

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 war-planes yesterday clamped tighter the aerial squeeze on Germany and Nazi-held Europe, striking from north and south in one of the heaviest co-ordinated attacks of the war.

Between 750 and 1,000 Eighth Air Force 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 Yugoslavia.

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 scores of parked Nazi planes 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 Me10s, 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 targets 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.

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 Sunday, even now are unable to replace current losses.

One Fortress division came back from Friedrichshafen 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 headlong 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 Friedrichshafen.

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 Bilyorde, a German communications depot near Brussels, in Belgium, and Mannheim, in Germany, for the loss of six aircraft.

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

With yesterday's simultaneous heavy blows from Italy and Britain, the main weight of attack was getting back to inner Europe, following the two-day raids by Marauders and Havocs on Sunday, which kept up the hammering of the Atlantic Wall invasion defenses.

Rail Yards Blasted

After a morning foray against targets in northern France, the B26s and A-20s went back to the offensive against railway targets, hitting the train-packed yards at Namur, in Belgium, in their tenth operation in six days.

Allied reconnaissance planes late Sunday afternoon had gone snooping over Belgium and came home just before dawn with the discovery of the jam-packed freight yards at Namur. Weary Marauder ground crews, having prepared nine hours in six days, rushed a battle fleet to readiness, and air crews took them off to the junction point of the five rail lines from Brussels, Mons, Luxembourg, 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.

AMERICAN BOMBER IS WIPED OUT

HOW LESLIE JACKSON BECAME A FRIEND OF FUESSEN

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. Cilly Kahle said, excusing herself, "otherwise there was nothing (like 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 comrade 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.



DER AMERIKANISCHE BOMBER legte am 24. April 1944 bei der Waldwinkelkurve eine Bauchlandung hin. In der Maschine saß Leslie 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 Bordbeschütze eines amerikanischen Bombers des Zweiten Weltkriegs (Bild links stammt aus der Zeit seiner Kriegsgefangenschaft) ist heute zu einem Freund Füssens geworden. Die Stadt Füssen war dem Wirtschaftsberater aus Washington (Bild rechts) mit allerlei Auskünften dienlich.

Amerikanischer Bomber sch

Wie Leslie Freund von

Stadt hilft bei Nachforsch

Füssen (pts). Es war einer der 2 amerikanischen Bomber legte eine Bauchlandung bei der Waldwinkelkurve der B 318 hin. Eine Menge Hitz die abgeschmierte Maschine, die bei ei Flak-Treffer abbekommen hatte und in sen Burachen schloßen? 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 Freun schaft für Füssen umgeschlagen. Im v gangesen Jahr hat Jackson die Lechta besucht und den Punkt ausfindig i 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 Papperl von Füssen auf dem Auto h umfährt.

Die längst vergessene Geschichte s dem Jahr 1944 haben Kulturamtsleiter Cilly Kahle und der Füssen sehr sta verbundene Würzburger Geograf Han Georg Carls ans Tageslicht gebrac Carls, dessen Beruf die Luftfotogra und deren Auswertung ist, bot der K turamtsleiterin Kahle Luftbilder v Füssen fürs Stadtarchiv an. Bei der Ge genheit kam man auf den Krieg zu sp chen. Carls, an allem der jüngeren (schichte brennend interessiert, mach bei einer beruflichen USA-Reise dem e stigen amerikanischen Flieger Jacki seine Aufwartung und erfuhr von dem Begeisterung für Füssen.

Auch Cilly Kahle, auf deren Schre tisch Jacksons Nachforschungen u seinem Weltkriege-Schicksal galen waren, hat ihre eigene Beziehung zu Ereignissen von damals. Als junges M chen fuhr sie an jenem Tag mit dem R hinaus, wo der riesige Vogel nieder

Our original crew that went
through staging and assigned
to 384th was:

PILOT - Wm BICE

COPILOT - FRED GRIGGS

NAVIGATOR - Dick PATEFIELD

BOMBARDIER - Don MASTERSON

TOP TURRET - Bob ATKINSON

RADIO OP. - Bob SCHEPPERS

BALL TURRET - Joe McLIMANS

TAIL GUNNER - BOB CONGDON

WAIST GUNNER - LUTHER I KELLEY

" " LES JACKSON

When we were shot down
RALPH HALEY replaced BICE
as pilot and BICE replaced GRIGGS;
AND TOMMY LOTT replaced
Bob Scheppers - So Griggs and
Scheppers were not along on the 24th