# North-South Attacks Renewed

## Heavies Hit **In Rumania** And Reich

### Co-Ordinated Thrust One Of War's Biggest; Nazis Tell of Fierce Battles

. A force of 3,000 American warplanes yesterday clamped tighter the aerial squeeze on Germany and Nazi-held Europe, striking from north and south in one of the heaviest coordinated attacks of the war.

Between 750 and 1,000 Eighth Air Porce Fortresses and Liberators, escorted by the same number of fighters, slugged their way more than 500 miles to hit airdromes near Munich and aircraft factories at Friedrichshafen.

From bases in Italy, a force of 500 to 750 Forts and Liberators of the 15th Air Force, with as many fighters, thundered across the Balkans to hit Bucharest, capital of Rumania, targets at Ploesti and an aircraft plant at Belgrade, in Yugo-

an aircraft plant at Belgrade, in Yugo-slavia...

As the huge force of heavies from the ETO punched through German defenses over the southwestern Reich, some of the fighters swooped down on German airfields, and left stores of parked Naziplanes-burning after strafing attacks.

One Mustang squadron, commanded by Capt... Stephen W. Andrew, of Dallas, Tex... claimed 28 enemy aircraft destroyed, 27 of them on the ground, and 1/Lt. Edwin L., Heller, of Schnecksville, Pa., set up some sort of a record by getting seven on the ground—four Me110s, two Ju88s and one Ju52 transport—while

Capt. Robert C. MacKean, of Yonkers, N.Y., destroyed five on the ground.
Other fighter groups reported bitter air battles with Nazi interceptors, but a few units made the entire trip without aerial combat.

Sixth Mission in 8 Days
Most of the bomber formations, which
split into task forces as they skirted the
Swiss borders, found clear weather to pinpoint their turgets as they carried out their sixth operation in the last eight days. They were picking up the pre-invasion blitz where the Marauders, Havocs and long-range fighters left it late Sunday evening.

evening.

German radio stations described the progress of the bomber formations across Europe as they closed in from north and south, and claimed that "gigantic air battles" were being fought by the Luftwaffe as it sought to preserve some of the battered factories which, it was revealed stunday are unable to replace Sunday, even now are unable to replace current losses.

One Fortress division came back from Priedrichshafen to report not a single attack by enemy fighters, although a few were sighted in the distance, but a veteran B17 division ran into one of the toughest battles of its career, with the Nazis hurling rocket-firing interceptors and single- and twin-engined planes into beadlong flight at the bombers.

Liberators flew back to base after what one crewman called "a perfect mission," and reported attacks by only three fighters

While there was no immediate announcement of losses or claims, it seemed likely from unofficial reports that, including planes destroyed on the ground, the fighters had experienced one of their best days.

Nor was there any announcement of specific targets other than Friedrichshafen, but from Switzerland came reports that big fires could be seen burning across the Swiss-German border at Ooberlinger, Meersburg, Markdorf and Amzell, all within a 20-mile radius of Friedrichs-

Other Swiss dispatches said that at least eight U.S. bombers had crash-landed on neutral territory. One message said that Swiss fighters had herded damaged American bombers to forced landings and internment.

The Forts and Libs went out to Europe early in the morning after the RAF had kept the offensive going with night blows on Bilvorde, a German communications depot near Brussels, in Belgium, and Mannheim, in Germany, for the loss of six aircraft. six aircraft

six aircraft.

The Luftwaffe, for its part, showed was still a fighting force to be reckons with when it sent night bombers again southern and southwestern. England losing tive planes in what may have been a reconnaissance in force to check British port activity.

With vesterday's and the showed a reconnaissance of the check British port activity.

port activity.

With yesterday's simultaneous heavy blows from Italy and Britain, the main, weight of attack was getting back to innessure per the second of the second of the Atlanta wall invasion defenses.

#### Rail Yards Blasted

After a morning foray against targe in northern France, the B26s and A went back to the offensive against railw targets, hitting the train-packed yards at Namur, in Belgium, in their tenth opera-

tion in six days.

Allied reconnaissance planes late Sun Altied reconnaissance planes late Sunday afternoon had gone snooping own belgium and came home just before do with the discovery of the jam-pack freight yards at Namur. Weary Maraus ground crews, having prepared nine has in six days, rushed a battle fleet to reases, and air crews took them off to injunction point of the five rail lines from Brussels, Mons, Luxemberg, Cologne and Liege. When they turned away from Namur, without loss, the Ninth Air Force bomber men could see at least 14 fires, and one train apparently laden with ammunition had exploded with devastating effect over the whole area. ing effect over the whole area.

### AMERICAN BOMBER IS WIPED OUT

## HOW LESLIE JACKSON BECAME A FRIEND OF FURSSEN

### CITY HELPS IN RESEARCH ON WORLD WAR II

Fuessen. It was one of the worst moments of his life. The American bomber made a crash landing near today's "forest corner curve" on Route B 310. A large number of Hitler Youth, some of them armed, surrounded the crashed plane, that had been hit by Flak and fighters during an attack on Oberpfaffenhofen and tried to escape to Switzerland. Are these nervous kids going to shoot? It was the '24th of April, a day that Leslie Jackson will never forget.

The former member of an American bomber crew in World War II is today a financial consultant in suburban Washington. That, which at the time gave him quite a scare, has been transformed, strange to say, into a friendship for Fuessen. This past year, Jackson visited the town on the Lech River to find the spot where the plane hit the ground. For many years he knew nothing about the crash site in Germany. However, the help of the Fuessen city hall for the one time enemy and current friend was so overwhelming that since that time, Jackson is proud to have a Fuessen sticker on his car.

This long forgotten story from the year 1944 was brought to light by Cilly Kahle, director of the cultural department, and Hans-Georg Carls, a geographer from Wuerzburg with close ties to Fuessen. Carls, whose profession is aerial photography and its interpretation, offered Ms. Kahle aerial photographs for the Fuessen municipal archives. In this connection, they talked about World War II. Carls, deeply interested in everything having to do with modern history, met with the former American flyer Jackson during a recent business trip to the United States and learned about Jackson's enthusiasm for Fuessen.

Cilly Kahle, on whose desk Jackson's research into his war experience landed, had her own connection with the events of the time. As a young girl she rode her bike on that very day to the spot where the big bird crashed. Word had gotten around swiftly in the city of the Lech. "That was a sensation", Kahle remembered, Fuessen had largely been spared the direct effects of the war. In those days the girls were most interested in getting hold of whatever goods were in short supply (organizing, they called it). The resourceful girls knew very well the parachute material was excellent for sewing silk blouses. It to be had."

When Jackson's letter with his request for information reached her desk, she immediately knew what it was about. A friendly letter went back to Washington from city hall. Jackson learned that the plane crashed near the Fuessen barracks and that the young prisoner.

was initially locked in a cell in the "Hohen Schloss" (the local castle), as further research revealed. Guenther Knauss, deputy mayor, informed Jackson about this and sent him pictures of the former cells and a picture booklet of Fuessen.

The present day financial consultant jetted across the "big pond" last year and saw for himself where his first sortie from England came to an end. A farmer took him to the very place where the plane crashed and where a comerade lost his life.

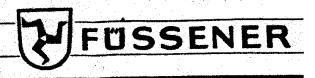
Leslie Jackson has long buried the former animosity. It turned into a great enthusiasm about anything connected with Fuessen, reported Carls following his visit with the former flyer. A bit of German-American history in miniature.

Photo Caption:

The American bomber made a belly landing on 24 April 1944 at the "Forest corner curve". Leslie Jackson was in the plane. The terrible event of that day has been transformed into enthusiasm for Fuessen. The historical picture originates from the city archives.

Lower photo Caption:

The former crewman of the American bomber of the Second World War (the picture on the left dates from the time he was a prisoner of war) has become a friend of Fussen. The city of Fussen helped the financial consultant from Washington with all kinds of information.



Amerikanischer Bomber sch

# Wie Leslie . Freund von

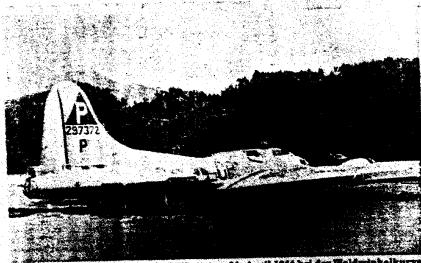
Stadt hilft bei Nachforsch

Fassen (pts). Es war einer der a amerikanische Bomber legte eine Bruckelkurve der B 310 hin. Eine Menge Hidie abgeschmierte Maschine, die bei ei Flak-Treffer abbekommen hatte und in sem Bursehen schießen? Es war der 24. / gessen wird.

Das einstige Mitglied einer amerikar schen Bomberbesatzung des Zweit-Weltkriegs ist heute Finanzberater in nem Vorort von Washington. Was ihm d mals tiefe Angst eingejagt hatte, ist eine merkwürdig zu nennende Freuz schaft für Füssen umgeschlagen. Im v gangenen Jahr hat Jackson die Lechsta besucht und den Punkt ausfindig ; macht, wo das Flugzeug runtergegang war. Viele Jahre hat er nichts von der A sturzstelle in Deutschland gewußt. Do die Hilfe aus dem Füssener Rathaus i den einstigen Feind und heutigen Freu war so überwältigend, daß Leslie Jac son seit dieser Zeit voller Stolz mit eine Papperi von Füssen auf dem Auto b

Die längst vergessene Geschichte a dem Jahr 1944 haben Kulturamtsleiter Cilly Kahle und der Füssen sehr sta verbundene Würzburger Geograf Has Georg Caris, ans Tageslicht gebrac Caris, dessen Beruf die Luftfotogra und deren Auswertung ist, bot der K turamtsleiterin Kahle Luftfölder v Füssen fürs Stadtarchiv an. Bei der Geschicht kam man auf den Krieg zu spehen. Caris, an allem der jüngerun (schichte brennend interessiert, mach bei einer beruflichen USA-Reise dem a stigen amerikanischen Flieger Jacht seine Aufwartung und erfuhr von dem Begeisterung für Füssen.

Auch Cilly Kahle, auf deren Schretisch Jacksons Nachforschungen zu zeinem. Weitkriegs-Schicksal galen waren, hat ihre eigene Beziehung zu e Eruignissen von damals. Als junges Eruignissen von damals. Als junges Echen fuhr sie an jenem Tag mit dem R hinaus, wo der riesige Vogel nieder



DER AMERIKANISCHE BOMBER legte am 24. April 1944 bei der Waldwinkelkurve eine Banchlandung hin. In der Maschine saß Leelle Jackson. Das schlimme Ereignis von damals ist für ihn in eine Begeisterung für Füssen umgeschlagen. Das historische Bild stammt aus dem Stadtarchiv.





LESLIE JACKSON: Der einstige Berdschitze eines amerikansiehen Bembers des Zweiten Weltkriegs (Bild links stammt aus der Zeit seiner Eriegagefangenschaft) ist heute zu einem Frame Plassens geworden. Die Stadt Füssen war dem Wirtschftsbera-

Piroi - Wa Bice OPHOT - FRED GRIGGS NAUGATOR - Dick PATEFIELD BONGADIER- DON MASTERSON TOPTUPEST - BOL DIKINSON RADIO OP - BUL SCHEPPERS BALLTURRET - JOE MCLIMANS TAIL GUNNER- BOB CONGDON WAIST GUNNER - LUTHER I KELLEY " LES JAKKSON when we mere shot cloon RALPH HALEY reflored BICE as filed and Bice reflect & RIGGS; AND TOMMY LOTT reflect By Scheffin - So grigge and Schoffin were not along on the 24th