

The Scrapbook and the Interview: Two records of a P.O.W. Experience

by Laura Anne Thomas

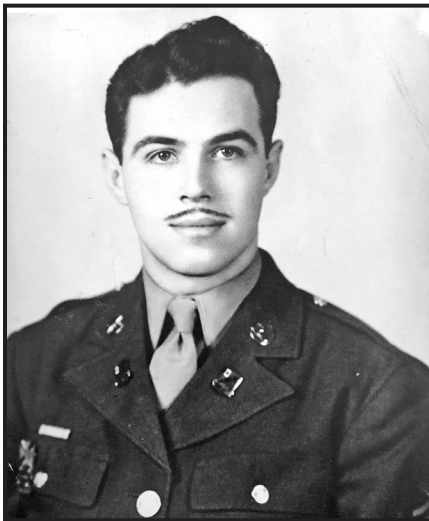
The Final Mission

“1944, yeah. Now October the 13th was a Friday and nobody wanted to fly on Friday the 13th. And we were scheduled to fly. They had us in the airplanes, they had us lined up, they had us taxi around then there were delays. They finally cancelled the mission, and everybody was happy.”

“Well, that night we had a buzz bomb. The first that I’d heard in that area came over and you could hear the thump, thump, thump, thump of the engine. We heard it stop and it hit not too far from the base. Of course, I was under my cot” (laughing).

“So, we weren’t supposed to fly on the 14th and they came and woke us up about 4 o’clock in the morning and told us to get dressed, come down, and we were going to fly. Something happened to a member on another crew and we were going to take their place. Well, when we got out somebody had stolen our bicycles during the night. They were parked outside the hut there. Next thing we got there but didn’t get there in time for the briefing. But they gave us some breakfast, they gave me a handful of maps and sent us out to an airplane. They gave us a place to fly in the formation and the airplane didn’t check out. So, they sent us to another airplane. That airplane checked out, but we took off a little late and we ended up the last plane in the formation. We were the only one shot down in that formation that day in that wing.”¹

In the Army Air Corps



William L. “Bill” Thomas, 1942

All images from the author’s collection
unless noted

On 6 April 1920 at Washington, D.C., William Lois Thomas, “Bill,” was born to William Lois Thomas and Anna Marie Arneson.² His parents, both native Washingtonians, had married on 29 November 1917.³ The elder Thomas was employed as a police officer for the city.⁴ Young Bill attended the D.C. public schools and graduated from Eastern High School in 1939.⁵

In 1937 the National Guard regularly sent recruiters throughout the city looking for young men to enlist. They had searchlights crisscrossing the sky, and the big guns of an anti-aircraft unit were on display. Bill got in line to join. He told the recruiter he was 17 years old and the recruiter said, “well, tell me you’re 18.” At that moment, Bill’s birthdate became 6 April 1919, and he was in.⁶ He remained with the Guard until he joined the United States Army on 24 January 1942.⁷

Bill began his Army Career at Fort Bliss, near El Paso, Texas, then moved on to McChord Field at Tacoma, Washington. His unit was assigned to dig out gun emplacements and build false houses to disguise them. The base had been built on swampy land that had been back filled with rock, and it was hard digging. No one wanted to be digging holes in Washington when a war was going on overseas. A call was made for volunteers for the paratroopers. All the available positions were taken before Bill reached the top of the list. He then volunteered for bomb disposal school and was not accepted there either. “I’m lucky I didn’t get that, but I liked the idea that it paid \$50 a month extra.” Next up was the Aviation Cadet program. Bill passed the exams

and requested to go to navigation school—so the Army Air Corps sent him to pilot school in the San Joaquin Valley in California. He washed out as a pilot and finally was sent to navigation school at Hondo, Texas.⁸

Navigation Training

The need for navigation schools became evident immediately upon the U.S. entry into the war. In fact, the navigator had not been a separate member of a flight crew until 1939.⁹ Hondo is located 40 miles west of San Antonio on US-90 in Medina County. In 1940, the population of the town was about 2,500. In early 1942 Hondo applied to the War Department for a United States Army Air Corps pilot's training facility. The town's citizens guaranteed 400 housing units, the land was flat, open, available for purchase, and the weather was nearly always ideal for flying. Authorization came in March 1942.

The Henry B. Zachry Company of San Antonio won the construction contract with orders to build runways, taxiways, roads, barracks, maintenance and office buildings, hangers, hospitals, cafeterias, and everything needed—at the lowest possible cost, using the cheapest materials available, with an eye toward building everything as a temporary structure sufficient to last only the duration of the War. Three thousand employees worked around the clock, and the base was able to officially open operations after only 89 days of construction on 4 July 1942. The training began in August and there were 5,300 military personnel in place by the end of the year.¹⁰

The navigation course was 18 weeks of grueling studies with so much to learn. Radar was only in its early days, so the older tried and true methods were essential knowledge. Celestial navigation was achieved with a sextant, compass, calculations, and a clear sky which was not always available.¹¹ Pilotage used landmarks and checkpoints to navigate.¹² Finally, dead reckoning makes calculations based on time, airspeed, distance, and direction.¹³

There were 500 hours of classroom training and 100 hours of flight instruction.¹⁴ Frank Ebner Gartz of Chicago, Illinois, attended the school at Hondo, and his time there overlapped with Bill's. In a letter dated 13 April 1944 Gartz wrote to his brother about his schedule that day:¹⁵

"Today was a big day so I'll give you an hour by hour description as it went by.

- Reveille at 0555 and the usual shave and general cleanup; then for the day itself.
- At 0730 we were at the flight line in a small building listening to a lecture about the necessity of oxygen at high altitude; also the use of the chute and the different types. From this we went to the subject of life in a rubber raft. This was a good lecture and was given well.
- Time 1000 – a ten minute break for a smoke, and a short walk to the auditorium, and two movies on high altitude flying.
- Time 1120 and time to eat.
- Next formation was at 1220. We had our pictures taken for our Officers Identification Folder. They do all the conversion work before our course starts so no time will be wasted after we graduate. If we have a leave after graduation we can leave this way within an hour. Well to get back to the picture, it was taken with bars on my collar and I didn't feel any different at all.
- At 1420 we went to cadet supply and drew our navigation equipment. This will really slay you. Here is a list of things we received. All in all the cost is well over \$300.00. We received a swell sextant, an Elgin wristwatch, an Elgin stop watch, 3 different computers, a briefcase full of pencils, triangles, a divider, and a score of books. Besides these instruments we got a bunch of charts, logs, and several different blanks that will be used in future navigation. We took these objects to our classroom and sorted the equipment and checked the amounts missing. I was lucky to have only one book missing.

- At 1530 we went to P.T. and played a little softball (our team won!).
- At 1640 we took our showers and cleaned up for Retreat and evening mess.
- At 1755 we went to Retreat and mess. Then for a break of an hour, and we were ready to go again.
- At 2000 we were due at our class room for an evening military lecture.
- It's now 2130, and I'll have to prepare for bed soon."

Not Training All the Time

After a long week of classes, there was plenty to do for fun and relaxation on base. There was an Officer's Club, a movie theatre, a swimming pool, baseball, basketball, boxing and bowling, a library, a Recorded Concert Series on Sundays (featuring Marion Anderson's performance of Brahms' Alto Rhapsody on 30 January 1944), and chapel, often with a wedding or two on Saturday.¹⁶

Many of the young men would hitch a ride to San Antonio during their free time. There was a myriad of activities available; one of the favorites of the Cadets was going to a dance in hopes of meeting that special someone. Bill met her in February of 1944.¹⁷

Doris Adelene Lindsay was born at San Antonio to Roy Joe Lindsay and Mattie Rawlins on 26 October 1923.¹⁸ Roy worked as a chauffeur for the Beatty Garage, and Mattie was an operator for the Bell Telephone Company.¹⁹ Doris attended the San Antonio Vocational and Technical School (later known as Fox Tech), where she participated in support of the R.O.T.C. program as a "Sponsor," with the rank of Lieutenant Colonel.²⁰ She was a member of the National Honor Society and graduated in 1941.²¹ After graduation Doris was employed as a secretary at the National Bank of Fort Sam Houston.



Doris Lindsay, San Antonio Tech High School, 1941

Things happen quickly during wartime, and Bill and Doris married at the Bexar County Court House on 22 April 1944.²² Their honeymoon was a train ride to California where Bill reported to Muroc Air Base (now Edwards Air Force Base) to get crewed up. Doris then traveled to Alexandria, Virginia, to stay with her new mother-in-law for the duration of the War.²³

Heavy Bomber Action

Bill was assigned to the B-24 Liberator and met his crew to begin their practice flights. The B-24 had many advantages over other existing heavy bombers—it had a longer range, a higher top speed, and it could carry a heavier bomb load. But it was hard to handle and was more likely to succumb to downing by enemy anti-aircraft and fighter planes. It was often called "The Widow Maker" or "The Flying Coffin" because of the horrific statistics on the planes that never returned to their home base.²⁴

The heavy bomber held a ten-man crew, a pilot, a co-pilot, a navigator, a bombardier, a radio operator, an engineer, two waist gunners, a ball turret gunner, and a tail gunner. The gunners had to access their positions by way of a catwalk. The navigator and the engineer had to crawl on hands and knees to their places. On board, the navigator had a desk for his charts and a miniscule seat on which to perch. The B-24 was not pressurized, and at high altitudes it was dangerously cold—down to twenty or thirty degrees below zero. Each crew member was layered with clothing and a heated flight suit that often did not function. They had to use oxygen masks at an altitude above 10,000 feet. Shockingly by today's standards, when in flight they descended enough to remove the masks, many lit a cigarette!²⁵

Meanwhile, at Alexandria Doris obtained a job as a telephone operator for the U.S. Capitol Building at Washington, D.C. She bought a tan leather scrapbook embossed with military airplanes, and she began to document life during the War.

Bill's crew was sent to Hamilton Field at San Francisco in anticipation of serving in the Pacific Theater. In August 1944, the plan changed, and they were off to New Jersey to board the SS *Isle de France* for England. After a five-day crossing, the ship docked in Scotland at the Firth of Forth. Then, Wendling, Norfolk, England, and a Royal Air Force Base was their final destination. They joined the 578th Squadron of the 392nd Bombardment Group of the U.S. Eighth Air Force. The heavy bombing unit was primarily charged with strategic attacks on industrial sites in Germany and occupied Europe.²⁶

The crew flew their first mission with the 578th Squadron on 26 September 1944. The target was the railroad marshalling yard at Hamm at the eastern edge of the Ruhr industrial region of Germany. Thirty planes and crews left Wendling that morning, and 29 of them dropped 360 500 lb. bombs. They all returned safely to Wendling at 1135 hours reporting fair to good results. Four more missions followed to Kassel, Hamburg, Kassel again, then Osnabrück. The objective of each was to do as much damage as possible to an engine factory, an ordinance plant, or an airfield.²⁷



B-24 bomber #42-95195, flown by Bill Thomas and his crew on 14 October 1944

Image used with permission of www.B24.net

On Saturday, 14 October 1944 Bill's aircrew was unexpectedly called on for their sixth mission.²⁸ The nine man crew included 2nd Lieutenant Thomas G. Crenshaw, pilot of Los Angeles, California; 2nd Lieutenant John Paul Jones, co-pilot of Wrens, Georgia; 2nd Lieutenant William L. Thomas, navigator of Washington, DC; Flight Officer William S. Koenig, bombardier of Baltimore, Maryland; Corporal Clarence R. Church, radio operator of San Diego, California;

Corporal Paul R. Rupp, Jr., engineer of McKeesport, Pennsylvania; Corporal John E. Frederick, waist gunner of West Linn, Oregon; Corporal Raymond T. Walton, ball turret gunner of Clinton, Iowa; and Corporal David J. Lawler, tail gunner of Philadelphia, Pennsylvania.²⁹

Their sixth mission was the second day of a three-day bombing campaign at Cologne (Köln), Germany, to destroy the railroad marshalling yard.³⁰ The location was less than a quarter mile from the historic Cologne Cathedral, whose construction began in the year 1248. The huge spires were clearly visible and made for an easy navigation reference mark.³¹

Prisoner of War

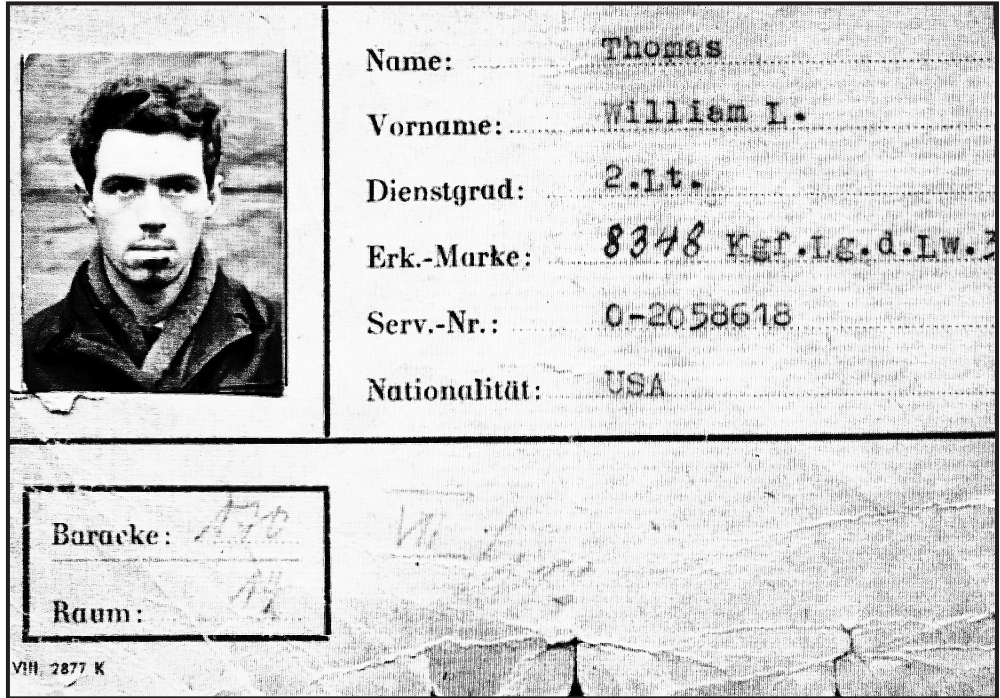
Finally, over the target the bombs were dropped, and all the planes turned toward home. Bill's plane was still the last in the formation, and they were in trouble.

"We got hit by flak from 88 mm guns, artillery. And we had a big hole like a round had gone right through between the number three and number four engine. Had a flap hanging down on that side. It blew out my window, I had one of those bubbles there by my desk. But we were about sixty miles from the friendly lines and at first, we discussed, the pilot discussed trying to make it to safety, to fly that sixty miles. We had a lot of glass columns between where the pilots were and where I was that showed the amount of gas we had in the tanks and all. And they were hit too and there was gasoline throughout the airplane. They were afraid that it would blow, so we all bailed out. The top

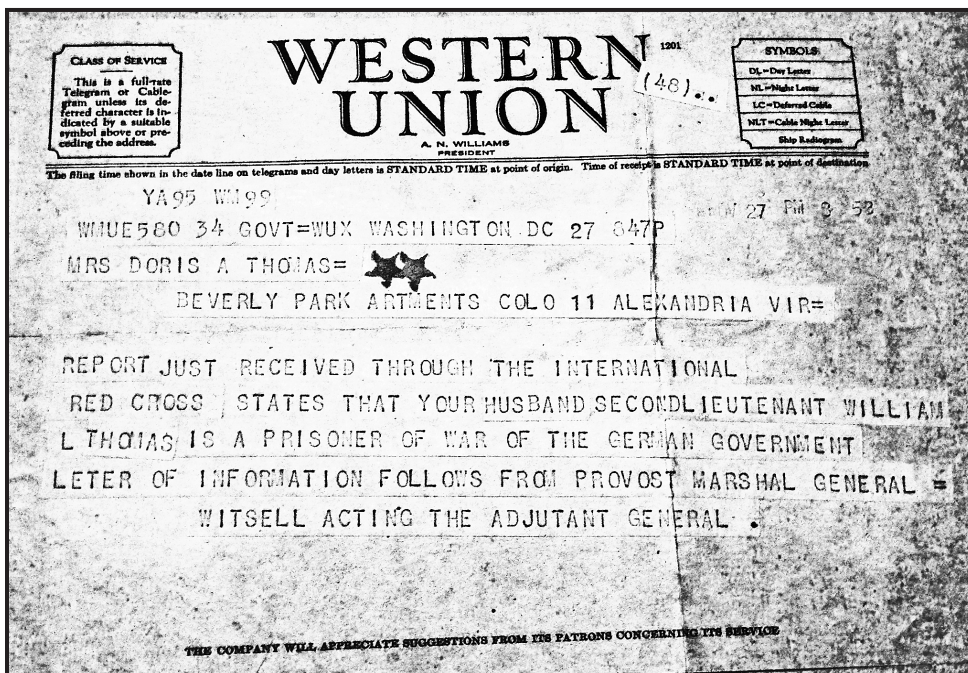
of the clouds was about seven, ten thousand feet. We bailed out somewhere over 20,000 feet and I got frost bite on my hands. I didn't see anybody else. I passed out and I woke up when I was just coming through the clouds. And people down below were shooting at me with pistols. Thank God they didn't have rifles. I landed near an apple orchard and I was immediately surrounded by these people."³²

The capture took place just outside of Uckerath, some thirty miles from Cologne. Bill was held at the jail for three days until he was moved to an interrogation center and finally to a Prisoner of War Camp.³³

In Alexandria, Doris received a telegram from the War Department notifying her that her husband of six months was missing in action.³⁴ On 27 October she received word that 2nd Lieutenant William L. Thomas was a prisoner of war of the German government.³⁵ These messages were dutifully pasted in the scrapbook.³⁶



Prisoner of War Identification Card, 2nd Lt. William Thomas, 1944



Telegram with P.O.W. notice William L. Thomas, 27 Oct. 1944

About 100 miles southeast of Berlin, Zagan, in what is now Poland, was the location of Stalag Luft III. The camp was run by the Luftwaffe to hold captured American and British airmen. Bill arrived cold and hungry, and he remained that way throughout his captivity. All his warm clothing, fur lined boots, and hat had been confiscated at the interrogation center. He was given a uniform and a thin light blue overcoat—items that were completely inadequate for the weather in late October. He finally received some medical

attention for his frostbitten hands which consisted of putting Sulphur powder on the wounds and wrapping them up with an aluminum frame like a small tennis racket.³⁷

The entire crew of Bill's B-24 survived, and while seven were captured on 14 October 1944, Church and Walton were on the run for twelve days.³⁸ All were sent to Stalag Luft III, although the officers and enlisted men were segregated from one another.

The four officers on the flight—Crenshaw, the pilot, Jones, the co-pilot, Koenig, the bombardier, and Bill as navigator—were reunited in quarters with nine other officer prisoners. There were five bunks three high. Their mattresses were body bags filled with straw, and each man had one blanket. "It wasn't that bad," said Bill, except that the cold and their hunger was almost unbearable.³⁹

The cold was so intense that many times the men would huddle two in one cot fully dressed in their clothes and shoes with one man's blanket under them and the other man's blanket over them.

"We never had enough wood to keep warm. We used to use tin cans that some of the food came in to dig. This place was built on what had been a pine forest I guess and real sandy soil. They had cut them down and the roots were still there, and they would let us dig the roots out and use them to burn for fuel."⁴⁰

The lack of food was appalling.

"We got American Red Cross Parcels. There was supposed to be a parcel per man per week. It was nine pounds all together. It included one can of Spam, one can of corned beef, a little tin like six ounces maybe of liver pate (laughs) if you can imagine, two of these chocolate bars, nobody would ever buy them if you were selling them as chocolate, but they did help you. I mean they did have calories. It wasn't much, but we didn't get a full one. We got a half one per week."⁴¹

There were additional items in the parcels including coffee, cookies, some cheese and crackers, powdered milk, and of course cigarettes.⁴² Bill did not smoke, but the tobacco was great currency in bargaining for food.⁴³

"The Germans only gave us potatoes once in a while. We would get a half of a loaf of bread per person per week. One time they came out with some kind of a fish cheese that most of us could hardly eat (laughs). But, they gave us a little bit of something like that that wasn't going to keep or in fact I'm not sure if it had been kept long enough already then. The potatoes when they'd give them to us, they'd just taken them out of the ground and cooked them in water and had sand all over them, you know, and so, we'd pick the skins off and say, 'well, we're not going to eat these.' And then, later we'd eat the skins (laughs). So, it wasn't really substantial."⁴⁴

At this time Germany's own citizens barely had enough to eat, and rations for the prisoners were hardly a consideration. The meager provisions were unacceptable according to the requirements of the Geneva Convention. The Red Cross parcels were often looted by the camp guards or withheld as a punishment. Disruptions to rail and trucking service was a common occurrence because of the Allies strategic bombing raids. Many thousands of parcels just sat at a station.⁴⁵

In her scrapbook, Doris kept a letter from the American Red Cross with instructions on sending packages to prisoners of war, the receipts for parcels she had sent to Bill, and a letter from the American Tobacco Company thanking her for her order of cigarettes for a prisoner. She saved an invitation to a lecture from

several repatriated and escaped prisoners of war, issues of the Congressional Record, a letter from the Switlik Parachute Company notifying her that Bill had been inducted into the "Caterpillar Club" because his life had been spared by a parachute, and a letter from the *Arlington Gazette* asking her for an interview about her husband.⁴⁶

The Long March

On the night of 27 January 1945, the 11,000 prisoners of war at Stalag Luft III were ordered to evacuate to a new camp at Moosburg, Germany, about 400 miles distant. The Russians were quickly advancing, and Hitler wanted to keep the men to use as leverage.⁴⁷

"There was snow on the ground, and we were outside most of the time. We marched and we'd lie down in the snow when we weren't marching. The guards had shepherds along with them on leash and, of course they had weapons and all. Do you know what a corduroy road is? It's where they felled trees and the trees are laid across the road and then they'd fill in with clay. Well, we were stopped by one of these roads and the Germans had horses pulling wagons there. One, it was like a runaway. It was on this corduroy road and it sounded like gunfire (claps hands) from the wheels and so forth. And the Germans, some of them were shooting up in the air and some were hollering 'Comrade!' Crenshaw and I were lying down next to each other and I could feel his legs shaking. This is the most frightened I was on one of these things, you know. It was all over in a short period of time, but it was scary as hell."

"They were moving us to a rail head at Spremburg. From there we took a train. We were going through the town of Kemnitz. We were stopped at one of the railroad stations in Kemnitz when they had a bomb attack there. Then we went to a place near Nuremberg called Fürth. It was much worse than the [camp] before. Some people the lucky ones that got into the barracks first got a cot with a mattress."

"Some people didn't. We didn't. Crenshaw and I ended up with a regular cot. I suppose they are about 39" wide something like that. You know an army cot. It didn't have a mattress and it just had the springs across it that we laid on at night. And it was cold. They had big cooking vessels, very big. We couldn't go out at night so, everybody during the cold would have to urinate, maybe several times a night and those things would overflow by the morning."

"While we were there, they had a British attack on Nuremberg. We were on the railroad yards and we were not allowed to go out of the barracks at the time. We could see the searchlights going up and they'd catch a bomber up there and then you'd see the fighter shoot the bomber down. They put a line of flares between us and the target. The next morning there was a lot of flak. We had these tarpaper roofs. There was a lot of flak on the ground, pieces of flak still hot and had burned into the tarpaper. And I would get up and run to the window and watch a little bit, then I'd decide that wasn't the place to be and I'd run under the bed again (laughs). And that wasn't much help either since it had no mattress. I've read of that attack and fifty some British bombers were shot down, a lot of them before they got to the target. This is one where the Germans were using bombers, JU 88's, as the ones to shoot them down. They had special radar antennas that would pick up the bomber's radars. They would home in from the tail and shoot the bomber down. We could see machine gun fire, you know, the bullets that are lit up to the bomber, then the bomber would catch fire and fall."

"When we left there, we went to Moosburg, which was another POW camp. And we had the choice, I think it was a hundred and some miles. We had the choice of walking or going by rail. We decided to walk, this was toward the end of April and decided to walk because by that time we were shooting up their trains."

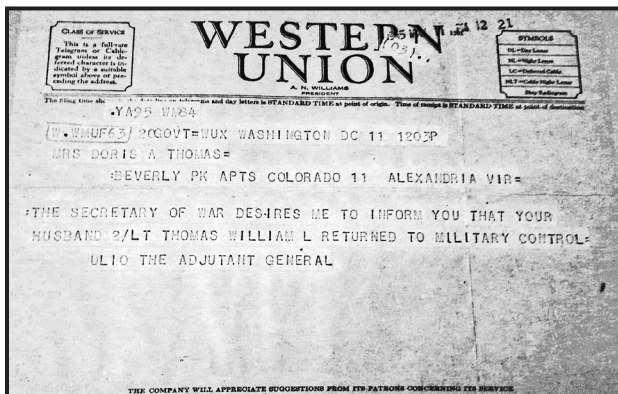
“It took us six days to walk there and it was in the rain. We stayed outdoors a lot of the time. I can remember one time they put us in a soccer field. There were a bunch of old men there with long rifles around the field and there was an American fighter plane strafing not too far away, You could see it, hear machine guns then they’d come around and do it again. So, it was a little scary what would happen, you know.”

“So, anyway we got down to [Moosburg] and Crenshaw and I were sick. All we had there was a lean to and hay to lay on and still more rain.”

Liberation came on 29 April 1945

“When we woke up that morning all the German guards were gone. As I understand it there had been a meeting the night before between high ranking officers of the Americans and the Germans on leaving the place alone. The Americans hadn’t agreed to it because the Germans wanted to be allowed so much time to pull away. Then General Patton came through and riding in his jeep standing up and talking to us. And we, everybody said, “we want food!” And he turns around, (yelling), “Get these men some food!” We didn’t get any food (laughs). Not for a day or two you know. But anyway, he went zipping past. There [was] some firing at the church area and so forth. American fighters came by and did rolls in the air, so we knew that we were all safe then.”⁴⁸

They were safe, but the men had no place to go. An American doctor arrived, so Bill and Crenshaw went to sick call. Both had fevers and were told to return that afternoon. Crenshaw went back to sick call where he was told he had pneumonia. He was held and sent for treatment. Not wanting to risk staying any longer, Bill did not return to see the doctor.



Telegram with notification of the liberation of William L. Thomas, 11 May 1945

Even after General Patton’s order to get food to the liberated prisoners it took several days for that food to appear. Bill was finally evacuated to begin his recuperation at Camp Lucky Strike at Saint Sylvian, France. He arrived on 8 May 1945, “Victory in Europe Day.”⁴⁹

On 11 May 1945 Doris received a telegram stating that the Secretary of War wanted to inform her that her “husband 2/LT Thomas William L returned to military control.”⁵⁰ At last there was good news to paste into the scrapbook.

Postwar

The Hondo Army Airfield was closed in August 1945 after training nearly 15,000 navigators. It was activated as a pilot school during the Korean War then was turned over to the City of Hondo in 1958. There are two old barracks buildings left on the property, one of which is occupied by the Hondo Art League. A multitude of runways still mark that flat open land. Today the former base is part of the Southwest Texas Junior College and serves as the South Texas Regional Airport.⁵¹

There were more than 18,000 B-24’s built for the War. It holds the record for the most produced aircraft in American military history. Despite that, technological advancements quickly made the plane obsolete, and it was phased out. Only thirteen complete B-24’s remain, and just one is completely restored and airworthy.⁵²

Six missions had been required to be awarded an Air Medal. Bill thought they would not be eligible, as they had only completed five and a half missions. The men were grateful when informed that the half mission counted, because they had made it to the target and successfully unloaded their full load on the target.⁵³ The Cologne Cathedral suffered 14 bomb strikes during the War and sustained heavy damage.⁵⁴ Bill received a Purple Heart for the frost bite he suffered.⁵⁵ As close as they had become, Bill and Crenshaw never saw each other after liberation.

Bill and Doris had four children during their marriage. Stephen William, a son born on 18 August 1946 died on 14 January 1948.⁵⁶ Their other children were Lynn Marie, William Lee, and Laura Anne. The couple were married just short of twenty-eight years when Doris died on 18 January 1972 at San Antonio.⁵⁷ Bill retired from the Air Force as a Lieutenant Colonel on 31 July 1972.⁵⁸ He remained in San Antonio until his death on 1 September 2013 at the age of 93.⁵⁹ Bill and Doris were buried together at Fort Sam Houston National Cemetery at San Antonio.⁶⁰

Doris's scrapbook is now in the collection of the National WWII Museum at New Orleans, Louisiana.

Endnotes

1. William Lois Thomas Collection, Veterans History Project (AFC/2001/001/79397), American Folklife Center, Library of Congress; audio interview of William Thomas conducted on 29 June 2011 by Patricia Kuentz (<https://memory.loc.gov/diglib/vhp/story/loc.natlib.afc2001001.79397/> : accessed 1 Aug. 2020); quoted text is from the recorded interval 26:33-28:47.

2. District of Columbia, birth cert., registration No. 238,379 (1920), William Lois Thomas, Health Officer District of Columbia.

3. "District of Columbia, Marriages 1830-1921," database, *FamilySearch* (<https://familysearch.org/ark:/61903/1:1:F71V-1HS> : accessed 11 Apr. 2020); marriage cert., Anna Marie Arneson and William L. Thomas, 29 Nov. 1917, District of Columbia Marriages.

4. 1920 U.S. Census, Washington, District of Columbia, population schedule, Precinct No. 7, Enumeration District 122, Sheet 7A, Line 29, William L. Thomas household; data base and digital image, *Ancestry.com* (www.ancestry.com : accessed 11 May 2020); citing National Archives and Records Administration, microfilm publication T625, Roll 208.

5. Diploma, William Thomas, Eastern High School, Washington, DC, 1939. The original diploma is in the possession of the author.

6. William Lois Thomas Collection, Veterans History Project, 01:39 – 02:00.

7. Service Record, Enlistment Record, Coast Artillery Corps, William L. Thomas (1942).

8. William Lois Thomas Collection, Veterans History Project, 04:51 – 10:11.

9. "Time and Navigation: The Untold Story of Getting from Here to There," *Smithsonian Institution, National Air and Space Museum* (timeandnavigation.si.edu/navigating-air/navigation-at-war/new-era-in-time-and-navigation : accessed 22 Oct. 2019).

10. Lou Thole, *Forgotten Fields of America—World War II*



The Combat Officers Mess, Wendling Airbase, 1944

Image source www.B24.net

Bases and Training: Then and Now, Volume II (Missoula, Mont.: Pictorial Pictures Publishing Co., Inc., 1999), pages 68-72.

11. "Time and Navigation...," *Smithsonian Institution*.

12. Federal Aviation Administration, *Pilot's Handbook of Aeronautical Knowledge*, FAA-H-8083-25B. (Wash, DC: Dept. of Transportation, 2016), Chapter 16, "Navigation," p. 16-12; digital edition (https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/18_phak_ch16.pdf) : accessed 24 Apr. 2020).

13. *Ibid*, p. 16-13.

14. "The Navigator," *Pilot Training Manual for the B-17 Flying Fortress* (Wash, DC: US Army Air Force, 1944); digital version, *Marshall Stelzriede's Wartime Story* (<https://www.stelzriede.com/ms/html/mshwpmn1.htm#nav> : accessed 9 Aug. 2020).

15. Frank Gartz, Letter to Will Gartz, 13 Apr. 1944; The original handwritten letter is posted at Linda Gartz, "World War II A typical day At Hondo, Texas Navigation School," *Letters of a World War II Airman* (<http://www.chicagonow.com>).

- com/letters-world-war-2-airman/2014/04/world-war-ii-atypical-day-in-navigation-school/ : accessed 3 Feb. 2020).
16. Beam – Hondo Army Air Field, Volume 1, Number 12, 28 Jan. 1944, page 6.
 17. William Lois Thomas Collection, Veterans History Project, 10:29 – 11:18.
 18. Public Health Department, San Antonio, Tex., Birth cert., Book: D, Page 34, #3374, Doris Adelene Lindsay, 1923.
 19. “U.S. City Directories, 1821-1989,” database and images, *Ancestry.com* (www.ancestry.com : accessed 1 Feb. 2020); citing *San Antonio City Directory 1924*, p. 660, Roy Lindsay.
 20. Doris Lindsay pictured in R.O.T.C. Sponsor uniform, San Antonio Vocational and Technical School, 1941; the original photograph is in the possession of the author.
 21. National Honor Society Certificate, Doris Lindsay, 1941; the original certificate is in the possession of the author.
 22. Bexar Co., Tex., Marriage License No. 154570 (1944), Thomas-Lindsay, Co. Clerk’s Office, San Antonio.
 23. William Lois Thomas Collection, Veterans History Project, 11:20-11:57.
 24. Stephen E. Ambrose, *The Wild Blue – The Men and Boys Who Flew the B-24’s over Germany* (New York: Simon & Schuster, 2001), pages 95-96
 25. Ibid.
 26. William Lois Thomas Collection, Veterans History Project, 15:11-19:52.
 27. “Mission Summaries,” *392nd Bomb Group* (<https://B24.net> : accessed 20 Sep. 2019), 14 Oct, 1944, William L. Thomas.
 28. William Lois Thomas Collection, Veterans History Project, 26:33-28:47.
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Remembering WWII

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