Panagarh, India. Three crews, McLauchlen, Vroman, and Slingluff, and their aircraft arrived in Panagarh in mid October, 1943. The officers were assigned to their quarters and the eighteen enlisted men (six from each crew) were billeted in a single barracks.

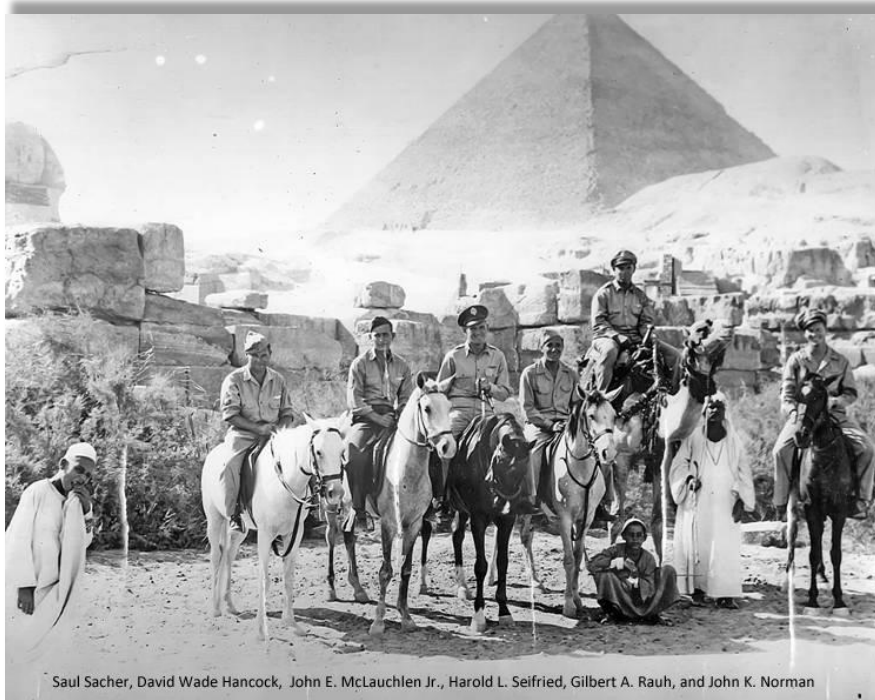
The route to India was circuitous changing frequently as occupied territory shifted between the Allied and Axis powers. The journey for these crews took them from their home bases to Bangor, Maine, Newfoundland, Great Britain (England, Ireland or Scotland), Marrakesh (near Casablanca), Cairo, Persia (now Iran) and on to India – 80 to 100 flying hours. While the McLauchlen and Vroman crews made it in less than one week, the Slingluff crew took two months having to undergo a major overhaul to their B-24 which lost the nose wheel and crashed while landing in Marracech. Temporary repairs in Marracech got them to a nerve racking landing in Tripoli then on to Cairo for lengthy repairs.

Since North Africa had been taken from the Germans Cairo was a common stop for the crews heading for the Asia Pacific Theatre and many of the men took the time to visit the sites. The locals had a pretty good tourist business going and took photographs of the crews on horse and camels under the shadows of the pyramids for a modest fee. These photo shoots were repeated many times as evidenced by the number of similar photographs found in the collections of the veterans.





Bernard A. Baumgartner, Robert C. Gallagher, Carlyle R. Ashburn, Robert S. Simmons



Saul Sacher, David Wade Hancock, John E. McLaughlen Jr., Harold L. Seifried, Gilbert A. Rauh, and John K. Norman

Scenes from Panagarh:





Ammunition Dump



Junk Yard



C-76929A.C.



76929A.C.



B-76929A.C.



A-76929A.C.

Headquarters



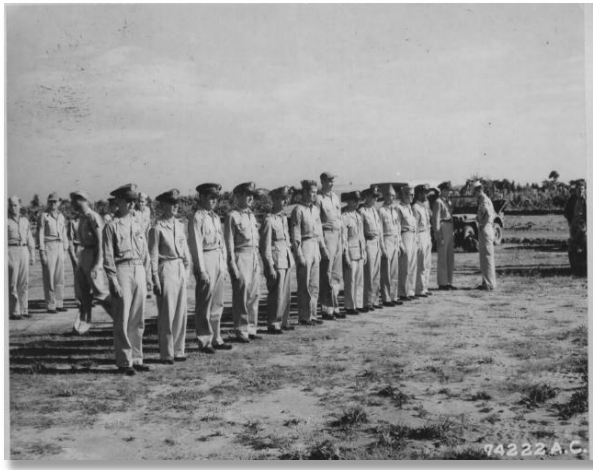
Mess Hall



Control Tower



Enlisted Men's Center



November 1943



December 1943





The McLauchlen crew was now on site and ready to enter combat. The tension could be seen in their faces.



Taken November 20, 1943 at Panagarh Air Base in India
(Note: John Knox Norman was reassigned to another crew)

Back Row L-R:

- John Gordon MacDonald – Pilot
- John Eldridge McLauchlen – Co-Pilot
- Carlyle Richard Ashburn – Navigator
- Gilbert A. Rauh – Bombardier
- Saul Sacher – Engineer

Front Row L-R:

- Harold Louis. Seifreid - Gunner
- David Wade Hancock – Gunner
- Robert C. Gallagher – Gunner
- Robert Seth Simmons – Gunner
- Bernard A. Baumgartner – Gunner

The Japanese Air Force had decided to send reinforcements to Burma to support the 50th and 64th Sentais (squadrons). During October 1943 the 33rd Sentai began arriving at bases in southern and northern Burma, while in November the 204th Sentai was sent to Mingaladon to beef up fighter defenses around Rangoon. New aircraft arrived in the form of eight Nakajima Ki-44 Shoki (Tojo) fighters. The 64th Sentai pilots who had withdrawn to Singapore during the monsoon were well trained from practice runs against a captured B-17 and were now ready for the B-24's. The Japanese pilots were eager and their attacks were more frequent, more determined and, unfortunately for the 7th Bombardment Group, more damaging.

Thus, November proved to be an extremely tough month for the 7th BG as the Japanese continued to concentrate their efforts against the B-24s. The Tenth Air Force launched its heaviest raids to date against Rangoon, as Maj Gen Stratmeyer wanted to destroy several of the most important installations around the city that had heretofore been merely damaged. He proposed to Air Chief Marshal Sir Richard Peirse that the Tenth and the RAF cooperate in a series of day and night bombing missions, to which Peirse agreed. To add strength to the Tenth Air Force, Stratmeyer asked Maj Gen Claire Chennault to lend him the 308th BG from the Fourteenth Air Force for these missions.

Targets were chosen with care and the locomotive works at Insein stood out as probably the most remunerative target in the region and was given top priority. Strafing and bombing along the railways had done considerable damage to locomotives, placing a strain on workshops, and Insein was the only place in Burma having necessary machinery for repairs to railway engines. The second priority target was the Botataung docks on the Rangoon River. Royal Air Force Wellingtons and Liberators would bomb the Mahlwagon marshalling yards by night.

For the first time in the campaign, the B-24s would have fighter escorts all the way to the target. The 459th Fighter Squadron had arrived in-theatre with P-38 Lightnings, while the 311th Fighter Bomber Group lent its P-51A-equipped 530th Fighter Squadron. Stratmeyer planned to begin the missions on 25 November, with the offensive lasting one week. In the run up to the Rangoon offensive the 7th BG undertook several large-scale attacks on the Japanese airfields at Mingaladon and Heho.

The series of missions to Rangoon began on 25 November as planned, but the day went badly. 9th BS aircraft were the first to take off from Pandaveswar at 0500 hrs and

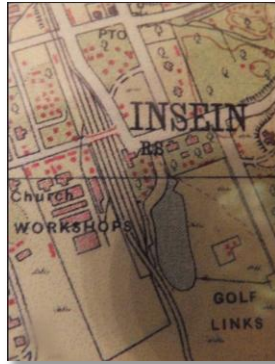


41 Nov. 11, 1943: A supply ship, one of two that the Japanese were able to work through U.S. Air attacks, explodes in Rangoon Harbor (center) after a direct hit by a bomb from a Tenth U.S. Air Force Plane. Hits also were scored on port facilities, seen smoking (top center). Note numerous small craft moored at docks and offshore, (right). (AP Photo) Photo by Add this to feed



tragedy struck when two of the unit's B-24Js crashed moments after departure, killing the crews. The two squadrons from the 308th BG that were temporarily sharing the field with the 9th and 493rd BSs conducted their mission briefing with the depressing sound of explosions in the background.

Bad weather around the Rangoon area covered the primary targets, which were the Insein locomotive workshops and the airfields at Mingaladon and Zayatkwin, so the two B-24 groups headed for their secondary target at Akyab instead, but not before flak had damaged an aircraft from the 493rd BS, which failed to make it back to base. Two P-51As from the 530th FS were also shot down in clashes with the 64th Sentai. By day's end three bombers had been lost with little to show for the effort. Worst of all, the element of surprise was gone.



The weather cleared sufficiently on 27 November for both bomb groups to target the Insein locomotive workshops once again. The combined formation sent aloft numbered 56 B-24s — the largest bombing mission to date in the CBI Theatre. Escorted by Lightnings and Mustangs, it made an impressive sight for the crews involved. The 3rd Chutai of the 64th Sentai rose to intercept the formation, committing eight Ki-43-IIs and one Ki-44. Four Ki-45s from the 21st Sentai also achieved excellent results, with an estimated 70 per cent of the Insein facility destroyed or severely damaged.

In the air battle that followed the 308th BG had two B-24s shot down. In the 493rd BS's formation one aircraft had two engines knocked out, but it still managed to make a successful crash-landing off the Indian coast. The bombers and the fighter escort claimed 13 enemy fighters destroyed, with more probably destroyed or damaged, but the Japanese actually lost a Ki-43-II, the sole Ki-44 and a Ki-45.

The two groups returned to Rangoon the next day to target the Botataung dock area (a.k.a. - Batanitang Wharves), making their bomb run from 19,000 ft and again doing considerable damage. Six Ki-43-IIs from the 64th Sentai and four Ki-45s from the 21st Sentai intercepted the formation, but they only succeeded in inflicting minor damage despite continuously attacking the B-24s for more than an hour. These poor results were testament to how difficult it was for the 'Oscar' to shoot down a Liberator. The bombers claimed several fighters destroyed and damaged, but none were lost. It was a long mission, with the bombers taking off at 0700 hrs and returning at 1800 hrs.

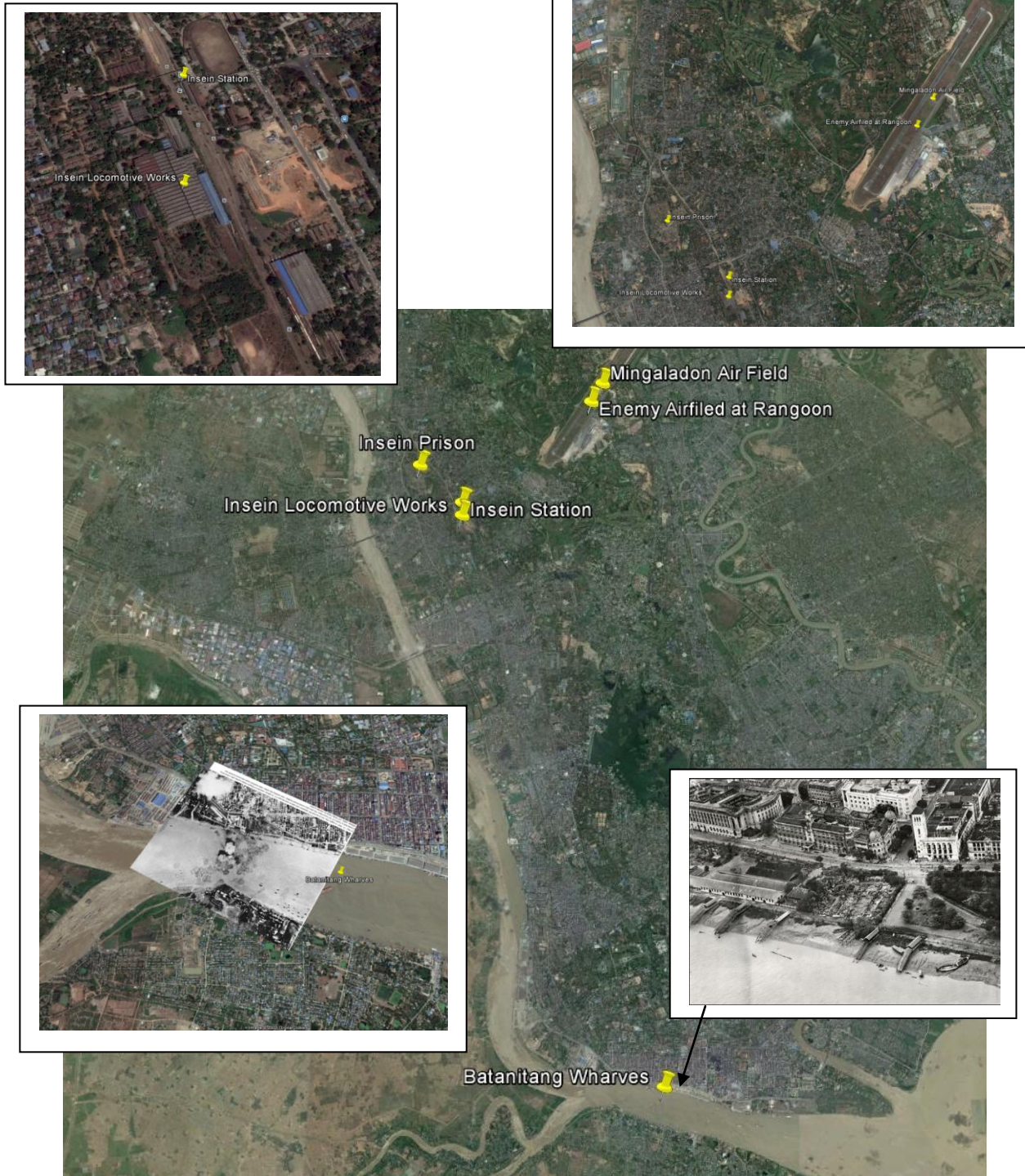
The tables on the following pages summarize 2nd Lt. Gilbert Rauh's participation in these missions from Panagarh as recorded by the 436th historian in records taken from declassified 436th historic files.

DATE	TIME	TARGET	COMBAT MISSION	AIRCRAFT	PILOT	CO-PILOT	CREW	RESULTS
Oct-43							Rauh, 2nd Lt.	Reported for Duty at Panagarh, India
2-Nov-43		Nonywa	1528	61	MacDonald	MacLauchlin	Ashburn Rauh Sacher Seifried Baumgartner Waller Gonzales Hancock	Target was last resort. Second element did not drop due to weather. Weather prevented observation of results from first element bombs. No casualties
5-Nov-43		Akyab Government Building	1538	61	MacDonald	MacLauchlin	Ashburn Rauh Sacher Seifried Baumgartner Gallagher Simmons Hancock	Formation attacked Akyab Government Building with incendiary clusters. Excellent bombing reported. Intense ack-ack but no fighter interception. No casualties.
9-Nov-43	Night	Mingaladon Airdrome at Rangoon		69	Schleier	Titus	Ashburn Rauh Jeffcoat Maino Malkoff Soren Hostein Baumgartner	Excellent results reported by individual crews. 2 ships intercepted by night fighters. 3 members of Lt. Hutchinson crew slightly wounded.
13-Nov-43	0740	Mytinge Work Shop		66	MacDonald	MacLauchlin	McCabe Rauh Sacher Seifried Gallagher Hancock Baumgartner Simmons	Excellent hits were observed in the target area. P-51's provided top cover for the formation and no enemy air opposition was encountered. Plane number 61 was given a 50 minute test flight
16-Nov-43	0740	Meiketila cantamount		63	MacDonald	MacLauchlin	McCormick Rauh Sacher Seifried Gallagher Hancock Baumgartner Simmons	Bombs blanketed target and incendiaries started many fires visible for 80 miles. P-51 escort shot down two enemy fighters.

DATE	TIME	TARGET	COMBAT MISSION	AIRCRAFT	PILOT	CO-PILOT	CREW	RESULTS
20-Nov-43	1020	Lampang Airdrome		65	Schleier	Titus	Effel Rauh Jeffcoat Manwarren Myers Morley Holstein Sullivan	Target was well hit. Bomb bursts were seen on runway and dispersal area.
25-Nov-43	0500	Zayatkwint Airdrome		63	MacDonald	MacLauchlin	McCabe Rauh Sacher Seifried Simmons Gallagher Roberts	Due to weather an alternate Airdrome at Minhla was bombed with good results. Only 11 of the 28 planes reached the target, 7 of ours and 4 of the 492nd. One enemy fighter attacked the formation and was shot down by our gunners.
27-Nov-43	0750	Workshop at Dirsein		63	MacDonald	Carter	Ashburn Rauh Sacher Seifried Simmons Gallagher Sasser Baumgartner	Very good results were obtained. Enemy air opposition was encountered and our gunners and the escorts shot down several of the bandits. All of our planes returned safely.
28-Nov-43	0715	Batanitang Wharves in Rangoon (a.k.a. - Botataung Docks)		63	MacDonald	MacLauchlin	Ashburn Rauh Sacher Seifried Simmons Gallagher DeAugustine Baumgartner	The bomb hit were good and heavy Ack-Ack and enemy fighter opposition was encountered. The control cables of Lt. Agee's ship were shot and his plane was out of control for some time, all of our ships returned safely, Lt. Agee landing in Chitagang.
1-Dec-43	0710	Insein Railroad Yard and Locomotive Works		64	MacLauchlin	Watts	Bowes Rauh Ropinski Seifried Tedone Nixon Pyle Morley	Only three of seven ships with fighter escort were able to reach the target. Ship # 64 failed to return. Details of the loss were reported in Missing Air Crew Report (MACR) 1223. All of the crew members were declared KIA. No wreckage or remains were ever found.

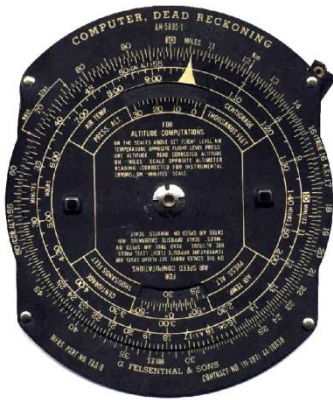
THE LAST MISSION

It was December 1, 1943. The destination was the Insein rail yards and locomotive factory as well as the Japanese occupied enemy airfield, Mingaladon, at Rangoon, Burma. (Note: The area in the previous Japanese photograph from 1941 is shown in the overlay below). The red line was the planned bomb run.



Due to the lack of precise navigation equipment even the beginning of a mission was nothing easy! In order to rendezvous squadrons of bombers and fighters had to take off at the same time from different airbases. But the weather often prevented that. Then relying on visibility and imprecise dead-reckoning navigation to find each other they needed to meet up at the planned rendezvous - sometimes they never met. After wheels up on this first day of December the aircraft would rendezvous with 19 other bombers in southern India or near the northern end of the Bay of Bengal and proceed to their targets lined up in a standard “combat box” formation, holding that formation for the duration of the mission until returning to their respective sites.

Radar was developed during the war but it was limited in range, target differentiation and only ground based. Not only was there no airborne radar, there were no satellite navigation or inertial guidance systems, no satellite images, no computers, few ground beacons in service – but they had one of these --



A dead reckoning computer used by navigators in World War II.

This was the “handy-dandy” secret pocket calculator that the navigator carried so he could make believe he knew the answer when the crew asked him, “where the f... are we?” It was probably roughly right but hard to use when you were being shot at.

Their only navigation gear consisted of a watch, compass, list and photographs of route landmarks and distances, and reconnaissance photographs of the target area which they were given at each pre-flight briefing. As you would expect, the photographs did not help very much when routes and targets were obscured by cloud cover.

The visibility for a bombing run was often reported on a 1 to 10 scale as was the cloud cover. A ten by ten day was a cloudless day with no haze – perfect for identifying targets on the ground but unfortunately also perfect for spotting targets from the ground. (As Army trainees were taught, tracers work both ways!!). No haze and some clouds were ideal to target, drop, run and hide.

After two days for maintenance and repairs following the November 28th mission to the Batanitag Wharves, two bomb groups returned to Insein. All available fighters, now only ten P-51's and fifteen P-38's, were assigned as escorts. Delayed in taking off from Kurmitola by heavy fog and unable because of poor communications to warn the bombers, the P-51's failed to finish



P-38 Lightning



P-51 Mustang

refueling at Ramu in time to make the rendezvous. The mission went out with only the fifteen P-38's to protect it. Compounding the difficulty the visibility at Rangoon that day was reported as poor due to intervening clouds. But a mission is a mission in the orchestration of a war so once launched a mission would continue to the bitter end.

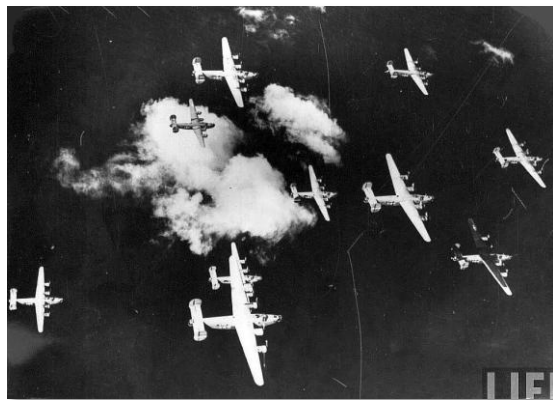
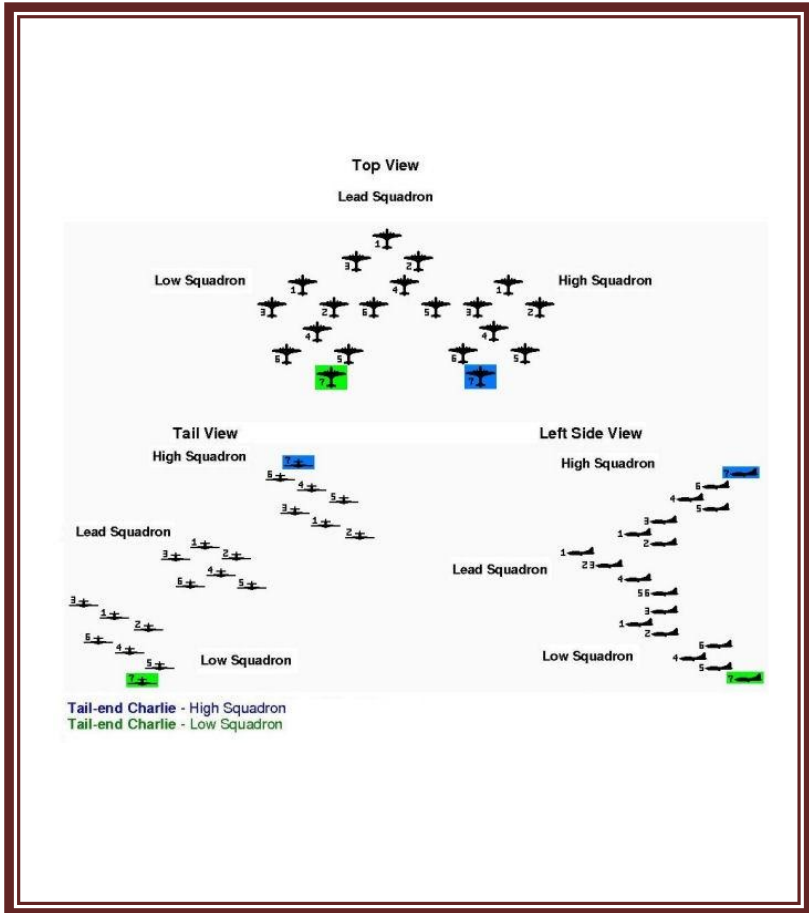
COMBAT BOX - The US Army Air Force developed the combat box formation for its heavy bombers that was designed to provide the maximum amount of protection for the bomber formation.

The basic combat box was a four (later three) bomber formation that arranged the bombers both horizontally and vertically to give the clearest fields of fire for its machine guns.

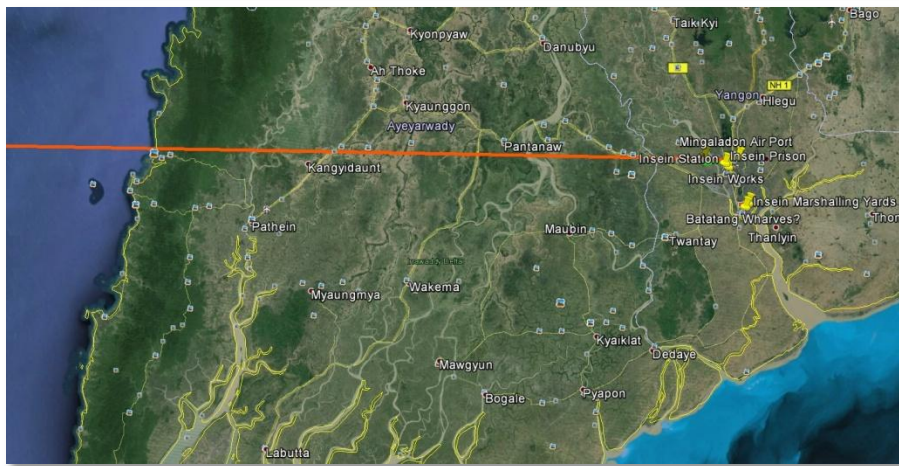
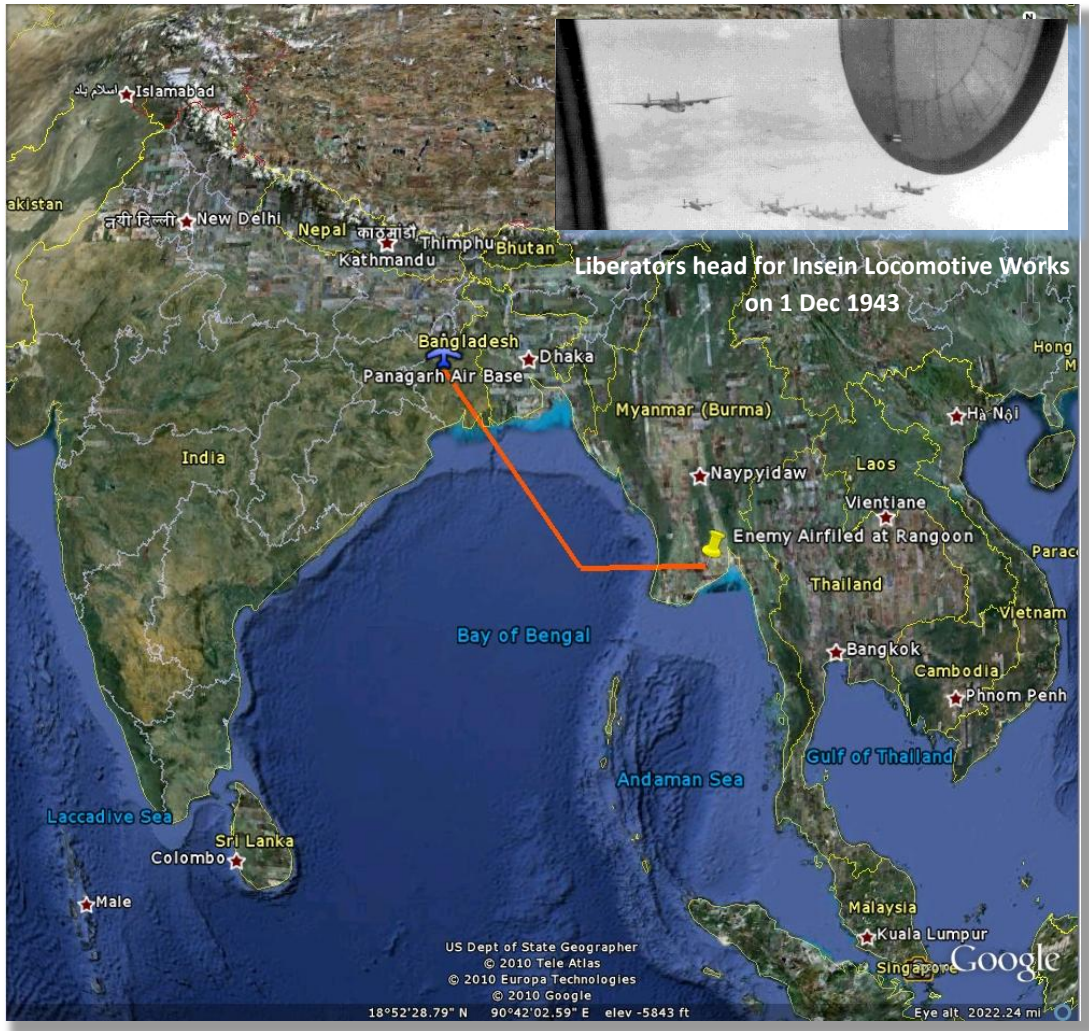
Machine gunners in the various positions were assigned sectors; they could engage targets in their sectors but not outside of it as it risked hitting bombers in the box.

And the bomber box was supposed to be tight: a tight formation meant that the bombers were within a wingspan or less of each other, not an easy feat when the bombers were buffeted by turbulence from other aircraft in the formation, flak and weather.

The most vulnerable bombers in the box formation were the "Tail-end Charlies." They had the fewest number of bombers and machine guns covering them and were consequently the preferred targets for German fighters who were looking for the easy kill. However, the most effective biggest prize was the disabling or destruction of the lead plane (number 1 in the lead squadron) since that crew had primary responsibility for setting the altitude, direction and speed for the bombing runs and for primary targeting. All the other planes in the formation dropped when they did. The job of the other bombardiers was to trip the bomb release switch in their own plane when the lead dropped their bombs. This method/technique was intended to concentrate the bomb pattern for maximum destruction. This routine led to the creation of another role and title when there were personnel shortages. Some enlisted crew members were selected to sit in the bombardier's position and trip the switch when the lead plane dropped their bombs. That role was called a "togglie."



Their course from Panagarh was 150 degrees magnetic flying over open water for 530 miles until the 280 mile run for the target began in the Bay of Bengal. Landfall was made at Pathein and the mission continued for 100 miles over thinly populated jungle. They arrived at their target at 12:25PM.



As previously described, the area had been occupied by the Japanese Imperial Forces since 1941. It was usually well fortified with both ground based anti-aircraft installations and a significant number of Ki-84S fighter squadrons.

While the Japanese fighter strength in the Rangoon area

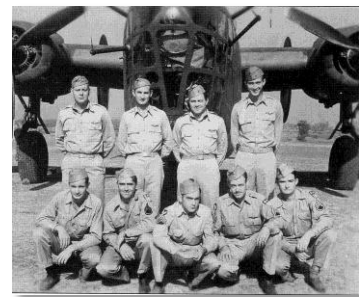
apparently had been at a low ebb on 28 November, in the two intervening days the Japanese Air Force's 5th Hikodan (Air Brigade), which was preparing for a large raid on Calcutta, had ordered additional fighters to concentrate around Rangoon bringing in heavy reinforcements from neighboring regions. When the bombers made their run from north to south in order to avoid heavy anti-aircraft fire, the sixty-odd enemy fighters already aloft were able to make head-on attacks out of the sun.

The first assault was as devastating as it was surprising and took place approximately ten minutes before the bomb release point. Enemy aircraft were in

firing distance before they were sighted, concentrating on the formation leaders. The 436th, 493rd and 9th Squadrons of the 7th Bombardment Group were on their final north-to-south run to the target at 19,000 ft when they ran into heavy anti-aircraft fire in addition to the fighters. Engagement by Japanese fighters had been intense and once within range of the targets the anti-aircraft fire made it a living Hell.

The 7th Bombardment Group squadrons, forming the first wave, bore the brunt of the attack. The 493rd BS was leading the 7th BG, with 21 aircraft in the first wave. Its B-24s were attacked first, and Lt Granville Stringfellow's airplane, in the lead position, was hit in the right wing by flak. As the pilot banked away from the formation, his bomber was quickly set upon by Japanese Air Force fighters. The Liberator was seen to fall apart in a ball of flames.

Of the three squadrons in the 7th BG the 9th took the brunt of the attack. Although its elements were flying the B-24J that day, the front turrets did not provide the hoped-for defensive fire. The lead bomber, flown by squadron operations officer Capt Bill Wright, was quickly shot down, followed by his wingman in

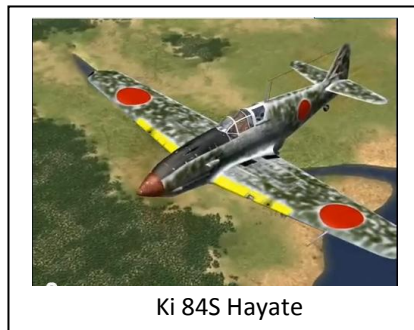
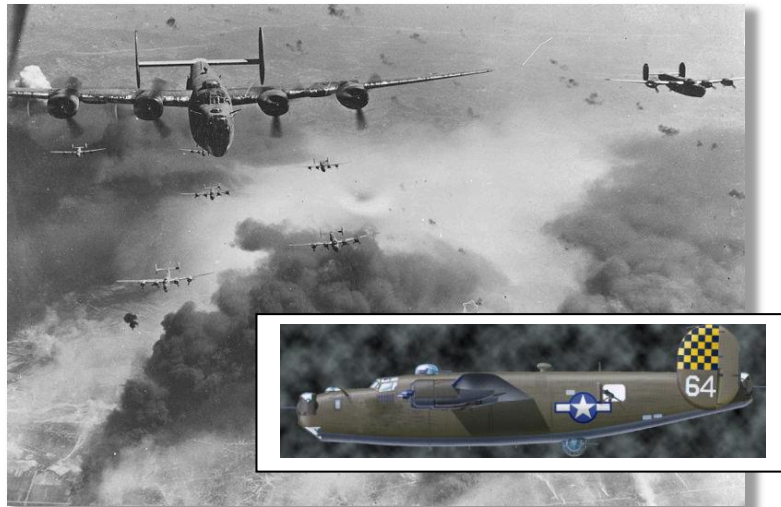


Flying a brand new b-24J Stingfellow and his crew were shot down and killed on the 1 Dec 1943 mission to Insein. The regular co-pilot, Lt. Lynn Stokes, standing left, was not flying that day.

a second Liberator. Three planes pulled up to close the gaps in the formation The formation closed up, but one of those three aircraft was hit and fell away after repeated passes from the fighters. Three others tried to cover the group leader, who was losing speed and altitude, and thus did not complete the bomb run.



In the 436th BS formation, flak hit the wing of aircraft number 64, 2nd Lt. John McLauchlen's bomber. When he dove off to the left, three 'Oscars' attacked the bomber and shot it down. Those fighters were flown by none other than Japanese Ace Captain Yasuhiko Kuroe, Warrant Officer Tadashi Kinoshita and Warrant Officer Yamazaki!



Ki 84S Hayate



In an eye witness report given by 1st Lt. Emil A. Kremer, pilot of 436th Bombardment Squadron element flying in the number 2 position adjacent to McLauchlen,

“Our formation of three planes [was] tacked on to the 9th Bombardment Squadron’s formation. After turning from the bombing run Lt. McLauchlen’s left wing was hit by Anti-Aircraft fire and began to smoke badly. He then dove sharply to the left and three enemy aircraft followed him down. He was last seen going into a cloud bank.”



The P-38's could give little direct assistance to defend the incoming Liberators as they had their hands full with other fighters still above the bomber formation. However, the lack of P-51 coverage probably contributed more to the high US losses that day. The P-51's arrived as the crippled B-24's were leaving but it was too late for five aircraft and their crews.

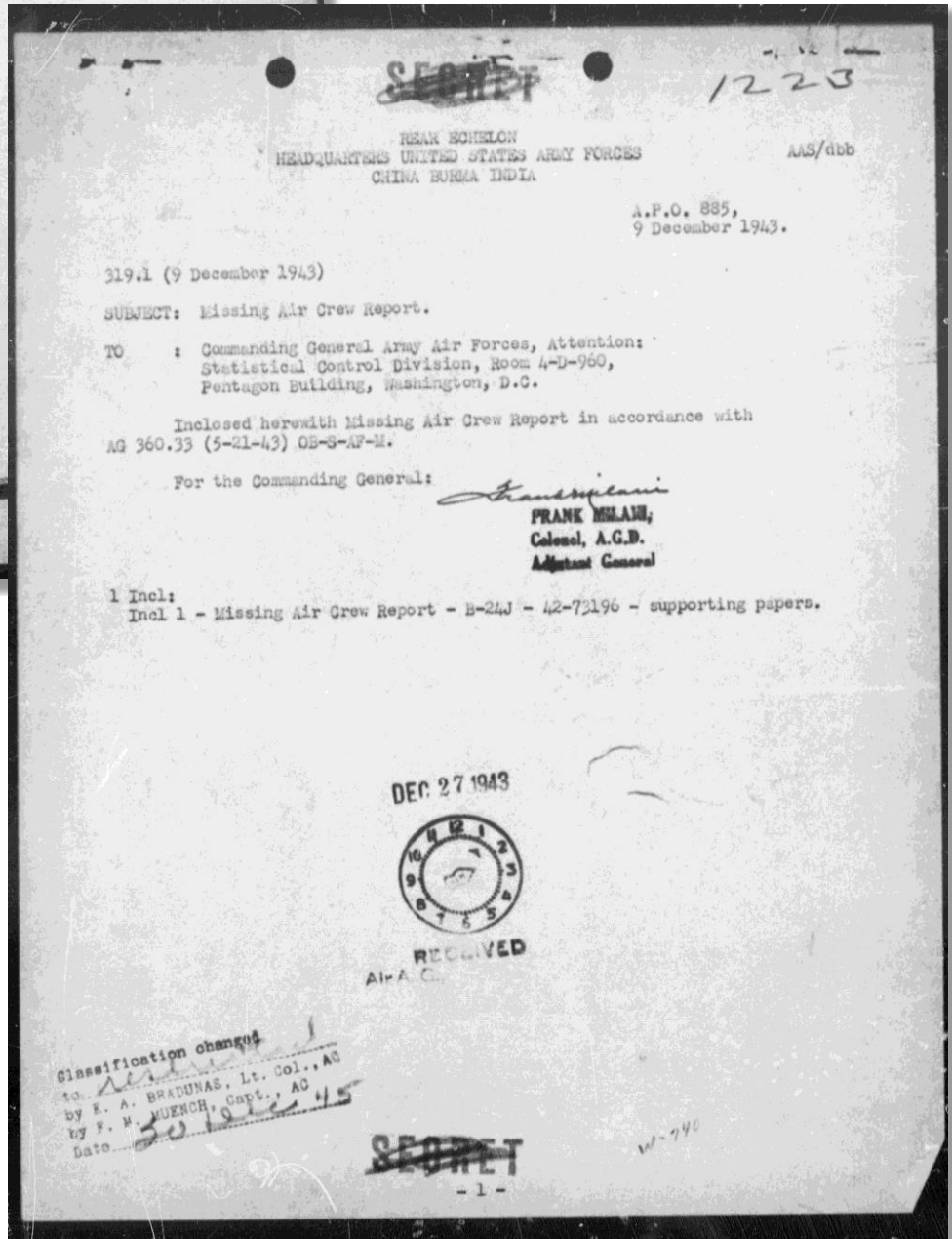
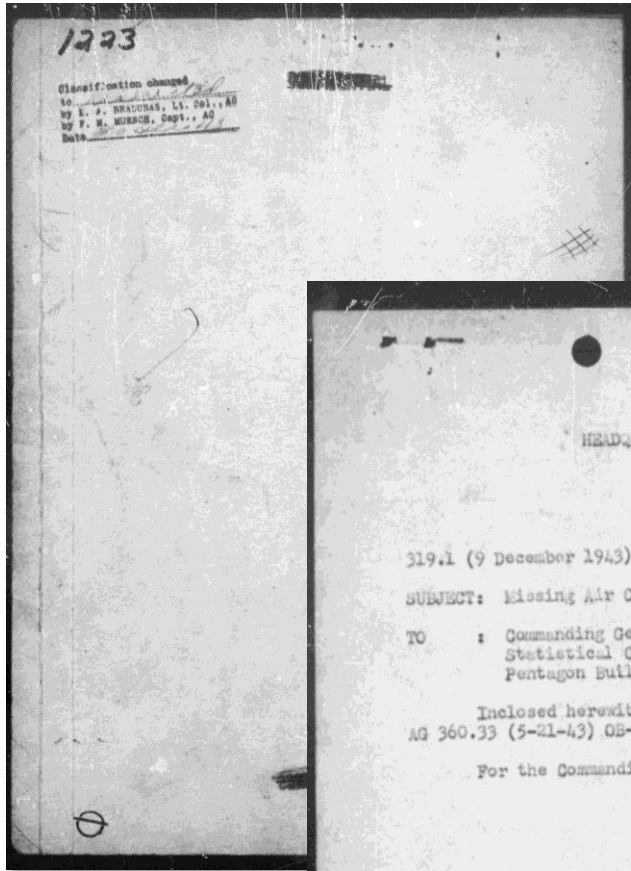


P-38 Lightning "Battle Axe"
©2007 FG, 41st FS, Pacific Theater - 1942

When the planes of the 308th Group arrived and were ready to begin their bomb run, the attacks were repeated by a slightly smaller number of aircraft. Sometimes enemy fighters came in three abreast, all concentrating on a single plane. At other times they approached in a string, each plane making a pass and pulling away to allow the next in line to come in. The lead plane of the 308th was shot down on the first pass, just before the bomb run, and the plane which took its place was badly hit during the run. Attacks persisted after bombs were away, enemy pilots singling out cripples; but the P-51's finally arrived in time to offer some protection on the return, losing one ship in their brief participation.



The original Missing Air Crew Report # 1223, now declassified, gives details of the crew, the equipment, eye witness accounts and the last reported position of the plane.



10AF Form
129

SECRET
HEADQUARTERS TENTH AIR FORCE
DELHI

Classification changed
to RESTRICTED
by E. A. BRADONAB, Lt. Col., AC
by F. M. MUENCH, Capt., AC
Date MAR 1 1948

MISSING AIR CREW REPORT

IMPORTANT: This report will be compiled in triplicate by which Army Air Forces organization within 48 hours of the time an aircraft is officially reported missing.

- ORGANIZATION: Location Panagarh, India; Command or Air Force 10th Air Force; Group 7th Bomb Gp (H); Squadron 436th Bomb Sq (H); Detachment _____
- SPECIFY: Point of Departure Panagarh, India; Course 150°, 90°; Intended Destination Rangoon; Type of Mission 1
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Visibility poor due to intervening clouds.
- GIVE: (a) Date Dec. 1, 1947 Time 1225; and Location Insein, Rangoon of last known whereabouts of missing aircraft.
(b) Specify whether (x) Last Sighted; () Lasted Contacted by Radio; () Forced Down; () Seen to Crash; or () Information not Available.
- AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) () Enemy Aircraft; () Enemy Anti-Aircraft; (x) Other Circumstances as follows: Plane was believed to have been hit by anti-aircraft fire and was then attacked by enemy fighters.
- AIRCRAFT: Type, Model and Series B-24J; A.A.F. Serial Number 42-73196
- ENGINES: Type, Model and Series R-1830-65; A.A.F. Serial Number (a) 42-92058 (b) 42-91451; (c) 42-91836; (d) 42-91830
- INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)
(a) _____; (b) See Attached List; (c) _____; (d) _____
(e) _____; (f) _____; (g) _____; (h) _____
- THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty x or (b) Non-Battle Casualty _____
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 0; Total 10
(Starting with pilot, furnish the following particulars; If more than 10 persons were aboard aircraft, list similar particulars on the reverse side of the form with notation at the bottom of the page marked "over".

Crew Position	Name in Full (Last Name First)	Rank	Serial Number
DEF1. Pilot	McLaughlin, John E. Jr.	2nd Lt.	0-797180
DEF2. Co-Pilot	Watts, Elden W.	2nd Lt.	0-680554
DEF3. Navigator	Bowes, Parshing E.	2nd Lt.	0-674124
DEF4. Bombardier	Rauh, Gilbert A.	2nd Lt.	0-738787
DEF5. Engineer	Rodinski, Roman J.	T/Sgt	16034281
DEF6. Radio Operator	Seifried, Harold L.	T/Sgt	13080602
DEF7. Gunner	Morley, Charles W.	Sgt	19017399
DEF8. Gunner	Tadone, Frank J.	S/Sgt	11094405
DEF9. Gunner	Nixon, Claude E.	S/Sgt	38114201
DEF10. Gunner	Pyle, Edward K.	S/Sgt	3530957

- IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME: Check Only One Column

Name in Full (Last Name First)	Rank	Serial Number	Contacted by Radio	Last Sighted	Saw Crash	Saw Forced Landing
1. Kramer, Emil A.	1st Lt.	0-791450		x		
2. _____						
3. _____						

- IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used _____; (b) Persons were seen walking away from scene of crash _____; or (c) Any other reason (Specify) None
- ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
- ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE None

Date of Report December 2, 1947

Richard T. Henning
Signature of Reporting Officer
RICHARD T. HENNING,
Captain, Air Corps,
Commanding

SECRET

SECRET

FOUR THIRTY SIXTH BOMBARDMENT SQUADRON (H) AAF
Office of the Operations Officer

LWS/Elb

Panagarh, India
2 December 1943

SUBJECT: Installed Weapons.

TO : Commanding Officer, 22nd Statistical Control Unit, Headquarters
Tenth U. S. Air Force, New Delhi, India.

1. In compliance with Headquarters Tenth Air Force Memorandum 60-17,
paragraph 8, Missing Air Crew Report, 10th Air Force Form 129, the following
list of installed weapons on Airplane No. 42-73196 is herewith submitted:

10 Guns, Machine, Cal. 50, Br, M2, AC, Flexible

Serial Numbers

677568
932285
931923
931892
932426
932569
931831
932036
932191
931810

2 Guns, Sub-Machine, Cal. 45, M1928A1

SERIAL NUMBERS

385357
383308

Rifle, U.S. Cal. 30, M1903

Serial Number

754538

Bombsight M-9 Serial Number

M-9-N-6488

Leonard A. Swanson
LEONARD A. SWANSON,
1st Lt., Air Corps,
Operations Officer.

S T A T E M E N T

December 2, 1943

On or about December 1, 1943 at 1225 hours, 1st Lieut. Emil A. Kramer was flying number 2 position 436th Bombardment Squadron (H) element.

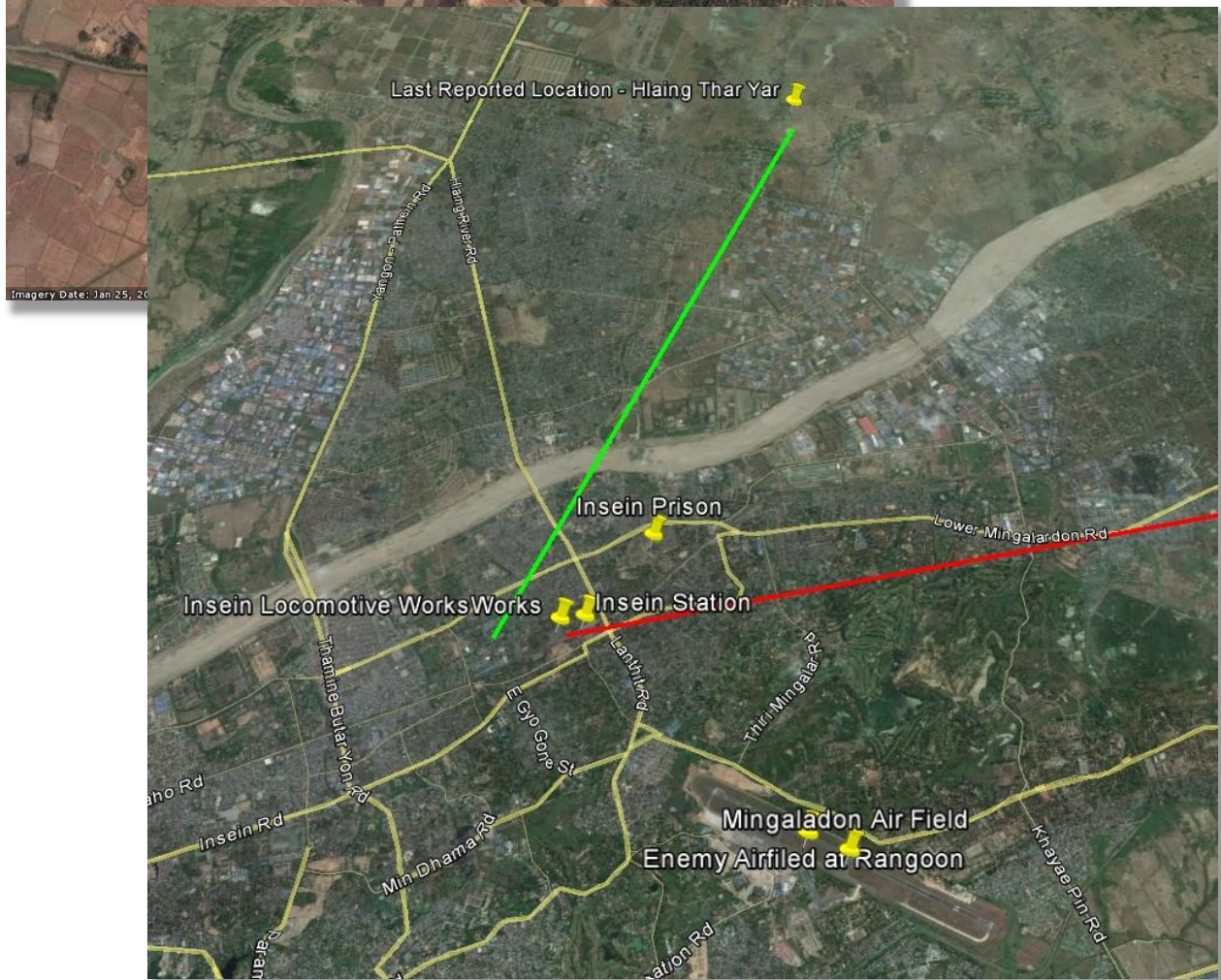
Our formation of three planes tacked on to the 9th Bombardment Squadrons formation. After turning from the bombing run Lt McLauchlens left wing was hit by Ant-Aircraft fire and started to smoke badly. He then dove sharply to the left and three enemy aircraft followed him down. He was last seen going into a cloud bank.

Emil A. Kramer

EMIL A. KREMER,
1st Lieut., Air Corps,
1st Pilot.

✓ 2nd Lt. John E. McLauchlen Jr.	Mr. John E. McLauchlen Sr., (Father) 898 Lothrop Avenue, Detroit, Michigan.
✓ 2nd Lt. Elden W. Watts	Mrs. Mary Frederick, (Grandmother) 123 South 6th St., Tukon, Oklahoma.
✓ 2nd Lt. Pershing E. Bowes	Mrs. Elisabeth Bowes, (Mother) 151-10 35th Avenue, Flushing, New York.
✓ 2nd Lt. Gilbert A. Rauh	Mr. J. C. Rauh, (Father) Thornwood, New York.
✓ T/Sgt. Roman J. Ropinski	Mr. Pat J. Ropinski, (Father) Route #1, Jefferson, Wisconsin.
✓ T/Sgt. Harold L. Seifreid	Mrs. Anra Seifreid, (Mother) 1719 North 53rd St., Philadelphia, Pennsylvania.
✓ S/Sgt. Frank J. Tedone	Mrs. Celia Tedone, (Mother) 36 Elgin St., East Hartford, Connecticut.
✓ S/Sgt. Claude E. Nixon	Mrs. Mary F. Nixon, (Mother) Route #3, Box 525, Corpus Christi, Texas.
✓ S/Sgt. Edward K. Pyle	Mrs. Claudine Pyle, (Wife) 2246 South Rockhill Street, Alliance, Ohio.
✓ Sgt. Charles W. Morley	Mr. Alvin George Morley, (Brother) 1123 Forsythe Street, Aberdeen, Washington.

This is the last known position of 2nd. Lieut. Gilbert A. Rauh and his crew – only 5 miles from his target, still 723 miles from his base – but 8,450 miles from home.



Four other B-24's were lost that day along with a P-51 that had arrived to escort the bombers home:

➤ **B-24J-15-CO "Tough Bubba" Serial Number 42-73159**

USAAF **Pilot** 1st Lt. Granvill B. Stringfellow, O-725549 (MIA / KIA) Des Moines, IA
10th AF **Aircraft Commander** Lt. Col Everett C. Plummer, O-300865 10th AF, HQ (MIA / KIA / BRN) NJ
7th BG **Navigator** 1st Lt. Hugh P. MacPherson, O-660875 (MIA / KIA) Camaron, NC
493rd BS **Bombardier** 1st Lt. Lancer W. Robertson, O-727076 (MIA / KIA) Long Beach, CA
Engineer TSgt Charles C. Bowen, 1407020288 (MIA / KIA) Osceola, AR
Radio SSgt Alfonse S. Cieslak, 36301984 (MIA / KIA) Chicago, IL
Asst Engineer SSgt Henry W. Ley, 11045540 (MIA / KIA) New Haven, CT
Gunner Cpl George W. Tidd, 14073599 (MIA / KIA) Hendersonville, NC
Asst Radio SSgt Henry C. Vanis, 37190972 (MIA / KIA) David City, NB
Gunner SSgt Bertram J. Archer, 12140538 (MIA / KIA) Peekskill, NY
Observer Captain John W. Lasell, O-219261 (MIA / KIA) Whitinsville, MA
Crashed December 1, 1943 at 12:30pm
MACR 1233

Aircraft History

Built by Consolidated. Assigned to the 7th Bombardment Group, 493rd Bombardment Squadron. Nicknamed "Tough Baba". When lost, engines R-1830-65 serial numbers 42-88468, 42-89208, 42-89198, 42-91856. Weapon serial numbers are noted in MACR.

Mission History

Took off from Pandaveswar Airfield in India leading a formation of bombers on a bombing mission against Insein in Burma. After dropping their bombs, this B-24 was hit by anti-aircraft fire causing white smoke to emanate from the no. 3 engine and began losing altitude. Attacked by 8-10 enemy fighters. Two were observed to bail out, one pulling his parachute instantly, then other delayed opening his shoot, likely to avoid being strafed while descending. The bomber went into a tailspin, burst into flames and exploded.

Fates of the Crew

Plummer was officially declared dead on December 9, 1943. It is unclear if he was captured by the Japanese, died of wounds or was executed.

Recovery of Remains

Postwar, the remains of the crew were recovered and transported to the United States.

Memorials

The crew was officially declared dead the day of the mission. The crew was buried in a group burial at Jefferson Barrack National Cemetery at section 79 site 449C-E. Plummer is missing in action and is memorialized on the tablets of the missing at Manila American Cemetery.

➤ **B-24J-25-CO "Bugs Bunny" Serial Number 42-73222**

USAAF
10th AF
7th BG
9th BS

Pilot 2nd Lt Carl F. Carpenter, O-742680 (MIA / KIA) MN
Co-Pilot 2nd Lt William R. McCandless, O-683037 (MIA / KIA) IA
Navigator 1st Lt Grant W. Erwin, Jr., O-558862 (POW, survived) WI
Bombardier 2ndLT Clarence H. Clyborne (POW, died December 31, 1943)
Engineer SSgt Robert McCarty, 12126491 (MIA / KIA) NY
Radio SSgt William C. Fetterman, 13155731 (MIA / KIA) PA
Gunner Eugene L. Moyers, 14160896 (MIA / KIA) TN
Gunner Sgt Alfred L. Busby, 18193907 (MIA / KIA) OK
Gunner Sgt Malcolm W. Carter, 31151547 (MIA / KIA) ME
Gunner Sgt Paul I. Elyea, 36179569 (MIA / KIA) MI
Crashed December 1, 1943
MACR 1226

Aircraft History

Built by Consolidated. Assigned to the 7th Bomber Group, 9th Bomber Squadron. Nicknamed "Bugs Bunny". When lost, engine and weapon serial numbers noted in MACR.

Mission History

The entire crew had just arrived in India and were on their first combat mission. Regular navigator Kaufman was ill and did not fly the mission. He was replaced by Grant W. Erwin who was an experienced navigator.

On of 50 B-24s that took off from Pandaveswar Airfield on a mission to bomb Insein railway marshalling yards near Rangoon. Escorted by P-51 Mustangs that rendezvoused late with the bombers. Intercepted by enemy fighters fifty miles south-west of Insein. This B-24 was set on fire and engulfed in flames. Only two of the crew (Erwin and Clyborne) were able to bail out from roughly 200'. The bomber crashed near Bassein, exploding when it hit the ground.

Fates of the Crew

Erwin and Clyborne survived and were captured by the Japanese and transported to Rangoon POW Camp. Clyborn died in captivity on December 31, 1943. Erwin survived and was liberated at the end of the war.

Recovery of Remains

Postwar, US Army AGRS recovered five sets of remains were recovered from a banana groove near thre crash site where they were buried by the Japanese or locals. On May 17, 1946, these remains were transported aboard C-47 43-48308 on a flight from Rangoon to Calcutta and crashed.

Memorials

The eight members of the crew who died aboard the bomber were officially declared dead on the day of the mission. All are memorialized on the tablets of the missing at [Manila American Cemetery](#).

Relatives

Ruth Garmong (widow of Fetterman) adds:

"My husband, Bill Fetterman, was the radio operator was on his third mission. I was also told that the plane was hit, and two bailed out, but only one survived. I would sure like to talk to anyone who may have known any of these men. I know it has been many years, but I was hoping maybe Kaufman was still around and could maybe tell me something about the crew. I would sure like to talk to anyone who may have known any of these men."

Last Updated

August 27, 2014

➤ **B-24J-5-CO Liberator Serial Number 42-73055**

USAAF **Pilot** Captain Bill Wright, O-725565 (POW / MIA) TX
10th AF **Co-Pilot** 1st Lt. Merrill R. Parker, O-720160 (POW / MIA) MS
7th BG **Navigator** 1st Lt. Roy A. Wentz, Jr., O-659938 (POW, survived) IL
9th BS **Bombardier** 1st Lt. Raymond A. Maloney, O-726056 (POW, survived)
Engineer SSgt Clifford H. Bockman, 19075514 (POW, survived)
Radio SSgt Francis C. Winderl, 19019299 (POW / MIA) MN
Asst Engineer SSgt Frank Rodriguez, 6578491 (POW, died August 27, 1944, BRN / MIA) CA
Asst Radio SSgt Edward J. Girman, 35258994 (POW, MIA) IN
Gunner SSgt Alvin L. Hastings, 35357272 (POW, survived) IN
Gunner SSgt Joseph B. Wells, 6934111 (POW, survived) IA
Crashed December 1, 1943
MACR 1227

Aircraft History

Built by Consolidated. Assigned to the 7th Bombardment Group, 9th Bombardment Squadron. No known nose art or nickname. When lost, engines R-1830-65 serial number 42-91183, 41-43411, 42-91628, 42-90944. Weapon serial numbers noted in MACR.

Mission History

Took off from Pandaveswar Airfield on a bombing mission against Insein in Burma. Shot down by enemy fighters 30km west of Maubin in Burma. Five died in the crash.

Fates of the Crew

Wright, Parker, Wentz, Maloney, Bockman, Winderl, Roriguez, Girman, Hastings and Wells were captured by the Japanese. Imprisoned as POWs in Rangoon.

Rodriguez died on August 27, 1944, but his remains were never recovered and listed as MIA.

At the end of the war, four of the crew were liberated from Moulmein & Rangoon jail: Hastings, Wells, Wentz, Bockman. Girman, Parker and Winderl were officially declared dead on February 4, 1946.

On May 17, 1946, the remains of Wright were transported aboard C-47 43-48308 on a flight from Rangoon to Calcutta and crashed.

Memorials

Rodriguez, Wentz, Bockman. Girman, Parker and Winderl are memorialized on the tablets of the missing at Manila American Cemetery.

➤ **B-24J-20-CO Liberator Serial Number 42-73183**

USAAF **Pilot** 2nd Lt. George T. Elliott, O-670990 (MIA / KIA)
10th AF **Co-Pilot** 2nd Lt. Morris P. Maag, O-742495 (MIA / KIA)
7th BG **Navigator** 2nd Lt. Howard Hansen, O-673560 (MIA / KIA)
9th BS **Bombardier** 2nd Lt. Roy E. Emery, O-671407 (MIA / KIA)
 Engineer TSgt Albert C. Johnson, 33190179 (MIA / KIA)
 Radio TSgt Roland E. Soderstrom, 37294533 (MIA / KIA)
 Asst Engineer SSgt John D. Bender, 33276178 (MIA / KIA)
 Asst Radio SSgt Talbot C. Gance, 14149234 (MIA / KIA)
 Gunner SSgt Verl E. Coddington, 39832131 (MIA / KIA)
 Gunner SSgt James W. Forrest, 15333185 (MIA / KIA)
 Crashed December 1, 1943
 MACR 1225

Aircraft History

Built by Consolidated. Assigned to the 7th Bombardment Group, 9th Bombardment Squadron. No known nose art or nickname. Weapon serial numbers noted in MACR. Nose number "24".

Wartime History

Took off from Pandaveswar Airfield in India on bombing mission against Insein near Rangoon in Burma. Shot down by enemy fighters over the target, this B-24 burst into flames from the bomb bay to the waist windows and dove out of formation out of control. The entire crew was killed in the crash.

References

ABMC does not list any of the crew

The American phase of the operation in Burma came to a close on the afternoon of 4 December when AAF bombers ran successful mining missions to Rangoon and Moulmein without encountering resistance or suffering losses. The AAF missions on 25, 27, and 28 November and 1 December resulted in the loss of twelve B-24's, eight P-51's, and two P-38's, while many other craft of various types were temporarily unusable because of damage sustained.

The many factors involved made it almost impossible to reach an objective evaluation of these combined missions. Due to the limited time the 308th Group was available the plan could not be flexible in timing, and when bad weather intervened, the alternatives were either to call the whole operation off or try to carry it out in the face of undesirable flight conditions. Once the element of surprise was taken away by an abortive mission, each succeeding mission was more risky. It must be remembered, however, that on all previous missions the Liberators had flown to Rangoon without escort and without heavy losses from fighters. Hence it was not unreasonable to expect that the small escort provided would be sufficient to minimize losses from hostile aircraft.

The operation was an expensive one in a small air force where loss of every plane was felt. Reckoning on a percentage basis, on the other hand, the loss was less alarming. While serious, loss of eight P-51's in a series of some sixty sorties where interceptors were numerous and very determined was not unreasonably high. The rate of loss among B-24's was even lower--twelve in 205 sorties. Only on the mission of 1 December did heavy bomber losses exceed 10 per cent of the participants.

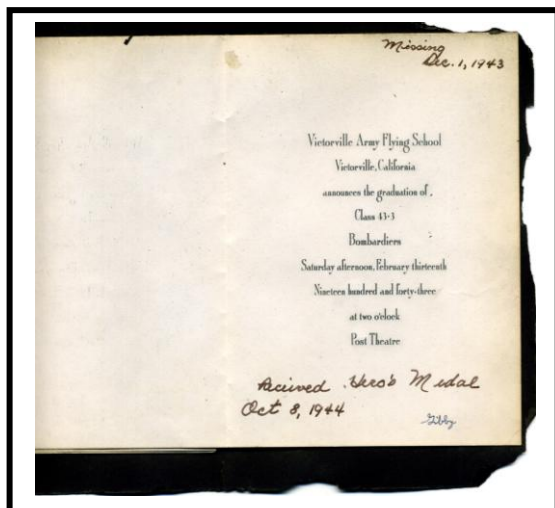
The objectives of the operation were not fully accomplished. Serious damage was done in the dock area, but it was not so extensive as to paralyze the water front. Enemy aircraft losses were probably upwards of fifty; but owing to arrival of reinforcements during the operation, Japanese air strength was greater at the finish than on the first day. Some damage was done to major enemy airfields in southern Burma. Communications targets such as Mahlwagon marshalling yards were not attacked.

On the credit side of the ledger were the great destruction at Insein and a very successful mining mission which affected both Moulmein and Rangoon. Photo intelligence as well as ground intelligence coming in later indicated that in the face of limited successes elsewhere destruction at Insein alone might have justified the whole undertaking. Several vital parts of the locomotive works were completely obliterated and many others were so badly battered as to be utterly useless. A Tenth Air Force photo intelligence report of 1 December stated: "The functional capacities of the Locomotive Work Shops have been seriously and effectively checked. The complete destruction of certain vital departments makes it extremely doubtful whether this Works will be able to operate for a considerable time."

Less tangible results were not easy to assess, but the fact that RAF, Tenth Air Force, and Fourteenth Air Force units had participated in a jointly planned series of missions was a good omen for the theater. British effort was smaller than anticipated, consisting of only sixty-six sorties instead of the anticipated maximum of some 175. Cooperation between the 7th and 308th Groups was beyond reproach.

Several important operational lessons were learned which would be of value in planning for the future. Staging medium bombers from Chittagong and fighters from Ramu was entirely feasible, but it was believed that in subsequent operations the fighters should arrive at the staging fields the night before the mission, thus permitting a refueling in ample time to make the rendezvous with the bomber formations. Both P-38's and P-51's showed their value as escorts, but the P-51 with greater belly-tank load per engine was better for close support, while the P-38 was superior as high-altitude top cover. Gunners on fighters and bombers were stale and needed additional training. And, perhaps most significant of all, fighter escorts would probably be required for all subsequent daylight missions to Rangoon.

However, for 2nd Lt. Gilbert A. Rauh and his crew the war and their lives were over.



The wreckage and remains of the crew of B-24 SN 42-73196 were never found.

Sadly, Gibby's best friend Mike Iriarte arrived to join him at Panagarh Air Base in December – just a few days too late - and learned that Mike was gone. Given special dispensation Mike left Panagrh in January 1944 transferring to a different assignment with the 9th Air Force.

It had to be heartwrenching for Hazel to write these notes in her scrapbook on Gibby's Bombardier Graduation Notice when awarded a Hero's Medal in October of 1944 and four months later when they were declared officially killed in action.

This was a horrible December – but things were about to get much worse. George and Mike would be flying similar missions in only a few months.

AMERICAN BATTLE MONUMENTS COMMISSION



Gilbert A. Rauh

Second Lieutenant, U.S. Army Air Forces

Service # 0-738787

436th Bomber Squadron, 7th Bomber Group, Heavy

Entered the Service from: New York

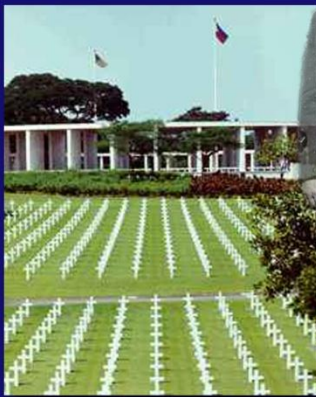
Died: 1-Dec-43

Missing in Action

Tablets of the Missing at Manila American Cemetery
Manila, Philippines

Awards: Air Medal, Purple Heart

RANSOME CURTISS	2	LT	..
RANSON DAVID J	..	PVT	..
RANSON JOSEPH C	..	TEC 4	..
RAPER HULON L	..	PVT	454
RAPP MAX	..	PFC	..
RASMUSSEN HARALD E	2	LT	16
RASMUSSEN LARS F	..	PVT	..
RASO ELISEO	..	PVT	..
RAST PAUL R	..	PFC	673
RATAJCZAK EDMUND J	5	SGT	..
RATCLIFF FRED E	..	PVT	..
RATHBLOTT IRVING	..	1	LT
RATLIFF JOHN F	5	SGT	32
RATON FRANCISCO	..	CPL	..
RATTNER SIDNEY M	..	PV	..
RAUCH RUSSELL L	1	LT	..
RAUH GILBERT A	2	LT	43
RAUH THEODORE A	..	1	LT
RAUHAUSER GLENN M	..	C	..
RAUSA ROBERTO	..	PVT	..
RAVELO JUAN	..	PFC	..
RAVINA PEDRO	..	PVT	..
RAWLEY JAMES X	2	LT	3
RAWSON WENDELL P	2	LT	..
RAY CLAUDE A	5	SGT	..
RAY GEORGE H	5	SGT	..
RAY JOE	..	TEC 5	..
RAY LAWRENCE O	..	SGT	..
RAY MARION	..	T	SGT
RAY REUBEN E JR
RAY WILLIAM A	LT
RAY WILLIAM R	SGT
RAYBURN JOHN I	P



Veterans' Memorial – Mount Pleasant, New York

ARMY AND ARMY AIR FORCES

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 VERMONT
 VIRGINIA
 WASHINGTON
 WEST VIRGINIA
 WISCONSIN
 WYOMING



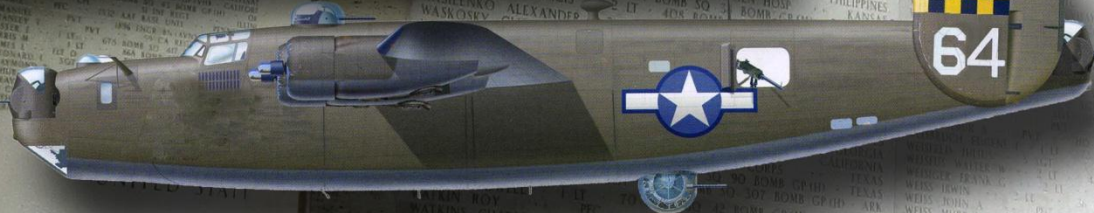
BOWERSOX JAMES F . . . 1 LT . . . 133
 BOWES EDWARD H . . . LT COL
 BOWES PERSHING E . . . 2 LT . . . 436 BOMB SQ
 BOWMAN ELFORD R . . . 2 LT
 BOWMAN JACK . . . S SGT . . . 405 BOMB SQ
 BOWMAN JAMES A . . . S SGT

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Harold Louis Seifred

WATTS BURTON L . . . 1 LT
 WATTS ELDEN W . . . 2 LT . . . 436 BOMB SQ 7 BOMB GP(H)
 WATZKA ROBERT H . . . S SGT . . . 73 BOMB SQ 7 BOMB GP(H)
 WAUGH BENTON A . . . 1 LT . . . 2 RESCUE SQ . . . NORTH CAROLINA



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TELSON ERASMO B . . . PVT . . . 88 FA REGT (PS) . . . PHILIPPINES
 TEDDER JOHN O . . . 1 LT . . . 34 FTR SQ 18 FTR GP . . . NEW JERSEY
 TEDESCHI CHARLES A . . . 2 LT . . . 41 FTR SQ 35 FTR GP . . . NEW YORK
 TEBONE FRANK J . . . S SGT . . . 436 BOMB SQ 7 BOMB GP(H) . . . CONN
 TEELE L V . . . LT COL . . . 76 FTR SQ 25 FTR GP . . . INDIANA
 TEETSSEL ARTHUR J . . . 1 LT . . . 70 FTR SQ 18 FTR GP . . . NEW YORK
 TEFFT ERVING W JR . . . PVT . . . 16 BOMB SQ 27 BOMB GP(H)



Claude E. Nixon



RATTNER SIDNEY M . . . 1 LT
 RAUH RUSSELL L . . . 1 LT
 RAUH GILBERT A . . . 2 LT . . . 4
 RAUH THEODORE A . . . 1 LT
 RAUHAUSER GLENN M . . . C
 RAUSA ROBERTO . . . PVT

ROOT WENDELL J . . . HQ SQ 58 SV GP . . . NEW YORK
 ROPADAS CIRIACO C . . . 26 CAV REGT (PS) . . . PHILIPPINES
 ROPINSKI ROMAN J . . . 1 SGT . . . 436 BOMB SQ 7 BOMB GP(H) . . . WIS
 ROPP JOHN W . . . PVT . . . 2 OBSN SQ . . . CALIFORNIA
 ROQUE RICARDO V . . . PVT . . . 26 CAV REGT (PS) . . . PHILIPPINES

Edward K. Pyle
 Staff Sergeant, U.S. Army Air Forces

MORIARTY WILLIAM E . . . CPL . . . HQ SQ 52 SV GP . . . NEW YORK
 MORLEY CHARLES W . . . SGT . . . 436 BOMB SQ 7 BOMB GP(H) . . . WASH
 MORLEY JOHN C . . . MAJ . . . 192 TANK BN . . . OHIO
 MORNATI ALDO V . . . S SGT . . . 23 BOMB SQ 5 BOMB GP(H) . . . NEW YORK