

# 'Green Project' Starts 85ers Homeward

## Converted Forts Ferry Soldiers to Casablanca

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WITH THE 92ND BOMBARDMENT GP., Istres, France, Aug. 5—By mid-August some 25,000 soldiers having been flown from Southern France bases to Casablanca on the first leg of their aerial journey to the States and an eventual discharge. This operation is known as the Green Project.

Playing an important role in the Green Project are the 92nd and 384th Bombardment Grps. of the 40th Bomb Wing, First Div., Eighth AF. Both groups are based at the "Randolph Field of France," Istres, northwest of Marseille.

The Green Project went into operation June 15 and 30 days later 10,000 "high-pointers" had made the trans-Mediterranean hop from France to Morocco. Since then the number ferried by air to the famous White City has increased daily, with peak loads expected to be reached in September and October.

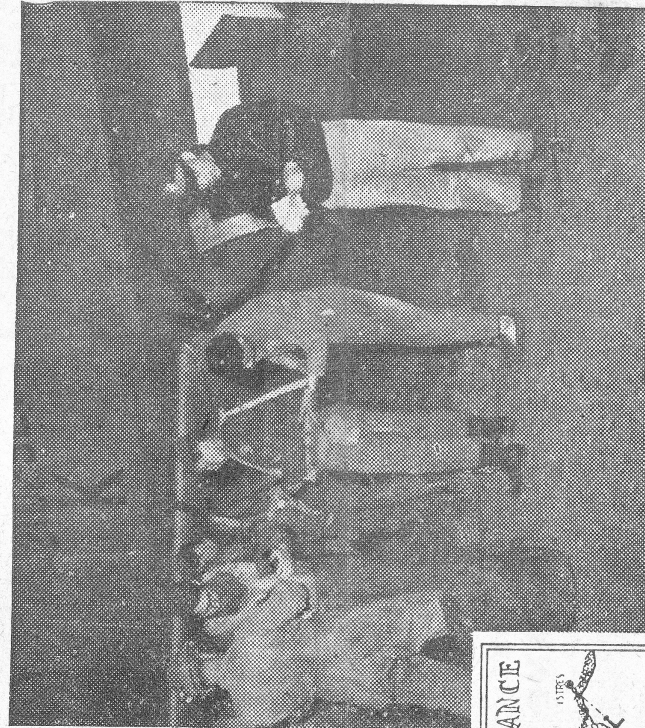
An object of high-priority interest in Washington AAF circles, the Green Project represents the first large-scale transportation plan by converted B17s.

### Taken to Calas

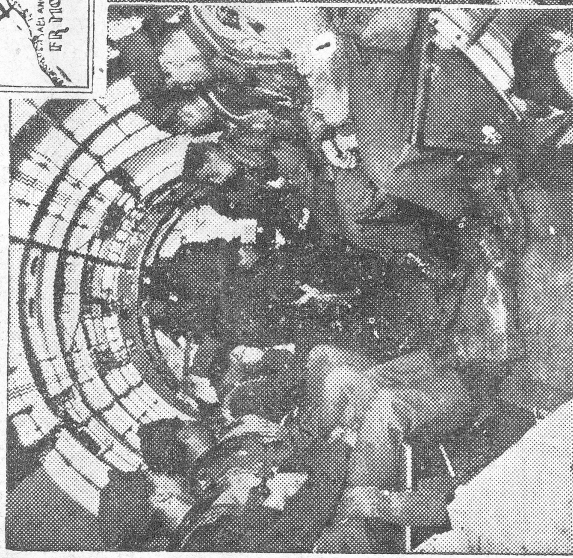
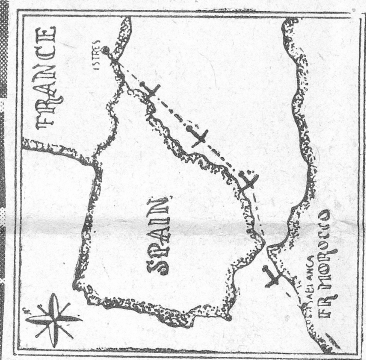
High-pointers are channeled from their AGF organizations



BLUE SEAL dollars are paid by 1-Lt. Patrick Kearns and Cpl Benny Scarpelli to T-5 Charles Biery and others.



CREW OF B17 assists high pointers into Mae Wests before boarding plane for Casablanca. Men are allowed 35 pounds of baggage, officers 65.



INTERIOR VIEW of a reconvered B17 showing high pointers in places formerly used for



THE CREW checks the forecast. Left to right (standing) T-Sgt. Robert H. Davis, 2-Lt. Frank

## Col. Wilson Heads 92nd

WITH 92ND BOMBARDMENT GP., Istres, Aug. 5—Commanding this outfit is Col. James W. Wilson, 27, of Bowling Green, Ohio. Col. Wilson, a West Point graduate, '39, was chief of staff of the First Combat Wing before taking charge of the 92nd.

On Nov. 2, 1944, Col. Wilson led the First Div. attack on the Leuna Oil Refinery at Merseberg, Germany. Col. Wilson's aircraft was badly damaged by enemy hits but he



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**Taken to Calas**

High-pointers are channeled from their AGF organizations to the Delta Base Section's Staging Area at Calas. Here the returnees spend an average of six days. Final day in camp sees the men paid off in blue seal American dollars, following which they attend a briefing on their flight.

To many of the men who were ex-air forces members and to paratroopers, the briefing, like flying, is old stuff. However, most of the infantrymen get their first introduction to flying through this briefing which is given by an officer of the bomb group.

Queasy stomachs relax as the officers, with pardonable pride, inform the men that



**COL. JAMES W. WILSON, 27-year-old West Point graduate, and veteran of bombing missions over Germany, commands the 92nd.**



**INTERIOR VIEW of a reconverted B17 showing high pointers in places formerly used for bombs and aerial gunners. There is no flak to worry about on Green Project flight.**



**THE CREW checks the forecast. Left to right (standing) T-Sgt. Robert H. Davis, 2-Lt. Frank J. Falk, 1-Lt. A. R. Mangione, T-Sgt. Patrick Putignano, and 2-Lt. Perry N. Browne.**

**'Mae Wests' On, Off They Go Into That Wild Blue Yonder**

the B17s on which they will fly the next day are part of the air fleet that blasted German targets into shambles; that both the 92nd and 384th are combat veterans with over 300 missions apiece over Europe.

**Get Flight Briefing**

The men are informed their time of departure, the route they will follow, make-up of the planes' crews, flying altitude and temperature inside the bomber, safety precautions and emergency measures, and eating and drinking procedure while en route. The briefing closes with a demonstration of the "Mae West," parachute harness and parachute.

The men are loaded into trucks early next morning to assure their arrival at the huge airbase at 6 A.M. Each passenger's barracks bag is checked for the 35-pound maximum allowed, a final short briefing is given, and the men climb aboard. "Mae Wests" are fitted as well as parachute harness and the men board the planes.

Picked for its experience, judgment and skill, each crew flying the Forts on the Green Project consists of a pilot, co-pilot, navigator, radio operator, flight engineer and

flexible gunner who acts as flight steward.

The sleek, silver giants hit the runway at five-minute intervals, grab air, then altitude and strike west by south.

The route follows the Spanish coast down to Gibraltar. Across the strait can be seen the tip of Spanish Morocco and the harbor city of Ceuta.

**Fasten Safety Belts**

Some minutes later the flight steward orders safety belts fastened for the landing. Ahead lies Casablanca.

From here on the Air Transport Command takes over, flying the Joes in four-engined C54s by way of Natal, Brazil, to Miami, or to the Azores and on to New York, weather permitting.

Frequently, high pointers step from a B17 into a C54 the same afternoon at Casablanca.

Flying Forts of the 92nd and 384th have another job to do. Discharging the Green Project men at Casa, they fly north to Port Lyautey, where after a check is made, French reparatriates, who have been in North Africa since the war, board the bombers for the flight back to Istres.

was chief of staff of the First Combat Wing before taking charge of the 92nd.

On Nov. 2, 1944, Col. Wilson led the First Div. attack on the Leuna Oil Refinery at Merseberg, Germany. Col. Wilson's aircraft was badly damaged by enemy hits but he managed to bring it back almost to the base. For his leadership he was awarded Oak Leaf Cluster to his Silver Star. He also holds the Distinguished Service Cross, DFC and Air Medal among others.

Known as "Fame's Favored Few," the 92nd has lost many men who helped build its brilliant combat record.

"It's been quite a jump from combat to carrying," says Col. Wilson, "but I'm pleased at the way my men have taken hold. They've adapted themselves to worse living conditions than in England and taken the new project in stride."

**Group Led Heavies On Moving to ETO**

92nd BOMBARDMENT GP. HQ., Istres, Aug. 5—The transition from destroying enemy targets to deploying high pointers wasn't easy for officers and men of this unit but it was fun.

Oldest heavy bombardment group in the ETO, the 92nd arrived in England, August, 1942, and a month later flew its first combat mission to Meaulte.



**92ND'S SKYLINERS, made up of former combat mission men, serenaded nightly in towns near Istres. French townsfolk flock to the dances, everyone has a good time, and Franco-American relations hit a new high.**