

D-DAY

PLANNING THE AERIAL ASSAULT

THE DAY FORTRESS
EUROPE FELL

BY BARRETT TILLMAN

Today the numbers involved in *Operation Overlord* are unthinkable: 6,000 bombers, more than 5,000 fighters, some 1,600 transport aircraft, and 2,500 gliders. All crammed into scores

of airfields throughout Britain, but mainly in southern England. All were serviced, armed, and assigned aircrews, eager to take off on the day called "D."

(For a valid comparison, in 2012, the entire U.S. Air Force had 3,345 manned, fixed-wing aircraft including all transports but excluding trainers, AWACs, and tankers; the RAF had 260.)

In June 1944, the European War had dramatically reversed from four years previously. When Adolf Hitler's *Wehrmacht* conquered Western Europe in 10 weeks, Nazi Germany seemed unstoppable. But since the Battle of Britain in 1940 and the growing Allied bomber offensive, with German defeats in the Mediterranean and Russia, the grand alliance stood poised to pounce from Britain, across the English Channel, and liberate Occupied Europe.



"We are about to invade the Continent and have staked our success on our air superiority."

General George C. Marshall, U.S. Army Chief of Staff, 1944

A hastily applied set of invasion stripes contrast this RAF Gosfield-based A-20G from the 644th BS of the 410th BG as it overflies a small portion of the invasion fleet heading for the Normandy coast on D-Day. (Photo courtesy of Stan Piet)

That spring, the American public avidly followed the European Theater “ace race” as Thunderbolt and Mustang pilots vied for the highest score. The 4th Fighter Group competed with the 56th to produce the top gun, and by June 5, the highest scores were Capt. Robert S. Johnson, rotated Stateside with 27, Maj. Francis S. Gabreski with 22, and Capt. Don Gentile, also rotated, with 21.83. But the Fourth’s public affairs officer had the wider view. Captain Grover Hall said, “After D-Day, a pilot with 90 planes won’t be worth five column inches of print.”

The Luftwaffe, though highly experienced, had felt the effect of prolonged air combat. After the fighter arm’s glory days in the fall of 1943, when as many as 60 American bombers were hacked down

at a time, the *Jagdwaaffe’s* ranks had been steadily depleted. While the Reich continued producing thousands of Bf 109s, Fw 190s and other fighters, pilot training and quality steadily declined. By the summer of 1944, Lt. Gen. Adolf Galland’s day fighters sometimes incurred a ghastly attrition of 25 percent aircrews and 40 percent aircraft per month.

The Luftwaffe fought a four-front war: in the West, the East, the Mediterranean, and at home. When the crunch came in Normandy, perhaps 900 German aircraft were available in the West to oppose a crushing coalition numbering some 13,000 aircraft — a disparity of nearly 15 to 1.

Leading to D-Day

Under the Supreme Allied Commander, General Dwight Eisenhower, heading Allied expeditionary airpower was Air Chief Marshal Trafford Leigh-Mallory while Air Marshal Arthur Coningham led the RAF’s tactical air arm.

The senior American airmen were General Carl Spaatz, commanding U.S. air forces in Europe, with Lt. Gen. Jimmy Doolittle of the Eighth and Maj. Gen. Elwood “Pete” Quesada with the Ninth. All were experienced professionals; Spaatz and Quesada had set an endurance record together in 1929.

The buildup of forces necessary to invade Northwest Europe took a full year. The first priority was defeating the U-boats that preyed on vital Atlantic convoys from the New World to Britain. That campaign was largely won in May 1943, permitting delivery of men and materiel in ever-growing numbers.

Between June 1943 and June 1944, American strength in the UK grew enormously: from two army divisions to 17; from 24 aircraft groups to 101. The latter were divided between the strategic Eighth Air Force and the tactical Ninth, which would support the ground campaign and deliver

airborne units behind enemy lines on the night before D-Day.



Above: Within 24 hours post-invasion, 9th TAC engineers were preparing the first airfield in Normandy to aid medical evacuations.

Right: On the continent, an operations officer from the 368th FG coordinates a ground support mission with Army officers. (Photos courtesy of Stan Piet)



FACTS FROM THE FRONT *The World in June 1944*

JUNE 4 U.S. Fifth Army occupies Rome	JUNE 9 Soviet offensive in Finland	JUNE 13 First Buzz Bombs on London	JUNE 15 Marines land on Saipan in the Marianas	JUNE 19-20 Battle of the Philippine Sea	JUNE 22 British repulse Japanese at Imphal, India	JUNE 23 Soviet Bagration offensive on Central Front
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Can't Get Started, a 9th AF B-26B from the 323rd BG drops its 2,000-pound ordnance load on a roadway interdiction mission near Torigini, France, post-invasion. First Lt. Dale E. Sanders and his crew were later shot down by a Me 262 in late April 1945 and interred as POWs for a scant two weeks before V-E Day. (Photo courtesy of Stan Piet)



In June of 1944, the bubble-canopy "D" model Mustangs had just begun to arrive so the B/C models, many equipped with Malcolm hoods, soldiered on and were an important ingredient in the invasion. (Photo by John Dibbs/planepicture.com)

The Anglo-Americans conducted an extensive deception effort, both through actual operations and false intelligence, indicating that the landings would occur in the Pas de Calais, only 26 miles from the English coast. Consequently, the pre-invasion interdiction campaign focused on railroads and bridges both in the Calais area and in Normandy.

On a larger scale, Allied air commanders argued whether they would benefit more from bombing Axis petroleum production or transport routes. Both had merit, but Eisenhower favored the "transport plan" over the "oil plan." He reckoned — correctly — that interrupting enemy rail and road networks would hinder the Germans faster than the lengthy period necessary in reducing fuel.

In April, Allied heavy bombers turned most of their attention from strategic targets to the tactical

realm, supporting the upcoming ground offensive. For instance, most of the rail bridges over the Seine River were destroyed by medium bombers, especially Ninth Air Force B-26s, preventing rapid German reinforcement of the landing zones.

In May 1944, the Eighth and Ninth Air Forces lost nearly 550 aircraft while the RAF wrote off nearly 1,000. But the momentum clearly belonged to the Allies, as Luftwaffe fighter chief Adolf Galland recalled, "The British and American tactical air forces, successfully extending their attempts to interrupt the bringing up of German reserves deep into France, made any move by daylight almost impossible. In June alone they destroyed 551 locomotives." He cited a report by the commander of panzer division: "The Allies have total air supremacy. They bomb and shoot at anything which moves, even single vehicles and persons. Our territory is under constant

observation. The feeling of being powerless against the enemy's aircraft has a paralyzing effect."

Meanwhile, the Royal Air Force reshuffled its tactical deck. While Bomber Command continued attacking German urban-industrial areas, Fighter Command was divided into Air Defense Great Britain, protecting English airspace, and Second Tactical Air Force with fighter-bombers and twin-engine types such as Mosquitos, Bostons (A-20s) and Mitchells (B-25s).

Time, weather, and tides drove the Allied schedule. The landings had to occur in early June or wait until month's end — a seeming eternity. Therefore, preparations went ahead.

The day of days

Some groups painted black and white "invasion stripes" on June 4 because originally D-Day was to be June 5. Yet everyone knew what was coming. At Debden north of London, Col. Don Blakeslee said he was prepared to lose the entire Fourth Group in defending the beach head. At 0230 on the 6th, at Chilbolton in Hampshire, Col. Gilbert Myers told his 368th Fighter Group Thunderbolt pilots and ground crews, "Men, the time we have been preparing for is here."

Actually, D-Day began the night of the 5th as

nocturnal trains of transport planes towing gliders streamed south from the English coast, bound for the Norman darkness. But even before dawn, American and British fighters and bombers were airborne. A P-47 squadron commander recalled, "There were all kinds of aircraft; you almost had to put your hand out to turn. The barrage of gunfire from the Channel was terrific. We could see hundreds of flashes as the Navy laid down their barrage." Amid some 13,000 sorties in a fairly small area, collisions were inevitable. The 394th Bomb Group lost four Marauders in two midairs

"IT WOULD HAVE BEEN DARN NEAR IMPOSSIBLE TO GET LOST ON OUR WAY TO FRANCE. ALL WE HAD TO DO WAS FOLLOW THE ENDLESS STRING OF SHIPS IN THE CHANNEL ..."

with only one survivor.

Aircrews gawked at the spectacle in the Channel. Lieutenant Clyde East, a 22-year-old recon pilot, recalled, "It would have been darn near impossible to get lost on our way to France. All we had to do was follow the endless string of ships in the Channel in support of the invasion. We entered France just south of the invasion beach, Utah, made it past all the parachutes and gliders on the ground and headed toward the Laval area, 125 miles inland." East and his wingman ambushed a

The P-47 Jug was the heavy hitter of the ground support team with their eight .50 Brownings and heavy rocket and bomb loads being ideal for the mission. (Photo by Scott Slocum)



FACTS FROM THE FRONT Airpower in Europe 1944

FEBRUARY

"Big Week" by 8th and 15th Air Forces

MARCH

Discussion of Transport vs. Oil Plan

APRIL

French & German rail networks vs. CBO

MAY

Axis petroleum targeted

Luftwaffe fighters heavily attrited

EARLY JUNE

Widespread interdiction bombing in NW Europe

NO ONE WHO WAS ON THAT TRIP WILL EVER FORGET THE SPECTACLE OF INVASION SHIPS BELOW, AIRCRAFT BLOWING UP ON ALL SIDES, HUNDREDS OF GLIDERS AND PARACHUTES OF ALL COLORS ON THE GROUND. IT WAS A FITTING OPENING FOR THE COMING SHOW.

flight of Fw 190s and left three burning.

East's mission represented the Allies' most under-rated asset: aerial reconnaissance. Low-level photography of Normandy had been underway for years but the combined staff ignored crucial imagery. Despite thousands of photos, Normandy's bocage, thick hedgerows, went unappreciated until GIs and Tommies confronted well-entrenched Germans just inland.

The 387th Bomb Group was prominent among the Marauder Men on D-Day, leading the wing attacking the area around Utah Beach. The 557th Squadron history recorded, "At 0130 hours the crews were awakened and told to go to briefing at 0230. At briefing they learned it was the day we

had waited for, and amongst great cheering the briefing started.

"The weather was very bad, rain and low clouds predominated. As Major (Joe) Whitfield with the formation behind him approached Cherbourg Peninsula, he found the clouds down to 3,000 feet, and took his formation down to that altitude, 7,000 feet lower than they had ever bombed before and exposing them to all the small arms and light flak guns in the area. He crossed Barbleur just after 0600 and proceeded along the coast to the target, which was light flak guns and defended positions at Les Dunes de Verreville.

"All went well until they reached San Vast, then the flak came up, scads of it. Ships were falling all

Omaha Beach showing transport ships bringing fresh supplies and transport after the Normandy landings. Note the balloons over the area to help deter any Luftwaffe low-level strafing attacks. (Photo courtesy of EN Archives Collection)



Douglas DC-3 Dakotas dropping paratroopers over Arnhem on September 17, 1944. (Photo courtesy of EN Archives)

about but the formation kept on. From this time until the formation reached the western coast of the peninsula, they were subjected to flak, both heavy and light. The target was bombed successfully, and miraculously, every ship because of the brilliant leadership, came back to base safely, but not free of battle damage. No one who was on that trip will ever forget the spectacle of invasion ships below, aircraft blowing up on all sides, hundreds of gliders and parachutes of all colors on the ground. It was a fitting opening for the coming show."

The invasion fleet included battleships, cruisers, and destroyers providing naval gunfire support for the ground troops. Among the airborne observers were U.S. naval aviators flying Spitfires as part of the fleet Gunfire Spotting Pool with nine British squadrons.

In the half hour before the landings, 1,365 heavy bombers attacked coastal defenses with nearly 2,800 tons of ordnance. But weather forced bombers to drop by radar with poor results. The north-south heading caused concern of "dropping short" prompting Ike's 30-second delay, equaling a 1 1/2-mile miss inland. As Doolittle recalled, "Since the bombardiers had a definite bomb line and didn't want to undershoot for fear of hitting our men, I suspect they added a fudge factor to their aiming points.

When bombing by radar, some lead crews absorbed pathfinders from other units. Stephen Darlow's D-Day Bombers contained such a description of Lt. John Howland, a "Gee" electronic-beam navigator in the 91st Bomb Group. The B-17s tracked over Gold Beach, Howland with his "eyes glued to the blips of the Gee box keeping us on course. H2X ("Mickey" radar) operator John

FACTS FROM THE FRONT D-Day Air Forces

TYPES	USAAF	RAF	ALLIES	LUFTWAFFE	RATIO
All Bombers	3,700	c. 2,300	6,000	400	15-1
Fighter/Recon	2,900	2,400	5,300	425	12-1
Transport *	1,200	475	1,675	65	25-1
Totals	7,800	5,175	13,000	890	15-1
D-Day sorties	8,700	3,500	12,200+	130-300	40-1

* Plus 1,400 US and 1,100 RAF gliders

AAF a/c: USAF History Office
 RAF/RN a/c: Fleet Air Arm Museum
 GAF a/c: F.H. Hinsley, British Intelligence in the Second World War.



Joisey Bounce, a B-24D-25, was from the premier Liberator group in the ETO the 93rd BG. Soon renamed Utah Man, it was later lost in a mid-air over Bremen, Germany. (Photo courtesy of Stan Piet)

Dubbed the "Eyes of the Eighth," F-5s and Spit XI's of the 7th Photo Group were operating around the clock in the summer of 1944 providing much needed aerial intelligence of tactical and strategic targets throughout the continental battlefield. (Photo courtesy of Stan Piet)



The Luftwaffe on D-Day

By 1944, the Luftwaffe had been driven from North Africa and the Mediterranean but still fought in Russia, Italy, and Western Europe. Spread thin and sustaining horrific losses (as much as 25 percent of fighter pilots per month), Goering's forces had been worn down by the relentless Anglo-American Combined Bombing Offensive. The British bombed by night, the Americans by day – the latter escorted by long-range fighters. Though Germany worked successive miracles of production, the experience level of Luftwaffe pilots had entered an unrecoverable spiral.

In preparation for *Operation Overlord*, *Oberkommando der Luftwaffe* (OKL) announced that 10 combat wings would be committed to the invasion front.

However, because of growing Allied air superiority over France and Western Europe, and the increasing need to defend the Reich itself, few aircraft were immediately available.

Luftflotte Three, responsible for the Channel front, probably had fewer than 200 fighters and perhaps 125 bombers on June 6, and few of those were within range of Normandy. Various German sources are extremely contradictory, ranging from about 300 to more than 800 planes. Colonel Josef Priller's postwar history cites 183 fighters in France, and that number seems more reliable than most, as Priller was a 90-victory wing commander who reputedly led the only attack on the beaches in daylight.

The invasion caught the Luftwaffe in a state of flux, and in JG-26 only Priller and his wingman, Sergeant Heinz Wodarczyk, were available at Guyancourt to fly against the Allied armada. The two Focke-Wulf 190s made a low-level strafing pass against Sword and Juno Beaches, surviving a storm of anti-aircraft fire, and escaped.

Despite numerous accounts, Priller's apparently was not the only air attack on the beach head. Other small formations struck portions of the beaches or the invasion fleet, but without much effect.

Most Luftwaffe sorties were flown against the invasion forces after dark, and few of the promised reserves materialized from the Reich. Luftwaffe bombers made almost nightly attacks on the Allied fleet and port facilities from June 6 onward but they accomplished little in exchange for their heavy losses.

The U.S. Army Air Forces chief, General Henry Arnold, wrote that the Luftwaffe had an opportunity to attack 4,000 ships – a target unprecedented in history. Accounts vary, but reputedly only 115 to 150 sorties were flown against the Allied navies that night. German aircraft losses on D-Day have been cited as 39 shot down and eight lost operationally.



Major Josef "Pips" Priller is shown here wearing the *Ritterkreuz* with Oak Leaves and was one of the Luftwaffe's leading personalities flying both the Bf 109 and Fw 190 with JG 26 on the Western front. He was one of the leading Aces flying 307 missions against the Western Allies achieving at least 101 aerial victories, including 11 four-engine bombers. He ended the war with the rank of Oberst and received the Swords to his RK on July 2, 1944. He survived the war but died on June 20, 1961 aged 46. (Photo courtesy of the EN Archives Collection)

D-DAY LOSSES

USAAF: 70

- 25 P-51s
- 17 C-47s
- 10 P-47s
- 6 B-24s
- 5 A-20s
- 3 P-38s
- 2 B-26s
- 1 F-5
- 1 Spitfire

RAF: 33

- 14 Spitfires
- 11 Typhoons
- 3 Bostons
- 3 Mustangs
- 1 Mosquito
- 1 Halifax

Compiled from John Foreman's *Over the Beaches*.

Spierling gave range and ground speed data to the bombardier who cranked the information into his Norden bombsight. Charlie Eager, our bombardier from the 381st BG, looked for a break in the clouds so he could take over visually. But it never came. Nevertheless, our training paid off. We had confidence the Gee Box course line was reasonably accurate, and our practice bombing had proved the 'Mickey' operation and bombardier could hit the beachline with good accuracy."

The heavies were followed by 205 medium, light, and fighter-bombers. Later in the day, the heavies returned but encountered worse weather.

In round numbers, 1,700 of 2,700 Eighth Air Force bomber sorties were rated effective (64%) dropping 3,600 tons of ordnance. But 36% aborted due to weather. Mighty Eighth fighters flew 1,880 sorties: sweeps and escorts, day and night.

The Ninth Air Force logged 3,050 sorties and delivered two airborne divisions. Fighter-bomber effectiveness on the beaches was almost none. Inland it was significant, especially against transport.

VIII Fighter command launched 73 patrol and 34 fighter-bomber missions with very little

contact. Allied fighter pilots only claimed 30 aerial victories while losing at least eight aircraft in combat. Hardest hit was the Fourth Fighter Group, which wrote off 10 Mustangs to all causes.

Overall D-Day losses were surprisingly slight from 13,000 sorties: 70 American aircraft and 33 British to all causes.

Contrary to legend, JG-26's Kommodore, Lt. Col. Josef "Pips" Priller, did not make the only aerial attack. He and his wingman made a pass at Sword Beach but other Luftwaffe planes followed. Throughout the day about 30 Junkers 88s attacked the British beaches in daylight with little effect, and about 70 Fw 190s and Bf 109s strafed the landing areas. Some 40 Luftwaffe planes were known lost to all causes.

On the night of the 6th-7th, the Germans flew about 175 sorties against Allied shipping. Through D+2 only five U.S. Navy vessels were sunk, none by air attack.

The Luftwaffe seldom launched more than 250 daily fighter sorties in the Normandy campaign. It was a losing effort. As Adolf Galland recalled, "Wherever our fighters appeared, the Americans hurled themselves at them. They went over to low-level attacks on our airfields. Nowhere were we safe; we had to skulk on our own bases. During takeoff, assembling, climbing, and

IN NORMANDY THE GERMANS HAD UNDISPUTED FLAK SUPREMACY ... THE ODDS IN FAVOR OF THE ENEMY STOOD AT FOUR TO ONE AGAINST THE NUMBER OF ALLIED AIRCRAFT



Members of the Women's Auxiliary Air Force (WAAF) are here helping to re-arm a Hawker Typhoon for another ground attack mission, belonging to the Royal Canadian Air Force 439 Squadron. The Typhoons did their part in behind the lines ground support and supply line interruption. (Photo courtesy of EN Archives Collection)

THE HAWKER TYPHOON GREW TO NEAR-LEGENDARY STATUS IN NORMANDY ... THE RUGGED HAWKER AIRFRAME PACKED A PUNCH WITH FOUR 20MM CANNON AND EIGHT 60-POUND ROCKET PROJECTILES

For the French, liberation came at a steep price. At least 25,000 civilians were killed from the pre-invasion bombing through the end of Normandy fighting in August. Army cartoonist Bill Mauldin captured the essence of the situation with two GIs surveying a ruined town, saying, "We sure liberated the hell out of this place!"

Meanwhile, advanced airfields sprang up across Normandy. Largely unheralded, but fervently appreciated by ground forces, were aviation engineer battalions that began arriving on D+11. Initially operating under IX Tactical Air Command with portions of three Ninth Air Force groups, the expeditionary air arm went to work

cannon and eight 60-pound rocket projectiles.

A New Zealand Typhoon pilot, Desmond Scott, wrote, "Whereas the Spitfire always behaved like a well-mannered thoroughbred on first acquaintance, the Typhoon always reminded me of a low-bred carthorse whose pedigree had received a sharp infusion of hot-headed sprinter's blood."

Despite its rugged airframe and powerful engine the Typhoon sustained heavy casualties over Normandy. Some 37% were destroyed or damaged beyond repair, second among RAF aircraft only to the Mustang with nearly 44%.

In comparison, a P-47's typical loadout was the

supporting infantry and armored units against stiff German opposition. By the end of June, the engineers had about 15 fields operating with Thunderbolts and Typhoons for close air support, Mustangs and Spitfires for air defense, and C-47s providing resupply and casualty evacuation to England.

"A fighter bomber racecourse"

Allied air superiority grew into outright air supremacy, extending well beyond the front lines. Wide-ranging fighter bombers made road, rail, and barge traffic difficult throughout northern France, and often impossible.

Throughout Normandy, German forces spent daylight hours looking over their shoulders for aircraft, which inevitably bore stars or cockades. Black crosses were rare, prompting "Jabo jitters" after successive attacks by Allied fighter-bombers.

At the Soldat level, Germans said, "American planes are silver. English planes are camouflaged. Our planes are invisible!"

The Hawker Typhoon grew to near-legendary status in Normandy with "cab rank" tactics. Formations of "Tiffys" orbited on call to ground-based forward air controllers. Certainly the rugged Hawker airframe packed a punch with four 20mm



Top aces from the 4th FG, Capt. Don Gentile (R) and his regular wing at the time, First Lt. John Godfrey (L) pose with Gentile's mount Shangri-la during the spring of 1944 at their home base at Debden. (Photo courtesy of Stan Piet)

ETO TOP 12 ACES JUNE 5, 1944

NAME	GROUP	SCORE	TOTAL/STATUS
Maj. Robert S. Johnson	56th	27	Rotated out
Maj. Francis S. Gabreski	56th	22	28, POW 7-44
Capt. Donald S. Gentile	4th	21.83	Rotated out
Capt. Walker M. Mahurin	56th	19.75	SD, rotated
Maj. Walter C. Beckham	353rd	18	POW
Maj. Duane W. Beeson	4th	17.33	POW
Capt. Gerald W. Johnson	56th	17	POW
2nd Lt. Ralph K. Hofer	4th	15	KIA 7-44
Capt. Joe H. Powers	56th	14.5	Rotated out
1st Lt. John T. Godfrey	4th	14.33	16.3, P 8-44
Maj. Glenn Duncan	353rd	14	19, SD 7-44
Maj. James A. Goodson	4th	14	POW

SD: Shot down, evaded (2)
 KIA: Killed in action (1)
 POW: Prisoner of war (5)
 8 of 12 were casualties: 66.6%

FIELD MARSHAL ERWIN ROMMEL ... INFORMED FUHRER HEADQUARTERS, "AIR SUPERIORITY HAS A VERY GRAVE EFFECT ON OUR MOVEMENTS. THERE'S SIMPLY NO ANSWER TO IT."

eight .50 calibers, two 500-pound bombs, and/or six HVARs. But whatever the "Jabo" aircraft, its mission was the same: inflict maximum damage on German transport.

Lieutenant General Bodo Zimmermann of Army Group D said, "No road movement by day was possible under the air umbrella."

A more colorful description came from Lt. Gen. Fritz Bayerlein of the elite Panzer Lehr division who famously described the route to Normandy as "a fighter-bomber race course." His division lost few panzers but many of his transport and support vehicles were destroyed by air attack.

Field Marshal Erwin Rommel would have agreed. On June 10 he informed Fuhrer headquarters, "Air superiority has a very grave effect on our movements. There's simply no answer to it." Five weeks later, Spitfires strafed his staff car, sending the Desert Fox to the hospital.

After the Normandy campaign, Allied analysts examined causes of German armor losses in Normandy:

- 65 percent by Allied tanks or anti-tank weapons
- 10 percent by aircraft
- 25 percent abandoned, broken down or out of fuel.

Of 223 Mk V Panthers destroyed in 1944, 14 were killed by aircraft (11 by RPs).

In the Falaise pocket during August, Typhoons claimed 222 armored vehicles but only 13 of the total 388 found destroyed were attributed to RPs, or 3 percent.

Nonetheless, Allied airmen owned Norman airspace. Not only did they hinder or destroy enemy communications, but they largely prevented Luftwaffe attacks on Anglo-American ground forces.

When Dwight Eisenhower went ashore in France he surveyed the massive logistics operation on the beaches. Ships, vehicles, and men were wide open to bombing, prompting his newly commissioned son John to offer, "You'd never get away with this without air supremacy."

The general replied, "Without air supremacy I wouldn't be here." †

Visit Barrett Tillman at btillman.com.