



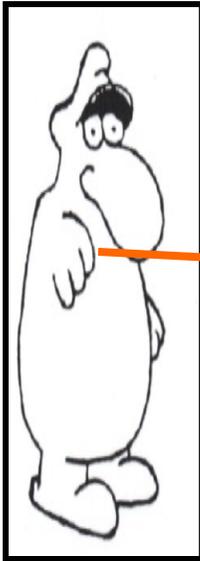
-801st / 492nd BOMBARDMENT GROUP-



CARPETBAGGER

SPECIAL SUMMER EDITION 2013

NEWSLETTER VOLUME #135



Reunion Reminder

If you haven't made your reservations for our next reunion in Palm Springs, CA

DO IT NOW!!

November 11th to November 15th

Cutoff Date is October 11th 2013

Lost or Misplaced the Registration Form??

Email, Phone or Write

Bill Becker

28490 Oasis View Circle

Menifee, CA 92584

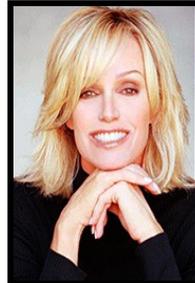
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INSIDE THIS ISSUE

- 2 Officers Page
- 3 Chatham Field AFB
- 4 Two 492nd Bomb Groups
- 5 Kilroy was here
- 6 Susan Anton
- 7 Brad Cummings & Rex
- 8 The French Resistance
- 9 History
- 10 Operations
- 11 Air Crews
- 12 B 24 Modifications
- 13 B 24 Modifications
- 14 Inspection of Squadrons
- 15 Final Missions
- 16 Dover



SUSAN ANTON
Will be Headliner at the Fabulous Palm Springs Follies on November 14th . See Page 6 & 7

The Follies' 23rd edition, The Last Hurrah!, will be our greatest hits show with the best dance production numbers from past years, three iconic headliners and--for the first time--three remarkable variety acts packed into one spectacular Follies season. It will be a fitting and exciting last hurrah!

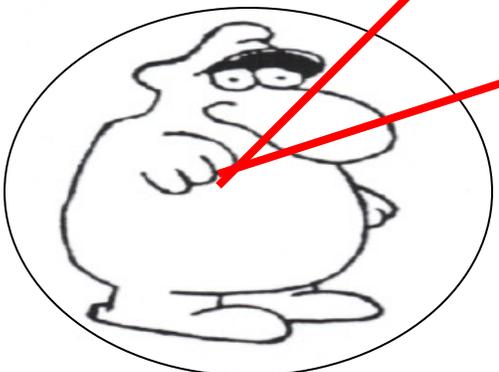
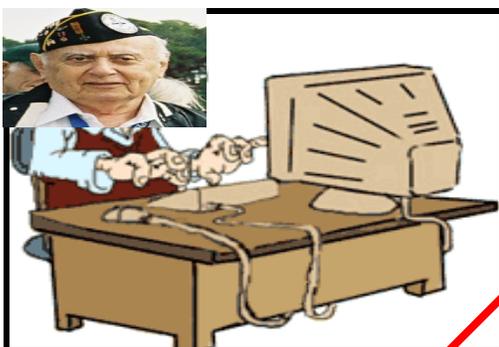


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Presidents Message



Believe it or not, I had the opportunity to fly as a passenger in a B-24 last month. I sat behind the ball turret. Boy was it cold !!! I survived the flight and now I think I have earned my wings,



A half hour of terror
 And I volunteered for
 this ?

Vice Presidents Message

As a special tribute to all Carpetbagger veterans, those that attend this year's Reunion in Palm Springs will be given a Carpetbagger cap. Those who no longer have one and others who are still wearing old, weather beaten caps, will be given a new, distinctive Carpetbagger cap. Come get yours.



DUES REMINDER

If you haven't paid your dues for 2013 as yet, please pay it now
 Still only \$20.00 Send to
 Bill Becker

28490 Oasis View Circle Menifee, CA 92584

MOVING ??

Please drop us a note so we can keep our roster up to date

Name _____

New Address _____

Phone Number _____

Email _____

Send To: Bill Becker

28490 Oasis View Circle Menifee, CA 92584

Email to beeb71@aol.com

Chatham Field, Savannah

The first aircraft landing field in Savannah went into operation on the south side of Daffin Park. The east-west strip was about 2500 feet long by 450 feet wide. Aircraft operations continued there until 1930. A 730-acre tract of land off White Bluff Road was selected as the site for a modern airport to be developed jointly by the city and county.

The Savannah Municipal Airport opened on September 20 with the inauguration of air service between New York City and Miami by Eastern Air Express. A city resolution named the airport "Hunter Field". A trolley car was used as the first terminal at Hunter Field in the mid 30's.

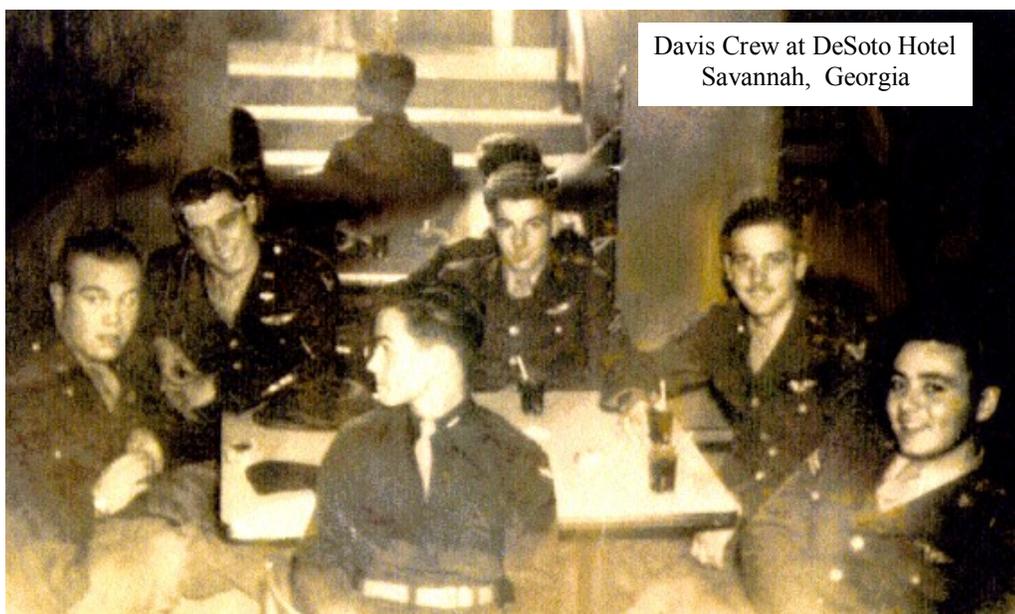
The U.S. Army Air Corps proposed a complete takeover of Hunter Field if a war started. While commercial airlines continued to land there, a decision was made to construct a second Municipal Airport in response to the increased military presence. The City of Savannah acquired a 600-acre tract in the vicinity of Cherokee Hill, one of the highest elevations in the county, and formation of a new airfield commenced under a WPA project. Three runways were constructed running N-S, E-W, and NE-SW; each 3,600 feet long.

Before completion of the airfield, the U.S. Army Air Corps found it necessary to take over the new facility and start additional construction to carry out their mission. They named the airfield "Chatham Field" and it was used until the end of World War II as a bomber and crew training base for B-24's and fighter aircraft. In May 1943 the Third Air Force was using, for operational and replacement training Hunter with a sub base at Chatham Field, Savannah, Ga. Chatham Army Airfield was turned over to the Georgia Air National Guard.

The War Assets Administration gave the deed to Hunter Field to the City of Savannah. When Savannah Airport first opened during the later thirties it was known as the Chatham Field airbase and was soon requisitioned by the US military. After World War II had ended, the airport was renamed as Travis Field and soon grew to replace the nearby Hunter Field airport, and the two airports were actually 'exchanged' between the Air Force and the government for a payment of just one dollar.



Bill Becker at Chatham Field



Davis Crew at DeSoto Hotel
Savannah, Georgia

Jere Davis

Irv Adams

Eugene Wells
Hewitt Gomez

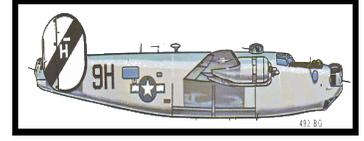
Jim Mazzoni

Bill Becker

THE TWO 492ND BOMB GROUPS



There were two different 492nd BGs during WWII. This story is about the original one who flew daylight bombing missions during the summer of 1944.



The other 492nd aka the Carpetbaggers was the OSS arm in the USAAF. They did covert missions at night. Today, such activities are known as Black Ops.

They were organized in December 1943 designated as the 801st Provisional Bomb Group. The term provisional means an outfit created by the military in the field whereas regular units are organized and funded by Congress.

Congress allows the creation of provisional units in effort to give the military some flexibility. Provisional units are made by borrowing men and equipment from existing units in the field.



To help conceal their covert activities, in August 1944 it was decided to give the Carpetbaggers a disguise (a working cover of a regular bomb group). General Doolittle was ordered to pick one of his B-24 groups, disband it and give their identity to the Carpetbaggers. He could have easily picked the 489th BG, the newest group in the ETO, or the 491st, also with less seniority than the 492nd, who had blown up their own base in July (bomb dump accident). But since the 492nd had suffered such high casualties they drew the proverbial black bean instead.



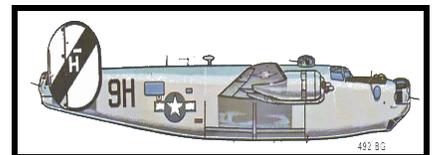
After the disbandment, the 801st Provisional was redesignated as the 492nd BG. Their old squadron numbers were given back to the groups from which they were borrowed from and redesignated with the squadron numbers of the original 492nd. This was all done as transfers on paper but the men didn't go anywhere or have a new job. Just woke up one day with a new unit number.

This shell game was designed to confuse the enemy and their spies. So if you find it confusing... don't feel bad because it's supposed to be. Even today there are many people in the Pentagon and Washington DC who can't figure it out.



A lot of the Carpetbaggers records remained classified for decades after the war and some records are still classified as we speak. There are many reasons for keeping secrets but covering up mistakes or war crimes are NOT among them. Some of the covert tactics were reused in other wars or needed to remain as available optional tactics. So we can't let our enemies know how what or how we did these things. But the main reason is to prevent personal vendettas against the foreign spies and agents involved. Many of these spies and agents remained in their own countries after the war and in some places the war still isn't over, even as we speak. Their lives are still at stake.

For many decades the men who served in the Carpetbaggers were sworn to secrecy. The men were not allowed to talk about what he did other than they flew B-24s with the 492nd. The gag order was finally lifted and now their stories are being told.





Afternoon lineup at Harrington (photo taken from the small arms range looking south)



Control Tower 1945

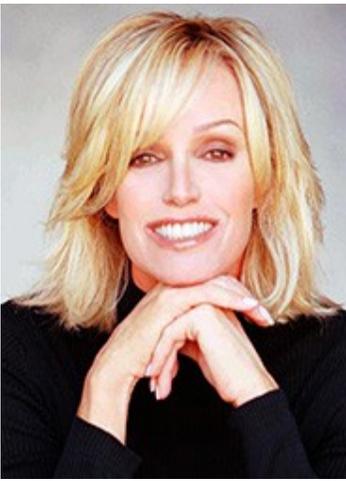


1999 Colonel Fish and his wife Jean revisited Harrington Memorial on the site of an aircraft dispersal at Harrington Airfield



From the Archives of the CIA, this special operation that supplied resistance fighters was too secret to be revealed during World War II. Specially modified B-24 bombers of the 492nd & 801st Bomb Groups flew up to 40-50 high risk missions on moonlit nights over Nazi occupied Europe, dropping agents and supplies to 300,000 Resistance members. The operation was run by the OSS





SUSAN ANTON WILL BE GUEST STAR AT THE FABULOUS PALM SPRINGS FOLLIES

Long-Legged Lovely becomes a singular attraction with the return of **Susan Anton** on center stage as guest star of The Fabulous Palm Springs Follies. What Las Vegas audiences have enjoyed for years, Palm Springs audiences can now experience the same as she performs her very special tribute to the holiday season -- with songs both traditional and contemporary -- as she returns for her third Follies engagement.

The long-stemmed 5'11½" beauty is from apple-growing country east of Yucaipa, half an hour from Palm Springs -- Oak Glen is her hometown -- which virtually makes her a local celebrity. Born in 1950, she was a **Miss California** (1969) and second place runner-up in the 1970 **Miss America Pageant**, but quickly established herself professionally in the Broadway-Las Vegas-Hollywood orbit as a multi-talented theatrical, TV and silver screen personality.

Anton always was an eye-catcher, but the blonde-maned, elegant California Girl mastered pleasing the ear to enhance her image as an entertainer for more than three decades.

Her very first recording single, *Killing Time*, hit the Top 10 on the country music charts. Her mega-hit album, *Foxy*, earned her a Gold Record in Japan.

However, the music has always been augmented by her striking looks and vibrant personality. She co-starred in the original Broadway cast of **Tommy Tune's** Tony-Award winning musical, *The Will Rogers Follies*. Before that, she had done a straight dramatic role on the Great White Way in *Hurlyburly*, **David Rabe's** Pulitzer Prize-winning play directed by **Mike Nichols**. This versatility has been omnipresent in a long career covering hundreds of roles in television and movies.

She received a **Golden Globe** nomination as best new female star for the film, *Goldengirl*, and co-starred in the Las Vegas production of the Broadway musical, *Hairspray*, opposite **Harvey Fierstein**. Other notable credits include playing the part of Susan Williams in *Stop Susan Williams* episodes of the NBC serial-series, *The Cliffhangers*; two seasons as a regular on the TV series *Baywatch*; starring in her own NBC-TV variety show, *Presenting Susan Anton*; working with country great **Mel Tillis** in a television special, *Mel and Susan Together*; and touring with the Rockettes for seven years in the *Great Radio City Music Hall Spectacular*.

Earlier Anton sightings included a hitch as the provocative centerpiece in quirky ads for **Muriel's Cigar** and then a celebrity-scene paparazzi target, but in 1992, she married actor/director **Jeff Lester**.

Through their own production company, Big Picture Studios, Anton has been the executive producer of an award-winning short film, *The Last Real Cowboys*, starring **Billy Bob Thornton**, and a short documentary, *Speed of Life*.

But it's on center stage that Susan Ellen Anton has the greatest impact on Follies patrons.



Brad Cummings and Rex Will be appearing at THE FABULOUS PALM SPRINGS FOLLIES

Everyone had an invisible playmate when they were young; mine just happened to talk back . . . AND everyone could hear him!" **admits Brad Cummings**, making his third hilarious Follies appearance. While possibly the rantings of a mad child, these "conversations" were actually Cummings' early fascination with ventriloquism . . . a fascination that would lead him to become one of today's most successful and innovative ventriloquists.

Years of practice paid big dividends as he grew older because, by the late '70s, Cummings packed his bags (and dummies!) and left the humble security of Wellesley, Massachusetts, to pursue a career in show business. Soon after his arrival in Hollywood, he became a popular performer at some of L.A.'s most-respected comedy clubs, including The Ice House and The Improv.

The early '80s gave this now-seasoned performer the opportunity to "hit the road" as the opening act for such superstars as **John Denver**, the **Captain & Tennille** and **Frankie Valli**. In addition to these tours, he also starred in main showroom revues in Lake Tahoe, Reno, Las Vegas and Atlantic City.

After a nearly 40-year career, Cummings has not only conquered ventriloquism, but has taken it to a new level. In recognition of his innovative approach, unusual characters and unique presentation skills, he's been booked on television's top comedy and variety shows.

It's no wonder *Smithsonian Magazine* has called him "**one of today's top ventriloquists**," a claim with which we're certain Follies audiences will soon agree!



The French Resistance

The French Resistance (French; *La Résistance française*) is the name used to denote the collection of French resistance movements that fought against the Nazi German occupation of France and against the collaborationist Vichy régime during World War II. Résistance cells were small groups of armed men and women (called the Maquis in rural areas),^{[2][3]} who, in addition to their guerrilla warfare activities, were also publishers of underground newspapers, providers of first-hand intelligence information, and maintainers of escape networks that helped Allied soldiers and airmen trapped behind enemy lines. The men and women of the Résistance came from all economic levels and political leanings of French society, including émigrés; conservative Roman Catholics, including priests; members of the Jewish community; and citizens from the ranks of liberals, anarchists, and communists. The French Resistance played a significant role in facilitating the Allies' rapid advance through France following the invasion of Normandy on 6 June 1944, and the lesser-known invasion of Provence on 15 August, by providing military intelligence on the German defenses known as the Atlantic Wall and on Wehrmacht deployments and orders of battle. The Résistance also planned, coordinated, and executed acts of sabotage on the electrical power grid, transportation facilities, and telecommunications networks.^{[4][5]} It was also politically and morally important to France, both during the German occupation and for decades afterward, because it provided the country with an inspiring example of the patriotic fulfillment of a national imperative, countering an existential threat to French nationhood. The actions of the Résistance stood in marked contrast to the collaboration of the regime based at Vichy.^{[6][7]} After the landings in Normandy and Provence, the paramilitary components of the Résistance were organized more formally, into a hierarchy of operational units known, collectively, as the French Forces of the Interior (FFI). Estimated to have a strength of 100,000 in June 1944, the FFI grew rapidly, doubling by the following month, and reaching approximately 400,000 by October of that year.^[8] Although the amalgamation of the FFI was, in some cases, fraught with political difficulties, it was ultimately successful, and it allowed France to rebuild a reasonably large army (1.2 million men) by VE Day in May 1945.



The French flag with the Cross of Lorraine, emblem of the Free French



A volunteer of the French Résistance interior force (FFI) at Châteaudun in 1944

History In late 1943, the 22nd Anti-Submarine Squadron of the Eighth Air Force was disbanded at RAF Alconbury and its aircraft used to form the 36th and 406th Bomb Squadrons. After some shuffling of commands, these two squadrons were placed under the provisional 801st Bomb Group at the beginning of 1944, and the first "Carpetbagger" missions were carried out by this unit under the control of General "Wild Bill" Donovan's Office of Strategic Services (OSS).

In April 1944, the group moved to RAF Harrington (Station 179), a more secluded and thus more secure airbase. A month later, in advance of the expected invasion of Europe, it was expanded to four squadrons to increase its capabilities and to pick up workload from RAF Bomber Command; the two new squadrons were the 788th and 850th Bomb Squadrons.

The Group had already adopted the nickname of "Carpetbaggers" from its original operational codename. In August 1944, the group dropped the Provisional status and absorbed the designations of the 492d Bombardment Group from RAF North Pickenham, which had stood down after severe losses in its initial operations, but stayed in place at Harrington; its squadrons were now designated the 856th, 857th, 858th and 859th Bomb Squadrons.

From January 1944 to the end of the war, the Group, in liaison with the British Special Operations Executive and later the Special Forces Headquarters (SFHQ) in London, dropped spies and supplies to the Resistance forces of France, Belgium, Holland, Denmark, and Norway.

During a hiatus in operations which lasted from mid-September 1944 to the end of 1944, the Group ferried gasoline to depots on the Continent for two weeks to supply advancing Allied armies, then three squadrons went into training for night bombing operations, whilst the 856th participated in the return of Allied airmen on the Continent who had either evaded capture or had walked out of Switzerland after that country relaxed its internment practices. This exercise was carried out mostly in C-47s assigned to the group originally for insertion operations during the previous summer.

In December 1944, the 859th was sent on Detached Service with the Fifteenth Air Force in the Mediterranean Theater of Operations with the 2641st Special Operations Group at Brindisi, Italy. The 856th Bomb Squadron, after completing the personnel recovery mission, resumed Carpetbagger operations on a limited basis during the bad weather of the winter of 1945, while the remaining two squadrons (the 857th and 858th) participated in medium altitude bombing from late December 1944 through March 1945.

In the spring of 1945, Carpetbagger operations resumed, but not to the extent of the previous year. The 857th was detached and sent to RAF Bassingbourn (91st Bomb Group) at the end of March 1945, while the 856th and 858th dropped small numbers of agents and sabotage teams into Holland, Denmark, Norway, and Germany. Operations came to an end at Harrington at the end of April 1945, though a few special OSS missions, such as returning dignitaries to formerly occupied countries, carried on until the Group disbanded and returned to the United States in early July 1945.

Operations The B-24 bombers used for the flights were modified by removing the belly turret, nose guns and any equipment unnecessary for the mission, such as oxygen equipment, in order to lighten them and provide more cargo space and speed. The rear guns were kept as protection from night fighters.

Agents and crated supplies were dropped by parachute through the opening left by removal of the belly turret. In addition, supplies were loaded into containers designed to fit inside the bomb-bay and released from there by the existing equipment. Targets were given by exact longitudes and latitudes, thus making precise navigation imperative.

All flights were made on moonlit nights so that visual navigation could be made by using rivers, lakes, railroad tracks, and towns as check points. The pilot, copilot, and bombardier all had maps to aid them in keeping track of their location, whilst the navigator kept position by dead reckoning, with all four of these officers staying in close interphone contact.

All flights were individual, each navigator choosing his route in consultation with the pilot. On flights to French targets the aircraft crossed the coast at around six thousand feet to avoid light anti-aircraft fire, dropping to five hundred feet or so to avoid night fighters once inland and to make it possible to verify location at all times, assuring that checkpoints on the ground corresponded exactly to the area being looked at in the cockpit and nose of the aircraft. Limited visibility at higher altitude would make this more difficult if not impossible. Since drops were made at 400 to 500 feet at the pilot's discretion, being already at such a height made the drops more efficient.

When only a few miles from the target area all available eyes began searching for the drop area, which would usually be identified by three high powered flash lights placed in a row, with a fourth at a 90 degree angle to indicate the direction of the drop. Coming towards the target, the aircraft slowed to between 120 and 125 mph and dropped to an altitude of four hundred feet, higher in hilly country: agents were dropped first, with supplies on a second drop. Often, pilots had to fly several miles farther into enemy territory after completing their drops to disguise the actual drop location should any enemy observers recognize the aircraft's turning point as the drop location.

In some cases multiple drops in isolated areas were made at different intervals and bonfires would be used as drop indicators instead of flashlights. In rare cases air to ground oral radio contact would be made, these being of great importance.

William C Pattillo Crew



Standing, L-R:

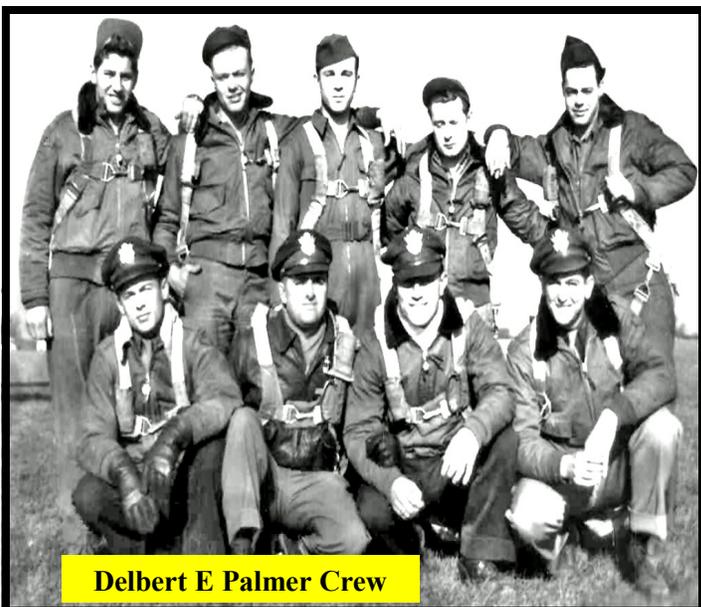
Robert O. Link	- Gunner	ASN <u>17117069</u>
John L. Coyle, Jr	- Copilot	ASN <u>0930071</u>
Leo L. Cunningh	- Engineer	ASN <u>32906312</u>
Hoyt J. Harrell	- Navigator	ASN <u>T-134560</u>
Donald J. Parr	- R.O.	ASN <u>36475895</u>

Kneeling, L-R:

Theodore J. Harwo	- Bombardier	ASN <u>0783340</u>
Rudolph H.H. Rohlke	- Gunner	ASN <u>35928197</u>
Robert B. Brink	- Gunner	ASN <u>15313667</u>
William C. Pattitillo	- Pilot	ASN <u>083486</u>

Not pictured:

George P. Dall	- Gunner	ASN <u>12089994</u>
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Delbert E Palmer Crew

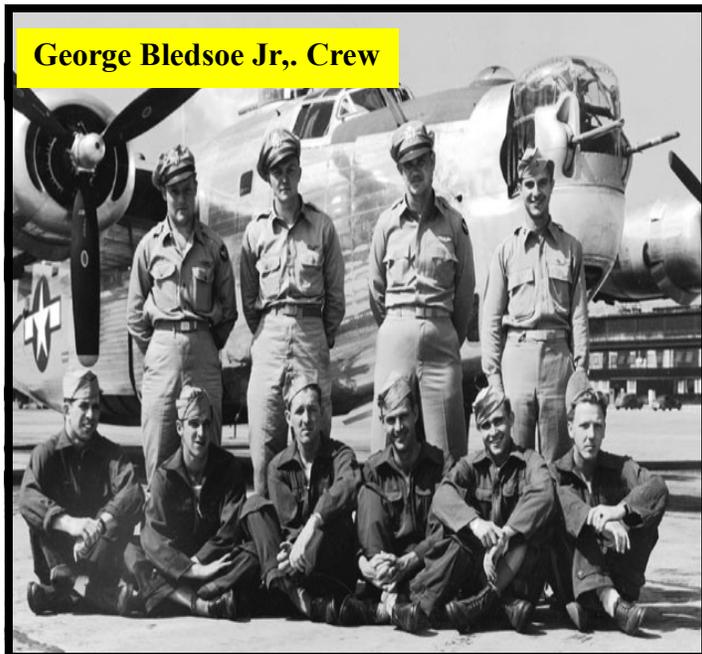
Standing, L-R:

Anthony W. Humenanski	R.O.	ASN <u>33611210</u>
James M. Weatherford	Gunner	ASN <u>34931699</u>
Richard ASmerlinski	Gunner	ASN <u>16192168</u>
Howard L. Scholtz	Gunner	ASN <u>31364602</u>
Rome E Lindsey	Engineer	ASN <u>18160180</u>

Kneeling, L-R:

Dale R. Keirn	- Navigator	ASN <u>01012789</u>
Delbert E. Palmer	- Pilot	ASN <u>0454398</u>
Tom M Lamberth	- Copilot	ASN <u>02059799</u>
Melvin Roberts	- Bombardier	ASN <u>0751934</u>

George Bledsoe Jr., Crew



Standing, L-R:

Marlen M. French	- Bombardier	ASN <u>0717052</u>
Clyde R. Sinclai	- Navigator	ASN <u>0717278</u>
George Bledsoe, Jr.	- Pilot	ASN <u>0701867</u>
James W Pastella	- Copilot	ASN <u>T-64934</u>

Kneeling, L-R:

Leonard I. Robock	R.O.	ASN <u>16056697</u>
Kenneth H Williams	- Guner	ASN <u>39282279</u>
Blaine A. Davis	- Gunner	ASN <u>31318242</u>
William H. Alexander	- Engineer	ASN <u>34728107</u>
John H. Franklin	- Gunner	ASN <u>33719353</u>
George C. Raffel	- Dispatcher	ASN <u>32366899</u>

Not shown above:

Marvin C. Smith	Gunner	ASN <u>37675305</u>
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B-24 Modifications

SOE had developed, during the long period of 1941-43, many modifications to the Halifax which aided them in their low-level supply drops to the Resistance. When theater-Submarine squadrons were brought into the fold in October of 1943, their B-24D models were the first to be modified for the coming workload. Apparently written sometime after the modifications occurred, the 36th BS History¹ gives the best description of what was done to the planes to make them serviceable for Carpetbagger work. Minor modifications probably occurred throughout the life of the project but most accommodations necessary seemed to have been developed during the period between November of 1943 and April of 1944. Roughly they fell into four categories: Removal of non-essential equipment

Replacement of existing equipment Specific to the mission Safety of the crew or passengers Most of the first planes were the obsolete B-24Ds, it was not until early spring at Harrington when H and J models arrived at Harrington.

Removal of Non-essential Equipment

Remove armament and associated equipment except upper and rear turrets. The nose guns and waist guns could not be retained due to space restrictions. Even the top turret and tail gunner turrets were "retained more for morale factors than anything else..." Remove Bombardier's windshield wiper if installed. Unsatisfactory service and low likelihood of use during low-level operations, and additional compartment space we recited for this removal. Remove Bombardier's heater on right side fuselage and plug lines in nose wheel well. Not needed at low altitude, provided better egress for the crew-member, and reduced the possibility of fogging the Plexiglas were the reasons for removal. Remove fuel transfer pump and hose from Bombay in aircraft where the pump was not used to transfer fuel from an auxiliary tank. Remove D-12 Compass, which Navigators considered excess because it could not be easily read at night, especially on the zigzag courses flown by the Carpetbaggers. Remove VHF radio set. Not needed. Remove all transmitter tuning units from command deck. Not used in Carpetbagger Operations from the command deck, some were remounted on the flight deck (TU-6-B, TU-8-B and TU-22-B). Remove external bomb racks. Not needed. Remove oil-slick release, used by daylight crews ditching over water, considered to be of little benefit for Carpetbagger work. Remove all oxygen bottles, brackets, regulators, and flow meters used by daylight bombing crews. Remove all armor plate mounted in the rear of the aircraft. Deemed not needed and

added to the tail-heaviness of the plane. Remove all unused radio antennas to reduce aeronautical drag on plane as much as possible. Remove bombsight. Supply drops were made visually and required no bombsight. The stabilizer was retained so that the autopilot could still be used. Remove Astrograph and mount. Useful only on long ocean flights.

Replacement of Existing Equipment

Remove B-3 drift meter – low use item replaced with a smaller and simpler type.

Replace American type bomb racks with British conversion shackles, this to accommodate the supply containers which were from British sources and used British suspension lugs. Replace ball turret with Joe-hole, consisting of a metal shroud opening from 38 inches to 48 inches in diameter with a taper. The most satisfactory size was found to be a 44inch inside whole tapering to 48 inches on the outside. On top of this hole was placed plywood door, circular in shape, divided and hinged in the middle. It was then hinged on extension hinges to the aircraft from the left side so that when it was opened it folded back under the control cables, out of the way. The door was held shut by a Latch mounted thereon which could be operated by a lever on top of the door, pushed two bolts into fittings provided in the wall of the Joe-hole. While other types and sizes were tried, this seemed to be the best combination and still allowed packages to be stacked in the hold. Replace Pilot and Copilot windows with blisters to allow low-altitude sight of the ground and DZ lights. Replace Plexiglas in rear escape hatch with metal and remove gun mount. Only necessary in planes which had originally had a gun mount here.

Specific to the Mission

The Joe-hole was mentioned above but other moods were also necessary in this area of the aircraft. Two strong points for static lines also had to be attached. This was set flush with the floor in the aft side of the Joe-hole. Each set consisted of two strong points approximately 75° apart. Each strong point could accommodate eight straps, allowing a "jump string" of eight Joes maximum at one time. In practice this allowed two men in front of the Joe hole and six in back of it. All projections in the jump area were removed, ground down or covered up. Install strong-point for static lines in rear of each bomb-bay, presumably for the container chutes, this was accomplished by using a large parachute snap placed near the catwalk about six inches up from the bomb-bay doors in each bomb-bay. Install jump lights (one red, one green) at Joe-hole with a three-position switch in the Bombardier's compartment by the bomber panel. Hereby, the Bombardier could notify the dispatcher when to dispatch men or material out the Joe hole. Red meant "Action Station" and green meant "Go". Install jump panels at Joe-hole. The front part of these consisted of a panel on each side of the door at the rear of the bomb-bay bulkhead which served the dual purpose of being an attachment point for jump straps as well as helping to eliminate projecting structures. The rear jump panel consisted of a three foot long panel extending from the floor to the level of the waist windows and was made from ¼ inch plywood, with the front edge of the panel even with the rear of the Joe-hole. The straps were looped under pieces of 5/32 shock cord attached to the plywood by drilling holes some distance apart and inserting the shock cord, then looping it on the back side of the panel so it would not pull through the holes. This allowed control of the shock-cord. The standard jump panel strap installation

Continued on next page

consisted of six straps on each front pineland two on each rear panel. Install strong-point for static lines at rear hatch. Necessary because it was frequently used to dispatch packages, thus needed a hook for static lines. Blackout curtains for the waist gun windows to prevent light escaping from these areas during the mission. Modification of the B2448 door consisting of a blackout device. This door was normally used to restrict airflow in the fuselage when side windows were open during daylight Operations but was not used at night. Install flash suppressors on upper turret and tail turret guns. Standard procedure for night operations, to hide the gun flash. Refinish exterior of the plane. For a time, planes were painted black matte all around, Later when light-reflective paints were developed, they were painted a glossy black anti-searchlight Synthetic enamel below and black matte above. If olive drab, the above part was left olive drab. Install F1 Air Speed Indicator – Pilots quickly learned that this instrument was the Easiest to use when having to watch airspeed and the ground at the same time during Drops. Mount airspeed, altimeter, and free air temperature indicators so as to be readily Accessible to Navigator in flight. This modification improved DR flying and the Navigator's mobility in case of egress. Install blackout curtains between the Navigator and Bombardier compartments. Firmly attached by metal strips, these were from one and one half to twice as large as the opening between the two compartments and were loosely hung so as to prevent any light leakage at all, thereby reducing reflections within the respective areas of the two Crewmembers. Mount B-16 compass in nose compartment at center piece in front of Bombardier and Clock under part of the compass mount. This compass was installed as a tracking Compass so the Bombardier could tell if the Pilot was swinging off course. It also acted as a check compass for the Navigator. Most aircraft also had the remote reading Compass with repeater either in the Pilot or Navigators compartment but few depended on it. The clock, not always available, allowed the Bombardier to readily check his time with check points when map reading. Mount Bombardier's interphone box on right hand side of compartment and install acme-type microphone switch. This removed an often clumsy bundle of wiring in the Compartment and allowed the Bombardier to switch on the intercom when map reading. If necessary or during the run-in from the IP. Blackout curtain between Pilot and Navigator compartments. These were loose curtains Hung down in back of the Navigator table to keep reflected light from the Navigator's Lamp from hitting the Pilot's eyes. Paint all metal surfaces in Bombardier's compartment a non-reflecting black. This Relieved eyestrain due to moon-light reflections. Install I.F.F. radio – if not already installed. Necessary to discriminate friend from foe in the air. Install 0-400' and 0-4000' dual altimeter, if not available install 0-44' altimeter. Mounted between the front and rear bomb bays on the left side. Necessary for the low Altitudes being used. Install Mark II Rebecca. A navigational device or a homing device to the DZ. Install GEE radio. Allowed accurate readings of latitude and longitude regardless of the Weather or conditions at night (if not being jammed). Install S-phone. Another homing device, this one requiring an operator on the ground, it could be homed in on by voice, signal, or both. Allowed voice communications with The reception committee. Install flame-dampeners. First tried with tail pipes, these were satisfactory but the tailpipes caused an undue increase in manifold pressure and were not used. Without Tailpipes, no flame was visible at night by actual test. Install night-type gun sights in turrets. Daylight computing sights were useless at nights ordinary reflector sights were installed on the machine guns.

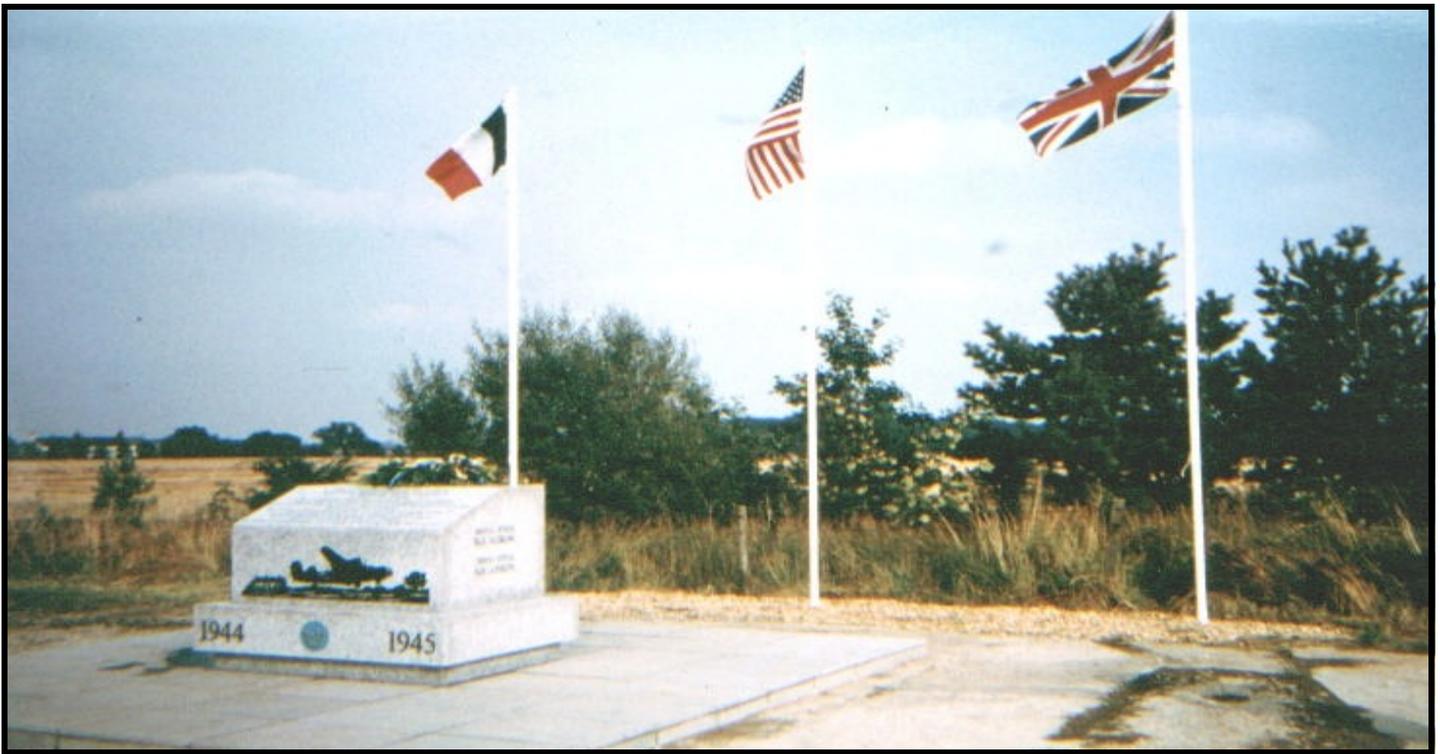
Safety of the Crew or Passengers

There are many overlaps here with some modifications already mentioned actually having the dual purpose of utility and safety, such as the numerous changes in the Joe hole Necessary to insure the safety of the jumpers. Additional changes not previously mentioned were: Install hand rail on right side of fuselage at Joe-hole and hand rail on left side of Fuselage at rear hatch. This gave the dispatcher something to hold on to when the Joe hole or rear hatch were opened. Plywood floor from station 6.0 to 7.2. This was a ¾ inch plywood floor necessary both For ease of movement by the dispatcher and crew, and because many of the heavier Packages would have hung up or even damaged the thin flooring at this point of the Plane had it not been installed. Install mono-rail and roller mounted safety belt thereon in rear fuselage. A moveable Roll with a safety belt mounted thereon was used on the monorail in the upper center of the fuselage so the dispatcher could move the full length of the fuselage without having to remove his safety belt. The safety belt was a regular gunner's belt attached to the Monorail runner by a web strap which was approximately 5 and one half feet in length. Cover opening over rear bomb-bay and command deck with ¼ inch plywood board. While actually an improvement for additional cargo space, this also aided the movement of the crew in tight quarters and like the heavier floor mentioned earlier, protected the flooring of the plane. On takeoff, a ¼ inch plywood cover was placed over the sloping opening above the rear bomb-bay rack to make a complete cargo bin. Move interphone jack-boxes for waist gun windows to top and front of waist gun windows, if not already in this position. Some aircraft had these mounted on the floor, where the connecting cords could be a nuisance. Modify one waist gunner interphone to have a microphone switch and a 14 foot extension connected at chest level with the dispatcher. This allowed the dispatcher freedom of movement while working. Remove all brackets from interior and exterior of the plane not being used. This was safety precaution for crewmembers and passengers to prevent snagging them up in the dark. Install red dome lights in the rear of the fuselage. This allowed night vision for the dispatcher, saved it for the jumpers, who had very little time to see the ground below

Them, and had the added psychological benefit of allowing the jumpers to see what was going on. The British, who blacked out the compartment at jump time, had many instances of "jump panic", not often recorded in Carpetbagger missions.



King George and Queen Mary inspect the Carpetbagger Squadrons



**Station 179 Memorial
on the site of a aircraft dispersal at the side of the Harrington to Lamport road 1987**



Final Missions

We salute our comrades- in -arms.



Pattillo, William C. ("Pat"), 1st Lt
ASN 0834869 Pilot of B 24 # 42-
94756 -406 NLS
DOB 7/29/1919 DOD 6/17/2013

Davis, John R. Jr 1092 F/O T-
128330 ASN (Akerhielm Crew)
DOB 8-9-1923 DOD 6/21/2013



Lamberth, Tom M. 1092 2nd Lt 0-
2059799, AC 857th/858th/859th BS
Copilot (Palmer Crew)
DOB 10-2-1923 DOD 7-2-2013

French, Marlen M. 1st Lieuten-
ant 0-717052 858th BS Bombar-
dier B-24 (Bledsoe Crew)
DOB 2/15/1921 DOD 6/6/2013
Awarded the Distinguished Flying Cross

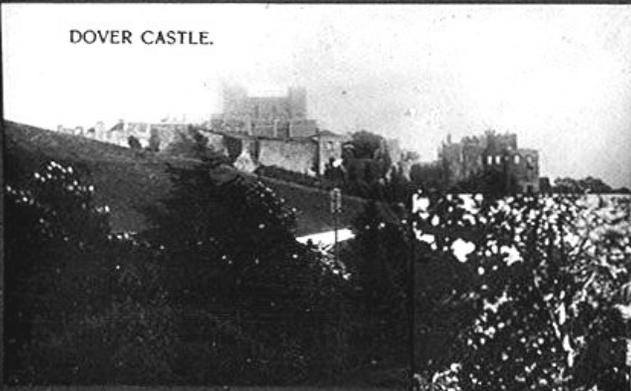
IN MEMORIAM
Darwin Mendoza OSS Member
DOB 11/16/1918 DOD 7/16/2013

IN MEMORIAM
Herman Karol DOD 10-18-2012

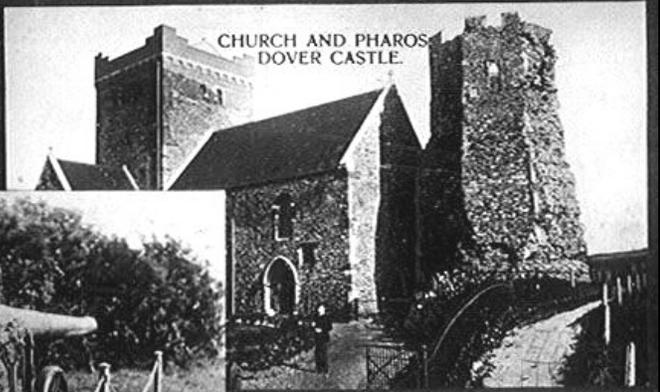


DOVER.

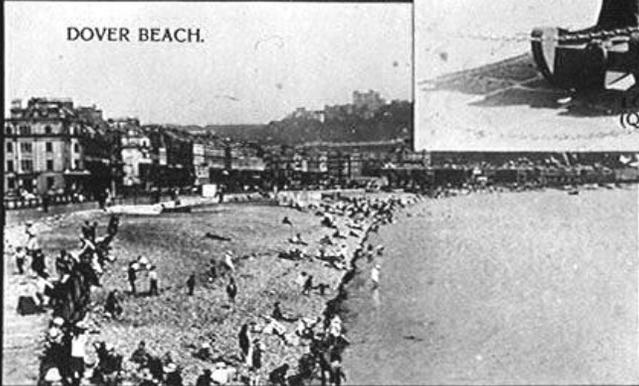
DOVER CASTLE.



CHURCH AND PHAROS
DOVER CASTLE.



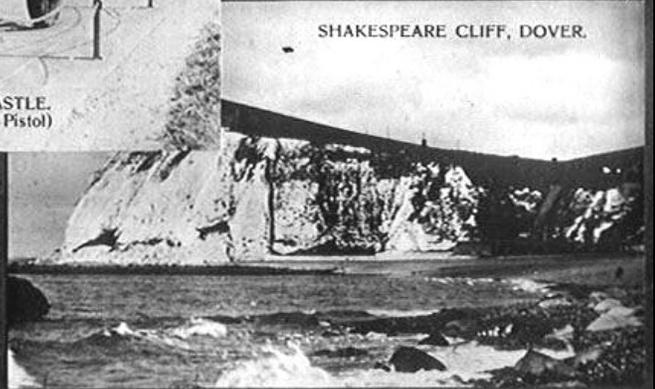
DOVER BEACH.



CANNON, DOVER CASTLE.
(Queen Elizabeth's Pocket Pistol)



SHAKESPEARE CLIFF, DOVER.



EAST CLIFF DOVER