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The platitude about history repeating itself was rather uniquely confirmed in terms of weather and of operations during the month of February. In the final week of February, 1944, after an indifferent and typical period of poor flying weather, an unusual sequence of good days allowed the 8th Air Force and the RAF to mount a series of terrific attacks on German production centers-- the "Big Week" of attacks which were later conceded to have broken the back of German air power.

Much the same weather conditions prevailed in February of 1945. After 18 days of usual winter weather- in which there were 7 missions flown, and 8 missions scrubbed- a stretch of good flying days began, and the 92nd Group was operative for 9 consecutive days, longest sustained period in its history. This time, the targets generally involved transportation-marshalling yards, bridges, railway stations, highway junctions-

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and later historians might well chronicle the final week of February, 1945, as the one which paralyzed the German transportation system.

The war went well all over. At Yalta, on the Black Sea, the Big Three met; in the East, the spectacular advance of the Red Army, while slowed against the Oder, continued in the North and threatened Gdynia, Stettin and Danzig; in the West, in mid-month, Field Marshal Montgomery's 21st Army Group opened the long-anticipated attack on the Siegfried Line, to be joined a few days later by the main Allied thrust across the Cologne plain toward the Rhine. The air war- against a slowly-crumbling enemy- reached a higher pitch of intensity than for several months. In the unprecedented 2 week period of February 14-28, USSTAF figures disclosed that 36,000 tons of bombs had been dropped, more than twice the tonnage dropped in the entire first year of operations.

For the 92nd Group, the month was marked particularly by its participation in the two large-scale assaults on Berlin; on the second Berlin mission, the 92nd led the entire 8th Air Force. Of historic interest was the first of the long-rumored, hush-hush "Disney" missions, led by Col James W. Wilson, Group CO, on February 10. The Group was alerted and briefed 24 times, flew

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16 missions, dispatched 565 aircraft for the largest operational month since August of 1944. Abortive aircraft were held to 8, or about 1½% of planes dispatched. 4 aircraft were listed as MIA, or less than 1% of planes dispatched. (See APPENDIX B.) PFF technique was employed on 8 missions, GH on 1, and 7 targets were attacked visually.

The operational month opened on February 1, with Major Ernest C. Hardin, Jr., CO of the 326th Squadron, leading the "B" Force of the 1st Air Division in a PFF attack on a rail and road bridge at Ludwigshaven. All aircraft returned safely; battle damage, enemy aircraft and observations were nil.

On February 3, the 92nd Group participated in the war's greatest daylight attack on the center of Berlin. Led by Major James A. Smyrl, CO of the 327th Squadron, (See PHOTO SUPPLEMENT) flying as Air Commander with Capt Russell J. Bundeson, the 92nd Group's aircraft were 5th of the 1st Air Division, which spearheaded the assault. Timed to coincide with Marshal Zhukov's attack from the East, which had turned Berlin into a jammed city of refugees, more than 1000 B-17's rained 2267 tons of bombs into the "Mitte" or Central District of the German capital. Ground reports later from inside the Reich confirmed the optimism voiced by returning crewmen. Official German figures estimated a

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total of 20-25000 deaths; the German Air Ministry sustained considerable damage, the Chancellery was heavily hit, and the Potsdamer and Anhalter railway yards were struck. Reconnaissance photographs showed an area of 1½ square miles stretching across the southern half of the Mitte section to be devastated.

Bombing was visual, flak was moderate and accurate. Considerable battle damage was suffered; 3 major, 13 minor. The first loss of the month was recorded when the aircraft piloted by 2nd Lt Bernard G. Morrow of the 325th Squadron did not return. Hit by flak over the target, the #2 engine caught fire, and the aircraft was last observed under control but rapidly losing altitude in the target area. The aircraft piloted by 2nd Lt Walter Suhar of the 326th Squadron, leading the Low Squadron, bombed alone when an engine was lost on the bomb run and the aircraft fell behind the formation.

For Major Smyrl, the Berlin attack marked an interesting coincidence: he was one of the few remaining members of the Group who had participated in the first raids on the Reich capitol almost a year before. S/Sgt Alfred E. Carll, 327th Squadron radio operator, who flew with Major Smyrl, also shared the same distinction.

On February 6, Lt. Col James K. McLaughlin, Group Operations

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Officer, flying as Air Commander in the aircraft piloted by Capt Joseph W. Navarre of the 407th Squadron, led the Division in an attack scheduled against the synthetic oil plants at Lutzkendorf. Instrument conditions prevailed at the primary, and orders had been to bomb visually only. Saalfeld, a target of opportunity, was selected. Bombing was PFF, and thought good.

On the 9th, Col McLaughlin again led the Group, flying with Capt Donato Yanitelli, Jr., of the 325th Squadron, and this time Lutzkendorf was attacked visually with excellent results. Crews were unanimous in describing solid masses of smoke and flame. No enemy aircraft were encountered; flak was moderate and accurate. T/Sgt George A. Cooke of the 325th Squadron, engineer of the crew of 1st Lt Robert J. Harris, was killed by a flak burst in the target area; 13 aircraft sustained minor battle damage, and the plane piloted by 1st Lt Ainsley Deutsch of the 407th Squadron landed at Nancy with one engine gone and the oxygen and hydraulic systems out.

Reconnaissance photos of the Lutzkendorf plants a day or two later corroborated first impressions of the damage wrought, showing several groups of bursts in the western and central part of the target, and direct hits on the power station, contact oven house, wet gasholder, hydrogen gasholder and oil storage tanks. Fires

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were still burning in the power station.

For Col McLaughlin, the Lutzkendorf mission ended his second tour of duty with the 92nd Group. (See PHOTO SUPPLEMENT.) For many another, including Capt Yanitelli, Capt Henry R. Darlington of the 327th Squadron and Capt Oberlin O. Schwestka of the 325th Squadron, it marked the end of a first tour. Over 50 officers and enlisted men- the greatest number ever to finish in one day- completed their scheduled missions with the Lutzkendorf raid.

Of considerably more than ordinary interest was the next mission, on February 10, to Ijmuiden, Holland. This was the long-awaited, first-time "Disney" mission, and Col James W. Wilson, Group CO, led the 9 aircraft dispatched. (See PHOTO SUPPLEMENT.) The "Disney" mission- involving the use of a new type of bomb, carried on external racks- had been the subject of much specualtion for weeks, and had been briefed for and scrubbed in January. The 9 aircraft of the Group, the only planes participating in the mission, carried 2 X 4500 CP/RP each, and flew in flights of 3, with the third flight taking interval at the IP and bombing individually. Col Cass H. Hough, famed P-38 pilot, who had been interested in the development of the new explosive, led the second flight.

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The target was the E-boat pens at Ijmuiden, and strike photos disclosed several bursts on the target and several near misses. Oblique reconnaissance photos several days later showed a direct hit at the north end of the pens. A portion of the shelters was hit where a final concrete roof had not yet been laid, destroying this portion of the roof structure over 3 pens and damaging the north wall. There was a close one near the south end about 75 feet from the edge of the pen, and 5 fresh craters in the vicinity, also near the pens. Col Anthony G. Mustoe, CO of the 40th Combat Wing, Capt Edward Terrell and Lt Comm John B. Murray of the Royal Navy- the latter two having worked closely in the development of the explosive- were on hand when the mission returned; later examined the strike photos. (See PHOTO SUPPLEMENT.)

On February 14, Dresden was attacked with unobserved results, due to heavy cloud cover. PFF technique was employed; no enemy aircraft were seen; flak was meagre. The aircraft piloted by 2nd Lt Walter S. Kelly of the 407th Squadron failed to return, for the second loss of the month; 3 aircraft landed on the Continent because of fuel shortage.

The mission to Dortmund on February 16 was one of the most successful of the month. The Group was led by Major Ygnacio J.

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Bideganeta, 327th Operations Officer, flying with Capt George E. O'Halloran, and their skill and airmanship earned them the first "Crew of the Week" commendation. (See PHOTO SUPPLEMENT.) This distinction, awarded weekly by a board of judges comprising the Group Air Executive and the 4 Squadron CO's, was inaugurated as the result of a proposal placed in the Suggestion Box.

The target at Dortmund was the Hoesch coking plant, estimated to produce 1000 tons of benzol per month, and consequently high on the target priority list. The attack was visual, the results excellent, the losses none. Moderate, accurate flak caused minor damage to 16 aircraft. Reconnaissance photos showed that all visible damage centered around the power station and coking works. Chemical installations were still burning at the time the photographs were taken and full assessment was hampered by smoke and haze, but the power stations were definitely damaged and coke ovens of both plants were still burning.

The raid on Bochum, 3 days later, was uneventful, save for an aircraft crash at assembly. Over the Honeybourne Buncher, the #4 engine of the plane piloted by 2nd Lt John E. Deegan of the 326th Squadron caught fire, and the flames spread rapidly over the wing. The crew bailed out successfully; the aircraft crashed and exploded 10 miles west of Stratford-on-Avon. (See PHOTO

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SUPPLEMENT.) The bombing on the Bochum mission was by GH technique and results were unobserved due to 10/10 cloud cover. Enemy aircraft failed to appear; flak was meagre and inaccurate.

The freight yards at Nurnberg were bombed by PFF technique on February 20, with results excellent enough to warrant a commendation from Lt General Doolittle:

> "Strike attack vertical and PRU photos indicate that visual and instrument attacks on Nurnberg 20 Feb were successful to very high degree. The persistence and determination shown by 1st and 3rd Air Divisions in penetrating to the target through dangerous and hazardous weather is to be highly commended and the excellent and skilful use of instruments in placing patterns squarely upon the vital targets in the city is an indication of a high quality of training and expert coordination among members of lead crews. This target is of highest priority in our attacks against German rail and military supply movements and Tuesday's attack will pay a tremendous dividend in throttling and choking the German war machine. All crews and ground personnel instrumental in carrying out this attack are to be highly commended for their work."

Another PFF raid on Nurnberg- this time on the railway station- followed the next day, with unobserved results. On February 22, the greatest mass air assault since the Normandy invasion struck at transportation targets throughout western Germany and northern Holland. All targets had been selected within a certain area with the idea of stopping transportation,

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and more than 6000 aircraft- from 7 different commands- dropped a tremendous tonnage on highway junctions, railways, bridges, canals. For the first time in months, low-level bombing technique was used to pin-point targets. The 92nd Group, attacking from 12,000 feet, struck at a road overpass at Wittenberge with excellent results. The mission was led by Major James A. Smyrl, CO of the 327th Squadron, flying with Capt George E. O'Halloran. For outstanding performance on this mission, 1st Lt James H. Nesse and crew of the 326th Squadron were chosen "Crew of the Week." On the climb out across the English Channel, Lt Nesse's plane lost an engine, and he began to drop behind the formation. From the flight plan, he knew that the Group intended to lose altitude before bombing and that this procedure might give him an opportunity to regain his position. Consequently, rather than abort or bomb a target of opportunity, he chugged along, cutting the turns short and gaining on the letdown with the result that he was in proper position at bombs away, and dropped on the assigned target. (See PHOTO SUPPLEMENT.)

The transportation blitz continued on the next day, with the Group dispatching 38 aircraft to attack the railway at Kitzingen visually with excellent results. The attacks were made at 14,000, 15,000 and 16,000 feet. Neither enemy aircraft

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nor flak were encountered and all aircraft returned safely, although several landed on the Continent to refuel.

On February 24, Lt Col Albert L Cox,Jr, CO of the 325th Squadron, flying with Capt Alva L. Pilliod of the 325th, led the mission to Hamburg, where the Albrecht synthetic oil plant was bombed by PFF, with unobserved results. Flak was meagre and all aircraft returned safely. (See PHOTO SUPPLEMENT.)

Col James W. Wilson, Group CO, issued the following letter of commendation and appreciation on February 25, to all members of the command:

> "During the past seven days this Unit has been a part of the aerial onslaught against Germany. It has been my special observation, during this continued period of operations, that all departments have functioned in a smooth and efficient manner. Such performance is the mark of a top notch outfit.
>
> "On occasions of visual bombing our accuracy has been noteworthy. In flying to and from the target, good formation and air discipline were maintained throughout so that no losses have been sustained. Maintenance crews have serviced and repaired aircraft in such a manner that at no time during this blitz has our availability, or our high quality of maintenance suffered. Ordnance and armament crews are to be especially commended for their important and arduous part in this task, and certainly the operational teamwork displayed by Group and Squadron staffs has been exemplary.
>
> "Even now there is no sign of a let-up, but I have the

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utmost confidence that your future work will continue to produce these superior results obtained during the past week. It has been a pleasure to work with you during this trying period, and to every man I wish to extend my heartfelt appreciation and esteem."

3 deep penetration raids- assaulting railway stations in Munich, Berlin and Leipzig- closed the operational month on February 25th, 26th and 27th, after a record number of 9 straight flying days. The first of these missions, with the Wing led by Major Ernest C. Hardin, Jr., 326th Squadron CO, flying with Capt Ralph E. Hoffman of the same Squadron, was a visual attack with good results. While no enemy aircraft were seen, the flak was moderate to intense, and badly damaged the aircraft piloted by 2nd Lt Frank J. Chase of the 327th Squadron, whose crew bailed out over enemy territory about 45 miles NE of Lake Constance. 8 parachutes were observed. The aircraft piloted by 2nd Lt Daniel A. Leonesio of the 327th Squadron was struck by heavy flak over the target, and the #2 engine went out. On the way home, the #1 engine gave trouble; the ball turret was salvoed and flak suits thrown out. Thus lightened, Lt Leonesio landed safely at Ipswich.

On February 26, the Group led the entire 8th Air Force in the month's second great raid on Berlin. Col Anthony G. Mustoe,

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CC of the 40th Combat Wing, flew as Air Commander with Capt George E. O'Halloran of the 327th Squadron. (See PHOTO SUPPLEMENT.) The Schlesichen Station, the secondary target, was attacked by PFF technique and the target believed to be well-hit, although the lead PFF set was faulty and no bombing circle came in. The Luftwaffe did not appear; flak was meagre and generally inaccurate. 6 aircraft suffered minor battle damage, and one plane, piloted by 2nd Lt Robert L. Mason of the 326th Squadron failed to return. It was last seen trailing the formation 5 miles back, with 2 engines out and flying at about 15000 feet.

For determination and skill in the Berlin attack, 2nd Lt John W. Paul, Jr and crew of the 327th Squadron were chosen "Crew of the Week." (See PHOTO SUPPLEMENT.) An hour from the target area, the #2 engine was rendered useless through mechanical failure. Regardless of the difficulties and dangers involved in a penetration so deep, Lt Paul rejected the possibility of bombing a target of opportunity, which he might justifiably have done, and chose to continue on, bombing Berlin from 15000 feet.

The most active operational month in half a year came to a close on February 27, with Major Lloyd D. Chapman, new 407th Squadron CO, leading an attack on the railway station at Leipzig.

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Bombing was PFF, but the target was identified and hit. An unfortunate accident marred the return of the mission; upon landing, Sgt Bertel Bertelson, engineer on the crew of 2nd Lt Walter A. Wesley of the 326th Squadron, was killed. While removing guns, the top turret turned and caught him between the turret and the side of the aircraft, crushing his head and neck and causing death by asphyxiation.

The 4 aircraft lost during the month were divided equally among the 4 Squadrons. (See APPENDIX B.)

Awards made during the month were 39 DFC's, 10 Bronze Stars, 8 Purple Hearts and 121 Air Medals. Oak Leaf Clusters presented were: 3 to the DFC, 515 to the Air Medal.

Awarded both the DFC and the Purple Heart, and completing his tour during the month, was 1st Lt Leroy H. Gunderson, 325th Squadron co-pilot, whose experiences while with the Group were perhaps more hazardous than most. (See PHOTO SUPPLEMENT.) In the course of his tour, Lt Gunderson was the victim of almost every adventure that awaits the airman. His aircraft was attacked by enemy fighters and badly damaged on one occasion; it was set afire several times by heavy flak bursts; on one mission, all 4 engines were shot out. Lt Gunderson, on separate occasions, was wounded by flak; forced to bail out

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over the Continent; crash-landed close behind the fighting lines; crash-landed several times on emergency coastal fields in England. On one of his last missions, flying as co-pilot with 1st Lt Leroy C. Hirsch of the 325th Squadron, all 4 engines were rendered inoperative over the target, and their combined skill and airmanship was fully exerted in successfully bringing the aircraft back to crash-land in friendly territory.

During the month, 75 officers and 130 enlisted men completed tours of duty. (See APPENDIX C.) Officer promotions for the month included 1 to Major, 10 to Captain, 43 to 1st Lieutenant. (See APPENDIX D.) Capt Donald E. Smith, Group Bombardier, attained the majority.

Changes in duty assignment were numerous; the most noteworthy being the appointment of Lt Col William H. Nelson, 407th Squadron CO (See PHOTO SUPPLEMENT) to the post of Group Air Executive, succeeding Lt Col Robert P. Riordan, who returned to the US. Major Lloyd D. Chapman, 407th Operations Officer, became Squadron CO (See PHOTO SUPPLEMENT) and in turn was succeeded as Operations Officer by Capt Edgar D. Worth.

Equally noteworthy was the appointment of Major John R. McKee (See PHOTO SUPPLEMENT) as Group Operations Officer, in place of Lt Col James K. McLaughlin, who returned to the US.

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Capt Karl A. Posch (See PHOTO SUPPLEMENT) became 327th Squadron Ground Executive, succeeding Major Willard H. Kalhorn, transferred. Of more than passing interest was the fact that Capt Posch had held the same position - Squadron Engineering Officer - for a longer period of time than any other officer in the Group. 1st Lt Leonard Gray replaced Capt Posch as 327th Squadron Engineering Officer. Capt Henry C. Ware, Protestant Chaplain, left to assume a new post in England and was succeeded by Capt Charles B. Prisk. (See PHOTO SUPPLEMENT.) 1st Lt Edward P. Munson, Provost Marshal for more than a year, was transferred to the Continent and his place taken by 1st Lt Adolph A. Gundelfinger, formerly Executive Officer of the 1140th MP Co. (See PHOTO SUPPLEMENT.)

Despite the active operational month, training programs were well-maintained, with considerable interest being vouchsafed in the Statistical Training Board. (See PHOTO SUPPLEMENT.) The Link Trainer turned in a record of more than 500 hours for the second straight month. Recognition of outstanding service by an enlisted man was shown by the award of the Bronze Star Medal to S/Sgt Joseph N. Oullette of the 327th Squadron, Link Trainer section head.

The 861st Chemical Co. put in a busy operational month, with 7 missions carrying incendiaries; the total incendiary

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load for the month was 965 M17 clusters, or 106,150 individual 4 pound incendiary bombs. 93 smoke trail bombs were used by the Group during February. The Chemical Co. lost 4 men to the infantry reinforcement program; the Group's total number being 44. Infantry physical examinations given by the Medical Department totalled 345.

On the morning of February 15, 2 aircraft of a nearby base, Station #105, crashed in the fog on take-off; 4 ambulances with medical personnel of the 92nd Group were dispatched to Chelveston as was a crash crew. For their celerity in responding and for the assistance rendered, Col MacDonald of the 305th Group issued a letter of appreciation to all concerned. (See PUBLICATIONS: Daily Bulletin #43).

92nd Group Medical officers spent a good deal of the month away from the base: on February 7, Capt Owen T. Dullaghan put in a week's tour as Dental Officer at Phyllis Court Rest Home; Capt Cletus T. Kearney spent a week as Medical Officer at the Ebrington Manor Rest Home; on February 14, Capt Joseph C. Donohue went to Stanbridge Earls as Dental Officer for a week; on February 21, Capt Harry A. Lusk put in a week at the same Rest Home; Capt Albert H. Gleason left at month's end for a tour as Medical Officer at Furzedown House.

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The 448th Sub-Depot entertained its "war orphan," Pamela, her mother and two small brothers at a dinner in the Junior Officer's Mess February 14. (See PHOTO SUPPLEMENT.) Following dinner, the children were taken on a tour throughout the station. The sum of 37 pounds, left over from a previous party, was given Pamela's mother upon departure.

Col James W. Wilson, the Group Commanding Officer, in his fifth month on the station, continued to make news. He toured the base indefatigably; inspected various sections unannounced; ate regularly in the enlisted men's messes; personally briefed the gunners before the February 24th mission. He inaugurated a "Personal Conference Hour" held in his office every Tuesday morning; neither special permission nor appointments were required, and the conversations were entirely confidential. The Senior Officer's Club was greatly improved by the redecoration begun in January and completed in February (See PHOTO SUPPLEMENT); a new sign was installed over the Headquarters Building. (See PHOTO SUPPLEMENT.)

Col Wilson's belief in the value of music as a morale builder resulted in the creation of a Station Dance Band on a full time duty status; GI's joyfully agreed with the idea when the band began playing in the various mess halls at the

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noon meal. (See PHOTO SUPPLEMENT.) Listeners thought the band was good; noted steady improvement as the result of daily practise in the Aeroclub. (See PHOTO SUPPLEMENT.) Enthusiasts thought it likely that the 92nd Group Band might turn out to be the best one in any similarly-sized unit.

The band, under the direction of 2nd Lt John T. Nielsen of the 327th Squadron, numbered among its personnel many men of some professional experience. Among the members were: 1st Trumpet, M/Sgt Thomas J. Snee of the 327th; 2nd Trumpet, T/Sgt Phelps E. Manley of the 325th; 3rd Trumpet, T/Sgt Robert R. Gansert of the 327th; 1st Trombone, S/Sgt Robert V. Daugherty of the 327th; 2nd Trombone, Cpl Robert L. Bullock of the 327th; 1st Alto Sax, T/Sgt Peter W. Seras of the 326th; 2nd Tenor Sax and Director, 2nd Lt Nielsen; 3rd Alto Sax, Pfc Anthony Hayduk of the 32nd; 4th Tenor Sax, T/Sgt Chester U. Mortensen, of HQ; Piano, T/Sgt Samuel J. Armour of the 407th; Guitar, Cpl Allan E. Myers of the 407th; Drums, Sgt John E. Steele of the 446th; Bass, S/Sgt William Sinkevitch of the 407th; and Vocalist, Pvt Elmer R. Rosensteel of the 327th.

The Information-Education program, which had gotten off to a good start in January, declined somewhat during February. The Public Speaking Class was suspended, due to the illness

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of Capt Perry H. Burnham, its instructor. Other teachers noted a decline in attendance, perhaps equally attributable to transfers, intervening duties, furloughs, and the competition offered by better weather and longer evenings.

The Suggestion Box continued to intrigue GI attention. A number of worthy suggestions were made during the month; many acted upon. (See APPENDIX E.) Silk-screen process cards on the face of the boxes, changed regularly, invited interest. A tendency toward "gripes" of a personal character was noted and warned against. But by and large, the Suggestion Box seemed an excellent idea.

In mid-month, the Red Cross Aeroclub lost its charming and personable Program Director, Miss Eileen Eyre, who was transferred to Kimbolton to assume similar duties there. Gloom reigned for several days until an equally charming and personable replacement arrived in the person of Miss Doris Mann. Miss Mann, from Riverside, California, was an instantaneous success. So, also, was Mrs. Fay Wallis, the new Aeroclub accountant, an attractive and intelligent Englishwoman. Highlighting the Red Cross program for the month, in addition to the regular Saturday night dances, was the Valentine's Day Dance. A visiting lecturer during the month was Mr. J.J. Rosenberg, who spoke on Czechoslovak-Yugoslav

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problems to 50 interested GIs in the Aeroclub Lounge on February 20, after having addressed a larger crowd at the Post Theatre during the day.

Special Services activities were uneventful. The most interesting speaker of the month was Capt Robinson of the British Merchant Navy, who attracted an attendance of 1500 on February 14 at the Post Theatre. The Station basketball team closed the season during the last week of the month, after playing a generally losing schedule. (See PHOTO SUPPLEMENT.)

The PX rang up a total of 2996 pounds, very good for a short month, of which the Coca-Cola drinkers contributed 208 pounds. 95 Zippo and Dunhill cigarette lighters and 80 Parker fountain pens were allotted to the individual orderly rooms, where they were drawn for by lot.

The 92nd Group was stood down on February 28. But on that day, the Red Army continued to press on in the East and Allied armies were less than 10 miles from Cologne. The air blitz still continued. Taking a well-deserved breathing space after a record number of operational days, the 92nd Group's average GI could be pardoned a slight feeling of optimism. The war was not yet over, nor was the winter. But the end of each grew closer as time went on.

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NEW HEADQUARTERS SIGN

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SENIOR OFFICER'S CLUB
....redecorated.....

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AFTER IJMUIDEN

...Col. Wilson, Capt. Terrell, Col. Hough, Lt. Gen. Murray, look on as Col Mustoe examines strike photos.....

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AFTER IJMUIDEN
...Col. Wilson, Capt. Terrell, Col. Hough, Lt. Com. Murray, look on as Col Mustoe examines strike photos.....

Feb 11-17, 1945

Major Bideganeta,AC; Captain O'Halloran,Pilot

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CREW OF THE WEEK

Feb. 25- March 4, 1945

2nd Lt John W. Paul,Jr., Pilot

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92nd DANCE BAND
...rehearsed each
day...

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AFTER BERLIN, FEBRUARY 3

...Major Smyrl talks it over with Col Wilson...

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AFTER BERLIN, FEBRUARY 3

...Major Smyrl talks it over with Wilson...

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CREW OF THE WEEK

Feb 11-17, 1945

Major Bideganeta, AC; Captain O'Hallcran, Pilot

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