
44th Bomb Group
Roll of Honor and Casualties

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Foreword

As a ground crewman in the 67th Squadron for most of the time the 44th Bomb Group was at war in England, I watched most of the 44th Bomb Group planes, heavily laden with bombs, ammunition, fuel, and crewmen take off, headed for action against the enemy. I was there, too, when the formations returned, too often learning that not all of them came back. The emotions were always present; at times elated with a successful attack, but upset when one aborted and very depressed when we had losses.

If I had worked on a plane that was missing, I, along with my crew buddies, felt a personal responsibility for the loss. There was always that nagging doubt inside us that I seldom ever voiced that asked, "Could I have been responsible for this loss? Could I, or should I, have done something that would have brought this plane and crew back? Are these crewmen now dead because I failed them?" Several of these brave men were close and personal buddies making the situation worse. But those questions were never answered during the war. The Germans didn't say, of course, and our men that survived to become prisoners, could not say. Evadees did return occasionally, but I saw only a very few. When that terrible war in Europe finally ended, the Group was quickly ordered back to the U.S. to prepare for the final assault on Japan. But once in the U.S. the 44th BG was demobilized, we were split up, and reassigned. Nothing was available to me and I assume most of us, so those burning questions were never answered. Instead, they were pushed back deep inside, but not forgotten.

It was 1972 before I learned that the English had completed the American Room in the new Central Library in Norwich, England and 1976 before I saw the 2nd Air Division Roll Of Honor on display there. Although the Roll of Honor was impressively prepared and presented for all to view with all of the names it contains (now nearly 7,000), it immediately struck me with its inadequacy. I think this was because of my involvement with so many of them. Certainly it honored all of those men who are listed, but I continued to feel that surely we, or at least I, owed them more than a mere listing of names. They had earned far more than that.

With deepened interest, I began my search for information concerning the events that took the lives of these brave men of the 44th Bomb Group. My desire was to supplement this Roll Of Honor with as much data as possible relating to the missions they flew the day they were lost so that all of us could better appreciate their heroism and their sacrifices.

After many years of research, hundreds of letters and phone calls, and assistance from so many (including two other 44th Bomb Group historians: Webb Todd, 68th Squadron, and Norman Kiefer, 506th Squadron), I published a book entitled the "44th Bomb Group Roll of Honor and Casualties" in 1987. Since then I have continued to search for answers. The result is this revised volume. This memorial book is my attempt to make information available to the public about our casualties so that if they read the names of our 44th Bomb Group men killed in action, they can learn more about the circumstances of their deaths and about their crewmates. This book documents the Hell our men suffered while making their attacks against our formidable enemy. I

44th Bomb Group Roll of Honor and Casualties

think that this book will be especially valuable for those who visit the new American Memorial Room in the great new Forum building in Norwich, England.

Note: The entire Central Library building was destroyed by fire on 1 August 1994. It has since been replaced by the new Forum building.

May their bravery and sacrifices be learned and remembered, not only about the men who gave their lives, but also for the other combat buddies who flew with them and shared their many hardships, wounds and pains, those that crash-landed, those that evaded, POWs, those that escaped, those that gave so much.

Due to the dearth of official material available to me, as well as the length of time since the events occurred, there probably are many instances of injury and wounds that have been overlooked. Every effort has been made to locate and obtain as much information as possible whenever records indicate that men were wounded, but it is a certainty that many injuries have not been included in this book. For these omissions I apologize and am truly sorry. However, I am reasonably sure that most, if not all, 44th Bomb Group men killed in action have been identified here.

May the actions and deeds of these 44th Bomb Group combat men be appreciated and long remembered.

Will Lundy

Background Information

Setting the Stage

After the Allies had won World War #1, THE WAR TO END ALL WARS, the U.S. seemed to adopt the position that they would no longer get involved in the disputes among the countries of Europe. We were strong enough to defend ourselves, had huge oceans on both sides of our country, and with a powerful Navy, we could stand alone. War in the air could hardly be considered due to these same oceans.

Even when Hitler rose in power in the 1930s and was rattling his swords, little attention was given to him, or his neighbor in Italy – Mussolini. Japan, after many centuries of peaceful development, took up arms, invaded China. But it was not considered a threat, being 6000 miles away in the Pacific, and our Navy could and would protect us.

However, when Hitler began his program to conquer his neighbors and quickly most of Europe, and stood on the shores of the English Channel planning how to invade England, America awoke enough to start the drafting of men to increase our military might. That was in 1940, a program designed to take a year. On January 15, 1941, at MacDill Field in Florida, the 44th BG was activated with personnel from the 2nd and 29th Bombs Groups. In early February 1942, the 44th BG moved to Barksdale Field, near Shreveport, Louisiana.

Meanwhile, the Draft was producing a rapid flow of personnel through the multitude of military schools to train these men for the military forces now found to be woefully short. The 44th Bomb Group was designated as an OPU – Operational Training Unit – at Barksdale Field and quickly split not once but twice to form both the 98th Bomb Group and then the 90th Bomb Group. Finally the 93rd Bomb Group was formed and split from the 44th as well. In late July the 44th was removed from OPU status, transferred to Will Rogers Field, Oklahoma City, and within a month was ordered overseas to England.

At Will Rogers, the 44th began training for war, but there were too few combat men and B-24s with which to learn the art of war in the air. Even when ordered overseas and the Air Echelon moved to New Hampshire, they were short airplanes and crewmen. Within a month, new B-24s arrived, crews were assembled, but not in time for any crew to practice flying at high altitude let alone learn how to fly in formation at high altitudes. In early October, the three squadrons of the 44th the 66, 67th, 68th were at Shipdham, England, still short of combat personnel. They were also short one squadron, the 404th, which was diverted from Will Rogers to Alaska to help stop the advances of Japan into Alaska. A replacement squadron, the 506th, did not arrive until March 1943, so they flew combat for nearly six months before getting to normal strength.

The 93rd Bomb Group, the last “offspring” from the 44th Bomb Group, had arrived in England and had flown one combat mission. But the situation in North Africa and elsewhere was so bad that three of the four 93rd Bomb Group’s squadrons were rushed there to help stem the tide of Germans in Africa. So things were very tough for the Liberator airmen, flying in a newly

designed and built Liberator that was untried in combat and unmodified for combat at very high altitudes. The flak guns used by the Germans were accurate even at altitudes above 20,000 feet, and their fighter aircraft were excellent, their pilots veterans.

Before the 44th Bomb Group could really and actively begin combat operations it was obvious that we must convert our systems to those of the British. Consequently, many Royal Air Force (RAF) personnel joined us to teach us their systems, communications, flight aids, radar, etc. We had to install "friend or foe" to prevent being shot down by their air defense systems.

Due to the necessity to convert to RAF protocol, modify our Liberators, and adjust to the difficult flying weather, the formations were small, and 'aborts' were too numerous. As our targets were in German-occupied countries, we could not bomb unless the target was clearly visible. Day after day, missions were scheduled and cancelled due to the weather, or if take-off was made, we had to salvo our bombs into the North Sea or the English Channel. As our pilots had not flown practice high-altitude flights, far too many early returns (aborts) occurred. There were many causes for these aborts due to failure of machine guns to fire, frozen oxygen masks, cramped or pinched oxygen supply hoses, misfiring of engines due to improper manipulation of the throttle and the supercharger controls, etc.

Without any Allied fighter protection, losses were far too great for continued actions against the enemy until more planes and crews arrived, so it was all too obvious that these airmen would not possibly complete their tour of duty of 25 missions. Nevertheless, they accepted the situation and vowed to do the best they could. Very few of the "pioneers" managed to complete their tour, but they went down fighting.

Thanks to the learning process, the extreme courage of our airmen, and modifications to the Liberator, they managed to stem the advance of the Nazis into England. Actually, the Allies were losing the war in Europe almost up to "D-Day." Finally, when the Allies won the war in the air, it was then possible to win it on the ground. These men were truly heroes and should be recognized for their feats. All of them continued on when their efforts appeared hopeless, and certain death before they could reach their 25 assigned missions. Though the risks lessened somewhat later in the war, thanks to our Little Friends in their great fighters, the increases in flak guns still made these missions quite hazardous.

Table 1: 44th Bomb Group Timeline During World War II

<i>When</i>	<i>What Happened</i>	<i>Where</i>
15 January 1941	Activated from the 29th Bombardment Group with four officers and approximately 110 men. By the end of the year there were 80 officers and 929 enlisted men.	MacDill Field, Florida
7 February 1942	Left MacDill Field	In transit
10 February 1942	Arrived at Barksdale Field	Barksdale Field, Louisiana
March to May 1942	Acted as Operational Training Unit (OPU) providing personnel to the 90th, 92nd, 93rd, and 98th Bomb Groups. Also participated in anti-submarine patrols over the Gulf of Mexico	Barksdale Field, Louisiana
July 25-26, 1942	Shifted operations to Will Rogers Field	Will Rogers Field, Oklahoma
28 August 1942 to 11 September 1942	Ground echelon left by train for Fort Dix in New Jersey, arriving 1 September 1942. Sailed on Queen Mary on 4 September 1942, arriving in Clyde Scotland 11 September 1942.	In transit
30 August 1942 to late September 1942	Air echelon left for Grenier Field and stayed there until late September when the first aircraft departed for the United Kingdom.	Grenier Field, New Hampshire
11 September 1942 to 9 October 1942	Temporary base	Cheddington, England
10 October 1942 to 15 June 1945	Main base during World War II (temporary stations in North Africa: Benina Main, Libya from 28 June to 25 August 1943 and Ounda No.1, Tunis from 19 September 1943 to 4 October 1943)	Shipdham, England
May/June 1945	First aircraft left 22 May 1945. Ground echelon sailed on Queen Mary 15 June arriving 20 June.	In transit

A Bit About the Liberator

In the following text there are many references to mechanical problems or enemy inflicted damages to the B-24 aircraft that contributed to the eventual loss of the planes and crews. For the many who were not mechanically involved over fifty years ago as well as those not familiar with engines and mechanics, perhaps a few non-technical words concerning this aircraft would be appropriate.

The D model of the B-24s that our original 27 crews obtained shortly before their planned flight by the northern route from the U.S. to England were fresh from the factory, with few test flights to correct problems. The Liberator itself was untried in battle, designed to peacetime specifications, with the newly designed Davis wing to place it ahead of the older B-17 Fortress. The major amount of technology, however, was not improved from that on the B-17s.

The oxygen system used the old masks with the rubber bladder with oxygen supplied on constant delivery through very small, flexible rubber tubes. These tubes were easily crimped, shutting off the supply to the airman, often not realized, resulting in an unconscious man and, if unnoticed, death occurred. The bladder mechanism dangled under the chin, filled with moisture from the breath, and froze from the very low, minus zero temperatures. Bladders had to be squeezed to break the ice, or be replaced often to keep the oxygen flowing. Even command pilots, in charge of missions passed out when their supply line crimped!

The solution was the new demand-type system, in which oxygen flowed only when the wearer took a breath. The supply line was a heavy, corrugated hose, longer and quite flexible, which did not crimp. The mask itself was improved for better fit and comfort.

Designed and supplied at many stations of the airplane was the new 'walk-around' bottle. Whenever any airman found it necessary to leave his assigned position for whatever reason, the walk-around was available. He would plug his mask hose to it and be safe for many minutes away from the main oxygen system. Repairs could be made, wounded crewmen given aid, etc. without endangering this man away from vital oxygen.

Heavy wool and leather suits proved to be unsuitable at the altitude that the German super 88 flak guns forced our formations to fly at. Designed for bombing altitudes less than 15,000 feet, the men were very uncomfortable at altitudes above 20,000 feet. Frostbite was all too common. Many airmen, particularly gunners at the waist windows open to the elements, suffered severe frostbite to face, hands, and fingers, even death. Gloves removed to work on balky machine guns resulted in skin frozen to metal, and painful injuries.

Electric suits, including gloves, eventually were supplied, reducing the injuries, but often produced severe burns when they shorted out. High altitude temperatures were in the -35 to -45 degree range. The Liberator was a drafty aircraft, especially in later models when the nose turret was installed.

The D model, as originally supplied, had no protective armor at all. First the pilot and co-pilot had to have protection from bullets and flak, so exterior metal plates were installed on each side of the cockpit. Spent .50 caliber cartridges from gunners on other aircraft frequently fell through the formation, breaking the thin Plexiglas in front of the pilots, injuring them with the flying shards, and exposing them to the full force of a nearly 200-mph wind. These were replaced much later by thick glass or Plexiglas as were the small movable side windows of the two pilots.

Armor plating was placed behind the two pilot's seats, and even armored seats were installed in later models. Later, too, flak suits were designed and made available to most airmen.

The heavy .50 caliber machine guns as well as the two or three smaller .30 caliber machine guns on the first D models operated well at low altitudes and warmer temperatures, however, they failed miserably at the colder temperatures of high altitude flying and in the first winter. It was necessary to test fire all guns every few minutes during the assembly formation and all the way across the North Sea. Even then, many guns had serious slowing down of the rate of fire, or froze up completely. It was foolhardy for these aircraft to continue on against the hordes of fighters with few to no guns firing for defense. Aborts had to be made, lessening the firepower of those continuing. Exasperated pilots, fed up with the continuing aborts made necessary by failed guns, obtained Thompson sub-machine guns, placed tracers in the belts, and the waist gunners would use these in an attempt to hold off the attacking fighters with a show of tracers.

A non-freezing buffer oil was eventually developed and ended this often fatal failure of the machine guns. It did not come soon enough.

One other modification was to the .50 caliber bullets' supply belts. At first, these belts were loaded in strings of 50 or so, and left loose. They were quickly used up with each burst from the gun even before the enemy fighters attacked. By December 1942, the catwalk down to the center of the bomb bay was loaded with boxes containing belts of ammunition to be retrieved by the gunners as their first box load was used.

The solution came from the RAF bombers: long sections of flexible supports along the fuselage on which long strings of cartridge belts could be stored and supplied directly to the guns, with no interruption of defense away from each gun.

The B-24's Pratt & Whitney engines were designed for high altitude flying (20 to 30 thousand feet). In the rarified atmosphere at this altitude, it was necessary to attain full power through the use of a supercharger to compress the air being sent to the cylinders. To compress the air, the exhaust gases were duct back to the compressor (supercharger) located in the nacelle behind each engine so that the hot gases could be used to spin a "bucket wheel" which, in turn, compressed the intake air and forced it, under pressure, forward to the engine.

At first, the pilots would over-advance the supercharger controls. Then, when they pulled back the throttle controls to slow down in formation, the supercharger would ram in too much air, and the engines would be starved for fuel. They would seem to cut out momentarily, catch, and then the power would surge back again. The impression was that the engines were malfunctioning, and aborts were often made. When the lesson was learned, this problem was greatly reduced, but the superchargers continued to misbehave until new, electric supercharger controls were developed.

Whenever a "loss of power" is referred to in the text, it often meant that a problem occurred somewhere in these two duct systems. Flak or bullets that damaged either the intake or exhaust ducting would probably result in an immediate lessening of power from that engine. Similarly, damage to the controls to the supercharger or the engine could give the same results. Of course, physical damage to the engine itself would lessen the horsepower output as well. But many engines continued to function with a cylinder head pushed completely off the engine block!

The three-bladed propellers were adjustable to "pitch" or the degree of bite that it could take through the air. The pilot regulated this angle according to his power setting all during the flight.

In the case of damages to an engine and it could no longer provide sufficient pulling power, the pilots would hit a “feathering” button which would turn the blades sideways into the airstream to prevent the propellers from “wind-milling.” Failure to feather means that the propeller would be turned by the wind flowing past and would hold the plane back and severely reduce speed and complicate handling.

Smoke or fire in the engine section could be the result of damages to the inlet fuel lines, a rupture of the 28-gallon oil tank in that area onto the hot exhaust system, or actual damage to the engine itself. Even a wind-milling propeller could cause severe overheating and possible fire erupting.

Fire in the bomb bay section was quite common as that area was very vulnerable due to the number of inflammable fluid lines passing through it. (Not to mention the gas-filled wing immediately above it.) In addition to the very high octane fuel, there was a large hydraulic oil reservoir that provided hydraulic fluid to operate the landing gear, the flaps, turrets, tail surface controls, etc. Immediately in front of the bomb bay and under the rear edge of the flight deck was an emergency power unit that also had a reservoir of gasoline. Batteries were located here, too, with their acid. All of these items could contribute to the eruption of flames if damaged.

The elements alone were a formidable enemy long before the German activities occurred! Formation of ice at take off, (and beyond) thick fog and clouds during assembly, flying through high weather fronts while in formation, all took their toll. I am still haunted by the memories of those original airmen when they tried to exit the airplane, barely able to walk, faces covered with ice hanging down from those miserable oxygen masks. Close formation flying, itself, was dangerous, causing too many collisions, too many deaths. But our brave men fought their way through all of this, persevered, won!

Notes on Aircraft Numbering and Lettering

Each aircraft has a number and a letter associated with it. The very first aircraft in 1942 all had one letter (from A to Z, with only a few that had bars above or below) over a series of numbers. This was adequate until March of 1943 when the 506th Squadron arrived, at which point there were too many aircraft for 26 letters, so they had to change it. They then started to put a horizontal line (or bar) either below the letter or on top of the letter (in the case of the 506th). The 67th Squadron was normally identified by a bar below the letter, but for a short period the 506th Squadron aircraft also had the bar below the letter. And, after April of 1944 the 66th Squadron had a plus (+) in front of the letter. These were PFF aircraft. The 68th Squadron generally had just the letter itself, with some exceptions until August 1943 where aircraft had bars above the letters. As time went by, the bar was used to identify the Squadron as follows.

Table 2: 44th Bomb Group Squadron Markings

	66th	67th	68th	506th
Squadron Marking	Plus sign	Bar below (i.e., A-Bar, <u>A</u>)	Just the letter	Bar above (i.e., Bar-A)

American Cemeteries and Walls of Memory

Many of the loss tables include a reference to American cemeteries or Walls of Memory (WOM). There are many such sites. The ones where 44th Bomb Group members are either buried or memorialized are shown below. The far right column shows how many 44th Bomb Group members are buried or memorialized in each location.

Table 3: American Cemeteries

<i>Country</i>	<i>Location (s)</i>	<i>National Cemetery Name</i>	<i>44th</i>
Belgium	Neupre Henri-Chapelle	Ardennes National Cemetery	103
		Henri-Chapelle National Cemetery	3
England	Cambridge	Cambridge American Cemetery	163
Italy	Florence Anzio (Nettuno)	Florence American Cemetery	14
		Sicily/Rome American Cemetery	13
France	St. James Epinal St. Laurent-sur-Mer Normandy Draguignan (Var)	Brittany American Cemetery	1
		Epinal American Cemetery	8
		Lorraine American Cemetery	27
		Normandy American Cemetery	29
		Rhone American Cemetery	5
Luxembourg	Luxembourg City	Luxembourg American Cemetery	2
Netherlands	Margraten	Netherlands American Cemetery	80
Tunisia	Carthage	North African American Cemetery	15
			463

Note: The Ardennes National Cemetery in Neupre, Belgium is sometimes referred to as Neuville-en-Condroz.

POW Camps

Members of the 44th Bomb Group were held in many different German prisoner of war camps. These included camps specifically for airmen as well as some other camps where many 44th Bomb Group ended up for one reason or another (for example, Stalag VII A).

Airmen were often brought first to Dulag Luft for interrogation and then transferred later to other camps. 44th Bomb Group airmen also spent time in Italian or other POW camps.

Table 4: POW Camps

<i>Name</i>	<i>Town</i>	<i>General Location</i>
Luft I	Barth	Northern Germany near the Baltic Sea, northeast of Rostock
Luft III	Sagan	Eastern Germany between Berlin and Breslau
Luft IV	Grosstychow	Northern Poland near the Baltic Sea, east of Barth
Luft VII	Bankau	West of Breslau
Stalag XVII B	Krems/Gneixendorf	Northeast Austria
Dulag Luft	Wetzlar	Western Germany, northeast of Frankfurt
Stalag VII A	Moosburg	North of Munich
Wauwilermoos	Lucerne	Switzerland

Acronyms and Contractions

Many acronyms and contractions are used in this book, particularly in the loss tables. Most will be familiar to readers, but just in case, here is a list of common ones.

Table 5: Common Acronyms

<i>A/C</i>	Aircraft	<i>MPI</i>	Mean Point of Impact
<i>ASN</i>	Army Serial Number	<i>NMI</i>	No Middle Initial
<i>Capt.</i>	Captain	<i>PFF</i>	Path Finder Force
<i>Eng.</i>	Engineer	<i>POW</i>	Prisoner of War
<i>ETO</i>	European Theater of Operations	<i>Radio Op.</i>	Radio Operator
<i>F/O</i>	Flight Officer	<i>RAF</i>	Royal Air Force
<i>FW 190</i>	Focke-Wulf 190 (German fighter)	<i>RW</i>	Right Waist (gunner)
<i>GEE</i>	A British navigational device	<i>Sgt.</i>	Sergeant
<i>KIA</i>	Killed in Action	<i>S/Sgt.</i>	Staff Sergeant
<i>Lt.</i>	Lieutenant	<i>T/Sgt.</i>	Technical Sergeant
<i>LW</i>	Left Waist (gunner)	<i>UG</i>	Underground
<i>MACR</i>	Missing Air Crew Report	<i>WOM</i>	Wall of Memory
<i>Me 109</i>	Messerschmitt 109 (German fighter)	<i>ZOI</i>	Zone of Interior

Medals

The following is a list of the medals (not necessarily in order of importance) which were awarded to personnel in the 8th Air Force from 17 August 1942 to 15 May 1945.

Table 6: Medals

Medal of Honor	14
Distinguished Service Cross	220
Oak Leaf Cluster to the Distinguished Service Cross	6
Distinguished Service Medal	11
Oak Leaf Cluster to the Distinguished Service Medal	1
Legion of Merit	207
Oak Leaf Cluster to the Legion of Merit	2
Silver Star	817
Oak Leaf Cluster to the Silver Star	47
Distinguished Flying Cross	41,497
Oak Leaf Cluster to the Distinguished Flying Cross	4,480
Soldier's Medal	478
Oak Leaf Cluster to the Soldier's Medal	2
Purple Heart	7,945
Oak Leaf Cluster to the Purple Heart	188
Air Medal	122,705
Oak Leaf Cluster to the Air Medal	319,595
Bronze Star	2,972
Oak Leaf Cluster to the Bronze Star	12
Unit Citation	27
Meritorious Service Unit Plaque	19

A medal was given only once. Ribbons matching the medal were given at the same time. They represented the medal and were worn in rows above the left breast pocket. A 'cluster' was a small emblem worn on the ribbon of a decoration already received. An Oak Leaf Cluster was awarded for an act meriting an award identical to the first one. A Bronze Leaf Cluster was awarded for each additional honor. A silver Oak Leaf Cluster was awarded when five additional awards were earned. Medals such as the Victory Medals, Prisoner of War medals, and Good Conduct Medals were also awarded but are not listed in the table above.

44th Bomb Group Roll of Honor and Casualties

An individual also received an award or certificate when an award was made to his unit. Individual groups were also awarded decorations for exceptional service within that group.

According to a May 1944 letter from the War Department, the Purple Heart was originally established by General George Washington in August of 1782. It was revived by the War Department in February of 1932 on the 200th anniversary of Washington's birth. It is awarded to persons who while serving in the Army are wounded in action. After 6 December 1941 it was also awarded to those who are killed in action or who die as a direct result of wounds received in action.

Acknowledgments

The basic listing of casualties incurred was obtained from the microfilm records of the 44th Bombardment Group as provided by the Albert F. Simpson Historical Research Center, Maxwell Air Force Base, Alabama. Missing Air Crew Reports (MACR) were loaned to me by Major David Klaus from his extensive files. David also supplied technical assistance with format and suggestions. "Ploesti" written by Dugan and Stewart, was utilized for the accounts involved with the low-level attack on 1 August 43 rather than to again subject these men to additional writing about their experiences. Assistance with aircraft names and numbers were supplied by Tom Brittan and Tony North of England, as well as Webb Todd, John R. Beitling and David Klaus. Webb Todd assisted with many of the Army Serial Numbers (ASNs) of the 68th Squadron men as well as other data. Malcolm Cullen, south Wales, located considerable information concerning the 3 January 1943 crash-landings in Wales.

My most grateful thanks go to the many combat men who were kind enough to send me their recollections even though so many of those memories were so sad and full of emotions. But, difficult as it was, so many of them cooperated fully in this effort to recall their sacrifices, especially for those men who did not return. To those that did not return, we all owe an obligation to read and remember – and much more.

So many crewmen have contributed to this book that I have chosen to acknowledge them in the text, rather than in this brief summary. I'm positive that there are many others that should be included on this page and I'm sorry for the oversight. I do thank you one and all even though your names do not appear here as they should. Too, middle initials for several men are still in doubt, but are as accurate as my records permit. For the errors still existing, I do apologize. I'd like to also thank the next of kin for their assistance in several instances. Mothers, nieces, brothers, sisters and in-laws have cooperated when all other avenues had failed.

Jan van der Veer, historian and friend from the Netherlands, is to be thanked for his exceptionally complete files on our planes and crews downed in Friesland.

For this new edition, Jim Hamilton has made it all possible. Without his strong encouragement it would not have been completed. In addition he provided the knowledge and skills necessary to format and data entry. He donated his time, his skills to format, and technical assistance, proofing, and materials. There is no doubt, it could not have been accomplished without him!

Of course, this book would not have been possible, either, without the loving support and assistance of my wonderful wife, Irene. For years she did so many of my "chores" around the house, and then spent so many evenings alone while I sat in my "War" room working to put this book together.

Will Lundy

How to Use this Book

To locate an individual, refer to the alphabetical index at the back of the book. If the individual is not mentioned on the specific page referenced, please check the surrounding pages.

The accounts in this book are organized by date, beginning with the first missions in 1942 and continuing through 1945. The page headings allow the reader to flip through the book and find the desired date. In addition:

- The table of contents entries provide a comprehensive listing that includes the following information (where available): squadron number, aircraft number, pilot's name, aircraft name, and missing air crew report (MACR) number.
- If more than one incident occurred on any single date, the accounts are placed in Squadron order – 66th, 67th, 68th, and 506th. In some cases, descriptions of aircraft that returned with wounded crewmembers are placed after those aircraft that were lost.
- If more than one crew or incident occurred in the same Squadron on that same date, the crews are shown in alphabetical order by pilot's name in that Squadron.
- Data concerning each mission's target is covered only at the beginning of each date, prior to the incidents.
- The crew tables include the crewmembers' names and ranks and where available crew position, home town, and ASN.

The editor's comments are either in notes or in the case of comments within a quote in square brackets. Misspellings have been corrected and usage of common terms (i.e., crash-land, co-pilot, FW 190, etc.) has been standardized in quotes.

The information is believed to be correct, but in any undertaking of this kind, there will certainly be errors. The MACR numbers are an example. These were copied from paper records and there may be some errors. Anyone sending a request to the government for an MACR should specify the pilot's name and the mission date when requesting an MACR, rather than relying on the accuracy of these numbers.

Other References

In addition to the original Roll of Honor (published in 1987) military data from MACRs, there are some other important sources for anyone who is interested in the 44th Bomb Group:

- History of the 67th Bombardment Squadron, 44th Bomb Group, The Flying Eight-Balls, by Will Lundy, originally published in 1982, re-written in 1984, re-printed in 1987
- Webb Todd's History of the 68th Squadron
- Norman Kiefer's The Green-Nosed Flying 8-Balls
- Ursel P. Harvell's 44th Liberators Over Europe, 1946
- The 44th Bomb Group in World War II: The Flying Eight-Balls Over Europe in the B-24, By Ron Mackay and Steve Adams, Schiffer Books
- 44th Bomb Group: The Flying Eightballs, Turner Publishing Company, Paducah Kentucky, 1997
- Mighty Eighth War Diary, by Roger A. Freeman, Janes Publishing, London and New York, 1981
- Ploesti: The Great Ground-Air Battle of 1 August 1943, by James Dugan and Carol Stewart, Random House, New York, 1962
- 8 Ball Tails: Journal of the 44th Bomb Group Veterans Association (Volume 1, Issue 1 published in 1998)
- The Journal: Official Publication of the Second Air Division Association
- 8th AF News: Magazine of the Eighth Air Force Historical Society

There is a web site dedicated to the 44th Bomb Group at www.44thbombgroup.com. This web site contains more details on a database of 44th Bomb Group information that is available on CD and which has been used in this work to confirm information related to individuals crews.

Another source for information on this database can be found at www.8thairforce.com.

Some members of the 44th have published their recollections in books. These include:

- Archie Barlow Jr.'s "Pursuit in the Pyrenees"
- Forrest Clark's "Innocence and Death in Enemy Skies"
- Dan Culler's "Black Hole of Wauwilermoos" (Circle of Thorns Press, 1995)
- Joseph E. Milliner's "An Angel and the Eagle"
- Eddie Picardo's "Tales of a Tail Gunner" (Hara Publishing, 1996)
- Keith C. Schuyler's "Elusive Horizons" and "Sweet Eloise"
- Ted L. Weaver's "The Twenty-Third Mission"

44th Bomb Group Roll of Honor and Casualties

- Hartley A. “Hap” Westbrook’s “An Iowa Pilot Named Hap” (McMillen Publishing, 2001)

And of course there have been many other shorter accounts and diaries. As an example, Capt. Howard F. Adams (KIA, 26 February 1943) kept a diary that survived the war.

Other books with 44th missions as a central theme include:

- Jim Hamilton’s “The Writing 69th” (Green Harbor Publications, 1999)
- Ian McLachlan and Russell Zorn’s “Eighth Air Force Bomber Stories” (Patrick Stephens, Ltd., 1991) – This book includes an account of the 506th Squadron’s Bolin crew crash on 2 February 1944.
- Kevin Watson’s “Ruth-Less and Far from Home” (2000)