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Panzers in Full Retreat Beyond

How It Feels to Bomb Germany . . .

By Andrew A. Rooney
Stars and Stripes Staff Writer

A U.S. BOMBER STATION, Feb. 26—From the nose of Lt. Bill Casey's Banshee, I saw American Fortresses and Liberators drop a load of destruction on Wilhelmshaven today.

We flew to Germany in the last group of a Fortress formation and Banshee was in the trailing squadron.

Soon after dawn the bombers thundered down the runway. Lt. Casey's windshield was splattered with mud on the way. It really was a blind take-off.

Like a pickup football team on a Saturday morning, we grew in strength as we flew, until all England seemed to be covered with bombers.

Everything was quiet—almost monotonous—for an hour after we left the English coast.

Sees First Enemy Plane

Then the trouble began.

Peeling out of the sun came shining silver German fighter planes, diving at one bomber in the formation and disappearing below the cloudbanks as quickly as they had come. They seemed tiny, hardly a machine of destruction, and an impossible target.

My first glimpse of a German fighter came when the navigator, 2nd Lt. William H. Owens, of Tullahoma, Tenn., nearly knocked me into the lap of 2nd Lt. Malcolm A. Phillips Jr., the bombardier, whose home is in Coffeyville, Kan. Owens swung around at what appeared to be an Me109 as it whipped down through the clouds on our left.

From that time until three and one-half hours later, when we were half way home, no one had to look far to see a German fighter. They were all



Andy Rooney . . . went to Germany

over and they were all kinds of planes—Me109s, Ju88s and Me110s. There were no FW190s, by far the best plane Jerry has to fight the Forts. Their absence strengthened Allied contentions that Germany is desperately short of fighter planes.

From a vantage point in the pilot's cabin Lt. Casey and his co-pilot, 1st Lt. Kelly G. Ross, were calmly giving information over the inter-com.

"Here comes one at 2 o'clock, Elliott. Get the son-of-a-bitch."

T/Sgt. Wilson C. Elliott, of Detroit, Lt. Casey's top turret man, is the only man from the original Banshee crew left.

Before we were very deep into Germany deadly black puffs began to appear around us. It seemed as though they were "air mines" that were touched off as we came to them. A puff would appear to our right and then in quick succession a row of five more black splotches flowered out, each one closer as they caught up to us.

Lt. Casey zipped, and the puffs appeared in the tracks of our zig. He was one jump ahead of the flak. All but once he was one jump ahead.

Thought Plane's Nose Torn Off

Lt. Phillips was leaning far forward in the nose, between his guns and bomb-sight, when suddenly the whole nose seemed to break out of the ship. My first impression was that they had given up the flak and had thrown the gun at us.

Lt. Phillips sat back on his heels and covered his eyes with his hands. Splinters of flexiglass formed coating over his helmet. It was a minute before he recovered from the shock to open his eyes and find that he could see and was unhurt.

What appeared to be the nose being ripped off actually was only a small hole the size of a man's fist.

The formation was perfect, and the German sky dotted with Forts in front of us and Liberators behind us was comforting. Below, the land seemed to be farmland, for the most part. Even that was divided into aggravatingly square plots. It looked German and unfriendly. You had the feeling you would have known it was Germany even if you hadn't attended the briefing.

German flak didn't seem to bother German fighter planes. They poured in even when their own flak was thickest.

Approaching the bombing run, the doors of the ships in front of us could

(Continued on page 4)

Wilhelmshaven Blasted Second Time by Yanks

Fortresses and Liberators Smash at Naval Base; Seven Planes Lost

Flying Fortresses and Liberators bombed Wilhelmshaven again yesterday. It was the second daylight attack on the Nazi naval base by U.S. planes and the war's third American raid on Germany proper.

The Eighth Air Force bomber crews fought off heavy enemy fighter opposition

U.S. Air Force to Match Axis, Giving Allies 2-to-1 Odds by '44

WASHINGTON, Feb. 26—An American air force equal to the entire Axis air strength by the end of 1943, giving the combined Allied forces a two-to-one advantage over their enemies, was revealed today to be the goal of U.S. military officials. It also was disclosed that the Army intends to have a total overseas force of 4,750,000 by the end of 1944.

The figures were made public by the Senate Appropriations Subcommittee, which is inquiring into U.S. manpower problems, particularly whether the nation can support an armed force of 11,100,000 by the end of 1943 as the War and Navy Departments plan.

Fourth of Food Going to Forces

But Ample Supply Left

Donald Nelson, chairman of the War Production Board, told the committee yesterday the United States could equip and maintain such an armed force without cutting civilian economy down to bedrock.

Nelson, deputy

Stiff Resistance Slows Russians In Donetz Basin

Weather Hinders Drive, As Well, But More Villages Are Taken

MOSCOW, Feb. 26 (UP)—With heavy air and land reinforcements, the German have forced slower Russian progress on the fronts west of Kharkov and near Orel, and are making a determined bid to send their tanks and motorized force behind the Red Army's lines in the Donetz Basin.

Here furious battles are raging, particularly between Kramatorskaya and

**American Hostel
British Isles**

b. 26—American members welcomed Monday new club here under U.S. War Shipping

are an American al coffee"—as their beds and other

Monday's ceremony of torpedoes who in Liverpool.

in Britain, is in the Red Cross building at Glasgow and Gourcock hant marine clubs, and opened soon in Cardiff... of Liverpool and of the American European representa- will take part in cere- at 3.15 PM. Monday. nited Kingdom repre- will preside.

club will sleep 40 men date more if necessary. he club is an enormous rtable sofas and chairs. ourtyard adjoining the erted into an open-air

ns of Spring

light Time, called in England, will go 4 and end Aug. 15, it rday.

orce - -

d from page 1)

d forces were estimated en per cent of the popu- 000 military auxiliaries. D. Syer, chief of staff ce Supply, estimated e man for every d States to get an e planned. He said the e British had a ratio of

J. Horne, vice-chief of is, expressed his belief e could maintain about overseas at the end of e capacity of pooled d be sufficient to move monthly to the various

At an American air base at Oran, Algeria, Maj. James H. Doolittle awards a citation to S/Sgt. George Koehler, of Upper Sandusky, Ohio, for meritorious achievement while participating in aerial combat with the Axis.

**Round Trip to Wilhelmshaven,
As Seen from Nose of a Fort**

(Continued from page 1)

be seen swinging open, and not far above us the yawning bomb bay of a Fort revealed more bombs, hanging by some mechanical hairpin, waiting for the bombardier to push the tiny button that sends them to the target.

Lt. Owens was having trouble with his oxygen and Lt. Phillips' fingers were nearly frozen. I was healthy but helpless. Finally the valve of the navigator's air intake froze completely and the next thing his head had dropped to the top of his caliber .50, and his face was an unlovely greyish purple. Both of them had work to do in the nose. I was strictly cargo. The oxygen on my side was okay. We fitted the mask to Lt. Owens' face, revived him and I started back for the pilot's cockpit.

By the time I struggled back without oxygen, with a backload of equipment that would make Santa Claus look sick, I was almost out. Lt. Casey almost yawned at what I was sure was a major crisis in my life.

He fixed me up with oxygen and the remainder of my brief first glimpse at the war was from the pit behind the pilot.

As we started the bombing run I was up in the nose of the ship, standing over to the right trying to keep out of the way of the navigator and bombardier. I had a camera, and that was probably the greatest underestimation, or something other, of the Germans anyone ever made. I definitely did not feel like taking pictures. I made an effort once or twice and I got a couple of pictures of a small bunch of six little ships down on the water, but it's elementary that you have to be able to hold a camera still to take pictures.

We were well into the run and the flak was puffing to the right and left. The boys said it was not nearly as intensive as over St. Nazaire, but there was more of it, spread out in different places, they said.

Fighter planes were always there while we were making our run. They come in so fast it's hard to tell where they're coming from, but frequently you could see a vapor trail start to form, like a

cloud standing on end. You knew that was a fighter starting a run.

As the bombardier crouched low over his sight, I was just in back of him, trying to take a picture of the bombs falling from the plane ahead. They dropped theirs, and I guess we must have the next second, but I couldn't feel it.

Behind the tail gunner, T/Sgt. Parley D. Small, of Packwood, Iowa, reported that he had seen a Liberator go down with one engine flaming. Although on fire he said it was under control for a first hand. Small himself picked off one German plane as it tried to tie a stream of machine-gun bullets on our tail. He described the end of another German fighter.

Jerry Stopped Cold

"It looked like a piece of cardboard that had been thrown out of a plane," he said. "It came up under the belly of a B24 and someone let him have it right on the nose. He stopped dead and fell away. The plane didn't seem to be burning. It must have killed the pilot."

As Nazi planes kept nipping at the formation, far away from the coast of Germany, they probably picked us up from the French coast. It is improbable that German-based fighters followed the USAAF bombers that far, even though many of them seemed to be twin-engined planes.

Almost half way home, three Ju88s could be seen diving at a B24 that had fallen out of formation and was in distress.

After 20 minutes without sign of Jerry, things began to look more pleasant.

Song of Triumph

Lt. Casey and the crew began to sing over the intercom. Casey had the bends and was squirming in his seat—but smiling and singing. Next to him, Lt. Ross had to do most of the flying on the way home. Finally England was sighted and believe me, whatever you think, it is one of the most beautiful little islands in all the world.

As Lt. Casey says, "I'm an Irishman, southern Ireland, but that is still the best looking damned little island I ever saw."

After a roof-lifting "buzz" (hedg-hopping) over the field, not orthodox, Lt. Casey brought the ship in smoothly.

Looking over the Banshee, we found that it had been hit in about ten places. The biggest hole was a gaping wound in her metal near the tail gunner. The chip of flak tore a hole through an English penny that Sgt. Small had left on the floor behind him.

With the exception of one frozen finger—Lt. Phillips—the Banshee had had what the crew called "a quiet trip."

I don't want to go on a noisy one.

**Investigation Opened
Into Dockman's Death**

An investigation into the death of a dock worker at a British port Thursday night was begun yesterday under orders of the Commanding General, U.S. Army, Western Base Command.

First reports said the dockee attacked an armed U.S. Army guard and that a fight followed. A board of officers was appointed to hear evidence, and the General began his investigation.

on our people and must have had a demoralizing effect on the Japanese confidence in the fighting efficiency of their ground troops.

"My thanks go to you and your leaders and to the officers and men of the Australian and United States forces who carried the fight to the enemy on all levels, over great distances and even greater difficulties."

Another Rabaul Raid

Another aerial success against Jap ships in Rabaul harbor was announced in today's official communique from the southwest Pacific stating that four direct hits and near misses were scored on enemy vessels by Flying Fortresses attacking the Jap's New Britain naval base for the fourth night in succession.

An 8,000-ton ship believed to be an aircraft tender, was the main target during the attack, which lasted for more than two hours. The vessel was hit by four bombs, and when last seen was making towards the shore and settling astern.

Other targets attacked by Allied aircraft were at Cape Gloucester, Alexishafen and Gasmata.

A further 60 enemy soldiers have been killed in mopping up operations by Allied patrols in the Kumusi area.

Aerial attacks against the Japs by American planes in the Solomon Islands and in the Aleutians were also announced in the communique.

Raids - - - -
(Continued from page 1)

flak than has been encountered on other raids, particularly over the Nazi sub bases in France, one veteran of European bombing, Capt. A. V. Martini, of San Francisco, Cal., who flies the "Dix Martini," was emphatic about "a rough trip."

"My O my! Rough, rough, rough!" was his resume.

2nd Lt. William J. Reed, of Siloam Springs, Ark., co-pilot of the Fortress "Doom Town," said his formation was engaged by "the most persistent fighters we have ever met."

The formation was led by Maj. J. J. Preston, of Elgin, Minn., a veteran of the battle of Java.

2nd Lt. T. Logan, of La Crescenta, Cal., co-pilot of the Fortress "Available Jones," said the fight was the roughest he had seen.

"We were met by enemy aircraft on the way over," Lt. Logan said. "They stayed right with us over the target and followed us back over the North Sea."

The leading bombardier of one formation, 1st Lt. Emmett W. Ford, of Siloam Springs, Ark., thought bombing results were good.

"Our bombs started with the target and walked on through the town," he described it.

Raids Instead of Leave

Another gunner, T/Sgt. Michael Rulkovich, of Fayette City, Pa., took the first day of his two-day pass to go on the mission because he did not want to miss it. Otherwise he would have been in London today.

The RAF's attack the night before continued the pattern of striking at the U-boats before they are built. Nuremberg, second largest city of Bavaria, is the prime industrial target of that region, turning out Diesel engines for submarines, as well as tanks, armored cars (all at the M.A.N. plant) and motorcycles and electric machinery.

The city is a main railroad junction for lines running from Germany to Italy.

At Furth, a small town near Nuremberg, a Messerschmitt factory turns out war planes.

Nuremberg's chief position, however, is as the center of the Nazi party's faith. Most of the National Socialist rallies and ceremonies are held there.

The four-engined RAF bombers dropped their first flares over Nuremberg at 11.15 PM, and then poured down tons of 4,000 and 8,000 pound block-busters as well as bombs of other sizes and incendiaries. Crews reported big explosions among the fires started in the target area.

The main load of bombs was cascaded within 20 minutes.

None of the objectives attacked in western Germany were specified by the Air Ministry.

One enemy plane was shot down over the Channel yesterday by RAF fighters.

**sh, U.S. Authorities
nfer on Venereal Disease**

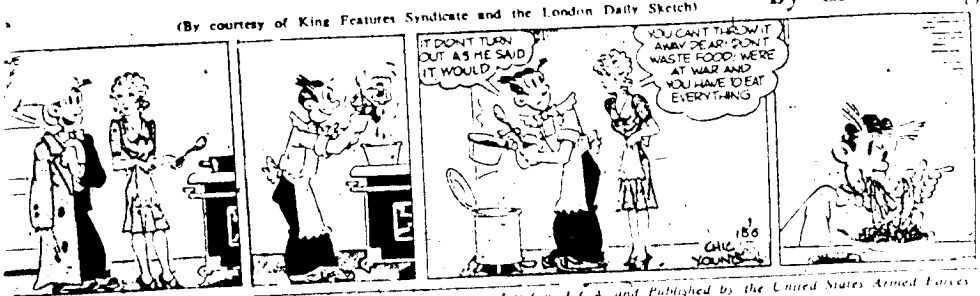
U.S. forces to cooperate authorities in combating se was expressed at a con- dition yesterday by Maj. Paul ETO medical staff. ence, attended by medical s from all parts of Britain ed to ventilate the growing essed in terms of a 70 per n venereal disease since the war. There are 70,000 new ear among civilians alone.

le of, the help being given ld earlier by the British ealth, who said that "a full e film produced in America sing in 300 theaters in this m about the middle of

Maj. Padgett, who comes from Baltimore, Md., welcomed the decision of the British Government under a new Defense Regulation to introduce "contact investigation." "This system has worked well in the States," he said, "and we are hoping to attempt investigations along these lines over here."

"It is a thing that must be tackled and the important aspect of this conference is that it has happened; that the question of venereal disease has been taken up by responsible members of the British officialdom and the public."

"The problem to be tackled is that of the teen-old girls who are attracted by the novelty of having Americans over here. That, and the professional prostitutes in the ports and other large towns, are matters that have to be settled."



(By courtesy of King Features Syndicate and the London Daily Sketch)

by Chic Young

MARCH 1, 1943

Nazis Chased from Brest Skies

Some Bomber Crews Made Two Raids In Two Days

By Andrew A. Rooney
Stars and Stripes Staff Writer

American air crews who had to fight their way home from Wilhelmshaven through swarms of Nazi fighter planes found the skies over Brest, German U-boat base in France, strangely free of Luftwaffe opposition.

The raids Friday (on Wilhelmshaven) and Saturday (on Brest) provided the second instance in which some Eighth Air Force combat units have raided enemy territory on successive days. The last time was on Dunkirk and St. Nazaire.

Crews of the Fortress and Liberators who struck at Brest in daylight Saturday reported seeing "no more than five Huns at one time." Credit for the opportunity to make deadly bombing runs with no appreciable opposition other than flak was given to the escorting squadrons of RAF and Allied Spitfires who, in relays, covered the entire mission.

Closest Call

The crew of 1st Lt. William Casey, of Red Bank, N.J., had the closest call of the Brest raid. Flying in the Fortress Little Audrey, because their own ship, Banshee, had been damaged over Wilhelmshaven, they ran into trouble ten minutes from the objective.

No. 4 engine started spouting oil and smoking.

"We were in the lead formation," T/Sgt. Wilson C. Elliott, of Detroit, said. "The engine was smoking, but Lt. Casey didn't feather the prop because the minute you do that German fighters know you are in trouble and start concentrating on you."

T/Sgt. Parley D. Small, veteran tail gunner from Packwood, Iowa, said that the whole crew thought they were done for.

"Our formation passed us and we were left alone until the next group came over. They passed us. We were going pretty slow with only three engines."

Wouldn't Turn Back

"Lt. Casey wouldn't turn back with a load of bombs that close to the target—not Casey," Sgt. Elliott said. "Finally, after our run on the target, the last group in the formation came along and slowed down to protect us on the trip home."

"The Spitfires came along about then and we began to feel a lot better," Elliott concluded.

Last night Lt. Casey took time off to visit the field where the protecting bombers were stationed just to thank them personally for himself and his crew.

Other members of the crew, known as the "One a Minute Men," ever since one raid on which they are credited with having shot down seven planes, are: 2nd Lt. William H. Owens, Tullahoma, Tenn.,

N.Y. Times Reporter Missing From Raid

Robert P. Post, 32-year-old correspondent for the New York Times and a member of the paper's London staff, is officially reported missing in action from the U.S. air raid on Wilhelmshaven Friday.

Post was one of a group of American correspondents who went as observers on the daylight raid.

Airmen in his formation, who saw Post's plane shot down by enemy fighters, said that some of the crew parachuted to earth.

A Harvard graduate, Post covered the White House for the Times before coming to the London Bureau in 1938. His wife, who lives in London, is the former Miss Margaret Lapsley, of Brooklyn, Conn.

navigator; T/Sgt. Thurman H. Ray, Loveland, Col., ball turret; Sgt. Reginald G. Harris, Houston, Tex., waist gunner; S/Sgt. Joseph R. Borzym, Chicago, waist gunner; S/Sgt. Motris J. Gecowets, Mark Center, Ohio, radio operator.

1st Lt. William Wilton Biggs, of Onyka, Miss., a Fortress navigator, commented on the absence of enemy fighters.

"There was nothing to it," he reported. "I didn't see a single fighter plane either on the way in or on the way out from the target. We had an uninterrupted run."

Not all the ships were unscathed. 1st Lt. Craig Harwood, of Highwood, Ill., pilot of the Fortress, Tally-Ho, in the lead formation, said his plane caught flak in the wings and stabilizer.

Souvenir of Flak

S/Sgt. Ray H. Erikson, of Chicago, had a piece of flak as a souvenir.

"This came ripping up through the fuselage," he explained, "and I buried myself in the ammunition can right behind Ed. He had a close one and never knew it."

Ed is the other waist gunner, Sgt. Edward Zabawa, of Cleveland.

Praising the efforts of the Spitfire support, 2nd Lt. R. H. Smith, of La Mesa, Texas, said, "I saw a lone Focke Wulf, far off, but even that disappeared without making a pass at us."

Another gunner, S/Sgt. William S. Buchanan, of Unionville, Pa., said he saw the sky "filled with bombs as the Forts let go over the target. I saw some nice hits. If they were not all on the target, they were close enough to do plenty of damage."

S/Sgt. Free L. Colvard, of West Jefferson, N.C., a waist gunner, said: "Everything went smoothly. Except for a few bursts of white flak over the target I saw no enemy opposition."

More details of the Wilhelmshaven raid were disclosed as combat crews discussed the mission.

were squadrons of the RAF, United States Army Air Force, and South African, Australian, and Canadian air forces, with substantial backing from squadrons of the Royal Hellenic Air Force and the Fighting French.

On a recent occasion, pilots who had fought over Norway, England, France, Germany, Burma, the Red Sea and the south Pacific met on one airfield.

Banshee Pressed On To Target Despite Dead Engine

T/Sgt. Francis G. Hinds, of Framingham, Mass., Fortress top-turret gunner, said, "They weren't eager to come in. It was the first time they had turned away when I opened fire. They usually bore right in."

Capt. G. E. Hagenbauch, of Utica, Ill., said numerous enemy fighters were observed. Hagenbauch also agreed that the fighters did not close in as readily as on most former missions, but it was not his impression that they were inexperienced.

Joint claim for destroying a German fighter was made by the tail and ball turret gunners of Hagenbauch's Fortress: S/Sgt. Jack Belk, of Temple, Tex., the ball turret gunner, is in line to receive his second Oak Leaf Cluster to the Air Medal for successive missions and gunnery work. The tail gunner is S/Sgt. George W. Henderson, of Columbus, Kan.

Flak Not Much Bother

Maj. Eugene Romig, of Canton, O., leader of one group in the raid, said "flak over the target was not intensive and did not bother us much. All the ships in our group returned safely. Most of them were undamaged and none had more than slight 20-mm. shell hits."

Other crews ran into plenty of trouble, however. The Fortress Lucy Belle, piloted by 1st Lt. Lloyd Driffin, of Cyril, Okla., was forced to leave its formation as it approached the German coast and was immediately attacked by seven Fw 190s. A rapid descent into a low-lying overcast, coupled with continuous evasive action, enabled Lt. Driffin and his ship to get away without serious damage.

The Fortress Southern Comfort, which has missed nine of 16 raids because she was shot up so badly on the other seven, was back almost on schedule this time—although flak had chewed a four-foot square section out of the main rudder.

"That old North Sea looked wider than the Atlantic," the pilot, Lieut. Hugh Ashcroft, said. "I don't see how we ever made it. The fact that we prayed might have had something to do with it. I'm becoming a firm believer in this 'God bless Boeing' business."

Narrow Escape

Lt. Lyle (Big) Adams, 22, of Novinger, Mo., had a narrow escape from a big piece of flak which, he said, "came right up through the floor of our ship behind my seat. It went right through our top turret—didn't touch the gunner—but on the way it clipped the oxygen tank I was hooked up to, cut a lot of cables and controls. Lack of oxygen knocked me out."

Co-pilot Lt. Henry S. McMurry, of San Leandro, Calif., took over the controls while Lt. Adams used his last bit of strength to grab an emergency oxygen bottle and pull himself back to consciousness.

Kasserine - -

(Continued from page 1)

was repeated many times in the ensuing two hours before Sherman and his men reached the end of the pass beyond the mountain. Only three of the men were missing.

Navy About For New D Nimitz Re

Want Positions to Directly Jap In With Shells, B

WASHINGTON, Feb. 28 (AP)—The Navy's plan for a drive for positions from which industrial centers could be hit directly and devastating attacks from Adm. Chester Nimitz in-chief of the Pacific Fleet.

Adm. Nimitz said: "We'll cross the Pacific from now on the way tougher as we undertake driving the enemy from the islands in the conquest of our job to destroy his ships and neutralize his island bases we drive towards his ports which we can reach with bombs his industrial centers."

Adm. Nimitz's statement here as a promise of naval action of Japan's vulnerable coast American Fleet—an operation would probably be under the final phases of an amphibious drive aimed at the conquest of the homeland.

Fighting in New

ALLIED HQ, Southwest Guinea, yesterday when treated in the vicinity of W action by Allied patrols, communicate reports.

A number of dead Japanese after the Allied sweep through the area. Altogether of troops have been killed prisoner in mopping-up of Buna area this month.

Over the weekend, Allied continued when medium tanks, and Flying Fortress Wewak, New Guinea for.

Or Saturday, Dauntless with Corsair, Lightning fighter escort attacked an off Vella la Vella, west in the, New Georgia group fire aboard the vessel with.

One of two escorting hit and left burning. One was shot down and two failed to return.

Air Activity in

During the past two days various parts of Burma Mawlu, in the Katha district, Ramree island, off the Andaman Sea. In the course of these shot up railway stations, steamers, launches, and a craft, inflicting a considerable damage.

From these operations are missing.

BBC Schedules Army Pro

American soldiers have been taken to familiarize

Tunisia - - -

(Continued from page 1)

Tunisia are another phase of Rommel's campaign for positions, says United Press. The attacks are more in the series of battles for passes which Rommel must

ther tled Axis Clouds liers ht

SE, North It is plain but every ape to take it he could

er described struck at kfield three planes cely by flying ound ducks talian drive

sleet, low-rican fliers over Haatab in relays : battlefront before un- enemy

I the artillery in break- had rolled position.

ks, artillery ments were and strafed pilots who 00 miles an densest barg- against them. even go up particularly at the situa- e told to hit " said Capt. N.J., assist-

day we had on. We put ft. Visibility bombers out pt a continu- er the battle- e-to fly-- in ough narrow

ng e told merely ything they

was a group at dusk our advance was was retreat- over the help

it ships took to avoid sky

ol metal is sops may hat American d hundreds of d demolition

volunteered to s " with full h effort which

Tex.: Lt. Charles Cal., who crash- er without injury