

B-24 Brings Back War Memories for Gunner A B-24 Liberator sits on a runway at Tulsa International Airport on Friday.

World Staff Writer

John Toney hasn't flown since his B-24, "Tulsa American," went down in the Adria-

bomber that shot down 14 German fighter planes on one mission. Ironically, Toney gee to Tulsa to see one of the last flying B-24 Liberators, "All American," named after a All American. lew many of his 28 missions on the original But he couldn't resist driving from Musko-

"I didn't remember the nose turret being so small," he said 48 years after he last shot at a German fighter protected only by a plexiglass bubble

Armed with .50-caliber machine guns, Toney was responsible for blasting enemy During battles, the crew was too busy fightlighters away from the front of his bomber. ng for their lives to worry about death.

But seeing the All American brought back

make it. It makes you think about the thou-"There were so many good men who didn't

> The Tulsa American was named for the homelof those that built her. It was the last B-24 of the 962 built at the Douglas Aircraft Co. plant here.

country, serving as flying air museums of World War II. Admission to the display area is free, but there is a small fee for a tour of tress will be on display Saturday at the Million Air Hanger, near Apache Street and 69th East Avenue. They are on a tour of the The All American and a B-17 Flying For-

and enemy aircraft cannon shells. plane, going to bomb Odertal, Germany, when the plane was jumped by German fighters. The Tulsa American was hit by flak Toney was on his sixth mission in the

bombardier dropped its payload. managed to get to the target where the Despite the loss of an engine, the bomber

On the way back, the plane lost another

could get there, we lost the other two engines," Toney said. off the coast of Yugoslavia - but before we . We tried to land on Vis - a little island

"We dropped like a rock." Ironically, Toney's crew on the previous

27 missions had the same pilot. For this mission, however, the crew had a new

killed when the Tulsa American crashed into It was his first — and last — mission. The pilot, navigator and engineer were

awoke under water. mained in the plexiglass nose of the aircraft, Toney, who would have died had he re-

and I couldn't swim. I just pulled on my Mae West (an inflatable life vest named after the movie star) and floated until we were picked up." "The plane had disintegrated into pieces

Although Toney doesn't have much memory of what happened after the crash, he believes the surviving crew members, including bombardier Val Miller who now Yugoslavian fishing boat. lives in Oklahoma City, were picked up by a

recovering from the crash. where he spent five months in a hospital After a series of hospital stays in Europe, Toney was shipped back to the United States

explain it, but I just don't want to fly," "I haven't flown since then. I really can't

Youth Accus Chase to Be

World Staff Write By David Fallis

adult despite having no prior f ny convictions, a judge said. in a stolen car, will be tried a led lawmen on a 30-minute cl A 17-year-old, who police

and an overcrowded juvenile gressiveness of the alleged cr his decision was based on the Special Judge Rick Clarke

ed for a juvenile treatment cer broken the law but is better s Rico Johnson's mother, Galvin, said her son may h than prison. Rico Johnson's mother,

vın said. other place that might help. been given the chance to go to a respectful.... He has never rea "He is not hard-headed.

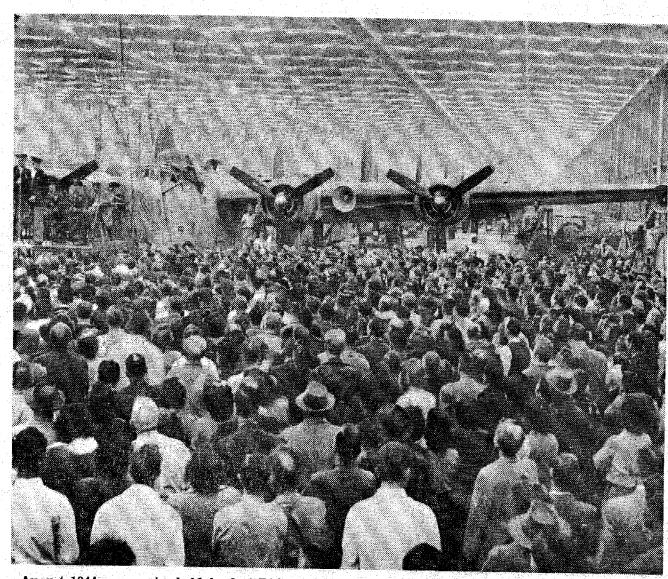
Sheridan Road. The chase wot through Tulsa before head south on U.S. 75, where it reacl traffic near Interstate 244 March 17 as officers tried to s the car as it swerved in and out The chase began about 8

speeds of almost 100 mph. The stolen car finally ran int Okmulgee. median at a roadblock outs

charged with burglary of an au both were arrested. He who was a passenger in the mobile and possession of a Johnson and a teen-age

fied Johnson as an adult hearing Thursday, Clarke cer After a more than two-ho

er unusual" and "doesn't happ He said the decision was "ra



August 1944 ceremonies held for last B24 Liberator bomber, Tulsamerican, built at Douglas' Air Force Plant No. 3.

Tulsamerican Fell 30 Years Ago

Bomber's Crash Recalled

World's Own Service MUSKOGEE — Thirty years ago this week John F. Toney ago this week John F. Toney was recovering in a British hospital in Yugoslavia from injuries received when the B24 Liberator bomber Tulsamerican crashed in the

Adriatic Sea.

The Tulsamerican was the last four-engine bomber turned out by Tulsa's Douglas Aircraft Co. plant. The plane — No. 952 — had been bought by Douglas employes here through purchase of war

Toney, now a retired postal employe, was a nose gunner on the Tulsamerican, the lead ship in the squadron that day on a run from the 15th Air Force Base in Italy to Blechhammer in Germany to bomb a munitions factory. The date was Dec. 17, 1944,

"WE ENCOUNTERED SEvere German fighter attacks," he remembers. "Before we reached the target the Tulsamerican had lost two en-

The pilot turned back to the base. But a third engine quit and the decision was made to "ditch" in the sea.

"Our bomb bay doors were

open," says the former AF boot, my right shoe and soc gunner, "and the hydraulic were missing. I had a fra system had been shot out during the German fighter at-

tacks.
"When we hit, the bomber started sinking rapidly since water rushed in through the open bay doors. I don't remember escaping. We were wearing Mae Wests, and it was lucky for me since I couldn't swim. We were picked up by some fishermen and taken to the hospital.

Later, those of us who survived were returned to Italy. When I was pulled in by the fishermen my right flight tured ankle.'

TONEY, LT. VAL MILLE of Duncan, bombardier, an the copilot escaped the crasl The pilot, navigator and the

lent, died. had made 1 urope, sai

loyes a



Official Army Air Forces Photo.

TULSAMERICAN'S CREW—This group will fly the plant's last B-24 into combat. Assigned to the ship at the Topeka Army Air Field, they are: left to right, front row, Flight Officer William Donald, pilot; Flight Officer Allen Smith, co-pilot; Second Lt. Stuart Lefkowits, navigator; Second Lt. Everett Lorenz, bombardier; back row, Sgt. John Walling, engineer; Sgt. Angelo Marino, radio operator; Cpls. Ernest Balint, Clea West, Robert Lick, and Vernon Miller, gunners.

Letter Tells Tulsamerican's First Stop Is Birmingham

First word of the whereabouts of our last B-24, "Tulsamerican", came this week through Marjorie Jean Clark, Time-keeping. Monday she received a letter from Ray Todd, an employe at the Betchel McCone Modification plant in Birmingham.

ingham, Alabama who wrote* that the ship had arrived there August 2, and as he started to work on the ship he had noticed all the names written on the fuselage.

He picked out her name and address and wrote:

"I believe I will be the first boy to write you a letter from Birmingham. I found your address on the B-24 that came from Tulsa. I believe that was the last B-24 to be made at your plant, is it not?

"This ship arrived in Birm- letter from and ingham today, the second of at Birmingham.

August, and when I went out to check the equipage on this plane I was amazed at all the addresses on the plane and the big insignia on the nose.

"It looked all right to me."
He followed with the name of his plant and a few comments about his work, closing with a request for her to write. Dorothy says she thinks she will.

Two days later, Faye Bonham, Joining A-26, received a letter from another employe at Birmingham.

Tulsamerican Gunner in Surprise Visit, Comes on 'Service Tour'

Unannounced, and expecting no special welcome, Sgt. John F. Toney, who was nose gunner on the Tulsamerican the day she ditched in the Adriatic sea, arrived at the plant Wednesday.

Accompanied by his wife, Florence, he had come from his home in Muskogee for a look at the plant that turned out his favorite B-24, the last one assembled here.

"We'll never forget the Tulsamerican," he insisted. "She was lead ship in our squadron . . . and we always liked to be assigned to her . . . seemed like she flew a little better than the rest."

It was on a run to Blechhammer, Germany, in December that 200 Jerries hit Toney's formation. Before the Tulsamerican reached her target, two engines were knocked out.

The pilot headed the ship's nose for an emergency landing field, but before it could be reached, the third engine quit and Tulsamerican crashed in the Adriatic.

"The bomb bay doors were open," Toney recalled, "and the wheels were down. When we landed in the sea, the wings broke off. The pilot, navigator and engineer didn't get out. The co-pilot went out the front of the ship."

Just how John got out he'll never know. He was crouched behind the pilot when the ship hit water, and his head struck against the seat. When he came to, the Tulsamerican was five or six feet under water, and he was inside. Somehow he managed to escape.

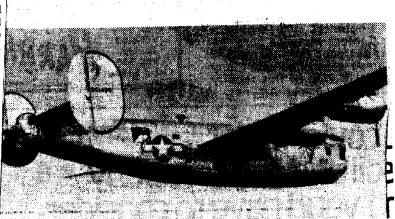
The boys all wore Mae Wests
... "which was darned lucky,
because I couldn't swim,"
Toney remembers. "We floated around for a long time...
none of us knowing any of the
others were safe... and were
picked up by some find.

picked up by some fishermen."
After two weeks in the hospital, John was sent home, and will have some time in Muskogee before being reassigned. In his seven months overseas he went on 38 missions . but the one he'll always remember is the last day of the Tulsamerican, Tulsa's last Liberator.



Douglas Photo by Wilmot Dahlem

"PUT YOUR JOHN HANCOCK HERE"—Sgt. John F. Toney and his wife, Florence, sign in at the lobby desk before he makes the servicemen's tour Wednesday. Nose gunner on Tulsamerican, Tulsa's last B-24, John is just home from overseas and wanted to see the plant where his plane was made.



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Vol. III—No. 2

Friday, April 20, 1945

Tulsa, Oklahoma

Tulsamerican's Bombardier Here

What happened to the Tulsamerican on her last mission over Germany? How many of her crew escaped death when she crashed into the Adriatic sea?

Employes will hear the answers to these questions Saturday when Lt. Val Miller, bombardier on Tulsa's ill-fated Liberator, tells his story over the plant public address system.

Revenge for the loss of the last B-24 from Tulsa is the spur of the Seventh War Loan drive . . . the drive that will send a full squadron of Invaders to replace the ship bought in last summer's bond campaign.

Val will tell of his missions on the Tulsmerican . . . of the respect that the flight group and ground crew had for the gal-

lant bomber . . . and of the last day, when she accounted for 10 enemy fighters before plunging into the sea.

Pyoung Lieutenant Miller, a native of Duncan, Ok., was seriously injured when the Tulsamerican crashed. He spent many hours in icy water before a rescue squad arrived. "But I just kept praying, and I guess God heard me," he remembers.

On leave from Borden General hospital at Chickasha, he arrived here this morning accompanied by his wife.

Speaking to bond coordinators and captains at two special meetings in the Main cafeteria, he briefed his experiences. the same adventure-packed story he will tell to all employes tomorrow at first and second shift rest periods.

KMB107 56 GOVT=WUX WASHINGTON DG 9 600P

MRSFLORENCE V TONEY=

7409 BALTIMORE ST

REGRET TO INFORM YOU YOUR HUSBAND WAS SERIOUSLY INJURED ACTION IN MEDITERRANEAN AREASEVENTEEN DECEMBER UNTIL NEW ADDRESS IS RECEIVED ADDRESS MAIL FOR HIM QUOTE STAFF SERGEANT IOHN F TONEY SERIAL NUMBER HOSPITALIZED \$ 28 HOSPITAL SECTION APO 698 C/O POSTMASTER NEW YORK NEW YORK UNQUOTE YOU WILL BE ADVISED AS REPORTS OF CONDITION ARE RECEIVED = DUNLOP ACTING THE ADJUTANT GENERAL.

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DEAR Mrs Toney	**************************************		
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Husband Tor	ley, John F. 38		
	improvement		
Diagnosist Head injui	y		
* Enter present status as- Making normal improvement. Convalescing.	Very truly yours,	n Aba-	
† Must be written in nontechnical language.		LTE	,
W. D., A. G. O. Form 234 9 November 1944	Capt. Med Adı	n C., Registrar	

READQUARTERS STATION HOSPITAL Camp Patrick Henry, Va.

FEB 9 Date

Please be advised that your husband S Sgt John F. Toney

FEB 9 1945 was admitted to this hospital on

where he will remain only long enough to arrange for transfer to a hospital nearer his home which is the most suitable for his care. It is not advisable that you visit him here because of his short stay.

You will be notified immediately upon his transfer.

His present condition is satisfactory and you will be advised at once in case of any change.

SPTAK FORM 8225 7 FEB 45

JOHN D. NELSON, Capt, MAC Registrar

HRPE

HEADQUARTERS STATION HOSPITAL Camp Patrick Henry, Va.

Date FEB 1 3 1945

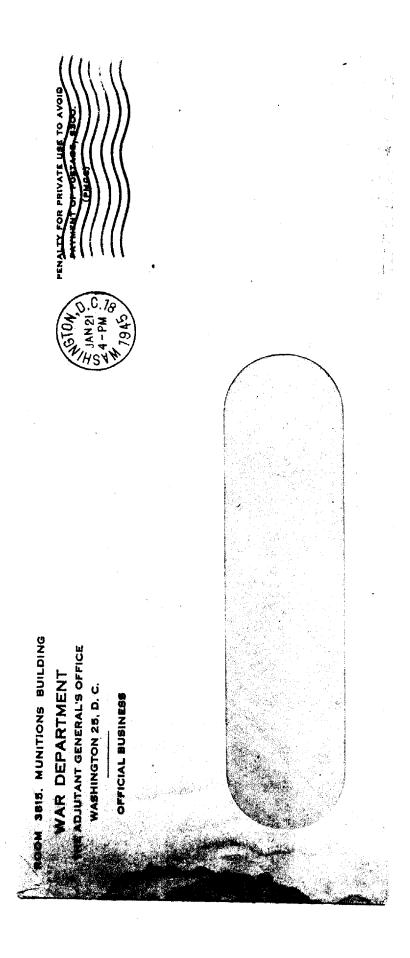
Your husband S Sgt John F. Toney

Has been transferred to

DIBBLE GEN HOSP Menlo Park, Cal. For further observation and treatment.

JOHN D. NELSON, Capt, MAC Registrar HRPE

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down. The sergeant's letters indicate action in which his plane was shot one of them dated two days after the husband from a hospital in Italy, ceived two letters written by her telegram, however, Mrs. Toney re-Shortly after the arrival of the ranean area.

they are healing. that while his wounds were serious,

their bomber was forced out of the 9 or 10 enemy fighter planes before He related that his crew shot down

he had flown at least five missions poud purchases by Oklahomans, and factory in Tulsa and paid for by bomber built at the Douglas Aircraft on the Tulsaamerican, B-24 Liberator Sergeant Toney was nose-gunner action and fell into the sea.

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Mrs. E. A. Toney, also reside in Mus-Surreine Store and Service of the Se land Valley relificed before entering Manufacturing Co. and for the Midwhere he was a member of the band similate of Central High school ministration for bothers accurately as a variable accurate the second of the second control of the second cont const. As reserved to the second of the seco

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played in the band, His wife, Mrz.
Florence Jobe Toney, lives at 1409
Baltisnore avenue, Muskegee, and his
perents, Mr. and Mrz. E. A. Toney,
live on route 2 live on route 2, road at Muskogee, He is a graduate of Central High school, where he Before enterining the army, he was employed by the Midland Valley rail. serial gunnery at Harlingen, Texas, activity against the enemy." Ser-geant foncy entered the army Aug. 30, 1945, and received straining in lenotierado benietaus ni Sultedibilias a Toney, 23, nesse-guinner in a B-38 ut Toney, 23, nesse-guinner in Liberstor group, has been awarded a sn Oak Lest Medal "for meritorious a schlevensent in serial tilght while a schlevensent in serial tilght wills." T ndol 122-YLAIT VI TAA diel

with tails at servi " a destroyer, has be iterreness comes word that Ider Condu. It. M. Foster of the U. From a destroyer base in the Met

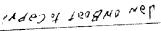
> the server on Aug. 30, 1963. He re-calved his veings at Hardington, Tex-sal, in Mappel, 1964, and veint over-sal, in Mappel, 1964, and veints, Mr. and and it shift, the presents, Mr. and and it shift, shift, games is shift. bused att To tedanant a saw se strategie for the Markow vessel for the the Markow the Ma the same of the control of the contr

Cluster to Air Medal Sgt. John Toney Given

Lanoitsrago, banistava ni znitsgiaitrag another Air Medel "for meritorious achievement in serial filght while Pearl River, N. Y., has been awarded the Oak Leaf Chister in place of ed by Lieut. Col. Philip R. Hawes, in a B-24 Liberator group commandnue, Muskogee, Okla., nose gunner F. Tony, 21, of 1409 Baltimore ave-15TH AAF IN ITALY—Sgl John

lives at the above address, His par-ents, Mr. and Mrs. E. A. Toney, live on route 2, box 104, Musicogee. His wife, Mrs. Florence Job Toney, edirend. He is graduate of Central High school, Musicogee, where he payed in the school band. ts. Frior to his entry in the stray, he was employed by the Midland Vailey Aug. 30, 1943, and received trannug. Text series gunnery at Harlingen, Texactivity against the enemy."

Jergennt Toney entered the samp and principle of 1962, 1962, 1962, 1963, 1964, 1965,





Former Employes in Italy Tell Of Tulsamerican's Missions

In a recording made by the Mediterranean Allied Air Forces, which was played over the plant's public address system week, workers heard two former employes, Staff Sgt. ell Kiefer and Cpi. Alvin Smith, tell about Tulsamerican. Kiefer, gunner on a Libera-*



Sixth War Loan drive.

installed engines in Final Assembly. mentioned the Tulsamerican's fine record:

"Now that I'm flying in

15TH AAF IN ITALY-Col. Alvin Smith, aircraft mechanic in a 15th Air Force B-24 Liberator group, commanded by Col. Philip R. Hawes, Pearl River, N. Y., recently has been awarded the Good Conduct Medal.

With over 140 combat missions to its credit, his group has hit key Nazi targets exng from France through to the southern Balkans.

Prior to his entry into the chine Shop. army he was employed by the

Liberators in combat instead by employes.

tor, and Smith, of working on them in the a ground for- factory. I've seen many planes ces mechanic, built in my former plant. As appealed to the a matter of fact, our squadron people at home got a new ship a few weeks to join in the ago named Tulsamerican.

"The Tulsamerican is a good ship, too. We're proud of her Smith, who and the people who sent her to Italy.



"It has been on a lot of tough missions Vienna. Munich. . . the roughest targets in Europe.

"Many of the other ships who flew with her on the

SMITH same missions have been shot down with flak or enemy fighters, but the Tulsamerican seems to bear a charmed life. There's not a flak hole in her."

Kiefer worked in the Ma-

Tulsamerican was the last Douglas Aircraft Co. in Tulsa. B-24 built here and was purchased through bonds bought

Squadron in Paly, began writ-

found her name on Edsa's last, (or, from her friend, Pfc. James Liberator,

ceived this week Johnnie said." "Ob, yes, I wanted to be sure relyed the Presidential Oita-

Imagene is the niere of Jess the Mod Center, in Sheet Ma

Tulsamerican's rem Awardea

word from Haly, and its group bombing raids," according to

Fir View News Friday, Dec 22,194

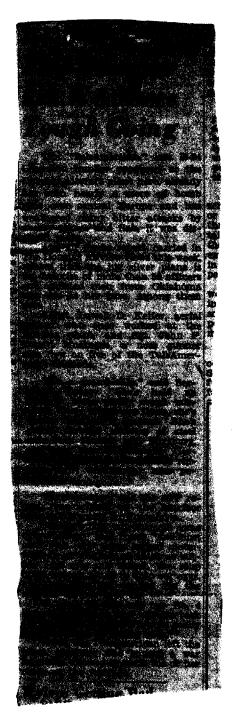
Liberator bomber produced at the Douglas Aircraft plant here, already weathered many bitter attacks enemy planes and flak, it was delosed today. runs over central Burope and

the favorite of more than 50 officers and enlisted men from Oklahoma who are at her base. Among them enlisted men from Oktahoma are at her base. Among them relates that the big silver plane

Sgt. Lowell D. Keifer, S

Worst mission, said the AFF report, was a raid on the Maribor marshaling yards in Yugoslavia. "We flew that trip through some ugly weather," said Toney, "and most of it was over those jagged mountains in an overcast as thick as butfer. Just over our target, the soup lifted enough for us to drop our eggs.

turbosupercharger and ack-ack



That was the possibility sees to

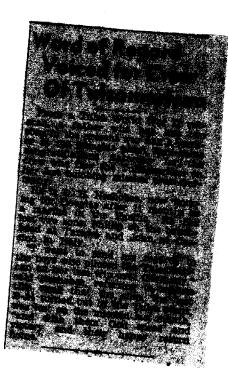
That was the possibility seen in a letter received rescally by the Ren. C. E. Wilberier, pesture of the First Saptist church, fullwater, lynn his son, Lieut, Charles Wilberier, a member of the same squadron which the Tulesmerican was actached.

tached.

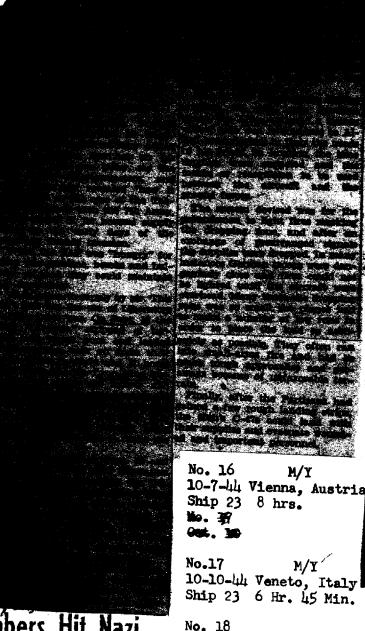
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The Duncar efficer was bousted dier on the Palesmerican as at the Liberators built by the Tusia Douglas plant, and paid for by employers there.









Bombers Hit Nazi Evacuation Fields

MAAF HEADQUARTERS, Sept. 24—Airfields from which Germans have been evacuating troops from southern Greece took a battering today when medium forces of 15th AAF Liberators, escorted by Mustangs, bombed airdromes in the Salonika area, according to an official communique.

Hours, Greece

Railroad yards at Salonika and subpens and harbor installations at Skaramanga, on the south coast, were also attacked. No enemy fighters were encountered. Accompanying Lightnings carried out a strafing attack over the area.

Fortresses tackled installations in the "Sudetenland" section of Czechoslovakia 45 miles south of Dresden, Germany, and rail yards at Wels on the main Linz-to-Salzburg line in Austria.

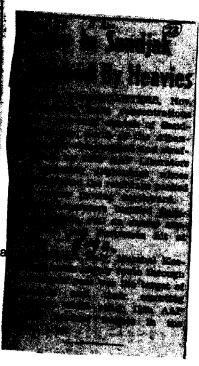
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No. 20 10-23-44 Munich, Ger. Ship 24 8 Hr. 30 Min.

No. 21 11-1-14 Vienna, Austria Ship 23 7 Hr. 50 Min.

No. 22 M/Y 11-4-44 Augsburg, Ger. Ship 24 8 Hrs.



No. 24 M/Y 11-16-44 Munich, Ger. Ship 23 7 Hr. 15 Min.

No. 25 11-18-14 Airdrome Villafranca, Italy Ship 27 7 Hrs.

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No. 26 11-20-44 Blechhamer, Germany Ship 24 9 Hrs. A second second

Charge; in the path of the Red Army, other Disase dropped bombs as Surgery, and repulsionant these statements

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Should though which prevented comments of county, two call county to consider the county of the coun

48 Nazi Fighters Downed In First Brawl in Month

MAAF READQUARTERS, Dec. 19 — Forty-eight German interceptors were destroyed Sunday by 15th AAF heavy bomber gunners and fighter pilots enroute to bomb German and Austrian targets when more than 100 enemy aircraft were encountered north of Brno, Czechoslovakia.

Bomber gunners accounted for 26 of the enemy planes. Fighter pilots bagged 22. In addition, five more were listed as probables and seven were damaged.

It was the first time in more than a month that there has been any sizable aerial opposition to the 15th AAF. In all operations—over Germany, Austria and northern Italy—29 of our planes were missing. This number included 21 heavy bombers.

15th AAF Escort Meets First Nazis In Month

MAAF HEADQUARTERS, Dec. 17 — Escorting Lightnings and Mustangs of the 15th AAF today encountered over Silesia the first formation of enemy interceptors in more than a month, according to today's communique.

The number of Nazi attackers and subsequent encounters was not definitely known, but early reports indicated more than 50 FW-190s and ME-109s vainly attempted to intercept the Liberators and Fortresses which bombed the Blechhammer synthetic oil plants by instrument.

Oil plants at Odertal, near Blechhammer, and failway yards at Salzburg, Austria, were also bombed. The transport of the loss came transport of the

rontline GI Tours

Airmen's Flak Alley
AAP HEADQUARTERS, Oct. 17
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felton, Wilmington, N. C. flaw
in exchange doughboy-airmen
mission in the B-17 rail. oc.
Bleehhammer.

The sergeant, Brome Star holder, commented: Those guys

sombers Hit Nazi Evacuation Fields

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St. Nati Fighter, Payer In the Brack Solid

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