

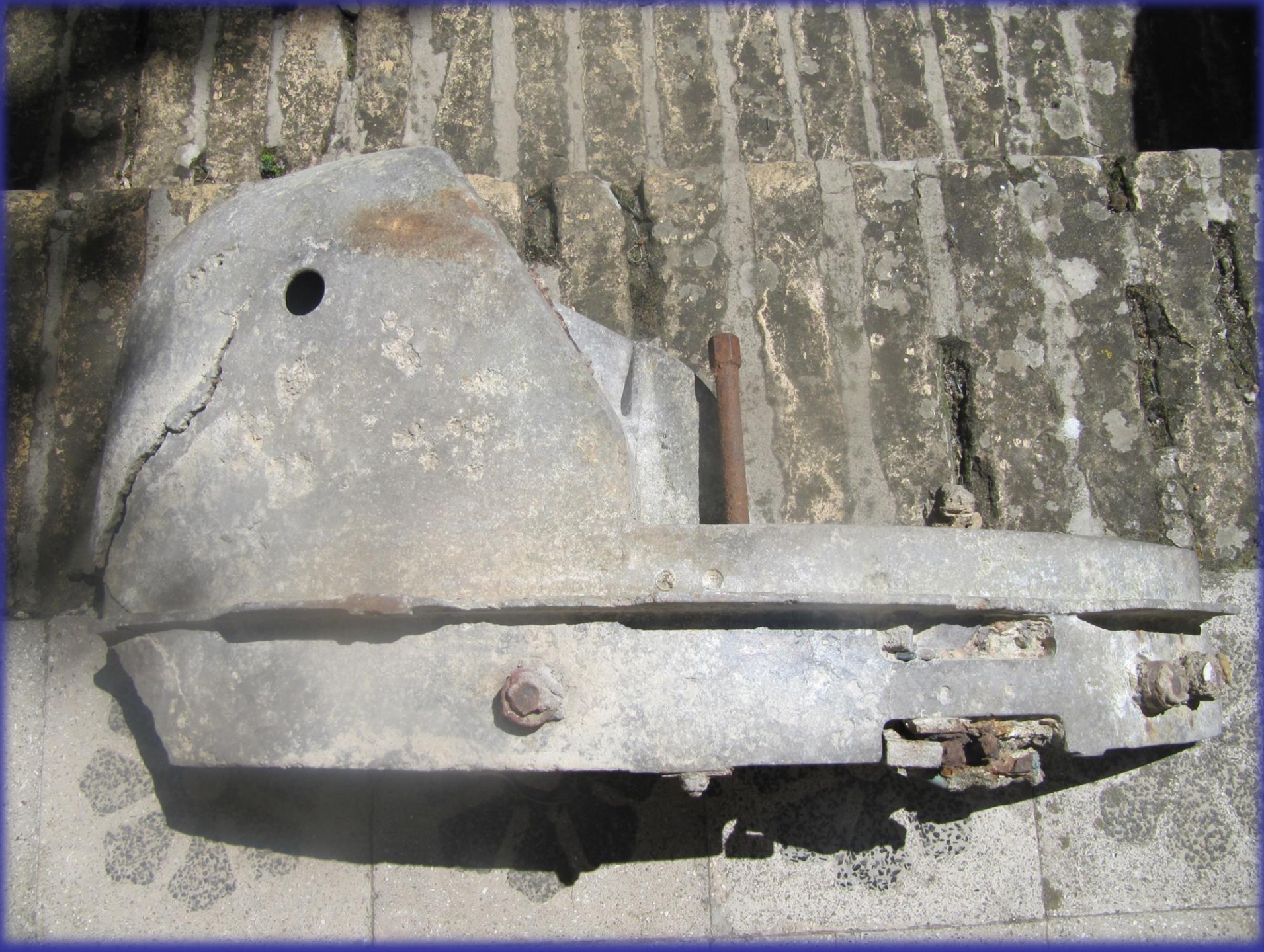
M.A.C.R. 5442

Research on B-24 42-78193



Valerio Mungai

Facoltà di Storia – La Sapienza University ROME



Air wreck section found on the sea shore In Tor San Lorenzo – 41°53' N 12°35'E (Anzio) in 1971



Air wreck details





Bolt identification



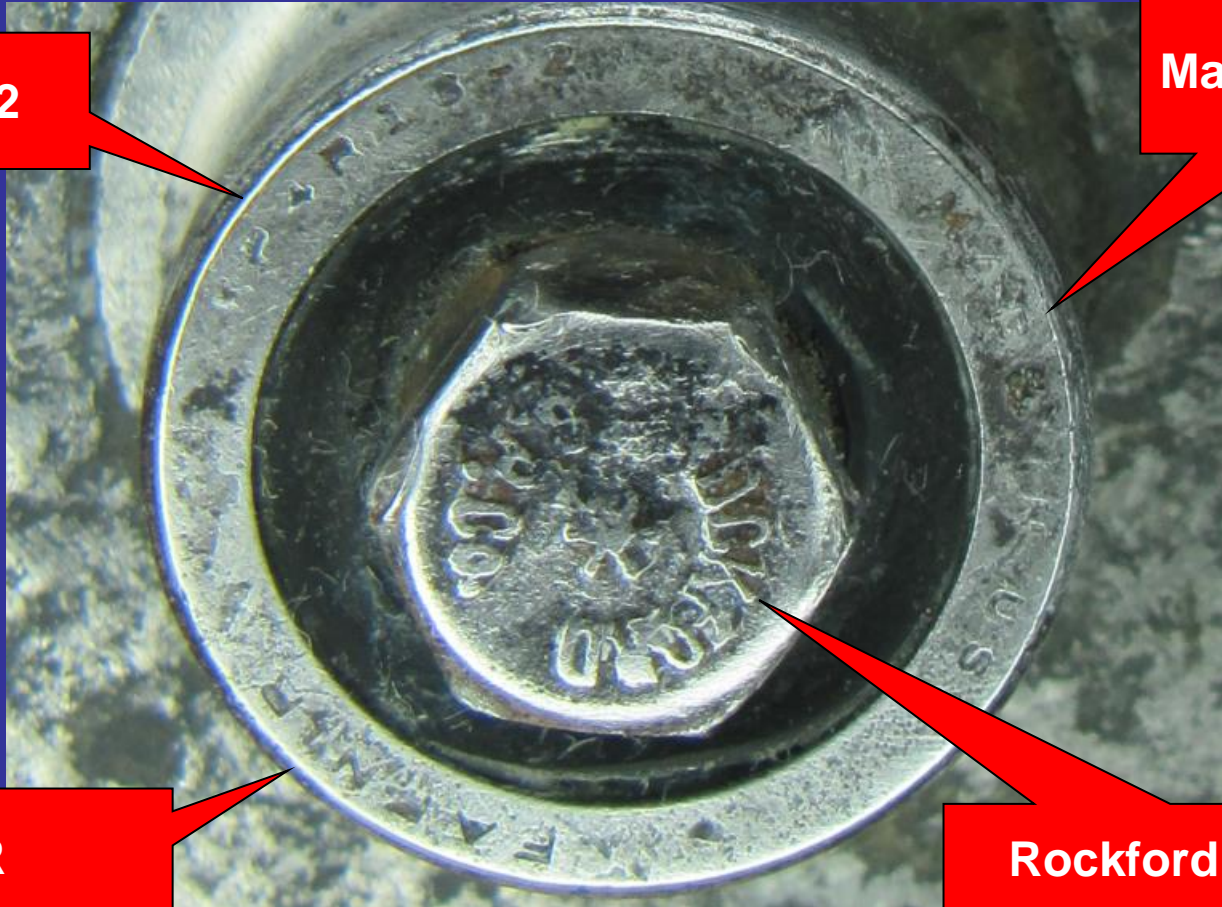
Bolt identification

KP4 R16-2

Made in Usa

FAFNIR

Rockford Sp.Co



Bolt identification



Bolt identification



Bolt identification



KP4-SPEC



KP4



KP3L



Air wreck identification by internet research



Air wreck identification by internet research



Henry Co. L. L. Co. #108-10

MARTIN UPPER TURRET

MODELS
A-3, A-3-A, A-3-B, A-3-C, A-11

Original instruction manual



BRIGGS MANUFACTURING COMPANY
AIRCRAFT TURRET MAINTENANCE SCHOOL

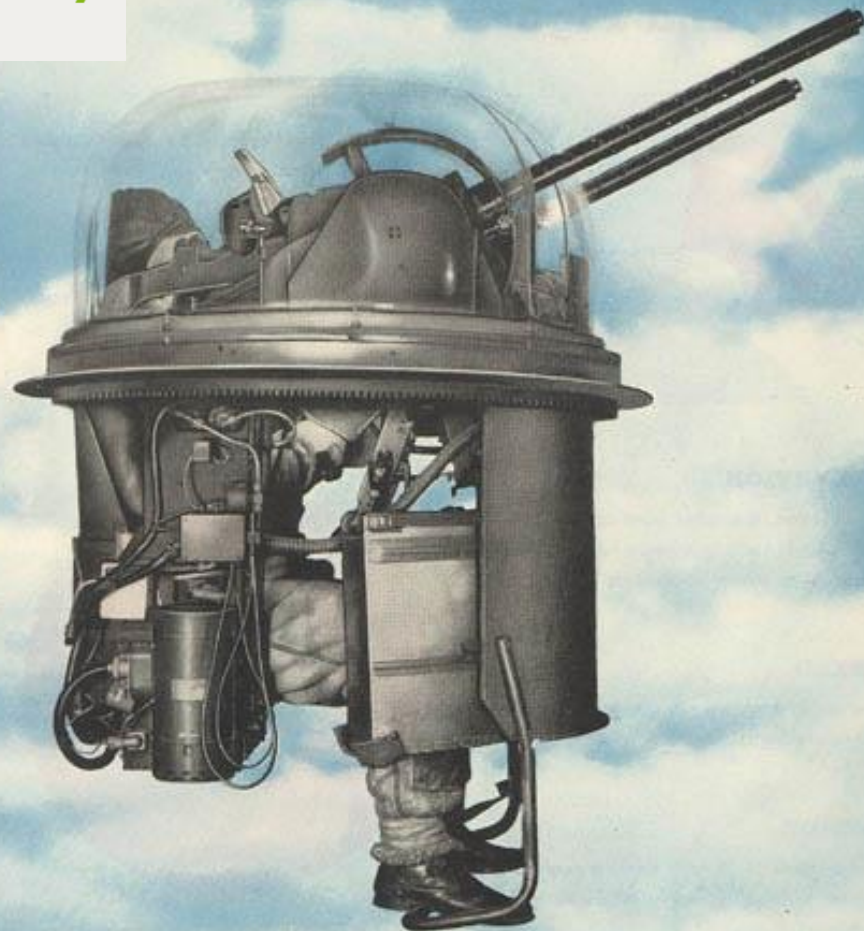
MARTIN UPPER TURRET TEXTBOOK

THE MARTIN UPPER TURRET

MODELS

A-3, A-3-A, A-3-B, A-3-C, A-11

AAF TYPE DESIGNATION	MANUFACTURER'S MODEL No.	AIRPLANES USED ON
A-3-2	250CE-2	B-26-A
A-3-3	250CE-3	B-24
A-3A-2A	250CE-2A	B-26B
A-3A-6	250CE-6	B-26B1
A-3B-2A	250CE-3A	B-24
A-3C-4	250CE-4	B-26B1, B-26C
A-3C-5	250CE-5	B-24
A-3C-7	250CE-7	B-37
A-11-8A	250CE-8A	187B2
A-11-8	250CE-8	187B2, A-30A
A-11-10	250CE-10	A-20G



The Martin Electric Upper Deck

MARTIN 250CE-7 through 21

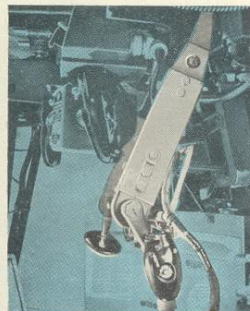
The Martin Electric is one of the most widely used of all turrets. It is designed for quick action and easy operation. It has no gadgets. Everything is made for action and placed where it is needed when the chips are down.

The
**MARTIN
UPPER TURRET**

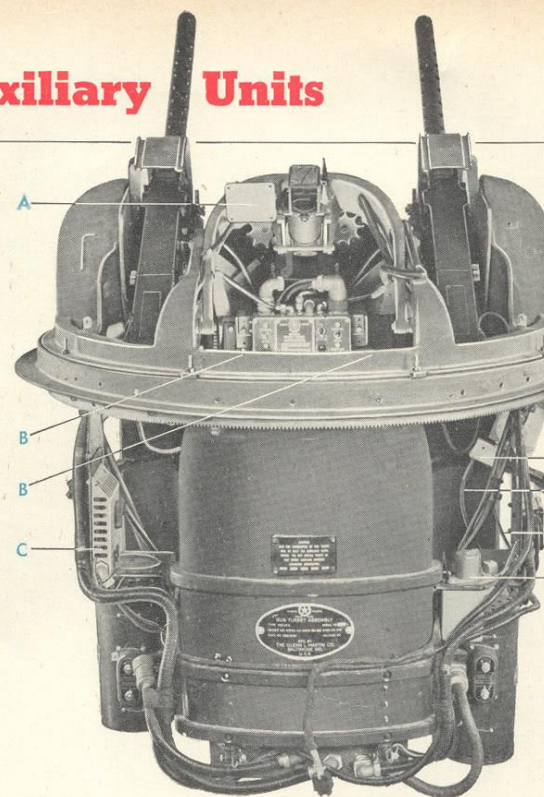
Models. Some of them are improvements over old models, like a new auto-
er than last year's. Some are simply designed for different kinds of
e, the model which goes on the PV-1 is not quite the same as the one
you can operate one Martin, you can operate them all.

Using the Auxiliary Units

- A Gun camera bracket
- B Elevation and azimuth hand cranks
(Below Control Unit)



- C Heated suit unit
- D Interphone jackbox and jacks
- E Oxygen regulator and gage
(On some turrets regulator is below
control unit, gage on left side)
- F Trouble light



You will find a demand type regulator for the oxygen system on your right arm rest—or, in a few Martin turrets, just below the control unit. The oxygen flow and pressure gage is on the left or right, just off your shoulder.

The source of oxygen supply depends on the plane. In the B-24 the supply is contained in two bottles bolted to the bottom of the seat. In the B-26 the supply comes from the plane's central tanks by tubing which enters a swivel joint in the floor below your turret.

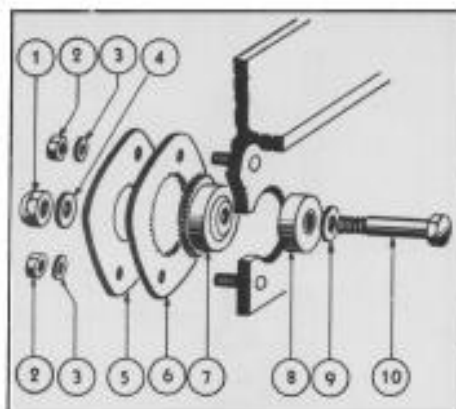
In all Martins the heated suit plug-in is above the left arm rest. The interphone jack box is to the right and forward of your right elbow. The trouble light is at the back of the right arm rest, and the gun camera bracket is just to the left of the sight.

Hand cranks for manual operation in emer-

gencies will be found below and behind the control handles: the right crank for azimuth movement, the left crank for elevation. A larger switch in the handle of the right crank fires both guns. (Some late models have a firing pedal mounted on the left side of the footrest.)

To change to the manual system: 1) Shut off turret's master power switch. 2) Engage the crank handle by pulling it from its catch. Hold on to the azimuth handle while disengaging the azimuth power clutch, then to the elevation handle while disengaging the elevation power clutch.

Before going back to power operation, be sure the cranks are disengaged and hooked up on their catches. If you leave them engaged they will whirl around and may break your



- 1 Nut
- 2 Washer
- 3 Washer
- 4 Nut
- 5 Block—Bearing
- 6 Bearing
- 7 Bolt

Figure 137—Down Roller

by spinning or rotating by hand. Replace any roller showing excessive play or any degree of binding.

5. Examine the index plate and the eccentric cog on the bearing block for damaged or worn cogs. Replace where necessary.

(4) REASSEMBLY.

(a) Start the roller, KP4R16-2, on the AN-4-15A bolt by gently tapping with a small hammer. With a short length of metal tubing that snugly fits the bolt, tap the roller into place.

CAUTION

Start the roller squarely on the bolt, and do not strike the outer ring or retainer.

(b) Place one AN960-416L washer on top of the roller, and then place the 266771 bearing block on the bolt. Tighten an AN364-428 nut over one AN960D416 washer.

(5) REINSTALLATION.

(a) Attach each adjustable 266859 up roller assembly to the two studs on the inner side of the turntable at the up roller locations, with one AN960D416 washer and one AN364-428 nut on each stud, over the 266859 roller, and 266842 retaining plate. Rollers so they touch the "high" spot when revolved. They can be adjusted by the two nuts holding the retaining plate, allowing the plate to be repositioned by the small exposed cog wheel

and turn, not over one cog at a time, until the desired adjustment is obtained. Adjust up rollers so that inner casting and outer ring are parallel in horizontal plane and .002 to .004 vertical play exists. Lubricate bearing surfaces with graphite grease.

aa. DOWN ROLLERS. (See figure 137.)

(1) REMOVAL FROM TURRET.—Remove the two nuts over the retaining studs at each down roller location, and remove the down roller assembly.

(2) DISASSEMBLY.

(a) Remove the nut and washer from the roller bolt and slide off the bearing block and roller.

(b) Use special care when removing the roller from the bolt, since no pressure should be applied to the outer ring of the roller. A suitable bearing puller should be used.

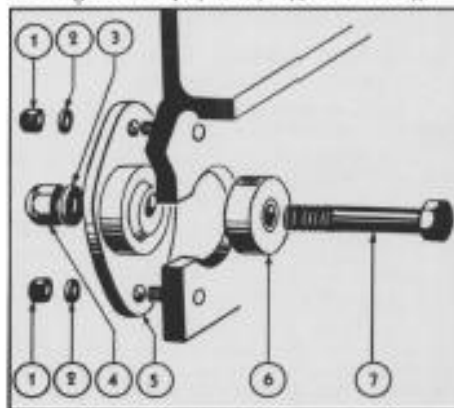
(3) CLEANING, INSPECTION, AND REPAIR.

(a) CLEANING.—With a clean cloth remove all accumulated dirt from the component parts of the roller assembly.

(b) INSPECTION AND REPAIR.

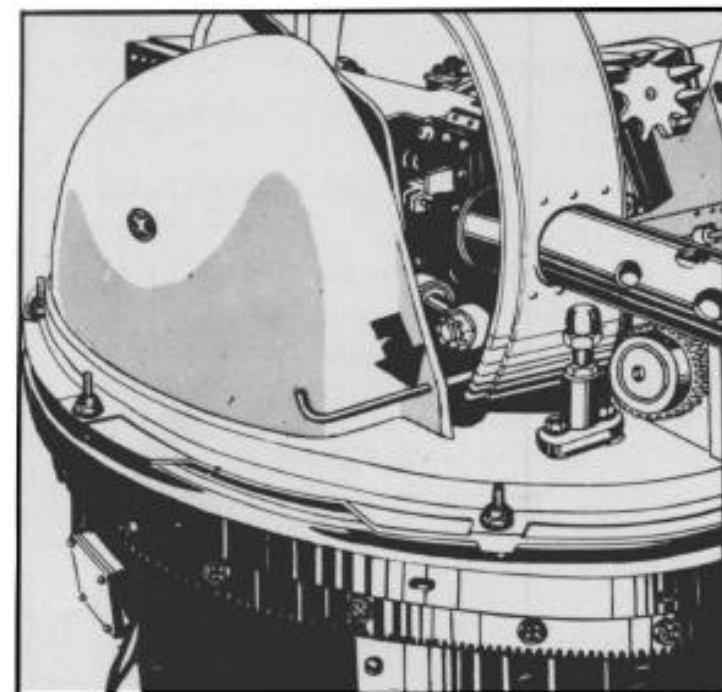
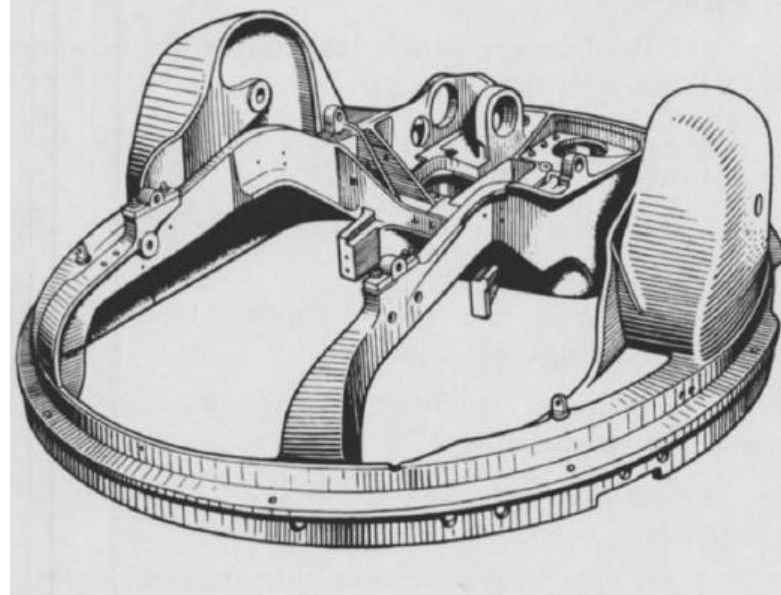
1. Check the bolt for proper size, straightness and freedom from burrs or rough spots. Replace any worn bolts as the roller seat on the shaft must be absolutely round, not tapered or oval.

2. The rollers may be checked for condition by spinning or rotating by hand. Replace any roller showing excessive play or any degree of binding.



- 1 Nut
- 2 Nut
- 3 Washer
- 4 Washer
- 5 Plate—Retaining
- 6 Collar—Indexing
- 7 Block—Bearing
- 8 Roller
- 9 Washer
- 10 Bolt
- 11 Washer

Figure 138—Up Roller



EQUIPMENT—ELECTRICAL AND OXYGEN

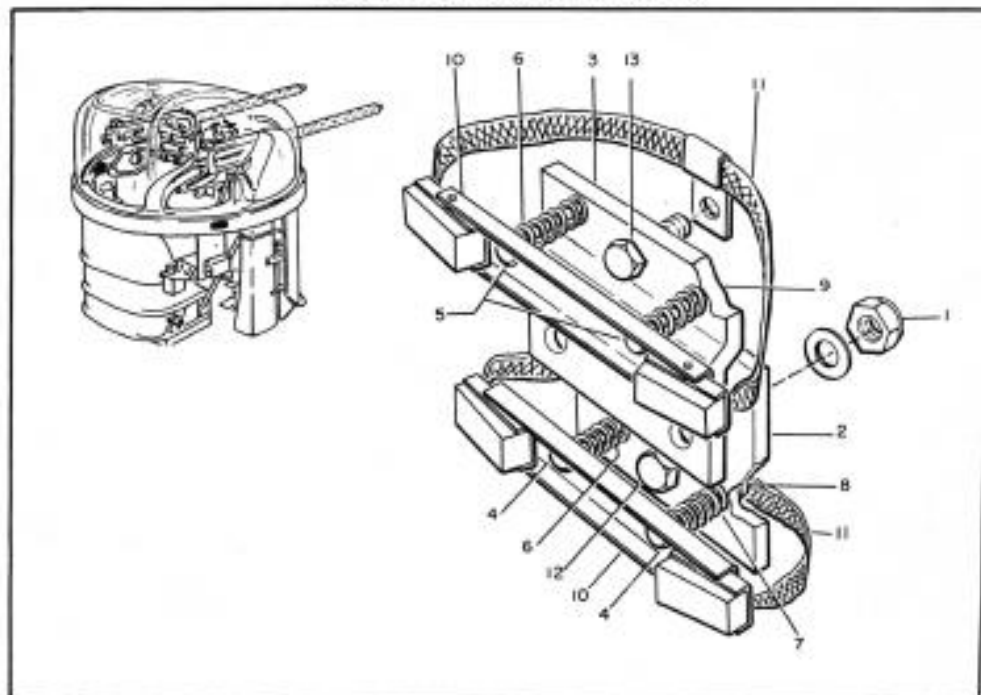
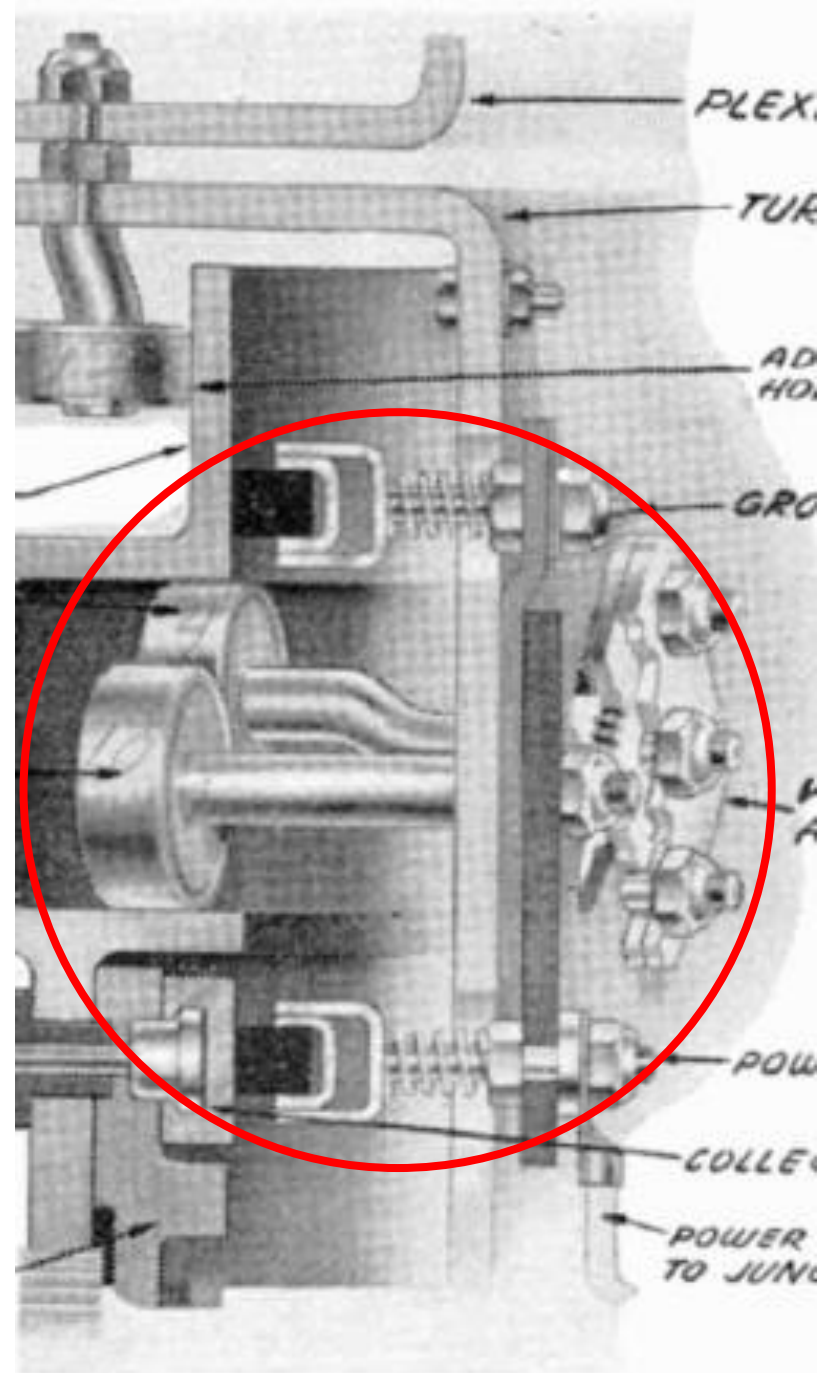


Figure 29. Power Brush Assembly

FIG. & INDEX NO.	PART NO.	DESCRIPTION	UNITS PER ASST.	USABLE ON CODE
		1 3 3 4 5 6 7		
29-	250C2182	BRUSH ASSY. Power (See figure 29 for NHA)	3	5
-3	80144051	BRUSH ASSY. Power (See figure 29 for NHA)	2	5
	250C2183	BRUSH ASSY. Ground (See figure 29 for NHA)	2	5
	80144052	BRUSH ASSY. Ground (See figure 29 for NHA)	2	5
-1	AN900-428	ATTACHING PARTS		
	AN900-418	NUT	4	5
		WASHER	4	5
-2	250C2184	1. SUPPORT, Brush mechanism	1	5
-3	250C2185	2. STUD, Brush mechanism	1	5
-4	250C2186	3. STUD, Brush mechanism	1	5
-5	250C2187	4. SPRING, Brush mechanism	2	5
-6	AN900-4	5. WASHER, Brush mechanism	3	5
-7	AN900-4	6. WASHER, Brush mechanism	3	5
-8	250C2188	7. BRIDGE, Brush mechanism	2	5
-9	250C2189	8. BRUSH ASSY.	2	5
-10	250C2190	9. BRUSH ASSY.	2	5
-11	80144053	ATTACHING PARTS		
	250C2191	1. BOLT	3	5
	AN900-418	2. WASHER	3	5
	AN900-418	3. NUT	3	5
	AN900-418	4. BOLT	1	5
	AN900-418	5. NUT	1	5





The
MARTIN
UPPER TURRET

Aircraft research MACR results

B 26 42-95763



14:29 del 29.1.44

1 Mile off Ladispoli



Ladispoli

Riserva Nat
Statale L
Romana

A90

SS4

Roma

SS1

Tivoli

E45

E80

A1

E821

Frascati

Palestrina

SS215

SS600

Albano

Laziale

Velletri

Pomezia

Cori

SR207

Ardea

Anrilia

SS7

LIDO DEI PINI - ANZIO

41'53 N 12'35 E



B 26 41-34922



14:45 del 29.1.44

41'30 N 11'05 E



B 24 42-78193



11:45 del 19.5.1944

41'25 N 12'35 E0



Anzio

Latina



M.A.C.R. 5442

B 24 42-78193



11:45 del 19.5.1944

41'25 N 12'35 E0

Classification changed to **RESTRICTED** by F. M. MOENCH, Capt., AG Date MAR 15 1948 ~~CONFIDENTIAL~~ 88-17

HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

- ORGANIZATION: Location San Giovanni Air Base Command or AF 15th
Group 434th Bomb Gp (H) Squadron 737th Bomb Gp (H)
- SPECIFY: Point of Departure San Giovanni Air Base Course 2950
Target Genoa, Italy Type of Mission Bombing
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Weather Good, Visibility 20 miles.
- GIVE: (a) Date 5-19-44 Time 1145 Location 41°25'N 12°35'E
of last known whereabouts of missing aircraft.
(b) Specify whether: ☒ Last Sighted ☐ Last Contacted by Radio
☐ Searched from ☐ Seen to Crash; or
☐ Information not available.
- AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
☐ Enemy Aircraft ☐ Enemy Anti-Aircraft ☒ Other Circumstances as follows: Unknown
- AIRCRAFT: Type, Model & Series B-24H AF Serial No 42-78193
- ENGINES: Type, Model & Series R-1830-43 AF Serial No (a) 42-89832
(b) 42-89845 (c) BP-426309 (d) BP-426007
- INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) Information not available.
(b)
(c)
(d)
(e)
- PERSONNEL LISTED BELOW REPORTED AS: ☒ Battle Casualty ☐ Non-Battle Cas.
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

	NAME IN FULL	RANK	SERIAL NO	NEXT OF KIN, RELATION- SHIP AND ADDRESS
RTD 1.	PILOT STROM, Kenneth W.	2nd Lt	0691422	Strom, Gustave W., QTD Father, 315 E. 69th St., Chicago, Ill.
K/A 2.	CP SWEETLAND, John A.	2nd Lt	0691423	Sweetland, L.O., Father, 43 Delray Rd., Rochester, N.Y.
K/A 3.	NAV HAASE, Rudolph P.	2nd Lt	0703988	Haase, Paul G., Father, 114 Joy St., Newark, N.J.
RTD 4.	BOMB ARMSTRONG, William M.	2nd Lt	0688294	Armstrong, Carmen, Mother, 620 Jones St., San Francisco,
K/A 5.	ENG BROUILLETTE, Norman H.	T/Sgt	11110921	Brouillette, Albertin, Mother, 390 E. School St., Woonsocket,
EVS 6.	RO RICH, Robert D.	T/Sgt	38388409	Rich, Annie, Mother, Simsboro, La.
RTD 7.	ARG CARPENTER, Millard	S/Sgt	35739722	Carpenter, Iza, Mother Diana, W. Va. PO Box #5
K/A 8.	ARG HAZEL, William C. Jr.	S/Sgt	33452672	Hazel, Marion, Mother 4550 McArthur Blvd. Washington, D.C.

~~CONFIDENTIAL~~

M.A.C.R. 5442

B 24 42-78193



11:45 del 19.5.1944

41'25 N 12'35 E0

CONFIDENTIAL

RTD 9. AAG SMITH, George O. ✓ S/Sgt 35527273, Smith, Frank W.
Father, 4709 Pershing Ave., Cleveland, Oh

RTD 10. AG BENTLEY, Temple V. Jr. S/Sgt 1218867 Bentley, Temple V. ATD
Father, 23 N. Columbus Ave., Mt. Vernon,
N.Y.

11. _____

12. _____

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-
CRAFT AND CHECK APPROPRIATE (only one) () TO INDICATE BASIS FOR SAME:
Collected Last Saw
NAME IN FULL NAME SERIAL NO By Radio Sighted Crash Forced Landing

1. Smith, Kenneth C. 2nd Lt. 9749340. X

2. No other witness available

3. _____

4. _____

5. _____

6. _____

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
() Parachutes were used () Persons seen walking away from scene of crash
() Any other reason (Specify) No information available

13. ATTACH, AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART,
OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

14. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH,
FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

15. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF
SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN
CHARGE HERE: (if no search, so state giving reason) No search by this
organization, aircraft last sighted over enemy territory.

Date of this Report: 22 May 1944

Robert L. Sullivan
ROBERT L. SULLIVAN,
1st Lt., Air Corps,
Adjutant.

Incls:
Incl 1 -
Incl 2 -

RECEIVED

CONFIDENTIAL

M.A.C.R. 5442

B 24 42-78193



11:45 del 19.5.1944

41'25 N 12'35 E0

US CONFIDENTIAL Equals British CONFIDENTIAL

HEADQUARTERS
737TH BOMBARDMENT SQUADRON (H) AAF
454TH BOMBARDMENT GROUP (H) AAF
APO 520 US ARMY

360.33 23 May 1944

SUBJECT: Missing Air Crew Report.

TO : Commanding Officer, 454th Bombardment Group (H) AAF, APO 520, U. S. Army.

1. Transmitted herewith Missing Air Crew Report on Lt Kenneth W. Strom and crew, Missing In Action over Anzio, since May 19, 1944.

2. Battle Casualty Report was sent May 22, 1944.

For the Commanding Officer:

1 Incl:
Incl 1-MAC, Lt Kenneth W. Strom & Crew missing in action since 19 May 1944. W/2 Incl (Sext.)

ROBERT L. SULLIVAN
1st Lt., Air Corps,
Adjutant.

360.33 1st Ind. A/CEG/ljp.
HQ. 454TH BOMB GP (H) AAF, APO 520, U. S. Army, 24 May 1944.

TO: Commanding General, 304th Bomb Wing (HW), APO 520, U. S. Army.

1. Attention is invited to basic communication.

2. Battle Casualty Report forwarded your headquarters 22 May 1944.

3. Missing Air Crew Report submitted in accordance with Matouza Circular No 10, dd 24 January 1944.

For the Commanding Officer:

CHARLES E. COX III, JR.
Major, Air Corps,
Adjutant.

1 Incls:
MAC Rpt Lt Strom and Crew
MIA since 19 May 44, w/2 Incl (Sext)

US-CONFIDENTIAL Equals British CONFIDENTIAL

M.A.C.R. 5442

B 24 42-78193



11:45 del 19.5.1944

41'25 N 12'35 E0

Rapporto dei testimoni oculari

US CONFIDENTIAL EQUALS BRITISH CONFIDENTIAL

HEADQUARTERS
737TH BOMBARDMENT SQUADRON (H), AAF
454TH BOMBARDMENT GROUP (H), AAF
APO #520 US ARMY

22 May 1944

S T A T E M E N T

I last saw airplane number 42-78193 about 1145 near the beachhead. He has his number three (#3) engine feathered and he fell back from the formation very rapidly. I did not notice anything else wrong with the plane.

Kenneth C. Smith
KENNETH C. SMITH,
2nd Lt., Air Corps,
O-749340.

Incl 1

~~US CONFIDENTIAL EQUALS BRITISH CONFIDENTIAL~~

M.A.C.R. 5442

B 24 42-78193



11:45 del 19.5.1944

41'25 N 12'35 E0

US CONFIDENTIAL EQUALS BRITISH CONFIDENTIAL

HEADQUARTERS
737TH BOMBARDMENT SQUADRON (H), AAF
454TH BOMBARDMENT GROUP (H), AAF
APO #520 US ARMY

22 May 1944

S T A T E M E N T

I last saw airplane number 42-78193 about 1145 near the beachhead. He has his number three (#3) engine feathered and he fell back from the formation very rapidly. I did not notice anything else wrong with the plane.

Kenneth C. Smith
KENNETH C. SMITH,
2nd Lt., Air Corps,
O-749340.

~~US CONFIDENTIAL EQUALS BRITISH CONFIDENTIAL~~

Incl 1

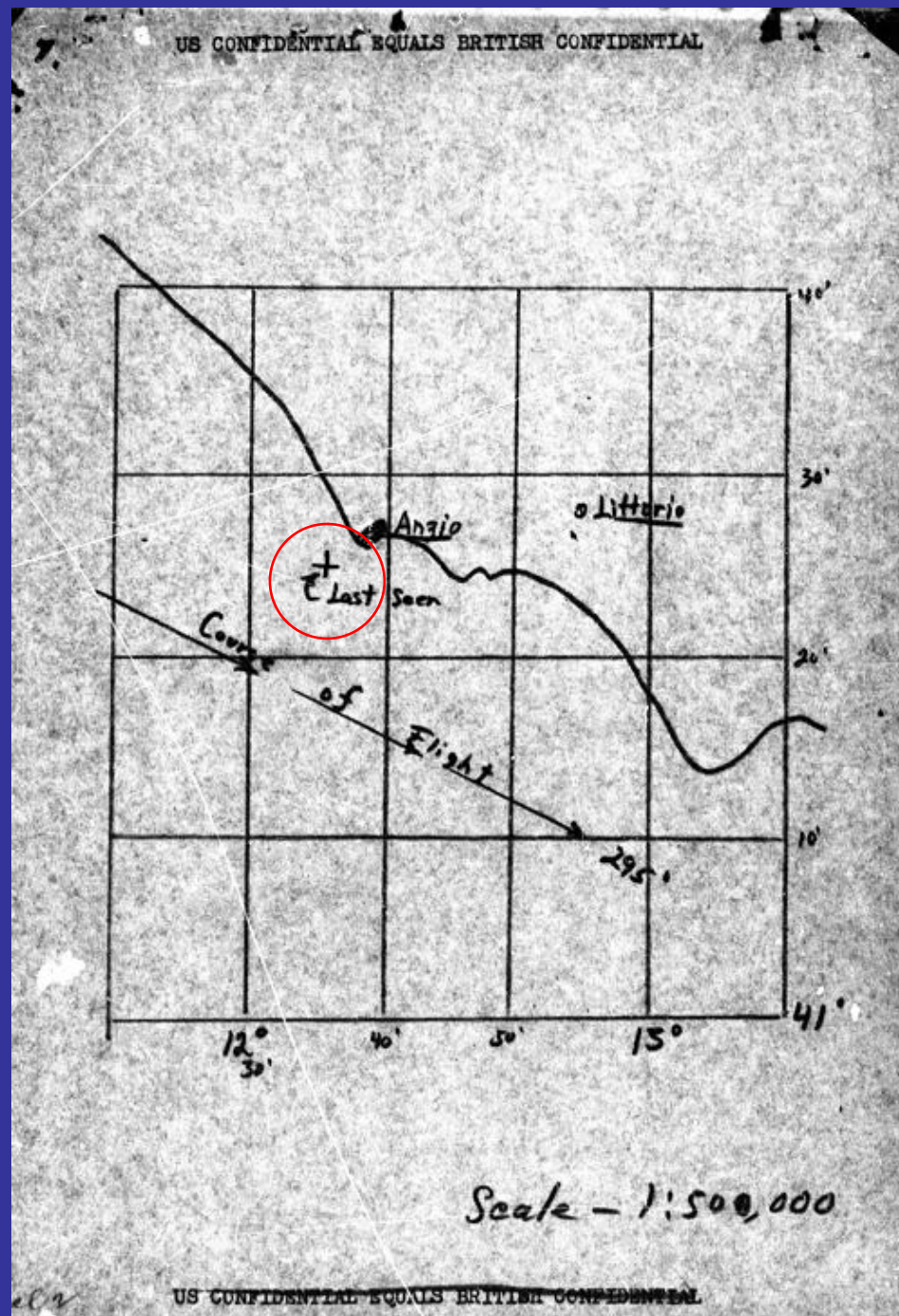
M.A.C.R. 5442

B 24 42-78193



11:45 del 19.5.1944

41'25 N 12'35 E0



S.Giovanni - Cerignola airbase - 454^o BG



**454TH BOMBARDMENT GROUP
HEADQUARTERS**

B-24 42-78193 Crew

MACR 5442

		NAME IN FULL
	CREW POSITION	(Last Name First)
RTD 1.	PILOT	STROM, Kenneth W. ✓
KIA 2.	CP	SWEETLAND, John A. ✓
KIA 3.	NAV	HAASE, Rudolph P. ✓
RTD 4.	BOMB	ARMSTRONG, William M. ✓
KIA 5.	ENG	BRJUILLETTE, Norman ✓
EUS 6.	RO	RICH, Robert D. ✓
RTD 7.	AEG	CARPENTER, Millard ✓ (n
KIA 8.	AEG	HAZEL, William C. Jr. ✓
RTD 9.	AAG	SMITH, George O. ✓
RTD 10.	AG	BENTLEY, Temple V. Jr. ✓



RTD

Return to duty

KIA

Killed in action

EUS

Evacuated in US

454^o BG 737^o Sqd . B-24 42-78193 Crew



Lt William Monson 'Bill' Armstrong

454^o BG 737^o Sqd . B-24 42-78193 Crew

On May 19, 1944, Bill's B-24 (42-78193) was shot down on a mission out of San Giovanni Air Base to hit a partially sunken Heavy Cruiser in the harbor of Genoa, Italy. The plane with crew was reported missing in action, and next of kin were informed. This was Bill's 25th mission. The B-24 was badly shot-up by 88mm flak and JU-88's. With all the engines out, all the controls out except the elevators, and the bomb bay doors stuck in the open position, they had to "fly it" into the water to avoid a stall. The B-24 broke-up on impact. The main wing and forward fuselage remained intact and afloat, with the nose section pointed up toward the sky. Six men initially surfaced from the crash. All were injured. One, a distance from the others, was holding fast to the wing. He went down still holding on to the wing when the forward section sank. All but one of the remaining aircrew were able to inflate and board a ten man life raft. One man (believed to be the Co-Pilot) was only able to hang-on to the raft due to his injuries. As they tried to bring him aboard there was an explosion - thought to be a 20mm shell. The raft was suddenly full of holes. That man went down with the raft when it sank, the rest were all back into the water. After approximately four hours clinging to a "walk around" oxygen bottle for flotation, Bill along with the Pilot, Radio Operator and Tail Gunner were spotted by the Pilot of a patrolling P-39 Air Cobra responding to their May Day. He dropped a life raft to them that immediately sank. A British Air/Sea Rescue Supermarine Walrus amphibious biplane was dispatched to pick them up. Once the four were aboard, the aircraft began taking on water and was now too heavy to fly. To save his own aircraft, the Pilot ordered the men back into the water. A British Medical PT boat had arrived in the meantime. A life raft was sent to transfer them over. After two trips with the raft, the surviving crew were taken to safety and much needed care at a British Field Hospital on the island of Ischia. (From interview December 7, 2001)



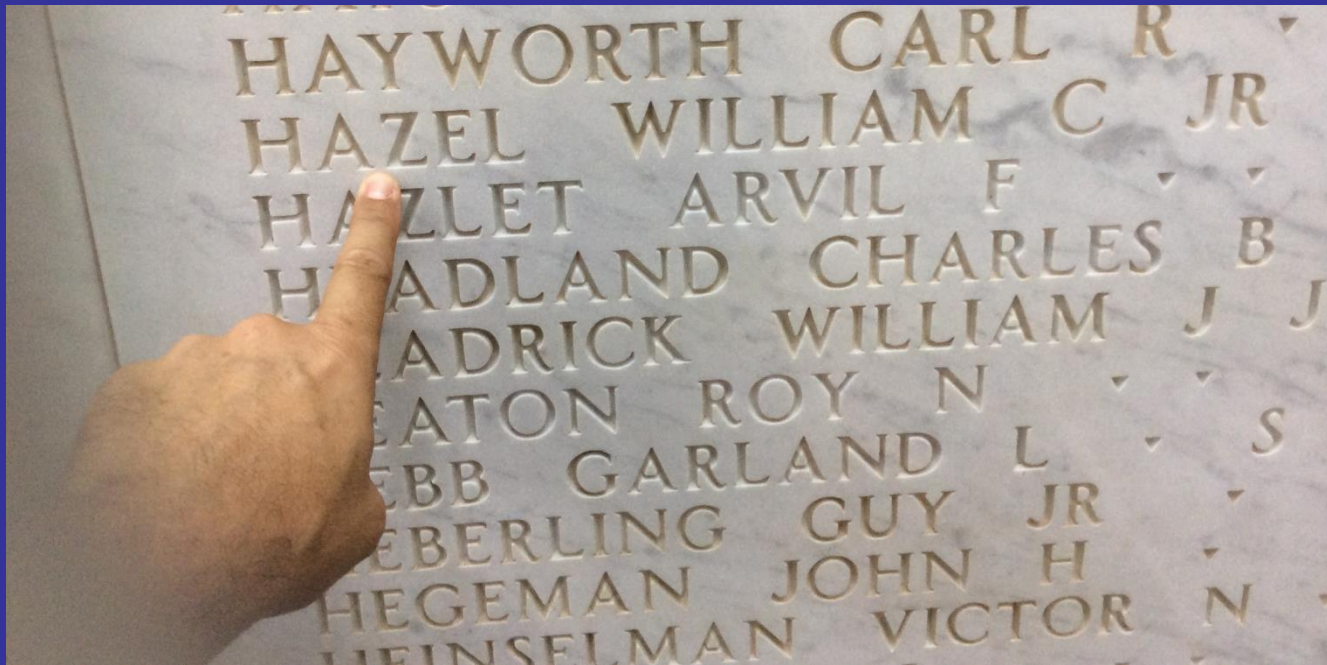
Lt William Monson 'Bill' Armstrong Testimony

Nettuno – American Cemetery and Memorial.



Nettuno – American Cemetery and Memorial.

737 BOMB SQ 454 BOMB GP (H)



Aeg William C. Hazel Jr

Nettuno - American Cemetery and Memorial.

737 BOMB SQ 454 BOMB GP (H)

GUINNESS EDWARD D	S	SGT	83 CML BN	NEW YORK	
GUNN EDWARD F	1 LT	772 BOMB SQ	463 BOMB GP (H)	FLORIDA	
GUSTAFSON CLIFFORD A	S	SGT	419 BOMB SQ	301 BOMB GP (H)	COLO
GUTE IRWIN R	SGT	780 BOMB SQ	465 BOMB GP (H)	IOWA	
GUTSON EDWARD H	2 LT	515 BOMB SQ	376 BOMB GP (H)	MICHIGAN	
GUYDA MICHAEL J JR	2 LT	157 INF	45 DIV	NEW JERSEY	
HAASE RUDOLPH P	2 LT	737 BOMB SQ	454 BOMB GP (H)	N J	
HAFENER JOHN C	SGT	742 BOMB SQ	455 BOMB GP (H)	ILLINOIS	
HAHN ELMER O	PFC	41 FA BN	3 DIV	MINNESOTA	
HAHN HARLAN	PFC	143 INF	36 DIV	PENNSYLVANIA	
HAHN PAUL B	PVT	2 REGT	1 SP SV FORCE	NEW YORK	
HALBAKKEN GILMAN	PFC	30 INF	3 DIV	MINNESOTA	
HALE HAYDEN N	S	SGT	INFANTRY	TEXAS	
HALE OLEN J	PFC	83 CML BN		MISSISSIPPI	
HALL ARVEL H	PFC	83 CML BN		TENNESSEE	
HALL COY	PVT	83 CML BN		MISSISSIPPI	
HALL ZELMER J	PVT	36 ENGR	COMBAT REGT	ILLINOIS	
HALLIGAN TERENCE	1 LT	441 BOMB SQ	320 BOMB GP (M)	NEW YORK	
HALLISEY JOHN I	PVT	141 INF	36 DIV	MASSACHUSETTS	

2 Lt Rudolph Haase

Nettuno - American Cemetery and Memorial.

737 BOMB SQ 454 BOMB GP (H)

BROOKS	CALVIN F	PFC	83	CML BN	PENNSYLVANIA
BROOKS	FREDERICK L	PVT	135	INF 34 DIV	PENNSYLVANIA
BROOKS	HERBERT J	S SGT	827	BOMB SQ 484 BOMB GP (H)	N Y
BROOKS	J C	PVT	39	INF 9 DIV	KENTUCKY
BROSZ	BUDDY D	SGT	740	BOMB SQ 455 BOMB GP (H)	KENTUCKY
BROUILLETTE	NORMAND G	T SGT	737	BOMB SQ 454 BOMB GP (H)	R I
BROUSSEAU	WILLIAM E	SGT	20	BOMB SQ 2 BOMB GP (H)	R I
BROWER	JOHN L	1 LT	317	FTR SQ 325 FTR GP	WEST VIRGINIA
BROWN	ARTHUR J	S SGT	566	SQ 324 AIR SV GP	CALIFORNIA
BROWN	BERNARD F	2 LT	157	INF 45 DIV	CONNECTICUT
BROWN	CLARENCE L	SGT	1	REGT 1 ARMD DIV	WEST VIRGINIA
BROWN	JOHN H	S SGT	429	BOMB SQ 2 BOMB GP (H)	DELAWARE
BROWN	JOSEPH F	SGT	41	INF 2 ARMD DIV	GEORGIA
BROWN	PARKER T	2 LT	763	BOMB SQ 460 BOMB GP (H)	MAINE
BROWN	WALTER L	S SGT	67	BOMB SQ 44 BOMB GP (H)	TEXAS
BROWN	WENDELL D	PFC	157	INF 45 DIV	OHIO
BROWN	WILLIAM S	1 LT	314	FTR SQ 324 FTR GP	NEW YORK
BROWNE	FREDERICK W	2 LT	48	FTR SQ 14 FTR GP	MASSACHUSETTS
BROWNE	ROBERT M	PVT	180	INF 45 DIV	MARYLAND
BRULEY	HOLLAND J	PFC	33	FA BN 1 DIV	VERMONT
BRUMMITT	THORNTLEN F	PFC	180	INF 45 DIV	COLORADO

T Sgt Normand Brouillette

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737 BOMB SQ 454 BOMB GP (H)

SWAIN ROBERT H	SGT	760 BOMB SQ	376 BOMB GP (H)	ILLINOIS
SWASKI FRANK A	PVT	725 BOMB SQ	460 BOMB GP (H)	KANSAS
SWEETING GEORGE R	2 LT	514 BOMB SQ	83 CML BN	KANSAS
SWEETLAND JOHN A	2 LT	716 BOMB SQ	376 BOMB GP (H)	OREGON
SWETISH RUDOLPH	S SGT	737 BOMB SQ	449 BOMB GP (H)	OREGON
SWETLAND GEORGE L	PFC	437 BOMB SQ	83 CML BN	OHIO
SWIFT JAMES L	CPL	83 CML BN	454 BOMB GP (H)	MARYLAND
SWIFT OTIS B	S SGT	515 BOMB SQ	319 BOMB GP (M)	MONTANA
SZABO ALEX J JR	PFC	83 CML BN	376 BOMB GP (H)	OREGON
SZABO STEVE E	S SGT	429 BOMB SQ	1 REGT 1 ARMD DIV	OREGON
TALCOTT HAROLD R	FLT O	380 BOMB SQ	2 BOMB GP (H)	OREGON
TALLENT CLYDE	PFC	179 INF 45 DIV	310 BOMB GP (H)	OREGON
TALLEY CHESTER C	S SGT	440 BOMB SQ	319 BOMB GP (H)	OREGON
TALLEY FLOYD W	T SGT	438 BOMB SQ	319 BOMB GP (H)	OREGON
TAMBURRI DOMENICK J	CPL	157 INF 45 DIV	319 BOMB GP (H)	OREGON
TARR JACK L	2 LT	48 FTR SQ	14 FTR GP	OREGON
TARVER JOSEPH T	PVT	168 INF 34 DIV	319 BOMB GP (H)	OREGON
TAYLOR ARTHUR	1 LT	775 BOMB SQ	463 BOMB GP (H)	OREGON

2 Lt John Sweetland



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1941 1945
IN
PROUD REMEMBRANCE
OF THE ACHIEVEMENTS
OF HER SONS
AND IN HUMBLE TRIBUTE
TO THEIR SACRIFICES
THIS MEMORIAL
HAS BEEN ERECTED BY THE
UNITED STATES OF AMERICA