

DFC s asked for Joe Hebert and Willard Pearson



Floyd R Creasman, 826 Sq. the pilot who put in the request for the two DFCs for the action of June 23, 1944

Editors Note: This letter was received in the Association office just before the 2001 Reunion.

Dear Bud:

Truth or Consequence, New Mexico

The enclosures substantiates the request for the Distinguished Flying Crosses for Joe Hebert and Willard Pearson. The B-24 aircraft was #63, serial number 42-52697 (Salvo Sally II). Nothing came of Creasman's original request for these decorations made in 1944. This was probably because of the hectic war times.

Yours truly,

J Jordan Glew-N, 826 Sq Creasman Crew



J Jordan Glew N, 826 Sq.

The whole crew was : 1/Lt Floyd R Creasman-P, 2/Lt. John D Harper-CP, 2/Lt. J Jordan Glew-N, 1/Lt. Marvin C Rudolf-B, S/ Sgt. Joe Hebert-T/G, Sgt. Willard G Pearson-EG, Sgt. Timothy J Holland-UG, S/Sgt. Ray Hinz-RO, and S/Sgt. Edward McDonnell-BG.

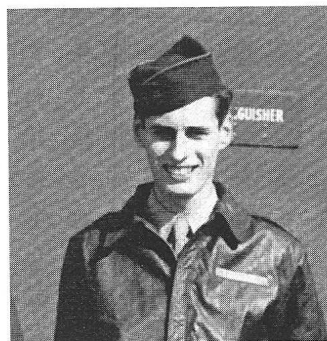


The Official Request

On June 23, 1944 the target of the 484th Bomb Group, 15th Air Force, was Giurgiu, Rumania. Flak was heavy. Upon leaving the target, the pilot reported on the intercom that he had lost rudder control and had to leave the formation.

When the danger from enemy fighters was past, (engineer) Sgt. Willard I Pearson and (tail gunner) Sgt Joe Hebert left their

guns and were able to locate the trouble. Enemy flak had severed a rudder cable. With very little material or tools, these two men made an ingenious repair: (1) they pulled one end of the severed cable from one pulley to get some slack. (2) one man held the cables overlapping them, about ten inches. (3) they included a large bolt in the overlap and enclosed it with several hose clamps, which they cinched up tight, upon



Joe Hebert T/G, 826s Sq.

completion of the repair, engineer Pearson asked the pilot to try the rudder control. Pilot reported rudder control okay.

As a result of the heads up work of these two men, the aircraft was able to return to base and land. It would have been impossible to safely land without rudder control. Obviously, the repair made by these two men saved a B-24 aircraft and possibly the lives of the ten men aboard.



Willard I Pearson E, 826 Sq