

What length were the Tour of Duty and number of crew?

For those who had completed 15 missions, a sliding scale applied for the five additional missions. The nearer to 25, the fewer extra missions were required. Prior to 07 June 1944 - Original Crews - 10 Crewmen

Tail Turret Gunner 07 June 1944 Crews - 9 Crewmen

One of the two Waist Gunners removed from crews. It was a gradual adjustment of about two weeks.

23 February 1945 Crews - 8 Crewmen - Remaining Waist Gunner removed from crews

Number of Leads	Number of Deputy Leads	Mission Reduction	Required Missions
2	4	none	35
3	6	1	34
4	8	2	33
5	10	3	32
6	12	4	31
7	14	5	30

Prior to 01 Apr 1944	25 Missions			
01 Apr to 06 Jun 1944	30 Missions (A)	200 hours		
After 06 Jun 1944	35 Missions (B)	300 hours	200 hours	500 hours

The Resistance

Allied Airmen who successfully crash-landed their B-17, or parachuted to safety, in Northern Europe had only one chance of avoiding capture. Resistance movements during World War II occurred in every occupied country by a variety of means, ranging from non-cooperation, disinformation and propaganda, to hiding crashed pilots and even to outright warfare and the recapturing of towns. In many countries, resistance movements were sometimes also referred to as **The Underground**. Most of these courageous partisans worked closely with American and British Intelligence. The 'Comet Line', independent of other countries, stretched 1,200 miles from Brussels to Gibraltar, and was most successful until D-Day. Preparing for the Normandy Invasion made it almost impossible to smuggle the airmen out, so they were hidden in farm houses and forests. Many of the 452nd BG airmen were returned (RTN) to Deopham Green, taking weeks and even months of harrowing experiences. The brave resistance men, women and children risked their lives daily, and when discovered were shot by

the Nazis.

Prisoners of War in Germany

There were around 1,000 Prisoner-of-War camps in Germany during World War II

Kriegsgefangenenlager (KGFL, "Prisoner of war camps") were divided into:

- *Mannschafslager* ("Enlisted Men's Camp") for private soldiers and NCOs.
- *Offizierslager* ("Officer Camp") for commissioned officers.
- *Internierungslager* ("Internment Camp") for civilians of enemy states.
- *Lazarett*, military hospital for POWs.

Dulag or Durchgangslager (transit camp) – These camps served as a collection point for POWs prior to reassignment. These camps were intelligence collection centers.

Dulag Luft or Durchgangslager der Luftwaffe (transit camp of the Luftwaffe) – These were transit camps for Airforce POWs. The main Dulag Luft camp at Frankfurt was the principal collecting point for intelligence derived from Allied POW interrogation.

Oflag or Offizier-Lager ("Officer camp") – These were POW camps for officers. Stalag

or Stammlager ("Base camp") – These were enlisted personnel POW camps.

Stalag Luft or Luftwaffe-Stammlager ("Luftwaffe base camp") – These were POW camps administered by the German Air Force for Allied aircrews

Germany was a signatory at the Third Geneva Convention, which established the provisions relative to the treatment of Prisoners of War.

When the Germans realized they would be defeated, they marched many of the POW's for hundreds of miles thinking these evasion tactics would work. Many died along the way. Many Jewish airmen wore fake dog tags as they knew their fate if captured.

THE FORMIDABLE B-17 FLYINGFORTRESS

By the time the definitive B-17G appeared, the number of guns had been increased from seven to thirteen, the designs of the gun stations were finalized, and other adjustments were completed. The B-17G was the final version of the Flying Fortress, incorporating all changes made to its predecessor, the B-17F adopting the remotely operated "chin turret" for forward defense from the YB-40 "gunship" version, and in total 8,680 were built, the last one (by Lockheed) on 28 July 1949. Many B-17Gs were converted for other missions such as cargo hauling, engine testing and reconnaissance. Initially designated SB-17G, a number of B-17Gs were also converted for search-and-rescue duties, later to be re-designated B-17H.

Late in World War II, at least 25 B-17s were fitted with radio controls and television cameras, loaded with 20,000 lb (9,100 kg) of high-explosives and dubbed BQ-7 "Aphrodite missiles" for Operation Aphrodite. The operation, which involved remotely flying Aphrodite drones onto their targets by accompanying CQ-17 "mothership" control aircraft, was approved on 26 June 1944, and assigned to the 388th Bombardment Group (Snetterton), a satellite of RAF Knettishall (96th).

The first four drones were sent to Mimoyecques, the Siracourt V-1 bunker, Watten and

Wizernes on 4 August, causing little damage. The project came to a sudden end with the unexplained mid-air explosion over the Blyth estuary (Suffolk) of a B-24, part of the United States Navy's contribution as "Project Anvil", en route for Heligoland piloted by Lieutenant Joseph P. Kennedy Jr., future U.S. president John F. Kennedy's elder brother. Blast damage was caused over a radius of 5 miles (8.0 km). British authorities were anxious that no similar accidents should again occur, and the Aphrodite project was scrapped in early 1945. The 452nd BG had some involvement in this project.

