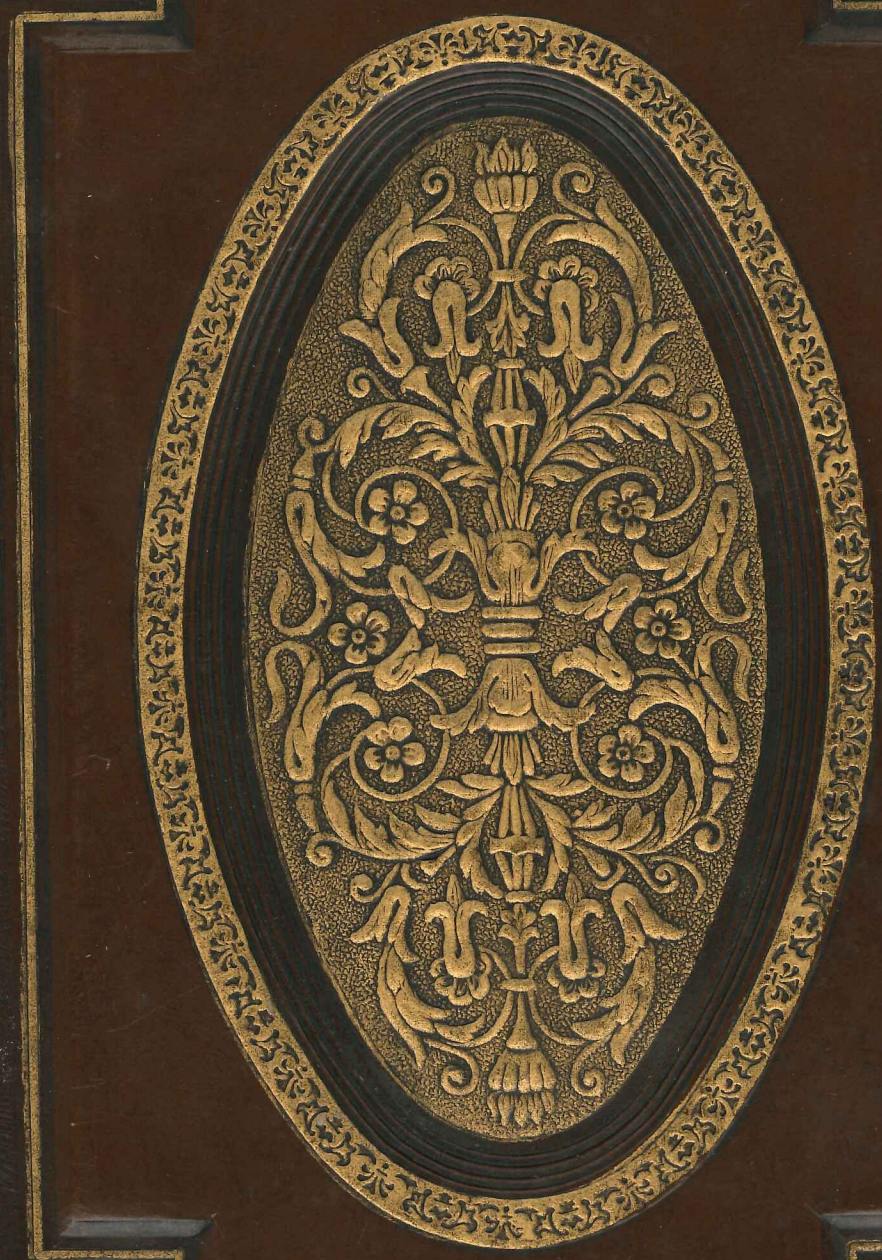


SONGS OF MAXWELL

PREFLIGHT

MAXWELL FIELD

SERP-655-43-5000

The Co-Pilot's Lament

I'm the co-pilot . . . I sit on the right,
It's up to me to be quick and bright,
I never talk back, for I'll have regrets,
And I must remember what the captain forgets.

I make out the flight plan and study the weather,
Pull up the gear and stand by to feather,
Make out the mail forms and do the reporting,
And fly the old crate while the captain is courting.

I take the readings and adjust the power,
Put on the heaters when we're in a shower,
Tell where we are on the darkest night,
And do all the book work without any light.

I call for my captain and buy him cokes,
I always laugh at his corny jokes,
And once in a while when his landings are rusty
I come through with: "Gosh, ain't it gusty?"

All in all, I'm a general stooge,
As I sit to the right of this man I call Scrooge,
But maybe some day with great understanding,
He'll soften a bit, and give me a landing.

—*Highlights*,

SONGS OF MAXWELL

DISTRIBUTED BY
Special Service Office
AAF PFS (Pilot)
Maxwell Field, Ala.

#1 THE ARMY AIR CORPS SONG

Off we go into the wild blue yonder,
Climbing high into the sun;
Here they come zooming to meet our thunder,
At 'em boys, give 'er the gun!
Down we dive spouting our flame from under,
Off with one hell-uva roar!
We live in fame or go down in flame,
Nothing'll stop the Army Air Corps!

Minds of men fashioned a crate of thunder,
Sent it high into the blue;
Hands of men blasted the world asunder,
How they lived God only knew!
Souls of men dreaming of skies to conquer,
Gave us wings ever to soar.
With scouts before and bombers galore,
Nothing'll stop the Army Air Corps!

Off we go into the wild blue yonder,
Keep the wings level and true.
If you'd live to be a gray haired wonder,
Keep the nose out of the blue!
Flying men guarding the nation's border,
We'll be there, followed by more.
In echelon we carry on,
Nothing'll stop the Army Air Corps!
Nothing'll stop the Air Corps Now!

TOAST

Here's a toast to the host of those who love
The vastness of the sky;
To a friend we will send
A message of his brother men who fly.
We drink to those who gave their all of old,
Then down we roar to score the rainbow's pot of gold.
A toast to the host of men we boast,
The Army Air Corps.

#2 THE SPIRIT OF THE AIR CORPS

Into the air, Army Air Corps,
Give 'er the gun, Pilots true,
Into the air, Army Air Corps,
Hold her nose up in the blue.
When you hear our motors singin',
And our steel props start to whine,
You can bet
The Army Air Corps is along the fighting line.

We have our hands on the throttle,
As we all wait for the nod:
And we will meet them halfway, men,
We will drive them to the sod.
Then, when our last flight is over,
And we meet our Flying Boss,
You can bet the air is clear, men,
From Orion to the Cross.

#3 TUPENCE SONG

I've got sixpence, jolly, jolly sixpence,
I've got sixpence to last me all my life.
Tupence to spend and tupence to lend
And tupence to send home to my wife.

CHORUS

No cares have I to grieve me,
No pretty little girls to deceive me.
Happy as a king, believe me,
As we go rolling home.
Rolling home, rolling home,
By the light of the silvery moon
Happy is the day when the airman get his pay,
As we go rolling home.

(Continued on next page)

#3 TUPENCE SONG (Continued)

I've got fourpence, jolly, jolly fourpence,
I've got fourpence to last me all my life.
Tupence to spend and tupence to lend,
And no pence to send home to my wife.

TO CHORUS

I've got tupence, jolly, jolly tupence,
I've got tupence to last me all my life.
Tupence to spend and no pence to lend,
And no pence to send home to my wife.

TO CHORUS

I've got no pence, jolly, jolly no pence,
I've got no pence to last me all my life.
No pence to spend and no pence to lend,
And no pence to send home to my wife.

TO CHORUS

#4 PACK UP YOUR TROUBLES IN YOUR OLD KIT-BAG

Pack up your troubles in your old kit-bag,
And smile, smile, smile,
While you've a lucifer to light your fag,
Smile, boys, that's the style.
What's the use of worrying?
It never was worth while,
So, pack up your troubles in your old kit-bag,
And smile, smile, smile!

#5 SMILES

There are smiles that make us happy,
There are smiles that make us blue,
There are smiles that steal away the teardrops
As the sunbeams steal away the dew,
There are smiles that have a tender meaning
That the eyes of love alone may see,
And the smiles that fill my life with sunshine
Are the smiles that you give to me.

#6 I'VE BEEN WORKING ON THE RAILROAD

I've been working on the railroad,
All the live-long day.
I've been working on the railroad,
Just to pass the time away.
Can't you hear the whistle blowing,
Rise up so early in the morn,
Can't you hear the Captain shouting,
Dinah, Blow your horn,

Dinah, won't you blow,
Dinah, won't you blow,
Dinah, won't you blow your ho-o-orn,
Dinah, won't you blow,
Dinah, won't you blow,
Dinah, won't you blow your horn.

Oh, someone's in the kitchen with Dinah
Someone's in the kitchen I know-o-o,
Someone's in the kitchen with Dinah,
Strummin' on the old banjo, -Playing-

Fee, Fie, Fiddle-dee-aye-oh,
Fee, Fie, Fiddle-dee-aye-oh-oh-oh-oh,
Fee, Fie, Fiddle-dee-aye-oh,
Strummin' on the old banjo.

#7 IT'S A LONG WAY TO TIPPERARY

It's a long way to Tipperary,
It's a long way to go;
It's a long way to Tipperary
To the sweetest girl I know!
Good-bye, Picadilly;
Farewell, Leicester Square;
It's a long, long way to Tipperary,
But my heart's right there!

#8 THERE'S A LONG, LONG TRAIL

There's a long, long trail a-winding
Into the land of my dreams,
When the nightingales are singing
And a white moon beams,
There's a long, long night of waiting
Until my dreams all come true;
Till the day when I'll be going
Down that long, long trail with you.

#9 OVER THERE

Over there, Over there
Send the word, send the word over there,
That the Yanks are coming, the Yanks are coming,
The drums rum tumming every where;
So beware and prepare, send the word, send the word to beware,
We'll be over, we're going over, and we won't be back till it's over, over there.

#10 STOUT HEARTED MEN

Give me some men who are stout hearted men,
Who will fight for the right they adore.
Start me with ten, who are stout hearted men,
And I'll soon give you ten thousand more,
Oh! Shoulder to shoulder and bolder and bolder
They grow as they go to the fore!
Then there's nothing in the world can halt or mar
a plan
When stout hearted men can stick together man to
man.

SONG OF MAXWELL
To The Tune Of Song Of The Vagabond

Hit that line you misters
Ere your feet are blisters,
RACK EM BACK! . . and shine your shoes.

Pre-Flight now; we're learning
Toward flying days we're yearning
Then to blast a Jap or two.

Dive them! Zoom them! Make each lesson stick
Bomb them! Strafe them! We all will turn the trick.

Then the day will dawn,
When rising suns are gone
When stars and stripes will wave supreme.

Words By
A/C MORGAN GOODPASTURE
Squadron B, Group I
Class 43-H

(Continued on next page)

SONG OF MAXWELL (Continued)

Stretch your wings you fledgling,
From the nest keep edging,
Hold your head up to the sky.

Make honor's course your heading,
Through God's trails you're treading,
Victory to right or die.

Foes of freedom, we bid you now beware;
Maxwell's men are taking to the air!

From shore to shore we're soaring;
Each hound of Hell we're scoring,
We claim peace now for our share.

Words By
A/C KEITH C. SCHUYLER
Squadron H, Group II

O'er the world they wander
Maxwell's men of thunder
Sons of truth and liberty.

Flying liberaters
Blasting freedom's traitors
Fighting hate and tyranny.

Down they're diving - streaking from the sky
Up they're roaring with vengeance in their eye.

They will write a story
Blazed in fire and glory
Theirs will be the victory.

Words By
A/C ROBERT F. DELANCEY
Squadron A, Group I

ALOUETTE

1st Verse ... Alouette, jonti Alouette
Alouette, jonti boomeray

Leader Just a boomeray la tete
All Just a boomeray la tete
Leader A la tete
All A la tete
Leader Alouette
All Alouette
All Oh.....

2nd Verse ... Alouette, jonti Alouette
Alouette, jonti boomeray

Leader Just a boomer open post
All Just a boomer open post
Leader Open post
All Open post
Leader A la tete
All A la tete
Leader Alouette
All Alouette
All Oh.....

3rd Verse ... Alouette, jonti Alouette
Alouette, jonti boomeray

Leader Just a boomer plenty dough
All Just a boomer plenty dough
Leader Plenty dough
All Plenty dough
Leader Open post
All Open post
Leader A la tete
All A la tete
Leader Alouette
All Alouette Oh.....

(Continued on next page)

ALOUETTE (Continued)

4th Verse ... Alouette, jonti Alouette
Alouette, jonti boomeray

Leader Just a boomer pretty blonde
All Repeat
Leader Pretty blonde
All Repeat
Leader Plenty dough
All Repeat
Leader Open post
All Repeat
Leader A la tete
All Repeat
Leader Alouette
All Repeat
All Oh.....

5th Verse ... Alouette, jonti Alouette
Alouette, jonti boomeray

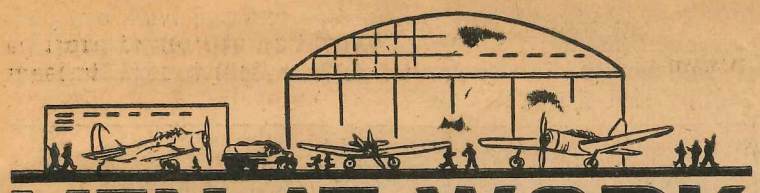
Leader Just a boomer rum and coke
All Just a boomer rum and coke
Leader Rum and coke
All Repeat
Leader Pretty blonde
All Repeat
Leader Plenty dough
All Repeat
Leader Open post
All Repeat
Leader A la tete
All Repeat
Leader Alouette
All Repeat
All Oh.....

(Continued on next page)

ALOUETTE (Continued)

6th Verse ... Alouette, jonti Alouette
Alouette, jonti boomeray

Leader	Just a boomer achin' head
All	Just a boomer achin' head
Leader	Achin' head
All	Repeat
Leader	Rum and coke
All	Repeat
Leader	Pretty blonde
All	Repeat
Leader	Plenty dough
All	Repeat
Leader	Open post
All	Repeat
Leader	A la tete
All	Repeat
Leader	Alouette
All	Repeat
All	Oh..... Alouette, jonti Alouette, Alouette, jonti boomeray.



MEN AT WORK

The officers of Squadrons I and II were the organizers of the third Field Day to be staged at this station last Tuesday for the cadets of Class 43 I. Following the usual procedure, two men were selected from each Flight of the Upper Class to compete in each event. Scheduled to start at 1:30 P. M., the weather closed in, the red flag flew from the tower and it was 3:30 P. M. before the skies were clear and competitors were able to take-off.

Spectators lined the runway where spot landing artists touched down. Others twisted necks and got the sun in their eyes as they followed the acrobats high up in the blue, while Captain V. Fedorovich of the Advisory Training Board purred quietly about as referee of the event. Captain May and Captain Simono, judges for the event, awarded first honors for the Accuracy Landing Competition to Aviation Cadet W. R. Nesen of Flight C. Flights A and F placed second and third. This was followed by the hurdle landing competition, with the winner of the event Aviation Cadet D. M. O'Shea of Flight C, Flights F and A placing second and third in the scoring.

Aviation Cadet A. E. Selch of Flight C was the winner of the acrobatic contest thus piling up the lead score for his Flight. Towards the end of the afternoon the cross-country men began to circle the field for landings, Aviation Cadet W. B. Dehon of Flight A was declared the winner. He had successfully navigated his ship over the triangular course between Blakely, Albany and Bainbridge by instruments, his cockpit being covered by a hood. Instructors flew with the competitors in this event, Captain Foreman of the Advisory Training Board acting as judge. Second and third places for the cross-country ride went to Flights F and D respectively.

Field Day came to a close with a formation flight by the Instructors, after which prizes were awarded and a buffet supper served. Flight C was the winner of the meeting with a total of 137 points. Flight A was awarded third prize with 120 points.

+ + +

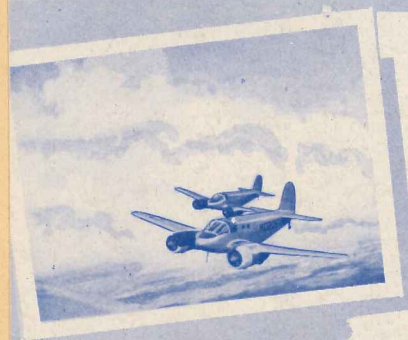
Captain George Ludwig, formerly commanding officer of Flight L, brought in a B-17F bomber last week and remained overnight on the post. During his visit he and his crew demonstrated the big bomber before an admiring crowd, who were awed by its maneuverability. A number of officers on the Flight Line were taken for a ride in the Fortress, and while on the ground, many men out on the Line were given the opportunity of looking over the innards and vitals of the bomber.

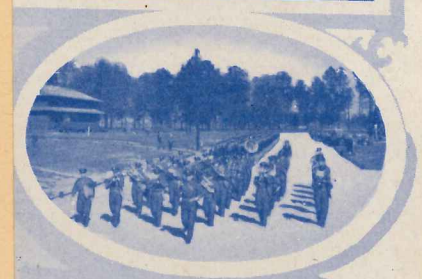
—S/Sgt. Paul E. Lamarche.

This was in the Bainbridge Airfield Paper. I received my commendation and also an ever sharp foto being 3rd in our flight in all kinds of flying My instructor at Bainbridge was Robert Bishop

Having completed pre-flight and primary training, William R. Nesen, son of Mrs. Neva Nesen, 632 Sinclair ave., NE., has been assigned to basic flight training as an aviation cadet at the Bainbridge army air field, Georgia. Cadet Nesen, who joined the air forces Sept. 15, 1942, is a former student at Tri-State college, Angola, Ind., and the Milwaukee School of Engineering.

This was in the Grand Rapids paper. A few mistakes.





This is part of the stationery. We used at moody. It was along the edge. Shows the AT 10 Also flew the AT 9 and had aerial gunnery in the 9

2

Army Air Forces Eastern Flying Training Command

ARMY AIR FORCES
PILOT SCHOOL (ADVANCED -2 ENGINE)

MOODY FIELD, VALDOSTA, GEORGIA

STAFF

Colonel H. F. Muenter. A. C.	Commandant
Major John T. Stickney, A. C.	Director of Training
Major Hallie L. Hamilton, A. C.	Director of Ground School
Lieutenant Lambert W. Schene, A. C.	Commandant of Cadets
Captain Willis H. Flick, A. C.	C. O. Training Group II
Captain James P. Craddock, A. C.	Secretary, AAFPS

GRADUATION PROGRAM

CLASS 43-I

SEPTEMBER 30, 1943

5:00 P. M. CADET REVIEW AND RETREAT

9:00 P. M. GRADUATION DANCE, OFFICERS CLUB

GRADUATION EXERCISES
OCTOBER 1, 1943

POST THEATER 10:30 A. M.

INVOCATION	Captain Ildephonce C. Baechler
SOLO	Miss Marie Motter
INTRODUCTION	Colonel H. F. Muenter
SPEAKER	Lieutenant Russell Glassel
PRESENTATION of WINGS	Colonel H. F. Muenter
SOLO	Sergeant Regis Hensler
BENEDICTION	Lieutenant Calvin S. Cunningham

NATIONAL ANTHEM

Our Program at graduation at Moody Field. My instructor at Moody was Patrick A Foster

Invitation to graduation dance. We went with Fred & Helen Martin

John Neil, my self, & Bill Morgan taken graduation day at Moody. Neil was my roomate at Moody

Army Air Forces Eastern Flying Training Command

PILO

Colo
Majo
Majo
Lieut
Capt
Capt

5:0

9:0

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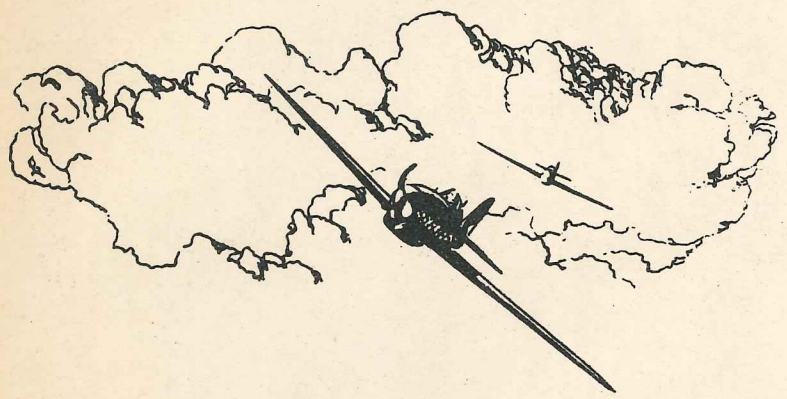
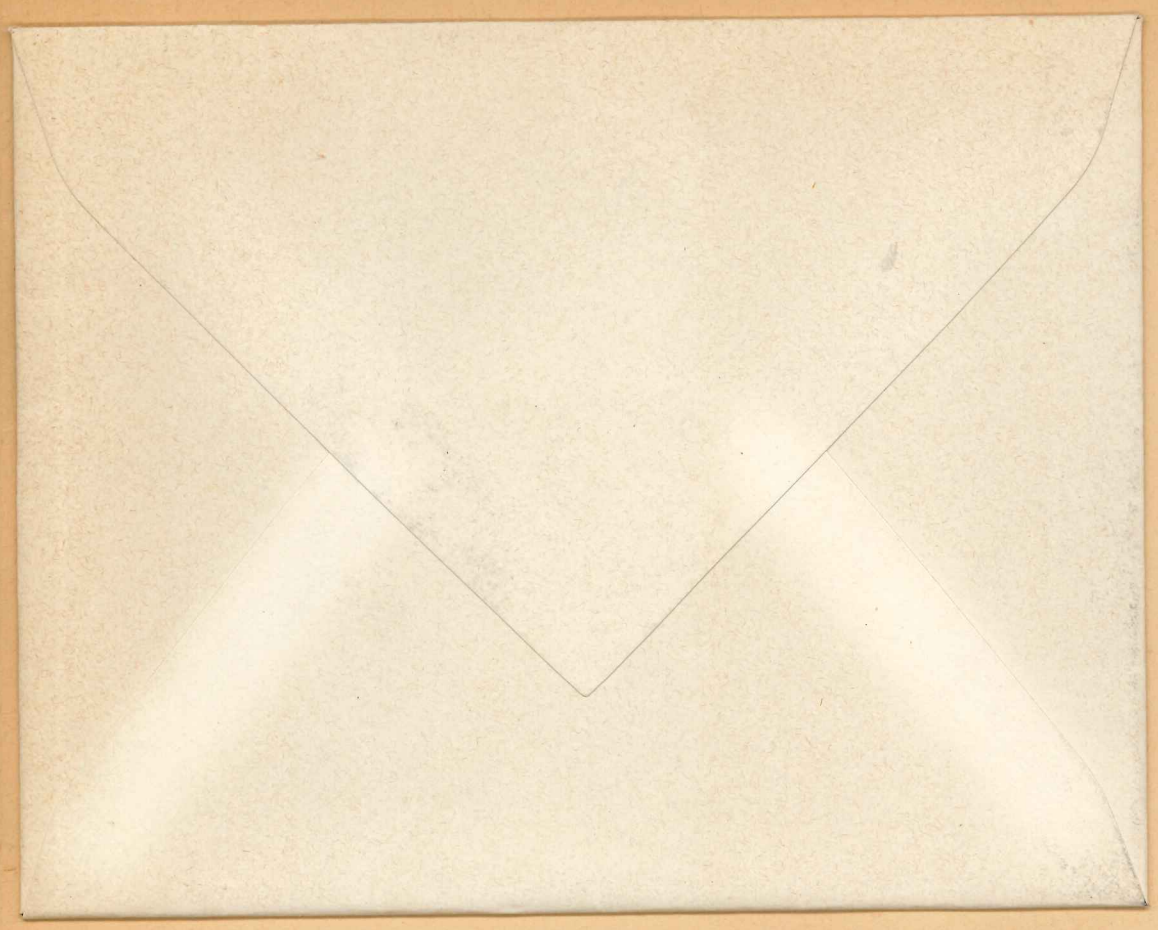


The Cadets of Moody Field
Class 43-I
Cordially Invite You
to attend
their Graduation Dance
at the Officers' Club
Thursday, September Thirtieth
at
9:00 o'clock

Invitation to graduation dance. We went with Fred & Helen Martin

Our program at graduation at Moody Field. My instructor at Moody was Patrick A Foster

John Neil, my self, & Bill Morgan taken graduation day at Moody. Neil was my roomate at Moody

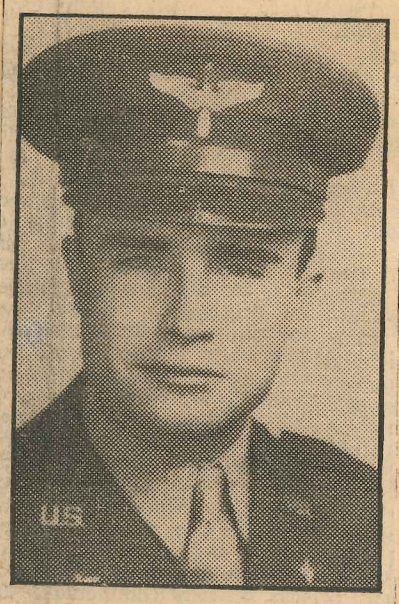


Our graduation annoucement at Moody

Our menu for dinner at the officers mess

SDAY, OCTOBER 21, 1943

LT. WILLIAM NESEN FLIES FORTRESSES AT SEBRING, FLA.



LT. WILLIAM NESEN

Lt. William R. Nesen, son of Mrs. Lynn Hoffman of St. Louis, was recently graduated from the Army Air Forces' pilot school at Moody Field, Ga., with the rating of army pilot.

Lieutenant Nesen received his pre-flight training at Maxwell Field, Ala., his primary flight training at Bainbridge, Ga., and advance flying at Valdosta, Ga. He is now located at Sebring, Fla., flying B-17 flying fortresses.

He was graduated from St. Louis high school in 1934, attended Tri-State college for two years, operated a Gamble store at Wayland for a year and was employed at Lockheed Aircraft, Burbank, Calif., until his enlistment as an air cadet in October, 1942.

Lt. Nesen and his wife and daughter, Janet Kay, who have been visiting his mother and other relatives here during the past week, left Saturday for Florida.

This was in the St. Louis paper after we were home on our ten day leave.

A/V CADET W. R. NESEN WINS FIRST HONORS

Mrs. Lynn Hoffman has received announcement of the honors recently earned by her son, A/V Cadet W. R. Nesen (Ronald), which reads in part as follows:

"Officers of Squadrons I and II organized a Field Day for cadets of the Upper Class to compete in each event. It was 3:30 before the skies were clear and competitors were able to take-off.

Spectators lined the runway. First honors for the Accuracy Landing Competition were awarded to Aviation Cadet W. R. Nesen of Flight C."

Cadet Nesen writes "tonight if everything goes right." He is to be transferred from Bainbridge, Ga., to Valrosta, Ga. He added to the official announcement that he was in the "spot landing stage and got first place out of all the best pilots on the field, and that he got a commendation for it from the Major." As only about one officer out of ten a year receive it so he felt pretty good. He says he also came out third in the flight for all types of flying and they gave him a nice Eversharp pencil for that. His new address is A/V Cadet W. R. Nesen, 39256533 Class 43-I A. A. F. A. F. S. Valdosta, Georgia.

This was in the St. Louis paper Aug 5th 1943. It should have been back in the front of the book.

MENU

SHRIMP COCKTAIL

TURKEY NOODLE SOUP

ROAST TURKEY WITH
OYSTER DRESSING STUFFING

MASHED POTATOES GIBLET GRAVY

CRANBERRY SAUCE

CORN ON THE COB BUTTERED ENGLISH PEAS

TOMATO AND LETTUCE SALAD WITH MAYONNAISE

HOT ROLLS AND BUTTER

MINCE PIE APPLE PIE PUMPKIN PIE

FRESH APPLES GRAPES ORANGES BANANAS

ASSORTED HARD CANDIES PEPPERMINT CANDIES

ASSORTED NUTS ICE CREAM

RADISHES ASSORTED PICKLES

OLIVES CELERY

ICED TEA WITH LEMONS

COFFEE AND CREAM

Our menu for dinner at the officers mess

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ARMY AIR FORCES EASTERN FLYING

TRAINING COMMAND

ANNOUNCES THE GRADUATION

OF CLASS 43-I

MOODY FIELD

ON FRIDAY, OCTOBER FIRST

NINETEEN HUNDRED FORTY-THREE

VALDOSTA, GEORGIA

WM. R. NESEN

Lieutenant, Air Forces
UNITED STATES ARMY

Alma Flier Meets Death Over Australia Dec. 19

Christmas Season Dispatch Conveys Distressing Message to Relatives Here of Lt. John Rowell, 20, Who Entered Service After Marriage in 1942.

Official news received here Thursday by relatives of Second Lt. John B. Rowell, 20 years old, was that he died over Queensland in Australia, Sunday, December 19. Although the message did not say so, he supposedly met death in line of regular duty as pilot of a troop transport of an air train in the Southwest Pacific. He had been stationed near Rockhampton, which is near Brisbane, one of the larger cities of Australia.

The dispatch, received by his wife, Mrs. Joan Rowell, of Alma, stated that particulars would follow by letter.

Lieutenant Rowell was the son of Mrs. W. T. Green, Jr., wife of an Alma jeweler. Born in Ithaca September 8, 1923, he was educated in the public schools here. He was graduated with the class of 1941 from Alma high school. In high school days he was a member of the football, basketball and track teams and was highly popular with fellow students.

Married Last Year

After leaving school he was employed by the Consumers Power company. He was married in January, 1942, to Miss Joan Phillips of Alma. Enlisting in the army air corps, the young officer was trained at the Columbia, Miss. air school, where he received his wings and commission August 30, 1943. Enthusiastic over aviation and an apt pupil, he made remarkable progress in preliminary training. He was sent overseas September 29, 1943.

Letters from Lieutenant Rowell had been received by relatives here under date as late as December 14. They were uniformly cheerful and uncomplaining. His philosophy was that there was a big job to be done and he was eager to do his part to expedite its satisfactory completion.

Transported Soldiers

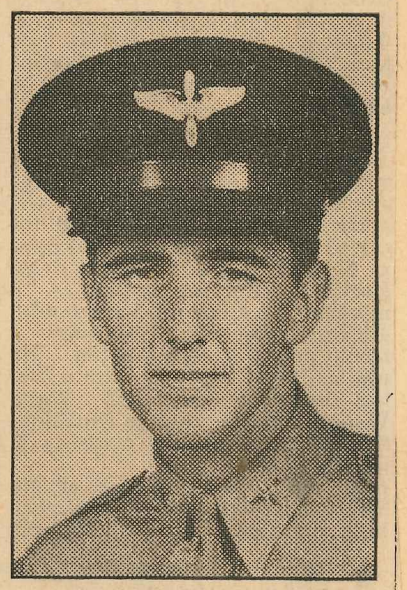
His plane carried soldiers out of Australia to fighting fronts on other islands and brought back wounded men. He told in letters of being absent on these flights for two or three days at a time and of sleeping in the jungle while absent. A recent letter told of his having returned from a combat flight.

Lieutenant Rowell had made his home since the death of his father, Rex Rowell, in 1935, with his aunt, Miss Grace Rowell, of 120 East Center street, Alma, where his wife also resides.

Besides his mother, widow and aunt, he leaves a sister, Mrs. Calvin Haskett jr., whose husband is in the service; two grandmothers, Mrs. John Rowell and Mrs. Jessie Clark and three half-brothers, Robert, William and Ford, all residing in Alma.

His letters have continued to arrive at his home since receipt of the message of his death.

SACRIFICES LIFE



LT. JOHN B. ROWELL

I was at Sheppard Field Texas with Rowell. He went to Nashville with me. Was a friend or Knew STAN.

Ensign R. D. Nesen left Sunday with his wife and little son, "Greg," for his new post at Glenview, Illinois, where he will be an instructor for the naval air force. He had the brief pleasure of calling on his grandparents, Mr. and Mrs. Frank Nesen, and other relatives at Beaumont, Miss., and his brother, Lt. Ronald Nesen, who is with a Fortress in Florida, after graduation at New Orleans, La., recently. He told of the dangers of his trip to St. Louis when crossing the icy mountains in Kentucky and Tennessee, and thinks the air service is as safe as the auto service.

This was in the St Louis Paper after Bob drove down to see us. Hadn't seen him in almost a year

Gets His Wings

Second Lieutenant Bernard T. Gruble, son of Mr. and Mrs. John P. Gruble of Mount Airy, has received his commission and wings as a pilot in the army air forces. He entered the army as an aviation cadet Feb. 4, 1943. He is now stationed at Avon Park, Fla. He will celebrate his 22nd birthday Tuesday, January 18th.

My co-pilot at Avon Park Fla.

LEAVES FOR DUTY AS FLIGHT INSTRUCTOR

ENS. ROBERT D. NESEN

Ensign Robert D. Nesen who recently was graduated from the U. S. Naval air college at New Orleans, La., has been appointed primarly flight instructor at the naval air station at Glenview, Ill. He left for there last week with his wife, the former Delta Hudson, and their young son, Greg, who have been living with her parents, Mr. and Mrs. Russell Hudson of Alma, the past year.

Son of Mrs. Lynn Hoffman of Michigan avenue, Ensign Nesen was graduated from St. Louis high school in the class of 1935, attended Tri-State college, Angola, Ind., and was a letter carrier for the St. Louis post office until he resigned to attend Curtis Wright school in aeronautical engineering where he was graduated as one of three honor students. He afterwards served as a liaison representative for the army air forces at Lockheed Aircraft, Burbank, Calif., until given his ensign's commission in 1942.

In St Louis Paper after Bob graduated from N. O.

Cpl. James D. Perrine, formerly of St. Louis, writes his wife as follows, under date of November 7th:—I am in northern Ireland at the present time. The country is very beautiful. Out in the farming lands, it's just like being in the outskirts of Detroit. They even have sidewalks on one side of their roads. Every inch of land is under cultivation.

My friend and I went to church this morning and we both enjoyed it very much. After church, some folks invited us home with them to have tea and sandwiches. On the sandwiches they put "good old home-made" berry jam. You can imagine me drinking tea because you know how much I care for it, ha, ha. I will have to say it did taste good the way they made it. Stewarts is their name and I have never met anyone nicer. I also got acquainted with some other people one Sunday when at church, and now I have a regular home over here. You should be here and hear the questions they ask about the United States. A lot of people think we are still partly uncivilized, with Indians, cow-boys and gangsters such as they show in the moving pictures. I wish you could see this country. There is an old castle near us which is a real curiosity. The towns are all built on knolls, and the houses look as if they were bunched together. The streets and stores look the same as they do over there, but a whole lot cleaner. One thing that looks funny to me is to see the cars driven on the left-hand side of the road. The other day I drove some of these British vehicles. If I get too used to this backwards driving, the folks at home won't trust me to drive in the U. S. There are many more interesting things I have experienced and seen, and would like to tell you about, but since there are certain restrictions, I'll just keep them on my mind to tell you when I get home.

You asked if we would have any snow. We had a few flakes last week but they didn't stay. Looking out across the country we see the white capped mountain tops. Sleet storms are quite common, but most of the time it rains, and that's the only thing I don't like about this place—it's too darn damp. One's shoes are never dry from one day to the next, and the sun can shine and it will still be raining.

Say "hello" to everyone for me. I'll be home sometime in '44 at least that's when I think it'll be over. This winter will be the last of Hitler. Now that I am over here, I hope that I can get into the middle of things, and that is the feeling and attitude of all the fellows. We all like to be popular when it's time for "mail-call," so tell the home-folks to write.

Running out of news and gossip, so I'll sign off for this time, hoping this finds "St. Louis keeping the home fires a-burning."

If people over there think they are having hard times being rationed and everything, they haven't seen nothing yet. I just wish every person in the U. S. could live over here for just six months. I'll bet when they went back, they would never holler about hard times. There are a lot of people here that haven't had oranges or fruit to eat for over two years.

A letter in the St Louis Paper written by Jim from North Ireland

ENSIGN ROBERT NESEN ESPECIALLY HONORED IN RECEIVING WINGS

Ensign Robert D. Nesen, son of Mrs. Lynn Hoffman, residing on Michigan avenue between Alma and St. Louis, won his Navy wings and was honored as one of the leaders of his class when he was graduated this week from the Naval college for primary flight instructors, according to a special message received by this newspaper from the U. S. Naval Air Station at New Orleans, La. The dispatch added:

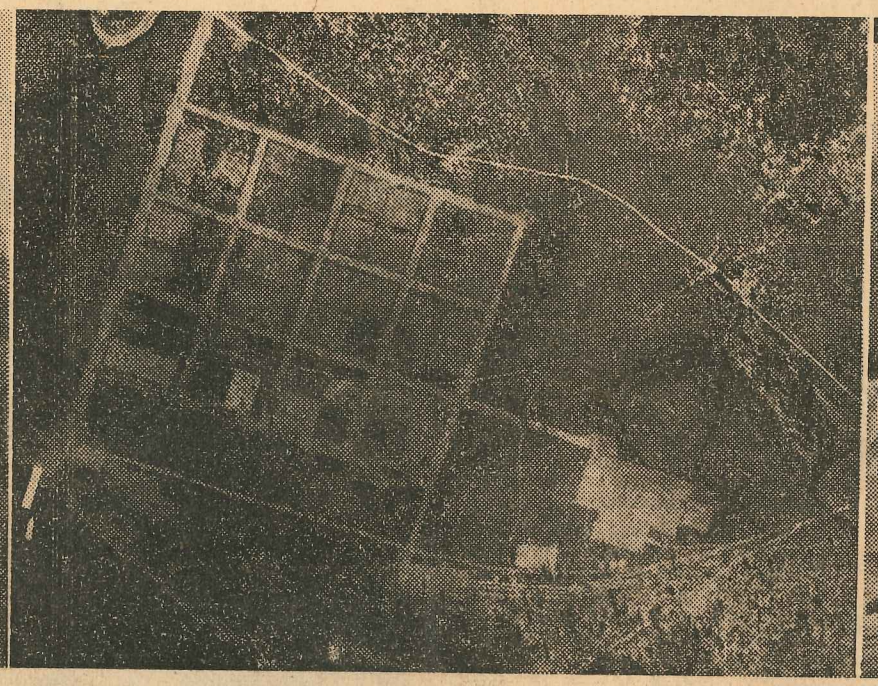
"Commander Paul E. Gillespie, commanding officer of the station, who presented Robert with his wings and certificates as a primary flight instructor, commended him upon his outstanding record at the college. "One of the highest-ranking men in his class was Ensign Nesen," the commander said. "Victory is largely dependent upon the type of men he trains for our naval air force. I am confident he will do his job well." Ensign Nesen was with the air service command as liaison representative for the army air forces before he entered the navy, and has his college degree in aeronautical engineering. He will be a primary flight instructor at the naval air station at Glenview, Illinois.

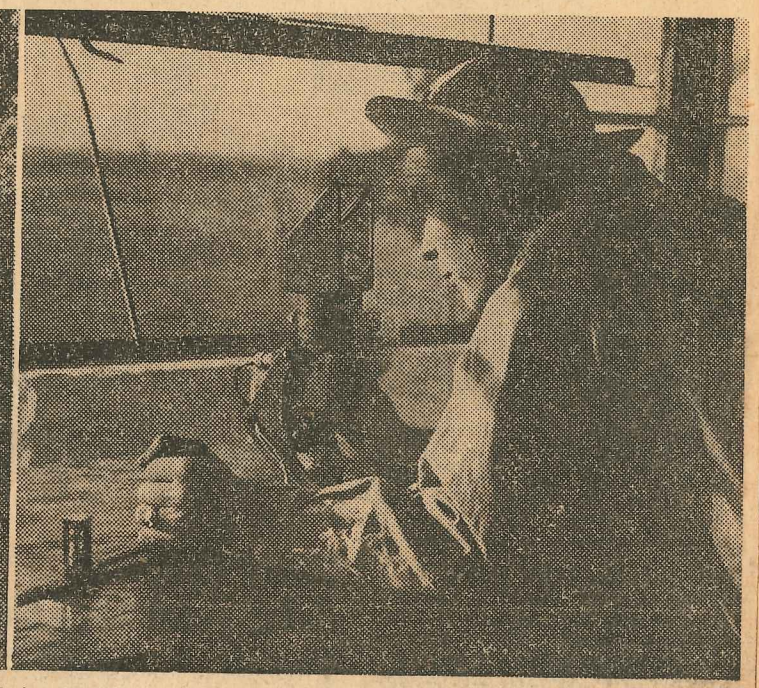
My brother sure does come out with top honors & write up in the St. Louis Paper

My navigator a swell fellow. James Delo

6

Army Fliers Have Make-Believe City As Target





Bombardiers who practice at the Avon Park air base have targets that permit them to become accustomed to those they will have in actual combat. At left are the ordinary pyramid targets, with a bomb bursting nearby; middle, a plane eye's view of the 55-acre model city which is used in practice bombing; right, an observer in a tower checks on bomb hits.

Tribune Reporter Watches Flying Fortress Lay Practice Eggs On Biggest Bomb Range

(Photos on Page 11)

By GORDON GRANT
Tribune Staff Writer

AVON PARK, March 4.—A speck soaring at 20,000 feet approaches from the southeast.

While still far away, a tinier speck detaches itself. This second speck rapidly grows larger. It whistles and seems to be coming directly at your head.

Its whistle becomes a screech. It gains speed.

Then, with a disappointingly small boom, it strikes the ground. A plume of whitish smoke rises and drifts with the wind.

The second speck was a 100-pound practice bomb dropped by a Flying Fortress on the world's largest army bombing range at Avon Park. It was part of the intensive training which enables American fliers to drop bombs in Hitler's hip pocket from almost any altitude.

220,000 Acres

The Avon Park base, not only the biggest in size of its kind in the world but possessing one of the most unique practice bombing layouts, sprawls over 220,000 acres, or about 343 square miles, of Central Florida pine woods.

Within that vast area are seven standard target ranges; a moving target that runs on an eight-mile track; a full-scale replica of a Jap submarine in the center of a small lake; a 55-acre make-believe city; a range where high explosive demolition bombs are dropped, and gunnery ranges of every description.

Yet, with all that crowded into its confines, so mammoth is the field that a stranger, plunked down in its center, could wander for days without a suspicion of the activity going on around him.

The Avon Park base was activated just 18 months ago. It is located 10 miles east northeast of Avon Park and is partly in Polk and partly in Highlands counties.

Build Combat Teams

The prime purpose of this base is to weld groups of men into single aerial combat teams, with each man a specialist in his own line, and with each team so completely and thoroughly trained as to be ready for overseas duty in the toughest of fighting zones.

The field is not a jumping-off place for foreign-bound fighting men, but it embodies the final phase of readiness for action against the enemy.

It is equipped with every facility for accomplishing its purpose. Just take a look around.

You're sitting in an observation tower at target range No. 3. There are two other towers, forming a triangle with yours. Each tower is about a mile from the next.

Pyramids for Targets

In the center of the triangle is the target, a 20-foot-square pyramid, 10 feet high, made of wooden framing and covered with target cloth. Around it are five similar pyramids about half the size of the center one. These are aiming points.

A field telephone in the tower jangles and the sergeant picks it up. The sergeant is a sunburned, weather-beaten man in fatigue clothes. He's in that tower alone for eight hours

(Continued on Page 11—Column 2)

"Forts" Smack Targets At Avon Park Range

(Continued from Page 1)

every day, and when he gets relieved another man takes his place. There's a man in each tower every hour of the 24. It's his job to record the bomb bursts, repair and maintain targets.

The sergeant learns from the telephone that a mission is to be flown over his target. There's nothing to do but listen and watch for the planes that come his way. He doesn't know which planes are on the mission, and the sky is full of all types of aircraft. He's alert, though, and when a bomb hits on his range he notes the exact time. Then he sights at the puff of smoke through a special device, takes a reading and marks that down next to the time. The men in the other two towers are doing the same thing.

How They Tell

Later, by triangulation, the exact spot where the bomb struck on the range is plotted and scored and the score is sent to the bombardier. They know which bombardier to send each score to, because he also has made a note of the exact moment when he saw his bomb strike the ground.

Your faith in the American bombardier and his equipment soars after you've stood within 2500 feet of a target at which he's aiming from almost four miles up and probably a mile to one side above you.

Men are kept in the observation towers of all seven target ranges every hour of the day because bombing missions, worked out by the Third bomber command, are likely to be scheduled almost any time of the day or night.

Planes that use the range are not necessarily those based at Avon Park. Bombers come over from MacDill and Drew fields in Tampa and from other fields all over the Third air force area.

Once a message came in at night to have the targets ready. A flight of bombers from a field in Michigan was making a non-stop round-trip run to the center of Florida to drop its bombs and return.

Jap Sub Reproduced

Favorite target on the entire range is the replica of the Jap sub. The vessel, built in the center of little Lake Ball, looks exactly like a class C-Ll submarine. It's 320 feet long, 30 feet wide, and its conning tower stands 16 feet above the waterline. On its deck are printed the name "Tojo" and a Jap flag.

The sub, like the pyramid targets, is a wooden frame covered with target cloth. At least half the time it cannot be used, because the target maintenance crews are rebuilding its shattered skeleton, torn to bits by the well-placed bombs from B-17s, light A-20 attack bombers, and other planes. Men at the field claim it is the only target of its kind in the United States.

Another favorite target is the train. Actually it is a small car powered by a gasoline engine and operated by remote control. It tows another car on which is erected a cloth target.

Remote Control 'Train'

The train runs over an oval track, with a figure 8 at one end, and can travel up to 55 miles an hour. It also is frequently under repair.

There's a spot near a small lake which, from the ground, merely looks like some plowing done by a farmer who had taken a little too much cane juice. From the air, however, it has every appearance of a small, well-planned city.

There are roads, outlines of business districts, an oil refinery and even a dock and ship anchored on the lake front. The dock and ship are made of target cloth.

This little city spreads out over 55 acres, comparable to a good portion of downtown Tampa.

The Avon Park base is isolated. Not once during its existence has a traveling radio show stopped there. If the men want to have a dance at their service club, dancing partners must be imported from as far as Lake Wales, Winter Haven and Bartow.

Recreation facilities in the city of Avon Park are confined to a motion picture theater with only 502 seats, and Avon Park is 10 miles through the pine woods from the base gates.

Officers Get Dirty, Too

Yet the morale of the men and officers at the base is high. They live outdoors most of the day, and life in the woods has always pulled men closer together. The officers get just as dirty, and sweaty and sun-seared as the men. There is a spirit of comaraderie at the Avon Park range that is found in few other places except actual battle zones.

In command of the base since shortly after it opened is Lieut. Col. Clint T. Johnson. Colonel Johnson won his wings in the last war and holds the rating of command pilot.

The base has its own engineer battalion, under dynamic Lieut. Col. George Stewart. The engineers built a bridge more than 225 feet long across a river so that target maintenance men could reach some of the ranges scattered out in the backwoods.

Recreation Facilities

Colonel Johnson and other officers realized the lonely, isolated field would be hard for many city-bred soldiers to become used to during their first months in the army. So now the field has a huge gymnasium, bowling allies, tennis courts, boxing rings, football and baseball fields, libraries and swimming and fishing facilities in the lakes. There are three movies, two for white soldiers and one for Negroes.

It may sound over-dramatic to say their pride in their field serves to keep up their morale, but it does. A Negro chauffeur drove the staff car in which this reporter made the rounds. He was among the first soldiers based at Avon Park. As becomes a chauffeur, he was quiet, saying only "yes sir" occasionally in response to a command from the accompanying officer. Finally, however, when the officer left the car for a moment, the chauffeur turned, and said with a big grin:

"What do you think of our field?"

"It sure is big."

"Yes, sir! And I helped build it, too."

Breakfast Send-Off For Another Large Contingent of Inductees

Honored at a pre-induction breakfast under auspices of Glendale Army Mothers and Wives club, a record-breaking contingent of draftees from boards No. 182 and 183 were in the armed forces today.

Coffee and doughnuts were served to the young men before they left for the Los Angeles induction station. The Elks band played and speeches were delivered by Mayor Archie L. Walters and by the Rev. J. Whitcomb Brougher jr., pastor of First Baptist church.

Selectees from board No. 182 included: Homer J. Coffman, William L. Varner, Barto C. McFarland, Perry M. Card, Ben R. Watts, John L. Johnson, Ralph E. Palmer, Phillip L. Estabrook, Warren Henry Anderson, William F. Volin.

Stewart D. Nickels, Angelo G. Brunelli, Antonio Amoroso, James A. Dodds, Fred J. McCauley, Dwaine Garrett, Darrel W. Walker, Junius S. Merriman, Joseph P. Malley jr., John C. Harberts, William R. Nesen, Russell M. Lett, Alfred J. Masulli, Robert L. Pettit, Fred J. Tyssee, Maurice D. Smith.

John J. Dollins, Aubrey W. Powell, Norman B. Galbraith, Dexter J. Carroll, Harry M. Tapscott, Philip R. Joy, George W. Petsold, Joseph A. Malloy, Jim J. Thomas, Jack C. Weddell, George H. Stevenson jr., Clarence F. Knapp.

Wayne W. Shamblin, Robert D. Newland, Robert B. Henderson, George R. Smith, George A. Howell, Huber W. Glenn, Gilbert H. Shaw, Dayton A. Peterson.

Board No. 183 inductees included: Herbert S. Hind, Frank A. Hermanson, Manuel I. Androde,

(Continued on page 5)

8

9.

BLOCKBUSTERS
VS.
MOODY FIELD
1500—TODAY—Home

ZOO

VOLUME I

BAINBRIDGE, GEORGIA WEDNESDAY

FINGERPRINT EXPERT DIRECTS IDENTIFICATION SECTION IN OFFICE OF PROVOST MARSHAL

Modeled after the identification departments of the F. B. I. and the New York City Police Department, the identification section of the post was set up last August by Cpl. Alfred Jacoby, and is still under his supervision. Jacoby, who studied under Frederick Kuhne, identification expert and author of a number of books endorsed by the F. B. I., also had a background of years of practical experience with the Jersey City, N. J., and New York City police departments.

The section fingerprints and completes personal histories of every civilian who comes on the field, including all employees of the post and the workers with construction companies. Fingerprint cards of Civil Service employees are forwarded to the Civil Service Commission divisional headquarters in Washington, and the prints of other workers go to the Fourth Service Command in Atlanta.

Since the primary purpose of the section is to insure the safety of the post, the system works as a double check against possible sabotage or subversive activity. A complete record is kept in the files of the department at the Guard Squadron, and prints forwarded to Washington are classified and filed there. If the civilian reporting to this post has ever had a criminal record, his fingerprints will be on file there, and a full report of the record is returned to this post.

This sometimes results in startling situations. A favorite case with the workers in the office is one of a colored worker whose first name was the same as a military rank. For all practical purposes, let us call him Major Jones. His case history, along with several others, went off to Washington, and in a week or so came the report from F. B. I.

Cpl. Jacoby, with a sheaf of reports in hand, reported to the Provost Marshal, Major M. C. Clark.

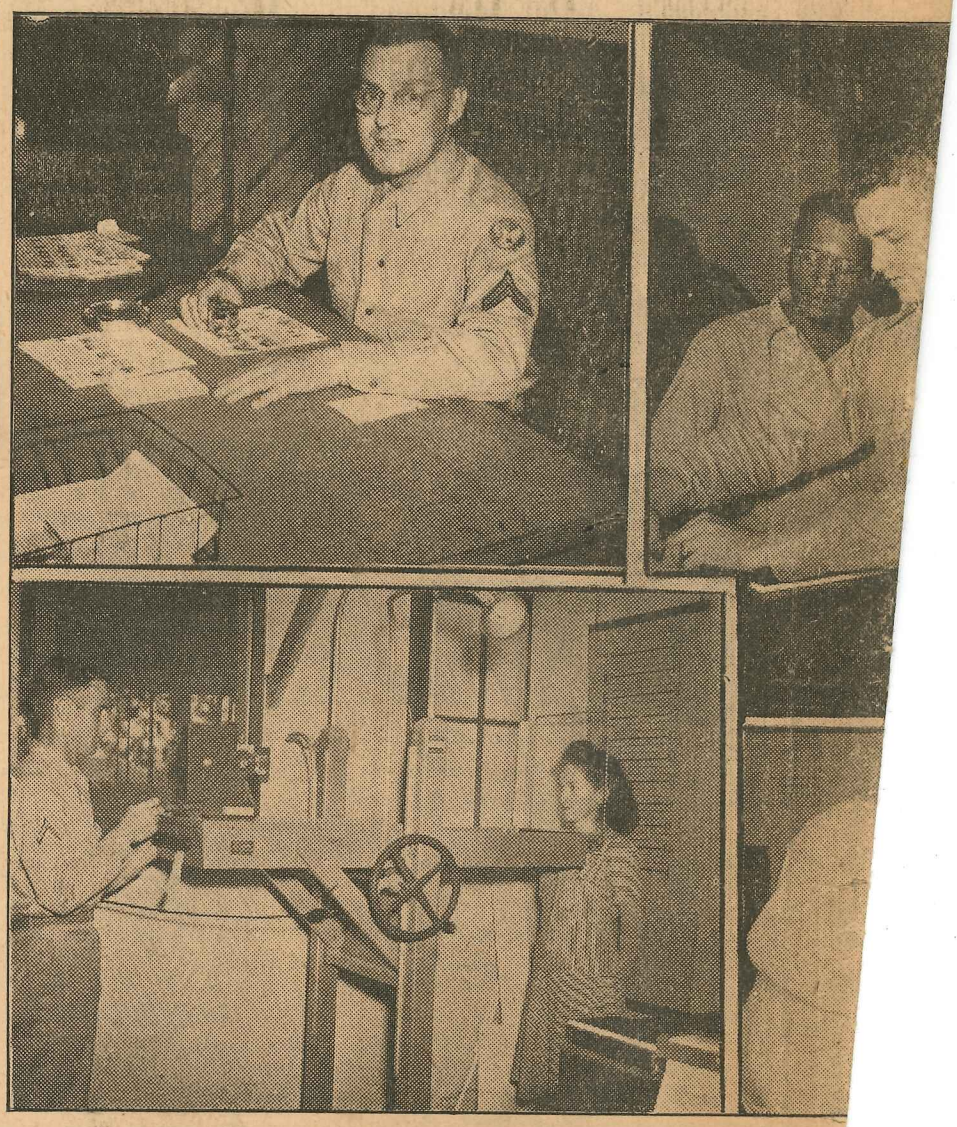
"Sir, we have the report on Major Jones."

the department, and devoped and printed in the base Photo Section.

As a result of the fingerprint file and an elaborate index file on all civilians on the post, the office can furnish a complete case history of any civilian on the field at a moment's notice.

One of the most important factors in positive and prompt identification by finger-printing is a clear set of prints, obtained by rolling the fingers from the edge of the finger nail on one side to the opposite edge so that all the whorls, deltas, loops, and other identifying characteristics may be clearly classified. Corporal Jacoby's prints, and those made by the rest of the personnel he trained, are sharp and clear. Major Clark and Lt. James Davis, who has served as Provost Marshal during the absence of Maj. Clark, are justified in their pride in an efficient department.

With the constant turnover in personnel employed by contractors on the post, and the expanding facilities requiring additional civilian



THE SOLDIER'S J. EDGAR HOOVER, Cpl. Alfred Jacoby identification department, located in the orderly room building veteran fingerprint expert with the police departments of Jerse before the war, Al is shown in the top left hand corner classifyi right is Pvt. Ralph Perkins, assistant in the fingerprint section, ian employee. Lower left, Pfc. Howard Truesdale shoots an i Cadwell, secretary in the office. Miss Cadwell is also shown in record of prints for Cpl. Jacoby.

FOUR MEN QUALIFY FOR CADET TRAINING

FLIGHT TRAINING CADET ONE MAN

M

JULY 28, 1943.

NUMBER 34

AUGUST 10th IS THE DEADLINE ON NATIONAL SERVICE LIFE INSURANCE WITHOUT A PHYSICAL EXAM.

CADET LOWER CLASS SETS FIELD RECORD IN NUMBER OF TOP FLIGHT ATHLETES

Trouble is brewing for the Axis powers in the way of athletes now in training as aviation cadets at the Bainbridge Army Air Field. The newly-arrived under class of future pilots at the Bainbridge basic flying school has the largest number of high school and college top flight sport stars ever to take training at the school.

The majority of the cadets, coming from as far north as Bangor, Me., as far south as Miami, Fla., and as far west as Los Angeles, Cal., and Seattle, Wash., comprising the athletes, played every available position on various football teams. Besides grid stars there are basketball, baseball, tennis, hockey, and lacrosse players; crew members, track enthusiasts, swimming stars, members of rifle, wrestling, boxing and handball teams. Twenty-seven of the aviation cadets were captains of high school and college teams including every one of the sports mentioned. These men are the cream of the youth of today and the kind of individuals picked to man the nation's fighting aircraft.

Cadet Richard K. Bleser, Lynbrook, L. I., was captain of the St. Paul's school baseball team, and also played on the football and basketball teams. Later on at Lehigh University he won his letter in baseball. Cadet Albert G. Boesel, Jr., Wolfeboro, N. H., was captain of the football and wrestling teams at the Brunswick School in Connecticut.

Cadet Paul C. Bonifacino, Baltimore, Mr., was Maryland's scholistic champ in the mile on the track team, and also played varsity baseball, football, golf and tennis at the Baltimore City College. Cadet Eugene V. Bradford, Bellevue, Ohio, was captain of the swimming team at Heidelberg College.

Cadet Michael A. O'Brien, St. Paul, Minn., was captain of the All-City high school hockey team and later played hockey and football for [illegible]

is the key man in the
f the guard squadron. A
y City and New York City
g whorls and deltas. Top
taking the prints of a civil-
entification shot of Edyth
he lower right typing up a

HIGHEST RANKING CADET in academics at primary, Aviation Cadet George C. Totten settles down to work for the same record in basic. Totten, who spent two years studying chemical engineering at M. I. T. before joining the Air Corps, had the highest average in the history of Darr Aero Tech, Albany, Ga., where he received his primary training.

FIRST IN SERIES OF BROADCASTS ON WPAX TODAY

The first in a series of radio programs, sponsored by Special Services in the interest of Army Emergency Relief and the Red Cross, will be broadcast this afternoon at two o'clock over Station WPAX in Thomasville.

The program will feature Kelly and Rich at the piano, Gabriel Nordella on the accordion, and the post orchestra. Future programs will include other musical talent from the post, Capt. D .H. Caraker, Special Service officer, has announced.

Designed to familiarize the public with the origin and function of Army Emergency Relief ,the broadcast will include brief interviews covering the work and scope of the organization, which supplements the American Red Cross. Many soldiers and their dependents are not familiar with the fact that loans for emergencies can be made

POST TAKES PART IN USO DEDICATION

The Bainbridge U.S.O. Club, built for the benefit of enlisted personnel stationed at the Bainbridge Army Air Field, was formerly dedicated Friday afternoon. The program consisted of speeches and entertainment by both outstanding military and civilian leaders.

Colonel Mills S. Savage, commanding officer of the basic flying school here, representing the Air Forces,

MAKES CREW

Acceptance of two corporals, one sergeant and one [illegible]

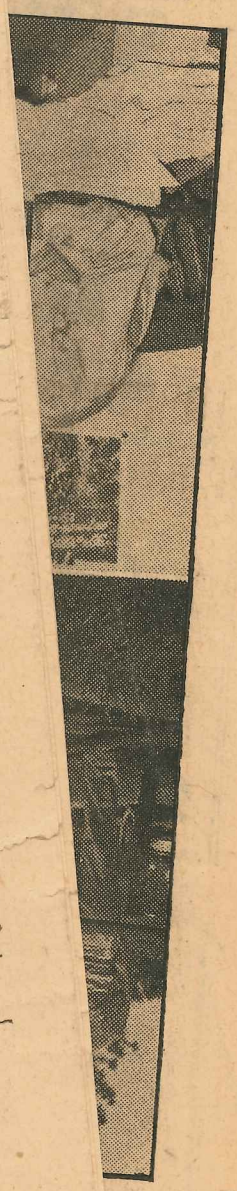
Major Clark, busy with some papers, looked up. "What is it?" he asked, not paying too much attention.

"He served fifteen years in San Quentin for murder before coming here," Jacoby reported. There was a little excitement [illegible] situation.

Edyth Cadwell, civilian secretary, Wvac Cpl. Tech. Leila Pate, Pvt. Ralph [illegible]

workers, such as the new laundry, the identification section is one of the busiest places on the field.

100%. THE first organization with the maximum ance policy as Pvt. the approving eye insurance officer.



To our Hubby and
Daddy
a Very Merry Christmas

Congratulations

Aviation Cadet and Mrs. William R. Nesen are the parents of a daughter, Janet Kay, born Friday in Butterworth hospital. Mrs. Nesen, the former Elizabeth Bilby, is residing with her father, J. W. Bilby of Sinclair-av. Cadet Nesen is at Lakeland, Fla.

WESTERN UNION
TELEGRAM

CLASS OF SERVICE

IF NOT DELIVERED IN 7 DAYS RETURN TO ABOVE ADDRESS

GRAND RAPIDS
APR 11
12 PM
1944
MICH.

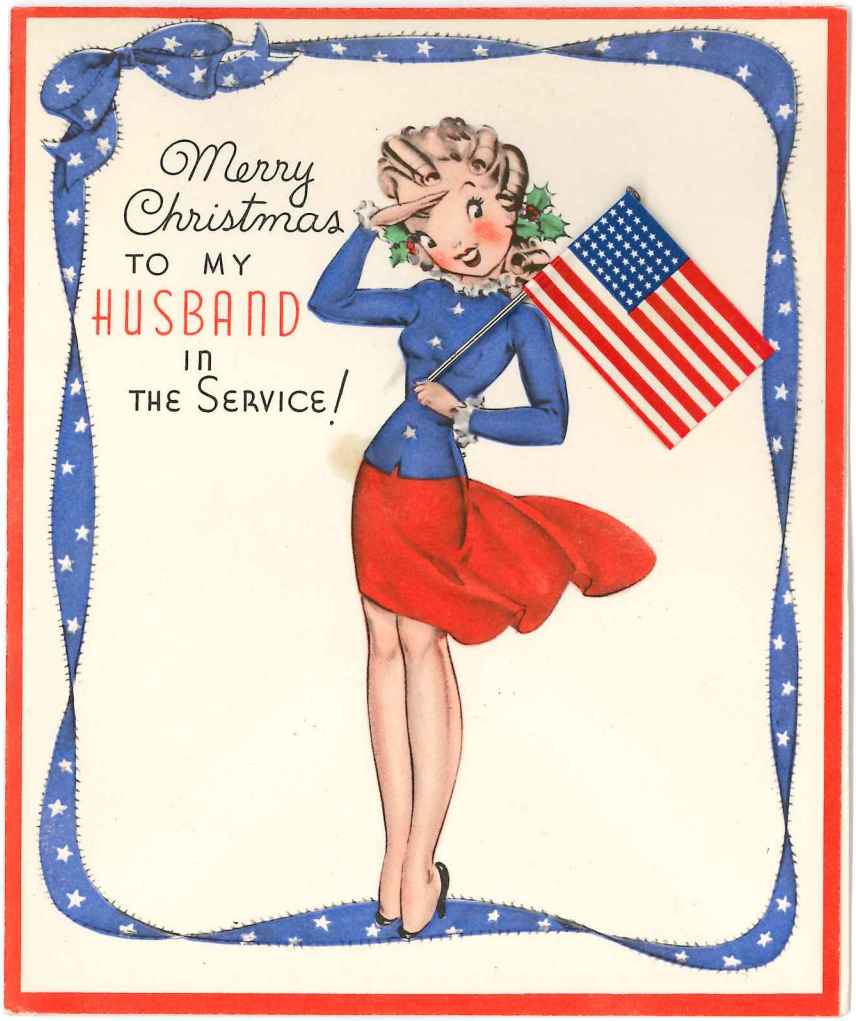
WIN THE WAR
3¢ 3¢
UNITED STATES POSTAGE

Arrival message

DARLING WIFE AND DAUG
ARE BOTH OK WRITE OFTEN MISS YOU BOTH

GRAND RAPIDS, MICH.

10


Merry Christmas
TO MY
HUSBAND
IN
THE SERVICE!

Who gets my deepest
love today
I guess that you
know WHO —

That man who's out
to do his BEST
FOR ME AND
UNCLE SAMMY,
TOO!

Always yours,
Elizabeth

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

NA315 INTL=AMFYMA 10 31 VIA WU CABLES

NLT MRS WILLIAM R NESSEN=

632 SINCLAIRAVE NE GRANDRAPIDS (MICH)=

DARLING WIFE AND DAUGHTER I AM SAFE AND WELL HOPE YOU ARE BOTH OK WRITE OFTEN MISS YOU BOTH LOVE=

WILLIAM NESEN.

Certificate of Telegram Telephoned

NF tvg
69770
FW 920A
MRS N
MAILED
NC 901 & PK EXPECTED 11A
8-11-44

632.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

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NA315 INTL=AMFYMA 10 31 VIA WU CABLES

NLT MRS WILLIAM R NESSEN=

632 SINCLAIRAVE NE GRANDRAPIDS (MICH)=

DARLING WIFE AND DAUGHTER I AM SAFE AND WELL HOPE YOU ARE BOTH OK WRITE OFTEN MISS YOU BOTH LOVE=

WILLIAM NESEN.

NF tvg
69770
FW 920A
MRS N
MAILED
MC 901 + PK EXPECTED 11A
8-11-44

632.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1944 APR 11 AM 5 33

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

(30)

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DL = Day Letter
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NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

NA301 INTL=AMFYMA VIA W U CABLES (30 71 43) ADD 11 PM 8 43

Duplicate of Telegram Telephoned

EFM MRS WILLIAM R NESEN=

632 SINCLAIR AVE N E GRANDRAPIDS MICH=

DARLING. ALL WELL AND SAFE. LOVE AND KISSES.

Ing 69770

RON NESEN.

TELEPHONE NO.

TELEPHONED TO MRS WN

TIME DELIVERED 1025P

BY FM TO BE MT 1150

ATTEMPTS TO DELIVER WC 1022P EXPECTED 11P FP.

632.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

(27)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

ZA317 49 GOVT=WUX WASHINGTON DC 15 1232P

MRS AMIE ELIZABETH NESEN= 1944 JUL 15 PM 1 30

632 SINCLAIR AVE GRPDS=

THE SECRETARY OF WAR DESIRES THAT I TENDER HIS DEEP SYMPATHY TO YOU IN THE LOSS OF YOUR HUSBAND SECOND LIEUTENANT WILLIAM R NESEN WHO WAS PREVIOUSLY REPORTED MISSING IN ACTION REPORT NOW RECEIVED STATES THAT HE WAS KILLED IN ACTION TWENTY FOUR APRIL IN EUROPEAN AREA LETTER FOLLOWS=

ULIO THE ADJUTANT GENERAL.

News

Blue Streak
MARKETS PAGE 20, RACES 19

OR MORE THAN 70 YEARS
and Sunday, of Any Michigan Newspaper

M FOUR CENTS

in England—
icles by Blair Moody

nber missions deep into the heart pilots, navigators and gunners feel heavy flak . . . what Detroit crew y say about their daring exploits the enemy in temperatures as low d other exciting stories plus touch- the Detroiters have undergone are articles by Blair Moody reporting se somewhere in England. Be sure

EDNESDAY'S NEWS

Standings

American League

	Won	Lost	Pct.
¶St. Louis	6	0	1.000
Athletics	3	1	.750
†Boston	2	2	.500

Crash
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ham, Que., died in wrecked dwellings.

ANES RIP FRANCE

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100L

3 Big Cities Scourged on 11th Day

LONDON, April 25.—(AP)—American Fortresses and Liberators attacked Germany fighter bases in France, industrial targets in southwest Germany and the Pas-de-Calais area today. A loss of seven bombers and two fighters was reported as heavy bomber operations was carried into the eleventh straight day.

In one operation about 500 of the heavyweights struck fighter bases at Nancy, Metz and Dijon under escort from at least 500 Lightning, Mustang, Thunderbolt and RAF fighter planes. Enemy opposition there and over "industrial targets in southwest Germany" was slight, tonight's communique said.

Later Liberators struck military installations on the coast of France.

The communique said 10 enemy aircraft were destroyed in aerial combat and a number on the ground in the day's operations, which also included a sweep by P-38 Lightning fighter-bombers to an airfield in Northern France.

The daylight attacks followed attacks Monday night by probably 1,000 planes of the RAF which blasted industrial Munich and Karlsruhe.

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In a reconnaissance report the Munich raid the air ministry said whole blocks of buildings were left ablaze in the city Hitler converted from a Nazi shrine to an aircraft center and the heart of an important railway system. Smoke rose four miles as scattered fires merged into one glowing core.

NO FIGHTER OPPOSITION

American airmen back from Metz said at lease 40 planes, mostly fighters, parked on the ground there were plastered with bombs and there was no fighter opposition. The raiders of Nancy also caught German aircraft parked on the ground. Airmen said formations split at each field, one force bombing landing areas while the others smacked hangars and other buildings.

Crewmen generally reported no fighter opposition, moderate flak, weather spotty on the way but clear over the targets and good bombing results.

While the heavies and their escort thundered into Eastern France, American Marauders and Havocs with British Bostons attacked military objectives in Northern France which have been pounded repeat-

PRINT or TYPE. F.S.8 Rvd.

HEADQUARTERS AIR SERVICE COMMAND
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Public Relations

FOR IMMEDIATE RELEASE:

TO: ST LOUIS LEADER ST. LOUIS MICHIGAN
(Name of home town newspaper, City and State)

AN AIR FORCE SERVICE COMMAND STATION, "Somewhere in England"

2/LIEUT. WILLIAM R. NESEN (son of) ~~(husband of)~~
(Rank and full Name) Strike out one)

MRS LYNN HOFFMAN of ST LOUIS, MICHIGAN
(Names of Parent(s) or Wife) (Street and City)

is now overseas and has participated in a course designed to bridge the gap between training in the States and soldiering in an active Theater of War.

At one of the Air Service Command stations known as Control Depots, LIEUT. NESEN was carefully processed by
(Rank and last Name)

classification experts who made certain that he was well-fitted for the job assigned to him. Security training, personal hygiene, a talk by a Special Service Officer informing him of facilities for healthful recreation, and a lecture by the Chaplain are all in turn part of the G.I's preparation for his overseas duty.

His next station will be one from which America's fighting planes take off to smash the Nazi war machine.

Before entering the Army, he was employed as a INSPECTOR
(Name of Job)

by the VEGA AIRCRAFT.
(Name of Company)

The Detroit News

THE HOME NEWSPAPER FOR MORE THAN 70 YEARS

Largest Trading Area Circulation, Weekday and Sunday, of Any Michigan Newspaper

Blu

MARKE

M

1,000 PLANES RIP FRA

PRINT or TYPE.

F.S.8 Rvd.

HEADQUARTERS AIR SERVICE COMMAND
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Crewmen generally reported no fighter opposition, moderate flak, weather spotty on the way but clear over the targets and good bombing results.

While the heavies and their escort thundered into Eastern France, American Marauders and Havocs with British Bostons attacked military objectives in Northern France which have been pounded repeatedly in recent days by every type of daylight raider based in Britain.

While American Liberators and Fortresses were returning today from attacks on air fields in Eastern France another formation of 8th Air Force Liberators smashed at military installations in the Pas-de-Calais area under a Mustang escort.

BRITISH LOSE 30 PLANES

Waves of planes of all types drove forward the campaign that has poured 40,000 to 50,000 tons of explosives on Hitler's war machine since mid-April, and shortly before noon the German radio reported strong bomber formations over the southern, western, and southwestern portions of the Reich.

Thirty British planes were lost Monday night, when the main blows were aimed at factories and communications in Karlsruhe and Munich.

Mosquito planes hit Dusseldorf and other raiders pounded the rail depot at Chambly, 20 miles north of Paris, a link in the battered rail network supplying the German Atlantic wall. Mines also were laid in enemy waters.

The RAF night bombers struck following Monday's record concerted assaults by more than 3,000 bombers and fighters from Britain and Italy against factories and airdromes at Munich, Friedrichshaven, Bucharest, Ploesti and Belgrade, which also tore new gaps in Nazi fighter strength.

The Monday armadas from Britain sent down 103 German planes in air combat and wrecked 49 more aground for a total of 152, against losses of 38 bombers and 17 fighters.

4,000 TONS DROPPED

The Mediterranan Air Force bagged 29 Nazi planes Monday against a loss of 14, but headquarters did not specify how many fell in the raids into Romania and Yugoslavia.

Karlsruhe, big Rhineland indusrial city with a population of 45,000 and lying 150 miles north-

MA RECORD

RNAL (CONSOLIDATED JANUARY 2, 1929)

CHIGAN, THURSDAY, MAY 18, 1944

LT. W. R. NESEN MISSING IN A BOMBER RAID

Pilot Whose Mother Lives Here, Disappears in Foray over Germany.

A message received from the adjutant general's department last Thursday by Mrs. W. Ronald Nesen, who is in Grand Rapids, Mich., stated that her husband, Lieutenant Nesen, had been reported missing in action since Monday, April 24, in a raid over Germany. The message, which was relayed to Lt. Nesen's mother, Mrs. Lynn Hoff[illegible] between Alma a[illegible] Michigan avenue

"The Secretary [illegible] me to express hi[illegible] your husband, L[illegible] sen, has been re[illegible] action since Ap[illegible] many. If furthe[illegible] information are [illegible] be promptly noti[illegible]

Dunlap, Actin[illegible] eral."

Lt. Nesen lef[illegible] a contingent of [illegible] overseas. His [illegible] him at Savannal[illegible] two hours just b[illegible] received a cable[illegible] arrival on April [illegible] or raid on which [illegible] have disappeared.

Graduated fro[illegible] school in 1934, [illegible] attended Tri-Sta[illegible] two years, ope[illegible] store at Wayla[illegible] year and was e[illegible] heed Aircraft, B[illegible] til he enlisted a[illegible] October of 1942.

Lt. Nesen rece[illegible] training at Ma[illegible] his primary fli[illegible] Bainbridge, Ga., [illegible] ing instruction [illegible] He flew B-17 fl[illegible] Sebring, Fla. an[illegible] Fla. He was dis[illegible] honor of being [illegible] on accuracy i[illegible]

Lt. Nesen's w[illegible] Elizabeth Bilby, [illegible] music instruct[illegible] Louis schools, w[illegible] for a time while [illegible] ida. They ha[illegible] Janet Kay, one year old. They were married at Christmas time in 1941 and went to California.

Lt. Nesen has two brothers also serving their country. They are Lt. Robert Nesen, an instructor and senior check pilot at the Naval air station in Glenview, Ill., and Pvt. Stanley Nesen, who is believed to be overseas with the Army, probably in England. He is the grandson of Mr. and Mrs Frank Nesen.

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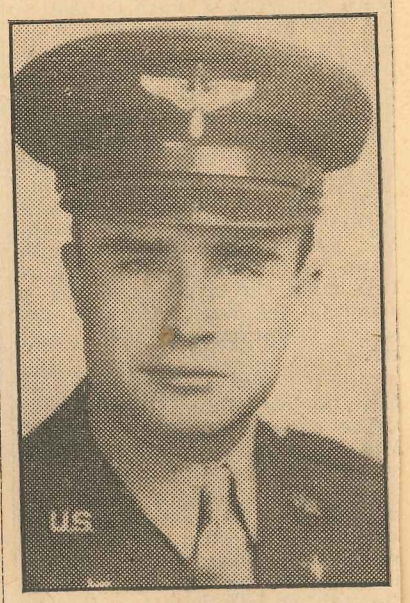

LT. W. RONALD NESEN

Elizabeth Bilby

12

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"The Secretary of War desires me to express his deep regret that your husband, Lt. W. Ronald Nesen, has been reported missing in action since April 24 over Germany. If further details or other information are received, you will be promptly notified.

Dunlap, Acting Adjutant General."

Lt. Nesen left March 23 with a contingent of bomber crews for overseas. His mother was with him at Savannah, Ga., for about two hours just before he left and received a cablegram of his safe arrival on April 8. The mission or raid on which he is reported to have disappeared, was not his first.

Graduated from St. Louis high school in 1934, the young officer attended Tri-State College for two years, operated a Gamble store at Wayland, Mich., for a year and was employed at Lockheed Aircraft, Burbank, Calif., until he enlisted as an air cadet in October of 1942.

Lt. Nesen received his pre-flight training at Maxwell Field, Ala., his primary flight training at Bainbridge, Ga., and advance flying instruction at Valdosta, Ga. He flew B-17 flying fortresses at Sebring, Fla. and at Avon Park, Fla. He was distinguished by the honor of being recognized as second in accuracy in target bombing.

Lt. Nesen's wife is the former Elizabeth Bilby, of Grand Rapids, music instructor in the St. Louis schools, who was with him for a time while he was in Florida. They have one daughter, Janet Kay, one year old. They were married at Christmas time in 1941 and went to California.

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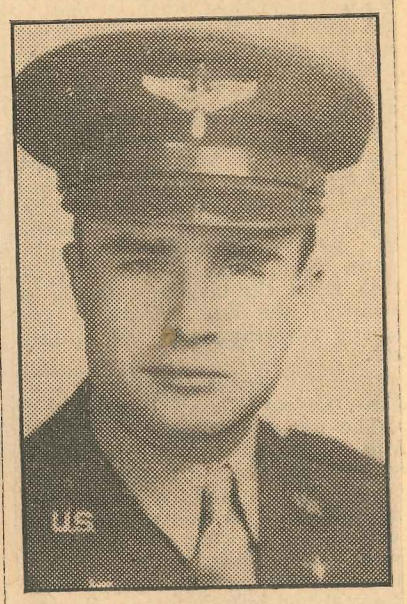
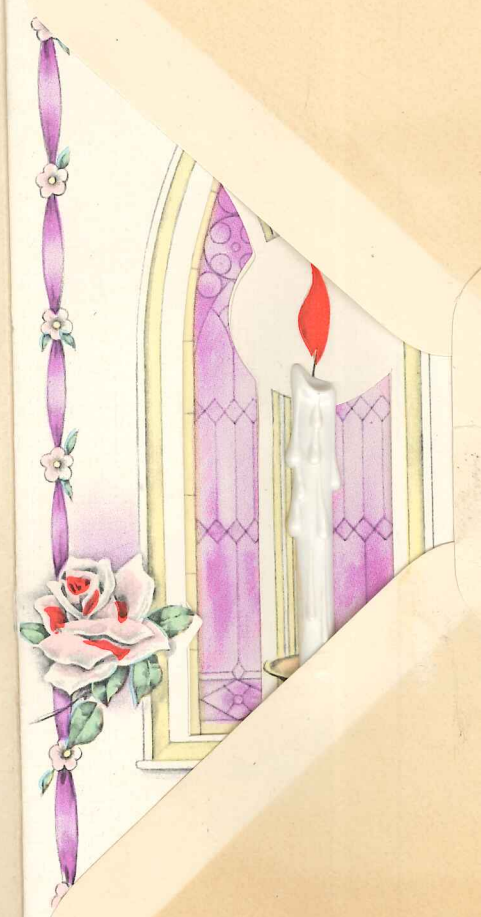


LT. W. RONALD NESEN



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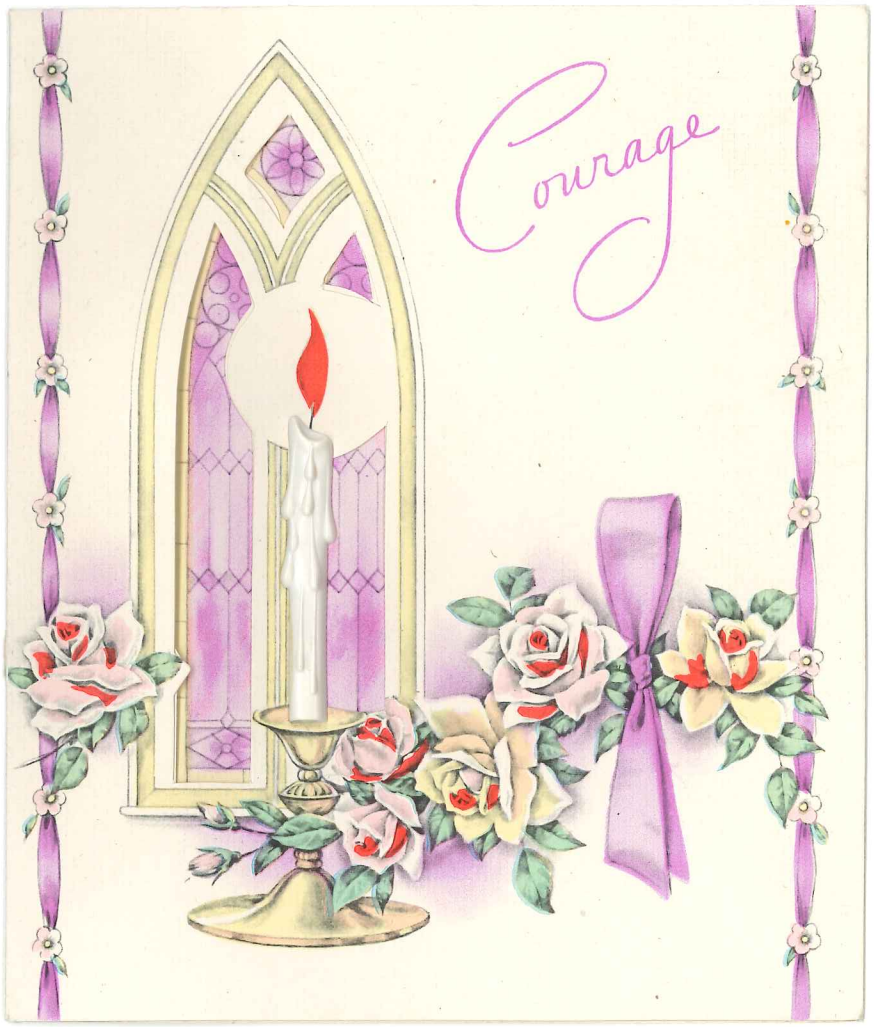
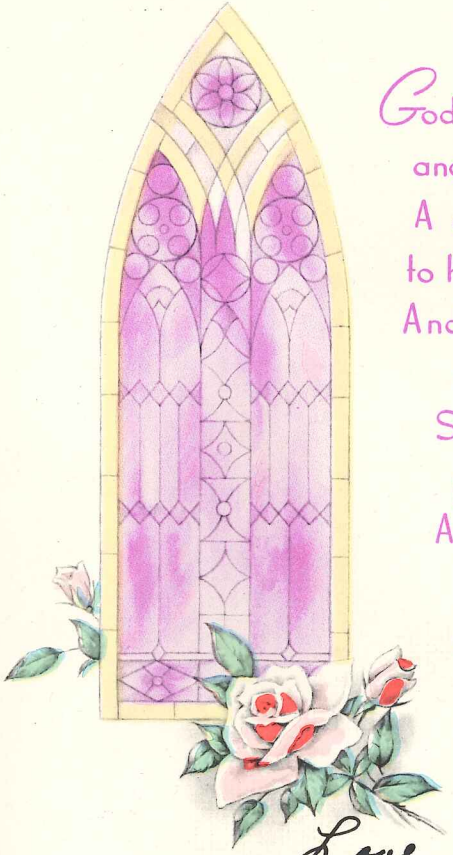
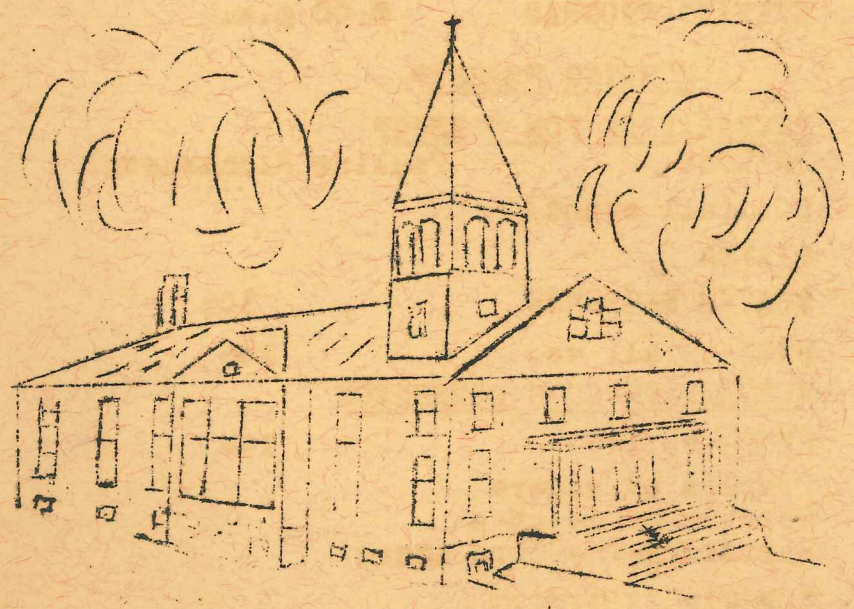

Courage



God keep you safe
and give to you
A courage strong
to help you through,
And in that courage
may you find
Strength of body,
peace of mind,
And may He bless
the hours through
And light the way
ahead for you.

Love Ginny

EAST SUPERIOR
CHURCH OF CHRIST



ALMA MICH.

MAYNARD WOUDSMA
PASTOR

Monday, April 17, 1944

U.S., German Fliers in Sweden Are Returned in Equal Numbers

American Official Denies Some Airmen Have Been To Internment Camp More Than Once; Falun Called a 'Boom Town'

American fliers, interned in Sweden after landing or bailing out, are being shipped back to Great Britain under an exchange agreement which Sweden has with both the Allies and Germany, Stockholm dispatches said yesterday.

The Daily Express Stockholm bureau said the first public revelation of the operation was made in the Swedish Nazi newspaper Dagsposten, which also reported that some of the Americans had returned to Sweden for their second and, in some cases, third internment stretches.

However, the American Air Attache in Stockholm denied that any of the U.S. airmen now "detained" at the special camp in Falun, north of Stockholm, had been there before.

According to the Dagsposten, two pilots in the last batch of crews sent to Falun (188 force landed in Sweden over the Easter holidays) were given a big luncheon by other internees celebrating the fact the pair were coming back for their third stand. Twice they had gone back to Britain to resume bomber activities, the Dagsposten said.

Transfers in Equal Numbers

The agreement for disposing of internees allows "for an exchange of equal numbers agreed on both sides whenever possible," the Swedish Ministry of Information told the Dagsposten. "This does not affect Swedish interests, but merely the Governments concerned, and the exchange was arranged through the mediation of protecting Powers.

Meantime, the Associated Press, in a story from Stockholm, said that the Yankee "invasion" of Falun was reflected widely in newspaper comment in Sweden, "which dwelt largely on the spending and love-making abilities of the average American fliers suddenly released from the gruelling job of bombing Hitler's Europe."

"Falun now has so many Americans that the town should be able to open a Second Front of its own," the Swedish Communist newspaper My Dag wrote.

Most pungent comment came from the Svenska Dagbladet columnist who devoted his entire space to a whimsical review of the situation.

Falun a "Boom Town"

He hailed Falun as a boom town where "Americans and their money have spread out over the city—and especially over the girls. In the last few days new possibilities have opened up for every young and good-looking girl to be invited to champagne dinners and to experience the thrill of receiving lavish gifts."

"The Yankees have money like grass," the columnist continued, "and they spent it on the Swedish girls. Not only for movies, flowers and candy, but also for watches, furs, bracelets and underwear which rain down on the girls and make them crazy in the head.

"Taxi drivers also are getting rich. Ordinary citizens have absolutely no chance of getting a taxi on Saturdays because the Yankees have engaged them on the previous Wednesday for a Saturday night ride with their girl friends."

Swiss Hold Nearly 500 U.S. Airmen

BERNE, Apr. 16 (AP)—One hundred and thirty Americans, crews of 13 bombers which landed in Switzerland Thursday, arrived at Adelboden yesterday for internment in the mountain resort. The group brought the total of internees and escapees, the latter living in Klosters, under 500.

Swiss announced they shot down lane when it failed to respond to g signals. The entire crew, how- parachuted safely, the plane falling Siebnen, southeast of Zurich. In- ation has not yet established why lane didn't observe the signal to land.

e Swiss system of signaling and ing planes in has won the fliers' iration. First, well-marked Swiss nes approach the bombers from an gle from which attack is difficult, thus arly establishing they are not enemy ips seeking combat. Rockets are set and are supplemented by hand signals r bombers to follow to the field.

The signals are repeated several times til the bomber comprehends, or if it nores the plane becomes subject to ack. The Swiss thus far have announced wning two.

Bombers escorted to landings are ught down with precise field signaling. Upon landing, fliers are taken to racks where their names, etc., are orded on special forms given them by t American attache. The fliers are then ted to hotels which the American government has leased at Adelboden. Three among Thursday's group, slightly injured when parachuting, were taken to hospitals.

Seventeen U.S. fliers are now buried in Switzerland, 13 of whom died in crashes last fall. The others died from injuries sustained in combat over Germany.

Approximately 400 Abelboden internees wear uniforms, while nearly 100 escapees at Klosters wear civilian dress. Twenty are assiged to the Berne legation. Internees get room and board and $15 monthly, plus a credit system for purchases of clothing, cigarettes and other desirables. The balance of their salary is credited to them. Escapees draw full pay.

WESTERN UNION TELEGRAM

The filing time shown

VNA212

MRS AMIE E NEUER

632 SINCLAIR AVE GRPDS=

13

SUNDAY JUNE 18,1944

BIBLE SCHOOL---------10:00 a.m.

WORSHIP ----------11:00 a.m.

JUNIOR ---------- 6:00 p.m.
SENIOR ---------- 7:00 p.m.

EVENING PROGRAM 8:00 p.m.

MORNING WORSHIP

PREPARATION FOR WORSHIP
PRELUDE Pauline Richardson.

DOX.(all stand)

PRAYER

PRAYER RESPONSE 306

HYMN all vs. 146

WORSHIP THROUGH COMMUNION

HYMN- vs.1-4 194

Prayers by elders
Serving by deacons
Partakers-The born again

WORSHIP IN GIVING

PRAYER FOR OFFERING.As the Lord has prospered you.

SCRIPTURE LESSON-Luke 15:11-23.

PRAYER

CHOIR- IN THE GARDEN

SERMON- A FATHERS FAILURE.

INV. 168

BEN.

POSTLUDE

ENTER TO WORSHIP GOD,
LEAVE TO SERVE YOUR FELLOWMEN.

The Bible School and Church services have had good attendance so far this summer.

Many Bible School are making a special effort to have a better attendance than last year. Let us make this Bible School outstanding this summer.By teaching the Bible to many we can win many to Christ and so build the Church.BE LOYAL.

THE CHILDREN OF THE VACATION BIBLE SCHOOL WILL GIVE A SHORT PROGRAM THIS EVENING. THEY WILL ALSO SHOW THEIR HANDWORK.
Most of the children were interested enough to continue an other week.They all enjoyed the time spent,and we hope that much good has been done.To the teachers and helpers who were so faithfull we say thank you for your effort and your willingness to give of your time.

This is Father's Day.
Some how or other there isn't as much sentiment about Father's Day as there is to Mother's Day.Too often we just take dad as the handy man.Have him do the jobs no one else can or want to do.
He is a pretty man when he brings home the bacon,and all the things we want.Be kind to old men,it might be somebodies dad.

The church soft ball team is scheduled to play the Oddfellows Monday night at 7:30. All those wishing to play be on the field by 7:00.

It has been reported that Ronald Nesen chrashed in the English Channel.Let us pray that he may yet be found.Three of the crew were found.

WESTERN UNION
TELEGRAM

The filing time shown in th
VNA212 4
MRS AMIE E NESEN=
632 SINCLAIR AVE GRPDS=

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(21)

1201

A. N. WILLIAMS
PRESIDENT

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

VNA212 45 GOVT=WUX WASHINGTON DC 11 308P 1944 MAY 11 PM 3 26

MRS AMIE E NESEN=
632 SINCLAIR AVE GRPDS=

THE SECRETARY OF WAR DESIRES ME TO EXPRESS HIS DEEP REGRET THAT YOUR HUSBAND SECOND LIEUTENANT WILLIAM R NESEN HAS BEEN REPORTED MISSING IN ACTION SINCE TWENTY FOUR APRIL OVER GERMANY PERIOD IF FURTHER DETAILS OR OTHER INFORMATION ARE RECEIVED YOU WILL BE PROMPTLY NOTIFIED=

DUNLOP ACTING THE ADJUTANT GENERAL.

Vol. 4 No. 144 New York, N.Y.—London, England T

8,500 Tons Rained on Nazis in 30

New York, N.Y.—London, England Wednesday, April 19, 1944

Heavies Hit from Calais to Berlin; Nazis Declare Invasion Imminent

Raids - - - -

(Continued from page 1)

and not a single Jerry bothered us," said Col. Romig. "We ran into moderate flak, but it did not interfere with our bombing run."

Surprising to all the formations heading into Germany's heaviest flak belt was the relatively light anti-aircraft defense. A few groups met intense fire, but only for a short time, while most other reports described it as only moderate.

Weather varied, and while the Nazis complained over the radio that heavy clouds interfered with their interceptors, 1/Lt. Warren S. Emerson, Neligy, Ind., fighter pilot, came home to report: "Clouds of black smoke covered the city, punctuated by a big red ball of fire."

P38 Lightnings, P47 Thunderbolts and P51 Mustangs, drawn from both the Eighth and Ninth Fighter Commands, flew in relays with the bombers, carrying on their campaign to exterminate the Luftwaffe before invasion, which up to yesterday morning had accounted for 268 enemy aircraft in air combat during April for the loss of 115 U.S. fighters. In addition, scores of enemy planes have been destroyed on the ground, and 220 others shot down by bomber gunners for the loss of 185 four-engined craft.

The last time Allied bombs fell on Berlin was the night of Mar. 24, when the RAF heaped some 2,750 tons on it. Since the real Battle of Berlin began, the RAF and USSTAF probably have dropped almost 35,000 tons on the Nazi capital and its immediate industrial suburbs.

Capital Blasted For 6th Time By USAAF

American bombers and fighters—between 1,500 and 2,000 of them—slugged their way across German skies to Berlin in daylight yesterday in a resumption of large-scale aerial assault which saw the Luftwaffe and Nazi targets hammered from the Pas de Calais to the heart of the Reich.

In a day-long assault, the Allied air command in the ETO threw light and medium bombers, heavies, and fleets of fighters into attacks on Nazi objectives in France, Belgium and straight across Germany. Battered but desperate, the Luftwaffe put up screens of fighters along the route, and some air divisions came home to tell of three-hour battles with as many as 200 Nazi fighters.

Among the day's targets, aside from those in Berlin proper, were the Heinkel bomber works at Oranienburg, some 20 miles northeast of the capital, and an aircraft components plant at Raphenow, 35 miles northwest.

First official announcements did not list American losses or claims, but German radio broadcasts were much more conservative in tone than in recent raids. Unofficial preliminary indications were that bomber losses would be almost fantastically light.

The attack on the Berlin area was the Eighth Air Force's sixth and brought back to the ETO the major share of the three-way air pincer on Germany.

Bulgar Rail Center Hit

In the south, Allied bombers based in Italy kept up their share of the attack with night blows on Plovdiv, Bulgarian rail center linked to the Russian front, and the Soviet Air Force in the east resumed the attack with a blow at Galatz, Danube port and railhead for Nazi reinforcements bound for the Red battlefronts.

The heavy bomber attack from British bases, while including small Liberator raids on military objectives in the Pas de Calais, was aimed straight at the industrial and aircraft manufacturing center of Germany as part of the campaign to destroy the Nazi air force north and south, and at the same time to smash the continent-wide network of rail transport vital to German defenses against Allied invasion and the Russian steamroller as well.

Co-ordinated with the main blow were attacks by Marauder medium bombers against targets in northern France and railway yards at Charleroi, Belgium, while RAF and Allied Bostons, Mitchells and Mosquito bombers hit objectives behind the [illegible] coast. Ninth Air Force Thun[illegible] Allied Spitfires supported [illegible] against German fighters [illegible]

"Fighters protected our wing perfectly, for [illegible] (Continued on page 4)

Luftwaffe's Invasion D Rent by U

Day Thrusts Into W. Ger Giant Raid in 2 Days 4,400-Ton Blow at

Thundering across Germany in the third invasion defenses within 30 hours, Amer delivered smashing blows yesterday at fighte fields in western Germany. Between 750 escorted all the way by an equally large nu

The giant armadas roared over the E after the greatest force of RAF bombers e Europe, numbering more than 1,000, had bombs on railway targets in France.

Within 30 hours, it was estimated that 6,000 and fi and fi of hig craft vital of mi

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Loss remark biggest less th on Ge two fig tions, the U fighters day.

Whi hit ta ranged ing at "invasi

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Targe born, G fighter new pla

Crew was lig encount not pre

The the targ permitti the field

Crews

8,500 Tons Hit Nazis in 30 Hrs.

U.S. Day Blows Follow 4,400-Ton RAF Raid on French Rail Targets

(Continued from page 1)

visually, obtaining what was described as "good results." The field and buildings, including the main hangar, were hit. Flak was light and not a German fighter was seen in the air.

At Eschwege, airmen said no German planes challenged them but that flak was fairly heavy over the target and also over the enemy coast. Crews reported they saw only one enemy plane in the air—a twin-engined craft which sped between two Fortress formations without firing a shot.

Yesterday's operations followed a night in which the RAF Bomber Command sent out more than 1,000 aircraft, most of which attacked the French railway targets at Noisy-le-Sec and Juvisy, on the outskirts of Paris, and at Rouen and Tergnier.

Vichy Radio reported that one Paris suburb was being completely evacuated following the attack, which it called "one of the most violent the French capital has ever experienced."

"The night was just one long nightmare," said Philippe Henriot, Vichy propaganda minister, who reported that large fires were still raging yesterday, with delayed-action bombs exploding continuously.

Four hundred dead have been identified thus far, Paris Radio said, adding that 300 persons had been seriously injured.

In addition to blasting the railway targets, the RAF carried out a large mine-laying program and Mosquitoes attacked Berlin and objectives in western Germany.

Pilots who attacked the railroad yards and workshops outside Paris reported clear skies, with little cloud and targets accurately identified. "So accurate was the attack that the bombs were putting some of the markers out," a Lancaster pilot related.

0 Tons Rained on Nazis in 30 Hours

rom Calais to Berlin; e Invasion Imminent

Raids - - - -

(*Continued from page* 1)

and not a single Jerry bothered us," said Col. Romig. "We ran into moderate flak, but it did not interfere with our bombing run."

Surprising to all the formations heading into Germany's heaviest flak belt was the relatively light anti-aircraft defense. A few groups met intense fire, but only for a short time, while most other reports described it as only moderate.

Weather varied, and while the Nazis complained over the radio that heavy clouds interfered with their interceptors, 1/Lt. Warren S. Emerson, Neligy, Ind., fighter pilot, came home to report: "Clouds of black smoke covered the city, punctuated by a big red ball of fire."

P38 Lightnings, P47 Thunderbolts and P51 Mustangs, drawn from both the Eighth and Ninth Fighter Commands, flew in relays with the bombers, carrying on their campaign to exterminate the Luftwaffe before invasion, which up to yesterday morning had accounted for 268 enemy aircraft in air combat during April for the loss of 115 U.S. fighters. In addition, scores of enemy planes have been destroyed on the ground, and 220 others shot down by bomber gunners for the loss of 185 four-engined craft.

The last time Allied bombs fell on Berlin was the night of Mar. 24, when the RAF heaped some 2,750 tons on it. Since the real Battle of Berlin began, the RAF and USSTAF probably have dropped almost 35,000 tons on the Nazi capital and its immediate industrial suburbs.

Capital Blasted For 6th Time By USAAF

American bombers and fighters—between 1,500 and 2,000 of them—slugged their way across German skies to Berlin in daylight yesterday in a resumption of large-scale aerial assault which saw the Luftwaffe and Nazi targets hammered from the Pas de Calais to the heart of the Reich.

In a day-long assault, the Allied air command in the ETO threw light and medium bombers, heavies, and fleets of fighters into attacks on Nazi objectives in France, Belgium and straight across Germany. Battered but desperate, the Luftwaffe put up screens of fighters along the route, and some air divisions came home to tell of three-hour battles with as many as 200 Nazi fighters.

Among the day's targets, aside from those in Berlin proper, were the Heinkel bomber works at Oranienburg, some 20 miles northeast of the capital, and an aircraft components plant at Raphenow, 35 miles northwest.

First official announcements did not list American losses or claims, but German radio broadcasts were much more conservative in tone than in recent raids. Unofficial preliminary indications were that bomber losses would be almost fantastically light.

The attack on the Berlin area was the Eighth Air Force's sixth and brought back to the ETO the major share of the three-way air pincer on Germany.

Bulgar Rail Center Hit

In the south, Allied bombers based in Italy kept up their share of the attack with night blows on Plovdiv, Bulgarian rail center linked to the Russian front, and the Soviet Air Force in the east resumed the attack with a blow at Galatz, Danube port and railhead for Nazi reinforcements bound for the Red battlefronts.

The heavy bomber attack from British bases, while including small Liberator raids on military objectives in the Pas de Calais, was aimed straight at the industrial and aircraft manufacturing center of Germany as part of the campaign to destroy the Nazi air force north and south, and at the same time to smash the continent-wide network of rail transport vital to German defenses against Allied invasion and the Russian steamroller as well.

Co-ordinated with the main blow were attacks by Marauder medium bombers against targets in northern France and railway yards at Charleroi, Belgium, while RAF and Allied Bostons, Mitchells and Mosquito bombers hit objectives behind the French coast. Ninth Air Force Thunderbolts and Allied Spitfires supported them and swept against German fighters as well.

Fierce Air Battles

Wary of the Forts and Libs since their first penetration to the Nazi capital on Mar. 4, the Luftwaffe put up masses of determined fighters, and from 1 PM to 4 PM German radio broadcasts gave almost blow-by-blow descriptions of the air battle in the clouds above the Reich.

Some heavy bomber divisions, however, came back late in the day—it was one of the latest large-scale raids in weeks—and reported virtually negligible fighter opposition.

Liberator formations generally reported few attacks, and meager to moderate flak. Some Fortress units described a fight for their lives with almost endless relays of fighters, while other B17 units, led by Col. Eugene A. Romig, of Byesville, Ohio, took scant punishment.

"Fighters protected our wing perfectly,

(*Continued on page* 4)

Luftwaffe's Fields, Invasion Defenses Rent by U.S. Fleets

Day Thrusts Into W. Germany Mark Third Giant Raid in 2 Days, Follow RAF's 4,400-Ton Blow at Rail Targets

Thundering across Germany in the third tremendous assault at German invasion defenses within 30 hours, American Liberators and Fortresses delivered smashing blows yesterday at fighter factories and airplane parking fields in western Germany. Between 750 and 1,000 bombers took part, escorted all the way by an equally large number of P38s, P47s and P51s.

The giant armadas roared over the English coast only a few hours after the greatest force of RAF bombers ever dispatched against occupied Europe, numbering more than 1,000, had hurled a load of 4,400 tons of bombs on railway targets in France.

Within 30 hours, it was estimated that the Allied air forces had sent 6,000 planes—mediums, light bombers and fighter bombers, as well as the heavies and fighters—to dump some 8,500 tons of high explosive and incendiaries on aircraft installations and railway centers vital to the German defense of hundreds of miles of coastline.

It was 30 hours of the most intensive pre-invasion aerial assault yet loosed upon the enemy, with the RAF smashing key railway junctions and rail lines to the coast by night and the USAAF sapping the Luftwaffe's strength by day.

And so light was the opposition encountered that it appeared evident that the Germans were holding their fighter strength for the day of the landings.

Losses Extremely Low

Losses in all the operations were remarkably light. The RAF, sending its biggest-ever force, lost only 14 bombers, less than 1.4 per cent. The U.S. raids on Germany cost only five bombers and two fighters. In the previous day's operations, over Berlin and surrounding areas, the USAAF lost 19 bombers and six fighters, headquarters announced yesterday.

While the biggest formations of the day hit targets in Germany, other forces ranged across northern France, hammering at the defenses behind the so-called "invasion coast."

A separate force of Liberators struck the Pas de Calais area at a cost of only one bomber, and Marauders of the Ninth struck other targets, along with Bostons, Mitchells and Typhoons of the RAF.

Meanwhile, the Ninth Air Force revealed officially for the first time that a U.S. light bomber—the A20 Havoc—now is operating against the Germans from bases here, supplementing the work of the growing Marauder forces.

The bombers met almost no fighter opposition over Germany, and American fighter pilots had to scour the skies to find enemy planes to fight. In all, the escorting fighters knocked down 16 and the bombers five.

Anti-aircraft, too, was on a reduced scale at most targets, returning crews said, though the Libs encountered intense flak over the Pas de Calais.

The Forts and Libs made round trips of 350 to 550 miles to strike their targets—fighter aircraft factories in the vicinity of Kassel; aircraft parks at Eschwege, Paderborn, Gutersloh, Lippstadt and Werl, all in the vicinity of Hamm and Kassel. Hangars and barracks were covered with bombs, strike photos showed.

Targets attacked at Eschwege, Paderborn, Guersloh, Lippstadt and Werl were fighter fields used as parking places for new planes ready for combat.

Crews back from Lippstadt said flak was light. Only one group reported encountering enemy fighters, and these did not press the attack.

The weather was overcast en route to the target, but it cleared at Lippstadt, permitting visual bombing. Fliers said the field was covered with hits.

Crews attacking Werl also bombed

(*Continued on page* 4)

8,500 Tons Hit Nazis in 30 Hrs.

U.S. Day Blows Follow 4,400-Ton RAF Raid on French Rail Targets

(*Continued from page* 1)

visually, obtaining what was described as "good results." The field and buildings, including the main hangar, were hit. Flak was light and not a German fighter was seen in the air.

At Eschwege, airmen said no German planes challenged them but that flak was fairly heavy over the target and also over the enemy coast. Crews reported they saw only one enemy plane in the air—a twin-engined craft which sped between two Fortress formations without firing a shot.

Yesterday's operations followed a night in which the RAF Bomber Command sent out more than 1,000 aircraft, most of which attacked the French railway targets at Noisy-le-Sec and Juvisy, on the outskirts of Paris, and at Rouen and Tergnier.

Vichy Radio reported that one Paris suburb was being completely evacuated following the attack, which it called "one of the most violent the French capital has ever experienced."

"The night was just one long nightmare," said Philippe Henriot, Vichy propaganda minister, who reported that large fires were still raging yesterday, with delayed-action bombs exploding continuously.

Four hundred dead have been identified thus far, Paris Radio said, adding that 300 persons had been seriously injured.

In addition to blasting the railway targets, the RAF carried out a large mine-laying program and Mosquitoes attacked Berlin and objectives in western Germany.

Pilots who attacked the railroad yards and workshops outside Paris reported clear skies, with little cloud and targets accurately identified. "So accurate was the attack that the bombs were putting some of the markers out," a Lancaster pilot related.

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WESTERN UNION TELEGRAM

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DONT GIVE

HOPE TO SEE YOU IN THE NEAR FUTURE

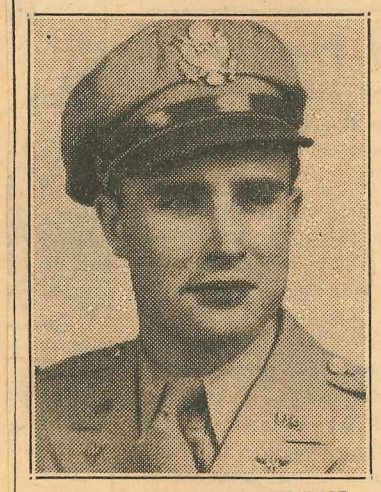
Fred Price & I at Sheppard Field Texas Oct. 18, 1942

Me in front of the ordly room north end of field Oct 1942

Me in front of service club at Sheppard Field Oct. 1942

THURSDAY, JUNE 1, 1944

Overseas Month, Now Is Missing



LT. W. RONALD NESEN

Second Lt. W. Ronald Nesen, 27, pilot of a B-17 Fortress, has been missing in action over Europe since April 24, according to an official message received by his wife, Amie, 632 Sinclair ave., NE.

Lt. Nesen, whose home is St. Louis, Mich., operated a Gamble store in Wayland before entering the service in September, 1942. He had been overseas less than a month when he was reported missing.

He is the son of Mrs. Lynn Hoffman of St. Louis and William R. Nesen of Beaumont, Miss.

Husband Missing, Local Wife Hears

Husband of a Grand Rapids young woman has been added to the "missing in action" lists of the army air forces over Europe.

He is Lt. W. Ronald Nesen, 27, of St. Louis, Mich. His wife and 13-month-old daughter, Janet Kay, live with her parents, Mr. and Mrs. John W. Bilby, 632 Sinclair-av., N. E. She is the former Annie Elizabeth Bilby.

Kin's Hope Upheld; Sgt. Emaus Lives

S/Sgt. Donald J. Emaus, 21, aerial gunner who had been reported missing in action since Aug. 16, 1943, is now known to be a prisoner in Germany, the war department has notified his parents, Mr. and Mrs. Jacob Emaus, 66 Auburn-av., N. E.

In the months since he was reported missing, Sgt. Emaus' parents had remained hopeful that he was still alive, since they had learned that when the Liberator bomber on which he was top turret gunner was disabled, he and the other crew members were seen by the pilot of another plane to abandon the ship.

For his part in the Ploesti oil field raids last summer, Sgt. Emaus was awarded the distinguished flying cross after he was reported missing. He previously had won the air medal and four oak leaf clusters. Overseas since January, 1943, he had made more than 30 operational flights in the middle eastern theater. He is a Central High school graduate.

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The fi NDARD TIME at point of destination

C21 C.BMB30 BM.M3 NL=BEAUMONT MISS 12=

1944 MAY 13 AM 2 47

MRS W R NESEN=

632 SINCLAIR AVE NE (GRANDRAPIDS MICH)=

DONT GIVE UP BELIEVE THAT RON WILL BE BACK TO US AND I HOPE TO SEE YOU IN THE NEAR FUTURE LOVE DAD AUNTEE SENDS LOVE AND BEST WISHES=

WM S NESEN.

NF

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1944 MAY 13 AM 3 09

BALLOT DECIDED FATE OF FLIER FROM ST. LOUIS

Lt. William R. Nesen Gave His Crew a Choice;— Then was Killed.

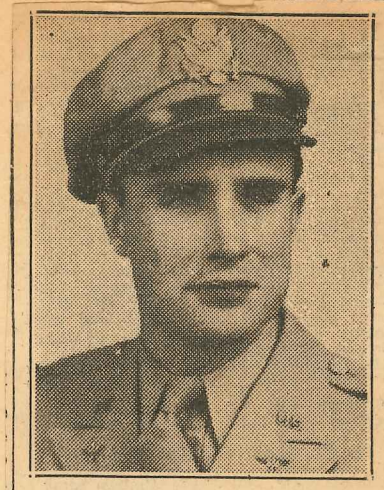
A bizarre story of war in the skies has come to light with the receipt of news by Mrs. Elizabeth Nesen of Grand Rapids that her husband, Lt. William Nesen, 28, formerly of St. Louis, missing more than three months, actually was killed on the date he disappeared, April 24.

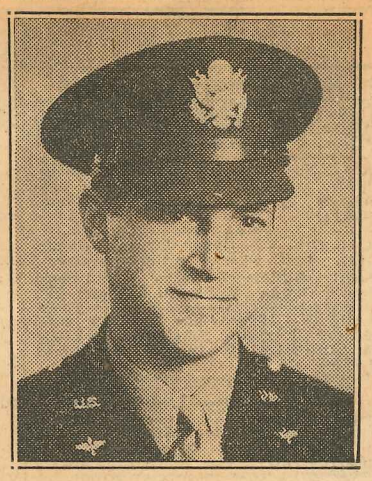
Details came in a letter to Mrs. Nesen from one of three survivors of his Flying Fortress crew who were picked up in the English channel after the plane crashed in combat. Lt. Nesen and his crew were returning from a mission over Friedrichshafen, where the supercharger on the plane had been knocked out over the target.

Lt. Nesen asked his men to vote whether they wished to make a landing in Switzerland and be interned or attempt to make a return to England. The vote favored the return flight. Two German fighters were on their trail and help was asked by radio. The plane ran through four flak areas in Germany and two motors were afire as it reached the channel. Assistance appeared too late. Just as allied planes roared overhead to ward off the fighters, a wing of the B-17 collapsed and the plane crashed.

Mrs. Nesen had lived near camp with her husband from the time he entered the service in June, 1943. His daughter, Janet Kay, was a year old when he went overseas in March. He moved to Grand Rapids from St. Louis in 1941 and was employed at the Wayland Gamble store two years.

Surviving besides the widow and daughter, who are living in Grand Rapids with her parents, are his mother, Mrs. Lynn Hoffman of St. Louis and his father, William S. Nesen of Beaumont, Miss., two brothers, Sgt. Stanley, 21, with the army ordnance in England and Lt. (jg) Robert, 26, of Memphis, Tenn., and a sister, Betty, of St. Louis.





One Flier Dead, Another Missing

Lt. W. R. Nesen (left) died when his plane crashed in the English channel en route home from a bombing mission to Friedrichshaven, his wife has learned through a letter from a crewmate who survived. Capt. Vernon J. Borr (right) failed to return from his 36th mission over Europe, as told in The Herald Thursday.

Pilot Follows His Crew's Vote—and Dies Near 'Home'

A vote cast by pilot and crew of a crippled Fortress to decide whether to fly on to Switzerland and be interned or attempt a return trip to England led to a tragic death in the English channel foı all but three of the crew members.

The pilot, who lost his life, was **Lt. William Ronald Nesen,** whose wife, the former Elizabeth Bilby, lives with her parents at 632 Sinclair ave., NE.

Story of the fateful mission was told in a letter to Mrs. Nesen from one of the crew members who was saved from the wreckage of the plane.

UP TO HIS MEN

Supercharger of the Fortress had been knocked out over Friedrichshafen, target for the day, according to the letter, and Lt. Nesen put to his men the choice between internment and a possible return to England against terrific odds. They chose to attempt the return trip.

Flying low, the plane ran through four flak areas and was attacked by two German fighters before it reached the channel. Just as Allied fighters arrived to ward off the attackers, the plane lost a wing and crashed into the sea.

Mrs. Nesen had been informed earlier that her husband was missing April 24, the date on which he died. She lived with him near his post in this country until he went overseas in March this year.

Surviving besides his wife is an 18-months old daughter, Janet Kay; his mother, Mrs. Lynn Hoffman of St. Louis, Mich.; his father, William Nesen of Beaumont, Miss.; two brothers, Sergeant Stanley Nesen, 21, in England and Lt. (j.g.) Robert, 26, of Memphis, Tenn., and a sister, Betty, of St. Louis. Lt. Nesen resided in St. Louis most of his life and operated a Gamble store in Wayland before he entered the service.

2 OTHERS WOUNDED

News of two other Grand Rapids men wounded in action on the battlefield of France has been received here.

Private First Class Philmore Hyde, 20, was "seriously wounded" in France, July 29, according to a war department telegram received by his mother, Mrs. Estelle Hyde DenHollander, 1226 Cass ave., SE In a letter written from a field hospital, Pfc. Hyde reported that he hoped to be back in action soon.

He was in his senior year at Catholic Central high school when he enlisted in October, 1942, and has been overseas with a tank battalion since last December.

Wounded in the right hand while serving with the infantry in France, early in August, **Private First Class Leo O. Kloppe,** 21, wrote to tell his parents, Mr. and Mrs. William Kloppe, 256 Turner ave., NW., of his injury. The letter was the first news they had had of him for three weeks.

He is a former student of Union high school and was employed in Middleville before entering service. He went overseas in May and had been in France only a few weeks before he was injured.

Ballot in the Skies

Local Pilot Gives Crew a Choice—and Dies

A bizarre story of war in the skies came to light here Thursday with receipt of news by Mrs. Elizabeth Nesen, 632 Sinclair-av., N. E. that her husband, Lt. William Nesen, 28, missing more than three months, actually was killed on the date he disappeared, April 24.

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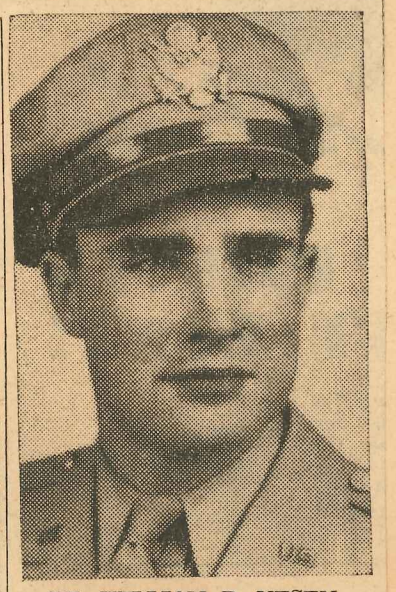
Two German fighters were on their trail and help was asked by radio. The plane ran through four flak areas in Germany and two motors were afire as it reached the channel. Assistance appeared too late. Just as allied planes roared overhead to ward off the fighters, a wing of the B17 collapsed and the plane crashed.

Mrs. Nesen, the former Elizabeth Bilby, had lived near camp with her husband from the time he entered the service in June 1943. His daughter, Janet Kay, was a year old when he went overseas in March. He had moved to Grand Rapids from St. Louis, Mich., in 1941 and was employed at the Wayland Gamble store two years.



LT. WILLIAM R. NESEN.

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Additional casualty news on page 21.

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WESTERN UNION TELEGRAM

Message Reveals the Loss Of Lt. W. Ronald Nesen

But Three of Crew of Gratiot Flyer's Ship Rescued in English Channel After a Bombing Raid; Survivor Tells Thrilling Story.

The fate of her son, Lt. W. Ronald Nesen, reported missing in action May 10, has been revealed to Mrs. Lynn Hoffman, living on Michigan ave. between Alma and St. Louis, in the following message to Lt. Nesen's wife in Grand Rapids, from the war department and in the account which follows of the rescue of Staff Sgt. Evon P. Wells, waist gunner on Lt. Nesen's ship: ship:

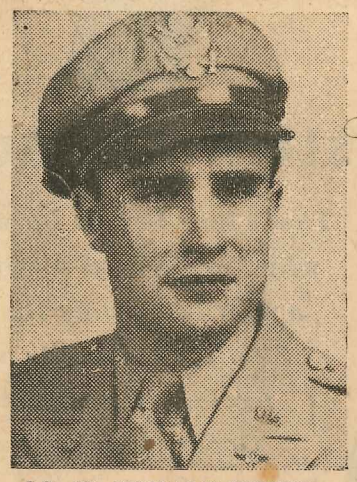
"Under date of May 10 the adjutant general notified you that your husband, 2nd Lt. W. Ronald Nesen, had been reported missing in action over Germany since April 24.

"Further information has been received indicating that during this mission your husband's plane sustained damage from enemy anti-aircraft fire while over the target. His craft reached the French coast where it was attacked by hostile aircraft. However, it continued its flight and subsequently made a crash landing in the English channel. An air-sea rescue craft picked up three of the survivors, but your husband was not found."

Newspaper Story Gives Detail

The following story was released by the government to the Courier Post, Camden, N. J., concerning Staff Sgt. Evon P. Wells who was a waist gunner on a flying fortress and was known by the relatives of Lt. Nesen to have been the gunner of Lt. Nesen's crew:

"A dramatic bombing run over



LT. W. RONALD NESEN

Friedrichshaven, Germany, in a flying fortress followed by a forced landing in the English channel off the French coast was revealed yesterday in a personalized account of the flight by a Haddon Heights, N. J., flier.

"The writer is Staff Sgt. Evon P. Wells, 21, waist gunner on the B-17 of the Eighth AAF, based in England. A note accompanying the story from the military editor of the European Theatre of Operations asserts Sgt. Wells 'has written a vivid account of his participation in the bombing attack on the aircraft plant at Friedrich-

(Continued on page six)

LT. NESEN

(Continued from Page 1)

shaven over on the shores of Lake Constance.

"Factually, without the use of adjectives, the gunner has written one of the outstanding personal accounts to come out of this theatre of operations.'

Only Three Survived

Wells and two other crew members were the only survivors of the

I swam over to him and he grabbed me. It looked as if I were being given another chance to die. I managed to open his vest so that he could float by himself. I rested for a bit and then swam over to where the tail gunner was hanging on to a blanket. The big dingy was floating some 75 to 100 feet away with the radio gunner clinging to the side. I had noticed it before but it was too far away for me to swim. The wind kept pushing it farther and farther away from us. I never saw the radio man try to climb in so he must have been hurt pretty badly, too.

Buddies Lost

"After hanging on to the blanket for some time getting a little strength back, I managed to get hold of a one-man dingy. I felt certain that this is what saved us. fussed with it for quite a time before getting it to inflate. I found the handle was too stiff for me to work until I put every last ounce of energy into one last try. The tail gunner got on the dingy and hung on the side. By this time was very cold and tired. The bombardier called for help, so I pushed the dingy over to where he was and the tail gunner and I held him on the side. He was cut badly and his Mae West had been ripped.

"After some time I became numb from my hips down and was very tired. I lost track of two of the crew members, who drifted away. P-51s had been circling us the whole time and after about an hour a British Air-Sea rescue flying boat landed and picked the three of us up. We told them that there were more out there but they said they had searched thoroughly and there was no one to be seen besides the three of us. It was rough to take off, so we taxied back. Our ship hit only a few miles off the coast of France. We were taken to a RAF hospital and a B-17 from my base picked me up the next day."

Wells enlisted in the AAF while at Rutgers university where he was majoring in ceramics in October, 1942. He was called for duty in March, 1943, and after a few days at Fort Dix left for basic training at Miami Beach, Fla. He received his aerial gunnery course at Tyndall Field and Avon Park, Fla. The flier left for overseas duty in April.

Lt. Nesen resided with his mother here prior to his marriage. His wife is a former St. Louis school teacher.

Mr. and Mr. McClintic and daughter, Mrs. Mike Simonovic, visited Mr. and Mrs. Howard Piles at St. Johns Sunday afternoon.

Mrs. John Longanbach and granddaugter, Karen Sue Longanbach, Mr. and Mrs. Glen Boyd and daughters, Connie and Dellamae, Mr. and Mrs. Martin Bebow and children, Mr. and Mrs. Dale Longanbach and children, Mr. and Mrs. Edwin Roslund and daughter, Mr. and Mrs. Leslie Loganbach and daughter and Mrs. Howard Acker and children gathered in Midland Sunay to celebrate the birthday of Mrs. Dorothy Longanbach Acker with a pot-luck dinner on her lawn.

Mrs. Luther von Thurn and Mrs. Jennie Ingersoll went to Flint Tuesday where they are spending the week with their sister and daughter, Mrs. W. A. Prior.

Mr. and Mrs. C. W. Zank and two children spent last week on a vacation trip to Houghton lake. They also visited relatives in Greenville over the week-end.

Mr. and Mrs. Edward Underwood and small son of Lansing spent the latter part of last week with the former's parents, Mr. and Mrs. C. L. Underwood. On Sunday they returned to Lansing accompanied by Mr. and Mrs. C. L. Underwood and Mr. and Mrs. Burr Smith of Ithaca who spent the day visiting with S2-C Eugene Underwood. He was on short leave at his home there.

Mr. and Mrs. O. J. Powell and daughter, Joan, of Miami, Florida, who have been spending some time with relatives and friends in and around St. Louis, will start their homeward trip next Saturday, stopping over for a few days in Chicago.

Miss Lena Buchholz and niece, Thelma Schultheiss, spent last week vacationing in a cottage on Lake Shore Drive in Ludington.

Mrs. May Ingersoll of Breckenridge was a week-end guest of Mrs. Forest Hastings and her mother, Mrs. Jennie Ingersoll.

Mrs. Lulu Atwater spent part of last week visiting relatives and friends in Detroit.

Mr. and Mrs. J. L. Smith attended the Smith-Wood reunion held in the Conservation Park in Alma on Sunday, July 16.

Two different St. Louis groups who enjoyed picnicking in the Shepherd tourist park Sunday included the following: Mr. and Mrs.

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Survivor Tells Thrilling Story.

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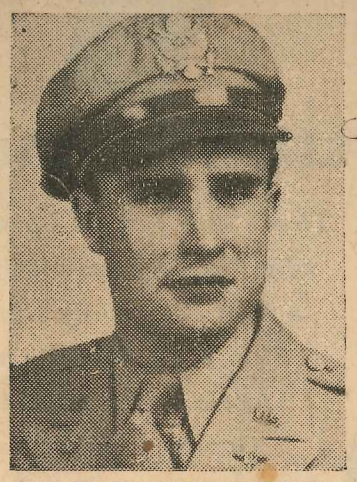

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(Continued on page six)

ships leave formation in trouble and head for Switzerland. I saw one ship explode before it got rid of its bombs. It went down in three flaming pieces with no chutes visible. We suddenly started to lag behind the formation and lost altitude after our No. 3 supercharger was hit by flak.

Was Badly Scared

"I was pretty scared at first at being left alone in Germany, especially after hearing so many stories about what happens to stragglers. Down to about 5,000 feet our engines came back in again. The pilot asked for a vote of what we wanted to do—head for Switzerland or go back to England. We voted to try for England. Our formation was too far away for us to catch up, but we radioed for fighter support and shot flares.

"We made the journey from the target to the French coast at about 5,000 feet. We saw no enemy fighters or aircraft in the air, but we passed over four flak areas of about four bursts apiece and also over four airfields.

"Just as we reached the coast the tail gunner spotted two ME-109's and called them out to us. They immediately jumped us from the tail. One came in high and down to the right. The other came in low and up to the left. The tail gunner is pretty sure he hit one, but his guns jammed on the second attack by one plane. He caught a bullet in the left arm on the second attack. On the first attack I'm sure I got a few shots into one plane. The turrets were firing all of the time.

Plane Damaged

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"The pilot then gave the order to prepare for ditching. The tail gunner went back and stayed in his position until the last minute. The ball turret gunner and I put bags and blankets in the radio room for padding protection and threw everything movable out of the ship. The radio gun was pushed back into its compartment as we didn't have time to throw it overboard. The radio operator was sending out messages the whole time. Every one but the pilot and the co-pilot were in prescribed ditching position by the time we hit.

Hit at High Speed

"We hit the water at a pretty steep angle at about 20 or more miles per hour indicated air speed. We went straight under and the sides and top collapsed on us. I suppose I was knocked out and then immediately revived by the cold water, because an instant after hitting the water I was all tangled up in debris. I thought I was dead, but I finally reached the surface. I had a little trouble opening my Mae West, but it opened and kept me afloat even though I did have the two-piece heated suit and shoes on.

"The waves were quite heavy and I had quite a job keeping my head high enough to breathe at all. The navigator was about 20 feet from me and was asking for help. He must have been hurt quite bad for he couldn't open his Mae West.

of energy into one last try. The tail gunner got on the dingy and I hung on the side. By this time I was very cold and tired. The bombardier called for help, so I pushed the dingy over to where he was and the tail gunner and I held him on the side. He was cut badly and his Mae West had been ripped.

"After some time I became numb from my hips down and was very tired. I lost track of two of the crew members, who drifted away. P-51s had been circling us the whole time and after about an hour a British Air-Sea rescue flying boat landed and picked the three of us up. We told them that there were more out there but they said they had searched thoroughly and there was no one to be seen besides the three of us. It was rough to take off, so we taxied back. Our ship hit only a few miles off the coast of France. We were taken to a RAF hospital and a B-17 from my base picked me up the next day."

Wells enlisted in the AAF while at Rutgers university where he was majoring in ceramics in October, 1942. He was called for duty in March, 1943, and after a few days at Fort Dix left for basic training at Miami Beach, Fla. He received his aerial gunnery course at Tyndall Field and Avon Park, Fla. The flier left for overseas duty in April.

Lt. Nesen resided with his mother here prior to his marriage. His wife is a former St. Louis school teacher.

Crew Members

Bernard Gruble

Bernard Gruble

Bernard Gruble
& ?

Crew Members

Lt. James Delo

Crew Members

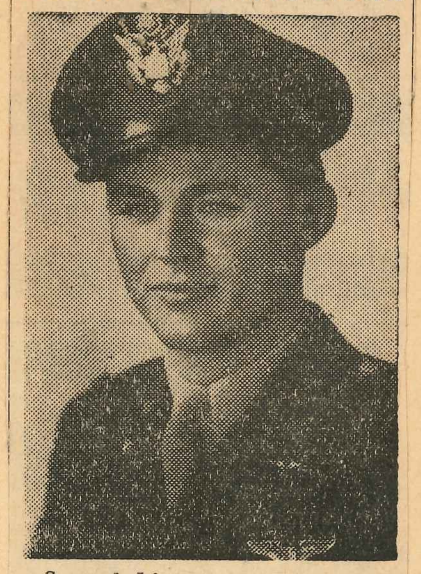
B17's

MOUNT AIRY TIMES

A Home Newspaper For Greater Mount Airy and Surry County

MOUNT AIRY, N. C., FRIDAY, JULY 21, 1944

Bernard Gruble Dead



Second Lieutenant Bernard T. Gruble, son of Mr. and Mrs. John P. Gruble, a pilot on an American bomber, was killed in action over Europe on April 24, according to a message received by his parents last Saturday. He had previously been reported missing on that date.

Bernard Gruble Killed In Action

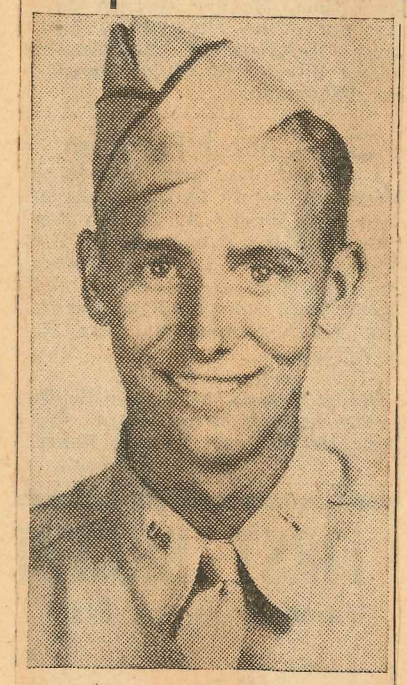
Mount Airy Bomber Pilot, Missing In Action Some Weeks Ago, Is Reported Dead In Telegram From War Department

Second Lieutenant Bernard T. Gruble, 21, son of Mr. and Mrs. John P. Gruble, of Mount Airy, was killed in action over Europe on April 24th while serving as co-pilot of an American B-17 Flying Fortress. This was revealed in a telegram from the War Department to his parents.

Lieutenant Gruble had previously been reported missing in action on that date on what was believed to have been his first bombing mission. He entered service on February 3, 1943, and received his pilot wings and commission in December, 1943. He went overseas in April.

He is survived by his parents, three brothers, Earl, John and Billy Frank Gruble, of Mount Airy; and four sisters, Misses Mable and Lucille Gruble, of Washington, D. C., and Misses Rachel and Clara Jean Gruble, of Mount Airy.

Reported Missing In Ac



LT. DELO

Lt. James G. Delo is reported missing in action, April 24, on his first mission over Germany, his parents, Mr. and Mrs. William J. Delo, New Salem, were notified yesterday by the War Department.

The 23-year old officer was a navigator on a Flying Fortress. He had been in England only two weeks.

His parents have received a letter

(Continued on Page 3, Col. 5)

Lt. William Delo Is Reported A Casualty

(Continued from Page One)

written the day of his disappearance, in which he said he had been 'briefed' many times and expected to get into action soon.

Lt. Delo enlisted in the Army Air Corps following his graduation from the University of Pittsburgh, and was called into the service October 21, 1942. He was commissioned at Hondo Navigation school, San Antonio, Tex. Home on furlough in December, he was stationed at Avon Field, Fla., prior to embarkation.

The navigator is well known locally, being a graduate of Uniontown High school, class of 1938. He was employed as usher in the State theater while attending school. He was head of the record department of Sears, Roebuck and company, Pittsburgh, when a student in the university.

Mr. Delo is cashier of New Salem branch, Second National Bank of Uniontown.

IDAY, AUGUST 25, 1944

e to

last article

It Happened in Michigan

BY JACK C. SINCLAIR

JOHN STEENSMA, 22, of Grand Rapids, has never been to war. Yet he went to Percy Jones Hospital at Battle Creek Thursday to help veterans from the world's battlefronts.

Steensma touched a high voltage wire when he was a boy. Since then he has been getting along without hands of his own. He made a hobby out of overcoming his handicap.

Now he can dress unaided, shave, bath, brush his teeth and hair, write, use a telephone, ride a bicycle and drive a car. Last winter he began bowling. He can handle a billiard cue.

"I can't go into the service," Steensma told Army authorities, "but maybe I can be helpful by showing veterans how handicaps can be minimized."

●

A little country school house went on the auction block at Paw Paw. The White Oak School, it was bought for a high bid of $460. The school bell sold for $5.50. Another bidder bought the flagpole for $5.25. The clock brought more—$6.50. The school, which many Paw Paw residents attended years ago, has been closed for some time. Pupils in the district are transported to village schools.

●

EVERETT LITTLE succumbed to the wanderlust several months ago. He sold his weekly newspaper, the Recorder, at Holt. He made a trip fraught with mishaps to California. Now he's established a weekly paper there. He hasn't got much of a subscription list yet, but it's growing. Besides, he's having fun. Evidence is in an ad he ran in his paper's classified column seeking correspondents. "The pay is insignificant," the ad runs, "but you get the paper, stationery, stamps and a Christmas present. And think of the glory and prestige."

●

Automatic radio compasses have been installed on six railroad carferries operating on Lake Michigan between Michigan and Wisconsin ports. They are of the esame type as those used in bombers and air transports. An official of the firm which manufactured the compasses said that this marks their first employment as an aid to scheduled ship operations.

●

MRS. ELIZABETH NESEN, Grand Rapids, learned the bizarre story of a ballot in the skies which resulted in death for her husband, Lt. William Nesen. It was told by one of the crewmen on the Flying Fortress which Lt. Nesen piloted over Germany April 24. The ship was badly damaged by enemy action. Nesen gave his men a choice of landing in Switzerland and being interned or taking a chance on a return flight. They elected to try it back to England. Nesen was killed when the plane was knocked down in combat over the English Channel.

●

21

Flier Relates Bombing Run On Germany

S/SGT. EVON P. WELLS

Gunner of Haddon Heights Among 3 Rescued at Sea

A dramatic bombing run over Friedrichshafen, Germany, in a Flying Fortress followed by a forced landing in the English Channel off the French coast was revealed yesterday in a personalized account of the flight written by a Haddon Heights flier.

The writer is S/Sgt. Evon P. Wells, 21, of 24 Seventh avenue, waist gunner on the B-17 of the Eighth AAF based in England. A note accompanying the story from the military editor of the European Theatre of Operations asserts Sergeant Wells "has written a vivid account of his participation in the bombing attack on the aircraft plant at Friedrichshafen over on the shores of Lake Constance. Factually, without the use of adjectives, the gunner has written one of the outstanding personal accounts to come out of this theatre of operations."

Only Three Survived

Wells and two other crew members were the only survivors of the crash. His story in his own words follows:

"Everything was functioning normally from takeoff until we approached the target. Fairly heavy flak was thrown up at us, but we weren't hit until after we had dropped our bombs.

"I counted four hits from flak just as we were making the turn from the target. We saw no enemy aircraft at that time. I saw two ships leave formations in trouble and head for Switzerland. I saw one ship explode before it got rid of its bombs. It went down in three flaming pieces with no chutes visible. We suddenly started to lag behind the formation and lost altitude after our No. 3 supercharger was hit by flak.

Badly Scared

"I was pretty scared at first at being left alone in Germany, especially after hearing so many stories about what happens to stragglers. Down to about 5000 feet our engines came back in again. The pilot asked for a vote of what we wanted to do—head for Switzerland or go back to England. We voted to try it for

(Continued on Page 4—Column 1)

HADDON HTS. MAN TELLS OF NAZI RAID

Gunner on Fortress Writes of Dramatic Trip and Rescue in Sea

(Continued from Page One)

England. Our formation was too far away for us to catch up, but we radioed for fighter support and shot flares.

"We made the journey from the target to the French coast at about 5000 feet. We saw no enemy fighters or aircraft in the air, but we passed over four flak areas of about four bursts apiece and passed over four airfields.

Just as we reached the coast the tail gunner spotted two ME-109s and called them out to us. They immediately jumped us from the tail. One came in high and down to the right. The other came in low and up to the left. The tail gunner is pretty sure he hit one, but his guns jammed on the second attack by one plane. He caught a bullet in the left arm on the second attack. On the first attack I'm sure I got a few shots in one plane. The turrets were firing all of the time.

Plane Damaged

"The known damage consisted of No. 1 engine hit, No. 2 engine knocked out by 20-millimeter fire and No. 3 engine on fire. No damage seemed to have been sustained by No. 1 engine. The fire burnt the right wing up to behind No. 4 engine so that you could see right through it. The fire also burned the skin off the right horizontal stabilizer and forced the tail gunner to leave his position. By this time P-51 Mustangs were circling us so it was all right for the gunner to leave. I know he wouldn't have left his position if the 51s had not been there, even though we were preparing to bail out.

"The pilot said we could bail out if we wanted to, as No. 3 engine was still on fire. The left waist gunner bailed out then just on the coast, but no one noticed whether his chute opened or not. The tail gunner had come up to the waist position preparing to bail out. I didn't bail out right away because I had been in the ball turret for a short time and didn't have my Mae West on. Just when the tail gunner and I were ready to bail out we noticed that the fire had gone out. There was still a little fire there, but it wasn't the terrific fire that was there before.

"The pilot then gave the order to prepare for ditching. The tail gunner went back and stayed in his position until the last minute. The ball turret gunner and I put bags and blankets in the radio room for padding protection and threw everything movable out of the ship. The radio gun was pushed back into its compartment as we didn't have time to throw it overboard. The radio operator was sending out messages the whole time. Every one but the pilot and the co-pilot were in prescribed ditching position by the time we hit.

Hit at High Speed

"We hit the water at a pretty steep angle at about 200 or more miles per hour indicated air speed. We went straight under and the sides and top collapsed on us. I suppose I was knocked out and then immediately revived by the cold water, because an instant after hitting the water I was all tangled up in debris. I thought I was dead, but I finally reached the surface. I had a little trouble opening my Mae West, but it opened and kept me afloat even though I did have the two-piece heated suit and shoes on.

"The waves were quite heavy and I had quite a job keeping my head high enough to breathe at all. The navigator was about 20 feet from me and was asking for help. He must have been hurt quite bad for he couldn't open his Mae West. I swam over to him and he grabbed me. It looked as if I were being given another chance to die. I managed to open his vest so that he could float by himself. I rested for a bit and then swam over to where the tail gunner was hanging on to a blanket. The big dingy was floating some 75 to 100 feet away with the radio gunner clinging to the side. I had noticed it before, but it was too far away for me to swim. The wind kept pushing it farther and farther away from us. I never saw the radio man try to climb in, so he must have been hurt pretty badly, too.

Buddies Lost

"After hanging on to the blanket for some time getting a little strength back, I managed to get hold of a one-man dingy. I feel certain this is what saved us. I fussed with it for quite a time before getting it to inflate. I found the handle was too stiff for me to work until I put every last ounce of energy into one last try. The tail gunner got on the dingy and I hung on the side. By this time I was very cold and tired. The bombardier called for help, so I pushed the dingy over to where he was and the tail gunner and I held him on the side. He was cut badly and his Mae West had been ripped.

"After some time I became numb from my hips down and was very tired. I lost track of two of the crew members, who drifted away. P-51s had been circling us the whole time and after about an hour a British Air-Sea rescue flying boat landed and picked the three of us up. We told them that there were more out there, but they said they had searched thoroughly and there was no one to be seen besides the three of us. It was rough to take off, so we taxied back. Our ship hit ony a few miles off the coast of France.

"We were taken to a RAF hospital. Treatment was very good. There was nothing wrong with me but a few scratches and bruises, besides being weak and stiff. A day and a half later the other men were transferred to another hospital and I was taken by car to a RAF field.

"A B-17 from my base picked me up the next day."

Wells enlisted in the AAF while at Rutgers University where he was majoring in ceramics in October, 1942. He was called for duty in March, 1943, and after a few days at Fort Dix, left for basic training at Miami Beach, Fla. He received his aerial gunnery course at Tyndall Field and Avon Park, Fla. The flier left for overseas duty in April.

Reported Wounded

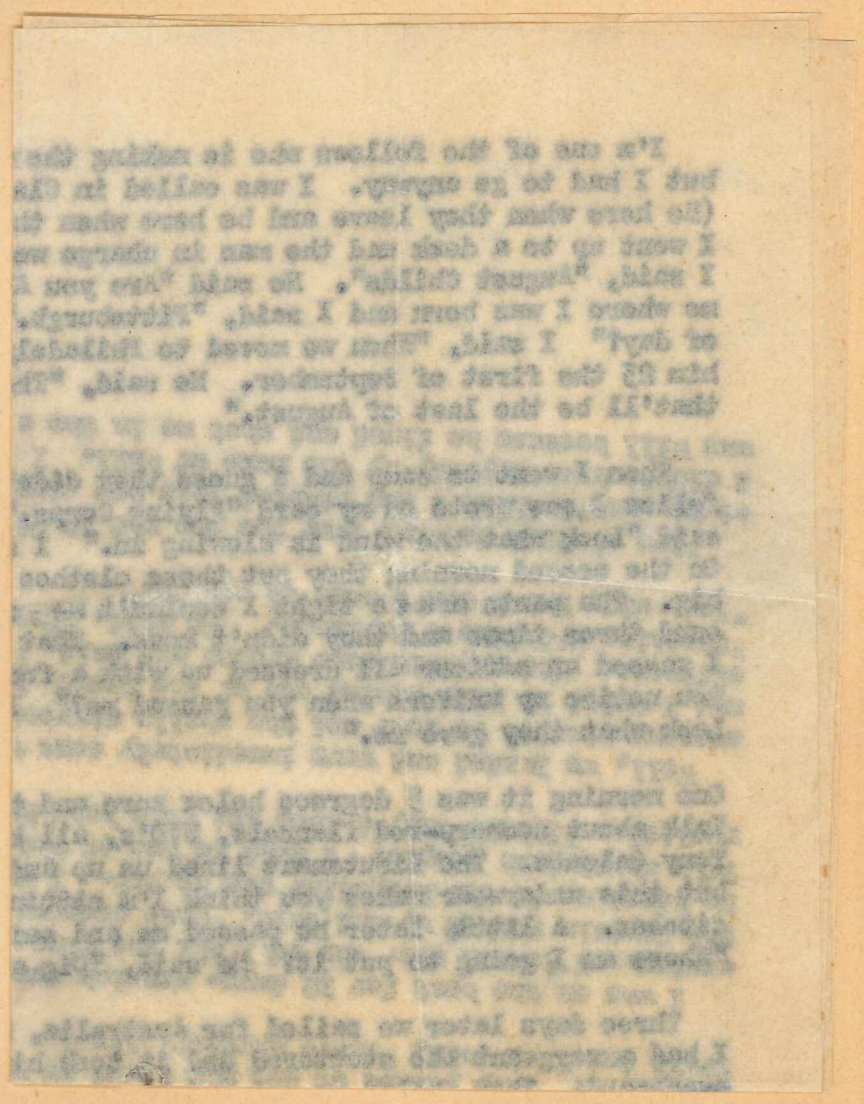
A recent letter sent to his parents, Phil S. and Maude Wells, did not mention the raid, but a clipping from the London Daily Mirror was based on the raid. Wells told his parents "this shows how our boys are hitting Germany. They are not playing tiddley winks." The raid occurred March 24 and the letter was dated the day after the raid.

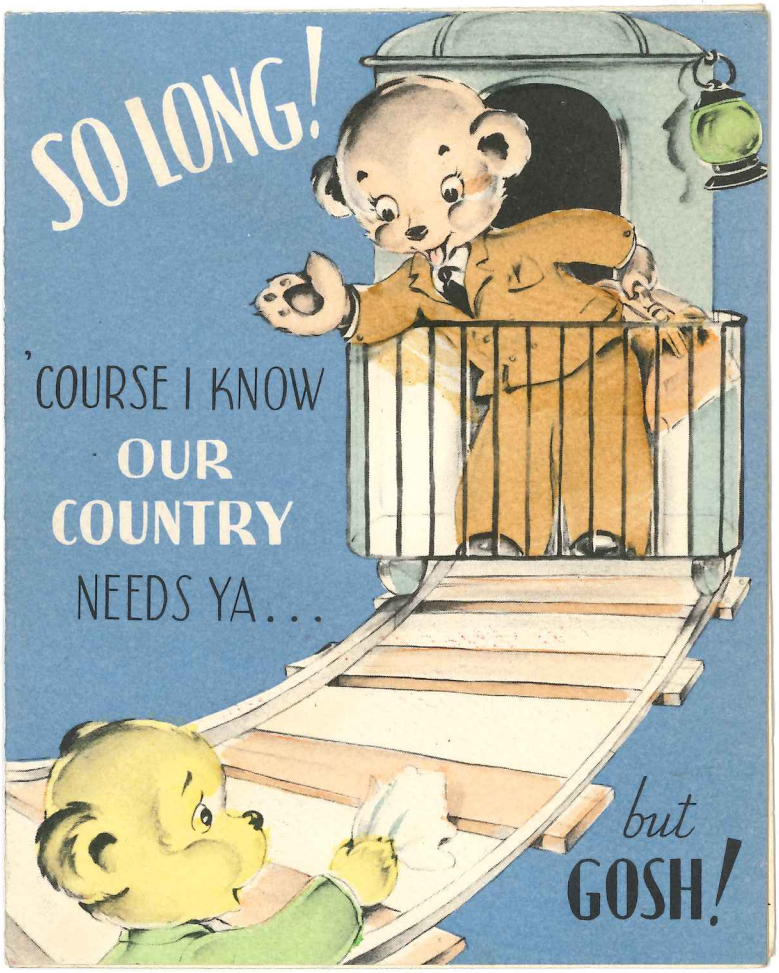
Although the flier did not mention it, the War Department notified his family by telegram on May 10 their son had been injured seriously in a raid over Germany on March 24.

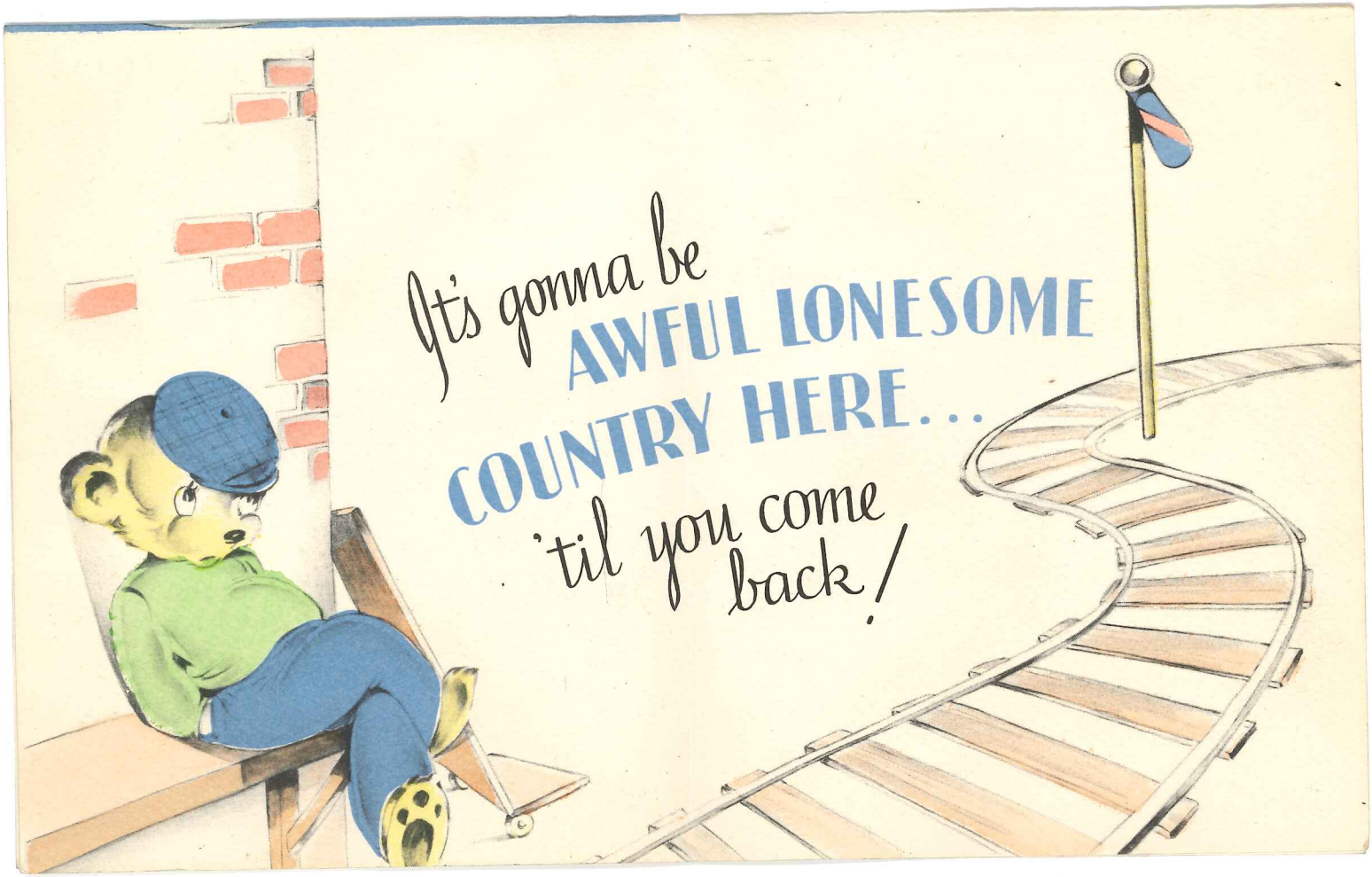
Sgt. Wells was graduated from Haddon Heights High school in June, 1941, where he played the bass violin in the school orchestra and was a member of the LaCrosse team. He also was a member of the New Jersey State Orchestra. He entered Rutgers in the Fall of 1941.

Before entering the service the flier was assistant scou master and Eagle Scout in B Scout Troop 67, Haddon Heigh

Donald Nesin




SO LONG!
'COURSE I KNOW
OUR
COUNTRY
NEEDS YA...
but
GOSH!


It's gonna be
AWFUL LONESOME
COUNTRY HERE...
'til you come
back!

Webb Underkirk
Lou Marcus 39 15½ Budlong L.A.
Lillian Vacca 2425 Sichel St. L.A.
Shirley Appleford 7753 Wyngate Inglewood
Mildred Schroeder 1339 Linden Ave Glendale.
Nona Cone
Clara McCammon 1446 W. 37th Place
Larry Wheeler 1031 Oak Grove Dr. Eagle Rock
Leo E. Lambiel - 3377 N. Ave 52 L.A.
Allen Walling 1785 Stanley Ave L.B.
Florence Garland - 214 So Vermont Glendale
Grace Anderson - 3035 Ingalt. L.A.
Betty Leitner - 1975 N. Beachwood
Alton Scott Hollywood Drive
79E. Inyunga Burbank
Milt McKellar 3541½ Fletcher Dr L.A.
Adeline Vaj
Francis Murphy 10732 Landale Ave North Hollywood

God sometimes
lays us on our bed
That we may look above
And clearly see
the sky o'erspread
With tokens of His love!
God sometimes also shuts the door
That we may see the way
That He can come
to give us more
Than we could
ever pray!

"And we know
that all things
work together
for good to them
that love God."
ROM. 8:28

Lots of Love
Grandma.

Inside.

Donald

My very first
GIRL FRIEND
As fine as they
come;

My very first
TEACHER
Excelling all
others,

And FIRST,
LAST and
ALWAYS
The DEAREST of

Mothers!

Love,
Janet Kay

To Cheer
You

I'm one of the fellows who is making the world safe for democracy. I fought and fought, but I had to go anyway. I was called in Class A. The next time I want to be Class B (Be here when they leave and be here when they come back.) I remember when I registered. I went up to a desk and the man in charge was our milkman. He said, "What's your name?" I said, "August Childs". He said "Are you Alien?" I said, "No, I feel fine." He asked me where I was born and I said, "Pittsburgh." He said, "When did you first see the light of day?" I said, "When we moved to Philadelphia." He asked me how old I was, so I told him 23 the first of September. He said, "The 1st day of September you'll be in China and that'll be the last of August."

Then I went to camp and I guess they didn't think I would live long because the first fellow I saw wrote on my card "Flying Corps." I went a little further and some fellow said "Look what the wind is blowing in." I said, "Wind nothing, the draft is doing it." On the second morning they put these clothes on me. They have 2 sizes--too small and too big. The pants are so tight I couldn't sit down. The shoes were so big I turned around three times and they didn't move. That raincoat they gave me! It strained the rain. I passed an officer all dressed up with a funny belt and all that stuff. He said, "Didn't you notice my uniform when you passed me?" I said, "Yes, what are you kicking about? Look what they gave me."

One morning it was 5 degrees below zero and they called us out for underwear inspection. Talk about scenery-red flannels, BVD's, all kinds. The union suit I had on would fit Tony Galento. The Lieutenant lined us up and told us to stand up. I said, "I am, sir, but this underwear makes you think I'm sitting down." He got so mad, he put me out digging ditches. A little later he passed me and said, "Don't throw that dirt up here." I said, "Where am I going to put it? He said, "Dig another hole and throw it in there."

Three days later we sailed for Australia, marching down the pier I had the worst luck. I had a sergeant who stuttered and it took him so long to say halt that 27 of us marched overboard. They pulled us out and lined us up on the pier. The Captain came by and said, "Fall in ." I said, "Ihave already, Sir."

I was on the boat for 12 days- seasick for 12 days. Nothing going down and everything coming. I leaned over the rail all the time. In the middle of one of the boat leans, the Captain rushed up and said, "What company are you in?" I said, "I'm all by myself." He asked me if the Brigadier was up yet. I said, "If I swallwed it, sir, It's up." Talk about dumb people. I said to one of the fellows, "Iguess we dropped anchor." He replied. "I know they'd lose it; it's been hanging out over since we left New York."

Well, we landed and were immediately sent to the trenches. After three nights, the cannons started to roar and the shells started to pop. I was shaking with patriotism, and I tried to hide behind one of the trees, but there weren't even enough trees for the officers. The captain came around and said, "We go over the top at five O'clock." I said "Captain, I'd like a furlough." He said, "Haven't you any red blood in you?" I said, "Yes, sir, but I don't want to see it."

Five o'clock we went over the top and 10,000 Japs came at me. The way they looked at me, you'd think I had started this ~~are~~ war. Our Captain yelled, "Fire at will". I didn't know anybody by the name of Will. I guess the fellow behind me thought I was Will because he fired and shot me in the excitement.

ERNIE PYLE

The ROVING REPORTER

London, May 10 (By Wireless). I can't seem to make up my mind about London this trip.

Some say that they can see in people's conduct the strain of waiting on the invasion—that tempers are short and nerves taut. Yet the English seem to me just as imperturbable as ever.

Some say the English have been at war so long they've forgotten about peacetime life and are resigned like sheep to the war dragging on and on. But I don't sense any such resignation.

It is certainly true that Britain has adjusted herself to wartime life, but that doesn't mean blind, perpetual acceptance. People have learned to get along. American aid, and years of learning how to do, have eased the meager war life of the early days. There is more food now, and it is better than it used to be. There are more people on the streets, more shopping, more Sunday strollers in the parks.

I had supposed the people would look shabbier than a year and a half ago, but to me they look neater. And the physical city itself seems less dreary than in the Fall of 1942.

As for short tempers, I haven't seen any. Maybe it's just because I have been accustomed to the screaming outbursts at each other of the emotional Italians. But from what I've seen so far the English are as kind and polite to each other as they always were.

All in all, my first impression is that England is better, all around, than it was a year and a half ago. Of course Spring may have something to do with it. The days are warm and the buds are out and flowers are blooming, and everything always seems kind of wonderful to me in Springtime.

Every day the London papers quote all the German rumors on invasion. They print the predictions of the German radio, and pieces from neutral countries saying the invasion will have to occur between 4:39 A. M. today and 4:41 A. M. tomorrow, or else be put off for a month. They print pictures of German fortifications, and tell of the sudden regrouping and rushing around of German troops. They conjecture on the thunderous explosions heard daily on the French side of the Channel.

Since the only invasion news we have is what the Germans predict, this echo from Germany has the effect, upon me at least, of a war of nerves.

London is crawling with Americans, both Army and civilian. All headquarters cities are alike in their overcrowding, their exaggerated discipline, and what appears to be military overstaffing.

Some say London is as bad as Washington. Some say it is worse. I do know that the section where American offices are most highly concentrated is a funny sight at lunchtime or in late afternoon. American uniforms pour out of the buildings in floods. On some streets an Englishman stands out as incongruously as he would in North Platte, Neb. Desk officers and fliers and WACs and nurses abound.

Two things that amuse the British are the "pink" trousers our officers wear and our perpetual saluting.

The American Army is very strict about saluting here. Everybody has to salute. Second lieutenants salute other second lieutenants. Arms flail up and down by the thousands as though everybody was crazy. People jab each other in the eyes saluting.

On one short street much traveled by Americans they have had to make sidewalk traffic one-way, presumably to prevent saluting casualties.

A friend of mine, a captain recently arrived from Africa, was stopped the other day by another captain just over from America who bawled the living daylights out of him for not returning his salute. My captain friend said he couldn't because his right arm had become muscle-bound from waving it too much.

They're strict about dress here too. You have to wear your dress blouse and either pinks or dark-green dress trousers. Everybody looks just so-so and exactly like everybody else.

I thought I looked very pretty when I got here, for all my clothes were clean for the first time in months. But I hadn't reckoned with the headquarters atmosphere. I have never been stared at so much in my life as during my first three days here.

For I had on a British battle jacket, O. D. pants, and infantry boots. They had never seen anybody dressed like that before. Nobody knew what this strange apparition was, but they all played safe and saluted it anyhow—and then turned and stared belligerently at it. I think sheer awe is all that kept the M. P.'s from picking me up.

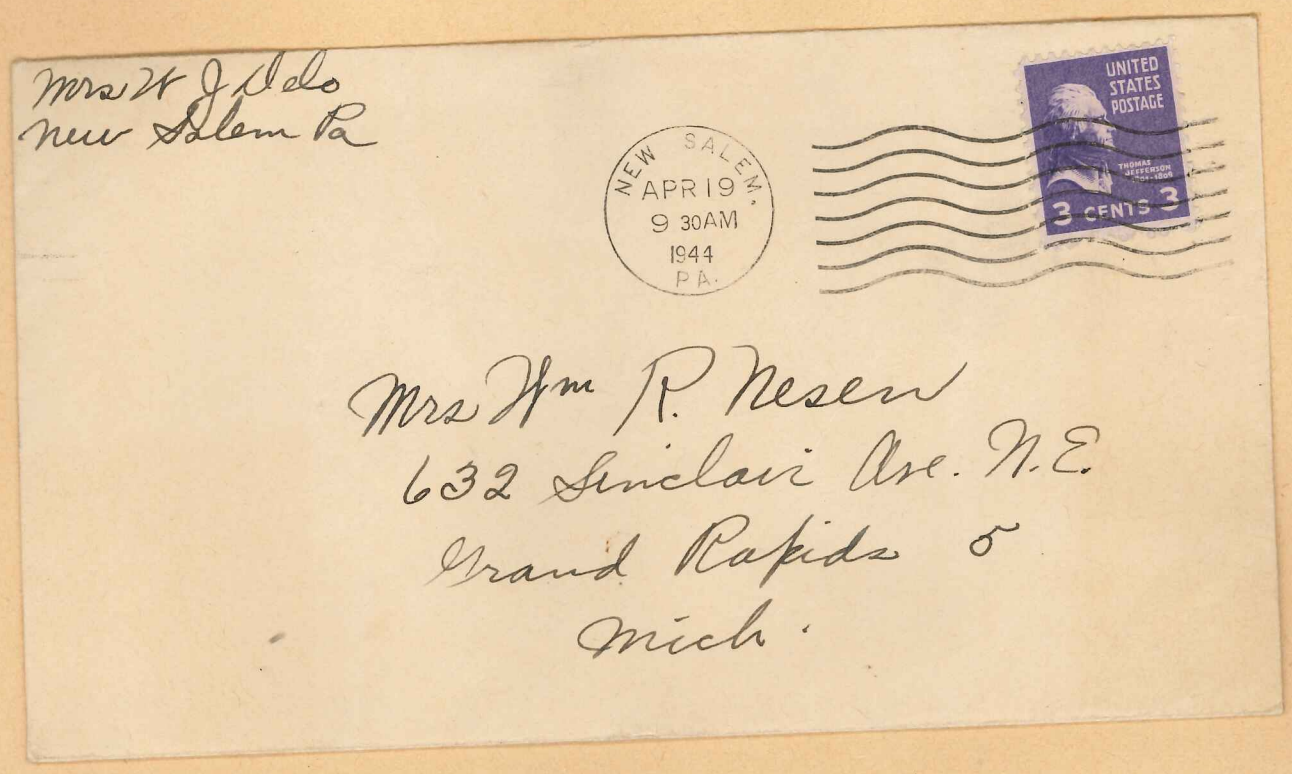
Finally, after three days, I dug up a trunk I had left here a year and a half ago and got out my old brown civilian suit and gray hat, and now I'm all right. People just think I'm a bedraggled bank clerk, and it's much better.

Died later in Italy.

24

Letters from crew's families

April

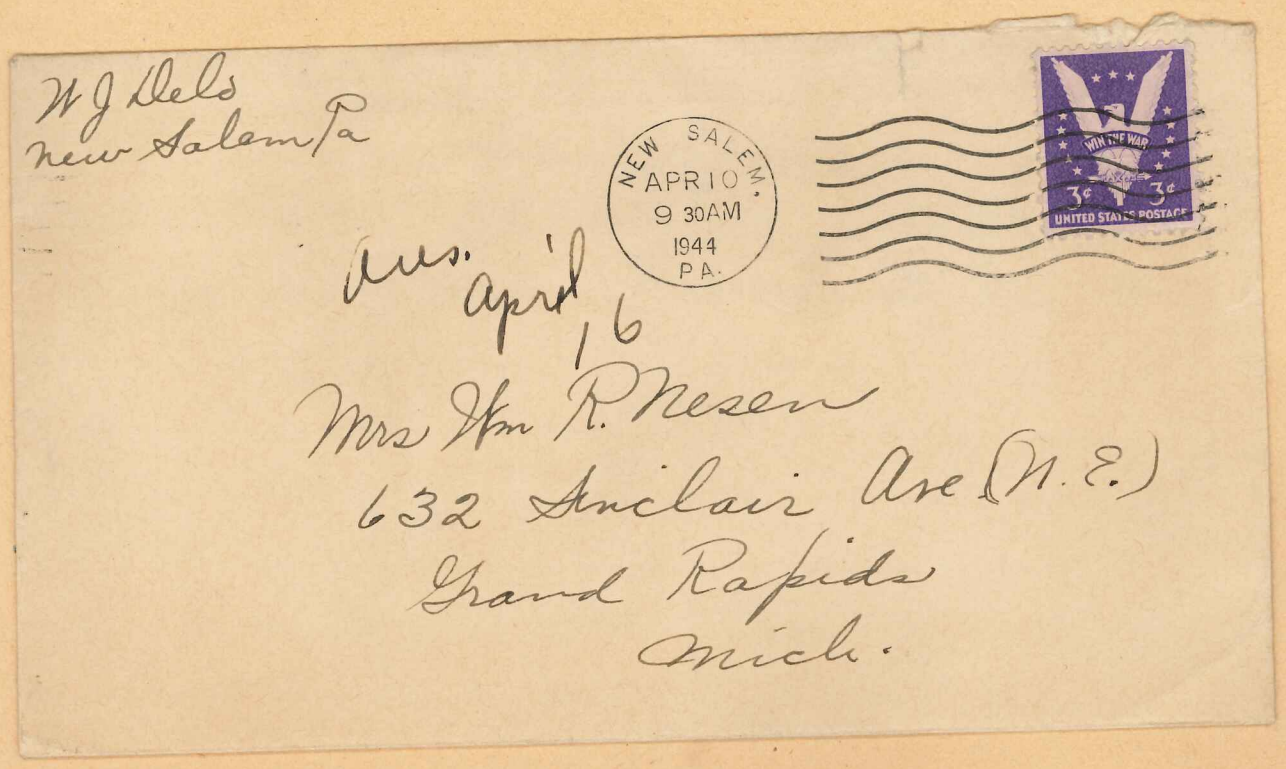


Mrs H J Dels
New Salem Pa

NEW SALEM.
APR 19
9 30AM
1944
PA.

UNITED STATES POSTAGE
THOMAS JEFFERSON
3 CENTS 3

Mrs Wm R. Nesen
632 Sinclair Ave. N.E.
Grand Rapids 5
Mich.



H J Dels
New Salem Pa

NEW SALEM.
APR 10
9 30AM
1944
PA.

WIN THE WAR
3¢ 3¢
UNITED STATES POSTAGE

Ans. April 16

Mrs Wm R. Nesen
632 Sinclair Ave (N.E.)
Grand Rapids
Mich.

New Salem Pa
April 18-44.

Dear Mrs Nesen:

I just rec your kind letter and they surely were golden words. I have been so very anxious about the boys.

I feel sure you will be the one I will have to rely on for news. Jimmie is a grand boy but I dont think he realizes how important news is to us. He has been very faithful to write when he was on this side and I hope he dont fail us now.

You will never know what it has meant to me to meet your husband and to know the kind of company Jimmie is in. I know they have a lot of confidence in each other.

You sure are a brave little wife and I am ~~a~~ glad God has blessed you with a child to love and care for. Our boys have plenty ahead and I know it must help, for us back home to act brave even though we are scared to death.

I, like you, have great faith and feel sure God will guide them and protect them. I sincerely pray for each one of them to have strength and endurance.

I was so sorry to hear of your tire trouble and bad weather. I know it must have been a very tiresome trip with all the load on your heart.

I know your dear little girl must be very sweet and you will get a lot of pleasure out of her and it is so nice you

can sew. That puts in a lot of time. I have been trying to keep my self busy by redcross knitting. I have made 8 sweaters since Xmas. I made Jimmie one for Xmas too.

It is too bad you had to come back to this awful climate but it will soon be nice again. We sure could see the difference when we got to Savannah. I love the south and I hope some day we can settle there.

I sure will be anxious to hear more about the boys trip and if they are still together. So if you hear any thing more I will be so very greatful.

If you have any snap shots of you and the baby

I would love to have one.
I am trying to make a scrap book for Jimmie as all these things will be fond memories.
My husband was in the last war and he still corresponds with one of his buddies.
I wrote a few lines to Mrs Gruble, the co-pilots mother and told her all I could about the boys leaving and she was very greatful and I think it would be good to be able to keep in touch with each other during these trying days.
Please send me Mary Ackers address as I am afraid I have lost it,
I hope this finds you in the best of spirits and may God bless you and comfort you.

Mrs Mels.

New Salem Pa
April 9-1944.

Dear Mrs Neisen

This is a beautiful Easter day and I having been thinking of you. I was so happy to make your acquaintance, also your husbands. I know my boy is in good company and I hope they can stick together. We had a short letter from Jimmie written on the 30th of March.

I am wondering what news you have had from your husband.

We were so sorry we did not get to see the baby but we got the first train out of Savannah as we were so anxious to get home to our children.

I hope you had a safe

journey, and if you have
had any news of the boys
I would be so greatful.
I hope we may get to know
each other better some day
and if at any time I
can relieve your mind
I will gladly do so.

Sincerely
Mrs W. J. Melo
New Salem Pa

May - Condolences

Return to —
Neva Hoffman
Route 1,
Alma, Michigan

ALMA
MAY 11
6 PM
1944
MIC

Mrs. Ronald Nesen
632 Sinclair Ave. N.E.
Grand Rapids 5
Michigan

Mrs P.S. Wells, AIR MAIL
24 - 7th Ave,
Haddon Heights,
N.J.

CAMDEN
MAY 12
2 10 30 AM
1944
N. J.

Mrs Wm. R. Nesen,
632 Sinclair Ave, N.E.
Grand Rapids.
Mich.

Mrs. Vance D. Archer, Jr.,
426 Putnam, Salina, Ks.

SALINA, KANS
MAY 16
5 30 PM
1944

airmail

forward
G. Lynn Hoffman
Alma Mich
RR 1

Mrs. Wm R. Nesen,
~~632 Sinclair Ave. N.E.,~~
~~Grand Rapids 5,~~
~~Michigan.~~

26

My dear daughter and little gound-daughter.

Oh, honey I hardly know what to say, I am just stunned. This picture is just lovely and Oh, am I so glad to get it. I showed it to grandma and she has cried most all forenoon, I wasn't going to tell her about Ronald ~~but~~ I knew she mistrusted something so I had to tell her.

Honey, I am going to keep up and I do try have faith he is coming back to us some day. I am so glad I have such a wonderful daughter-in-law and baby. I couldn't begin to tell you how much we love you and appreciate having some one so kind and good as you are and even if I never have my son again, I know it is going to help so much to have you and dear

little Janet Kay to fill up this terrible vacant spot.

I wonder if you would write Mary, if she could find out thru Vance. If he should have been with them on this mission, he might be able to tell us something? I also wrote Stanley (air-mail) and told him to go to the Red-Cross there and do all he could to get any information concerning him. It will sure be a blow to him. I haven't his final A.P.O. No. but at present am writing him twice a week the same as I did Ron at — Pvt. Stanley M. Nesen 365-99882 Co. A. Miss. A.P.O. 7739 % Postmaster New York, N.Y. I haven't heard from him for nearly two weeks. Oh, these terrible fears and heart aches is nearly more than a mother can keep up under and I do think I have the most

wonderful children and families that a person ever had and I love them all so much.

I tried to work in the field yesterday afternoon but I never put in such a hard time doing almost nothing, my mind just isn't on my work but flying over Germany. I washed this morning, it is so much easier to wash on Saturday while Lynn is home to help with the water. He just doesn't and won't give up, he knows he is coming back some day he says.

I'll be looking for you this week. It sure will help so much to have you here. Wish you could be near all the time, I'd never give you up but know you daddy needs you also. Have lots of questions but will wait until I see you. Bring Ron's letters (all but the personal ones) as I would love to hear some of the things he said. Hope to see you soon.

Lots of love

mother.

What a hard Mothers Day.

24-7th Ave,
Haddon Heights
N.J.
apr 26th

Dear Mrs. Hesen:—

My husband & I want to thank you for sending word to Mr. Delo in New Salem Pa., & so to us of our boys safe arrival over-seas—& I mean all the boys of course. So many times it is weeks before letters arrive, & so to have that message was most gratefully received.

Of course you too have had letters since then, giving word that the boys like it there.

Mr. Delo has told us what a splendid & fine man your husband is & so capable, that we are very glad our son Sgt Erlon Wells is working under such

a fine man.

With best wishes, &
with hopes that the boys
may have the opportunity
of flying together over there,

Very sincerely,

(Mrs) Maud. Wells.

Tuesday.

Dearest Bets,

Your letter was so awfully welcome yesterday, and your news of Ron was such a "let down," as you say. I'm so grateful you have an inner assurance he is alright - it has to come from inside, certainly. I wrote Vance immediately, and asked him especially for any news he might have or could get. I had three letters from him yesterday. He truly has had troubles - was hospitalized for a cold after having gone on only several of the missions with seasoned men. Then he developed this stomach trouble and has been in the hospital for two weeks. His Co-pilot had to parachute out of a badly hurt plane and Vance learned that his chute was seen to open. So I'm praying he may find out some similar news for you. Hearing something like that would be a rock for you to build confidence on.

Time doesn't drag, exactly, does it? You surely must have been busy these weeks since we reached home - and that's good. Here in Salina my old girl friends are keeping me busy remaking friendships at luncheons and picnics. Our relatives also have taken the opportunity spring brings for visiting, and I've been cooking like sixty!

The baby is beginning to kick very high now, and I sometimes miss a little sleep because of "him". Our mothers are still planning and knitting. I'm getting more excited as this movement grows more of a commotion.

I shall be thinking of you continually Bets, dear. We'll both keep hoping for early word from Vance. Bye - Mary

UNITED STATES FORCES

HQ ETOUSA, APO 871.

OFFICIAL BUSINESS

1st May 1944

Chaplain condolences

U.S. ARMY
871
5 JUNE
1944
POSTAL SERVICE

Penalty for Private Use to
avoid payment of Postage $300.

Mrs. A. Elizabeth Nesen,
632 Sinclair Ave., N.E.,
Grand Rapids, Michigan.

THREE HUNDRED EIGHTY FIFTH BOMBARDMENT GROUP (H)
Office of the Chaplain
A.P.O. 559

1 May 1944

Mrs. Elizabeth Nesen
632 Sinclair Avenue, N.E.
Grand Rapids, Michigan

Dear Mrs. Nesen:

Since your husband, 2nd Lt. William R. Nesen, 0-813766, has been reported missing in action, we wait anxiously along with you for some report. William was a fine outstanding young man, a good soldier, and a man of good character. I feel how weak and fruitless must be any words of mine which should attempt to beguile you. You have our deepest sympathy and prayers.

In times of distress like this, I feel that we can find comfort and hope as the Psalmist found when he said, "I will lift up mine eyes unto the hills from which cometh my help. My help cometh from the Lord which made the heavens and the earth. The Lord shall preserve thy going out and thy coming in from this time forth and for evermore."

The Commanding General, Eighth Air Force, the Commanding Officer of this organization, Col. Elliott Vandevanter, Jr., and the men of this station extend to you their deepest sympathy. It is our hope that God will be with you in this time of distress and that He will give you comfort and strength. We are very much interested in your husband and his welfare and our prayers join with yours for his safety.

Sincerely,

James O. Kincannon

JAMES O. KINCANNON,
Chaplain (Capt.)
Group Chaplain

N. J. Stiles
New Salem Pa

Eng. channel

NEW SALEM
MAY 20
9 30AM
1944
PA.

Mrs Wm R Nesen
63v Sinclair Ave N. E.
Grand Rapids (5)
Mich.

New Salem Pa
May 19. 1944.

Dear Mrs Nesen:

We have received some news from Mr Desomeaux and it just about shatters our hopes. It was written by Lt Desomeaux to his parents and printed in their local paper. I will quote it to you.

"Lt Desomeaux wrote to his parents from England that their plane crashed into the English Channel and was one of three or possibly four of the 10 man crew of a flying fortress who escaped death when their ship crashed into the English Channel on April 24th. His only injury was a severed tendon in the middle finger of his right hand. The cast has already been removed following an operation in an English Hospital and he said he expects to be able to use the finger again in two weeks. Our dear little B17 crashed into the English Channel five miles off the coast of France. One of the boys bailed out over France

and we dont know whether he is safe or not.
Out of the remaining nine, three are still living, thanks to the good old B17. Lt Desormeaux adds that he is the only officer who survived the crash and that he has been awarded the purple heart.
In another letter written on May 9 he says, it was one heck of a narrow escape and adds that the water in the channel isnt so hot, its plenty cold if you ask me. There are a whole lot of experiences that I cant tell you about now, but I'll sure have a lot to talk about when the war is over.
Mrs Resin, things dont look very encouraging for us according to the above statement and let us hope we get something more to go on than this.
I am wondering if they saw the plane sink with all sit on board, if not they might have been rescued by the Germans and taken to France.
If they have been taken, I suppose God meant they had served their purpose on this earth and he prepared a better place for them. This has been a terrible blow to all of us but I feel

that crew had a great love for each other, in fact I imagine that is why so many of them were lost.

May God protect you and that little child of yours and give you courage and consolation.

I know Jimmie was very fond of Ronnie and I know Ronnie was fond of Jim. It is too bad they couldn't continue to fulfill their dreams.

Should you hear anything, let us know and if we get any further news, we will do likewise.

Yours very sincerely,

Mr & Mrs W J Dello

24-7th Ave.,
Haddon Heights, N.J.

CAMDEN
MAY 30
8 PM
1944
N. J.

WIN THE WAR
3¢ 3¢
UNITED STATES POSTAGE

Ans. June 11

Crew names & addresses

Mrs. Wm. R. Nesen,
632 Sinclair Ave., N.E.
Grand Rapids, Mich.

Mrs Lee A. Lance
5046 Jardine St.
Los Angeles 22 Calif.

LOS ANGELES
MAY 29
6 PM
1944
CALIF.

WIN THE WAR
3¢ 3¢
UNITED STATES POSTAGE

Ans. June 11

Mrs Wm R. Nesen,
632 Sinclair Ave. (N.E.)
Grand Rapids, Mich.

June

LONG BEACH
JUN 9
1 PM
1944
CALIF.

UNITED STATES POSTAGE
THOMAS JEFFERSON
3 CENTS 3

Ans. July 8

Mrs. W. R. Nesen,
632 Sinclair ave,
N. E.
Grand Rapids
Michigan.

24-7th Ave.,
Haddon Heights,
N.J.

May 29th 1944

Dear Mrs. Nesen:

Mr. Delo asked us to send you the lsit of the parents of the boys of the original crew sent to England:

Lt. Gruble -- Mrs, John P? Gruble, Mt Airy, N.C.

Lt C.Desarmeaux - 170 Rand St.,Central Falls, R.I. (Mrs. E.J.D.Mother)

Lt J Delo New Salem, Pa.

Sgt Lee Lance,Engineer, Chief Mr. Lee Lance, 5046 Jardine St., Los Angles,22 Cal.

Sgt F.W.Howland, Radio Operator,-- Mr. N.C.Howland, 2700 Lyndhurst,21 St Louis, Mo.

Sgt J.McKenna, -Armorer - Tail gunner Mrs. J.McKenna, 518,51st St., Brooklyn,N Y.

Sgt E. R.Mitchell - Mrs. E.O.McFarland,1517 Gaylord St., Long Beach, Cal.

These are all I have , except your own and ours. Evon was waist gunner.

We have not had any information from Evon as to whether he was with the full original crew or not on this mission, but we have asked him many questions, and if we hear further, that will be helpful, we will let you know.

Keep up your faith and courage my dear Mrs. Nesen. I know how difficult the waiting must be.

Evon is out of the hospital, I am glad to say and the latest we heard from him was that he was to be back on duty at his base. He has never referred to the incident except to say that he was alright and that he was not seriously injured, as reported.

Our very best wishes to you,

Very sincerely,

(Mrs) Maud M. Wells

Los Angeles, Calif.
May 26, 1944.

Mrs Wm Meser:
Grand Rapids, Mich.
Dear Mrs Meser:

Lt Meser is the pilot on plane on which my son Lee, is Crew Chief. Not having heard from any member of the crew, I've been wondering if we all received War Dept news, or only a few.

I wrote Lt Miller's wife and mentioned the desire to contact other families of the crew, so that if any one of us, through some source, got news, we could keep in touch with each other. A friend of ours, rating Lt Col. hopes to get an answer as soon as one comes through, but, to date, there has been nothing.

Having all our lads pictures, I feel as though I knew each one. I should like to hear from you, if you'd care to write.

Sincerely,
Evelyne Lance

Long Beach, Cal.
June 7- 1944.

Dear Mrs. Pesew:

I am the Mother of Ernest R. Mitchell, tail Gunner of the crew. I am not good at expressing what is in my heart, but wish to say all my thoughts & prayers are with all members of our crew & their loved ones.

I can't help sending up a prayer of thanks that my son came thru

his first mission with
minor injuries. But my
heart aches for the
less fortunate ones.

I would be pleased
to hear from you in
the near future. Mrs.
Wells was most kind to
send the newspaper
account in their home
paper. Evan & Ray were
very good buddies & I'm
sure they all are.

Sincerely yours,
Mrs. E. A. McFarland.
1517 Gaylord St.
Long Beach,
Calif.

Mother of
Ernest Ray Mitchell Jr.
Tail Gunner.

AFTER 5 DAYS RETURN TO
Mrs. John P. Smalley
Mt Airy N.C.

MOUNT AIRY, N.C.
JUL 26
2 30 PM
1944

Ans. Aug. 3

Mrs Wm R. Nesen
632 Sinclair Ave N.E.
Grand Rapids 5 Mich.

Wells
Salem Pa.

Ans. July 14

NEW SALEM.
JUN 26
3 30 PM
1944
PA.

Mrs Wm R. Nesen
632 Sinclair Ave. N.E.
Grand Rapids 5
Mich

Mrs. P.S.Wells,
24-7th Ave.,
Haddon Heights,N.J.

HADDON HEIGHTS
JUN 27
5 PM
1944
N.J.

Mrs. W.R.Nesen,
632 Sinclair Ave.,N.E.
Grand Rapids, 5.
Mich.

Ans. July 5

28

June 25
Sunday
New Salem

Dear Mrs Nesen

I was so glad to get your letter. I am glad the baby is well again. How I think of you so far away with all that responsibility. I am so glad you can keep up your courage. I had Wells report for some time, but it looked so black for Ron & Guble I just could not send it to you. That was mainly the reason I wanted you to come and visit with us.

Jimmy thought so much of Ron, I know how bad he would feel to come home and know Ron was lost. things don't look so good for any of us, but we know if God wanted to save any of them he had the power. My bible is my only comfort, as even our best friends can't help in a time like this.

And I do pray that you will have the strength and courage to go on and raise that dear little girl. And if you ever feel able to make the trip we sure would be happy to have you. I have received lovely

letters now from Mrs Wells Mr Desormeaux, Mrs Lance, Mrs Houland, Mrs McFarland, Mrs Gubler, & Mrs McKenna. I really look forward to all these letters.
It sure meant a lot to me to know you personaly and how glad I am that we had those few hours with the boys. I am glad Ron's brother could visit you as one sure likes to see their loved ones at a time like this. What did he think of that report? The Wells boy wrote his mother that he could

not give us any more
information, and thought
we were very lucky
that we ever got to
read his report.
I was so in hopes he might
be able to tell me just
how bad he thought
Jimmie was injured,
for if he was hurt too
bad we know he could
not stand too much
exposure. Well, Mrs Nesen
I only wish we were a
little closer so we might
share our heart aches a
little more. If there is any
thing I can do for you
please feel free to ask.
So drop me a line when you
can, as I do want to keep
in touch with you. Love.
Mrs Dale

P.S. Did you get a letter from Ron's Chaplain? Our Res minister is a Chaplain in Ga and I sent the one I got to him and asked him to write and see if he could learn anything more through Wells Mittchell or Desormeaux as I thought maybe if he could question each one of them they might know something that would be interest to us. I will let you know what he writes. I still don't know the mans name who bailed out.

24-7thnAve.,
Haddon Heights,
N.J.

June 26th,1944

Dear Mrs. Nesen:

I did not reply to your last letter before waiting until I should hear anything more definite from Evon, and he said in his last letter would we let those of his crew who wehre on that mission April 24th, see the official report that he had given upon his return to his Base. This report was released by the Public Relations Office, and we saw it first in our local paper. Mr. Delo has a copy and several others. Also after I had written you last time, my husband sent one to your father. We would not send it direct to you at that time because we were not sure that all the boys were on the same bomber. So we felt it better to send it to your father and leave it to his judgment whether to show it you or not.

Since Evon said we should send the report to those families of the boys who were reported missing, I am telling you this, because I can see by your letter - and would feel the same way myself - that to know what happened is better than that continual uncertainty of not hearing any further news.

Perhaps by now your father has shown you this report, but if for some reason he did not receive it - for he did not reply to us, I will send you another one.

Mrs. Delo felt also that you would rather know , for evidently only three were saved and only five were even seen after the crash in the English Channel.

Mrs. Delo mentkioned that your baby fell out of her bed and broke her collar bone. I was so sorry to hear this, and do hope she is progressing favorably.

I have been so reticent in passing on any news to all these families, and have thought it over very carefully before doing so, but in each incident they were glad to know because of fact that waiting and waiting with no news at all they felt was harder than to know the facts. Both Mr. Wells and I send our most sincere and loving thought s to you and your family. We had heard such splendid reports of your husband as both a man and pilot, and you may have at least some consolation that he did a job well done and was a hero.

Evon writes that they are all so busy even though the Invasion is passed. He said he had a Grand Stand view, and from clippings he sends is on the job pretty steadily. I am knowing and keeping him in Gods care for there is nothing else I can do about it, and that is my only comfort.

Very sincerely yours,

Maud Wells

SALINA, KA
AUG 11
7-P.M.
1944

Mrs. Elizabeth Nesen,
~~632 Sinclair Ave.~~, N.E.,
~~Grand Rapids~~, 5,
Michigan.

forward
Lynn Hoffman
R.R. 1 Alma

May 2nd 1944

628 Thacker St.
Des Plaines, Ill.
5-14-1944

917 Pine Ave.
Alma, Michigan

Delta M.

ONE

Dear Elizbeth:

We sure had the props taken out from under us the other day when we recieved the work about Ron!! Well just have to hope & pray he's alright. Its hard to do but thats all there is we can do!! One thing you can be thankful he's in "German" territory & not "Jap." If he's a prisoner he'll be okay. Thats what happens to so many of the missing. He wasn't gone long either was he??

I'm sitting here on the front porch with my shoes & socks off trying to get tanned.

Bob was flying a SBD last nite & he just checked out in ~~it~~ & The

29

Lt. and Mrs.

Vance D. Archer, Jr.

Present

An entry

In the

Pin-Up

Parade

Our Model

May 28th, 1944

Dear Elizabeth,

I have just received of V mail from Allie stating of Ron's missing in action. There is not much I ~~could~~ say to you but there are very good chances of his getting out. He is probably a P.O.W. and it will be about 90 days before you'll hear about it. There is also a chance that he landed somewhere in the occupied countries and there is a good under ground system for getting our men out. I am praying that Ron will return to you alright. Let me know if you hear anything at all about him. Take care of yourself honey and don't worry too much because I know that he will be all right. We have lost a few planes but almost all the crews had a chance to bail out. So you see there is some hope after all.

Dave or Chuck

628 Thacker St.
Des Plaines, Ill.
5-14-1944

917 Pine Ave.
Alma, Michigan

Delta N.

Dear Elizbeth:

We sure had the props taken out from under us the other day when we recieved the work about Ron.!! Well just have to hope & pray he's alright. Its hard to do but that all there is we can do!! One thing you can be thankful he's in "German" territory & not Jap. If he's a prisoner he'll be okay. Thats what happens to so many of the missing. He wasn't gone long either was he??

I'm sitting here on the front porch with my shoes & socks off trying to get tanned.

Bob was flying a SBD last nite & he just checked out in its & the

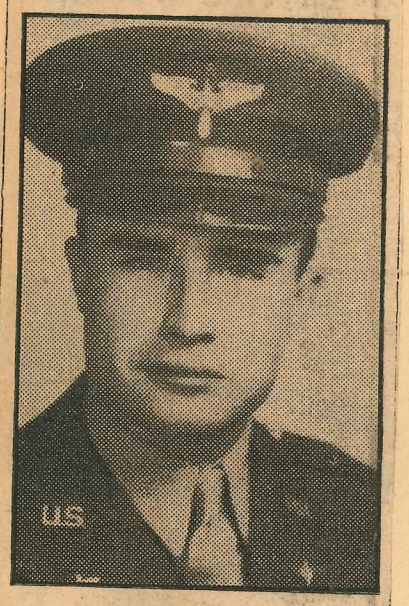
Wheel wouldn't come down or
any of the sending sets wouldn't
work or anything so he was flying
around last nite a long time
after he should have been in
and he finally got the wheel down.
It took you. Off him tho. Ha! Ha!!
His back bones really acked. I had
to rub him with rubbing alcohol.
I wanted to tell you Bob's dad
sold out & wrote & said he'd stop
here on his way north!! But we
wrote & told him we were planning
on going home & to let us know
when he was coming. He isn't
coming until later as he bought
a farm next to his cabins!! So
we are going home Tues. nite as
soon as Bob gets through - probably
8:00. Then he has Wed. & Thurs. & he'll
start back Thurs. afternoon. Another
couple are going with Bob & I & he'll
have some one to come back with
as I'm going to stay

t. Louis I

AND BRECKENRIDGE AMERICAN

ST. LOUIS, MICHIGAN, THURSDAY, NOVEMBER 2, 1944

POSTHUMOUS AWARDS OF HONOR ISSUED TO LT. W. RONALD NESEN



LT. W. R. NESEN

Mrs. Ronald Nesen has received an "in Memoriam" certificate from the President in memory of her husband, Lt. W. R. Nesen, which reads as follows: "In grateful memory of Second Lieutenant W. R. Nesen who died in the service of his country in the European area, April 24, 1944. He stands in the unbroken line of Patriots who have dared to die that Freedom might live, and grow, and increase its blessings. Freedom lives, and through it, he lives in a way that

See—LT. NESEN—Page 6—

RONALD NESEN

(Continued from Page 1)

humbles the undertakings of most men."

Signed: **Franklin D. Roosevelt**

Mrs. Nesen is also the recipient of the Purple Heart awarded posthumously to her husband for military merit, which reads: "Awarded the Purple Heart to Lt. W. R. Nesen for military merit and for wounds received in action resulting in his death April 24, 1944."

Signed: **Henry L. Stimson, Sec'y of War**

Lt. Nesen left March 23 with a contingent of bomber crews for overseas. His mother, Mrs. Lynn Hoffman, who resides between Alma and St. Louis, was with him at Savannah, Ga. just before he left and received a cablegram of his safe arrival on April 8. The mission or raid over Germany on which he is reported to have disappeared, was not his first.

Graduated from St. Louis high school in 1934, the young officer attended Tri-State College for two years, operated a Gamble store at Wayland, Mich., for a year and was employed at Lockheed Aircraft, Burbank, Calif., until he enlisted as an air cadet in October of 1942.

Lt. Nesen received his pre-flight training at Maxwell Field, Ala., his primary flight training at Bainbridge, Ga., and advance flying instruction at Valdosta, Ga. He flew B-17 flying fortresses at Sebring, Fla., and at Avon Park, Fla. He was distinguished by the honor of being recognized as second in accuracy in target bombing.

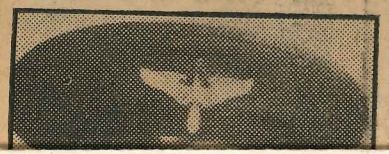
Lt. Nesen's wife is the former Elizabeth Billby of Grand Rapids, one time music instructor in the St. Louis schools, who was with him for a time while he was in Florida. They have one daughter, Janet Kay, 1½ years old. They were married at Christmas time in 1941 and went to California. She is now making her home with her father in Grand Rapids.

"Under date of May 10 the adjutant general notified his wife that Lt. Nesen had been reported missing in action over Germany since April 24.

"Further information was later received indicating that during this mission his plane sustained damage from enemy anti-aicraft fire while over the target. His craft reached the French coast where it was attacked by hostile aircraft. However, it continued its flight and subsequently made a crash landing in the English channel. An air-sea rescue craft picked up three of the survivors, but Lt. Nesen was not found."

30

LT. W. RONALD NESEN



RONALD NESEN

(Continued from Page 1)

humbles the undertakings of most men."

Signed: **Franklin D. Roosevelt**

Mrs. Nesen is also the [illegible]

in Grand Rapids.

"Under date of May 10 the adjutant general notified his wife that Lt. Nesen had been reported missing in action over Germany since April 24.

"Further information was later received indicating that during this mission his plane sustained damage from enemy anti-aircraft fire while over the target. His craft reached the French coast where it was attacked by hostile aircraft. However, it continued its flight [illegible]

Coming to you in deepest sincerity to extend heartfelt sympathy.

Carolyn & Phyllis Price

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON 25, D. C.

THE PURPLE HEART AWARDED POSTHUMOUSLY

The Purple Heart was originally established by General George Washington at Newburgh, 7 August 1782, during the War of the Revolution. The decoration was revived by the War Department on 22 February 1932, the two-hundredth anniversary of General Washington's birth, thus paying respect to his memory and recognizing his military achievements. It is awarded to persons who, while serving in any capacity with the Army of the United States, are wounded in action against an enemy of the United States, or who since 6 December 1941 are killed in action, or who die as a direct result of wounds received in action.

The following is a brief description of the Purple Heart: The decoration consists of a purple enameled heart within a bronze border on which is mounted in relief a profile head of General Washington in military uniform. Above the enameled heart is the shield of Washington's coat of arms between two sprays of leaves in green enamel. On the reverse below the shield and leaves without enamel, is a raised bronze heart with the inscription. "For Military Merit", under which is engraved the name of the recipient. The medal is suspended by a rectangular-shaped metal loop with corners rounded from a silk moire ribbon of purple center with white edges.

The complete Purple Heart decoration consists of the medal, the service ribbon or bar in the colors of the suspension ribbon of the medal, and a lapel button in colored enamel. When the Purple Heart is awarded posthumously only the decoration itself is furnished.

Neither the Purple Heart nor any of the devices which accompany it are authorized to be worn by anyone other than the individual for whose service they are awarded. The individuals for whose service they are awarded may wear the Purple Heart decoration on appropriate occasions; and are authorized to wear the service ribbon or bar on the uniform, and the lapel button when in civilian clothing. Recipients of posthumous awards of the Purple Heart may display the decoration in the opened container or in any other appropriate manner desired.

J. A. ULIO,
Major General,
The Adjutant General.

18 May 1944.

24-85316-10M

2nd. Lt. William R. Nesen Captain	Mrs. Amie E. Nesen, (Wife) 632 Sinclair Avenue, Grand Rapids, Michigan.
2nd. Lt. Bernard T. Gruble Co-pilot	Mrs. John Gruble, (Mother) R. F. D. # 2, Mt. Airy, North Carolina.
2nd. Lt. James G. Delo navigator	Mr. William J. Delo, (Father) Main Street, New Salem, Pa.
pw. 2nd. Lt. Chester W. Desormeaux	Mrs. Excelia Desormeaux, (Mother) 170 Rank Street, Central Falls, Rhode Island.
Sgt. Lee A. Lance, Jr. Engineer Crew Chief	Mr. Lee A. Lance, (Father) 3030 Daines Dr. 5046 Jardine, Temple City Calif. Los Angeles, California.
S/Sgt. Fred N. Howland Radio Operator	Mrs. Clara J. Howland, (Mother) 2700 Lyndhurst, St. Louis, Missouri.
pw. Sgt. Ernest R. Mitchell, Jr. Tail gunner	Mrs. Ruby I. McFarland, (Mother) 1517 Gaylord Street, Long Beach, Calif.
T/Sgt. Murdock S. McNeil	Mrs. Rita F. Stevens, (Sister) 1555 Bran Burn Road, Altadena, California.
Sgt. Joseph M. McKenna Armorer Tail gunner	Mrs. Elisabert B. Gill, (Mother-in-law) 519 51st Street, Brooklyn, New York.
pw. Sgt. Evon P. Wells waist gunner	Mrs. Maud M. Wells, (Mother) 24 7th Avenue, Hadden Heights, New Jersey.

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON 25, D. C.

OFFICIAL BUSINESS

WASHINGTON, D.C. AUG 17 1 30 PM 1944

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, $300

Names + addresses of crew

Mrs. Amie E. Nesen,
632 Sinclair Ave.,
Grand Rapdis, Michigan.

32

ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

ATTENTION: AFPPA-8

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

AAF 201 - (4452) Nesen, William R.
0813766

August 17, 1944.

Mrs. Amie E. Nesen,
632 Sinclair Avenue,
Grand Rapdis, Michigan.

Dear Mrs. Nesen:

As explained in our letter of June 18th, it was necessary at that time, for reasons of military security, to withhold the names of the other air crew members who were serving with your husband on April 24th.

It is now permissible to release this information and I am inclosing a list showing the names of those who were in the plane with your husband.

The names and addresses of the next of kin of the men are also given in the belief that you may desire to correspond with them.

Very sincerely,

E. A. Bradunas

E. A. BRADUNAS,
Major, A. G. D.,
Chief, Notification Branch,
Personal Affairs Division,
Assistant Chief of Air Staff, Personnel.

1 Incl.

WAR DEPARTMENT
ARMY EFFECTS BUREAU
KANSAS CITY QUARTERMASTER DEPOT

601 HARDESTY AVENUE
KANSAS CITY 1, MISSOURI

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, $300

KANSAS CITY 8 MO. DEC 11 3:30 PM 1944

Mrs. Amie Elizabeth Nesen
632 Sinclair Avenue
Grand Rapids, Michigan

AMERICAN RED CROSS
KENT COUNTY CHAPTER
55 DIVISION AVENUE, N. E.
GRAND RAPIDS 2, MICHIGAN

GRAND RAPIDS 1 MICH. MAY 12 8 PM 1944

Mrs. William Ronald Nesen
632 Sinclair Avenue, N.E.
Grand Rapids, 5, Michigan

33

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-813766 (2) NAME Nesen, William R. (LAST, FIRST, MIDDLE) (3) RANK 2nd Lt. (4) AGE 1916
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION APO 559, USAAF 155
(8) ORGANIZATION ASSIGNED 8th (AIR FORCE) 8th Bomber (COMMAND) 4th (WING) 385th (GROUP) 550th (SQUADRON) none (DETACHMENT) (ATTACHED FOR FLYING)
(9) ORGANIZATION ATTACHED none (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 10-1-43 (11) ORIGINAL RATING & DATE Same
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS none
(15) TRANSFERRED TO (14) TRANSFER DATE

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH April, 1944

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO. LANDINGS 20	FLYING INST. (INCL. IN 1ST PIL. TIME) S 21	COMMD. PILOT C CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW & PASS'GR 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL. AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
14	B-17G	1					1:15											
18	B-17G	1			9:00	*												
19	B-17F	1			7:15	*												
21	B-17G	1					3:00							2:00				
23	B-17G	1					4:00											
~~24~~	~~MIA~~																	
											C L O S E D							
	* Denotes Combat Missions.																	
			This Officer Missing in Action.															
											CERTIFIED CORRECT:							
											WARREN E. CERRONE,							
											Capt. Air Corps,							
											Operations Officer.							
	COLUMN TOTALS																	

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		16:15	31:30
(38) PREVIOUS MONTHS THIS F. Y.		141:40	339:25
(39) THIS FISCAL YEAR	224:20	157:55	370:55
(40) PREVIOUS FISCAL YEARS			140:10
(41) TO DATE	224:20	157:55	511:05

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36

ARMY SERVICE FORCES
KANSAS CITY QUARTERMASTER DEPOT
ARMY EFFECTS BUREAU
601 HARDESTY AVENUE
KANSAS CITY 1, MISSOURI

IN REPLY REFER TO 109046M

JRM:NM:dmw
December 7, 1944

Mrs. Amie Elizabeth Nesen
632 Sinclair Avenue
Grand Rapids, Michigan

Dear Mrs. Nesen:

The Army Effects Bureau has received from overseas some personal effects of your husband, Lieutenant William R. Nesen.

I am inclosing a check for $72.63, representing funds which belonged to him. The remainder of the property is being forwarded to you in one carton.

If, by any chance, the property has not reached you at the expiration of thirty days from this date, please notify us and tracer will be instituted.

The action of this Bureau in transmitting personal effects does not, of itself, vest title in the recipient. Such property is forwarded for distribution according to the laws of the state of the officer's legal residence.

Inclosed herewith are four identification cards, a Last Will and Testament and a Flight Record which were received at this Bureau with Lieutenant Nesen's effects.

I regret the circumstances prompting this letter, and wish to express my sympathy in the loss of your husband.

Yours very truly,

F. A. ECKHARDT
Captain Q.M.C.
Assistant

7 Incls.
Check
4 Identification cards
Last Will and Testament (dup)
Flight Record

Last Will and Testament

ALL of my estate I devise and bequeath to H. Elizabeth B. Nesen (wife, ~~husband, child, mother, father, sister, brother~~) for ~~his~~/her own use and benefit forever, and I hereby appoint H. Elizabeth B. Nesen, my executor/trix without bond with full power to sell, mortgage, lease, or in any way dispose of the whole or any part of my estate.

Dated_____194__

_____
Signed in the Presence of 3 witnesses

_____
Residence

Subscribed, sealed, published, and declared by William Ronald Nesen, testator above named, as and for his/her last will and testament in the presence of each of us, who at his/her request and in his/her presence, in presence of each other, at the same time, have hereunto subscribed our names as witnesses this_____ day of_____ 194__ at_____ .
Place

Signature and addresses of 3 witnesses.

Name_____

Address_____

Name_____

Address_____

Name_____

Address_____

Last Will and Testament

ALL of my estate I devise and bequeath to H. Elizabeth B. Nesen (wife, ~~husband, child, mother, father, sister, brother~~) for ~~his~~/her own use and benefit forever, and I hereby appoint H. Elizabeth B. Nesen, my executor/trix without bond with full power to sell, mortgage, lease, or in any way dispose of the whole or any part of my estate.

Dated _____ 194__

_____
Signed in the Presence of 3 witnesses

_____
Residence

Subscribed, sealed, published, and declared by William Ronald Nesen, testator above named, as and for ~~his~~/her last will and testament in the presence of each of us, who at ~~his~~/her request and in ~~his~~/her presence, in presence of each other, at the same time, have hereunto subscribed our names as witnesses this 11th day of August 1943 at Moody Field, Georgia
Place

Signature and addresses of 3 witnesses.

Name _____

Address _____

Name _____

Address _____

Name _____

Address _____

AMERICAN RED CROSS
KENT COUNTY CHAPTER
55 DIVISION AVENUE, N. E.
GRAND RAPIDS 2, MICHIGAN
TELEPHONE 6-8661

May 12, 1944

Mrs. William Ronald Nesen
632 Sinclair Avenue, N.E.
Grand Rapids, 5, Michigan

My dear Mrs. Nesen:

Enclosed please find a Prisoners of War Bulletin for the month of April 1944.

If you have any questions regarding prisoners of war, please feel free to call on us. Our office hours are from 8:30 to 5:00.

Yours very truly,

(Mrs.) Dorothy W. Hillman
Executive Secretary

Mary Adelaide Mendelson

(Mrs.) Mary Adelaide Mendelson
Assistant Home Service Director

MAM:TS

Encl. 1

AMERICAN RED CROSS
KENT COUNTY CHAPTER

September 13, 1944

Mrs. Elizabeth Nesen
632 Sinclair Ave., N.E.
Grand Rapids, Michigan

Dear Mrs. Nesen:

The American Red Cross wishes to extend sympathy to you in the loss of your husband who gave his life in the service of his country, and to express appreciation of the debt owed to him by the people of this community and the nation.

The Red Cross by request of the government, is ready to assist the families of men lost in service in settling matters concerning death gratuities, accrued pay, and other governmental claims. The Grand Rapids Chapter wishes to be of service to you.

When you want our help please call on us. The Home Service office is located at Red Cross Headquarters, 55 Division Avenue, N.E., telephone 6-8661.

Most sincerely,

D.D. Knight
Executive Secretary

Esther M. Tracey
(Miss) Esther M. Tracey
Home Service Director

PRISONERS OF WAR BULLETIN

Published by the American National Red Cross for the Relatives of American Prisoners of War and Civilian Internees

VOL. 2, NO. 4 WASHINGTON, D. C. APRIL 1944

The Red Cross Fleet

The *S. S. Caritas II,* the latest addition to the Red Cross transatlantic fleet, left Philadelphia for Marseille in March on her maiden voyage under the neutral flag of Switzerland. Like the *Caritas I,* which entered the Red Cross service about a year ago, she has been acquired by the International Committee of the Red Cross to speed the delivery of food packages, medical supplies, and clothing to American and other United Nations prisoners of war in European camps. Formerly the freighter *Spokane,* of 4,965 deadweight tons, *Caritas II* was built in Denmark. She is the first vessel provided by the United States to the Red Cross for use exclusively in prisoner of war service, and was furnished through the constantly helpful collaboration of the United States War Shipping Administration.

Prior to the acquisition of *Caritas II,* the latest addition to the Red Cross fleet had been the new motorship *Mangalore,* which left Philadelphia for Marseille on her maiden voyage toward the end of January with the largest cargo of prisoner of war relief supplies ever to leave the United States. The cargo, which was shipped by the American and Canadian Red Cross societies, comprised every essential need of a prisoner of war from needles to medicines, clothing, and food packages, and amounted in all to nearly 5,500 tons of supplies, having a value of approximately $5,000,000. It also included about 2,000 bags of prisoner of war letter and parcel mail.

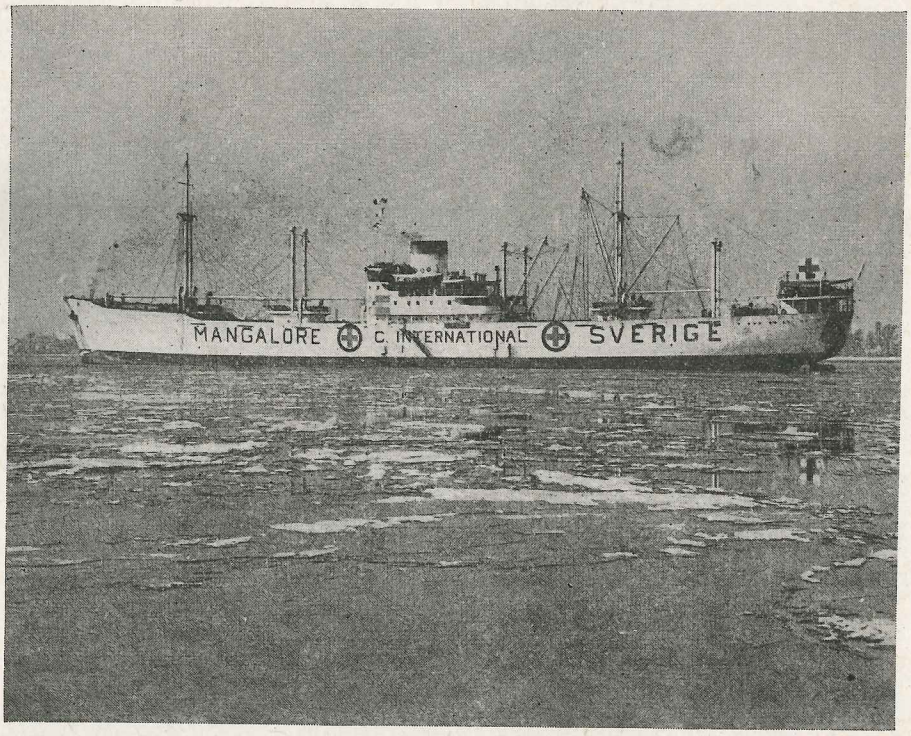
The *Mangalore* was recently built in Sweden and flies the Swedish flag. Her crew is also Swedish, and she is under charter to the Swiss Shipping Foundation of the International Committee of the Red Cross at Geneva. The *Mangalore* is not only the largest vessel in the Red Cross service—she is also the fastest. She completed her first run from Philadelphia to Marseille in 17 days.

In all, seven ships are now making regular trips between the United States and Europe, carrying exclusively Red Cross cargo and mail for prisoners of war and civilian internees. Four of the seven ships are under charter to the British Red Cross. The British and American Red Cross societies guarantee the financial operation of these ships, all seven of which are used jointly to carry goods from the American and Canadian Red Cross societies. This fleet is apart from the Swedish-owned *Gripsholm,* which has made two voyages to the East and one to Europe in effecting exchanges of nationals. On each voyage relief supplies for prisoners of war and civilian internees were transported.

Special Protection

The Red Cross vessel, traveling alone and without convoy, is especially protected. She is fully lighted at night in all waters; she flies a neutral flag and carries a neutral crew. She bears the insignia of the Red Cross on her sides and decks. She has on board a *convoyeur* who is the direct representative of the International Committee and must be a Swiss. Her arrivals and departures

(Continued on page 10)



The new Motorship "Mangalore" reaching Philadelphia last January on her first crossing of the Atlantic

Can the Japanese Red Cross Help Our Prisoners?

By Miss Mabel T. Boardman, National Secretary, American Red Cross

It is frequently asked why the Japanese Red Cross has not effectively exerted its influence to assure fair treatment of American prisoners of war and civilian internees held by Japan. Considering the cordial relations between the Japanese and American Red Cross societies which existed for many years before the war, this question has added significance.

My first glimpse of the Japanese Red Cross organization was in 1905, when I stopped in Japan for a few days while en route to the Philippines. At that time the membership of the Japanese society greatly exceeded that of our own, and as late as 1941 the Japanese Red Cross had a membership second only to that of the American Red Cross.

An early expression of Japan's cordial feeling toward the United States occurred in 1906, when the Japanese contributed over one hundred thousand dollars to the sufferers in the great San Francisco earthquake and fire.

The Japanese Red Cross Society was always a strong supporter of the International Committee of the Red Cross, and I recall that the Japanese sent nine delegates to represent their society at the International Red Cross Conference held at Washington, D. C., in 1912.

Earthquake Relief

Following the devastating Japanese earthquake on September 1, 1923, the American Red Cross immediately acted to assist the victims of that terrible catastrophe which caused the death of over 63,000 persons. The tremendous loss of life was due largely to the great fire which followed the earthquake.

An appeal for funds by the American Red Cross resulted in contributions of eleven million dollars. At that time, Judge Payne, Chairman of the American Red Cross, was in Europe and Mr. Herbert Hoover, then Secretary of Commerce, took a very active interest in the question of Red Cross aid to Japan.

Included in the large shipment of relief supplies sent from this country were many articles of clothing, largely for women and children. Not a few of these articles were made by the volunteers of our Red Cross chapters throughout the United States. Through the help of the ladies of the Japanese Embassy at Washington, patterns of the native dresses of the Japanese were provided for making this clothing. In addition, large quantities of ready-made children's clothing, fashioned after American patterns, were purchased.

The relief operations in Japan were administered by a committee composed of American residents of Japan headed by Ambassador Cyrus E. Woods and including General Frank K. McCoy, who was in Shanghai en route to the Philippines at the time of the earthquake. Later, this committee found that there was an excess of funds contributed, and, after consultation with the Japanese Red Cross and others, learned that the Japanese would be very grateful if the surplus could be used to provide a new hospital. This hospital was accordingly constructed and, at the suggestion of the Japanese, was called the Fraternity Memorial Hospital.

Numerous expressions of gratitude were received for the generosity of the American people in that hour of Japan's need. The American Red Cross was presented with a large bound volume containing the signatures of over a half million Japanese offering their thanks. Many other tokens of appreciation were sent, including a model of the hospital that was built with the balance of the relief funds. On several occasions in later years, the Japanese Red Cross made contributions to the American Red Cross to help relieve distress following disasters in this country. Nearly fifty thousand dollars were contributed at the time of the Florida hurricane in 1926.

In 1934, the first International Red Cross Conference ever held in the Far East convened in Tokyo at the invitation of the Japanese Red Cross. I was among the delegates from the United States who attended that conference and there witnessed at first hand the vigor of the Japanese Red Cross Society. Unusual courtesies were extended to the American delegates, and wherever we traveled as guests of the Japanese Red Cross, hospitality reigned. At numerous times during the conference and our stay in Japan, the Japanese recalled the great help extended to their people at the time of the earthquake disaster. This was mentioned not only in public speeches but in many informal gatherings. Expressions of appreciation included the Red Cross societies of other countries, but particular mention was accorded the aid given by the United States.

Unrealized Expectations

Based on these many expressions of good will, and the long record of helpful collaboration between our two Red Cross societies, the average person at the beginning of the present war would naturally have expected the Japanese Red Cross to be a powerful force in upholding the humanitarian principles of the Geneva Prisoners of War Convention. The Japanese government, which had signed but not ratified the Convention, had agreed to apply its provisions to the treatment of prisoners of war. Events have shown, however, that such efforts as the Japanese Red Cross have made have been submerged under the all-powerful influence of the Japanese military.

It must at the same time be recorded, however, that there have been indications of concern on the part of the Japanese Red Cross for American prisoners. Prince Shimadzu, vice president of that society, in September and October of 1943 traveled as far as Singapore on the Japanese exchange vessel, *Teia Maru,* principally to discuss plans for the distribution of the Red Cross relief supplies then en route from the United States on the *Gripsholm.* These discussions took place with Delegates of the International Committee in Shanghai and Hong Kong. Later, at the end of January 1944, Prince Shimadzu accompanied the International Committee Delegate in Tokyo on visits to two nearby civilian internment camps.

However, time alone will tell whether the influence of the Japanese Red Cross will ever overcome the indifference and callousness of the present Japanese leaders in their treatment of American prisoners of war. In the meantime, I am proud that our own government and military authorities are scrupulously adhering not only to the letter but to the spirit of the Geneva Convention.

German Camp Notes

Stalag Luft I

A note on Stalag Luft I in the December issue of PRISONERS OF WAR BULLETIN stated that in the middle of July 1943 there were about 100 American noncoms there. These men were transferred out of the camp between August and October, and at the beginning of November, according to reports from the International Committee of the Red Cross, there was then only one American left at Stalag Luft I.

Toward the end of 1943 about 150 American airmen were assigned—mainly from other camps for airmen—to Stalag Luft I. These transfers to Stalag Luft I included officers as well as noncoms. Additional assignments to this camp during January 1944 brought the American strength up to about 400.

There are many British noncoms in this camp, and ample stocks of British Red Cross supplies are no doubt available there on which American prisoners could draw, if necessary, pending replacement from American Red Cross stocks in Switzerland.

Stalag XIII C

About 30 American prisoners of war were reported at the end of 1943 as being in Stalag XIII C at Hammelburg, which is in lower Franconia, north and slightly east of Wurzburg. There were at that time about 1,000 British prisoners at Stalag XIII C, or in Lazaret Ebelsbach, which is in the area covered by this Stalag. Many of the prisoners assigned to Stalag XIII C are in near-by work camps. It is an agricultural region, and farming is the principal occupation of the men in the work camps. It is the custom for men assigned to work on small farms (usually one prisoner to one local farmer) to eat with the farmer's family and receive the standard prisoner of war pay of 70 *pfennige* (28 cents at the official prewar rate of exchange) a day. Whether they are in work camps or at the base, all British and American prisoners receive, through their respective Red Cross societies and the International Committee, one standard food package every week.

On the map of prisoner of war camps in Europe published last September, Stalag XIII C and Lazaret Ebelsbach can be marked in the upper right-hand corner of square C3.

Stalag XVII B

A Delegate of the International Committee of the Red Cross visited Stalag XVII B on January 12, last. His cabled report gave the number of American prisoners at over 2,600. They were mostly noncommissioned aviation officers who had passed through Dulag Luft transit camp during the last quarter of 1943. Stalag XVII B had an infirmary with 60 beds, 44 of which were occupied at the time of the Delegate's visit. There were also some amputation cases awaiting examination by a mixed medical commission—with a view to repatriation, whenever further exchanges of seriously sick and wounded prisoners could be arranged. With these exceptions, the Delegate was able to report that the general state of health at this camp was good. Discipline, also, was reported good. Food rations were being supplemented by Red Cross shipments, and recreational activities were being organized.

Seriously wounded prisoners recently repatriated on the *Gripsholm* have described conditions at Stalag XVII B as very unsatisfactory. They also stated that the camp is much overcrowded. The State Department has already protested to the German government about conditions at Stalag XVII B and urged that they be promptly improved.

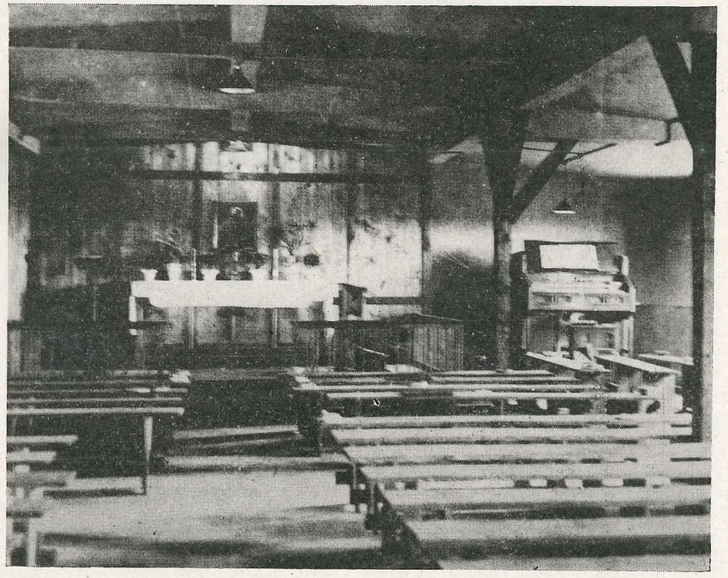
Stalag 344

The designation of Stalag VIII B, near Lamsdorf in the vicinity of Dresden, has been changed to Stalag 344. Since the note on this camp published in PRISONERS OF WAR BULLETIN last December, there has been an increase in the number of American prisoners through transfers from Stalag VII A. There were about 150 Americans at Stalag 344 at the end of December. Most of them, it is believed, had served with the Canadian forces.

A recent report in a British publication stated that "it is to be regretted that conditions at Stalag VIII B have, if anything, deteriorated. This is mainly due to overcrowding." Most of the men at Stalag 344 are British, and British prisoners as well as Americans are being transferred from VII A to 344.

Reserve Lazaret II A

The military hospital known as Reserve Lazaret II A, which is in Vienna, contained four American aviators when visited by a Delegate of the International Committee on January 11, last. Their general condition was reported to be good, and they were receiving Red Cross food packages.



The camp church at Stalag 344 (formerly Stalag VIII B)

Civilian Internee Camps in the Philippines *

By John Cotton

Santo Tomas

The majority of American civilians still interned in the Far East are in four Philippine camps, of which by far the largest is Santo Tomas, in Manila. This camp, which was opened on January 4, 1942, is located in the fifty-three acre campus of the Dominican University of Sto. Tomas, about one mile northeast of the center of Manila. The camp population in its early months averaged slightly over 3,000, but by September 1943, after the *Gripsholm* repatriates left the camp, there were about 3,700 internees. As there have been many transfers to and from the camp, probably at least 5,000 civilians have been there at one time or another. The number in September 1943 included some 900 British civilians and about 100 of various other nationalities, the remaining 2,700 being Americans.

The camp occupies the greater part of the Sto. Tomas University grounds, although some ten acres are fenced off for use of the Dominican Fathers. Six principal buildings are used to house the internees. The main building, a four-story reinforced concrete structure built in 1927, which housed classrooms, laboratories, and the administrative office, now provides living quarters for 1,500 internees. The education building houses 650, the modern gymnasium about 400, a one-story wooden building (the annex) 360, the dormitory 140, and the hospital 185. The remainder of the internees are sleeping in private shanties of which there are about six hundred scattered around the grounds, built primarily to provide shade and privacy during the hot days.

The university buildings were not built for living quarters, and the space available is decidedly insufficient for the large number interned. School rooms are used as dormitories with only thirty or forty square feet of space per person. There are so few showers and toilets that from forty to seventy-five people must share a single one.

From the beginning the organization and operation of the camp have been almost entirely in the hands of the internees. A central executive committee, at first appointed, but later elected, assisted by numerous subcommittees, runs the camp along the lines of a communal village. The following list of various departments best shows the varied functions of the organization: medical, housing, sanitation, hygiene, order, safety, construction (including plumbing, carpentry, electrical installations and repair), education, religion, recreation, entertainment, special activities, food and kitchens, canteen, releases (now dormant), gate liaison, package line, work assignment, relief and welfare, internee relations, and shanty department.

All the work of the camp is done by the internees who are assigned their tasks by the work assignment committee based on their skills and physical condition. Fortunately the camp contains experts in many necessary functions—doctors, nurses, teachers, engineers, electricians, stenographers. The more menial tasks are shared by all who are able to work.

Two meals a day are served from three kitchens: the central kitchen in the main building, one in the annex for small children and mothers, and one in the hospital for patients and staff. Due to a scarcity of many food items and the small amount of money allowed per day by the Japanese for the purchase of food, the meals served are monotonous and insufficient in quantity. Those internees with money are able to supplement these meals with limited extras which they can purchase through the canteen or from vendors who are allowed in the camp for an hour or two daily. Since the camp has no dining room, nor any other public rooms, the internees must take their meals to their shanties or to some other out-of-the-way spot.

Camp Hospital Established

Miraculous is the only word that seems adequate to describe the medical situation. Faced with insufficient drugs and equipment, and at first no hospital facilities, internee doctors have kept a close watch on the internees' health and established rigid sanitary measures so successfully that, despite very crowded conditions, there had been no epidemics up to September 1943. Efforts to establish an adequate camp hospital were finally realized in August 1942, when the Santo Catalina girls' dormitory, which was originally outside the camp boundary, was equipped with 110 beds. Army nurses, captured on Corregidor, who entered the camp in August 1942, and a few navy nurses took over the nursing responsibilities after their internment. Manila hospitals cooperated very generously in caring for the seriously ill.

Despite the arduous tasks undertaken by all internees, much spare time remains. Many activities have been organized to fill the void, such as a complete educational program providing elementary, high school, and some college courses, a sports program, entertainment features, a library, and religious activities. The grounds are spacious enough to provide room for softball, volley ball, soccer, football, basketball, boxing, and other outdoor activities, with ample accommodation left for spectators. Usually a daily program of records is played over a loudspeaker, and occasionally vaudeville shows and plays are given on a stage built by the internees.

The shanties previously referred to might be considered an invention of the Sto. Tomas camp. The year-round hot weather, the crowded living quarters, and the lack of shade on the campus grounds caused great discomfort during the daytime. At first on an informal basis, but later on an organized basis, shacks or shanties were built around the grounds out of odd pieces of lumber or any available material. Consisting of little more than a roof with a crude chair or two, and perhaps a table, the shanties provide a spot for families or friends to gather during the day to talk or rest. If some extra food bought by the internee is available, lunch may be prepared and served in the shanty. Recently, also, several hundred men have been allowed to sleep in the shanties, and this has helped to relieve the crowded sleeping quarters.

In May 1943 some important changes took place, including the transfer of 800 men to a new camp at Los Banos. This decrease in the Sto. Tomas camp population did not last long, however, as several hundred Americans from other islands who had been interned at Iloilo, Cebu, Bacolod, Tacloban, and Tagbilaran were transferred to Manila. Furthermore, about 1,000 sick or aged Americans, as well as mothers with small children who had been permitted to live in their homes, were brought to Sto. Tomas. In Manila, all but about 200 aged or seriously sick Americans and a few missionaries are now either in Sto. Tomas or in hospitals or institutions such as Hospicio de San Jose, Holy Ghost Convent, Sulphur Springs Hotel, Assumption Convent, and Remedios Hospital.

Los Banos

The Los Banos camp was opened on May 14, 1943, in the grounds of the School of Agriculture of the University of the Philippines, about 45 miles south of Manila. The camp area of about 25 acres is roughly rectangular, running along the foothills of Mt. Makiling, a little over a mile from the shores of Laguna de Bay, a large lake. The site is about 150 feet above sea level with a climate similar to Manila's, but perhaps a few degrees cooler.

Eight hundred men from 18 to 55, eleven navy nurses, and one other nurse comprise the camp population. Most of the men are unattached, but about 120 have wives in the Sto. Tomas camp. About 600 are Americans, 160 British, and 40 other nationals. It was originally intended that this group should prepare the Los Banos camp for a much larger body of internees, but up to September 1943 no further transfers had been made.

More than half the men are housed in a modern, well-constructed, steel and concrete gymnasium. The rest live in the YMCA building and ten small bungalows and cottages. As in all the other camps, space is limited, each man being allowed about 40 square feet of space. Toilet and bathing facilities are likewise limited.

The camp organization and camp activities are similar in many respects to Sto. Tomas. The work assignment committee requires a minimum of two hours work per day. Each internee was classified according to age and physical condition, and a card record is kept of the work performed. When the camp was opened, a large amount of work was necessary clearing underbrush, excavating and filling, and the like, in order to get it in shape.

Kitchen facilities had to be improvised. A frame structure with stone fireboxes was built, water outlets and electric lights were provided, and eight 20-gallon cauldrons set up. As there are no ovens, grills, or warming boxes, little variety is possible in the preparation of food. Three meals a day are served, but quantities are insufficient and the fare tiresome. Food procurement is difficult, owing to lack of nearby markets, and it is often necessary to order supplies from Manila which arrive, as a rule, only after considerable delay. The Japanese allowance of one peso (nominally 50 cents) per person per day, which must cover food and other necessary camp maintenance items, was rapidly becoming inadequate in September 1943.

Baguio—Camp Holmes

Internment in the mountain city of Baguio began late in December 1941. After a few days at Brent School, internees were moved to Camp John Hay for a stay of three months, and were then moved again to their present location at Camp Holmes, a former constabulary barracks, seven miles due north of Baguio. Since the camp is in the mountains, the climate is cool with a great deal of rain. The temperature, however, never drops below freezing.

There are some 500 internees in this camp, of whom about 50 are British and the rest Americans. Civilians from the nearby gold mines, and missionaries, each makes up about a third of the camp, the remainder including business, professional, and retired residents of Baguio, with about an equal division between men and women. About one-quarter of the internees are children under eighteen.

The majority of the internees are housed in three main barracks of wooden construction, with galvanized iron roofs, each approximately 160 x 30 feet. One is a single story building and the others are two stories with concrete ground floors, all having large open dormitories with a few scattered individual rooms. Several smaller buildings house the hospital, schools, shops, guards, and a few internees. No public rooms are available except for one main dining room, which is open for public use only after the evening meal. This situation causes considerable discomfort during the rainy months of June, July, and August. No facilities are provided for the drying of clothes.

Clothing is more of a problem in Baguio than in the other Philippine camps because of the cooler weather. Internees were allowed to bring only a small amount of clothing to the camps, and they have since been provided with none by the Japanese. Shoes are the biggest problem, many internees resorting to wooden clogs while children often go barefoot. The situation has been helped somewhat by gifts sent in by friends and local charities.

This camp has also had its share of food problems and suffering, along with the other Philippine camps, from shortages of milk, flour, meat, and canned foods. The staple foods are rice, yams, and bananas, with small quantities of meat, green vegetables, dried beans, and fruit. This meager diet has caused a general loss of weight, although the children, who receive a small amount of milk and other scarce items, show the effects less than the adults.

Davao

The fourth Philippine civilian camp is at Davao, on the large southern island of Mindanao. Since no one from this camp was included in the last repatriation, no reliable details are known other than that there are about 250 civilians interned there.

As neutral agencies are not yet permitted to function in the Philippines, there is no way of learning about current changes in the internment camps there. It is quite possible that further transfers of internees from one camp to another will occur, and these might substantially alter the present internment picture.

REPORT ON AID TO FAR EASTERN PRISONERS

The American Red Cross has prepared a detailed report on "Measures Taken to Aid Prisoners of War and Civilian Internees Held by Japan" up to March, 1944.

A limited number of copies of the report are available for distribution, and readers of Prisoners of War Bulletin may obtain them by writing to the Editor.

** This report is based largely on interviews with American nationals who returned last December on the Gripsholm.*

AMERICAN PRISONERS IN RUMANIA

The military hospital at Sinaia was closed last December to American flyers who were wounded during the raid on the Ploesti oil refineries in August 1943. Most of the wounded officers and noncoms had recovered so that they were able to join their comrades in the "permanent" camp at Timis, near Brasov. Only nine of the wounded (one captain, four lieutenants, and four sergeants) still required hospital treatment, and they were transferred from Sinaia to the hospital at Brasov, which was the former Hungarian town of Kronstadt.

A Delegate of the International Committee who visited the men at the end of November reported that he found them "in a very cheerful state," and unanimous in praising the excellent treatment they had received at Sinaia. Their main concern was over the lack of mail from home —four months having elapsed since capture and none had heard from his family. The Delegate assured the men, however, that their families had been informed about their condition through the International Committee and the American Red Cross, and that mail for them was certainly on the way.

On a subsequent visit to the camp at Timis, where there are now about 100 American airmen, the Delegate reported that with two or three exceptions he had found all the men in good health. A few days before his visit the first carload of relief supplies from Geneva had reached the camp and been locked in a storehouse—the keys to the storehouse being kept by the Rumanian commander and the American spokesman, who is Major William H. Yeager, Jr. Major Yeager had obtained permission from the Delegate for a few Yugoslav aviators who are interned in the same camp to share in these American supplies. There are also a few British prisoners at Timis for whom the British Red Cross had sent relief supplies. There had been several attempts at escape from Timis, but the Delegate reported that the escapees had all been recaptured. The men interviewed had only minor complaints to make to the Delegate, the principal one being the lack of news from home. Major Yeager talked in private with the Delegate, as a result of which several suggestions were drawn up and transmitted to the Rumanian authorities for improving living conditions at the camp.

The authorities have agreed to increase the pay of American noncoms to 9,000 lei a month on condition that they feed themselves on this pay. A letter published on another page indicated that the spending power of 9,000 lei was about $30.

Reports on Distribution of Relief Supplies in the Far East

About 88 percent of the supplies shipped from the United States on the diplomatic exchange vessel, *Gripsholm,* last September have been unloaded at their respective destinations, and have either been distributed or are in process of distribution to the prisoner of war and civilian internee camps. Some 12 percent of the supplies were consigned to Shanghai and Hong Kong, but were held at Yokohama until they could be shipped onward. A recent cable from Geneva stated that the Shanghai consignment was being prepared for shipment.

Complete reports on the distribution of the supplies transshipped at Mormagao from the *Gripsholm* to the *Teia Maru* have not yet been received, but cables from the International Committee of the Red Cross in the middle of March left no doubt that most of these supplies had been distributed to the camps.

An Australian dispatch dated February 22 relayed a Japanese radio broadcast stating that "Comfort parcels from the United States recently arrived in Batavia and have been distributed among American prisoners of war in Java." These parcels, the broadcast stated, "were sent by the United States on the occasion of the second exchange of civilian internees between Japan and America." Several messages broadcast from American prisoners in Java early in March mentioned receiving next-of-kin parcels, one man saying "Received from you one package, all complete and in good order. My feelings when I received this package were of great joy. My joy knew no bounds as this was the first communication from you."

The International Committee has also relayed reports from Mr. Schweizer, its Singapore representative, stating that he had been informed by local authorities of the distribution at the end of December of mail and Red Cross parcels. At the same time he was told that the onward movement of supplies for other regions was being undertaken and that food parcels and medical supplies were being prepared for early distribution in Malaya. A broadcast on the Japanese radio from American prisoners of war in a camp at Moulmein, Burma, at the end of February reported receipt in their camp of Red Cross supplies from the *Gripsholm.*

The International Committee Delegate in Japan stated that he had a receipt dated November 8, 1943, from the Japanese authorities at Manila for 21,548 packages of relief supplies unloaded there. Numerous messages from prisoners in Camps Nos. 4 and 11 in the Philippines, broadcast from Manila, reported receipt of Red Cross food packages, medicines, clothing, and comfort supplies before Christmas. The Delegate in Tokyo cabled on January 21 that the executive committee of the civilian internees at Santo Tomas had established a plan for the distribution of their share of relief supplies. The Delegate had cabled earlier that he was attempting to forward at least one food package to every prisoner of war in Japan, Korea, Formosa, and Manchuria before Christmas. Later he reported by cable that such a distribution had been made during December and January in all the camps in Japan proper, as well as substantial amounts of clothing.

A Japanese broadcast early in March included two messages from American prisoners in Japan acknowledging next-of-kin parcels from home. One said "Received your package last Christmas and letter recently." The other prisoner had received a package but no letter.

Prisoners of War Bulletin is sent free of charge to those registered as next of kin with the Office of the Provost Marshal General, to close relatives of American prisoners of war, to American Red Cross chapters, and to workers engaged in prisoner of war relief.

If we have omitted the names of any persons falling within these categories, they may be added to the mailing list by writing to your Red Cross chapter.

Gilbert Redfern,
Editor.

MISSING IN ACTION
Cable Inquiries Not Permitted

The relatives of servicemen reported missing in action frequently ask the American Red Cross to cable an inquiry to the International Committee of the Red Cross at Geneva in the hope of obtaining further information about a serviceman's fate.

All inquiries sent by the American Red Cross to the International Committee are subject to United States government regulations, which do not permit the sending of inquiries to enemy countries or through territory held by the enemy, about United States servicemen officially reported missing in action. As inquiries to the International Committee must pass through enemy-held territory, those pertaining to persons missing in action cannot be transmitted. These regulations apply in all cases, and exceptions cannot be made even though, as an example, other members of the same bomber crew may have already been officially reported as prisoners of war.

When a serviceman falls into enemy hands, United States authorities are entirely dependent on the enemy government for information concerning him. Reports about servicemen captured by the enemy are sent, in due course, by the enemy government through the Protecting Power or the International Committee of the Red Cross, to the government of the country in whose forces the man was serving. There may, however, be a lapse of weeks or months between the time a man is reported missing in action and his reappearance either as a prisoner of war or in his own unit (if he succeeds in rejoining it).

The efforts which are made by United States military and naval authorities to obtain information about servicemen officially reported missing in action were described in the February and March issues of PRISONERS OF WAR BULLETIN.

DONATION FROM BRAZIL

The International Committee of the Red Cross at Geneva has received from the Brazilian Red Cross for distribution among American prisoners of war 124 cases of supplies. The shipment comprised 5 cases of meat paste, 15 cases of corned beef, 5 cases of meat extract, 69 cases of canned fish, 16 cases of sardines, and 14 cases each containing 30,000 cigarettes.

Service Pay and Credits for Prisoners of War

Many questions arise concerning the service status of prisoners of war which must necessarily be answered by the particular branch in which the prisoner was serving at the time of capture. However, some answers are dictated by an Act of Congress dated March 7, 1942, and its amendments approved December 24, 1942. This law states that:

Any person who is in active service and is officially reported as missing, missing in action, interned in a neutral country, or captured by an enemy shall, while so absent, be entitled to receive or to have credited to his account the same pay and allowances to which such person was entitled at the time of the beginning of the absence or may become entitled to thereafter.

Thus, for example, if an officer of the Air Corps were in flying pay status at the time of capture (as he would be if taken in the course of a bombing mission), flying pay would continue to accrue to his credit as long as he remained a prisoner of war. Also, if an officer were properly receiving a rental allowance at the time of capture, that allowance would accrue to his credit during his internment. In addition, he would continue to receive the regular increase for foreign service; and, if he were away long enough, a five percent increase for each three years of duty.

This means that men are still considered to be on active duty in the Army or Navy of the United States during the time they spend as prisoners of war. This time also applies on the earning of service stripes and retirement pay.

The only deductions made from the accruals of pay of officers are for allotments and allowances which they have arranged, and for sums given to them by the Detaining Power. It is understood that the German authorities are applying Article 23 of the Geneva Prisoners of War Convention in paying American officer-prisoners. This article provides that:

Officers and persons of equivalent status who are prisoners of war shall receive from the Detaining Power the same pay as officers of corresponding rank in the armies of that Power, on the condition, however, that this pay does not exceed that to which they are entitled in the armies of the country which they have served. This pay shall be granted them in full, once a month if possible, and without being liable to any deduction for expenses incumbent on the Detaining Power, even when they are in favor of the prisoners.

The Geneva Prisoners of War Convention does not provide for such payments by the Detaining Power to enlisted personnel who have been captured, unless they are employed by the enemy in labor detachments. Article 34 of the Convention provides that, in the absence of specific agreements between belligerents regarding payments for labor performed by prisoners of war *outside* the camps, the following rules shall apply:

a. Work done for the state shall be paid for in accordance with the rates in force for soldiers of the national army doing the same work, or, if none exists, according to a rate in harmony with the work performed.

b. When the work is done for the account of other public administrations or for private persons, conditions shall be regulated by agreement with the military authority.

The pay remaining to the credit of the prisoner shall be delivered to him at the end of his captivity. In case of death, it shall be forwarded through the diplomatic channel to the heirs of the deceased.

Allotments for the payment of insurance premiums and allotments or allowances for dependents are continued after a serviceman's status changes to that of prisoner of war. He may even make changes in his allowances or allotments by writing to the War Department. In the case of prisoners in the Far East who have written their families that they wished to increase their allotments, the families have been advised that such letters should be sent to the Office of Dependency Benefits, Newark, New Jersey, so that the desired changes might be made.

Letters

(The following letters have been furnished to the American Red Cross by relatives. All prisoner of war mail is censored by the Detaining Power.)

From Far Eastern Camps

Osaka, Japan
July 6, 1943

Dear Folks:

The Nipponese have kindly allowed me to write you a few lines.* I was taken prisoner when Bataan fell. They kept us in the Philippines for a while then sent us to our camp here in Japan. There is no need to tell you how much I would like to see you. But I am counting the days until the war is over and I can come home. There is so much that could have happened by now, that I am worried about you all, but I hope you don't worry about me. I am enjoying good health. I saw Jim Allen and Luz Cissineros in the Philippines in October (1942). They were both doing extra well. Please tell their folks. All my friends in Mombulea are interned in Manila the last I heard.

Please tell the bank not to cash any of my checks from January 1, 1942. There was a lot of graft in the prison camps in the Philippines. Also be sure the money is in savings account. Gee, how I would like to see Helen, Peggy, Buddy, Charles Robert, and all of you.

** According to a Tokyo broadcast recorded last Thanksgiving Day, the writer of the above letter had been transferred from Osaka to Zentsuji.*

Osaka Camp, Japan
July 4, 1943

Dearest Mother:

The Nipponese have kindly allowed me to write home and you can imagine how I feel.* I want to impress that we are well treated and that there is absolutely nothing to worry about. Naturally, I have no idea as to the extent of separation. But I cannot be too optimistic as the Nipponese seem very determined. However, I am counting the days until I can again be home with my family and trust that day will be soon. Tell Father, Babe, Buster and Pauline, Lucille Williams, and all my friends to write soon and to send photos. Sincerely hope you have received previous cards.

You should be receiving monthly two allotments of twenty-five and thirty dollars each. Write to Headquarters, Marine Corps, and let me know my pay scale, and to be certain that I am insured for ten thousand dollars. Have many plans for us which you will like.

You can imagine how I long for you and for home. May God's grace be with us for an early reunion and may God bless you all.

** The opening paragraphs of the two foregoing letters indicate that the Japanese commander at Camp Osaka gave special permission last July for at least some American prisoners there to write letters home. These letters probably arrived by the Gripsholm last December. Writing letters from a war prisoners' camp in Europe is an entirely normal procedure, whereas the sending of more than a brief postal card from a war prisoners' camp in Japan is considered an exceptional event.*

Philippine Military Prison Camp No. 3
(Undated. Received at Shawano, Wis., December 11, 1943)

I am in fair health. Treatment leaves nothing to be desired. Received Red Cross packages and medicine most gratefully. I pray continuously for mother's health, happiness, and courage. Insurance taken for brother. All my love to family, and keep your chins up.

Hoten Prisoners of War Camp
Hoten, Manchukuo
(Undated. Received December 30, 1943)

Dear Folks:

I am very glad to tell you I am alive and well. I hope to come home in a year or two. It has been a long time since I saw you last. I have not a scratch from the war. Keep your chins up. Viola, my thoughts are all of home. Say hello to everyone for me as words are limited. And may God bless you all.

Camp No. 2, Philippines
August 1943

Still living well on farm. Enjoying tropical climate year round. Weight—166 pounds. Travel limited. Don't worry. Movies, plenty money, newspapers, athletics. Save me a 24-candle cake.

Tokyo Camp, Tokyo
June 7, 1943

Dear Mother:

Am still in good health here in Japan. Winter being over, the weather is warm. Have received more Red Cross supplies. Send pipes, chocolate. Hope all are in good health and that I may be home soon. Say hello to everyone. May God bless you all.

(Two earlier communications, dated December 19, 1942, and April 24, 1943, were received by the above prisoner's family at East Cleveland, Ohio.)

Shanghai War Prisoners' Camp
August 25, 1943
(Received January 6, 1944)

Dearest Mother:

I am very glad to have the opportunity of writing you again, and, though there isn't really much to write about, I know you are worrying continually about my welfare. I am in good health and have been since I have been here. I sincerely hope you and Gene are all right. This month makes the fourth birthday I have spent in China and it only seems a short time since I came out here. But, on the other hand, it seems ages since I was home. I hope you will write soon and I would like very much if you would send some pictures of yourself and Gene. I still have the photograph you sent to Tientsin. But no picture at all of Gene. This will be all for now, but I hope to be able to write again soon. I also hope to hear from you soon.

(In the first quarter of 1944 very few communications from prisoners held by Japan reached PRISONERS OF WAR BULLETIN, *presumably for the reason that very few have been received by relatives here since the return of the Gripsholm from the Far East last December. The American Red Cross is anxious to see all the communications, or copies of them, that reach this country from our prisoners in the Far East, and relatives are urged to send them either direct to the Editor,* PRISONERS OF WAR BULLETIN, *or to the Red Cross through their local chapters. If originals are sent, the utmost care will be taken to see that they are returned safely to the relatives.—Ed.)*

From European Camps

Stalag Luft III
November 30, 1943

Dear Mother:

This letter will have to serve as a Christmas present from me to you this year. It comes with my love and best greetings. Perhaps by Christmas 1944, and surely by 1945, we will celebrate together again. I am well and in good health and the weather has not been very cold yet. D. T. Spivey (senior American officer) has given me the job of assistant adjutant. There is not much to do, but it is something to fill the time with. My character and my interests are becoming more and more like Aunt Lydia's. Food is my chief topic of conversation, avoidance of any manner of controversy is my chief desire. Some of the boys grow beards and moustaches of all types and sizes. However, I am just the same. It seems to me important to change as little as possible. I am able to shave every three days and bathe twice a week. If and when you are able to send a second parcel, please include military clothing and insignia. Could you also send me the separate cigarette and book parcels? Do not worry about me. This is probably harder on you than upon me because you are unable to picture what these conditions are. For Thanksgiving we washed a sheet for a tablecloth and said grace.

As you know, we live eight together. You did not know any of the boys I am living with. By count of 7 to 1, they have elected me ration officer, a trying job. That lets me out of my turn as cook but not as K. P. We have been lucky having an exceptionally good Indian summer, but colder weather cannot be so far away. Our main problem is to keep warm and from catching a cold. The papers we get write a great deal about a coal strike sponsored by Lewis. We find it difficult to appreciate his and/or labor's attitude. Letters are the important incidents in our days here.

Stalag II B, Hammerstein
September 23, 1943

Dear Aunt Frances and Uncle Paul:

Perhaps Bill has written you that I have been a bit "confined" as of late. My luck finally ran a bit thin, but no complaints. I guess on this last one I just squeezed in under the wire. Knowing that you were both interested in the Red Cross, I wanted to tell you that they do a fine job in the well-known business of keeping body and soul together, etc. We are allowed to listen to the German radio and so, of course, we get such a clear picture of the news. There is really not much to say. Prison life is prison life and there is nothing to do but wait for the end of the war. Some of our fellow prisoners have been waiting three to four years so my term should not be too hard.

Sinaia, Rumania
October 25, 1943

Well I guess winter is beginning to show its first signs. The trees have their beautiful colored leaves. About the most prominent evergreen here is the fir tree. Had a snow flurry about ten days ago. The hospital here is steam heated. We have played contract bridge for about the last six nights. Read quite a bit. Most of the books have English authors so I'm learning a bit about England, through their books. Sincerely hope everything is all right at home. Be sure not to mention the name of any military organization when writing.

Everything is going along O. K. here. We were paid recently. Not in cash but credit with which we can buy things through the Red Cross. I was given the same pay as a 1st Lt. in the Rumanian Army (except I

was given no allowance money.) My "nag" was 11,400 lei. I think 300 lei is about equivalent to a dollar in spending power, so I received about $38.00. So far I've bought some candy which is sold at about 1,000 lei per kilogram (2.2 lbs.) or about $1.50 per pound. The last of my burns has about vanished. We get quite a bit of sunshine in the hospital gardens. Am learning how to speak some of the words in Rumanian that we use here. It is supposed to be very much like either Italian or French. Give my love and best wishes to all.

Stalag II B
August 22, 1943

Dear Folks:

Everything is going O. K. here. We have a theater and a twenty-piece dance orchestra. I am playing a new Martin trombone. We also have a swell church. Dick Gray is minister, and it is all fixed up by the fellows here. There are a lot of religious pictures and really nice. We also have a lot of library books and a swell library. So far I have read exactly thirty books. The next thing to be fixed up is a reading room. The only thing that would really make me happy though is to have the war over and to be home.

Stalag Luft III
July 29, 1943
(Received January, 1944)

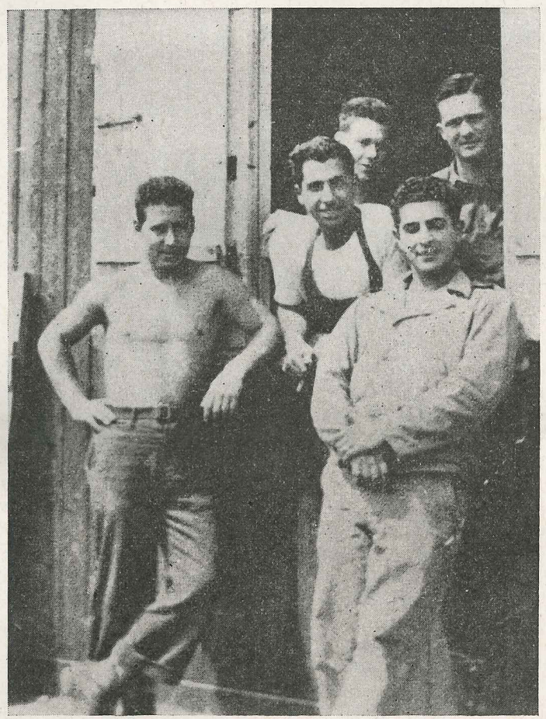
Dear Folks:

Will try to paint a picture of our life here. Out of our numerous discussions (most of the time arguments) we have come to the conclusion that never in our past, or in our future life have we been, or will we ever be, as free from worry as we are now. We truthfully have not a care in the world. We sometimes miss the normal social intercourse which we were accustomed to, but most of the time we get along very well without it. We live in a truly cosmopolitan community for there are officers here from every corner of the earth. Without a doubt the most industrious and the best all-around fellows are the Poles. An educational program is well organized. Nearly every day we have lectures on any and every subject imaginable by really important men. About all we need is a ration of good liquor (there are some home brews around that aren't bad), and letters to keep us happy.

Stalag XVII B (Transferred from VII A)
September 12, 1943
(Received March 4, 1944)

Darling:

As the time draws near when I may begin hoping for a letter from you or mother, I "sweat out" every mail call. Please don't do any more worrying about me. Having been so greatly blessed with luck thus far, I confidently expect to survive this war—and the next. I am keeping reasonably busy and cheerful here—work a bit, study, read, and try to get in a bit of exercise each day. My softball team of men over 35 is about ready to take on a team made up of youngsters under 20. The Stalag Dramatic Club opens with "Our Town" tonight for a four-day run. The Spanish classes are still a source of interest and I still have my little job at the Red Cross issuing and keeping stock of equipment. When life gets too monotonous, I can always get off in a corner with a book. I hope devoutly that all is well with you.



Unidentified Americans at Stalag II B. Sent by Private Vincent F. Climaldi, 39th Infantry, U. S. Army (center of group), to his father, James Climaldi, who works in Red Cross Food Packaging Center No. 1 at Philadelphia.

Stalag Luft III
October 18, 1943
(Received January 15, 1944)

Dear Folks and Evelyn:

I've been getting quite a bit of mail lately, and I got your second food parcel this week. Everything was swell, and just about exactly what we needed. The brushes, paints, razor, vitamin tablets, and especially the harmonica, are just what I've been hoping for, not to mention the food. I think by the time you could send another parcel I'll be needing some clothing. Underwear, handkerchiefs, and a light shirt and pants would come in handy. I've recently started teaching a class in drawing and sketching. We've been getting some large squash, and I made a squash pie that you could hardly tell from some pumpkin pies I've eaten.

We have recently moved from a compound that we shared with British and Polish and other air force officers, to a new compound in which there are only American flying officers. Instead of beating the English at their own rugger and soccer, we can now concentrate on our football and baseball. We never were able to beat the Polish officers, though, in their national game of volleyball. We all had come to admire and respect the Poles very much, and hated to leave them. Of course, I had many friends among the British as well, but they're more reserved as a group. At first my biggest job here was trying to find something to keep me busy. As time went on I kept doing more and more until now I have a very full, interesting day, with painting most of the signs for the camp, sketching, cooking, studying two languages and navigation, reading some, and taking part in other activities, including athletics. So the time goes fairly fast and that great day everyone is looking forward to is not too far away, I hope.

Stalag III B
August 15, 1943

Packages from home have started coming in, but I, as yet, have not been one of the few lucky ones. You ask what you should send me. For the most part — cigarettes. The food is quite manageable, with the Red Cross parcels we get from Switzerland. I am well in health and treated the same way. The treatment of POWs is reciprocal, and I am treated like the POWs are in America. The hardest five months of being a POW have passed. Conditions are now more organized. Musical instruments have arrived in camp. Every evening after work we gather and have some entertainment. Over 600 more books have also come in. We now have a nice substantial library. A great many best sellers in the lot. I have just finished A. J. Cronin's newest hit, "Keys to the Kingdom," and am now on Dorothy Bowen's "Great Modern Short Stories." All in all, there is a great difference between the present and the first month of being a prisoner of war in Southern Italy.

Stalag Luft III
December 5, 1943

Dear Dad:

Just the day after I wrote my last letter in November my parcel came. It is wonderful, and I'm glad to have my specs. More mail arrived yesterday. Wilson Todd is a "Kriegy" now, but in a different camp. Please send more photos. They came through O. K. Also try airmail for speed. It now takes four months for free mail.

In case I haven't told you before—we have our meals on the English plan—(1) breakfast, (2) morning coffee, (3) noon luncheon, (4) tea, (5) dinner, (6) late brew. In other words we are eating nearly all day long.

A few weeks ago we had a movie here from America—Fred Astaire and Ginger Rogers in "Shall We Dance?" Very good! It was fixed up for French audiences. Expect more American films soon.

German Camps—Oflag 64

By J. Townsend Russell

The number of American officer-prisoners in Oflag 64 at the end of 1943 was nearly 400. About 100 officers, mainly from Italian camps, were assigned to Oflag 64 in the closing months of 1943. Delegates of the International Red Cross who visited Oflag 64 on October 5, last, reported that the total number of men in the camp at that time was 264—including orderlies and medical personnel.*

Oflag 64 is located at Schubin, near the River Vistula, in one of the richest agricultural regions of Poland. The nearest large town is Bydgoszcz, for which the German name is Bromberg.

All the American officers were lodged in the main camp building of three stories, formerly a boys' boarding school. The attic was used as a recreation room and library. Other services such as infirmary, canteen, theater, classroom, Red Cross storehouse, and orderlies' quarters were housed in separate buildings. The camp was intended for a maximum of from 400 to 600 prisoners. Two barracks were unoccupied at the time of the visit, and in a third about 30 prisoners of another nationality assigned to the camp for work duty were housed.

Discipline in Oflag 64 was stated to be firm, with only three escapes having been attempted since it was established. No deaths had occurred up to the time of the visit, and none of the prisoners there had been found unfit for service. Eight American doctor-prisoners, having practically nothing to do, had asked for reassignment to larger camps needing medical personnel. The German authorities gave the American officers a free hand in matters concerned with the interior organization of the camp. The senior American doctor was also a dentist, and the necessary supplies had been ordered from Geneva to enable him to make permanent fillings and artificial teeth.

Food and Lodging

The kitchen, situated in the main building, was under the direction of an American officer who had charge of the rations. American and British enlisted men prepared the food. The collective (Red Cross) shipments were cooked in common for the entire camp, and ample ground was available so that the prisoners could raise their own vegetables. At the time of the visit there were 9,000 American Red Cross and 2,000 British Red Cross food packages in the camp storehouse. Each prisoner received an American or British Red Cross package every week, plus 50 cigarettes.

Junior officers were lodged by groups of forty in large rooms. Senior officers were in small rooms, with four or six to each room. The officers slept in double-decker wooden beds, on sacks filled with sawdust. The first distribution of coal was made on October 1, and, according to the report, the prisoners' representative (the senior American officer) could draw the coal ration for the entire camp every ten days.

The canteen was run by an American officer, but the supplies available were very limited—except beer.

Sports and Recreation

Oflag 64 has an extensive sports ground where the prisoners play such games as volley ball and basketball. For winter sports the men had asked for skates, skis, equipment for ice hockey, and sports clothing. A large shipment of clothing was sent from Geneva last November. The camp library contained 1,600 volumes—1,000 having been provided by the YMCA and 600 by the Royal Air Force.

The prisoners could take one hot shower a week, and equipment for disinfecting men and clothing existed but it had not, up to last October, been necessary to use it. There were no vermin in the camp and, in general, hygienic conditions gave no cause for complaint, according to the Delegate's report.

As provided for in Article 24 of the Geneva Convention, the officer-prisoners had requested that the money confiscated from them at the time of capture be released for transfer to the United States, and the German authorities were considering this request. The prisoners were being paid regularly.

** A cable summary of this report was given in our January issue.*

GUAM INTERNEES

The Swiss Legation at Tokyo recently relayed by cable, through Bern, to the Department of State, a message from the Guam internees who are now in civilian internment camps at Kobe, on the Japanese mainland. The message requested that the internees' families be informed that "they enjoy good health, think of their beloved ones, and send them best greetings and wishes."

The Department of State has requested the Swiss government to inform the internees that a substantial number of Red Cross messages have been received in the United States by their families and employers, and that mail is occasionally received from them.

About 130 American civilians, taken on Guam, were moved to Kobe. They included doctors, missionaries, and businessmen as well as civilian personnel of the United States Navy.

THE RED CROSS FLEET

(Continued from page 1)

are announced in advance to all interested belligerents, and she does not sail until safe-conduct guarantees have been obtained from all of them. She follows a prescribed route, and her position is announced by radio every day at stated times. All belligerent warships permit her to pass unchallenged. The International Red Cross cuts across the battle lines and is trusted by all sides. It also serves all sides because the Red Cross fleet which carries supplies for United Nations prisoners on the eastbound voyage brings supplies for Axis prisoners in the United States and Canada on the return voyage.

Besides the seven ships in the transatlantic service for the transportation of American and Canadian Red Cross supplies, a fleet of Portuguese and other neutral vessels, chartered by the British Red Cross, maintains a "shuttle service" between Lisbon, Portugal, and Marseille, France. British Red Cross supplies, which go from the United Kingdom to Lisbon, are transshipped from the latter port to Marseille.

Because of pressure on space we have been obliged this month to omit the page Questions and Answers.

Recent picture of American airmen at Stalag Luft III sent by First Lieut. Robert C. Miller (first from left), a bomber pilot. Lieut. Fred D. Gillogly, Lieut. Miller's co-pilot, is second from left. The names of the other four officers are not known.

Extracts From Letters

An undated card recently received by the father in Des Moines, Iowa, of an American prisoner at Philippine Military Prison Camp No. 2 stated that his health was excellent and added: "Some men receive cables. We are existing. My love to all. Cable me via Geneva. I have had no word."

An American captain in Philippine Military Prison Camp No. 1 addressed a prisoner of war card to a florist in Rockaway Beach, New York, requesting that flowers for Christmas and the New Year be sent to the captain's wife, who lives at Rockaway Beach, on his promise to pay for them when the war is over. The flowers were duly delivered.

From Stalag Luft III, dated November 25, 1943: "Today is Thanksgiving and you can be sure I've been thinking of home more than ever. We had a fine Thanksgiving service and Ajax (Captain Adamina) and Glen really outdid themselves on our meal. It happened that they are cooking this week. We were lucky enough to get one of our rare Reich issues of hamburger today and it really tasted good. I'm doing more art work now. I have a 'war log,' a book of blank pages, that has stimulated my interest in sketching."

From Osaka Prisoner of War Camp, Japan, dated July 2, 1943, to Bryte, Calif.: "I'm feeling fine, and haven't been ill these past 18 months. All 80 of us here have been mighty lucky in that we haven't had anything serious happen to any of us. I now weigh 141 pounds. I'm hoping to see fig trees this year. I would certainly like to be home this fall. There isn't a day goes by that I don't think of you and some of the things I used to do while I was home. The Red Cross boxes I've received have been worth their weight in gold. I have a pair of American leather shoes now, but the thing I want most of all right now is a letter from you."

From Stalag III B, dated October 10, 1943: "We had a little change in the Sunday schedule today. About 30 or 40 of us from the compound were allowed to go for a walk from 2 to 5 p. m. We walked through the woods and a small town we are near. It really felt good to get out of the compound for a few hours."

A Canadian prisoner of war wrote from Stalag VII A: "Continuing our conducted tour of southern Europe, I have arrived at a transit camp in Bavaria. I managed to bring all my winter clothing. We heard of the Italian armistice in the midst of my birthday party, which seemed like a good present. But, unfortunately, our camp passed under new management the same night, and then we had this fast one worked on us. I met up with every conceivable nationality of our Allies here, and saw lovely country on the way."

A member of the Friends Ambulance Unit, now a prisoner at Stalag V B, has been assigned to nursing severely wounded Russians in the camp hospital. "Nursing people of whose speech one can understand nothing," he writes, "is rather a responsibility and a strain; none of the comforting little phrases being any use at all. But the work makes the time fly, and I learn a few more words of Russian every day."

From Stalag Luft III, dated November 17, 1943: "Don't forget to send letters by airmail as it saves a month's time. Be sure and advise with Red Cross and YMCA about sending me things. I have a few suggestions to make on contents of the Red Cross parcels. I would like to see such things as powdered eggs, rice, flour, baking powder, condensed soups, dried vegetables, etc., included."

The International Committee at Geneva received a request from an American prisoner at Stalag Luft III that his mother at Coronado, Calif., be advised by cable as follows: "Have received no mail. Am well and out of hospital. Love. Ted." This prisoner had been transferred from Italy to Germany and 22 letters, as well as several parcels, were being held at Geneva pending notification of his camp address in Germany. This mail was promptly sent on by the International Committee when the prisoner's message reached Geneva.

M/Sgt. John M. McMahan, the former American spokesman at Stalag VII A, wrote to the War Prisoners' Aid of the YMCA on October 5, last: "According to information relayed to me, all American prisoners at Stalag VII A are being evacuated to different camps. I and 307 other members of American ground forces have been moved to Stalag II B, Hammerstein. We were given to believe that the American Air Force prisoners would be moved very soon to Stalag XVII B."

Gunnar Drangsholt, who appears to be the American spokesman at Stalag II B, wrote to the YMCA on October 6, last: "We now have approximately 2,700 prisoners, of whom 820 arrived from Italy and 310 from Stalag VII A. The newly captured men arrived with very little personal equipment. Thank you once again for previous help, and we hope you may again be able to assist the new arrivals."

The wife in Baldwin, N. Y., of an American prisoner at Camp Hoten, Mukden, after hearing nothing from him since the fall of Corregidor, recently received the following: "May this letter find you and all the folks in good health and hope. I've come thus far well and in high spirits. Living here in good conditions under fine treatment. You know that I'm thinking of you and all the folks constantly, and live in anticipation of my return. See the Red Cross for return letter and package. Keep hopeful, faithful, and healthful all, until we'll be together again."

This letter, the prisoner's wife states: "was signed in his own handwriting which was so firm and steady that I am sure his health must be good."

Writing on November 13, last, to his wife at San Antonio, Texas, an American Colonel at Stalag Luft III said: "The coordination between the British and American Red Crosses is very fine, and how they have managed to keep up with our expansion, with facilities as they are, I do not know. This same story comes from other camps as well. Thanks also to the YMCA and the European Society for Student Aid. We now face the winter with organized classes in all popular subjects, a full orchestra, and a very active dramatic society. I have become a fairly expert bricklayer, in addition to my other duties and accomplishments. Sometimes we bite our lips when we receive letters from home in which there are indications of lack of imagination, or of understanding of our situation and life here. As you know, it's no Rose, but we are able, with the cooperation of the Detaining Power, to improve our situation a great deal."

From Stalag Luft III, dated November 16: "I'm in with four Californians and one Arizonian. Among them are Carol Pratt of Santa Monica, whom I went to junior college with and through all our training, and finally graduated with at Marfa, Texas. Four of us graduated in the same class, 43 D."

NEW CIVILIAN INTERNEE CAMP IN FRANCE

The German authorities have closed Ilag VIII, the civilian internee camp at Tost, in eastern Germany, and transferred to a new civilian camp for men at Giromagny, France, the Americans who were in Ilag VIII. Giromagny is in the Department of Vosges, in northeastern France. On the map of prisoner of war camps (published last September) Giromagny can be added in square B3.

The original group of Americans, numbering 88 men, sent to Ilag VIII were picked up in Belgium and northern France by the Germans in 1940. Mr. John A. Parent, the American camp senior who was moved with the men from Tost to Giromagny, has cabled on behalf of the group to "express gratitude to all the benefactors and staff of the American Red Cross for the efforts made to alleviate their distress."

MAIL FOR FLYERS

We wish to repeat an earlier announcement that all first class mail and airmail for American airmen in German camps should be addressed to Stalag Luft III, where it is censored. If the camp where the prisoner is held is other than Stalag Luft III, the camp designation (for example, Stalag VII A, or Stalag XVII B, or Stalag Luft I) should be added in brackets.

When sending snapshots, the name and number of the prisoner should be written on the back.

Notes on Red Cross Packaging Centers

In the early days of March the 10-millionth standard prisoner of war food package was produced.

The Philadelphia plant, of which Mrs. Stacy B. Lloyd has been chairman since its establishment early in 1943, completed its 2,800,000th package before moving at the end of March from 3028 Hunting Park Avenue to 23rd and Chestnut Streets, where it occupies the entire five floors of a former automobile-sales building. The new plant is near the center of the city so that many more people will now have an opportunity to see the assembly line in operation.

Whenever a prisoner of war from the Philadelphia district is reported, the chairman writes to the family inviting them to visit the plant. Its output averages 12,500 packages a day, with about seventy women volunteers serving on each shift. There are two vice-chairmen at Philadelphia—Mrs. S. Leonard Kent, Jr., and Mrs. Henry H. Pease. Each shift has a captain and five line directors who help to keep the operation running smoothly. There are also groups of men volunteers who keep the supply bins filled with the different items that go into the packages.

By the end of March, the output of Center No. 2 at Chicago was close to the 3,000,000 mark. A number of volunteer workers in the Chicago plant, as in the other three, are next of kin of American prisoners of war.

On March 13, No. 3 Packaging Center at 39 Chambers St., New York, celebrated its first birthday and the production of its 3,060,000th food package. Eighty volunteers from the Queens Central Chapter were on duty for the anniversary celebration, and a birthday cake was cut. Later in the day the volunteer shift from the North Shore Chapter held a similar party, and on March 14 volunteers from the New York Chapter, who man the assembly line for two and a half days a week, held a celebration.

The New York Center is operated by 750 women volunteers, divided into twelve three-hour shifts a week. The volunteers are provided by various chapters in the Greater New York area and northern New Jersey.

In order to acquaint members of their community with the food packaging operation, the St. Louis Chapter arranged over a period of several weeks to bring groups of citizens by bus to the St. Louis Center. After taking lunch at the plant canteen, the visitors were given the background of prisoner of war relief work and conducted through Packaging Center No. 4.

Prisoners of War Bulletin

April 1944

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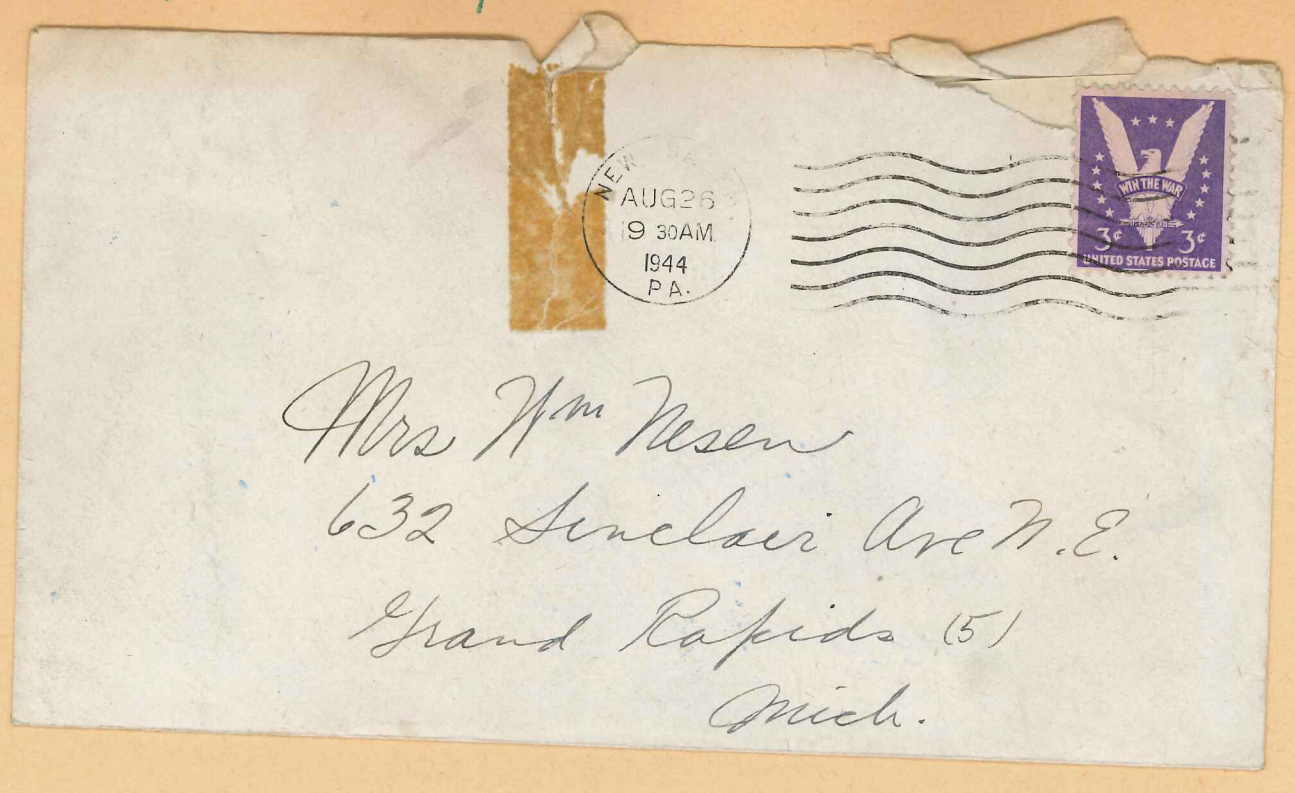
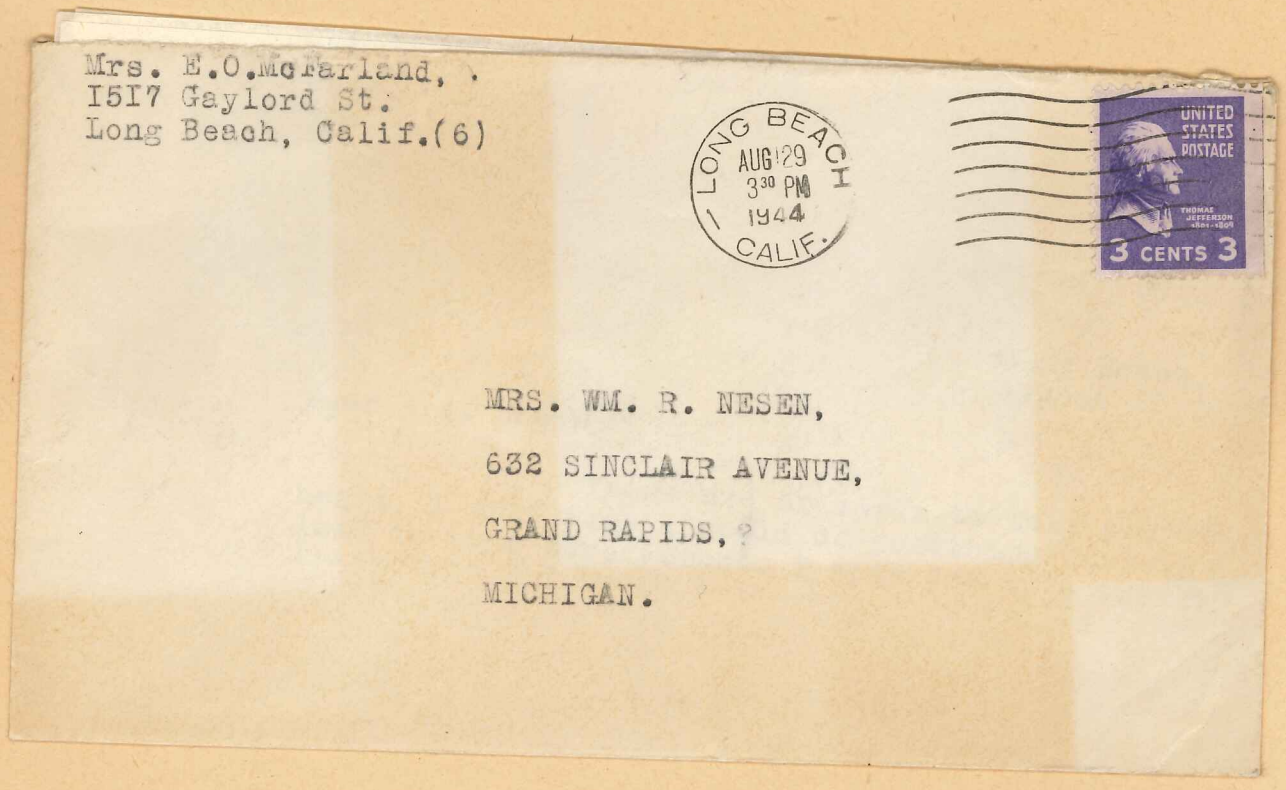
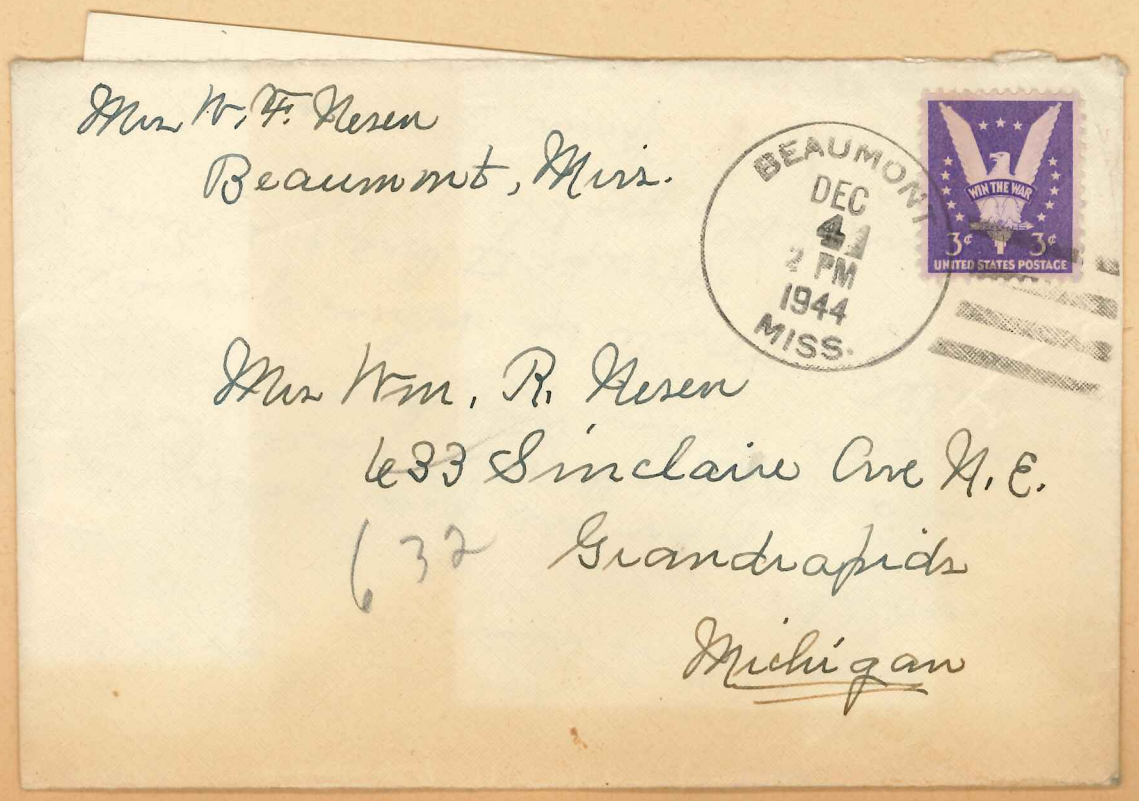
7

1944 Letters







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Aug 26.

Dear Mrs Nesen

How are you getting along? I have been thinking about you and wondering if you know any thing new. We got a letter from the war dept saying our son's death was due to drowning. Mr Dils wrote to the war dept to-day to see if they could tell us if Jimmie's body was recovered. I hope they can tell us definitely as we just cant give up.

Mrs Miller sent me these negatives and I thought you may like to have yours. I think these pictures are very good of Ron. Hope you and the baby are well. May God give you strength. Write when you can.

Love.

Mrs Mels.

County Flier Killed In War Mission

(Continued from Page One)

land or go back to England. We voted to try it for England and radioed for fighter support.

"Two ME-109s jumped us from the tail as we reached the coast. With No. 1 engine hit, No. 2 engine knocked out and No. 3 engine on fire, we were preparing to bail out. The left waist gunner did bail out but no one noticed if his chute opened. Just as the tail gunner and I were ready to jump we noticed the fire had gone out.

Describes Experience

"The pilot then gave orders to prepare for ditching and we threw everything movable out of the ship. Everyone but the pilot and co-pilot were in prescribed ditching position by the time we hit at a steep angle about 200 or more miles an hour. We went straight under and the sides and top collapsed. We were all tangled up in debris. My Mae West opened to keep me afloat. The waves were quite heavy. The navigator (Lt. Delo) was about 20 feet from me and was asking for help. He must have been badly hurt for he couldn't open his Mae West. I swam over to him and managed to open his vest so that he could float by himself. I rested a bit and swam over to where the tail gunner was hanging on to a blanket. The big dinghy was floating some 75 to 100 feet away, with the radio gunner clinging to the side. He didn't try to climb in so he must have been badly hurt, too. I managed to catch hold of a one-man dinghy.

"After about an hour, a British Air-Sea Rescue Flying boat picked up three of us. They said they had searched thoroughly but no others could be seen. It was too rough to take off so we taxied back. We were taken to a RAF hospital."

County Flier Is Killed On War Mission

LT. DELO

William J. Delo of New Salem has received a graphic description of the crash of an Eighth AAF B-17 Flying Fortress into the English Channel, as related by one of the three or possibly four of the 10-man crew, who escaped death. It was in this crash, April 24, his son, Lt. William J. Delo, navigator, perished.

"It was when we were returninig from out target," wrote S. Sgt. Evon P. Wells, Haddon Heights, N. J., a waist gunner, "our ship was hit by flak and began to lag behind the formation, as it lost altitude. Down to 5,000 feet, the pilot asked for a vote whether to head for Switzer-

(Continude on Page 3, Col. 3)

Long Beach, Calif.
August 28, 1944.

Dear Mrs. Nesen:

There are no words to tell you what is in my heart, I only wish I could do something to help ease your load in your bereavement. I hope you have the faith to believe that God knows best, his ways are very hard to understand when our dear ones are taken. The boys speak so very highly of their pilot and feel they have lost a very dear friend.

I don't know if you know it or not, but I asked if they had a name for their plane, my son tells me it the pilots honor to name the ship and though he never said from little things he did say, they feel he had named the plane for his daughter. I am so glad you have her to comfort you.

Ray has been in the hospital for two operations after getting released for the accident. He had a cyst, outward and inward that caused him quite a little trouble for sometime, but he is back now and doing his bit which is what he wanted to be doing. He is with no regular crew now, just fills in when they need a tail or waist gunner. He sent home his Purple heart Medal, his wings and the slug he got in the arm. It made me very sad as though he had a premontion but with Gods help, he will come home to me. He is my only son but I have a married daughter.

You asked if my son is married. No, He is not so it must have been some other member of the crew.

I would be very glad to hear from you again as I feel that I have made some very dear friends thru our correspondence.

Sincerely Yours,

Mrs. E. A. McFarland.
Mother
Ernest Ray Mitchell

Beaumont Nov. 30, 1944

My Dear Elizabeth & Janet Kay.

I have been trying to get a letter off to you for several days but as you see I have failed.

This is a bright sunny morning but rather cool nice for winter.

We arrived here two weeks ago yesterday had a fine trip and a nice visit with Bob & Delta was there to help Greg celebrate his fifth birthday, Delta had a nice little party for him which he and his five little friends enjoyed a lot.

On our arrived here we found Will feeling quite well and settled in the large

room with a fire place in, he calls it "Batchelor Quarters" he has a nigger come every fri noon do up his work and get his dinner, we have been down several times for supper which I get, I am going down for the day tomorrow.

Rebecca is quite well and busy all the time, we eat "back + forth" quite a lot. She had a fine surprise for us when we got here and came over to our cabin, she had the walls all decorated, wood work all painted ivory a new linoleum rug in the kitchen, fine curtains washed + up in fact the cabin was "spick + span" so all I had to do was to unpack + settle she said Harry helped pay the bill and that it was our Xmas from them a pretty nice Xmas don't you think. Speaking of Christmas I really don't expect to do much as I just can't get the Christmas spirit if I done just as I feel I wouldn't have any but I suppose for others I'll have to.

Butch was a good little boy on the train, and is happy here, as our yard is all fenced I don't have to worry about his getting out in the road.

We received your card before we left home, I'll bet Janet Kay looked cute dressed in her Hollywood suit and that she really enjoyed the fun.

None of us have heard from Stanley for some time am afraid he has been moved we are all so anxious to hear from him.

Harry is still in N. Guinea, in a very dangerous place, they are having night raids again the night before he wrote he said the bombs dropped so fast he thought "it was it" oh dear it's all so terrible.

How are you getting along in school and out, and how is your Father tell him I said hello.

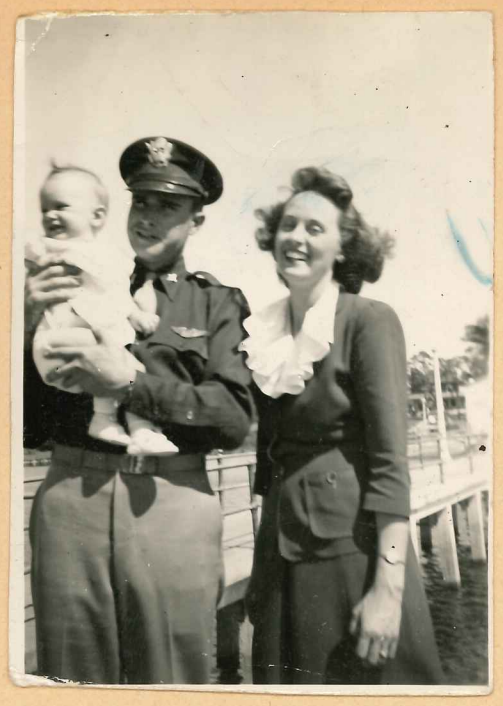
Write us when you can,

Heaps of love + a kiss for our little girl.

Your Gram.

Bob Nesen's

Ron Nesen's



Stan Nesen's

Bob Nesen Family
Taken at Griffith
Park - the day of our
picnic together
it's good of all them
don't you think?

Ron

Bob + Ron

Bob + Ron

Bob + Ron

The 3 Brothers

Bob, Ron, Stan

Lynn Betty Neva

For Ronald's purse
With Lots of Love
Mother

Bob Nesen

Stan Ron Eling Chuck Bob Delta Greg

Sept. 26, 1942

Ron Janet Eling.

Hunner, me, Butch, Ralph
Fellows that came in from
Calif. with me. West side of field
looking north. Oct 1942

Bob + Stan

March 21, 1944

Bob Neva Ron

Betty + Greg

Ron Eliz

Ron + Eliz

Pilot Ron

Wm. Ronald Hesen

39.

For Norine To Keep

Ron Nesen Elizabeth Vance Archer Janet Kay Nesen Mary Archer

Avon Park, Fla. Donna

March 1944

HD

THE CHIEF OF STAFF
WAR DEPARTMENT
WASHINGTON, D. C.

OFFICIAL BUSINESS

WASHINGTON, D.C.
AUG 17
6-PM
1944

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, $300

Mrs. Amie E. Nesen,
632 Sinclair Avenue,
Grand Rapids, Michigan.

41

General Marshall
extends his deep sympathy
in your bereavement. Your husband
fought valiantly in a supreme hour
of his country's need. His memory will
live in the grateful heart of our nation

From Chuck - Dec. 1941
Christmas + Wedding Wishes

42

Well, everyone, here's hoping you have a Merry Xmas if this reaches you before Xmas and here's hoping you had a Merry Xmas if this comes after Xmas. This is my first Xmas away from home and believe me, I'm really missing it. For a while I thought I wouldn't even bother about Xmas at all this year but Bud and I have finally decided to have a large dinner with all the fixings on Xmas day. We intend to prepare it ourselves! I'll let you know how it comes out.

I know I've missed out this Xmas in the way of giving presents but here's hoping I can make it up to you real soon.

I got lovely Cards from Aunt Mayme, Miss Dively, Irma & Al, Frank & Winnie, and many others. I really enjoyed them all.

I suppose that all the wedding plans

are completed by now. I only wish that I could have been there to be part of them.

Would someone drop me a line and tell me just when Ron and Elizabeth are coming back and whether Elaine or anyone else is coming with them.

Was Ollie able to get home? She didn't say anything in her card to me but I take it that she is home.

Well, I better not say anymore or this will develope into a letter instead of a greeting.

To you, Dod, I wish most of all for a life, just beginning, of happiness and all the other things that you richly deserve. I want you to be proud of your family and I know you will be. I want you to be able to say that you had the finest family in the world for all of us children say that we had the finest Dad in the world.

To you, Dave, I wish for all the

things you want and if I know you at all, I know that you will get them.

To you, Ollie, I wish happiness, friendliness, and success whether it be the road to a career or whether it be the road to marriage.

And last of all, but not the least by any means, To you, Elizabeth, May the happiness and excitement which is yours now be yours for the rest of your long and beautiful life.

Before I close I would like to say one thing more.

To Mother — if she could be here to day, she would be proud, and rightfully so too, of her family. I know that she will be in the minds of all of us on this Christmas Day, a day that holds much happiness and for years to Come.

May God be with you and bless you all,

Love,

Charles

A CITATION

From

Grand Rapids Junior Chamber of Commerce
64 Ionia Ave., S.
GRAND RAPIDS 2, MICHIGAN

GRAND RAPIDS
FEB 28
5 30 PM
1945
3 MICH.

FIRST CLASS MAIL

Mrs. William R. Nesen
632 Sinclair Av. N. E.
Grand Rapids, Michigan

POSTMASTER:
Return and Forwarding
Postage Guaranteed

43

No Greater Love

A CITATION

As evidence of our
profound appreciation of his deeds
-in humble respect for his Valor
-and in proud recognition of a
deathless service to his Country
-this citation is presented to
the next of kin of

William R. Nesen

who-during the appalling holocaust
of World War II - gave the
last full measure of devotion
for Freedom and Peace
to Mankind

★

Grand Rapids Junior Chamber of Commerce
February Nineteen
Nineteen Hundred Forty-five

EACH year the Junior Chamber of Commerce of Grand Rapids Michigan has had the honor and the privilege of selecting and recognizing the outstanding young citizen who had been credited with making the greatest contribution to the community during that year.

SINCE our country first mobilized for war, it has been the judgment of the committee that the finest possible contribution by anyone is an honorable service in this nation's armed forces, for the protection of that which all most cherish.

THEREFORE, for the Year 1944, we salute all these young men and women, and with bowed hearts and deep humility endeavor to pay homage to those who paid the supreme sacrifice during the period from the beginning of this titanic struggle to January 1, 1945.

THE accompanying record is presented to the nearest of kin in memory of one who, we must resolve, did not die in vain.

"Take up our quarrel with the foe,
To you with failing hands we throw
The torch; be yours to hold it high,
If ye break faith with us who die,
We shall not sleep . . ." *

*Excerpt from "In Flanders Fields."

Ron's Letters Home to Eliz.
April 1944

Lt. Wm R Nesen
0-813766
~~[illegible]~~ A.P.O. 16007 A.A.-22
New York, N. Y.

U. S. ARMY POSTAL SERVICE
APR 8 1944 416
A. P. O.

AIR 6 CENTS MAIL
UNITED STATES OF AMERICA

April 5

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Mrs. Wm R. Nesen
632 Sinclair Ave N. E.
Grand Rapids
Michigan

William R. Nesen

Lt. Wm R. Nesen
0-813766
A.P.O. 16007-A A
New York, N. Y.

U. S. ARMY POSTAL SERVICE
652
APR 12 1944
A.P.O.

AIR 6 MAIL
UNITED STATES OF AMERICA

April 10

Mrs. Wm R. Nesen
632 Sinclair Ave N. E.
Grand Rapids
Michigan
U. S. A.

William R. Nesen

Lt. William R. Nesen
0-813766
385th Bomb Gp. 550 Bomb. Sqd.
A.P.O. # 559 Postmaster New York, N.Y.

U. S. ARMY
551
APR 14 1944
POSTAL SERVICE

U.S. POSTAGE 6¢ AIR MAIL

April 12

Censored by
William R. Nesen
2nd Lt. A. C.

Mrs. William R. Nesen
632 Sinclair Ave. N. E.
Grand Rapids
Michigan
U. S. A.

UNITED STATES ARMY

April 5, 1944

My darling wife & daughter,

How are you all anyway? I suppose trying to keep warm in Michigan. I wish I were there with you, but maybe it won't be so long before I can.

Anyway I am well and all ok. Can't tell you where I am or anything about it so you will just have to wonder, but don't worry because it won't do any good and there is nothing to worry about. I wish I could tell you everything so I would have something to write of interest to you, but will just have to wait until sometime in the future.

How is our little "punky" I suppose just as busy as ever I sure would love to see her and you tonight. You know it will soon be two weeks since I saw you in La. Honey I want you

UNITED STATES ARMY

to be sure and tell me all the new things she does, and when she starts walking alone. It shouldn't be very long now. I suppose she will be running over to Evelyns every once in awhile. I bet they didn't hardly know her when you got home?

Jim said he could stand some of your good cooking right now. We do get good food, but not like my wifes cooking. She is the best.

The three crews on Archer Novotny, and I are still together. I guess maybe we will stay for awhile. It is sort of nice to have fellows you know.

Darling I guess this will be all for this time. I sure am waiting for the first letter from you.

Honey, after 2 yrs and almost 4 mo. of married life. I miss you and love you more than ever. Kiss that little darling of ours for me and lots of kisses for you.

all my love to you both

Ron

UNITED STATES ARMY

April 10, 1944

My darlings,

How are you both anyway? I hope all ok and that the weather isn't to cold in D. C. after spending all winter in Fla. It is a good thing it was the first of April before you got home.

Honey, I will tell you all I can about England. The driving on the wrong side of the road is the first thing you notice. Of course I guess it is just as safe as the way we drive, but I will take the U.S. way for me. The trains here are so small, most of them any way. They remind you of toy trains to what ours are. Most of the passenger trains have a door for each compartment. They don't have a door at each end to get off and on at you just open your door and get off. The towns have what they call "Pubs" they are sort of like our cocktail lounges or a bar to sell beer. Here they are used by lots of old people who after there days work go in for a beer. The houses are mostly all built like a bunch of apartments except in the out

UNITED STATES ARMY

skirts of town they have some more like ours. They are interesting to see. The farms are mostly small feilds with very few modern tools. They sure are kept up nice and the fields sure are pretty.

Honey, I sent you two cablegrams. Let me know if you got them all ok. You can also check the V mail and see if my V mail letters get there faster than air mail. If the air mail is just as fast I will write air mail.

I guess I will just have to wish you both a happy Easter this year. I will try and make it up to you next year.

I haven't been near a plane yet. It might be awhile yet before I do so don't start worrying.

How is your little precious? Give her some kisses for her daddy also some hugs. She sure his a darling. I hope we can have a boy as nice as she is.

Darling I am about out of paper so will close for this time. I love you both so very much and hope and pray I can soon be back ~~at~~ in the States with you both.

I sure hope I hear from you soon it seems like a long time.

All my love always

Ross

Lt. William R. Reese 0-813766
385th Bomb Sq. 550 Bomb Sqd.
A.P.O. #559 Postmaster New York, N.Y.

UNITED STATES ARMY

april 12, 1944

My darling wife & daughter.

How are you both anyway? I sure hope all ok. Your husband is just fine and doing all ok. I am now at a different place and my final station until I start back to the good old U.S.A. I sure hope that won't be long from now.

I am not to far from London so am going to try and spend a pass there if they get around to give us one. I would like to see what the place looks like. We are suppose to get 48 hour passes every so often.

I think I will try and look Dave up if he isn't too far from here. I have his address so will try and find out where he is.

It sure is hard to write a very interesting letter to my

UNITED STATES ARMY

two darlings because every thing is censored. Oh! yes honey I want to know which paper you get in L. R. I think I have put down the press about every time.

How is our little darling? I sure do think about you both all the time and miss you both so much. I don't even know yet how your trip home turned out. I am sure you got along all ok. My wife is a pretty good driver. Look who taught her how.

You are most always up when I am sleeping. We are six hours ahead of you over here. I keep trying to figure out where you are and what you doing at different times of the day.

Honey, I haven't much more space so I had better close so I can tell you both how much I love you both. Darling that is an awfull lot. Kiss that little precious for me and a great big hug. Yours always.

(I have a new address front sheet) Ron

Lt. Wm R. Nesen 0-813766
385 Bomb Grp. 550th Bomb Sqd.
A.P.O. 559 Postmaster New York, N.Y.

U.S. ARMY 551 APR 15 1944 POSTAL SERVICE

U.S. POSTAGE 6¢ AIR MAIL

April 13

Mrs. William R. Nesen
632 Sinclair Ave. N.E.
Grand Rapids
Michigan
U.S.A.

Censored by
William R Nesen

Lt. Wm R. Nesen 0-813766
385th Bomb Grp. 550 Bomb Sqd.
A.P.O. 559 Postmaster New York, N.Y.

U.S. ARMY 551 APR 18 1944 POSTAL SERVICE

AIR MAIL 6 CENTS UNITED STATES OF AMERICA

Air Mail

April 8, 16, 17, 19

Mrs. William R. Nesen
632 Sinclair Ave N.E.
Grand Rapids
Michigan
U.S.A.

Censored by
William R. Nesen.

PENALTY FOR PRIVATE USE TO A PAYMENT OF POSTAGE, $300

Lt. Wm R. Nesen 0-813766
385th Bomb Grp. 550 Bomb Sqd.
A.P.O. 559 Postmaster New York, N.Y.

U.S. ARMY 551 APR 21 1944 POSTAL SERVICE

U.S. POSTAGE 6¢ AIR MAIL

April 20

Mrs. William R Nesen
632 Sinclair Ave N.E.
Grand Rapids
Michigan
U.S.A.

Censored by
William R. Nesen

WAR & NAVY
DEPARTMENTS
V--MAIL SERVICE

OFFICIAL BUSINESS

U.S. POSTAL SERVICE NO. 1
APR 24
12 — M
1944

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, $300

April 14

MRS WILLIAM R. NESE
632 SINCLAIR AVE. N.
GRAND RAPIDS
MICHIGAN
U.S.

LT.

RS STAMP

PRINT THE COMPLETE ADDRESS IN PLAIN BLOCK LETTERS IN THE PANEL BELOW AND ...

No. _____

CENSORS STAMP

2nd LT.

MRS WILLIAM R. NESEN
632 SINCLAIR AVE. N.E.
GRAND RAPIDS
MICHIGAN
U.S.A.

2nd LT. WILLIAM R. NESEN
SENDERS NAME
385th BOMB GRP.
SENDERS ADDRESS
550th BOMB SQD
APO 557 POSTMASTER
NEW YORK, N.Y

Hi darlings April 14, 1944

I thought I would write V mail tonight it is late and I should be in bed. We had a meeting so didn't get back to sort of late, and I am tired.

I sure wish I would get a letter from you it seems like a long time since I have heard or seen you. they say it takes quite awhile for the mail to get here. Anyway I am sure you are both all ok.

I am quite fine so don't worry about me. I sure will be glad to get back home, but then we will have to wait for that.

How is our little junky? I bet she is walking now. I bet she will see me when I do get you out to see me when I do get back. Give a big kiss for me.

I guess I had better close I am about out of paper. Goodnight and love and kisses to you both.

all my love
Ron

V-MAIL

UNITED STATES ARMY

~~Feb~~ April 13, 1944

Hi darlings,

Here I am again writing to the two sweetest girls in the world. I hope they are just fine. I read in the paper where you had a storm in the States. It said there were 60 miles winds in Mich. Old lake Michigan must have really been blowing up high waves. Maybe it was as bad as the time we were driving between G. R. and Wayland. It sure was a trip that time wasn't it?

Honey did you ever hear from the pictures we had taken in tampa. If you did get them I sure wish you would send me mine. I hope they turned out real good. I suppose Ollie went down to get the proofs. Did she ever hear any more from the Red Cross? I guess it is a pretty good deal from what I have seen. tell her to

UNITED STATES ARMY

write me if she has time. You can give her my address.

Darling, I don't know how my mail is coming through to you, but if you don't hear from me it is because I am to busy or the mail is mixed up so don't worry.

I wrote Bob last night a V mail letter and am going to try and write one to Stan or mother tonight. I want every one to get my new address. It is hard to write when every thing is censored.

How is our little darling. I sure would love to see that little bundle of love. She sure is a darling. Of course I think I have two darlings and miss them both.

Okey it is now 10:10 P.M. here and only 4:10 P.M in G.R. It sure doesn't seem possible it is day time there.

I guess I will close for tonight and make believe I can kiss you both good night. It sure would be wonderful.

Yours always and all my love.

Don

UNITED STATES ARMY

April 16, 1944

My darling wife & daughter

How are you both doing in old Grand Rapids. I suppose trying to keep warm or is spring there for good now. I sure wish I was there to enjoy it with you both.

How is our little punky? I was showing the operations officer your pictures today and he thought I sure had a nice wife and daughter. He lives in Flint, Mich and has a wife and son. I believe he is a swell fellow.

They are having a party at the officers club tonight so thought I might go for a little while. You don't have very many places to go here. It is about like being in Avon Park. You know how that was. Of course we had it nice, but with out a wife it isn't so good.

Honey I suppose you have your house cleaning all done and fixed ~~it~~ the way you want it. Did you ~~do~~ any papering or anything

UNITED STATES ARMY

in the front room?

I suppose dad is working every day as hard as ever. Tell him not to run do it. I suppose he got his orders all filled for Easter.

Darling, where is Mac now? Is Ginny still at home and is she with him now? I don't blame them for wanting to be together as much as possible. It sure was swell when we were together.

Honey, I am all ok so you don't have a thing to worry about. This country sure is pretty from the air looks a lot different than the swamps in Fla.

I guess I am out of paper so will close for this time. Honey I sure wish I would get some mail from you. Sure does seem like a long time since I last heard or saw you both. I sure do miss and love you both so very much.

Write real often and tell me the news. All my love to my darlings

Always

Jim

UNITED STATES ARMY

April 17, 1944

My darling wife & daughter,

I sure wish I would get some mail from you. It would make it so much easier to write. I could answer some of the questions you would probably ask. Of course there is so many I won't be able to answer.

The dance was pretty nice at the officers club, but I only stayed about hour and a half. It didn't go until late and then it was over at eleven. We have a nice club at this field but not as big as the one at Avon Park. Any way I sure wish my wife had been here with me. You know honey I can't think much about that because I get pretty lonesome to see you two. I would sure like to see how Janet is eating now. I suppose she is taking a few steps. If she isn't tell her daddy said to start walking. Give her a big kiss and hug

UNITED STATES ARMY

for me. It's just bigger than
Livings baby! I bet she is just
as big if not larger.

Now I will enclose a clipping
from our E.T.O. paper, or "European
theater of Operations" to you folks
in the States the good old U.S.A.
I want you to keep the clippings
I send so I can put them in my
scrap book. It sounds like they have
some pretty good places in the neutral
countries. If I ever have to go
down I sure hope I can make it
to one of those places.

Do you hear from Chuck very
often. He should be about finished
with his training. Write and I will
say tell Evelyn to write and I will
answer, I will try and write her
soon.

I guess I had better close for
to day. All my love to my two darlings
I sure do have a wonderful wife
and daughter. They can't be beat.
Write often.

Yours always

Jas

UNITED STATES ARMY

april 19, 1944

My Darling,

Say honey why didn't I get a letter today?? Novotny got two from his wife and her I didn't get any. I know you must have written as soon as possible, but honey I sure am in a hurry to hear from you. I love and miss you both so much.

I am sending you a clipping out of the paper for my scrap book. Be sure and save them all for me. I will be able to sit around and tell our children what their dad was doing in the last war. I sure wish I could tell you all about what I am doing, but then someday I will read the clippings to you and tell you a story about each one.

Tell Chuck I never knew a P38 could look so good to a fellow. They sure are a

UNITED STATES ARMY

great comfort when you are up in the old blue.

How is our little darling. Gee! how I would like to see you both right now. I sure hope it won't be long before this thing is over so I can get back. I guess Novotny's baby had the whooping cough. Janet Kay sure has been lucky. May be those shots were the thing that saved her. It sure was a pity to see her cry when they put the needle in her arm. She sure is a darling. How about a boy when I get back? I know you said that would be ok if I was going to be at home.

Well darling I guess I will close and look in the mail for a letter from you tomorrow and boy if better be there. Adios from headquarters. Anyway all my love to the two sweetest girls in all the world. I sure have a swell wife and daughter can't be beat. yours always

Dan

WAR & NAVY
DEPARTMENTS
V--MAIL SERVICE

OFFICIAL BUSINESS

U.S. POSTAL SERVICE
APR 19
9-AM
1944

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, $300

ADDRESS IN LARGE BLOCK LETTERS

MRS WILLIAM R. NESEN
632 SINCLAIR AVE N.E.
GRAND RAPIDS
MICHIGAN

PRINT THE COMPLETE ADDRESS IN LARGE BLOCK LETTERS IN THE PANEL BELOW, AND YOUR RETURN ADDRESS IN THE SPACE PROVIDED. USE DARK INK OR DARK PENCIL. WRITE VERY PLAINLY. SMALL WRITING IS NOT SUITABLE.

No.

CENSORS STAMP

PRINT ADDRESS IN LARGE BLOCK LETTERS

Mrs WILLIAM R. NESEN
632 SINCLAIR AVE N.E.
GRAND RAPIDS
MICHIGAN

SENDER'S RETURN ADDRESS:

LT. WILLIAM R. NESEN
(Grade or Rank and Name)
(Army Serial Number): O-813766

(Complete Organization)

16007 address)
APO POSTMASTER,
NEW YORK, NEW YORK

April 8, 1944

My darling wife & daughter,

I suppose it seems like a long time in between letters, but then I can't tell you much except I am all ok. I am in England and it is quite a place. I sure hope someday I can bring you both over here for a vacation.

How is little punky? I suppose getting into things more than ever. Do you have her bed up stairs so she can go to bed when she is supposed to. I would love to see her, give her a kiss every day for me.

I suppose dad is glad to have you back home again so it won't be so lonesome. Tell him and everyone I said hello.

I guess that is about all the paper so will close. I love and miss you both so very much. all my love

Ron

V-MAIL

UNITED STATES ARMY

April 20, 1944

My Darlings,

No letter today, why didn't I get one? I can't figure out why it would take so long. The only thing is maybe you didn't get home for a few days so didn't know my address. They sure were strict at the base we were at before shipping over seas. You mustn't suppose to phone send telegrams or anything. In fact you had no telephones. because they had them disconected. I sure hope you went home and didn't try to come where I was because I couldn't get off the post. I did think at first I could get off but then we shipped out. I sure would have liked to see you even for a little while. You both sure would have got a lot of loving if you had seen me. Now you will have to wait until I get home, but

UNITED STATES ARMY

boy You had better look out then.
I had a little cold today so
was grounded. I guess it will
be ok by tomorrow. I sure
do want to get my missing in
and get back to the old
U.S.A.

How is our little darling today.
I suppose been helping mammy all
day with something. I can just
see her getting into everything
with in reach. I suppose
more than ever, almost one year
and one month old. time for
that boy don't you think?

Honey I guess I will close for
this time and wait for the mail
tomorrow. Maybe a letter. I
wouldn't feel so bad if the
rest hadn't got some mail, but
now I sure am waiting for
that letter.

All my love to my two darling
who I love so very very much

Yours always

Leo

Lt. Wm R. Nesen 0-813766
385th Bomb Grp 550th Bomb Sqd.
A.P.O. 559 New York, N.Y.

Mailing address
April 21, 22

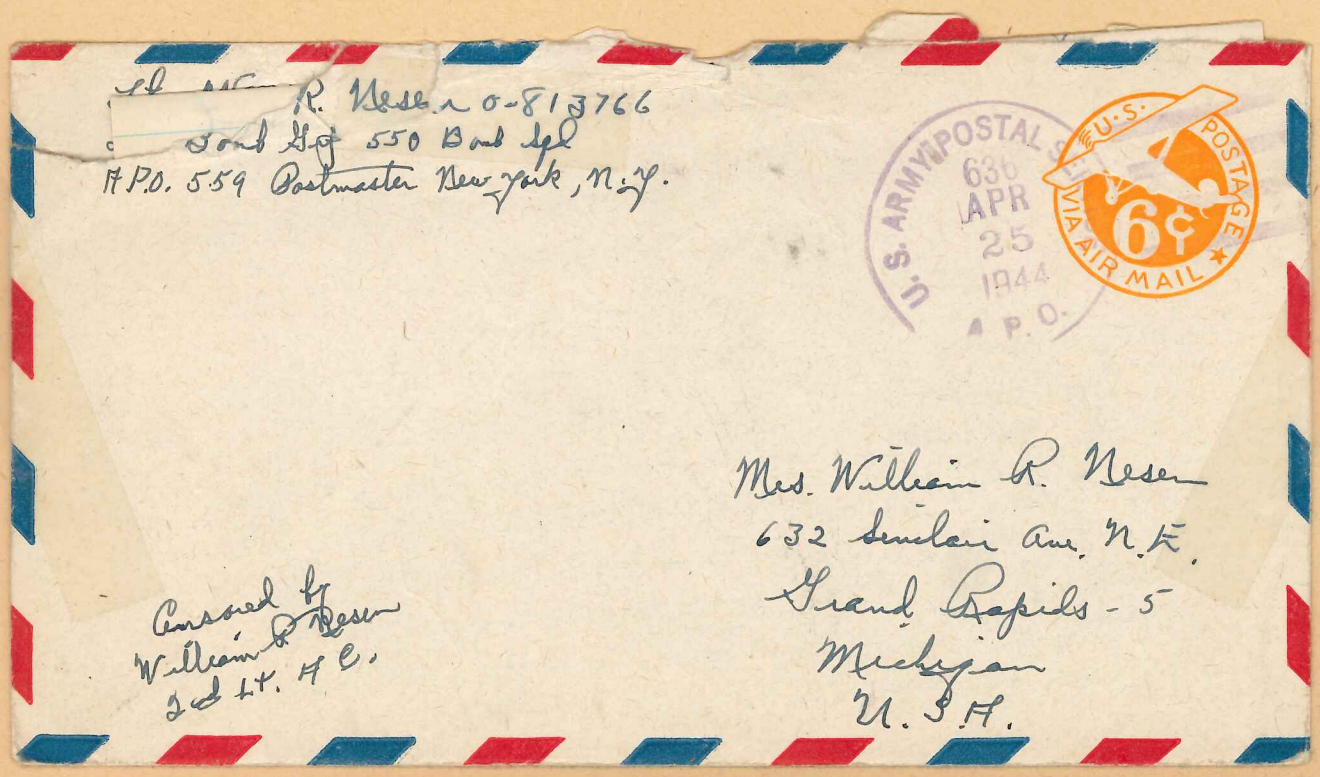
U.S. ARMY POSTAL SERVICE
636
APR
22
1944
A.P.O.

U.S. POSTAGE
6¢
VIA AIR MAIL

Mrs. William R. Nesen
632 Sinclair Ave. N.E.
Grand Rapids
Michigan
U.S.A.

Censored by
William R. Nesen
2nd Lt. A.C.

Last letter - written Sunday night and Mon. morning the 24th - Notice postmark



Lt. Wm R. Nesen 0-813766
385th Bomb Grp 550 Bomb Sqd
A.P.O. 559 Postmaster New York, N.Y.

U.S. ARMY POSTAL SERVICE
636
APR
25
1944
A.P.O.

U.S. POSTAGE
6¢
VIA AIR MAIL

Mrs. William R. Nesen
632 Sinclair Ave. N.E.
Grand Rapids - 5
Michigan
U.S.A.

Censored by
William R. Nesen
2nd Lt. A.C.

Mrs. Russel Novotny
906 C Ave
Cedar Rapids
Iowa

April 21, 1944

My Darlings,

Oh! boy I received five letters from you today. It sure was a relief to hear you were all ok. They were written April 3rd, 4th, 5th, 7th and 10th it sure was good to get them even if they were sort of mixed up getting here. I sure have a wonderful wife and daughter.

So Janet Kay is bigger and heavier than Barby. I guess she had better start growing if she is going to keep up with our little daughter. I sure would like to see you both. I sure would like to be there so she could give her daddy a real kiss and hug. Maybe it won't be to long. She can keep kissing my picture until then and I sure will be thinking of her all the time. You will have to watch her so she won't get to rough and hurt someone. Of course we want her to have lots of spunk. I bet it was funny to watch them eat their birthday cake. I hope the pictures turn out all ok, maybe you can send me one.

I have signed the card for the bank. I doubt if I will need to write a check but it always nice to have it in case I do need it. I don't go any place

because I am always tied after flying and not much of any place to go.

Darling you sure are getting to be quite a saver and able to take care of the car. It sure is wonderful not to have anything to worry about back home. My wonderful wife again.

Honey I am going to write on both sides of this paper, you can't hardly get writing paper over here.

Thanks a lot ~~from~~ for the easter card it sure was swell. I guess you folks will have to wait. you can't get many things like that over here. It is different here you know I was just thinking the other day about some of these children over here. You know most of them don't even know what it would be like to see a town lighted up at night. the people in the Staties sure are lucky in a lot of ways.

Oh yes darling I was going to ask you if the twins stood the trip all ok? I sure hope you didn't have any trouble. the shimmy in the front end is caused by the gears in the steering column being loose I think.

Darling I guess I will close for this time and answer some more of your letters tomorrow. Maybe I will get some more letters. I sure hope so. All my love to the two sweetest girls in the world who I love so very much. Yours always

Buffy R. Baldy

April 22, 1944

My darling wife & daughter -

How are you both anyway? I hope just fine. Your husband and daddy is all ok I guess. I came in after eating tonight and layed down you know my old trick. Anyway I just got up to write to you and I still am about a sleep. I slept about eleven hours last night so shouldn't be so tired tonight but I am. I see Jimmy is sound a sleep in his bed I guess he is tired also.

Vance has been sick lately. He isn't bad, but has trouble keeping things on his stomack. I was glad all of us came to the same place. It makes it sort of nice to have fellows you know here with you.

Say honey we should have sort a nice little bank account when you transfer the money from Avon Park and then another allotment will be there in a week or so. It sure will come in handy later on if everything goes all ok.

Bob is our little precious I suppose getting into every thing Is she waking up in the morning like she did that one morning? I sure hope not because that is no good getting up that time

in the morning to take care of her.
Tell Delores I sort of looked for her mail letter today, but I didn't get any mail I guess it sort of all comes at once. I sure do enjoy the letters no matter when they come. The ones from that sweet wife of mine I always love to get they are the things that keeps me going all the time.

I suppose you read in the papers about the Germans coming over a few days ago. We do get a little excitement once in awhile besides going on missions.

Darling I guess I will close I am so tired that I don't know whether I am getting the words where they are supposed to be. Anyway I hope you can read this.

Precious good night - and I love you both oh! so very very much. How I wish I was there so you could keep me warm tonight.

Yours forever

Roy hubby & daddy

My darling wife & daughter,

Honey everyone is in bed and I am so tired I can hardly see, they are also telling me to turn the lights out so this will be real short.

I received your letter written April 5 today with the little prayer you found in the paper it was very nice and darling I just know every thing will be ok. Precious I love you both so much.

So Janet has a new high chair how I would love to see her play in it. She sure must be cute.

So Tom is still in the army I sure hope this will soon be over so we can all be back home the way we should be.

Darling they are going to turn the lights out, so if I don't fly in the morning I will write some more. If I do I will write more next time.

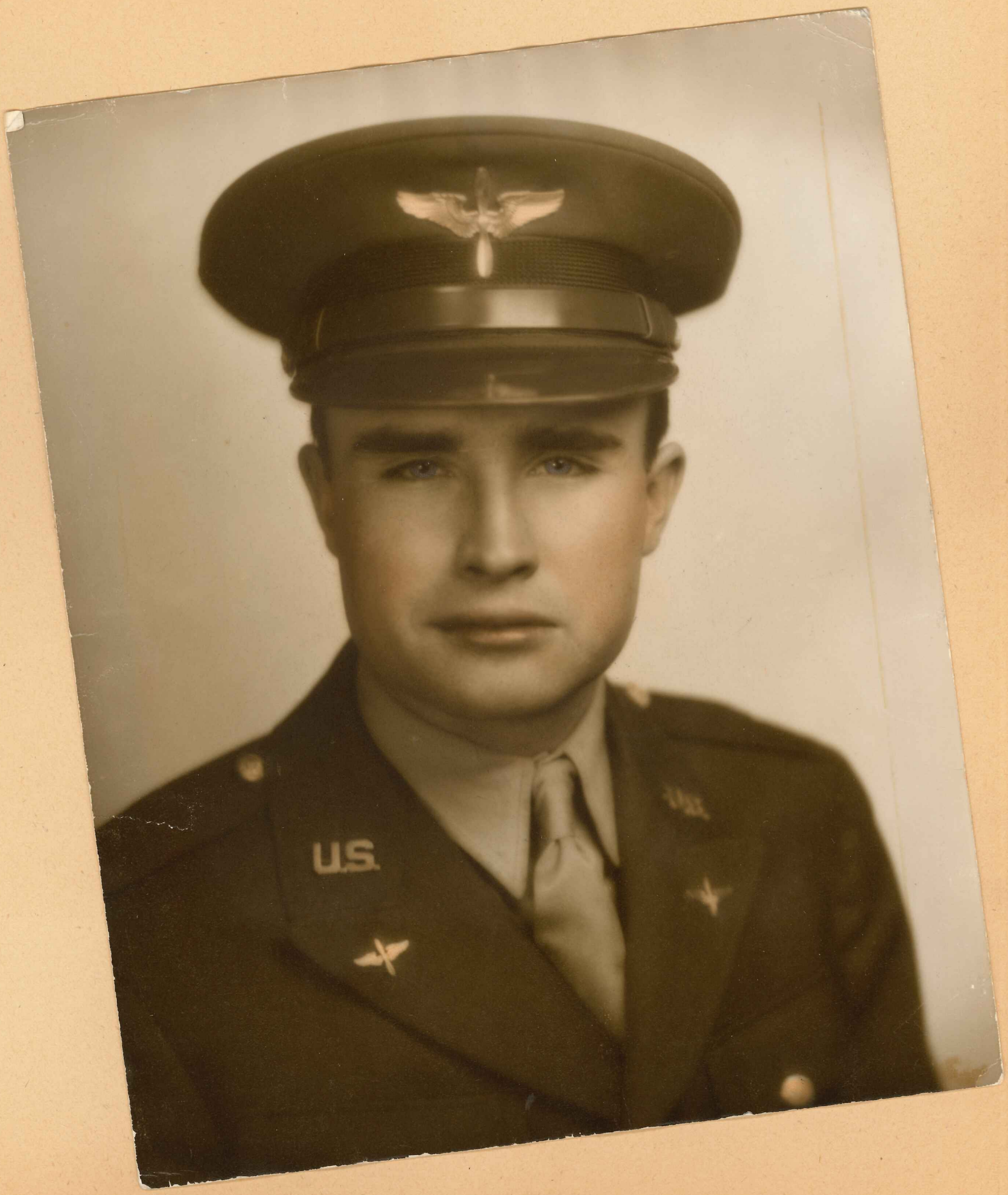
All my love to
you both
hubby & daddy

Honey the next morning and I have got to get up but thought I would add a little to this letter. I went to church yesterday here on the base

It was quite nice. the chaplin here seems like a real nice fellow, from what I have seen of him

Hope you are both all well and fat. I will see you soon I can't wait to much longer I miss you so much.

Yours always
Ron


U.S.
U.S.

Here's a story typical of those sent home during the war to give people an idea of what was going on over Germany. This was written by S/Sgt Evon P. Wells.

"Every-thing was functioning normally from take-off until we approached the target. Fairly heavy flak was thrown up at us, but we weren't hit until after we had dropped our bombs on the lead ship. I counted four hits from flak just as we were making the turn from the target. We saw no enemy aircraft at that time. I saw two ships leave formations and head for Switzerland, and I saw one ship explode before it got rid of its incendiaries. lt went down in three flaming pieces with no chute visible.

"We suddenly started to lag behind the formation and lose altitude. I found that this was due to #3 turboing hit by flak. I was pretty scared at first at being left alone in Germany, especially after hearing so many stories about what happens to stragglers. We immediately started for Switzerland, but soon after reaching 5,000 feet on our way there our engine came back in again. The pilot asked for a vote of what we wanted to do - head for Switzerland or go back to England. We voted to try for England.

"Our formation was too far away for us to catch up, but we radioed for fighter support and shot flares. P-38's came by us but never stayed with us. We made the journey from the Swiss border to Calais at about 5,000 feet. We saw no enemy fighters or aircraft in the air, but we passed over four flak areas four burst a piece very inaccurate, and passed over four airfields. I understand the Navigator layed his course by an escape map. Just as we reached the coast the tail gunner spotted two ME109s and called them out to us. They immediately jumped us from the tail. One came in high and down to the right. The other came in low and up to the left. The tail gunner is pretty sure he hit one, but his guns jammed on the second attack by one plane. He caught a bullet in the left arm on the second attack. (The tail gunner is Sgt. Ernest R. Mitchel, 1517 Gaylord St., Long Beach, California) On the first attack I'm sure I got a few shots in the one plane, but my guns jammed also. The turrets were firing all of the time. The known damage consisted of #1 engine damaged, #2 engine knocked out by 20 mm and #3 on fire. No damage seemed to have been sustained by #4 engine. The fire burned the right wing up to behind #4 engine, so that you could see right through it. The fire also burned the skin off the right stabilizer and forced the tail gunner to leave his position. By this time P-51 Mustangs were circling us so it was all right for him to leave. I know he wouldn't have left his position if the 51's had not been there even though we were preparing to bailout.

"The pilot said we could bail out if we wanted to while #3 engine was still on fire. The left waist gunner, Technical Sergeant Murdock S. McNeil, 35, 1555 Brae Burn Road, Altadena, California, bailed out then, just on the coast, but no one noticed whether his chute opened or not. The tail gunner had come up to the waist position in preparing to bail out, because his escape hatch wouldn't open. I didn't bail out right away because I had been in the ball turret for a short time and didn't have my Mae West on. Just when the tail gunner and I were ready to bail out we noticed that the fire had gone out. That is to say, there was still a little fire there, but it was n't the terrific fire that was there before.

"The pilot then gave the order to prepare for ditching. Mitchell went back in the tail and stayed until the last minute. The ball turret gunner, Sgt Joseph M. McKenna, 518 51 Street, Brooklyn, New York, and I put A3 bags and the heated blanket in the radio room for padding and threw everything movable out of the ship. The radio gun was pushed back into its compartment because we didn't have time to throw it overboard. The radio operator, S.Sgt Fred N. Howland, 2700 Lyndhurst, St. Louis, Missouri, was sending out messages the whole time. Every one but the pilot,, 2nd Lieutenant William Ft. Nesen, 632 Sinclair Ave., NEE Grand

Rapids, Michigan and the co-pilot, 2nd Lt Benard T. Gruble, Mt. Airy, N.C. were in prescribed ditching position by the time we hit.

We hit the water at a pretty steep angle at about 200 or more miles per hour indicated air speed. We went straight under and the sides and top collapsed on us. I suppose I was knocked out and then immediately revived by the cold water, because an instant after hitting, I was in the water all tangled in debris. I thought I was dead sure, but I finally reached the surface. I had a little trouble opening my Mae West. It kept me afloat even though I did have the two piece heated suit and shoes on. The waves were quite heavy and I had quite a job keeping my head high enough to breathe at all. Lieutenand (2nd) James G. Delo, New Salem, PA, navigator, was about 20 feet from me and was asking for help. He must have been hurt quite bad for he couldn't open his Mae West. I swam over to him and he grabbed me. It looked as if I were being given another chance to die. l managed to open his vest so that he could float by himself. I rested for a bit and then swam over to where the tail gunner, Sgt Mitchell, was hanging on to the heated blanket. It managed to keep us both afloat very well. The big dinghy was floating some 75 to 100 feet away from the radio gunner, Fred Howland , clinging to the side. I had noticed it before, but it was to far away tor me to swim. The wind kept pushing it farther and farther away from us. I never saw Howland try to climb in, so he must have been hurt pretty badly too.

After hanging on to the blanket for some time getting a little strength back, I managed to get hold of a one man dingy. I feel certain that this is what saved us. I fussed with it for quite some time before getting it to inflate. I found the C02 handle was too stiff for me to work until I put every last ounce of energy into one last try. Mitchell got on the dinghy and I hung on the side. By this time I was very cold and tired. 2nd Lt. Chester W. Desormeaux, 170 Rand St., Central Falls, R.l., bombardier, 25, called for help so I pushed the dinghy over to where he was, and Mitchell and I held him on the side. He was cut badly and his Mae West had been ripped.

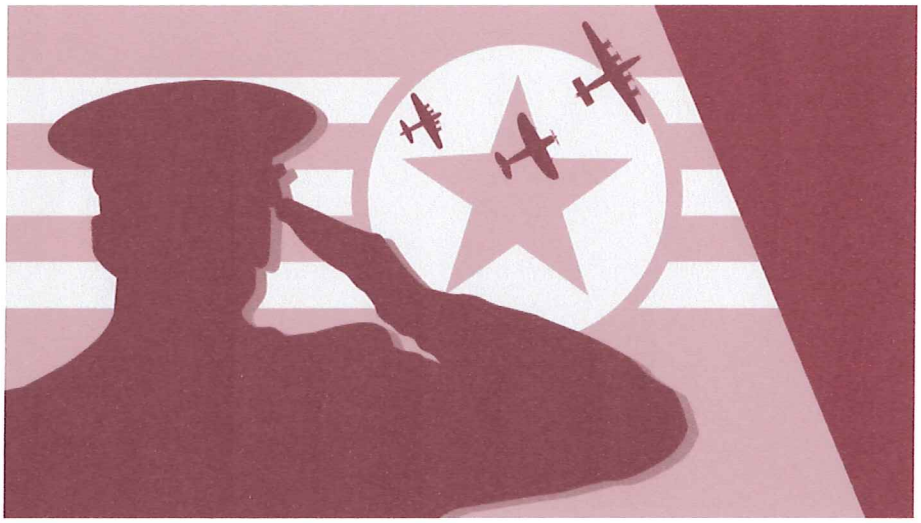
After some time I became numb from my hips down and was very tired. I lost track of Lt. Delo and S/.Sgt Howland, who drifted away. P-51 's had been circling us the whole time and finally alter about a hour a Walrus flying ship landed and picked the three of us up. We told them that there were two more out there, but they said they had searched and there was no one to be seen besides the three of us. It was rough to take off as we taxied back. Our ship hit about five miles off the coast of France. It was approximately 1900 hours.

We were taken to Dover hospital. Treatment was very good. There was nothing wrong with me, but a few scratches and bruises, besides being weak and stiff. A day and a half later, Lt. Desormeaux and Mitchell were transferred to another hospital, probably Winchester, and I was taken by car to the AAF Manston Field. A B-17 from my base picked me up the next day.

William R Nesen

MILITARY

Edit entry



Nationality
American

Nickname
Not yet known

Service numbers
Not yet known

Highest rank
Second Lieutenant

Role/job
Pilot

Awards
Not yet known

Shot down 24 April 1944 in B-17 #423388 'Sleepytime Gal. ' Plane ditched in Channel. Killed in Action (KIA).

PH

SERVICE

Units served with

385th Bomb Group

GROUP

The 385th Bomb Group, who took the nickname "Van's Valiants" after their first Commanding Officer Col. Elliot Vandevanter, flew B-17s from Great Ashfield, Suffolk. The Group led the famous attack on the Focke-Wolfe aircraft factory at Marienburg on 9...

550th Bomb Squadron

SQUADRON

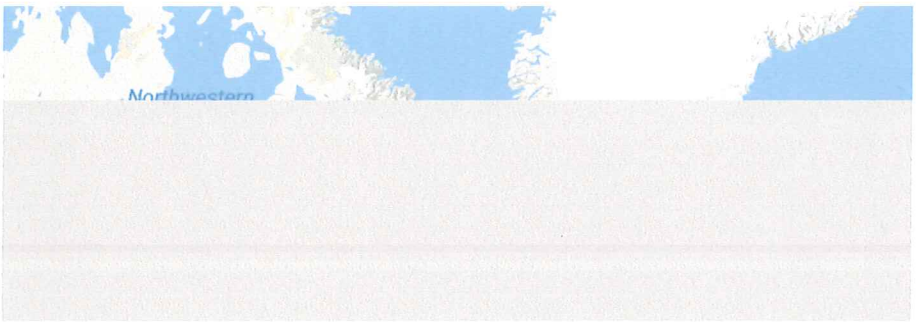
Aircraft

42-3388 Sleepytime Girl

B-17 FLYING FORTRESS

Delivered Denver 1/6/43; Dow Field 13/7/43; Assigned 388BG Knettishall 3/8/43; transferred 550BS/385BG [SG-F] Gt Ashfield /43; Missing in Action Oberpfaffenhofen 24/4/44 with Bill Nesen, Co-pilot: Bernie Gruble, Navigator: Jim Delo, Flight engineer/top...

EVENTS



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