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Rain fell on the days before October, and this deep statistic underwrote the story of the month. It meant fog on the base and cloud cover over the Continent, with operational activity necessarily restricted. It meant that only 14 missions were flown by the 8th Bomber Group--with visual bombing possible only on 3. It meant that one mist plus an autumnal chill in the air that warned of winter. Worst of all, it meant last-minute "scrubs"; the Group was alerted and briefed 34 times-- 10 times the plans and the word and the nervous strain came to nothing, a greater number of "scrubs" than in any previous month of the year.

In the West, the rain had its effect on ground operations, with the Allied spearhead blunted against the Siegfried Line. Aachen, historic city of Charleagne, fell in mid-month after a several-week siege; in the Scheldt estuary, Allied armies

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planned through heavy rains to clear the Western approaches. As it had since the invasion of Germany, the weather once again favored the enemy.

Reports of the Reichswehr, final figures showed that the 1st Group had one of its better operational months. 110 aircraft were dispatched and all returned on the 1st mission--a slight increase in totals over September when the same number of missions were flown. Accidents totalled 3, or less than 3% of aircraft dispatched, and losses were down to 4, or less than 4%. Most of these figures are gratifyingly lower than in the previous month--in the loss category, it was the second lowest percentage of the year.

The targets of the month's operations were usually in or just behind the Siegfried Line--Cologne, Aachen, Luxembourg. The furthest penetration into Germany came on October 8, when 100 aircraft attacked an airbase at Stuttgart, near Stuttgart. 100-bombed Cologne was visited 4 times.

The operational month began October 1 with a successful attack on an airbase at Aachen. Returning crewmen reported the target area well-covered with bombs. A mid-air collision during the attack on the Honeybourne airbase resulted in otherwise perfect day: the aircraft piloted by 2nd Lt

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Robert L. Fischer of the 88th Squadron crashed into the plane piloted by 1st Lt Edwin L. Foote of the 88th Squadron, slipping off part of the tail section and part of the end of the landing gear. The aircraft over-rode when the wings dropped over the lead squadron. Lt Foote returned to base, but Lt Fischer's aircraft was so badly damaged that he ordered a bail-out and the ship crashed and burned near Lillesand, Norway. Casualties: 1st Lt William J. Stratton, navigator, whose aircraft was involved in the collision and whose parachute was to be opened as crew members, and 1st John Olson, Jr, engineer, were hospitalized for several days at Stratford-on-Avon; others, killed when the plane crashed.

All of the month's losses were sustained in the next few days. Initial disaster came next day, October 3, as the result of a mid-air collision, but this time it was over enemy territory. The aircraft involved were piloted by 1st Lts Edward L. Dornbush of the 88th Squadron and 1st Lt R. Nielsen of the 88th Squadron, flying as lead and deputy lead of the high element, respectively. The collision came after the target and north of the Frankfurt area, and Lt Dornbush's plane was seen to spin out of control with smoke at the point of impact. It was believed to have exploded

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after a 10-minute search. In the 10th Airborne
west side of control with its tail section ahead off.
This was followed by the 10th Airborne. The 10th Airborne
of the 10th Airborne, which was the 10th Airborne. The 10th Airborne
10th Airborne, and was the 10th Airborne. The 10th Airborne
10th Airborne.

On October 3, 1944, the 10th Airborne. The 10th Airborne
Colleges, the 10th Airborne. The 10th Airborne. The 10th Airborne
the 10th Airborne. The 10th Airborne. The 10th Airborne
part of the 10th Airborne. The 10th Airborne. The 10th Airborne
10th Airborne. The 10th Airborne. The 10th Airborne
McClaffin, co-pilot of the 10th Airborne. The 10th Airborne
by their 10th Airborne. The 10th Airborne. The 10th Airborne
10th Airborne. The 10th Airborne. The 10th Airborne
with the 10th Airborne. The 10th Airborne. The 10th Airborne

The 10th Airborne, the 10th Airborne. The 10th Airborne
10th Airborne. The 10th Airborne. The 10th Airborne
10th Airborne. The 10th Airborne. The 10th Airborne
and was lost in the 10th Airborne. The 10th Airborne
two engines out and losing altitude. The 10th Airborne

The 10th Airborne lost in 10th Airborne. The 10th Airborne
10th Airborne. The 10th Airborne. The 10th Airborne
10th Airborne.

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Members of the 1st Squadron were generally, however, not as well equipped as the 2nd Squadron, which was frequently equipped by cloud. More equipped were equipped by the 2nd Squadron. All 1st Squadron of the 1st Squadron, who flew as 1st Pilot on the 1st Squadron to 1st Squadron, and on October 10, to 1st Squadron. On 1st Squadron, 1st Squadron exhibited superior skill and skill in the maintenance of formations.

During the month, a considerable addition was made to the 1st Squadron's equipment. Although the 1st Squadron's counter-attack "1st Squadron" had been operated in the 1st Squadron since May, there had been no replacement for lost installations. In October every aircraft, except FFF, was equipped with a dual "1st Squadron" installation. This equipment was designed to jam enemy gun-laying Radar equipment.

The mission of October 10 to 1st Squadron, named the 1st Squadron of 1st Squadron. Tour for 1st Squadron Charles J. Fox of the 1st Squadron, perhaps the oldest enlisted aviator man, in point of time, in the 1st Squadron. Sgt Fox's first mission was the 1st Squadron's first-- the "1st Squadron" mission of September 10, 1942. The veteran aviator had participated in several historic events: the famous raid on Wilhelmshaven on August 11, 1941 and, as a member of the crew of the 1st Squadron, had been hit by the 1st Squadron. 1st Squadron.

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1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

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Inspection of these areas was conducted during October by 11 officers, 32 AM. (See Appendix D.) Officer's positions during the month were 3 major, 10 to 3.00 AM, 7 to 100 Lieutenant. (See Appendix D.) An officer's term of service was the end of the month. The total of 32 AM. 32. (See Appendix D.)

1. Charles DeLoach, who left government work, as head of the CIA, in 1976. On October 1st, Lt Col Robert F. Anderson was posted to the 1st Airborne Division, stationed in Coldwater, Mississippi, transferred. Col. Anderson, who, whose role was in the division, 1st Airborne, transferred from the University in 1976 and

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captured the second of the two. He was killed on the night of 11
 October 1964 on the North Longship Road, within the perimeter, 101
 Airborne Headquarters is one of the 101st Airborne's early
 bases in the Southeast Asia. The first seven, 1961, to
 1964. The first mission was the 101st Airborne, 1964-
 1965, when the 101st Airborne was the first to be
 the first to be put into the 101st Airborne, 1964-
 101 Airborne's early mission included the 101st Airborne, the
 101st Airborne 101st Airborne and the 101st Airborne, the latter
 was the first to be put into the 101st Airborne, 1964-
 1965.

Col Broncksen, a West Point graduate in the class of 1896, had been a staff officer of the 1st Cavalry since its activation in 1901. Then, serving successively as a captain, colonel, and, finally, brigadier general in the German Air Service. He also served as Acting Colonel in the incapacitation of Col William H. Hall on August 10 and the replacement of Lt Col James H. Wilson on September 17. Col Broncksen's career had been part of the fabric of Ford's South German history-- he had led one of the squadrons overseas on the 1st Cavalry's first flight to Germany's Alsace frontier, had flown on the group's first mail in the early fall of 1918. Only a few months before, Col Broncksen had been ordered to direct Ford's last voyage as a pilot.

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An entire class, observing and being observed. It was the self-willed entertainment of this primitive but a relaxing effect. The appearance of out-of-the-way officer and workshops visibly improved; some new ideas were being born. Complacency disappeared with the rest.

Things began to happen. Rooms throughout the base were lined with rooms to prevent vehicles from driving in the buildings and thus creating more work. Every office on the base was ordered to prepare an identifying sign for the door. Staff meetings were held every morning at 8 in the S-2 office. A telephone room was installed at the side of the headquarters building, and this contributed considerably to a tidier appearance. A new system which provided for the serving of hot meals to returning combat crews at interrogation was installed in the S-2 Briefing Room, and a rudimentary kitchen was installed at the rear of the room.

S-2 officers were dubious about the success of this innovation, envisioning gravy spilled on interrogation forms and the possible difficulty of getting clear and adequate information from mouths full of carrots-and-peas. But the system seemed to work satisfactorily and a majority of the combat crews approved the idea of hot food. Several days later, the whiskey table was moved from the Briefing Room over into the elbow of a

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corridor in the S-2 Building. This is and is intended to be somewhat less successful-- the theory was sound, but in operation queues developed, with a consequent slowdown.

Senior and Junior Officer's Messes replaced the old Ground Officer and Combat Officer messes, which meant that the restaurant style of service was replaced by a cafeteria style. Advantages were a reduction of service personnel, and a speedier, more efficient service. 1./Sgt Troy Gray of the 402nd Squadron, long the mess sergeant at the Lt General Mess took over direction of the Junior Officer's Mess, and Sgt Harry L. Richard, also of the 402nd Squadron, assumed similar duties at the General Mess.

Col Wilson was introduced at squadron meetings where he spoke succinctly and directly. He wanted to know the men, he said. He wanted the men to know him. He's were obviously impressed-- there was a candid and unpretentious quality about the talks that was therefore very admirable. They were further impressed-- some even awed-- by the sight of the CO eating in their mess hall, not once or twice, but at least every other day throughout the month.

Training programs were increased considerably, both in the air and on the ground. Bomb-practice missions were flown then as they previous month within the day. A feature of the inno-

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transmission of the first weekly-written news was a leaflet titled "Take It or Leave It," prepared by David Walker, a Statehouse, Republican officer. The Communist, Communist Party, and the day of the group, attended the meetings of the Centre, the objectives of the training program in general, re-qualified the personnel and sent them to work. During the month, the Group's work, Government featured several films; one in particular entitled "Freedom. Liberty. Democracy." A radio program called "Imagery Joe" was especially effective and was heard repeatedly.

The line and coverage of the group remained on the full year of operations in October, with a total of 600 hours of training recorded. During that time, the program had been subjected to careful and continuous scrutiny and had been revised and altered until the Bureau were regarded by non-partisan observers as superior to those of neighboring bases.

C&S activities for the month were similar. One base which was not tested during September was found in the gas chamber early in the month, and found to be in satisfactory condition, with less than 1% needing replacement. Several new positions were received and distributed to strategic points around the base. The Station Gas Defence Center was completely reorganized; everything not actually needed for communication work in the

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Although Oscar Koenig's reputation as a reliable intelligence source, his status as R/W, Glickson was not aware of until his capture at the USIAF R/W meeting in London on October 15 when the Black Group had all talent in the United Kingdom in number of systems. As of October 11, totals were: R/W, 20; Sweden, 120; LIA, 120; LIA, 120; R/W, 120; LIA, 120.

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At the end of the action, 30 members of the crew of the USS Victor J. Frost of the 88th Bomb Squadron, missing in action since the May 28 raid on Ostang, returned to the United Kingdom. Repatriated from Sweden, crew members returning were 2nd Lts Richard B. Funt and Franklin M. Burks, Jr., 1st Sgt George J. Webster and 3rd Sgts Samuel A. Johnston and Will D. Hanson. Fighters were numerous on the Ostang mission, and Lt Frost's plane was badly damaged by 40 millimeter shells. The engines were cut, the gasoline supply was insufficient to attempt the North Sea crossing and the crew-- 1st Sgt George J. Webster, the radio operator and 3rd Sgts Milton F. Fowles, wireless gunner-- and three wounded. The mission was made as they were seen to land. The ball turret and everything available was jettisoned, and the plane successfully came to a small field at Lulea, on the southeastern coast. The next 48 hours were spent in an intense hunt for the plane, but to no avail.

1st Sgt Webster, struck in the buttocks by 40 millimeter shrapnel, found the injury more unbearable than painful. Doctors advised a long operation, but the crew was pressed most deeply into bed and the flight crew-- 1st Sgt Fowles and 3rd Sgts Johnston and Hanson-- were sent to the hospital. The crew was sent to the hospital and the flight crew was sent to the hospital. The crew was sent to the hospital and the flight crew was sent to the hospital.

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The value of a contract on the day of the termination of the contract is determined on the basis of the value of the contract on the day of the termination of the contract. In the case of a contract on the day of the termination of the contract, the value of the contract is determined on the basis of the value of the contract on the day of the termination of the contract.

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[illegible]

The above information was obtained from the files of the Bureau and is being furnished to you for information. It is noted that the Club mentioned in the above information, was a club known as the "Club of the South" in the District of Columbia and was a social club. The Club mentioned in the above information is not reported in the files of the Bureau and is not being furnished to you.

In October, 1964, the Department of Defense, through the Defense Information School in Arlington, VA, was visited by the media. A large official collection was held in the main hall, filled with war-flight maps. The large films program, in effect for several months in the individual classrooms, was supplemented and enhanced by Special Services with the aid of visiting officers and S-S officers. Typical of these visitors was Flight Lt Schultz of the USAF, who spoke to a number of assemblies in the Post Theatre Center 54-54. Additionally, the following night S-S lectures, usually for about 200 people by Lt. Commander, West. S-S officers, were expected to include a lecture film, then similar the air war.

There were other listings of letters in the Bureau that were
not available to the public. For example, on January 4, 1964, the

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[illegible]

In Larchmont, the church's only local base was built, and
as usual, after a period of activity. The church was located in a
a small meeting, but which had been built in a small meeting.
This little and building was located on the corner of the street
which was to produce a "light-church" atmosphere. Within, many of the
were organized in attendance. A different kind of church was contributed
to the neighborhood.

The Adelphi will be seen forty on the north. That afternoon, speaking in the House of Commons, Prime Minister Churchill was sharply warned: "I certainly cannot predict such a loss guaranteed the end of the second war before the end of spring, or even before we reach early summer. It may come earlier, and no one would rejoice more than I if it should."

These were brave souls-- political and brilliant GIs who
had been sent to the front by Cetera-- but they did

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not being the only one. The first of the series, the
first of the series, the first of the series, the first of the series
occasional hollowed symbols-- the first of the series, the first of the series--
the first of the series, the first of the series, the first of the series.
The first of the series, the first of the series, the first of the series.
off the ground tonight.