



BOX 495 • SEELEY LAKE, MONTANA 59868
Jack Rich • C.B. Rich (406) 677-2317

Julie Eisentrager
1557 Mallard Ave.
Hampton, IA 50441

Dear Julie:

If I may be so informal, I will use your first name, since I feel we have a very rare connection, that almost develops instant friendship!

Yes, I knew Captain Melvin Graper, quite well, I feel. He was a highly respected command pilot in the 392nd bomb Group. Probably the officers of our crew knew him best, so I will give you what information I have about them first:

The pilot of our crew was Warren Whitemore. I never heard from him since the day we were shot down. According to the war department, he died in Las Vegas a few years ago. He was a first lieutenant.

The co-pilot was James Ackerman, second lieutenant, and I believe he was promoted to a first lieutenant after he returned from prison camp. He was with your uncle to the very end. They occupied beds side by side in the hospital at Riems (sp?), France. Your uncle Melvin died in that bed, as I understand Jim, from bullet wounds in both legs. He had his .45 caliber pistol on when he hit the ground, as I understand, and German soldiers shot his legs out from under him, since they apparently felt he would shoot. Jim can tell you much more than I, I believe, since he was with Captain Graper to the end. What information I have, is of course, second hand from Jim. Jim's address is: Jim Ackerman; 587 Randle Lane; Culpeper, VA 22701. My daughter Betty was living in Pasadena, CA, a few years ago, and had a reunion for me with Jim and his wife Maddie, and our bombardier Milton Issenberg and his wife Ruth; and me and my wife, Helen. It was tremendous. Her twin sons made replica model airplanes of our B-24, Miss You, that we went down in, and we relived many hours of our time together.

The bombardier, as I have said before, was second lieutenant Milton Issenberg. Probably one of the finest fellows I have ever known. I owe my life to him. At the time we were hit, and caught on fire, he stayed with me and put out the fire on my back before he jumped. In so doing, he burned his hands and wrists badly, and burned all 4 eyelids to the point that he had multiple operations in Walter Reed Hospital getting them restored. He and I have stayed very close over the years. He has been here 3 or 4 times, once with his family, and my wife and I went East to Andover, MA to visit them a year ago last fall. We had a marvelous time. To show you the caliber of the man





BOX 495 • SEELEY LAKE, MONTANA 59868
Jack Rich (406) 677-2317 • C.B. Rich (406) 677-2411

p-2

his wife had kidney failure 20 years ago, so he took training, and got a machine, and has given her dialysis every 3 days for the 20 years since. Better love than this has no man ---! He, too admired Captain Graper. His address is: Milton Issenberg; 19 Oriole; Andover, MA 01810.

That is all of the officers in our crew. We also had another officer flying with us that day. He was Lieutenant Stanley Birnbaum. He was also killed. He, too was a Navigator, and was flying as a nose gunner that day to pick up pilotage points and give them to me, to aid me in leading. I was a second lieutenant, too at the time, and a Navigator, as I may have mentioned before.

The reason for the extra officers that day was that we (the 577th) squadron, was leading the group on the bombing mission. We were bombing the airfield at Laon, France, which based a unit of German fighter planes that were strafing our forces on the Normandy beachhead, and attacking our bombers. Our crew was leading the 577th squadron that day, and as the lead Navigator, I warranted help from a pilotage Navigator riding the nose gun turret. Your uncle, Captain Melvin was a highly respected command pilot at the time, and often was assigned to check the efficiency of a lead crew, and rate them for further leads. That was the reason he was riding with us that day.

That is all of the officers, We also had 5 gunners and a radio operator of enlisted men, but they didn't much more than know Captain Graper, and I have completely lost contact with the survivors. The radio operator jumped without a parachute apparently very soon after we were hit. I have worn his death as a cloud on my life. Just before we were hit, I ordered him to check "Bombs Away". To explain, we often had trouble with bombs catching in the racks, and not dropping. Of course, a situation like that was very dangerous for us, because the bombs were armed and ready to go off. That day, we were carrying 52 clusters (if I remember correctly) of anti personnel bombs. As I remember, there were 5 bombs in a cluster, which made them ever more dangerous. The radio operator Sergeant Robert Ammon hesitated in checking and answered that he had to send a bomb report. I told him it would be 30 or 40 seconds before the bombs would strike, so to check bombs away, and that was an order. He must have opened the door to the bomb bays and just then the fire flashed through the plane, and he just automatically jumped. The plane flying the "slot" behind us said he went by them clawing at his jacket, and he had apparently jumped without attaching his "chest pack" parachute. As a result, I have always felt a responsibility that I am sure will stay with me to the end. I still don't what else I could have done, but it is still a very real burden to bear.

p. 3 Julie Eisentrager

The engineer, Sergeant, a very capable aerial engineer, who spliced control cables together a few days before, after we were hit, jumped over me with his hair on fire while I was putting on my parachute. He was Sergeant Peterson.

The two waist gunners Sergeants Lampe and Altemus must have jumped fairly soon after we were hit. I know they lived, but we have never been in touch since.

The tail gunner Sergeant Robert Tremlett burned in the plane. French people found his body, and copied his dog tags and brought it to me while I was in hiding.

The French people also told me they had buried Sergeant Peterson, and Lieutenant Birnbaum. I was able to tell both of their fathers, and they went to France and recovered the bodies after the war, and brought them back to honorable burials in this country.

To give a brief account of what happened, We were called late in the day to make the raid. Our crew was the lead plane for the formation. We led the 577th Squadron, which in turn, lead the 392nd Bomb Group. There were scattered clouds that day, so, as I said before, I was warranted a nose turret navigator to help by reporting pilotage points to me.

Soon after we turned on the bomb run, the anti-aircraft guns below began firing at us. At first, the shells were bursting ahead of us and slightly below. However, it looked bad, and the nose turret navigator warned me that they were getting close. Soon after, the tail gunner warned me that they were also getting bursts behind. At that I felt we were bracketed, and warned the pilot, and gave him a new heading to take immediately after "Bombs Away". I was worried, and when he asked me to repeat the new heading, I spoke pretty rough to him, too. I knew we had to get off of that bomb run as soon as possible or those guns would certainly close on us. None-the-less, immediately after "Bombs Away", we received a direct hit in the hydraulic accumulator, I believe. I was sitting on my Navigation table, since I had to get up there to give the bombardier room to get on his bomb sight, and, of course he was on the bomb sight from the time we began the bomb run, and his bomb sight was actually flying the plane. The hydraulic accumulator was directly behind me, and caught on fire immediately after the hit. It sprayed my back and the left side of my face with the burning fluid. I had put my parachute "chest pack" on the table beside me, and it, too, caught on fire immediately, so I had to crawl back to the flight deck and get the extra chute under to jump with. It was there that the bombardier crawled with me and beat out the fire on me. We helped Birnbaum out of the nose turret and let him go first. He must have caught on fire after that.

I am not sure of the order that the crew jumped in. To the best of my memory, I didn't see your uncle jump. In fact, I saw very little, because of the fire and smoke, and the fact that my eyes burned badly.

What with getting my flak vest off (it too, was on fire), getting the parachute on, getting my burning oxygen mask off, and so on, I am sure I was the last one out of the plane. We had been going down in a spin and I believe I jumped at about 9000 ft. (we bombed from 23,000.

Julie Eisentrager - p 4

I intentionally made a free fall, and opened my chute when I felt I was about 1000 ft. I could see a detachment of German soldiers coming down a road towards me, so when I landed in the edge of a swamp, I took off my parachute, ran into the swamp and hid.

I stayed hidden for 4 nights and 3 days during which time my eyes burned and swelled shut. I finally got one open the 4th morning and began my way back. I hid for 10 days or 2 weeks with a French nurse while she and a doctor friend healed my burns, in Laon, so that I could see to travel.

This isn't really what you wrote me about, but I got started, and couldn't seem to quit. I will end the story by saying that I spent 70 days working my way back across France to the Normandy Beachhead, walked most of the way, had very little to eat, lost 60 pounds, etc., but finally made it on the anniversary of my wife's and my marriage.

I spent another 6 weeks or 2 months in England speaking to new crews with tips on how to get shot down and survive, riding back on an ocean liner, and finally getting home on a rest and recuperation leave.

I met Jim Ackerman again in the Red Cross Officer's club in London and because of bad injuries and scars on his neck, he was flown back to the U. S. ahead of me. We were able to spend a few days together, and it was then and there that I heard what Jim knew about your uncle.

There were 11 men on our ship that day. Five of them were killed, five of them were taken prisoner, and I got away and evaded capture, and made my way back alone. I credit escape to having made the delayed jump and free fall. By so doing, I get a head start on the German's, and with my experience in the mountains of Montana, I was able to do good jobs of hiding, when it was necessary.

Although we started flying bombing missions on the 23rd day of May those 50 years ago, and were shot down on the 23rd day of June, at just a month later, I feel that I got to know Captain Melvin Graper quite well. Of course all of us flying officers spent most of our spare time in the officers club on the base playing cards and visiting, so I talked with Captain Graper a number of times. Our crew was rated as a "hot crew" due to the fact that our pilot was a West Pointer, our co-pilot was a rated first pilot not only in 4 engine bombers, but in fighters, as well. I qualified as a Navigator with what was called a zero-zero acceptance flight when I navigated a flight for 3 hours after being disoriented under a hood, and directed the pilot back exactly to the base at exactly the time I estimated. The bombardier had an average circular error of 100 feet in bombing from 20,000 ft. As a result, we were encouraged to visit as much with the command pilots to get as much advice as possible on how we should conduct ourselves on the missions, especially when leading. I very well could have gained knowledge that I wasn't aware of in some of those visits, that helped me through the ordeal.

I tried my best to help relatives trace down the missing crew members. enclosed, please find a letter I sent to the Adjutant General about Captain Graper November 22, 1944 (a photocopy) Also, you will find another letter about the 4 crew members still missing May 30, 1945. I believe the May letter was the reason Mr. Peterson and Mr. Birnbaum were able to find their sons. I can't figure out what happened to the letter about Captain Graper!

Julie Eisentrager - p. 5

I advise you to check carefully with Jim Ackerman, but I believe he told me that Captain Graper was buried in the hospital yard at Reims.

At any rate, I wrote other letters, but these two were the last contact that I had with the Adjutant General

I hope this helps you. I realize that I have rattled on at some length with information that probably isn't important or even interesting to you. If it became tiresome reading, I am sorry. However, if there is anything further I could do to help you, please feel free to ask.

Again, I say that I am sorry to have rattled on at such length. However, I don't talk about these experiences, because they will always keep me wondering about much of it. Being the only one to get out completely, keeps me on a little guilt trip. and as I mentioned before, I will always carry the burden of Bob Ammon. To explain further, though, when I do start to unwind, I do irritate some raw nerves that will probably never heal.

To get to a more pleasant subject, I am happy you were able to trace me down, and I admire your determination to keep at it. Please keep in touch and help me add a bit of pleasantness to an old experience.

As you may determine from the letterhead, I am involved in the outfitting business. I started outfitting by taking guests in to the mountains for hunting and fishing trips soon after I was released from the Air Force, in 1945, and have been doing it every since. My son, Jack, has taken over the outfit now, and my wife and I help him what we can. If you ever have occasion to visit this country please stop in. Maybe we would all enjoy the visit.

I hope you will excuse the poor typing in this letter. In the first place, I don't claim to be much of a typist. In the second place this subject always gets me on a nervous high, which doesn't help achieve error free typing.

Sincerely,

Clarence B. Rich
Clarence B. Rich

RESTRICTED

November 22, 1944

War Department,
Adjutant General's Office
Washington, D. C.

Gentlemen:

I have received a telegram from Mrs. Melvin H. Graper, whose husband was on my ship when it was shot down over France. He was in the German prison hospital at Reims, France, and died there from bullet wounds. My Co-pilot, Lt. James Ackerman, was with him at the time he died and reported him dead o/a the first of September.

Mrs. Graper still believes her husband is missing in action. Would you kindly inform her through official channels.

Very truly yours,

CLARENCE RICH
1st Lt., Air Corps

CR:brw

RESTRICTED

SECRET

30 May 1945

SUBJECT: Crew Members Missing in Action

TO : Major John T. Burns, AGO
Casualty Branch
Munitions Building
Washington 25, D. C.

1. I have received a letter from a French woman in Barenton Bugny, France, in which she states "four of your friends of the aeroplane died because it fell down in flames". According to your last letter four of my crew members are still missing in action. Possibly this woman knows where these four men are buried. Do you wish to have me question her regarding these four men, or would you rather have me send her address to you in order that you may make further inquiry?

2. My airplane crashed about two miles from the village Barenton Bugny, France, and I landed in my parachute in the outskirts of the village. This woman was the first one to help me and at that time told me that one of the crew members had burned in the plane. She, or some of her friends, may have found the other bodies since that time.

CLARENCE B. RICH
1st Lt, Air Corps

Box 850
Gore Field
Great Falls, Montana

SECRET

May 24, 1994

Dear Rich,

I really don't know how to start this letter, Julie Eisentrager called me on Good Friday this year and asked to speak to Maurice. I'm afraid I wasn't very polite at first - demanded to know who she was and what she wanted. Maurice died last July (1993) and I am still dealing with being alone. I wish he could have read your letter to Julie. I think it might have helped him - especially the part about Tremlett. You wrote that you have felt responsibility for Ammon's death. Maurice died still feeling responsible for Tremlett's. He never knew that the French found his body and copied his dog tags. He used to say that no one had found him - "not even his dog tags." He had a terrible time accepting that. Altemus, Tremlett, and Maurice were together preparing to leave the plane. Altemus jumped first, then Tremlett said, "I've got to get my new shoes" (they were at his station in the tail). Maurice said "I'm leaving" and Tremlett replied "Go ahead, I'll be right behind you.: Maurice always felt he should have insisted that Tremlett go first. He knew that for some reason, he never made it out of the plane. Maurice was strafed in his chute by a small German plane that was driven off by a small British plane. He landed in a small thicket of trees with a German patrol at the edge. He dumped his chute and ran into a small oats field on the other side of the thicket. Of course, as you know, he left a very obvious "trail," but there was no place to go except a railroad track on the other side. He knew it was useless but he decided to lie down in the oats. The patrol ran to his chute and started pawing thru it. Their leader started screaming at them, walked into the oats field in Maurice's track, lined up his men swearing and yelling at them, then said "He went down the railroad track - Get after him." When he followed his men, he even side stepped Maurice. Maurice said he could have reached out and untied his shoe strings. Maurice was never sure if he deliberately misled his men or if he was really so mad that he didn't realize what he was doing. Maurice laid there for a couple of hours (or so) until it got dark. Then he got up and walked down the road. He said that there were so many different uniforms on the road that no one paid any attention to him. However, he was not aware that the Germans had a strict curfew from 2:00 AM until 4:00 AM and was arrested then. He was taken to an interrogation center and gave only his name, rank, and serial number even though he was cuffed about the head. They finally gave up and took him to another area and placed him in a wire cage. It was too small to stand up in or lie down. When he entered the room, Altemus got all excited and yelled, "Sure glad to see you made it Lampe." The German's major question to Maurice had been what plane he had been on. After Altemus' statement, they knew exactly where Maurice had come from as they picked Altemus up right away. Incidentally, Altemus died, about 25 or 30 years ago in Scottsdale, Arizona of a heart attack. We had kept track of him and his family until about 2 years after he died, then his wife stopped writing. I suppose she probably got married again. Altemus had two children, a boy named Tom and I can't remember the girl's name.

Back to Maurice - the next morning they took him back to the interrogation room and they read his entire life history to him. When and where he was born, who his parents, grandparents, sister, uncles, and cousins were, where he went to school, when he went into the service, all the bases he had served at, along with dates. He never got over the fact that they had that kind of a file on him. When our boy was in the service, Maurice never allowed anything in the local papers about where he was or what he was doing. In fact, nothing about any of our family except for births, graduations, weddings, and deaths.

The fellows were then loaded into box cars and moved to Stalag Luft IV. Altemus was assigned to a different Lager than Maurice and he actually didn't see him again until September 1945 after they got back. There were 26 men in Maurice's room that was originally built for 16. I won't bore you with details of his imprisonment. It wasn't pretty, but it got worse when they went on the death March. In the beginning, they were told they were going on a 3 day march, but it lasted 112 days. On May 3, Maurice and about 6 others were unable to get on their feet and the German's abandoned them. By that time, the Germans were no longer shooting those that couldn't keep up. The British overran the little town where Maurice was later that same day, but it was 2 days before they were flown to a British hospital in Liege and then to Brussels. He was so ill that he only recalled brief snatches of what was going on. The only clear memories he had was of being the only white man in a black unit 6 weeks later when he got to LaHarve, France. The other thing he couldn't understand was why he was on a coast guard boat to get from France to Boston where he arrived on June 27. I have no idea what Maurice weighed when he was released, but he had gotten back to 120 lbs after 2 months.

When Maurice got home, he was withdrawn and very quiet. Thirteen years later when one of his POW buddies stopped by, they talked all night. Later, we joined an Ex POW unit, where I learned most of what I know. When he talked to other POW's, I just listened. During our marriage, he would moan at night and thrash his feet as if he was running. When I learned that the boys had been chased with bayonets and dogs, I realized he was running from the dogs. At first it was every night. After 1982, and some psychiatric help, it was only occasionally, but it still occurred right up to when he died.

When he got home, he was so thankful that he never complained. In 1958, he lost most of his right lung and doctors guaranteed I would be a widow within a year. However, he was a fighter all the way. He finally retired in 1984. In January, 1990 he was critical again, but rallied and had quite a few good days after that until August 1992. Doctors told me on August 12th that he wouldn't last until morning. He swore at them and said he was going to live to 100. He never had a good day after that though. He hung in there for another 11 months and was still on his feet until the last 5 days, July 11, 1993. He's buried at the National Cemetery in Keokuk, IA (25 miles from his home).

I found Maurice's flight log (copy enclosed). I also have a picture of the crew taken before you went overseas. Whitmore, Birnbaum, and Tremlett are not on the picture. If you don't have a copy of this picture and want one, let me know. One of our daughters works in photography and can make a duplicate very easily. I've also enclosed an info sheet on Stalag Luft IV. Maurice was in Lagar A and I have forgotten which one Altemus was in. One of the men in Maurice's lagar drew a picture of your plane as it went down. I've also included a copy of Maurice's obituary (turn the page over and you will see some of our flood pictures). At 11:00 PM, Maurice wanted to know if the Green Bay Bottom levee had gone out yet (It did at 1:00 AM). Maurice died at 5:00 AM. It didn't affect any of our family homes, although Craig had to move his ambulance headquarters into a motel for about 2 weeks. He is the head honcho at the Ft. Madison ambulance service. Transportation was a big problem because of flooded roads. Clean up is still going on. If it works out when I get to the post office, I may send you another sheet of flood pictures from the same paper.

I hope I haven't bored you too much, but like you said in your letter, once I get started it's hard to stop. I did want to tell what happened with Maurice and Tremlett. Maurice always felt so bad that he hadn't done more for him, and he really felt bad because he thought no one knew what had happened.

Sincerely,
Arlene Lampe

INDIVIDUAL FLIGHT RECORD

NAME Lampe, Maurice

RANK S/Sgt

AERO. RATINGS

TRANSFERRED FROM

TO_

DATE _____

MONTH(S) As Indicated 19 84

GROUP 392nd Bomb (H)

ORGANIZATION—Assigned 577th Bomb Sq (H)

ORG.—Attached for flying.

STATION AAF 118

1	2	3	4						5	6	7	8	
Date	Duty*	Mission Symbol	PILOT TIME BY AIRPLANE TYPE						Aircraft Model Symbol	No. of Landings	Other Than Pilot	REMARKS	
			Attack	Bomb.	Obs.	Pursuit	Cargo	Training					
							MAY						
12	G	T							B-24H	1	2:10		
27	G	C							B-24H	1	7:45		
30	G	C							B-24H	1	6:15		
21	G	T							B-24H	1	3:00		
23	G	C							B-24H	1	7:30		
24	G	C							B-24H	1	6:30		
25	G	C							B-24H	1	8:00		
							JUNE					41:10	
6	G	C							B-24H	1	6:00		
8	G	C							B-24H	1	7:00		
7	G	C							B-24H	1	7:15		
12	F	C							B-24H	1	6:00		
20	G	C							B-24H	1	9:10		
21	G	C							B-24H	1	9:40		
23	G	C	MISSING IN ACTION									45:05	
TOTALS			X	X	X	X	X	X	Total pilot time	Total other than pilot	Pilot time nonmilitary airplanes		
This report										86:15			
Previous reports this F. Y.										56:00			
Totals this fiscal year										142:15			
Totals previous years													
Totals to date										142:15			

***DUTY SYMBOLS**

P—Pilot	B—Bomber	R—Radio operator
CP—Copilot	OB—Observer	PH—Photographer
N—Navigator	E—Engineer	O—Other crew
C—Command Pilot	G—Gunner	X—Passenger

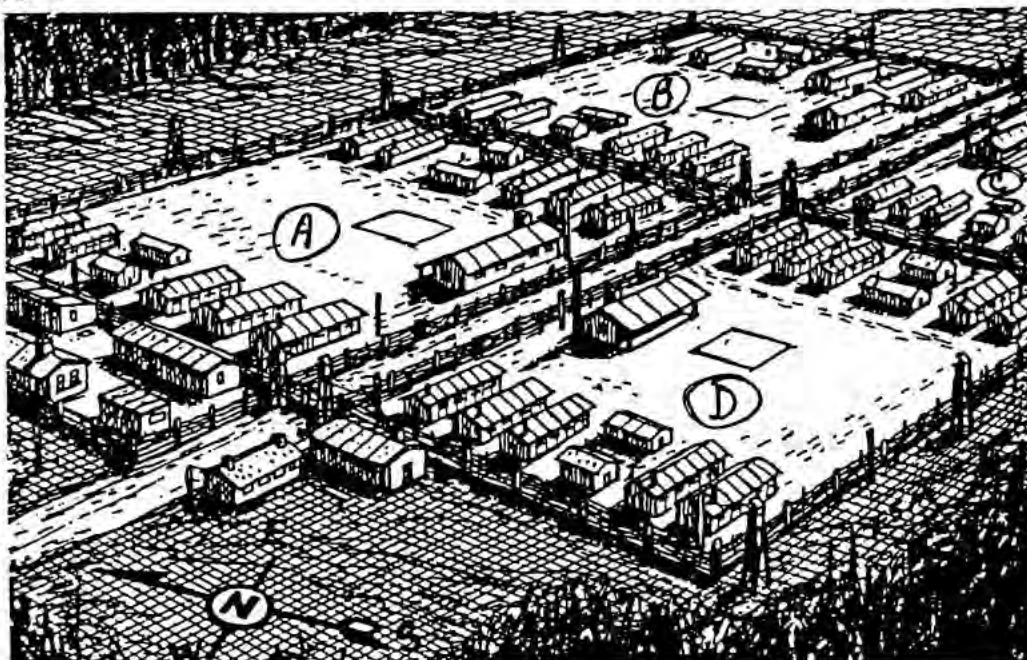
NOTE.—When the airplane is assigned to an organization other than that to which the individual is assigned or attached for flying, show the airplane organization under Remarks, column 8.

ORIGINAL

----- STALAG LUFT IV-----

Stalag Luft IV was situated approximately two and a half miles south of Kiefheide in Pomerania sector of Germany. It was activated in April of 1944, but was never actually completed, despite German effort, due to the pressure of the war. The first group of prisoners were transfers from Stalag Luft VI at Hydekrug in East Prussia. The majority of them were American but also included were 800 R.A.F. non-commissioned officers. From that day in April, the flow of Kriegies was heavy until, upon evacuation, they numbered almost 10,000, a number far in excess of that for which the camp was designed. There was continuous construction in the camp, both indoors and out. Indoors, the prisoners were trying their utmost to make their meager quarters more habitable and outdoors, the Germans were feverishly working to complete additional barracks. The camp was set in a forest clearing about one and a half miles square. That particular forest was chosen because the dense foliage and underbrush served as an added barrier to escape. There were two barbed wire fences ten feet high completely surrounding the camp. Rumor had it that the outer fence was electrically charged, but we can't vouch for that, & had no desire to test it.

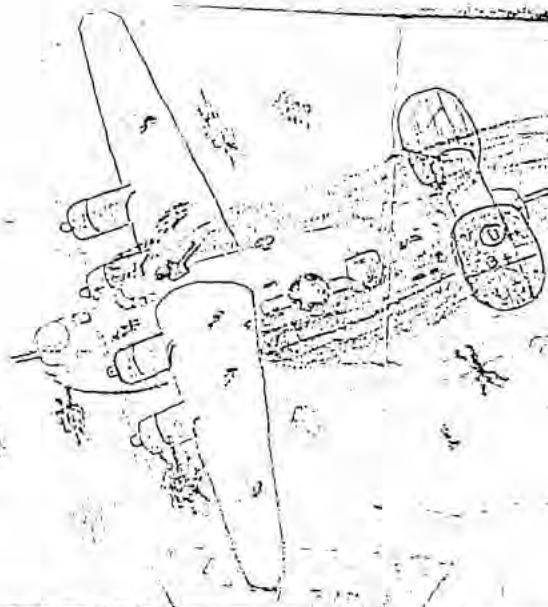
Between the two fences was another fence of rolled barbed wire four feet high. An area 200 feet deep, from the fence to the edge of the forest was left clear, making it necessary for anyone attempting escape to traverse this area in full view of the guards. Fifty feet inside the wire fences was a warning wire. A prisoner could expect to be shot first and then questioned if he stepped over this wire. Posted at close intervals around the camp were towers which were equipped with several powerful spot lights and bristled machine guns. The railroad station was named Grosstychow, and the camp was south of the Baltic Sea were the meridians cross on the globe of 54° and 16'.



This is a
drawing of
Maurice's plane
as it was on
his way down.

It was down
by another POW
+ Staley Luft IV.
I don't remember
his name.

one of the creases
marks on this
production are
old marks
from Maurice
wrapping it around
his pocket.



June 23, 1944
in France
approx 8:30

ACROSS GERMANY



EX-POWs held in GERMANY
INCIDENTS NEVER TO BE FORGOTTEN

Do you still remember:

..... the day you were captured and how it felt to be in enemy territory as some glory-seeking Kraut strutted and preened before you?

..... the horse drawn carts, box cars and trolleys used as means of transportation to the transit camps for air crews?

..... your stay at Frankfort and your uneasiness as you anxiously awaited the call to the conference room for interrogation?

..... the train ride to Stalag Luft IV
and your amazement at the destruction
our bombers had left behind on their
forays?

..... the initiation into camp life, the period of adjustment to your bunk, the food, your room-mates and trying to settle peaceably into the dull routine?

..... the hours spent in discussing, planning and thinking about food. Your envy while watching another Kriegie as he munched on a hoarded bit of food after yours was all gone?

..... the careful dividing of camp and

A WARTIME LOG





THIS BOOK BELONGS TO

Maurice Lampe

110 2 Ave C

Ft. Madison Iowa

P.W. 2983 - ASN 6938055

Rec. Nov. 3, 1944 at S. Left #4



These are the names and addresses of fellow POW's as they appear in the diary of Maurice Lampe (Original owner of diary) PW 2983, ASN 6938055

Page 1

Raymond J. Kowatch	1321 San Juan Street, Stockton 48, California
Charles V. Altemus	615 E. 20th, Sioux Falls, So. Dakota
Richard J. Lampe	Barncum Ia., 227 E. 138th St. Hawthorne, California

Page 2

Benjamin L. Hope	Meriden, Kansas
Charles L. Hedrick	607 N. Gale Hill Ave., Lindsay, California, Phone 3324
Irvin E. Hughes	108 Front St., Palmyra, Pa.
Charles H. Eck	Route 5, Muskogee, Okla.
Frank P. Janacek	Rt. 4, Box 197, Caldwell, Tx
Robert P. Knobel	196 Mounds Blvd, St. Paul, Minnesota, Phone Van Buren 3466
Henry H. Hopwood	517 Bannockburn Ave., Amber, Pa.
Lloyd A. Martin	R.D.#1, Export, Pa.
James H. Hensley	Erwin, Tenn.
Donald R. Martin	514 South F St., Wellington, Ks.
Kenneth V. Hale	RFD East Bethany, New York
Randolph M. Steelman	55-25 31 Ave., Woodside, NY
Raymond J. Voss	Route 2, Albany, Minn.
Francis L. Burger	320 Glenwood Ave., Waterloo, Ia.
Agustin E. Arroyo	470 Vineyard Pl., Pasadena, California
Everett J. Keps	Laurens, Ia
Billy D. Gross	Coshocton, Ohio
Lee A. Hampton	723 Garfield St., Springfield, Mo.
Roy B. Hansen	22 Jefferson Ave., Oshkosh, Wis.
Vincent L. Piel	152-26 Northern Blvd., Flushing, NY
Tommy R. Shaheen(m)	652 Edgewood Ave., Akron, Ohio
Lewis T. Haas	7442 Lankershim Blvd., Hollywood

Page 3

Francis C. Stack	1604 Ave. F, Kearney, Nebraska
Andrew M. Vanover	3179 (Prisoner of war No. ?), Rush, Ky
Samuel D. Lyle	Laurel, Ia
Carl A. Shedlock	539 W. 179th St. N.Y.C., NY
Charles E. Messerli	RR#2, Council Bluffs, Ia
Ralph W. Sack	3911 West 36th, Cleveland, Ohio
John J. Rueble (Ruelle)?	820 Sheldon Ave., Houghton, Mich

Marshall Adamson	703 Second Street, Brookings, SD
Web M. Brown	303 Pearl, Macon, Mo.
Louis Breitenbach	926 Sunset Ave, Cin. Oh.
Ted Sheridan	Moundville, Mo. RFD 1
Ralph E. McAdams	Henegar(?), Ala., RFD #2
Charles Holcomb Jr.	Helena, Ohio, Box 53
Edward L. Davis	McMinnville, Tenn., Rt 5
S/S Edward B. Coleman	29-13 Foster Ave., Brooklyn, NY
William H. Smith	331 35th St., Huntington, WV
Wayne T. Lloyd T/SGT	8026 SE Morrison St., Portland, Ore.
Addison F. Nicholson	34803466 Theodore, Ala
Jim Clerkin	2019 East 63rd St., Brooklyn, NY
Don Decker	702 W. Mills, Creston, Ia
Clifford Covan	Owassa, Ala, Route 1, Box 101
Tim McCarty	Donnellson, Ia
Robert C. Kriete	Fisher, Ill.
Frank (Donia)?	2119 Murray Hill, Cleve. Oh.
Chester J. Padlo	3701 Bushey, Detroit, Mich

Page 4

Richard N. Hovey	2509 Olive St. Cedar Falls, Ia
Dale W. Cook	309 Leland Ave, Waterloo
Herbert Meyer	711 Beech, Waterloo, Ia
Dave Lynch	Waterloo
Herb Ruggles (Ruggbe)?	Box 185, Ames Ia
Harold Scott	Clarinda, Ia
John E. Hall	Benton, Ia
Robert R. Bagley	Audubon, Ia
Vincent H. Gregorich	Riverbank, Calif., P.O. Box 312
Raymond L. Sorenson	Keokuk, Ia
Robert C. Sudduth	Springfield, Ill
Lane B. Plummer	Des Moines, Ia
Link G. E.	LaHarp, Ill.
Lee F. Knedler	Geraldine, Mont.
Wendell K. Thieman	1003 Logan, Waterloo, Ia
Roy W. Brosi	Quincy Illinois or Hannibal Mo.
Robert C. Lageman	809 S. 16th St., Quincy Illinois
Ted Kovalchick	366 Boaz St., California, Pa
Robert L. Rush	1125 Prospect Ave., Carthage Mo.
John R. Ruscito	4558 Altoona, Pa., 714 6th Ave.
Alton Lowe	4719 - 510 Wash. Ave., Cairo, Ill
Bill Delaney	"3029" Port Townsend, Wash.
Francis L. H(iei)miller?	Smith Rd. N. Tonawanada Ny
Warren W. Duncan	2020 Lakewood Ave., Lima Ohio
Harold A. Bennett	120 Wieser Crt. Apt. A, Syracuse, NY

Your Weekly Letter

A thought of love a word of cheer
Your weekly message to someone dear
A line of words from your heart comes stealing
To let her know just how you are feeling

You write about weather and say that you're well
But there are so many things that you cannot tell
You talk about old times and how much you miss her
And hope to come back once more to kiss her

She doesn't know what you're going through
It would be mighty hard if she only knew
The long days just sitting here
Alone with your thoughts and your heart full of fear
That you may never return to your home again
All hope is gone -- you live in vain

Yet as each week comes you rewrite once more
The same old lines as the week before
And pray when she reads them she'll never know better
What you couldn't write in your weekly letter

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Christmas

Someone somewhere is wishing us today
A Merry Christmas from across the sea
And I can almost hear a mother say
"God Bless my son wherever he may be"
No way of life environment or creed
Should interfere with our attitude
This day was meant for kindness not for greed
The things we do should be for some one's good
And let us be considerate of all
Use not the name of our Lord in vain
But pay respect to both the great and the small
Our motives should be love and not undue gain
No jealousy or malice should prevail
Let hatred and envy disappear
To all this day should be of some avail
A day of loyalty, good will and cheer



(I could not quite decipher the signature)

A Gunner's Day

A gunner's day is never done
Up at dawn before the sun.
With the roar of engines in our head
Wishing he could of stayed in bed.

Chow at four, fried eggs and such
Won't have time to eat much.
Briefing at five, the crew is all there.
And ever anxious to be up in the air.

Take off at six or maybe six thirty
Hoping no one has a gun that's dirty.
Form with the group at 12000 feet
See that formation they really look neat.

Put on your mask the air is getting thin
Off to a battle, Some with a grin.
We're over the water, Now test your guns.
Enemy coast here comes the fun

Flak at six and flak at twelve
Look out boys! They're giving us hell
Here come the fighters, Coming in low.
Maybe they're ours, Don't shoot till you know.

P-51's and P-38's.
Our escort is here, They're never late.
They're fighting fools, each man and his ship.
There's never a Jerry that they couldn't whip.

The air is cold, just 50 below.
Turn up the heat so you don't freeze a toe
A sharp look out boys the target is near
We don't care to meet the enemy here.

There is the target, plenty of flak.
Bombs away boys, now we turn back.
Coming out of the sun they are enemy ships
Aim true boys We've got more trips

There goes one down another one too
Our fighters are busy to see none get through
There's one in flames, as another goes down.
The pilot bails out and makes it safely to the ground.

My Buddy

They say he died in glory
Whatever that may be
If dying in a burst of flame is glory
Then that is not for me

In the briefing room that morning
He sat with clear eyes and strong heart
Just one of the determined gunners
Determined to do his part

My buddy had the guts alright
He sought not glory or fame
He knew he had a job to do
And his crew knew the same

But death had the final word
And in its log he wrote his name
And my buddy died that morning
In glory and a burst of flame

By a POW

Remember

If when you're fighting overseas
You should feel lonely and blue
Just think of the fun we use to have and
Remember I'm waiting for you
If on some lonely moonlit night
You wonder if I'm still true
Stop wondering for I'll be out with the girls
Remember I care for just you
M. you yourself should meet a girl
A certain somebody new
Please think twice before brushing me off for
Remember I'm faithful to you
M. your across a long long time
Even a decade or ten
I'll still feel the same until you return
Remember I'll always love you

POW



POW Blanket

Kriegsgefangenenpost



An

Mit Luftpost
Par Avion



Miss Arlene Sooy

Gebührenfrei!

Absender :

Vor- und Zuname :

Sgt MAURICE LAUF

Gefangenenummer : 693805

Lager-Bezeichnung :

DULAG-LUFT

10879

U.S. CENSOR

Deutschland (Germany)

Empfangsort :

Wellington

Straße :

Ohio

Land :

U.S.A.

(Landesteil, Provinz usw.)

Kriegsgefangenenlager

Datum :

July 9, 44

Dearest Arlene



Am OK. Keep tight
chin up. Will be back
at the end of this.

Will send a letter later.

All my love

Maurice

Post Card From Dulag Luft

Arlene Looy
m. B. Johnson Hall
Elgin,
Ohio



VIA AIR MAIL

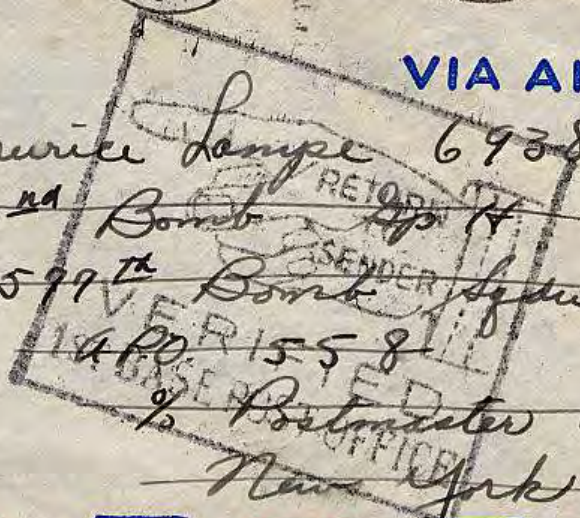
S/Sgt. Maurice Lampe 693805-5

~~392nd Bomb~~

~~599th Bomb~~

MISSING

J. L. Prancine
major. ac.
C.O. 577 B. Sp. Co.



% Postmaster N. Y. C.
New York



Maurice Lampe's Christmas Dinner at Stalag Luft IV, Lager A

**POW
Mattress
Filler**





POW Mattress Cover

POW Cigarettes



INDIVIDUAL FLIGHT RECORD

NAME Lampe, Maurice
RANK S/Sgt

MONTH(S) As Indicated 19 34

RANK S/Sgt

GROUP 392nd Bomb (H)

AERO. RATINGS.

ORGANIZATION—Assigned 577th Bomb Sq (H)

TRANSFERRED FROM

ORG.—Attached for flying

TO.

DATE _____

STATION AAF 118

[illegible]

***DUTY SYMBOLS**

P—Pilot	B—Bomber	R—Radio operator
CP—Copilot	OB—Observer	PH—Photographer
N—Navigator	E—Engineer	O—Other crew
C—Command Pilot	G—Gunner	X—Passenger

ORIGINAL

NOTE.—When the airplane is assigned to an organization other than that to which the individual is assigned or attached for flying, show the airplane organization under Remarks, column 8.

Bomben auf das Straßburger Münster

Verbrecherischer Anschlag der Luftgangster auf eines der herrlichsten Baudenkmäler der Welt

Straßburg, 12. August.

Am Freitagnachmittag führten anglo-amerikanische Terrorbomber einen Luftangriff auf Straßburg durch, der schwere Zerstörungen und Brände in der gesamten historischen Altstadt, rings um das Münster zur Folge hatte. Auch das in der ganzen Welt berühmte und als unersetzliches Kulturgut der gesamten Menschheit bekannte herrliche Straßburger Münster wurde durch Bomben getroffen. Mitten im Kirchenschiff, das von Trümmern übersät ist, klaffen riesige Sprengtrichter.

CINEMA

Selection from some of the latest German film-hits

We present our readers with a selection of stills from some of the latest German films. Most of these stills are from the film, "Trianon", depicting the life of Clara and Robert Schumann. Lovers of music will at once remember the delightful melody by this composer, after which the film has been named. This film was a great success in Germany. Hilde Krahf has always been a great favourite with the picture-going German public. In the film, "Sommersmeloide" the youthful Sonja Ziemann makes her debut. Other stills are from "Gefühllicher Frühling" with the popular Winnie Markus, "Peter Voss, der Millionendieb" dealing with an adventurous chase around the world for a great inheritance. The main charm of this last film is its setting in the romantic Pacific.



Clara Schumann with Liszt in Paris



Clara Schumann and Robert at the Düsseldorf carnival



Hilde Krahf as Clara Schumann



Concert at Schumann's house. Brahms at the piano



Schumann playing piano and composing



Gefühllicher Frühling



Clara Schumann and Brahms advanced in years



"Peter Voss, der Millionendieb"



Sonja Ziemann



Sonja Ziemann and Irene Meyendorff as Luftwaffe assistants in "Eine kleine Sommersmeloide"



"Eine kleine Sommersmeloide". Irene von Meyendorff and Hans Lousch

The Camp

No. 205

BERLIN

JULY 16, 1944



Weekly Military Survey

From Official German Communiqués

V I

The German official Communiqués of the past week report that London was bombarded by flying bombs throughout the whole of the week almost without a break.

ITALY

In Italy the enemy, with strong panzer support, attacked along virtually the whole front. The focal point of the fighting lay for the most part in the area north-west of Siena, at Volterra, in the Arezzo area, on both sides of Umbertide and on the coast of the Adriatic. In spite of his strong infantry and Panzer forces thrown into the battle the enemy did not gain any noteworthy success. South-west of Arezzo at Montone and Gubbio and on the Adriatic coast the enemy launched heavy attacks with strong panzer support. Except for a few local infiltrations the enemy gained nothing by these attacks.

EASTERN FRONT

To the south of the Eastern Front the enemy made a number of unsuccessful attacks between the Upper Danube and Kovel. All attempts to break through our front were frustrated. In the central sector fierce fighting is continuing at Baranovitsa and Molodetsa spearheads. The ruins of Baranovitsa were surrendered to the enemy without a struggle. Strong enemy infantry and panzer forces advancing west of Baranovitsa were halted in embittered fighting on the Sazara at each side of Slonim. Enemy pressure on Vilna is continuing. The defenders of Vilna have beaten off many enemy attacks supported by panzers and have inflicted heavy casualties on the Soviets. To the north-west of Vilna the Soviets were thrown back by counter-attacks. Severe fighting is taking place along the Kaen-Dinaburg road at Oltava. German counter-attacks were successful. German operations on the eastern front were effectively supported by the Luftwaffe which heavily bombed enemy supply lines.

THE WAR IN THE AIR

U. S. bomber squadrons attacked Kiel, Vienna, Belgrade, several towns in Rumania and also Krasnodar. The RAF carried out nuisance raids over Rhinisch-Westfalen, Vienna and Berlin. In all 242 enemy aircraft were shot down.

THE WAR AT SEA

In a number of engagements against the naval and air forces of the enemy patrol craft of the German navy sank 3 British E-boats off the Dutch and French coasts. They also set fire to a destroyer and damaged three other E-boats by artillery fire. The German navy also sank a further cruiser, three destroyers and six fully laden transport vessels with 32,000 tons in the waters off the invasion coast. Another cruiser was badly damaged. An engagement took place off Brest on July 5th between four German patrol boats and four enemy destroyers. Two destroyers were set on fire. One of our vessels was lost.

How our readers would tackle the Flying Bomb

Nothing that I can remember has excited the imagination of inventive minds so much as the flying bomb. Every day suggestions for countermeasures—some weird, some wonderful, and some practical—pour in to the commanding officers of Air Defence of Great Britain and Anti-Aircraft Command.

Forwarded by letter, telegram, and telephone, scores of them have reached this office addressed either to the Editor or to myself.

TURN ROUND

Many suggestions are based on the idea that best way of dealing with the flying bombs is to turn them back on their course against the people who fired them.

Apart from technical difficulties, the trouble with this idea is that the present type of flying bomb has not the range to take it back over Germany. Supposing it could be turned round over the English Channel, it would come to earth on the French, the Belgians, or possibly the Dutch.

However, S. A. C., a fire-watcher of Eastcoast, suggests that a mist should be installed on lightning so that they could edge up beside the flying bombs and gently push them round in a full circle, like river jugs taking control of an ocean liner.

"E.R.A.P." of Comer-gardens, Worcester, would fit Typhoons with steel hoops in the hope that they could slide the hoops over the noses of the flying bombs and then guide them back towards the enemy.

REPRISAL

Some correspondents, but not a large proportion, urge that small towns in Germany should be singled out for complete annihilation by bombing as a reprisal. The vast majority

Mr. Cummings, writing in the "News Chronicle", suggest that it is not too late to reintroduce the ban on the diplomats. Far too much information concerning the flying bomb was leaking out of the country, said Mr. Cummings.

Speaking on the White Book regarding last year's policy, Sir William Beveridge stated that the Government's proposals lagged far behind what was necessary for a full exploitation of labour. The problem, he said, should be approached from quite a different angle.

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black-out regulations. A member had suggested that these regulations should be done away with altogether.

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Croatian volunteers who are operating against partisans

Reuter reports that 5,000 London children had left for the provinces up to midday July 6th. Further large school transports were arranged for the week-end.

More and more theatres and places of amusement in London are closing down in consequence of the German secret weapon, writes the "Daily Express". Fewer than half London's West-End theatres are still carrying on.

Mr. Morrison stated in the House of Commons in reply to a question that he was carefully considering the question of easing up the

to Field-Marshal von Rundstedt, who has been in indifferent health for some time past. The retiring Field Marshal, who has received a cordial letter of gratitude for past service from the Führer, is to be entrusted with special duties.

M. Laval, the French Premier, has offered a reward of 20 million francs for information that will lead to the arrest of the murderers of M. Henriot.

It is reported that Ex-King Peter of Yugoslavia has formed a fresh cabinet consisting of six ministers. Of these two are Tito nominees.

HOME NEWS IN BRIEF

The "Daily Telegraph's" motorist correspondent says that when the motor-car industry starts up again, there will be no new models for quite a long time. The old 1939 ones, but not the 1938 ones. He says, they'll be dearer. — The Daily Mail says a syndicate of businessmen from the North of England are all set to open up a million-pound sports-place in Leicester Square after the war — something on the lines of New York Madison Square Gardens.

The London correspondent of the "Manchester Guardian" gives a good story about the use of the term "southern England". He says, a Canadian here got a letter from his wife in Canada, who said, "I am sorry for those poor people who are living in southern England how glad I am that you are living in London."

One of the strangest things of the Normandy battlefield occurred on Sunday when a brief truce was called. Eight German nurses, captured in their hour, were returned to the Germans while the guns remained silent for 30 minutes. This story of the meeting of the opposing opposing officers was related to the "New York Herald Tribune" by John Reilly. He said: "Fighting ceased in the vicinity during the transfer which took place near Rome. It was the first time since the battle of France began that even a brief truce had been called for any purpose. Fighting was resumed as soon as the eight women were safely behind the lines of their own people."

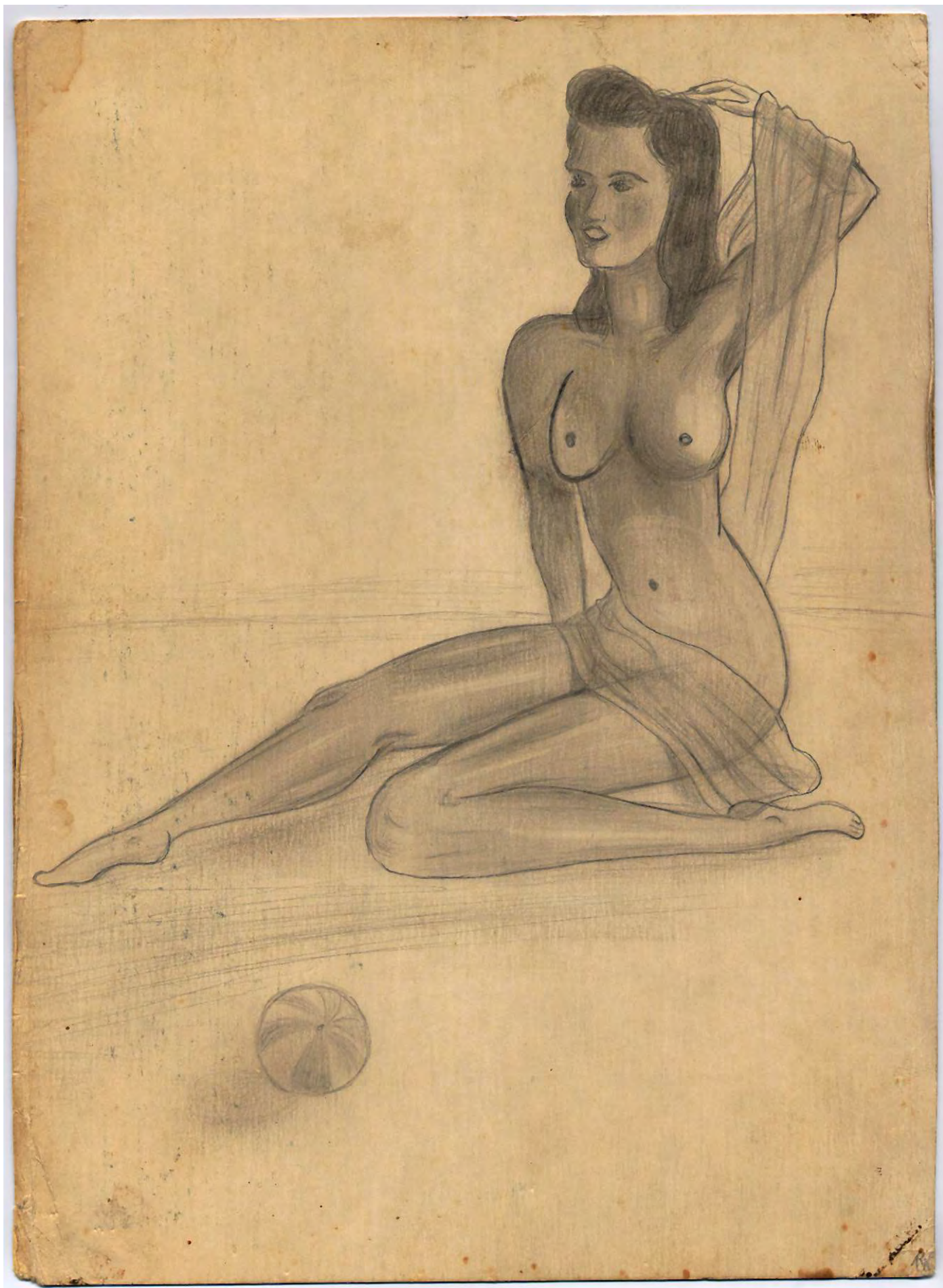
Lieut-General Miles C. Dempsey, who commands the Second British Army, has been appointed a K.C.B.

of those who write are more interested in meeting the secret weapon offensive quickly, so that the Allies can proceed with military measures aimed wholly at finishing the war.

TRY WATER

"Suppose a wall of water from a number of hoses were thrown up in the mistletoe path, they would strike the water almost as if it were solid," writes H. C. P. of Blechley, Buckinghamshire.

A few would wish upon our airborne troops the hazardous task of raiding the heavily de-





June 23, 1944
Lyon France
Approx 8:00 P.M.