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It was a new year and it meant new hope. The 92nd Group was entering its 30th month on foreign soil; its members were undeniably war-weary; the English winter obstinately continued to be the worst on record. But, as January began, these factors did not seem to matter-- a hope that was practically conviction persisted that 1945 would see the end of the war in Europe. The Group's average GI felt that he could sweat out a few more months.

As the month progressed, the hope seemed amply justified. In the West, the von Rundstedt salient was whittled down and the German counter-offensive, begun before Christmas, collapsed. Even bigger news came from the long-dormant front in the East when on January 13, the Russian winter offensive under Marshal Koniev began from the Vistula. In a day or two, the entire front erupted, and the polysyllabic names of Red Army leaders- Rokossovsky, Zhukov, Cherniakofsky- became familiar. Warsaw and Cracow fell, and the Russians surged across Poland and the

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German border. 92nd Group GIs listened to the AFN and BBC in fascinated wonder as the war's mightiest offensive gathered momentum, heading toward the Oder and Berlin. Once more, the end of the war seemed within sight.

For the 92nd Group, the month started well, with 7 missions flown the first 10 days, a better average than in any comparable period since early November. Thereafter the weather ran true to form. It grew steadily worse; fog shrouded the base, ice and snow coated the runways. (See PHOTO SUPPLEMENT.) The Liberty Run was cancelled 6 times; a wintertime low temperature of 17 degrees was recorded on January 27. At month's end, the Group had flown 13 missions, been briefed for 17. Operational statistics were much similar to the two preceding months; 473 aircraft were dispatched and 465 attacked. Abortives totalled 16, or about 3½% of planes dispatched--a slightly higher figure than for December. Only 2 crews were listed as missing in action, less than ½ of 1% of aircraft dispatched, although, as usual, there were several cases of crash-landings of damaged aircraft on the Continent. (See APPENDIX B.) 6 targets were bombed using GH technique, 3 were PFF and 4 were visual; bombing results, consequently,

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were largely unobserved although strike photos of the raids on Bitburg January 2, and on a railroad bridge at Karlsruhe on January 13 were excellent. On at least two occasions, bombing results were very poor.

The operational month began on January 1, when Col Anthony Q. Mustoe, CO of the 40th Combat Wing, flying as co-pilot with 1st Lt Alva L. Pilliod of the 325th Squadron, led the 1st Air Division in attacks on the Kassel tank works, an oil refinery at Magdeburg and the Dillenburg marshalling yards, respectively the secondary PFF, the primary, and a target of opportunity. For the first time in weeks enemy aircraft were encountered, although not in great force. All aircraft returned safely, but 19 of 36 planes sustained category "A" battle damage, and an accurate flak burst penetrated the flak helmet and killed T/Sgt Leo A. McClenning of the 407th Squadron, engineer of 2nd Lt David C. Wagner's crew.

The 3 aircraft dispatched as an element of the 40th Combat Wing screening force on the Magdeburg mission were not so fortunate with regard to enemy fighter activities. Savagely attacked by from 15 to 20 FW 190's, only one of the three aircraft got through to the target area, then safely home. The aircraft piloted by 2nd Lt Ralph K. Rollins of the 407th Squadron was knocked out of formation by the attack and exploded several

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minutes later. No parachutes were observed. Another aircraft, piloted by 1st Lt John W. Priestley of the 326th Squadron, lost 2 engines in the same attack and landed at Lille with 3 crew members slightly wounded. Tentative claims submitted: 4 enemy aircraft destroyed, 1 probably destroyed.

On January 2, 36 aircraft visually attacked a tactical target, a highway junction at Bitburg, with excellent results; GH technique was employed on January 5 to bomb the airdrome at Niedermendig.

Suspiciously-painted B-17's similar to the one seen in December were noted on the raids of January 5, 8, 10 and 21; in nosinstance was the problem any nearer solution. Crew members felt certain that the aircraft were enemy-manned, but their purpose remained mysterious and obscure.

A stretch of good weather allowed the Group to fly on the 6th, 7th and 8th. GH technique was employed on each mission, and the targets were railway bridges and highway junctions at Cologne, Euskirchen and Wiesenbourg. On the latter mission, the aircraft piloted by 1st Lt Eugene F. Wheeler of the 325th Squadron lost the cowling from the #3 engine. Unable to feather the prop after 4 attempts, Lt Wheeler ordered a bail-out over

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the Reims area. Crew members landed safely; the aircraft crashed in a field nearby.

Several interesting and one disastrous occurrence marked the January 10th mission to bomb Gymnich airdrome. The disaster was the bombing by the low squadron of a target of opportunity later identified as being behind Allied lines. The interesting occourrencee involved aircraft piloted by Major Ygnacio J. Bideganeta (See PHOTO SUPPLEMENT) and 1st Lt Robert J. Hirsch. Major Bideganeta, 327th Squadron Operations Officer, flying as Air Commander of the 40th "C" Group, led the formation to the target area, despite severe flak en route which destroyed his #4 engine and damaged wings and fuselage. One the first run over the target, the oil line to the #3 engine was severed and, soon afterward, the #2 engine was rendered inoperative. At this point, Major Bideganeta fell out of the formation and, exercising the greatest skill, was able to keep his battered bomber airborne long enough to reach friendly territory. 15 miles northwest of Liege, the #2 propellor started to throw off, and 2 crew members, ordered from the nose, misunderstood and bailed out. So, also, did S/Sgt John H. Carter of the 327th Squadron, the waist gunner. For Sgt Carter a bail-out was no novelty. On

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his last previous mission, flying with 1st Lt Harry G. Williams on December 24, Sgt Carter had jumped. 2 bail-outs in 2 successive missions seemed to be a record of some sort, in 32nd Group annals.

As the #2 propellor came off it struck the vertical stabilizer, tearing a huge poetion away, and a crash-landing was made imperative. Displaying skilful airmanship, Major Bideganeta and his pilot, 1st Lt George E. O'Halloran of the 327th Squadron, successfully landed the badly-battered aircraft. The landing was further complicated by the fact that flak had broken the side windows of the pilot's compartment, causing the front windows to ice up so thoroughly that all observations of the ground had to be made out of the broken side windows.

On this same mission, 1st Lt Robert C. Hirsch of the 325th Squadron exhibited a high degree of skill and tenacity of purpose in completing the mission, even though at one time none of his engines was functioning. On the first run, flak knocked out the #1 engine, and on the second run, the #2 engine. On this run, the lead bombardier was unable to identify the target in time and bombs were not dropped. Lt Hirsch's aircraft began to lag behind the formation as it regrouped for the third run, but he was determined to bomb. Maintaining air speed by dropping

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altitude and using the full power of his remaining two engines he was able to stay close to the formation. Just before bombs away, flak knocked out both of the remaining engines.

Working feverishly, with the aircraft losing considerable air speed and altitude, Lt Hirsch then displayed remarkable aeronautical ability. He brought the #1 engine back into operation even though it was still running away. Dropping the bomb load on an unidentified German town, he headed for friendly territory, losing altitude at about 1000 to 1500 feet per minute. Spotting a field near Liege, Lt Hirsch ordered the crew to the radio room and prepared to crash-land a badly-damaged aircraft-- not only were 3 engines out, but the bomb-bay doors were opened and jammed, and the guns in the inoperative ball turret were pointing at a 90 degree angle. At 300 feet, without order, S/Sgt Jay L. Adams, the waist gunner, bailed out and was killed. Lt Hirsch landed the aircraft without injury to the crew.

Probably the best bombing results of the month were achieved on January 13, when Major James A. Smyrl, CO of the 327th Squadron, led the Group on a mission in the Karlsruhe area. Strike photos showed the target- the Maxmilliansau rail and road bridge- to be thoroughly covered with bursts not only on the whole of the

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structure but for several hundred yards east and west.

PFF technique was used on the missions of January 15 and 19 to Freiburg and Paderborn respectively. Lt Col Robert B. Riordan, Group Air Executive, led the latter mission, with the target the railway workshops and marshalling yards of the city. The month's second crew loss came on the January 28 mission to Cologne, when moderate but deadly accurate flak riddled the aircraft piloted by 2nd Lt Walter A. Flood of the 407th Squadron. The aircraft exploded over the target. 3 parachutes were observed. Bombing results were very poor-- due to a rack malfunction in the deputy lead aircraft, two smoke bombs fell out and the entire low squadron dropped on the accidental release.

On the day following, January 29th, 36 aircraft led by Lt Col Albert L. Cox, Jr., CO of the 325th Squadron, attacked Koblenz in the last mission of the month. The story of this raid was pretty generally the story of the month's missions: PFF technique, 10/10the cloud cover, results unobserved.

But that was not the complete operational story. Comparing the month of January 1945 with January of 1944 was interesting-- some significant changes could be noted. Operating in much worse weather than in the same month the year before, the Group

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flew over 50% more missions, dispatched over twice as many aircraft and emerged with a substantially lower abortive and loss rate. The reasons, of course, were not hard to find: the steady growth of the striking power of the 8th Air Force, the cumulative "know-how" gained in 3 years of operations, the constant attrition of the Luftwaffe, the development of instrument bombing. Apt, indeed, was General H. H. Arnold's message of January 28:

> "Since its birth at Savannah, Georgia, 3 years ago, the 8th Air Force has grown to the stature of the largest single power in the Air Force. The efforts put forth and the results obtained are an inspiration and a source of great pride to us all. Please extend to all echelons and ranks my sincerest congratulations on this anniversary and milestone of achievement."

Typical of some of the changes during a year, and an interesting commentary on the growth and functioning of new techniques was the briefing procedure of the Group S-2 section. In January, 1944, there were only 2 briefings before a mission- one for officers, one for enlisted men. In January, 1945, there were 5 separate briefings: one for lead crews, one for ~~All~~ officers, one for bombardiers, one for either PFF, GH or Micro-H operators, and one for enlisted men.

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The lead crews briefing, the most recent development, took place in the S-2 Situation Room a half hour before the usual officers briefing. The procedure: all lead team officer personnel were in attendance, as well as the Group CO, Group Operations Officer, and various staff members. Full briefing was accomplished with special emphasis on the target, its approaches, landmarks, check points. After the briefing, which usually lasted 20 to 30 minutes, the lead teams gathered around tables on a crew or "team" basis, and with target material, route maps and photographs, formulated and answered the problems of identification and approach, with attention paid to detail surrounding the target. Every effort was exerted to emphasize the collective or "team" approach to the entire problem. Details of the new procedure were devised and worked out by Col James W. Wilson, Group CO, with the collaboration of members of his staff.

Following the lead team briefing came the regular officers briefing in the Briefing Room, and following that, the bombardier's briefing. In this, the third briefing for the S-2 Briefing Officer, the subject of targets, target priority, aiming points, identification and check points were carefully gone

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over again with all bombardiers, and particularly with the lead team bombardiers who remained from the lead team briefing. In the meantime, the enlisted men's briefing took place, as well as the PFF, GH or Micro-H briefing.

Despite the additional work attending the briefings, the S-2 section functioned smoothly in January, even though minus the services of several of its regular officers. Capt Ray H. Moneymaker of the 325th Squadron left S-2 to become his Squadron's Supply Officer; Capt Albert O. Smith, 327th Squadron S-2 Officer was hospitalized in mid-month; 1st Lt Edward W. Roden, Ass't S-2 Officer of the 327th Squadron, was transferred to the 25th Bomb Group. In consequence, much additional work devolved upon the remaining S-2 staff, particularly upon Major Robert E. Tauscher and Capt Perry H. Burnham, Group S-2 and Ass't Group S-2 Officers. (See PHOTO SUPPLEMENT.)

Awards made during the month were 1 Silver Star, 1 Soldier's Medal, 16 DFC's, 18 Purple Hearts and 107 Air Medals. Oak Leaf Clusters awarded were: 2 to the DFC, 1 to the Purple Heart, 503 to the Air Medal.

The Silver Star was presented to Capt William A. Stroud, Jr., of the 326th Squadron, assistant Group Operations Officer, for the gallantry, skill and leadership displayed on the mission

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to Misburg, November 26. Flying as Air Commander in the aircraft piloted by 1st Lt Walter Kirkbride of the 327th Squadron, Capt Stroud displayed great courage and airmanship in landing a badly-damaged plane. Struck over the target by severe flak bursts which killed the waist gunner, seriously injured another crew member and knocked out 2 engines, Capt Stroud successfully completed the bomb run and, aided by Lt Kirkbride, nursed the crippled aircraft to a crash-landing in Belgium. (See PHOTO SUPPLEMENT.)

During January, 29 officers and 42 enlisted men completed tours of duty. (See APPENDIX C.) Officer promotions during the month included 1 to Lt Col; 1 to Major; 20 to Captain and 35 to 1st Lieutenant. (See APPENDIX D.) Promoted to Lt Col was Major Albert L. Cox, Jr., CO of the 325th Squadron; promoted to Major was Captain Ygnacio J. Bideganeta, 327th Squadron Operations Officer.

Changes in duty assignment were numerous. Capt Mellor W. Stevenson's temporary assignment as Group Ground Executive was made permanent on January 6. Capt Herb J. Baumsten, Special Services Officer, succeeded Capt Stevenson as 407th Squadron Ground Executive. (See PHOTO SUPPLEMENT). 1st Lt Milton Corb took Capt Baumsten's place as Special Services Officer. Major

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John C. Prosch, Group Gunnery Officer, became Training Officer, succeeding 1st Lt Lucian W. Nowlin. (See PHOTO SUPPLEMENT.) Capt Vincent P. Purcell was appointed Group Navigator, replacing Major Charles H. Beynon, Jr., transferred. (See PHOTO SUPPLEMENT.) Capt Erro A. Michelson of the 326th Squadron, one of the 92nd Group's most famous bombardiers, returned to the USS (See PHOTO SUPPLEMENT.) Capt Henry G. Callahan, Jr., longtime 407th Squadron Adjutant became Base Administrative Inspector in place of Major John A. Doughtie. (See PHOTO SUPPLEMENT.) 1st Lt John A. Noel was appointed 407th Squadron Adjutant. Capt Alexander L. Brooks, formerly 326th Squadron Adjutant, became the Information-Education Officer. (See PHOTO SUPPLEMENT.) 3 new medical officers were assigned during the month: Capt Owen T. Dullaghan, DC, Capt Harry A. Lusk, MC and 1st Lt Gean L. Heath, MAC. Capt Joseph W. Messey, MC, 245th Med Disp Avn, left on January 19th for a 30 day tour of duty in a US military hospital on the Continent.

Training programs, under the direction of Major Prosch, were well-maintained at a peak of activity during January. On the 1st of the month, a new statistical board was completed, showing squadron training standings. The board proved an immediate success in stimulating a competitive spirit; entries were made

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daily on the board and a mimeographed form showing results was sent periodically to operations officers. On January 22, a lead team training program was adopted which included special target and tactics classes on stand-down days, and on days when weather prevented practice missions.

During January, synthetic training experienced a record month in personnel trained. The Link Trainer showed a total of more than 500 man hours, Gee Training a total of 460 man hours, and the Bomb Trainer 247 man hours. The AFCE Link was again modified by the installation of a formation stick-- its function was to provide a means by which the pilot could quickly maneuver the aircraft through the autopilot, with a minimum of physical effort. A "function selector" permitted various uses of the formation stick. The English Bombtrainer was also improved by the installation of a complete B-17 nose assembly plus bomb racks. This improvement made possible the exact simulation of air procedures during the bomb run. A number of togglers were checked out during the month.

Offensive chemical operations were at a low point through January, with incendiaries carried on only one mission. Sky markers were used extensively, and during the month 112 were loaded, 92 expended on targets. All organizations on the base

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tested gas masks in the gas chamber early in the month.

On January 4, Major Eschenbrenner, MC, 1st Air Division ear, nose and throat specialist, again visited the station with the radium treatments inaugurated two months earlier. Nine patients who had experienced difficulty in keeping their ears cleared while flying received radium treatments.

January 12th marked the beginning of a large-scale medical experiment with the prophylactic administration of sulfadiazine to all personnel being instituted-- one ½ gram tablet being given daily to each man for the prevention of upper respiratory infection.

Rumors of a possible draft of Air Force personnel for infantry reinforcement had been current for some time; its pros and cons had been discussed ad infinitum by 92nd Group GIs. When the rumor became fact in the middle of the month, it did not come as a surprise. 83 physical examinations were given by the Medical Department, and 36 enlisted men were transferred January 27 as the Group's initial quota. Only men assigned to non-combat units and under 31 years were considered; additionally non-combat personnel with military specialty numbers considered critically short in the Air Force were exempted.

Line chiefs, inspectors and squadron department heads met

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collectively with Sub-Depot Engineering in January for the first time-- the concensus of opinion was that such meetings should be held regularly in the future. Many questions were ironed out, and the interchange of opinion and personalities was felt to be most valuable. The Sub-Depot Engine Shop mounted 62 engines during the month for a new high record.

Of particular interest to the men of the 446th Sub-Depot, and of general interest to every ambitious GI, was the promotion of 1st Sgt Sidney Victor to 2nd Lieutenant, and his subsequent assignment as Adjutant and Squadron Supply Officer. (See PHOTO SUPPLEMENT.) The promotion- a valuable morale factor- was the second such advancement on the base, the first having been the commissioning of M/Sgt Lyle G. Sage of the 327th Squadron early in 1944.

For operating the most efficient equipment section of any of the squadrons during the month of January, 1st Lt George B. Scott of the 407th Squadron was awarded temporary possession of a silver cup. The presentation was made by Col Wilson. (See PHOTO SUPPLEMENT.) For the operation of the most efficient engineering section of any squadron during the month of December, Capt Robert P. Norton of the 326th Squadron was awarded temporary possession of a placque. This presentation was also

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made by Col Wilson. (See PHOTO SUPPLEMENT.)

The Information-Education program, under the direction of Capt Alexander L. Brooks and offering 10 courses ranging from Advertising to Live Stock Production, got under way on January 1. The enrollment statistics were revealing. In the drive made to secure students during December, almost 300 officers and men had signed cards signifying their desire to enroll. Opening night attendance at all classes was 196, a drop-out of about one-third. At month's end, for non-attendance, 81 were dropped from the rolls and the total enrollment stood at 115.

These figures were not surprising. Due to the nature of the program- entirely voluntary and in off-duty time- a certain tapering-off in enthusiasm was to be expected. Conflicting military duties, transfers and losses in action were bound to occur in an operational zone. Skeptics felt that the program- designed as a preliminary phase of the full program to come at the end of hostilities- was perhaps begun too soon: there was a certain incongruity to fighting the enemy in the air all day and going to a business class at night.

In addition to the regular instructors- whose enthusiasm

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and devotion to their tasks helped the program immeasurably- a policy of bringing in outside speakers, specialists in particular fields, was begun on January 24, with the appearance before the Public Speaking Class of Mr. George Bibbing, M.B.E. Mr. Bibbing, voice tutor to members of Parliament, at one time was the instructor of one of the greatest orators of history, Winston Churchill.

Perhaps unique in the ETO- certainly so in 92nd Group history- was the establishment in mid-month, of "Suggestion Boxes," 40 yellow cabinets placed at strategic points throughout the base. (See PHOTO SUPPLEMENT.) The idea, originating with Cpl Albert A. Strich of the 327th Squadron, afforded any man on the station an opportunity to suggest a change or improvement in living conditions, working hours, methods, tools, procedures.

A Board of Review composed of the Group Air Executive, the Group Ground Executive and the 4 Squadron Ground Executives, was appointed to receive and analyze the suggestions, submitting the best ones to Col Wilson for approval or rejection.

The mechanics of the matter were simple. In the lower compartment of each box was a supply of numbered paper forms,

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each form containing a numbered stub. Suggestions were written anonymously on the larger portion of the form, the numbered stub retained by the writer and the numbered suggestion dropped into a slotted receptacle. Anonymity left the writer free to make comments which otherwise might not be diplomatic; possession of the numbered stub allowed him to claim credit for an adopted suggestion.

With the average GI- notoriously vocal about the necessity for improving practically anything- the "Suggestion Box" was instantly popular. On January 31, the first list of suggestions received was published. (See APPENDIX E.) Many were impractical. Many were pure wishful-thinking. But a good many were simple complaints about minor matters that could be and were remedied. Others were reasonable, intelligent suggestions, and they were adopted.

Social activity for the month was routine. The Red Cross Aeroclub scheduled three dances, and was forced to cancel one because of icy road conditions. The first dance, on January 13, celebrated the Aeroclub's first anniversary. The Red Cross banner was hung over the center of the floor, and the Snack Bar was gala with crepe paper and confetti. Miss Vera Wall-

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bridge lectured on China in mid-month, Mr. Ansell-Clayton presented an analysis of the Polish question to a small but interested group of GIs later in the month. Special Services had two speakers: Gerald Riley, who escaped from Nazi Germany, told of his experiences to over 1000 in several appearances at the Post Theatre on January 4, and Dr. Albert Steiner, a member of the Czechoslovakian underground, who drew a similar crowd on January 24. The month's only USO show "Bandwagon" entertained 725 in two performances at the Post Theatre January 25. The 1755th Ordnance party was held at the Enlisted Men's Bar and Lounge on January 27. (See PHOTO SUPPLEMENT.)

The 92nd Group's basketball teams- the officer's squad, coached by 2nd Lt Frederick E. Haas of the 407th Squadron, and the GI team under the leadership of Pfc Murray Cohen of the 325th Squadron-- improved slightly over their dismal start of December when they played 3 and lost 3. Showing their lack of practice, each team started the month of January with a losing streak, finally won several games as the month closed. (See PHOTO SUPPLEMENT.) Even so, each team was definitely in the lower half of the 1st Air Division League.

A "Sad Sack" contest, sponsored by Special Services, and

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dedicated to discovering the humorous victim of an ignominious or embarassing situation, failed to draw and was abandoned. Prizes were offered for the best presumably-true stories, but such entries as were submitted were either obviously plagiaristic or not very funny.

The PX turned in an average month with gross receipts of 2697 pounds, 208 pounds of which was taken in by the Coca-Cola fountain. After operating for about six weeks with 4 girls, another girl was added during the month to bring the staff back up to the usual number. A change in supply depots from the small one at Kettering to the larger one at Cambridge produced two desirable situations: stocks of merchandise were more complete and more varied; trips for supplies need only be made twice a month instead of weekly. Thus the PX inaugurated a policy of closing on alternate Wednesdays instead of every Thursday as in the past.

All through the month the weather was erratic; on the night of January 18, a 36 mile-per-hour gale blew over the newspaper hut in the messing site; at month's end, the heaviest snow of the winter fell. Wading through the drifts was a nuisance. There was a coke shortage. But most of the 92nd Group's GIs did not mind either the vagaries of climate or

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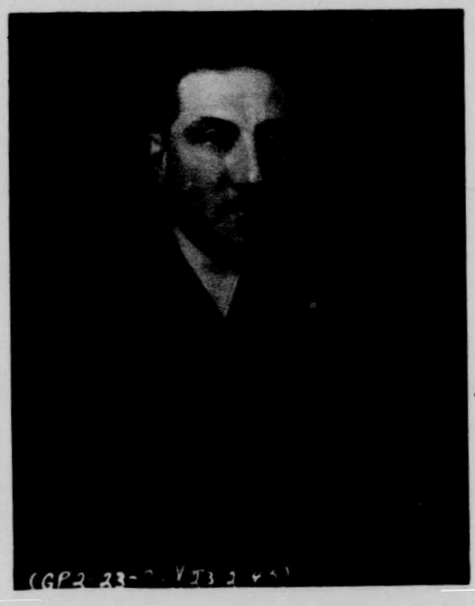
minor discomforts-- there was thrilling news on the headlines of the Stars and Stripes and coming over the loud speakers. Marshal Zhukov's armies were well into Germany and closer to Berlin every day; never before had the end of the European war seemed so near. It was a new year, and it had certainly started right.

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1st LT. ADOLPH A. GUNDELFINGER
...new M.P. C.O. .....

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AFTER IJMUIDEN
...Col. Mustoe and Col. Wilson.

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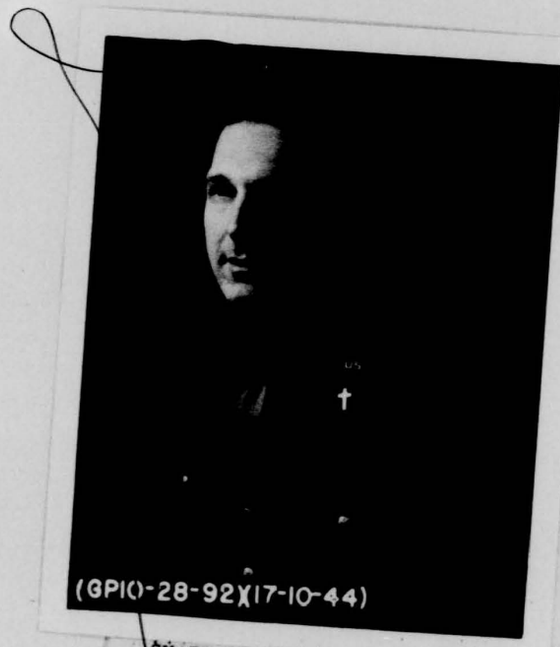
HOME FROM HAMBURG
...Col. Wilson and Col. Cox
talk it over.....

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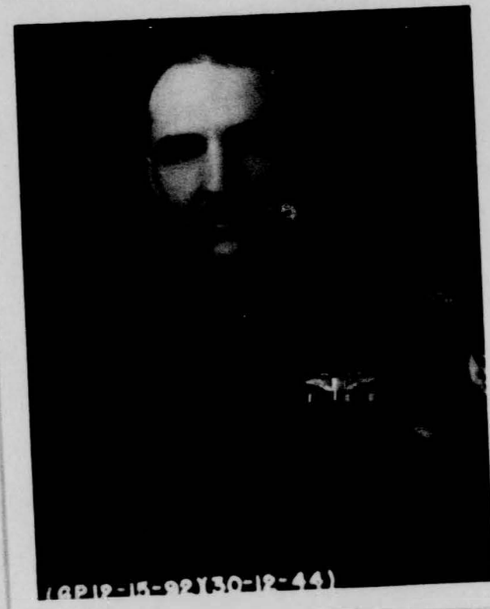
CHAPLAIN HENRY C. WARE
...relieved.....

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MAJOR LLOYD D. CHAPMAN
...new 407th C.O. ....

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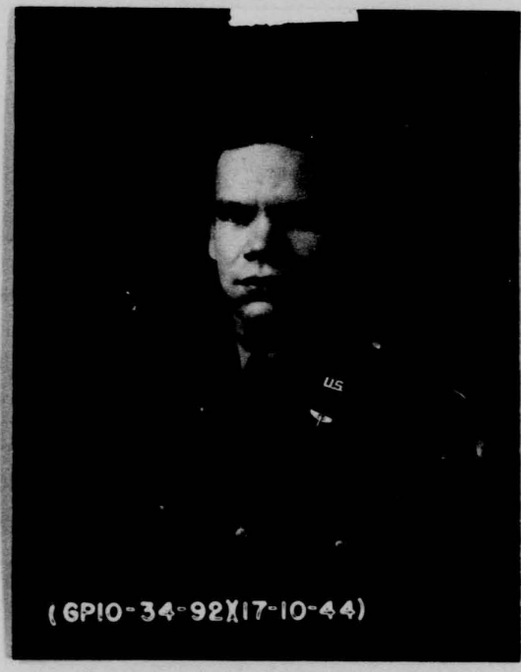


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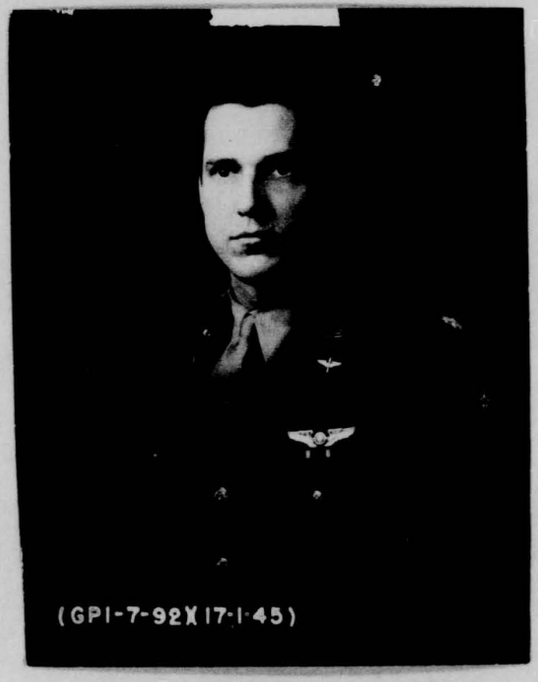


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325th SQUADRON PARTY

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..crashed at Bury St. Edmunds..
(24 December 1944)

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MAJOR ROBERT E. TAUSCHER
..promoted..

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COL WILSON PRESENTING PLACQUE
TO LT GRAY

0590

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COL. WILSON PRESENTING
PLAQUE TO CAPT. NORTON

0591

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0592

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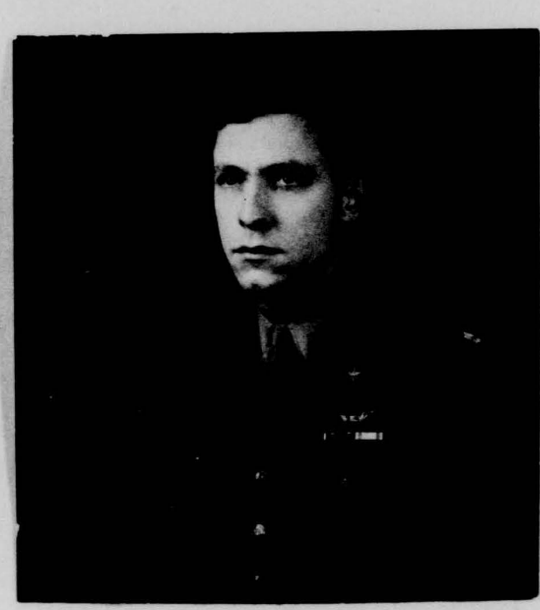


COL. WILSON PRESENTING
PLAQUE TO CAPT. NORTON

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LT COL JAMES K. McLAUGHLIN
...promoted...

0594

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COL. WILSON PRESENTING CUP
TO LT. SCOTT

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LT COL ROBERT F RIORDAN
...awarded Silver Star...

0597

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...most decorated...

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CAPT. VINCENT P. PURCELL
....new Group Navigator ....

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CRASH NEAR STRATFORD

0600

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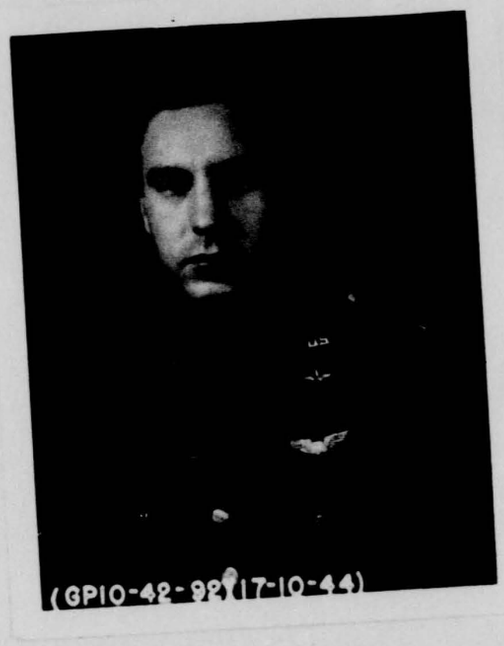


1st LT. LEROY H. GUNSON

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0602

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1st SGT. VICTOR COMMISSIONED
.....vuluable morale
factor.....

0603

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CAPT. ERRO A. MICHELSON
..... goes home.....

0604

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MAJ. ROBERT E. TAUSCHER
CAPT. PERRY H. BURNHAM
.....S-2 heads.....

0605

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..deep in the woods..
(24 December 1944)

0606

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....ice and snow coated the runways.....

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407th SQUADRON SIGN

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326th SQUADRON SIGN

0609

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QUARTERMASTER PARTY

0610

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LT COL BERT A. ARNOLD

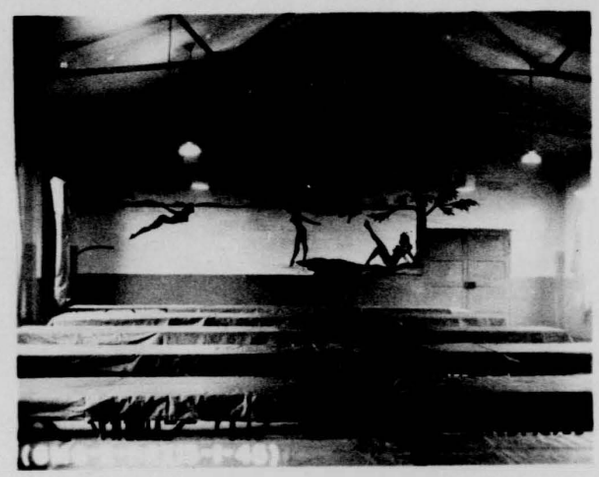
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CONSOLIDATED MESS
..calculated to fair
temperatures..

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CAPTAIN DONALD E. SMITH
..new Group Bombardier..

0613

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(OP10-7-92X7-10-44)

OR W. STEVENSON

nd Executive..

0614

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326th OFFICER'S PARTY

0615

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SECOND TOUR COMPLETED
...Col. Wilson congratulates
Col. McLaughlin.....

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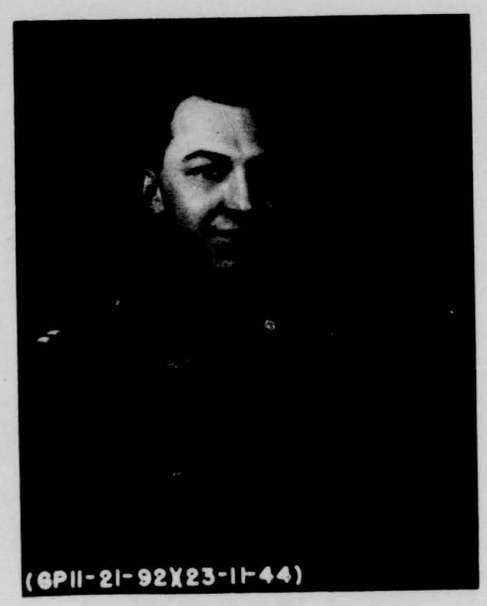


SENIOR OFFICER'S CLUB
....redecorated.....

0619

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CAPT. KARL A. POSCH
...new 327th Ground Executive...

0620

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MAJ. YGNACIO J. BIDEGANETA
....skilful airmanship....

0621

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446th PARTY FOR WAR ORPHANS

0622

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92nd DANCE BAND
...played in the
messhalls...

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GI BASKETBALL
....Showed lack of practice.....

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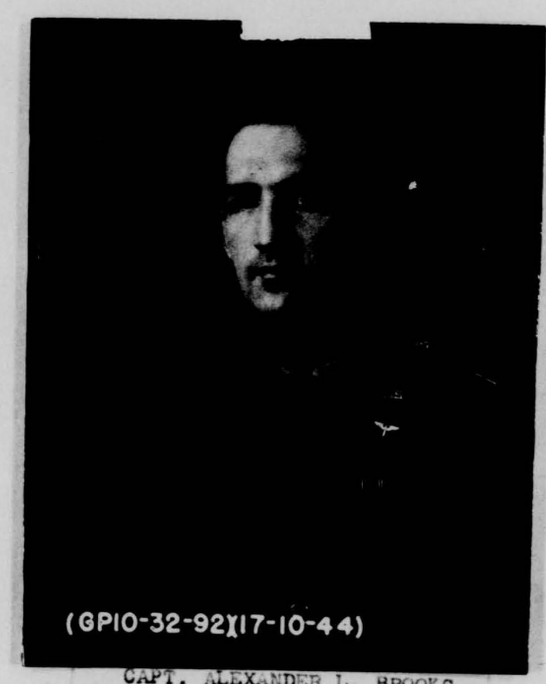


1755th ORDNANCE CARTY

0630

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CAPT. ALEXANDER L. BROOKS

.... information-education officer.....

0631

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1ST LT MILTON CORB
...Information-Education Officer...

0632

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