

Personal Diary - Flights - B y

1st Lt. ~~W. H. F.~~ R. H. Henbest

~~F 15 2275~~ AC-2001903

~~Thurs~~ Friday, December 14, 1944.

Left Topeka A. A. F., Kansas to begin overseas trip to combat base at Livina, Italy. Route: Topeka, Kansas to Grenier, N. H., to Sander, Newfoundland, to Lagos, Azores, to Marrakech, French Morocco, to Tunis, Tunisia, to Livina, Italy.

We took off early for Chicago where we buzzed Mel's home. Then we flew to Lansing, Mich. where we buzzed Roger's home. Then, we flew by way of Syracuse to Grenier, N. H. Ray didn't want to buzz Elmira. ~~Ray didn't want to buzz Elmira.~~

~~Ray didn't want to buzz Elmira.~~ We had bad weather after landing about 6 P. M. we were processed, ate some eggs, & then off to bed. I was issued a pair of sun glasses, swim glasses, and parka & pants there. Before bedtime we had to attend briefing on our route to Newfoundland.

~~Friday~~ Saturday, December 15, 1944

Got up quite early, went out to plane and left shortly afterward for Sander, Newfoundland. Had more good weather in route. Was fun looking at the passin

Arcadian Farms in Nova Scotia.
Arrived at Sander around 6 P.M.
It is a huge airbase. We
lived in excellent quarters &
had fairly good food. Was quite
cold. Very rocky & barren country.
Was former German base.

Saturday, December 16, 1944
& Sunday, December 17, 1944.

Poor weather prevented our departure.
Had amusing encounters with
Canadian Gendarmery. The "Soapy
Henries" girls in the P.V. corrected
our pronunciation of their country.
Many R.A.F. and R.C.A.F. personnel
there. Saw an excellent Canadian
stage show that night & had
a friendly but interesting conversation
with three Canadian air women.

Monday, December 18, 1944.

Stayed up all night as we
left for the States at 10 A.M.
Had bad weather most of the
way. My sun glasses were
stolen just before I left. Arrived
in Ames that P.M. Had to learn
about the Port. "Scot" = 4¢ Amer.?
Quarters so poor slept in ship.
Food was terrible there.

"Scot" = Escudav

Tuesday, December 19, 1944

Due to circumstances, all four of us and Randall slept in the plane all night. We left Sages Airfield in the Azores at 10:30 G.M.T. for Marrakech Airfield outside of Casablanca French Morocco, N. Africa. Went through a frost and some scattered weather all the way to destination. Did not see any signs of two ships reported down on route. Hit African Coast at 4 P.M. and arrived at Marrakech at 5 P.M. (G.M.T.) 6 P.M.C.T.

Marrakech appeared to be a big city from the air - has a large airfield - formerly French. Saw lots of A-26's there. We lived in Red stone bldgs - the crew in tents. The latrine was unique - merely a pit in the corner of the room - very unsanitary. It turned out to be cold nights there.

The meals were fair. We were waited on by former Italian P.O.W.

The next morning we got up bright and early to depart.

Wednesday, December 20, 1944

Before leaving, the crew, Fred and I, went to the P.X. where we had many amusing experiences with francs. One franc = 2¢ American

50 Centimes (sp.?) = 1 franc or $\frac{1}{2}$ cent Amer.
He flew at low alt. all the way
to Tunis due to bad weather.
He passed East of Casablanca to
Meknes, then to Oran, Algiers, then
Tunis. He flew some of the latter
legs about three miles off coast
over the Mediterranean. Saw a 15 ship
convoy. Flew only 5000 ft off the
sea at times. He landed late
at Tunis about 6 P.M. 8 M.T. (El Aouina)

Thursday, December 21, 1944 + 22.
+ Friday -

Storm areas over Sicily, Italy,
our destination; and ~~there~~ have
made runways bad & flight
impossible for a few days. Very
wet country - muddy - unsanitary.
Have seen veiled women, Arabs, camels,
etc. Field in progress of reconstruction
after damage during Tunisian
Campaign. Good fair. Went to
town on 22nd after censoring
some mail. Tunis is a dirty city.
Saw town with 11 yr. old Jewish
lad who could speak 4 languages.
Came back & packed bags to leave.

Saturday, 23 December 1944

Went on Red Cross tour of the Kasbah
in Tunis at 9:15 A.M. - 15 Transients, an M.P.,
Red Cross girl, Elly Crane, and French guide - Serge.

Purchased a red *Be* while there for 100 francs or #2. American. Kasbah mostly undercover with vents for air. Very narrow, dirty, smelly streets - 5 ft. wide or so. Kasbah is native quarter - French, Arabs, Italians, Jews. An arch (stone) and statue form entrance. Saw a Mosque, one of the Bey's palaces - 20K. throne + 18K. ceilings. Saw *Be*'s in making, shoe shops, restaurants, etc. Upon entering Kasbah was amazed to hear a record playing Frank Sinatra. Mel bought a native wallet & perfume. Fred got a *Be* also. In P.M. went out to plane to straighten belongings out.

Sunday, 24 December 1944

More bad weather en route. Slept all morning; played ping pong at club; then went to stage for awhile. Went to movies, Abbott & Costello in "In Society". Smelled - came back & went to bed. Guys getting drunk to drown their sorrows.

Monday, 25 December 1944.

Fred & I went to church only to find no services; came back & wrote letters until time to eat dinner of Turkey etc. At 2 P.M. went with Red Cross tour of ruins of Carthage. Saw first, ruins of amphitheatre where "Lady or Beast" trials were held. Took pictures of "white fathers" from Cathedral on hill. Missed seeing

Cathedral because of services. Next, went in trucks to ruins of city and open air theatre. Later, to ruins of docks along harbor coast.

Tuesday & Wednesday, December 26, 27, 1944.

Again bad weather. Changed money into Lire (see ray) for use in Italy. #214.30 in possession with all debts paid. Saw crazy film "Debrood with two Yanks" starring Bendis & O'Keefe. Almost left 27th, others did but returned because of bad weather. Kausdell was grounded. ~~_____~~
~~_____~~
~~_____~~
~~_____~~

Thursday, Friday, & Saturday,
28, 29, & 30 of December 1944.

Fronts, rain, or what have you have grounded us for an indefinite period. The mud is terrific. Have acquired a terrific amount of sleep. Saw "Devotion" starring Le Vaillant, Lupino, & Newell - marvelous photoplay about the famous Brontë pictured sisters. Rains intermittently. De Maupassant's short stories have been my form of pleasure.

Sunday, 31 December 1944.

New Year's Eve. More rain and

land here. Placed as transients
in 724th Sqdn. He lived with 2nd Lt.
Reish, Sqdn. Nav. + Rag lived with
Capt. Mokell (?), Adj. Lived in homemade
huts & tents in an olive grove of a
former Italian Admiral.

Saturday, Sunday & Monday - 6, 7, 8 Jan. 1945

Lived in 727th. Rain, mud & snow.
House costs \$150. Italian boys act as
servants at a \$1 or so a week. afternoon
of 8th assigned permanently to this
field in 15th A. Force, 451 Bomb. Gp (A),
727th Bomb. Sqdn., A.P.O. #590, 49th Wing.
Moved in with Lt. Ned Smith. His crew
lost in Yugoslavia. Enlisted men live
in makeshift dwellings.

Tuesday & Wed^{nes} 9, 10, 11 Jan. 1945

Meeting of Bombardiers - finding out what
score is here. (35 missions) Snow storm
on 10th. Wrote multi letters. Sent home
for package. Capt. Salt Sqdn. Bombardier.

Friday, 12 January 1945

Flew first Practice Mission - 2000'.
Flew as Deputy lead. Dropped (tagged) 4 bombs
on Pianosa Island & six ship formation
were in #2. Made several practice
runs on Foggia and Pignosa. Check
fired out as tagg~~ette~~. Rag checked out.

Saturday, 13 January 1945.
Pret. up tent and acquired a stove

mud. Cessna, Banks, & Entitled men
became "slightly" intoxicated.

~~Strickland & I went out to the beach
to see the tide. The tide was out
and the beach was very dry. We
went for a walk on the beach
and saw many tracks of animals.
The tracks were very fresh and
we saw many tracks of birds.
The birds were very tame and
we saw many tracks of birds.
The birds were very tame and
we saw many tracks of birds.~~

Strickland reverted to type -
drunk & went wild & tried to kill me.
Monday, Tuesday, Wednesday, Thursday,
Friday - 1, 2, 3, 4, # January 1945

More rain & mud. Continue to
sleep, read books, study bombing notes,
eat, shower etc every day. Saw
"The Falcon In Mexico" the Ford and "Lady
In The Dark" - Singer Rogers - the 3th.
Today Jan. 4th we almost left. We
taped out to take-off, but flight
was cancelled. Fortunately, a B-17
stuck in mud ahead of us held
us here long enough.

Friday
Saturday, 5 January 1945

Left Tunis, Tunisia for Sicily, Italy -
final destination. Rain stormy on way.
Climed at 2000 feet. Came from Tunis
to Sicily; around south coast of Sicily; up
east coast; then to Italy; Taranto, Sicily,
& Castellucia, Sicily unmerciful - had to

1/20/45 When I came back
up from the nose to the
flight deck, I looked up
and Clyde wasn't moving
in the upper turret. Then
I noticed he was turning
blue. We were on oxygen
and I checked his mask
and found it disconnected.
I decided to pull him
out of the turret by unlatching
the seat. I got him on the
deck when Mel looked back
and saw the problem. Mel
came to us without oxygen
and started to pass out. I had
Clyde plugged into oxygen & also
turned on his electric flight

~~flight~~ suit. Both were on high setting. Mel had to go back & get an oxygen. I didn't know what else to do. We were still over enemy area. Soon Clyde started jumping from the hot suit. I turned everything down to normal and in a few minutes he was O.K. and I wondered how he got there.

Clothes with \$20.50 we received as per diem on overseas trip. Today Fred & I went to Photo Identification days at "group" & I had my promotion picture taken.

Friday, 19 January 1945

What a beautiful day - our first. ~~So many things happened today that I can't remember them all. I was so happy and excited that I didn't know what to do. I was so happy and excited that I didn't know what to do. I was so happy and excited that I didn't know what to do.~~

Saturday, 20 January 1945

The big day - my first combat mission. Got up at 0445, bridged at 0600, took off around 0830. Made on flight deck until I.P. time, then dropped bombs & came back. Flew dog-6 position. Target was North Main Marshalling Yards at ^(Ploetz) ~~Stiz~~ ^{Germany}. 160 odd guns - flak was low, but quite accurate. Robertson said my bombs hit the yards. Flew at 25,000' approx. Carried 40 100lb. G.P. bombs. One flak hole in #2 cowling. Rod mal. dropped all but 6 bombs (3 sticks). Fred screw driver & dropped these 6 in Atlantic. Kausdel passed out in U. Gurnet & Chaffin almost did, helping me. Summers Inst. in waist passed out.

for a bottle of brandy. Flew in P.M. in "Mickey" (Radar) ship - Checked equipment for Captain Salt Squadron Bombarrier. Made Radar bombing runs on Pianosa Island.

Sunday, 14 January 1945.

Zone back as Combat Zone, instead of Zone of Communications. Have to dig fox holes. Rained all day. Got cold in throat. We all lubed our shoes today.

Monday, 15 January 1945.

Flew on gunnery range today & dropped bombs in gulf near Taranto (10) from 3000 ft. Overcast & slight mist prevented me from bombing range #7. Flew with Bomb. 12th today. Ray flew as co-pilot. Jack got showered today - was wonderful. Had flew on Vienna raid today. Went into Foggia on 11th. Quite a dirty city. Many bombed buildings. Had transportation difficulties. Have a nice Officers Club & P.X. in town.

Tuesday, Wednesday, Thursday - 16, 17, & 18 Jan. 1945

More rain! Had two "lokes" dig a trench to serve as fox holes for us for 8 packs of "Lo Brand" cigs. Went into Foggia the 17th & took blood test X-ray, & urinalysis for G4. Got 2 Candles for 9 pack of cigs. Bought \$1.50 worth of

THIS RATION CARD IS VOID AT
OTHER THAN EL AOUINA EXCHANGE -
1260th AAF BASE UNIT NAFD-ATC
Only daily rations
may be drawn

NAME _____ RANK _____

5325 KEEP THIS CARD

1. As authority for re-issue.
2. Proof of arrival date for issuance of passes.

EL AOUINA EXCHANGE DAILY RATION
 (GOOD FOR SEVEN (7) DAYS)

CIGARETTES	/	/	/	/	/	/	/	/	/
CIGARS									
TOBACCO									
MATCHES	/	/	/	/	/	/	/	/	/
SANDY									
GUM	/	/	/	/	/	/	/	/	/
SOAP									
SHAVING CREAM									
TOOTH PASTE									
TOOTH BRUSH									
RAZOR BLADES	/	/	/	/	/	/	/	/	/
COCA COLA									

DATE OF ISSUE

27 1944

birth. Supposed to fly with Lt. Sporko today, but bad weather cancelled briefing. Bomb trainer cancelled again. Last V.D. lecture tonight. Had stew & beans for Sunday dinner. At present it is raining in - what luck! Our "Book" Sammie, a 14 yr. old "Eye-tie" boy just came in. He has been teaching us Italian with little success.

Monday & Tuesday - 29, 30 Jan. 1945.

rather inactive. Acquired some white dope for inside of tent plus kerosene and a luggage carrier of which we will make a table. Had photo. Ident. class. Saw "Pick-Up" a V-D. film. Received some more mail so answered some letters. Had cheese sandwiches tonight. Mmm!

Wednesday, 31 January 1945.

Flew mission #9 today. Got up at 0515 and briefed at Group at 0600. Take-off 0820 - landing 1600 - 7:40. Maximum 15th A.A.F. effort against Moosbierbaum Oil Ref., near Vienna, Austria. I flew with Lt. Martin and crew in Able 6 position in ship "13" an old ship. Col. Stefanovich flew lead plus all the other big "wheels". He led the air force. The target was undercast - used "Mickey".

Our bomb run the lead Midley "aborted"
& Capt. Salt's Midley took over - run
too short, so we abandoned the target.
Rear elements hit flaks. Proceeded to
Baker target of M/Yards at Draa, Austria.
At 1410 bombs away - 8-500lb bombs.
Hits in target area. Some flaks at our
level. We had oxygen trouble in waist.
60 P-51's were escort. I was paid for
two months - over \$500.

Thursday, 1 February 1945.

Flew mission #3 today. Bombed by
P.F.F. oil refinery at Modlberbaum,
Austria - 22 miles West of Vienna. Flew
C-5 position. Fred & I flew with Tedesco (P)
and Nichols (CP) & their crew. Gas Bankrupt.
Undercast. Formation did 360° turn to get
above clouds & then went to I.P. Over target
#2 engine ran out of gas - had to leave
formation & head for Island of Vis off Yugo.
Very little flaks over target. At Vis we received
one blanket - had to sleep on floor of attic. Waited
for hours for chow of C rations. At 8 P.M. or
later, we were taken to another bldg. (4 of us)
where we had a cot & warm room. Nearly
lost Fred on dark streets. A "Partisan" gave
me a red star insignia for a package
of K-ration cigs (Marvets). Bombs away 1321.

Friday, 2 February 1945

Got up around 7-7:30 A.M. & prepared

to leave via for Castellucia, Italy. Before leaving, a Partisan gave me a Kama bill for my short quarters. A truck took us to the field & we were off. Took a shower & cleaned up. Got another batch of mail - my 1st from Mom addressed to #520. Yesterday a P-38 flew formation with us until our engineer equalized the 200 gals. of gas & got O2 started.

Saturday, 3 February 1945.

Flew a practice mission today. I flew with Lt. Sarfoth in #4 position in a 4-ship formation. He dropped bombs on target #7. On second run I dropped 4 bombs hitting target in center. Became late - hard to pick up target - so only made 3 runs. In P.M. Rog, Polt, and I went to Group to see a U.S.O. show - "Times Square". It was pretty good. The enlisted men have started building their houses.

Sunday, 4 February 1945.

Obtained weeks rations today - which wasn't much - 1 pk. of gum, 5 cigs, 2 cigars (for Fred), pk. of candy, 4 candy bars, jar of vaseline. Rog painted the tent ceiling on his side with some white dope - much

lighter now. Our "Spook" Sammy
built some junk out front - must
set him straight. Wrote to sis
today.

Monday, 5 February 1945.

Flew #4 today with entire crew -
Rog flew as CP to Schaffner. We were
in D-4 position - my chance to synch
We bombed Regensburg Winter Harbor
Oil Storage, Germany from 25,000' -
Temp. - 38° at 1330 (?). Dropped 12 - 250 lb.
A.P. bombs. Had to drop 4 in Adriatic
to lighten the load. Target partially
visible - bombed by P.F.F. Group lead
dropped his bombs & I did also -
turned out to be an error. We
went over Rosenheim, Germany and
dropped any remaining bombs. Was an
8 hr. mission. Had a ~~30~~ lecture tonight.
Received three letters - 2 from Mom. Seems
to be a great deal of discussion about
today's mission.

Tuesday, 6 February 1945.

Went to sheet range at 0830, but
was cancelled after we got out
there so back we came. Did
not do much all day, except
write letters and get a brush hair-
cut for Lo Lira.

Tuesday, 7 February 1945.

Had my "off" completed today with F/O Fisher another bombardier. Also had picture taken at Group. Loped some more of the ceiling white. Received a V-mail from Mom. At 14:45 went out and shot some sheet - 10 rounds with a 12 gauge shot gun. I hit 3 birds 2nd best on crew. Miller hit 6. The fellows went on a rough raid today - Vienna - lost some ships. Every 2 officers got a bottle of whiskey for \$2.00. I gave mine to the others. Paid \$4.50 for bricks today.

Thursday, 8 February 1945

Flew mission #5 today so I will get the Air Medal and 2nd Lt. We bombed the Vienna Central Locomotive Repair Shop on P.F.F. I flew in A-3 position in the ship we came overseas in. I flew with Thomas (P) and his crew. Weaver was (P) and Conti was Nav. Conti did navigation from the flight deck at the Engineer's table and I had the nose to myself. My crew flew in A-5 position - all except Ray & Mel. It was swell having the nose to myself. We dropped 8-500 lb. H.P. Bombs at 1300. Planes and flak was

everywhere. Very poor fighter escort.
Almost an undercast over the
target area. Blake was terrific
but it didn't bother our group
at all. The 451st got its 3rd
citation today. (Presidential).

Friday, 9 February 1945.

Flew a practice mission today
in #12 a new "L." He flew in
#7 position. I flew with Compton
and Ross (Pilot) and Rutledge, Nav.
I was to check the Nav. out as a
"logger". I dropped 2 bombs on #7.
The Nav. dropped the rest in the
Adriatic. The fuse in a bomb came
apart in the air - I put in a match
stick which took care of it O.K.
Painted the tent ceiling again.
Had a short class this P.M. with
F.C.B. Hope to go to Foggia tomorrow.

Saturday, 10 February 1945.

Went to town today - 1st time in
30 days. We left about 9 A.M. for
Cerignola. We were lucky in getting
rides. In Cerignola, I bought a pair of
boots, a hood, & handkerchiefs. In the Red Cross
club there, I found the names of
three Admirals - officers - stationed in this
vicinity; - called them (C), Orlovsky & another.
At noon we went to Foggia with our

Saturday, 17 February 1945.

Flew #6 mission today. Flinchbaugh (32nd mission) was pilot. I flew with crew #179 who lost their pilot (loss) on their 1st mission (flak got him in the leg & he bled to death). He flew in #2 in 3rd of 4 position - carried 8 - 500 lb. G.P. bombs. He bombed the Laco Repair depot at Hels, Austria. He bombed by Pathfinder due to complete cloud underst. Our "Mickey" "went out" on the run so we made a dry run, then Col. Stepanowicz aborted & led us over the target again. No flak, but saw lots to our right over Ling. Dropped bombs at 1409. Heard from Vally today.

Sunday, 18 February 1945.

"Lacked-up" all morning. at 2:00 p.m. had bomb trainer - trainer out so came back & set my rations. Got 129 bricks today.

Monday, 19 February 1945

"Lacked-up" until noon. ate chow and got 4 letters from Mom. Rog and I got a barrel (burned it out), shell case for a new stove - hope to get it tomorrow. Went on a test hop with Rog & Mel & Strickland & Robertson of #14 - just repaired. Up from 1605 - 1705 - got

My morning. Got some milk, a
little more, and things for 7 packs
of cigarettes. A couple Canadians
gave us a lift part way back.

Sunday, 11 February 1945.

Flew a practice mission with
Crew to primary range for 2:00
hrs. Loaded up with 200 lbs of
to go. Took a shower, shave, etc.
Crew wanted to fly a mission
with my crew tomorrow, set rates
today - suspect our "load" of piping
and supplies.

Monday, 12 February 1945.

Was not to fly mission. Crew
captain has Bombardier in #1, 44
positionally - have toggle, therefore
I am being screwed. Had a Bomb.
Class at 0900. My 2nd Lt. partner went
in today. Slept part of the day
did a little more painting.

Tuesday, 13 February 1945
Wed, Thurs, & Fri. - 14, 15, 16 Feb. 1945

Haven't done much - slept half the
time. Crew has flown a couple times
without me. Enlisted men have house,
table & double decker bunks finished.
Thurs. rec'd box from Shirley Ruth.

Made a stove today. In P. M., I went to Group and was sworn in as a 2nd Lt. Learned that Byrne's crew crashed while returning from Vis. We moved into their house - we had lived there before.

Thursday, 22 February 1945.

Spent today fixing up our new house. Painted the door blue and changed the house number from "13" to "10". Fixed up another light & light switch. In P. M. I made a table for us. We all had to censor mail tonight. At 7 P. M. we had a short talk before flying tomorrow on a mission.

Friday, 23 February 1945.

Flew #8 today. Tedesco was Pilot and Sellers, Nav. Rog. and I flew with our own crew. Was Rog's 5th mission & the E. M. 5 sixth. Mel was 2 and Fred H. flew in A-6 position in #7. I had the nose to myself today. no sight. We almost aborted as we could not transfer fuel. We were supposed to bomb Amstetten, Austria; East of being visually. When we got over the target it was undercast so we went to our alternate of Knittelfeld, Austria. Made three returns on it - clouds hindered us - on 3rd run

15 minutes of stick time ^{on the B-24} - more
fun. Getting quite cold - saw
flurries today. Salt bombed Iraq
yesterday. Bombs short of target
now. Naughey hit target.

Tuesday, 20 February 1945.

Flew #7 today. Blain was pilot.
Rog, Banks, and I flew with his crew.
We flew in #4 (the "armored" 8th A.F. plane);
in C-3 position. We carried 8-500
lb. G.P. bombs. We were to bomb
Bolzano, Italy in Brenner Pass, but
since it had to be a visual target
we were forced to bomb our
4th alternate - the Naval Yards at
Pola, N. Italy. On way to Bolzano
we passed by Trieste in time
to see another group bomb target
there - CAUT - beautiful bombing -
they rallied into pile. When we
came back the target was still burning.
Had a sperry sight so couldn't spin.
Salt made a dry run on Pola -
had medium flak - the end run,
they really gave us flak - Blain
was almost hit in the leg by a
piece. He had gas troubles.
Logged 6 hrs. today. Got a new
stone tomorrow.

Wednesday, 21 February 1945.

Monday, 26 February 1945.

Blew today to Sisak, Yugoslavia to bomb the Kaprag Oil Refinery. Undercast prevented us from bombing so I had to put the pins back in the 8-500 pounds. It wasn't counted as a mission which put us off. Still suffered from the sickness and gas pains.

Tuesday, 27 February 1945

Blew #9 today. We bombed the Marshalling Yards at Augsburg, Germany by P.F.F. Undercast over target. Terrific flak at target. Our whole crew flew together in F-3 position. Last one ship in group - another Sdm. We dropped four 1000 lb bombs. Lots of railroad flak saw a fire near target. Dropped 4 1000 lb bombs.

Wednesday, 28 February 1945

Payday today. Sent \$150.00 home by P.T.A. plus an \$18.75 bond and \$100.00 allotment. Had to get a Chlora shot. Received two packages from Mom.

Thursday, 1 March 1945

Went into Georgia today for cleaning with Fred. Page. Mel had a visitor. Bob Brewster.

we dropped our bombs. He carried
eight 500-lb. J.P. bombs. He plastered
the town and M/Y area. No
plane seen today. Buddy is on way
overseas. Received letters from Mom,
Gasline and I from Larry.

Saturday, 24 February 1945

Went to target identification.
at 2:15 P.M. Received Wal's rations
and they went to Bomb Trainer
with Smith. Bomb sight was
out so we came back. Rag
and I went after our "Coke"
and beer rations that night.
Spreha made us "Gray Clusters".
Later, Spreha paid us a
"Kiss Call". Rag made multi pop-
corn which put the spot.

Sunday, 25 February 1945.

Have had a bad case of picoungs
all day. We all went to
church this A.M. Rag was duty
officer today. Inspected a formation
flyck made up. After chow, we
got "extra" rations and then I
finished our table and made
a lid for me "fatlocker". On the
raid to Ling today, our squadron
lost Comptan of his crew - plane
exploded over the target.

purpose of checking each other
out as flight lead. Dropped
20 bombs on range #7. Nearly
froze up there. Attended a "Brooks
Capt's Martial" at Group. Painted
table and wash stand yellow.

Tuesday, 6 March 1945.

Flew another practice mission - T.O. 0900.
Formation and bombing (20 bombs) in a new
"L". Flew with Thyme and C.P. also Dr. Lee (B).
Bombed range #7. Mel received 3 boxes. Spent
a lazy P.M.

Wednesday, 7 March 1945.

Had meeting at Group - a farce.
Spent P.M. building shelves for my junk,
and in finishing "footlocker".

Thursday, 8 March 1945.

Went to Target Ident. class - a joke.
Received another package from Mum plus
several letters. Mel building "something" (?)

Friday, 9 March 1945

Flew a "milk run" yesterday -
wish we would. Did! Flew
#11 today. He bombed Trais Austrig -
the station and M.V. by P.F.F. We dropped
8-500lb. G.P. bombs. Flew with Schaffner

was assigned to each mission aircraft.
I did fine on the first two bombing runs
with misses in the 50 to 60 foot range.

Friday, 2 March 1945.

Flew #10 today. We bombed
the Benzol Plant and Marshalling
Yards at Linz, Austria, by P.G.F.
We dropped eight 500lb. bombs
today. I have dropped 29 large bombs.
Our Gunhole Crew flew together
in G-5 position. Ray and some
of the enlisted men had the S.D.'s.
I used the bomb bays as a latrine.
Flak was quite accurate and heavy.
McJoy and Chavez didn't fly. I lost
I dropped the carb over Klagenfurt.
Saturday, 3 March 1945.

Rations today. at 11 A.M. Had a
meeting with Col. Stepanowicz - all bombardiers.
Dr. P. M. I went to Group and was
awarded the Air Medal by the Col.
It came in a snazzy blue leather case.
Had a Bombardiers Meeting at 6 P.M.

Sunday, 4 March 1945.

Bomb trainer with Smith. Windy all
day. Missed sell out.

Monday, 5 March 1945.

Flew a Practice Bombing Mission
at 12,000' on Range #7 today with
Smith (P) and (CP) in ship #5 (043).
Drake (B) and I flew together for

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From: Robert L. Benbest, 44-13 Midland,
comes: "On Friday, 2nd March 45, our 451st
Gp, was ordered to bomb Linz, Austria marshaling
yards."

"Roger Cessna, our first pilot and all
enlisted men had the G.I.s. Two were so bad
they could not go on the mission and we went
without them. The co-pilot, Mel Chalfen, naviga-
tor Fred Banks and myself did not have the
problem, however, some way or other it became
my problem to solve!"

"I obtained one of the large metal cans
with lid from the mess hall and a roll of
toilet paper and placed the can at the rear
of the bomb bays. All were advised that it
was to remain there!"

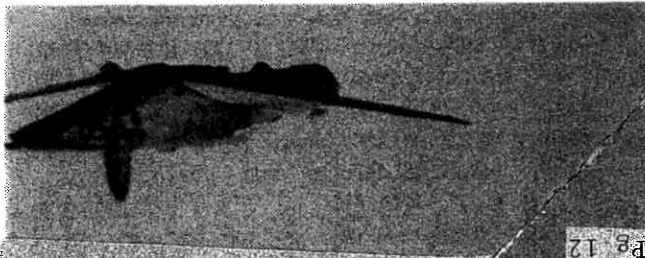
"Off we went and all the way up they all
took turns going to the 'can'. Fortunately
the can stayed in place even throughout the
bomb run. On the way back I was advised that
the can had to be dispensed with. I asked
one of the gunners to put the lid on tight
after which I opened the bomb bay doors—the
devil in me made me do this—and used the
bombsight to aim at poor Klagenfurt!"

"At the proper time, I told the gunner
to kick the can out and out it went—the lid
came off, as I had hoped, on the way down!"

"Certain residents of Klagenfurt must have
wondered why the rain suddenly turned brown!"

The can struck a house doing only 'juicy'
damage!"

"I advised the ailing members of the crew
that they would 'have to hang in there until
we reached Cerignola, Italy, the home base
of our 727th B-24 squadron!...Oh yes, we earlier
delivered 8 500 lb bombs—all right on target!"



was assigned to each mission aircraft.

"I did fine on the first two bombing runs with misses in the 50 to 60 foot range. It seemed a snap since all runs were on the same heading. Course and rate settings were pretty well established after the first run. However, my third bomb hit some 300 to 400 feet short! I couldn't believe it until the photographer told me that the bomb tumbled all the way down! Apparently it hadn't been completely filled with sand. Anyhow, that's my excuse."

"Our base commander was so upset with our performance that he ordered our planes back to Deming that same afternoon. Therefore we missed the banquet that evening and didn't receive the "pickle barrel" memento. In fact, I didn't know there was such a souvenir given until I read the Charles Baughn article [Jul 1986 CROSSHAIRS]. However, I do have an "Out-standing bombardier" certificate."

"By the way, Will Szabo's comment about how well his cohorts from Kiriland always did in the Olympic contests [Pg 11, Jul 86 CROSSHAIRS] was certainly accurate as far as the 6th Olympic contest was concerned. The schools finished in this order: Albuquerque, Childress, Victorville, Big Spring, Midland, Deming, Roswell and San Angelo."

"What I would like to know is "who out there is walking around with MY pickle barrel?"

* * *

Tuesday, 13 March 1945.

Flew No. 12 today. He bombed Regensburg Main, MW, Germany. 45 flak guns, but saw no flak. Saw some flak on way back over Selje, Yugo. Dropped 8-500 lb. bombs. Flew Deputy Lead in C-2 position. P.F.F. Dayton (P) and his crew, Adams (CP), Fowler (U). Flew in #12 an "L". My crew, minus Mel who was D.N.I.F., flew in C-623. Received multi letters from Mom.

Wednesday, 14 March 1945.

Spent a lazy day today. Signed pay voucher. Went out to plane at 10:30 for ditching instructions - putting in reinforcing ribs in bomb bays. Group practiced for parade on Friday presentation of its 3rd citation.

Thursday, 15 March 1945.

Went to Target Dept. today. Had a-6 Bomb trainer (the new one) at 3 P.M. One swell trainer. Fred flew for 3rd day in row. Crew has 11 missions, Fred + Log 10, Mel 5, & myself 12. They flew today - a milk run to Hagenfurt.

and his crew - Anderson (N) in
C-4 position in #12 on 8. Only
12 bursts of flak seen to our
rear after bombs away. Drag
was an alternate of the primary -
Brooks. Two ships in H61st collided
over Adriatic on way back - one
crashed - other headed towards Zara.
My crew flew in D-5 position.

Saturday, 10 March 1945.

Went to briefing as lead Bombardier
in stem flight. Stand down. Flew
in Group Practice mission later in C-4
position. Dayton (P) and Smith (CP). Flew
with Drake again. Salt wants us to
work out as a lead team. Carpenter
bombing - 4 runs the rest was formation.
Listened to radio Compass & slept most
of the time. Missed Chaw but got rations.

Sunday, 11 March 1945.

Went to church with Bayles &
E. M. - this A. M. Mel, Roy, & Ransdell flew
a formation Prac. Miss. Went to sell-out
of rations today.

Monday, 12 March 1945.

Roy & Mel went to town. Bought some
more stuff - yellow paint. Bomb trainer
in P.M. Saw "China" at night.

Monday, 19 March 1945

Flew #13 today. Bombed 4/4 at Muhlendorf, ~~Germany~~ - no flak. Dropped 40-100 lb. G.P. Bombs. I flew as deputy lead in I-2. A visual run - we splattered the target. Bontell, lead Bonty, forgot his tables. I flew with Liberty (P), Adams (OP) and Crommelin (N). Fred flew with Pahl & crew. Rog & Fred & crew scheduled tomorrow. Took "hot" shower (I led)

Tuesday, 20 March 1945

Rog, Fred & crew flew to Helt today - played the place. I went to Target Ident. at 0930. Played catch with Mel in P.M. and then to A-2 bomb trainer at 3 P.M. - 5 P.M. with Leatherwood.

Wednesday, 21 March 1945

Flew #14 today. Bombed 4/4 at Bruck, Austria. Multiple - accurate. Dropped 4-100 lb. bombs. I flew as lead bomb in Top-1. I flew with Dayton (P), Anderson (OP), Bowler (N) and their crew. Was a P.F.F. run - badly screwed-up & made it only about a 3 minute run. I saw a small break in undercast & saw target for 30 seconds so synchronized. A very fast unorthodox run. I hit the target!! Saw movie "Animal

Friday, 16 March 1945.

Rog & Crew, not Mel flew again.
(4th time in 4 days for Rog & 3 for crew).
They had a rough time at Maszkobanya
was supposed to fly last tomorrow, but
dep. instead. Went to Cerignola in jeep
with Lt Voisch & Russell to get a. S. & pieces
taken. Saw movie "Conflict" - Bogart -
excellent.

Saturday, 17 March 1945.

Briefed for Bratislava as "able" plan &
Vienna in Baker - stand down -
multi practice mission. Flew in
lead ship #16 (latest "L"). Pilots
Dayton and Marable - Bombardier, Me,
(~~me~~) Bortell. ^{4th} 30 bombs on Range #7 -
Formation of 7 ships. Dropped only
→ 4 bombs due to air accident - Nozinski's
wing knocked off Maj. Lather's
rudder - completely. Lather landed
with one rudder & Nozinski landed
without rudder control. Had meeting
with Capt. Prouty, Jim Insfy, & Harwell's
crew 178. Ratings today. I hit head beyond
border when planes collided.

Sunday, 18 March 1945.

Briefed for Ling (Baker) and Spar (able) -
stand down - Dep. Lead in "Charlie". Went
to church. Rained most of day.

4/10/45
1st Lt



(3) We were on a practice bombing mission on a clear day with ~~air~~ ^{clear} planes. Major Lather, Squadron C. O. was flying the ship. Suddenly, while I was zeroing in on the practice target, ~~the~~ ^{another} plane moved in too close and his right wing took off one of our rudders. The impact threw me over the Norden. Major Lather ~~did~~ ^{did} an excellent job of skidding the plane around and making a long approach back to ~~the~~ ^{the} field. The other plane managed to land with ~~the~~ ^{the} half of his wing at a 30 degree angle ~~and~~ ^{and} we ~~supplied~~ ^{supplied} ~~control~~ ^{control}.

Sound bent over left wings like a broken bird wing

The other B-24 ~~captured~~ ^{captured} 15 ~~AF~~ ^{AF} officers who wanted me to demonstrate "Hair Banking". We were next low to do the demo, fuelably both planes returned to base.

lan down
legs



Friday, 30 March 1945.

Lam against moving into Salt's house - not as good as ours even though it does have a shower. Did nothing all day long.

Saturday, 31 March 1945.

Photo. Idents. at 0930. New training schedule out - similar R.F.U.

Sunday, 1 April 1945

Went to sunrise services at control tower. Very nice. Rest of day to myself.

Monday, 2 April 1945.

Flew #16 today. Bombed railroad cars going N.Y. in St. Patten, Austria. No flak. Flew C-1 position - lead bombardier. Lytton (p), Menien (cp), Packard & Fowler (N). We dropped ten 500 lb. bombs - visual run. Bombing altitude 18000'. Bullseye!! Saw ground damage in town en route to target due to advancing Russians. Saw airplane near target loaded with Luftwaffe. I was awarded another Air Medal.

Tuesday, 3 April 1945.

The bombing of St. Patten yesterday gave our ~~drop~~ ~~83.6%~~ and ~~gave~~ ~~changed to 100% ^{100%}~~

me a cluster to the Air Medal.
Started "school" today at 0830. Had
stitching, First Aid, & Military Customs (J);
C-1 Auto Pilot, Bombing & ~~Demolition~~ ^{Personnel} in P.M.
Had A-2 trainer 1300-1500 but trainer
broke. Two new Bombardiers arrived today.

Wednesday, 4 April 1945.

Flew a practice mission - 16 bombs
on Range 7 at 18000' - Dayton (P), Jufault (CP).
For St. Patten raid, Capt. Fraize discovered
an error and discovered that I did 100%
bombing - Drop percent 83.6. Went to
Intelligence at 3 P.M.

Thursday, 5 April 1945.

Spent off all day. Had A-6 trainer,
but it was out.

Friday, 6 April 1945.

Flew #17 today. Bombed the ^{Brescia} ~~Brescia~~
Small Arms Plant at Brescia, 9. Italy
with 18 - 250 lb. H.P.'s. Bomb alt. 19060 ft.
No flare. Flew C-1 position. Dayton (P) -
Reshkin (CP) & Fowler (N). Lead Bombardier (ME)
Visual run. Bull's eye - 100% score
for "C" flight. Able flt. missed. One
bomb led up - B-10 shade. Any
achieving no end of fame. Staff but
do I want it. ??? Found out Salt's house no
good so am selling it. Radio "multi base". Good
hammers. Air medal Order # 7

56 guns, but only 10 bursts of
flak seen. Ling was squabbed
over on way up also other places.
On way back saw - 24 bursts of
flak at a place in Austria near
Klagenfurt. Bombing alt. 25000. Flew
as Deputy Bomb in F-2 pas. - Liberty (P),
Casper (CP) and Sibley (N). We dropped 36
100lb. Frag. clusters (six to a cluster). Hit the
airframe in the head. A visual range
Drake was lead. A lug haul 82 lbs.

Monday, 26 March 1945.

Yesterday, I met John Carpenter at
Briefing. He is in the 725th. He said
Ronald Carey is in 724th. Bomb trainer -
a-2 - with Baum from 10-12. Rog & Mel flew weather
ship. Fred went on mission up near Vienna -
no flak - his 17th. Had sheet at 3 P.M.

Tuesday, 27 March 1945

Had pic taken with lead crew ^{Johnnie} Dayta (P).
Didn't do much all day. Dayta is a
great pilot and we work well together.

Wednesday, 28 March 1945.

Had day off today.

Thursday, 29 March 1945

Went to Foggia. Received two packages -
M&M Hershey's Co. Bought Capt. Sell's house.

← D.F.C. awarded to me for destroying target with 1000 lb bomb.
"Kingdom" - Ann Saunders, Jennie Moran.
Censored mail.

Thursday, 22 March 1945.

Went to Group at 0830 to have a picture taken for ident. card. at 0930 photo. Ident. at Group - cancelled - came back. My bombing of Bruck gave Group 64.6% hits and raised our score to 33% for Group average. My entire crew flew to Vienna today.

Friday, 23 March 1945.

Didn't do much of anything today. Banks flew with Farrell's crew to Vienna - same target - again today. Rex is ~~up~~ up on us now. Rog, Mel, + Fred - minus crew - on guard duty - fly again tomorrow. Rog was "duty officer" today. Got beer & Coke rations tonight. Rog flying in #9 position again - makes us hard to miss missions.

Saturday, 24 March 1945.

Got rations today. Rog, Mel, & Fred flew today. Soaked off all day.

Sunday, 25 March 1945.

Flew #15 today. Bombed parked aircraft at Prague/Khely Airbase.

Sammy was our gaur. Italian who took
our laundry home + kept our "house" clean.
Saturday, 7 April 1945.

91.7% for Group in yesterday's
raid. Sold Satt's house for \$40. to
St. Boyce. Took our radio batteries to
60th Service to be recharged. Transferred
fuel. Had A-6 bomb trainer 8800-1000. Rog
Mel flew - brought bombs back - no mission
credit. Am scheduled to fly F-1 tomorrow.

Sunday, 8 April 1945

Flies #18 today. Supposed to bomb
Braunau, N. Italy, but weather forced us to
go to a weather alternate. Group
picked Klagenfurt, Austria. An hour
before target time we lost #4 engine + had
to abort from F-1 position. Brake + Schubert
took over. Since we could never
quite catch up, I made a manual
run on Klagenfurt - swell run -
my bombs walked across yard destroying
train cars + tracks. One bomb dropped a few
minutes later taking off bomb bay door.
I think Dayton is getting D.F.C.! Dropped
8 in Adriatic prior to run. No flak -
visual. Am big hero now - Ha. Group
changed mind + bombed Gorizia -
only able to light hit yard. Used 250 lb.
bombs. Backup was my nose.
Iurret Navigator. Am doing arives
in Italy tomorrow by a prog mission
near Bologna. Had big secret meeting to-
night. N.C.M. studies took movies of res.

Monday, 9 April 1945.

Big briefing & M. S. M. took multi pictures. Show #19 today. Aided by heavy push near Bologna, Italy by breaking enemy gun positions. We dropped 30 (6 bomb) frag. clusters. I flew with Dayton (P), Adams (CP), Fawcett (D), Pelsner (NN) in F-1 pos., but did not synchronize. Bombing alt. 20000 ft. Visual run - very satisfactory. The ground troops took no chances - used white smoke, flak at 15,000 ft, white panels (arrays, T's etc.), red smoke & neon lights to mark the way. Little enemy flak. My tail crew may make flight lead soon. One of my topplers or left dropped bombs too soon before

Tuesday, 10 April 1945. F did. (see note)

Show #20 today. It was the same as yesterday except we bombed area north of yesterday's area. Very successful. Heard we ground dropped 3000 yds. short yesterday. F-1 pos. same crew and bomb load. No trouble - sync for my own rate.

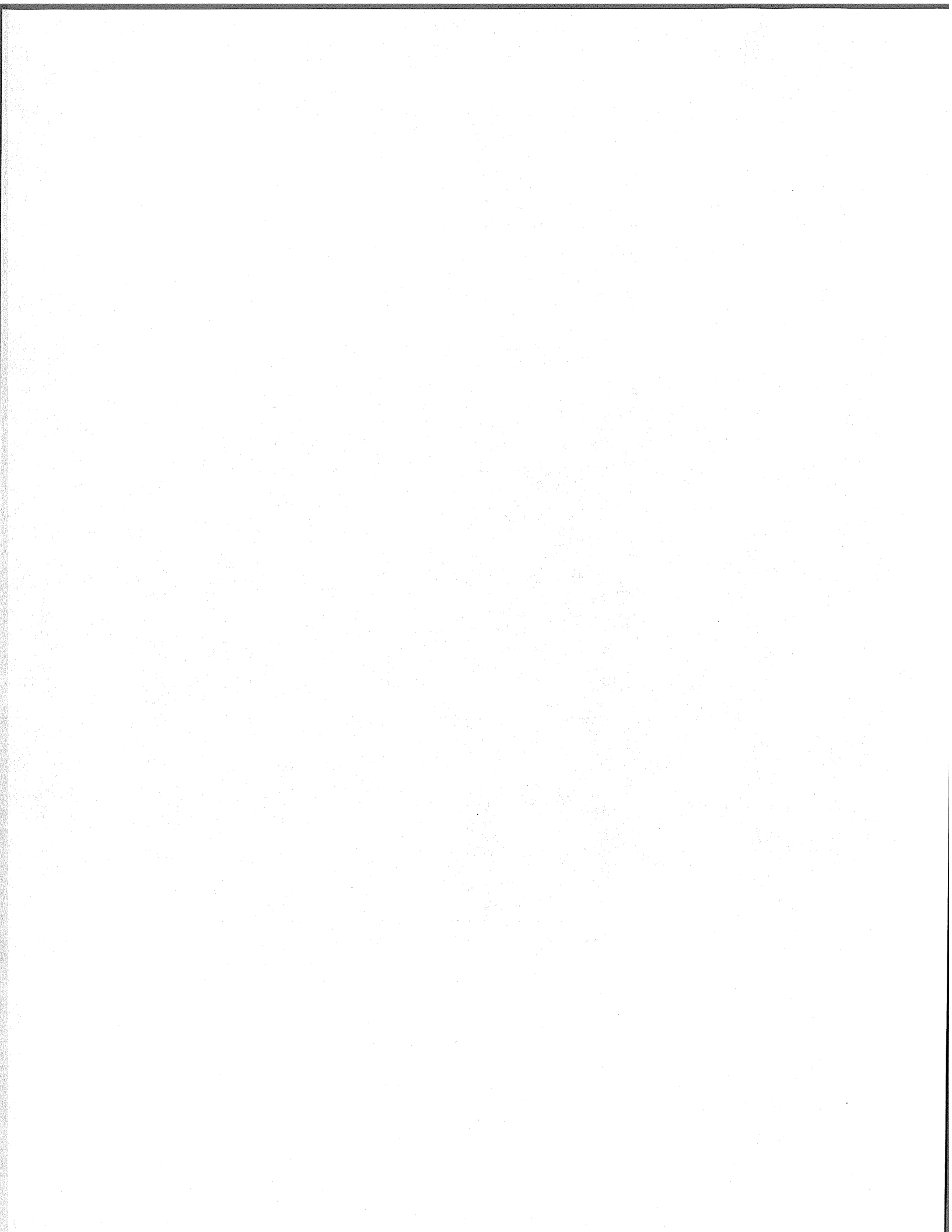
Wednesday, 11 April 1945

Capt Salt & Fowler finished yesterday. Have been asked to go to Bari to school but I don't want to go at all - hope I can

Nov 1945.

He was supposed to wait for my signal. He signaled it was an accident and it caused the Bombardier on his left to crash. They had a Polish court-martial up to front, Aug 15th A.F. was taken. His trial (accident) and he got off with it.

St. Bartholomew -
we called him
St. Bartholomew. He had
tells her way out of
our strings



Monday 4-9-45

Col. asked me to come to a big meeting at Grand Apts. It is the plan to finish off the Germans and end the war in Italy. They got an idea last night to have me fly prone in a Plexiglass nose of the P-38 and fly over the front lines near Bologna and check locations of Germans on North side and Allies on South side. Allies are very nervous for fear frag clusters will land on them. All sorts of lights and arrows to guide
(Ch)

to the target and Lt. Leatherwood
still screamed up. Even so those
that dropped off me, all hit
~~perfectly~~ perfectly. Days later
an Army officer came to Grand
to thank us and tell me
what it had been like etc.

0815 for school

HEADQUARTERS FIFTEENTH AIR FORCE
APO 520 U S ARMY

E-MFC-alm

FIFTEENTH AIR FORCE COMBAT TRAINING SCHOOL

BOMBARDIER PROGRAM

I. The program outlined below is the schedule for the week. It must be remembered that the schedule is very flexible and may be changed.

- MONDAY A.M. ✓ Pathfinder Theory and Technique - Lt. GROBAN
- P.M. ✓ 1. Flak Analysis - Capt. VANCE (Combined)
✓ 2. Planning of Combined Operations - Lt. Col. KUTSCHERA
- ~~TUESDAY~~ ^{Ted.} TUESDAY A.M. ✓ Norden Bombsight, Gyroscopic Principles, Analysis of Bombsight Errors, Malfunctions and Maintenance - Mr. JARREAU
- P.M. ✓ 1. Intelligence - Col. BARR, Lt. Col. MAGILL or Capt. MENKEL
✓ 2. Armament - Capt. HISS
- ~~WEDNESDAY~~ ^{Tuesday} WEDNESDAY A.M. 1. Navigation in the XV AAF - Lt. DOWNEY
✓ 2. Offset Bombing - Lt. CULVER
- P.M. ✓ 1. Bombing Accuracy - Dr. TARSHIS
✓ 2. Target Material and Its Use - Lt. CULVER
- THURSDAY A.M. Bombs and Fuzes - Major RANDAL
- P.M. 1. Bombs and Fuzes - Major RANDAL
2. Metro - Lt. SCHULER (Combined)
- FRIDAY A.M. Review and Examination
- P.M. Critique - Lt. CULVER

*gave me a nose
Bomb fuse as a
souvenir, after War
& gave it to Elvira
Police Dept. as I was
afraid to lose it
around children*

II. REGULATIONS:

1. Truck will leave the Miramare Hotel at 0815 and 1315 hours for school, the Bombardiers catching only their own truck.
2. All lectures must be attended; absentees will be considered AWOL.
3. Officers will conduct themselves accordingly at all times.
4. Officers will have a notebook and pencil at each lecture.

R E S T R I C T E D

HEADQUARTERS
451ST BOMBARDMENT GROUP (H)
APO 520, US ARMY

C-HDR-ru

SPECIAL ORDERS
NUMBER 96

EXTRACT

14 April 1945.

2. Fol named O, 727th Bomb Sq (H), are placed on TDY with Hq 15th AF for a period of approximately six (6) days, eff 15 Apr 45, for the purpose of attending PAF Combat Training School WP via govt mtr T and/or mil acft rntg upon arrival thereat to Personnel Controller, Rm 114, Hq 15th AF, not later than 1200 hrs 15 Apr 45. Upon comp of TDY O will return to proper sta and orgn. No per diem. TDY. (Auth: VCCG 49th Bomb Vg (H)).

1ST LIEUT	AUSTIN F. HARRINGTON,	02 070 027 AC
2ND LIEUT	ROBERT L. HEMBEST,	02 001 903 AC

BY ORDER OF COLONEL STRECHONWICZ:

OFFICIAL:

HENRY D. RICHARDSON,
Captain, Air Corps,
Adjutant.

HENRY D. RICHARDSON,
Captain, Air Corps,
Adjutant.

R E S T R I C T E D

get out of it. Major Latter (C.O.)
told me today he was thinking
of using me for Group leading.
Oh, oh, Ranney, Lt. Col. Bout. also mentioned
it. Had sheet at 10 @ 711. - got out
of 10 birds. Got haircut & shave.
Had O-2 bomb trainer with the berries
1300-1500 then took a shower.

Thursday, 12 April 1945.

Ground school in a.m. Got
pictures today from 60th service.
My crew flew on a mission today.
Dayton went to Rome which means I
may not fly. They are trying to
slow me down. Oh, oh - they give
me a crack at Group lead.

Friday, 13 April 1945

Was scheduled to lead - stand
down. Flew a practice bombing
mission on Pianosa - 10 bombs
with Laterza (B); Liberty (P); Sercombe
(NV); Casperian (CP). Roosevelt's death
announced - wonder what outcome
will be?

Saturday, 14 April 1945

Flew #21 today. Bombed a pin point
target - Maccenta Ammunition Factory near
Venice, Italy with nine 500 lb. B.P.'s.

and one Propaganda Bomb. Flew
F-1 position - O'Leary (P); Casperson (CP);
Mitchell (N); Grodinski (nose turret nav.).
Slight flak - 54 guns - hit target well.
Other flights did very poor. My 1st Lt.
is merely waiting for time element to
expire. Bomb altitude 23000. Strong
tail wind. Golly - what success I am
having - makes me feel good to know
I can do it. Came back to find
orders waiting for me to go to
Bari to school for a week. Sam H.
Harrington, a navigator is also going.
Group C. O. says this is a reward for hitting target.
Sunday, 15 April 1945.

At 09:30 Capt. Prouty flew Lt. Harrington
and I to Bari in the B-25 to attend
a week of school. We are staying at
the Miramare Hotel. We start classes
at 0800 tomorrow. We went to the P.K.
to get our rations - boy, what we got -
7 packs of cigs; a can of juice; cigars;
a can of peanuts; a package of hard
candy; 4 Candy Bars; 2 packs (roll) candy;
2 packs of gum & anything else we wanted
was in the line of food. Pretty nice!!
We walked around town awhile. Food
in the officers restaurant is superb.
Went to see "Between the Girls" ^(Kag & Harris + Barron)
"San Diego I Love You" (In Hall & Louise Allbritton)
In P.M. went to officers Club & had
some ice cream and cake. Also, found
names of some Elmians I know - F.K. Ward

steak dinner (#4), then came back & went to dance at Oriente Hotel for awhile. Got another big set of rations tonight - 7 packs cigs, two packs of gum, 2 Candy bars, bag of pretzels, pack of candy, can of peanuts, can of juice, 4 cigars.

Thursday, 19 April 1945

Had classes all day - Bombs & Fuses was best one. Got a Souvenir from Major Randall - a time piece. Got some Ice Cream, then off to a movie

Friday, 20 April 1945

Review and then a proficiency exam in Bombing - got 83%. Had a Critique in P. M. Went to see Bette Davis in "Old Acquaintance". Missed chance to come back by plane due to Capt. Williams' forgetting us. Made arrangements to catch truck.

Saturday, 21 April 1945

Truck full so went to airbase. Learned that John Ross sending the non-af. down. Marable (P), McNeely (CP), Serrano (M) came along - also Chaffin, who went to Rimini on pass to see a friend. Harrington & I took a sail boat ride on Adriatic for a piece. Returned to Base at 5 P. M. Learned that Fred has 29 missions.

a Major was air.

Monday, 16 April 1945

1st day of school. In A.M. we & the Nabs had a lecture on Pathfinder Theory & Technique - very interesting. In P.M., had lectures on Plate Analysis & Planning of Combined operations & rather boring & of little value. Got shave. Went to Orientee Hotel to visit two P-38 pilot buddies of Harringtons - stayed there for movie "Here Come the Shapes" - B. Kutton & B. Crosby. Afterwards had coffee & chocolate doughnuts - delicious.

Tuesday, 17 April 1945.

Got up at 0735. Went to Ground School in A.M. & P.M. - Off set Bombing & Target Material in A.M. & Intelligence & Armament in P.M. Bought multi 1st Lt. bars. More ice cream at club. Went to see "The Invisible Man's Revenge" - Jan Hall.

Wednesday, 18 April 1945.

Got up at 0740. Ground school again. Had a lecture on the Norden in A.M. & Bombing Accuracy in P.M. Took hot shower at Red Cross Officer's Club & had some del-icious chocolate ice cream. Went outside of town to beautiful big allied officer's Club & had a del-icious

Note: at 15th A.F. investigation Smith finally
stood up & confessed he gave me false
levels. Photos showed mission would have been
on Roveretto. M/Y in the Brenner Pass. ^{Level}
18 flare guns gave us no trouble.
Flew C-1 pass - R. Smith (P), Rathbone (CP),
Harrington (N) & Carlson (WTM). Mission failed
my bombs hit to left & over from
M.P.H. - 2500 ft. off. Mission was all
screwed up - Nav. in nose got lost -
the nav. didn't know what he was
supposed to do - the pilot was all
screwed up - all in all, ~~I got P.D.I.~~
~~at 0%.~~ ~~Smith (P) really screwed up - He had~~ ~~interrogation~~
Tuesday, 25 April 1945. at M.P.H.

~~Smith (P) really screwed up - He had~~
~~interrogation~~
The crew
flew to Ling today - rough mission,
I imagine. I flew a practice - 6 ship
bomb. & form. mission on range # 7 - P.D.I.
runs - poorly done - Col (P); Liberty (CP). Combat
mission returned - Stredky was shot down
& Casna & my whole crew is missing. I
am sure they are safe somewhere -
lost all 4 superchargers, I hope they are safe.
Very lonely without them.
Thursday, 26 April 1945.

Learned last night at C.P.H. that my
crew is safe at Zara. Flew a practice
bombing mission on Pianopa Island
today - low ship - 2000 ft. - seven bombs
Marable (P); Daley? (CP); Reinstein (N). I got
vertigo on Marable's "dive" from 2000'

Feb 16; Ray 23; Collected man 22; me
21. Am turned up - they want
me to succeed tonight. I think
I shall deliberately miss the next
bomb - I hate to do it - am not
the type; but if the crew leaves
without me, I shall be terribly
lucky - more than any can imagine,
as all my friends are also
finishing up. But 1st Lt. Bombardier will
be great, and promotion to Capt.

Sunday, 22 April 1945

Flew practice mission - they say
I need practice before I dare fly a
Combat mission. Tall Boy - and I.P.O.'s -
am getting such a raw deal - to anyone
else it might be wonderful - not to me.
Did not bomb at all - brought bombs
back. Smith (P) - Rathbone (P). Took
shower. Poor Langley - he knows
how I feel - he can't face me -
but he has to get someone so he
can leave - guess I am the goat.
Wants me to take over as 2nd Lt. Bombardier.

Monday, 23 April 1945

A-6 Bomb trainer in P.M. Rest of day
to myself - nothing accomplished.

Tuesday, 24 April 1945

Flew mission #22 today - finally!
We dropped 10 - 500 lb. G.P. bombs

Monday, 30 April 1945.

At 0800 went in 725th plane with Lt. Carons (W) and several other Mickey men + bombardiers to work on the "Supersonic" trainer (a "Mickey" - bomb. trainer). Built a gadget. Fred + I are on orders to go to Rome for four days. Has paid \$142. tonight. Was supposed to lead tomorrow's mission, darn the luck.

Tuesday, 1 May 1945.

Learned yesterday - Gizzi is in 454 B.G. Fred Barker, Carpenter + I came to Rome on orders for three days. Arrived here around 11 P.M. Saw Rome - St. Peter's dome from the air. Took an hour to get here. P.S. - today's mission was a "stand down". In Rome we stay at Savia Hotel - quite nice. Barker + I have a double room with "beds". Food - pretty good. Had to pay \$3. for room + meals - a day. Rained all P.M. Beautiful Red Cross Club - modern - of marble. Multi ruins + sculpture. Landed at Ciampino airport. Multi "bad women". Saw St. Jackson - Bomb. Cabot at Midland. Went to Red Cross Theatre (beautiful) + saw "Dangerous Night".

Wednesday, 2 May 1945.

Went on Red Cross Trip at 09:15 in a big bus. Saw Rom's biggest parks, the Colosseum, Mamertine Prison (Peter + Paul); The

to 3000' at 230 mph. Two A-2 trainers
at 2:30 P.M. Crew flew back from
Zara in a C-47 - arrived here at
2 P.M. They had quite a time -
hydraulic system shot out; 50 ft. x
60 ft. an engine on fire & then feathered,
had to crack down the gear & flaps.
Cessna & Randall put in for D.F.C.'s.

Friday, 27 April 1945.

Went to Ground School this A.M. -
Target Study & "General Situation". Capt. Frank
gave us some good remarks. Read in
Group paper "Ad Lib" where I got the
D.F.C. for my mission at Bruck,
Austria - March 21st. Briefed for
D-1 lead on raid to Leoben, Austria
last night - stand down.

Saturday, 28 April 1945.

at 2 P.M. I was given the D.F.C. -
pinned on my blouse by Col. Stefanovic^(sp?).
This was for my Bruck mission. Another
"stand down for tomorrow. Got our
"meagre" rations" today.

Sunday, 29 April 1945.

Flew a practice camera bombing
mission with Smith (P); Rathbone (CP); Carlson (D).
Got our battery for the radio. No mail.

RESTRICTED

HEADQUARTERS
451ST BOMBARDMENT GROUP (H)
A.P.C. #520 U. S. ARMY

30 April 1945

SPECIAL ORDERS
NUMBER 112

EXTRACT

3. Pol named Orgns indicated WF fr pres sta to Rome, Italy, 1 May 45 for a period of three (3) days for recreational purposes RUAF to Rome area AAF/RC (Address 74 Via Veneto). Upon compl of TDY 4 May 45, O will report to Ciampino Airport not later than 1300 hrs. TBGAA and TBMAA. TDM. No funds involved:

CAPTAIN STANLEY W. JACKSON,	O 675 595, 724th Bomb Sq (H)
1ST LT ZACHARY T. BUICH,	O 804 294, 724th Bomb Sq (H)
1ST LT CHARLES V. WILLIAMS,	O 723 909, 724th Bomb Sq (H)
2ND LT JOHN A. ADAMS,	O1 692 866, 725th Bomb Sq (H)
2ND LT LEO P. MURPHY JR.,	O 830 668, 725th Bomb Sq (H)
CAPTAIN HELVIN J. SOSSAMAN,	O1 044 392, 726th Bomb Sq (H)
1ST LT JAMES N. ESBERSHADE,	O1 998 730, 726th Bomb Sq (H)
1ST LT ROBERT S. WESTRUP,	O1 998 731, 726th Bomb Sq (H)
1ST LT FREDERICK D. BARKS,	O2 069 907, 727th Bomb Sq (H)
1ST LT JAMES T. CASPERSON,	O 771 296, 727th Bomb Sq (H)
2ND LT ROBERT L. HENBEST,	O2 001 903, 727th Bomb Sq (H)

BY ORDER OF COLONEL STEFONO HICZ:

OFFICIAL:

HENRY D. RICHARDSON
Captain, Air Corps,
Adjutant.

Henry D. Richardson

HENRY D. RICHARDSON
Captain, Air Corps,
Adjutant.

*Fred & I go to
Rome in Col's B-25*

*I May - Fred and I were wandering along Eastside
of St. Peter's and decided to join a group of top
officers from various countries and were escorted
upstairs by Swiss Guards into a beautiful room
To our surprise we had an audience with Pope Pius X*

RESTRICTED

Saturday, 5 May 1945.

Had a physical exam this A.M. Under what's up? Hope you leave soon - I am tired of Italy since I can't get any missions in anymore. Got rations today. Am going to try to get some combat pictures for a bottle of whiskey tomorrow.

Sunday, 6 May 1945.

Extra Practice Mission today - was perfect all up though it was a real mission. Got up at 3:30 A.M. Had dinner, briefing, etc. The entire 15th A.F. performed the mission. We flew down around S. Italy then up the west coast & bombed Air Force Dept. at Capri then crossed Italy and bombed headquarters building of 15th A.F. in Bari (all camera bombing). Guess it was for their field. Quite hot out today. The E.I. did not get their 3-day pass to Rome. Banks, Randall, Miller, & I rigged up an oxygen bottle for a fuel container for the state. Whiskey rations tonight - I got Cassin's \$5.00 tall two bottles.

Monday, 7 May 1945.

Went to ground school this A.M. - Air Crew discipline, Naval & Air recognition, History of Navy Bombardment. At 1:30 went on a Practice Bombing mission - Prussia

Roman Forum; Monument to King Victor
Emmanuel II; Keats & Shelley's Graves;
Tiber River & Aratias Bridge; St. Peter's -
beautiful; & Pope Pius XII. ^{History chapel} In P.M. took
walk all over town. Saw movie.
Letter said to be dead - German armies
in It. Italy surrendered. Had surprise
audience with Pope Pius XII

Thursday, 3 May 1945.

Went on another tour today. Spent
some more time on what I saw
yesterday - also saw St. Marie Maggiore
Church plus a couple Piazzas. In
P.M. walked around - had some ice
cream. Haven't been able to sell any
cigarettes - darn it. Traded 2 packs & a
pack of denture gum for 8 photos at 50¢ each.
Saw "For When The Bells Toll" again at the
ENSA Supercinema. Nice out today.

Friday, 4 May 1945.

Got up late - ah! wonderful! I finally
got up nerve to sell 3 cartons of cigs - scared
to death when I did it (\$40). Challen & Cerna
arrived in Rome late so we did not see
them. He came back in B-25 with Maj. Latta
& Bernstein. I found I was a 1st Lt. upon
my return & also Challen. Our C. M. are
Staff Lt. The E. T. go to Rome Monday A.M.
Came back to find Field observing "Malaria
Discipline" - Bed nets, skin repellent, etc.
ugh!

TRANSIENT RATION CARD

No. 003858

This card will be issued to all transients at APO 621
 The holder may purchase all items on the reverse
 side, plus beverages, ice cream, magazines, books, native
 goods and other unrationed items, but not clothing or
 equpage.
 I certify that I have not procured rations for the
 period covered below.

Name _____ Rank _____
 Valid for the 7 days from _____ to _____
 ASN _____

Issued by _____ Rank _____
 Name _____ Rank _____

To be executed in triplicate.
 Original to Disbursing Officer.
 Duplicate to Personnel Officer.
 Triplicate to Remitter.

WAR DEPARTMENT
 FINANCE DEPARTMENT
 FORM NO. 98 (MODIFIED)

P. T. A.

P. T. A.

LIRA

RECEIPT FOR FUNDS TRANSMITTED TO UNITED STATES

WAR DEPARTMENT No. _____
 Finance Department

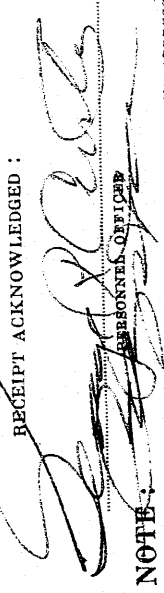
14 May 1945

36500

RECEIVED IN CASH FROM: 1st Lt. Robert L. Heberest
 (PRINT IN CAPS: BANK, FULL NAME AND ASN OF REMITTER)
 Three Hundred and Sixty-Five Dollars and No/100 CENTS

PAY TO: Mr. Edmund J. Heberest
 423 Country Club Drive
 Elmird, New York

WHICH SUM I HAVE PASSED TO THE CREDIT OF THE UNITED STATES, AND HOLD MYSELF ACCOUNTABLE THEREFOR.

RECEIPT ACKNOWLEDGED:

 PERSONNEL OFFICER

DISBURSING OFFICER

NOTE: IT IS ESSENTIAL THAT THE REMITTER VERIFY NAME AND ADDRESS OF PAYEE PRIOR TO SUBMISSION OF THIS DATA TO THE FINANCE DEPT.

HEADQUARTERS

1254TH AAF BASE UNIT
 NORTH AFRICAN DIVISION
 AIR TRANSPORT COMMAND

TRANSIENT OFFICER'S MESS PASS

Good for one meal only

Price .30

TAKE BED ASSIGNED YOU - PLANE DEPARTURES
 DEPEND UPON YOUR LOCATION BEING ACCURATE.
 Bldg. No. 608 Rm. No. 5 Bed No. 5

5M-21-Jan-45

Good for one Night's Lodging - All Transients
 Staying More Than One Night Must Re-regis-
 ter before noon or your bed will be sold.
 Take the bed assigned you.
 Plane departures depend upon your location
 being accurate.
 Bk _____ Rm No. _____ Bed No. 5
 Tent No. 14 Rm No. _____ Bed No. 5
 Rec'd for lodging _____
 Tenks Signature _____

THIS SLIP NECESSARY FOR PURCHASE

NAME 1

BARRACKS 107 BED 24

RATION CARD A T C ONLY

CIGARETTES X

CHEWING GUM 4

RAZOR BLADED 4

SOFT DRINKS 4

BEER 4

SOAP 4

CANDY 4

WAR DEPARTMENT
FINANCE DEPARTMENT
FORM NO. 38 (MODIFIED)

WAR DEPARTMENT No. 136
Finance Department

P. T. A.

P. T. A.

RECEIPT FOR FUNDS TRANSMITTED TO UNITED STATES

\$ 150.00

USI Bank by A.P.A. 530 March 1, 1945
(ORGANIZATION AND APO NO. OF REMITTER)

RECEIVED IN CASH FROM : 2nd Lt. Robert L. Heakest
(PRINT IN CAPS : RANK, FULL NAME AND ASN OF REMITTER)

PAY TO Mr. E. J. Heakest DOLLARS AND nope CENTS.
103 Robinson Ave
Chickasha, Okla

WHICH SUM I HAVE PASSED TO THE CREDIT OF THE UNITED STATES, AND HOLD MYSELF ACCOUNTABLE THEREFOR.
Robert L. Heakest

* STRIKE OUT WORDS NOT APPLICABLE

NOTE : IT IS ESSENTIAL THAT THE REMITTER VERIFY NAME AND ADDRESS OF PAYEE PRIOR TO SUBMISSION OF THIS DATA TO THE FINANCE DEPT.
FINANCE DEPARTMENT

To be executed in triplicate.
Original to Finance Officer.
Duplicate to Personnel Officer.
Triplicate to Remitter.

Friday, 11 May 1945 & Sat, 12, 1945
doing very little, but fill out forms
etc. in preparation to leave.

Sunday, 13 May 1945.

Went into Ceregronia - beg big haul
for \$97.00 sold 4 Cartons of Cigs (#12 @);
8 bars Lifegon (20¢ @); 1 pr. low cuts & 2 pr.
H. D. shoes; 1 pr. S. I. pants, 2 S. I. shirts.
All sold about \$115. profit. Sending home
\$365.00 P.T.A. only allowed to keep \$50. on
person. Supposed to see movie "I down 1 top" last night.

Monday, 14 May 1945.

P.E.O. checks in a.m. In P.M. I
typed forms up all P.M. Got well's
rations.

Tuesday, 15 May 1945.

In A.M. went to Group for "Screening" -
check all records. Capt. Benton says it
is almost certain we are to go home.
I sure do hope so. They changed their
minds again. All complete C. Crews
are to fly home - not as a Group - the
rest to go by boat. Laughy made
Capt. - also Marable.
When I was an Aviation student it was great they found
I could type (no K.P. or Grand Duty). Now I work
while the others goof off. Ah well! I like working.

Singapore - 2000 ft. - 10 bombs. Made only two runs - C-1 out of order - besides, was too cold - 15°C. Na! Capt. Hilday (P), Dupont (CP) plus an NY. Learned that Cessna, Chaffin, Crew + I are remaining over here & Banks goes home. Only 2 crews remaining. Cessna & Chaffin did not return from Rome tonight.

"VEDay" Tuesday, 3 May 1945.

On radio yesterday heard broadcast that Hermann was surrendered. Ah!! Her capture officially today - VE Day! Have today & tomorrow - pills, but are confined to the past. Our whole crew including Banks are to stay with group. Cessna returned from Rome last night. Had stayed. Acquired a set (31) of beautiful pictures of combat for a bottle of whiskey. Had today - sunbathed.

Wednesday, 7 May 1945.

Had today off again - slept all day - sunbathed. Still have my cold. Every day preparations being made for our departure.

Thursday, 10 May 1945.

Went to Group for Amusement Pass - very good. Had flying equipment check. Went into "tentans" today.
(uniform)

Monday, 21 May 1945.

Another day of "rest" - saw movie tonight. Paid in sum in P.M. Cessna has night flying tonight.

Tuesday, 22 May 1945.

Again - nothing done. Ah! How I wish we would leave. Sent home a box of clothes (2 skirts, 2 towels, job-strap, toilet articles, 1 sweat pants & 2 sweat shirts, scarf) for \$1. Wonder if I shall ever see them again. Also, I repacked - wonder about my binocs.

Wednesday, 23 May 1945.

Tore down our "Casa" - only floor and walls left - took pictures. Sleeping in open these days.

Thursday & Friday, 24 & 25 May 1945.

Awarded 4th Oak Leaf Cluster to Air Medal for April 6th mission - Brescia Arms Plant, Italy. Ransdell & Cessna got D. F. C.'s. Ground personnel leaves tomorrow also 2 Air Crews. We are to leave Sunday at 2 P.M. I have 6 extra men. Oh, my! Buried Binocs. Slept in operations Thursday. Took our cats today so in the

Wednesday, 16 May 1945.

Chapotan, gunnery officer made
Capt. Hooped off in A.M. In P.M.
I did some more typing - for Capt.
Curtiss this time - P.T.A. accounts. More
rumors. Made Expert on Pistol Range.

Thursday, 17 May 1945

Went to Foggia & Cerignola. Saw
Sterris & Nordlieht. Sold a pr. of
shoes, suntan ptr. & 3 pks of Cigs for
\$2.00 - rolled! Na, ha! Packed to leave.

Friday, 18 May 1945

Chapen went to town & repaired
some f. for Army insignia, but will have
to do. I have a terrific summer cold.
Am typing for Capt. Curtis again today.
Received a box from Mom. They are
having a party tonight. Liquid rations 1 cal^{or} 4
beers.

Saturday, 19 May 1945.

Still typing. Turned in mosquito
net 3 blankets & Q. M. bed roll.
Got rations today P. Post.

Sunday, 20 May 1945.

Typed all day. To Brails for pre-
briefing - start leaving Tues? I hope.

Tuesday, 29 May 1945.

Had medical checks & their record processing. Charged fire into (\$59.50) yellow seal U.S. currency. In P.M. had clothing checks. Were 3rd alternate to leave tomorrow, are now 1st alt. Expect to leave Thurs. Ronnie Carey is here & expects to leave then, also. Maybe we will go home together.

Wednesday, 30 May 1945.

Loaded ship (Proj. RG-0610-15) in A.M. - 2 front bomb boys. Saw Errol Flynn in "Objective Burma" - very good. Harbeck is here as Skinner's crew.^{461st}

Thursday, 31 May 1945

Got up at 0500 to leave at 0800 in 2nd flight. Carey left - we didn't - had to have a 100-yr. inspection pulled on plane - good thing too. We are now to leave tomorrow in 1st flight.

Friday, 1 June 1945

Almost didn't leave today. The two passengers lacked clothing forms - we were in flight I but left at 0935. Came by way of Tunis, Boue, Algiers, Oran (sp), then to Marrakech, N. Africa. A long ride 9 hrs. & 55 min. This

plane tonight. Bags everywhere,
Layon it & Rain tonight. They
sent some aircrews to 304th Wing
today - also some ground personnel
to Naples to the boat. What for
food - ah, ah!

Saturday, 26 May 1945

Everyone leaving but us. The
727th had two convoys of Ground
Personnel leave at 8 noon & seven
ships left leaving only about 100 aircrew
members. The crew was at 7:25th.
Also, Paul Dewlsley & some others went
to 304th Cp. Left in plane.

Sunday, 27 May 1945.

Loaded plane - six passengers
luggage and went to Sigia, Italy
at 1355 ~~leave~~ closing the field.
Sold an old pair of J. I. shoes
plus a sweater. I found for
\$1.2 to the "books". Took 45 min.
to get to Sigia. J. said we
will be out of here in two
days - swell!!! Had food.

Monday, 28 May 1945.

Did nothing today towards
leaving. Went to see "Thunderhead"
last night. Got P.X. rations.

Note: We were supposed to cross Atlantic at Dakar but I wanted to see Africa so said I smelled gas & convinced Cesona to go South. Hardbecks arrived here. Saw native grass but villages on way to beach. Got a "stink". Went to Permanent P.X. for ice cream & coffee. Went to movie "Experiment Perilous" - Nedy Lamarr.

Monday, 4 June 1945.

Got up at 0230 to leave at 40.0. Was changed so back to bed again & up at 0700 to leave for Roberts Field, Liberia. Weather very bad. Hope to see famous rubber plantation there. Had a storm on way here. Lived in barracks with thatched roofs. Food was fairly good. Went to P.X. - early morning. Went to big private Rubber Plantation at 3:30 P.M. - saw rubber trees etc; got samples of rubber (latex) in its various stages of purification - what a stink. Went to see 1 dr. movie "Bring On The Girls" with Eddie Bracken, June Haver, Veronica Lake. Then to bed. (Came by way of Coast & Pretown)

Tuesday, 5 June 1945.

Left for Ascension Island at 0700. Took for 5 hrs + 35 min. The island is just a volcanic mass - no grass or trees. Immense runways. We live in pre-fabricated barracks. Went through some rain enroute. So far, we have had multi trouble with

field has improved considerably.
Had my 1st "ration-free" coffee.
Changed into Moroccan fringes
again. To bed early - lived in
a nice red stucco building.

Saturday, 2 June 1945

Up at 0600 today. Ate breakfast;
turned in bedding & came to ship,
while the others went to briefing.
Leave for Dakar. I navigated today
so that Fred could rest for ocean
hop - did O.K. too. Came by way of
pass in mts. Tindouf, Atar, St. Louis.
Took 8 hrs and 30 min. Almost
didn't leave due to supercharger
troubles. Got P.X. rations. Live
in nice building. The natives
here are coal black and wear
the darndest dresses. In Mess Hall
they wait on us - have black good
luck charms.

Sunday, 3 June 1945.

Didn't take-off for Natal -
gas tank leak. Went through a
Catalina air-sea rescue ship parked
next to ours. Are making plans
to go from Dakar to Roberts Field
& from there to Ascension Island, then
Natal. Went swimming at beach -
nice - but water salty - big waves.

Thursday, 7 June 1945

Stayed over today. Bought a pair of light brown boots - nice. Saw Betty Grable in "Billy Rose's Diamond Horseshoe" - very nice. More rainy weather. Chafin owes me \$20.00 now.

Friday, 8 June 1945

Up at 04:30 to leave for Belém, Brazil. Still raining out. Took an even five hours. Came by way of ~~St. Helena~~. Terrific jungles enroute. Stayed at Val de Cães airfield. Airfield cut out of jungle about 6 miles from Belém. We lived in nice old stone white barracks similar to the ones at Natal. Build rather small. Saw movie "I Love A Mystery".

Saturday, 9 June 1945

Did not leave - weather too bad. Bought another pair of boots - better than ones at Natal. Good fair. Saw movie "The Affairs of Susan".

Sunday, 10 June 1945

Missing my left shoe - saw it. Left port Trinidad (where we drop off Radio & Magazine (#)) around

this B-24 (#67) - a leaky gas tank
instrument troubles what not.
The negroes at Takar were coal black,
but the ones at Roberts Field, Liberia
were not so black. What tough
foot they must have to walk bare
foot so much. They want cigarettes
& "Chomp, chomp" (Gum). Ascension Is.
(British - but overrun with U.S. Army) is barren
lava rocks except one spot - Green
Mountain which has a rain cloud
over it most of the time. A nice
Officers Club. Saw "Betty Beauty" again.

Wednesday, 6 June 1945.

Up at 5:30 A.M. to leave for Natal,
Brazil at 0700. Bad weather at Ascension.
Bad weather en route. Took 7 hrs & 25 min.
1255 n.m. The field here is beautiful. We
live in - 4 to a room - are story
barracks. Beautiful mess hall & good
food. Bought Mon 4 pro. of silk stockings
& Pap a beautiful alligator skin pipe &
pouch. Hope to get myself some boots
tomorrow. We are staying over a
day so the C. M. can be paid. This
field is Parangirim Field. Raining weather
here. Loaned Chalken \$16.50. Saw
Donald O'Connor & Peg Ryan in "Petrick The
Great." We live in one story red
barracks - 4 to a room - very
nice.

TRANSIENT RATION
TICKET

Good for one
package cigarettes

DOC T ALEXANDER, Capt, AU
Exchange Officer
Belem, Brazil

NOT TRANSFERABLE
1152ND. AAFBU-SATD-ATC
TRANSIENT RATION CARD
Good for one package of cigarettes on date of issue
and one package on each of four successive days.

Issued By: Murray J. Hardy
Date of Issue: 6-6-45
Issued To: W. J. P. ...
Not valid unless signed on Reverse Side.

NOT TRANSFERABLE

KEEP THIS RECEIPT

It must be shown when boarding plane.
All transients staying more than one
night must re-register before noon or

YOUR BED WILL BE SOLD

TAKE BED ASSIGNED YOU PLANE DEPARTURE
DEPEND ON YOUR LOCATION BEING ACCURATE.

Bks. No. 39 Rm. No. 7 BED B

OB 59347 AMT. 50 CLERK

REGISTRATION OFFICE PHONE NO. 507.
REREGISTER DAILY IN CASE OF LAY-OVER
FROM THE BUS.
TRANSFORMATION TO THE LINE WILL BE
ACCORD WITH YOUR TAKE OFF TIME
BREAKFAST WILL BE ARRANGED
Bldg. No. 93 BED NO. 53

KEEP THIS RECEIPT

It must be shown when boarding plane.
All transients staying more than one
night must re-register before noon or

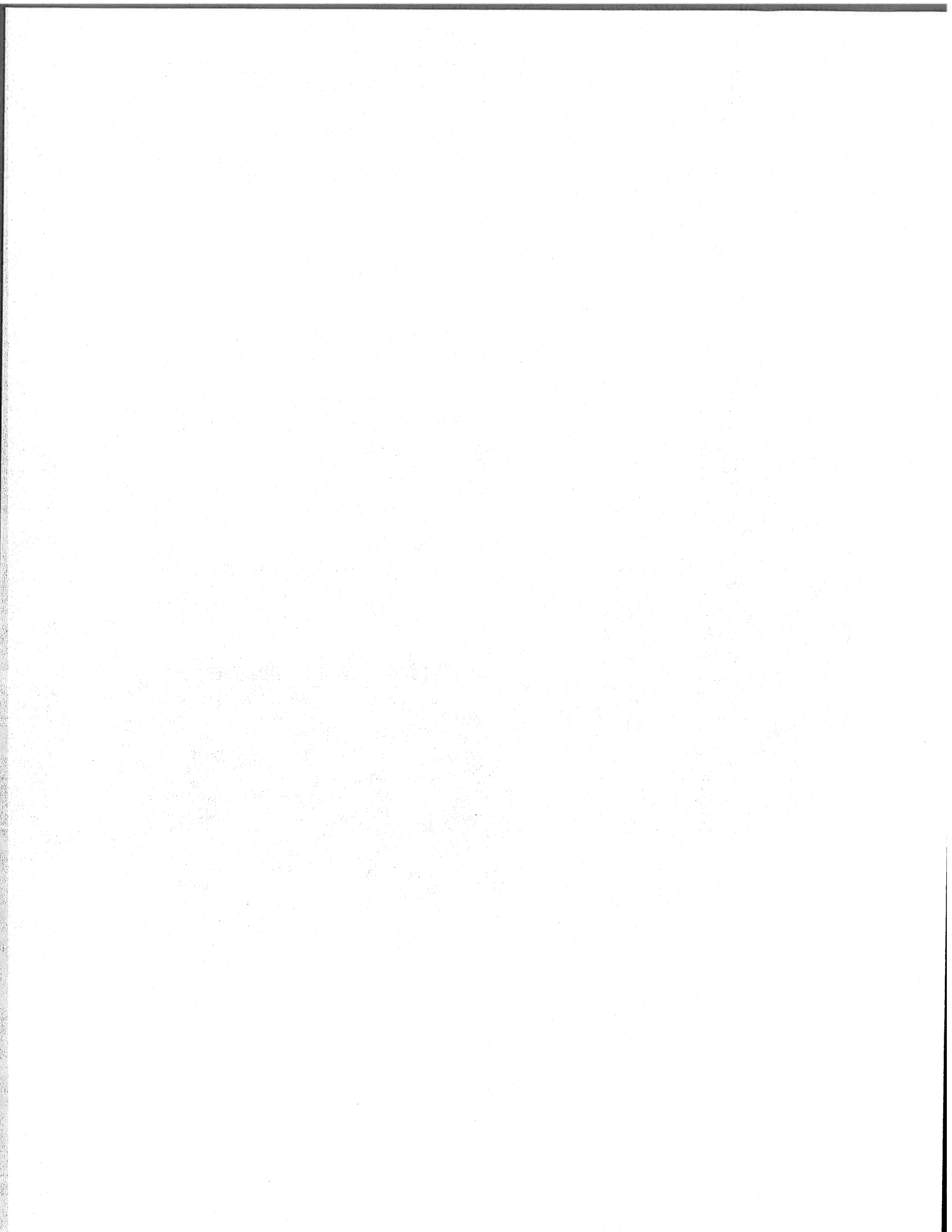
YOUR BED WILL BE SOLD

TAKE BED ASSIGNED YOU PLANE DEPARTURE
DEPEND ON YOUR LOCATION BEING ACCURATE.

Bks. No. 134 Rm. No. 8 BED B

OB 59377 AMT. 50 CLERK

10 JUN 1945



Should be home, Fred: - all a
good expense, well.

Tuesday, 12 June 1945

Should leave for Morrison
Field, near West Palm Beach, Fla.
& then to Panama Sa. - Hunter
Field today. Left around 9 A.M.
Very nice trip, left U.S. coast at 11:29 A.M.
at Morrison Field, W. Palm Beach, Florida.
Came by way of Daytona Beach &
Jacksonville to Hunter Field, outside
of Panama, Sa. Our last B-24
hop for awhile. We expect to
leave Hunter Field for Charleston,
S.C. by troop carrier plane & from
there by train to Ft. Dix, N.J. & then
home. Boy, oh boy. Home until
July 17th - 32 days

I am to return to Hunter Field to get
ready to go to Pacific on B-29's. Air Club
officer; Bombardier instructor on B-29's and Asst. Base
adjutant

0715. Found my hat. Weather was too bad at Trinidad so landed at Atkinson Field not far from Georgetown, British Guiana. Passed over Amazon & Equator. Field very nice - swell food. Lived in two story green barracks. Capt. Huddle still stranded there. Went to swimming pool in P.M. Multi rain. Saw poor movie - "Five Junction" jungle trip.

Monday, 11 June 1945

Up at 5 A.M. Left for Puerto Rico - Boringen side. No trouble this time & amazing. Yesterday we had supercharged trouble. Boringen is not like Maxwell, immense and very very nice. Good food, but the barracks - we live in a small two story bungalow - gray cement & modern. Good live upstairs & seven downstairs - bathroom, kitchen stove & refrigerator too. A swell P.M. here - so much to buy. Bought Pop a box of cigars. Took us 5:25 hrs. to get here. Went from stern to stern through a B-29 - boy, what a bopper. Repacked my stuff. Here told we would get 30 days plus travel time.

Should be home today - all a
good expense, South.

Tuesday, 12 June 1945

Spent leave for Morrison
Field, near West Palm Beach, Fla.
& then to Panama, Ga. - Hunter
field today. Left around 5 A.M.
Very nice trip. Hit U.S. coast at 11:29 A.M.
at Morrison Field, W. Palm Beach, Florida.
Came by way of Daytona Beach &
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officer, Bombardier instructor on B-29's and Asst. Base
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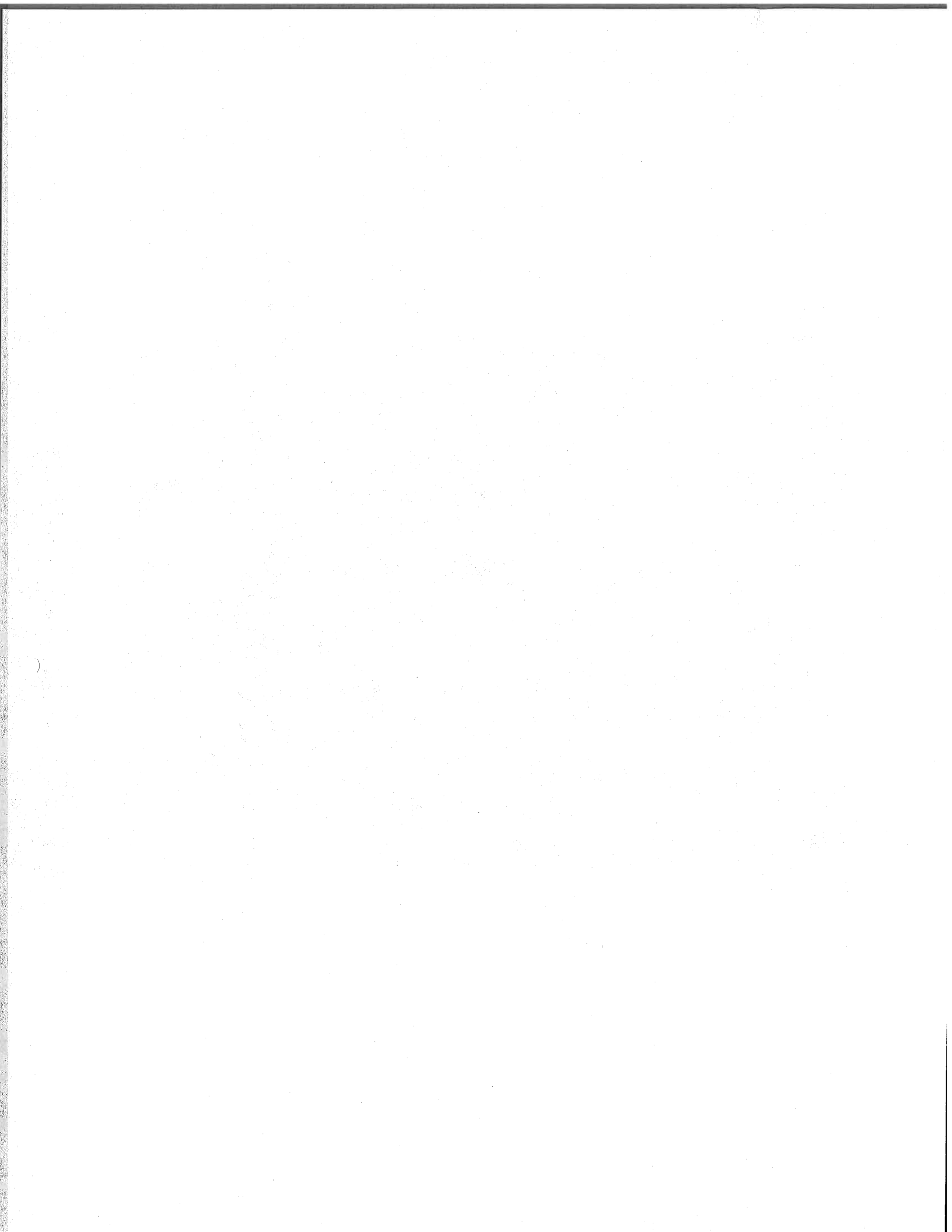
0715. Found my hat. Weather was too bad at Trinidad so landed at Atkinson Field not far from Georgetown, British Guiana. Passed over Amazon & Equator. Field very nice - swell food. Lived in two story green barracks. Capt. Bullock still stranded there. Went to swimming pool in P.M. Multi rain. Saw poor movie - "Five Junction". Jungle traffic

Monday, 11 June 1945

Up at 5 A.M. Left for Puerto Rico - Borinquen side. No trouble this time - Amazing. Yesterday we had supercharged trouble. Borinquen is old like Maxwell - immense and very very nice. Food poor, but the barracks - we live in a small two story bungalow - gray cement & modern. Open tile upstairs & sloven downstairs - bathroom, kitchen stove & refrigerator too. A swell P.M. here - so much to buy. Bought Pop a box of cigars. Took us 5:25 hrs. to get here. Went from stern to stern through a B-29 - boy what a howler. Repacked my stuff. Were told we would get 30 days plus travel time.

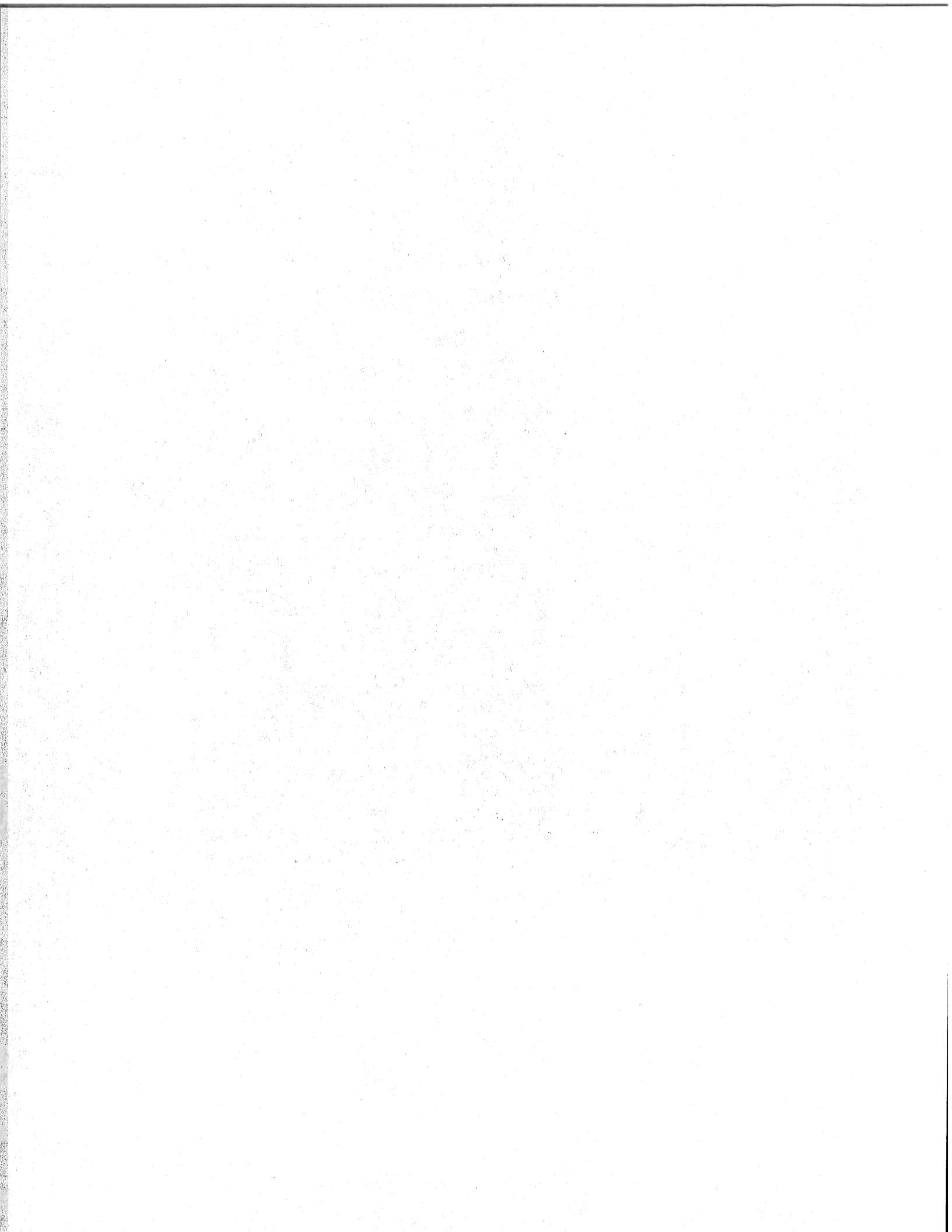
In August 1945, I arrived
at Hunter Fld. to practice
on B-29's and get ready
to go to the Pacific. Atomic
Bombs end the War so
they gave me three jobs
to do each day. I think I
have found what I like
in the Army Air Corps -
Administration and Bombing
Navigator.

I ~~had~~ decided to stay in
the Air Corps, but dad
wants me home to take
over his A & H Agency so I
will join the Reserves instead
and go to Ft. Dix to be
discharged.



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at Hunter Fld. to practice
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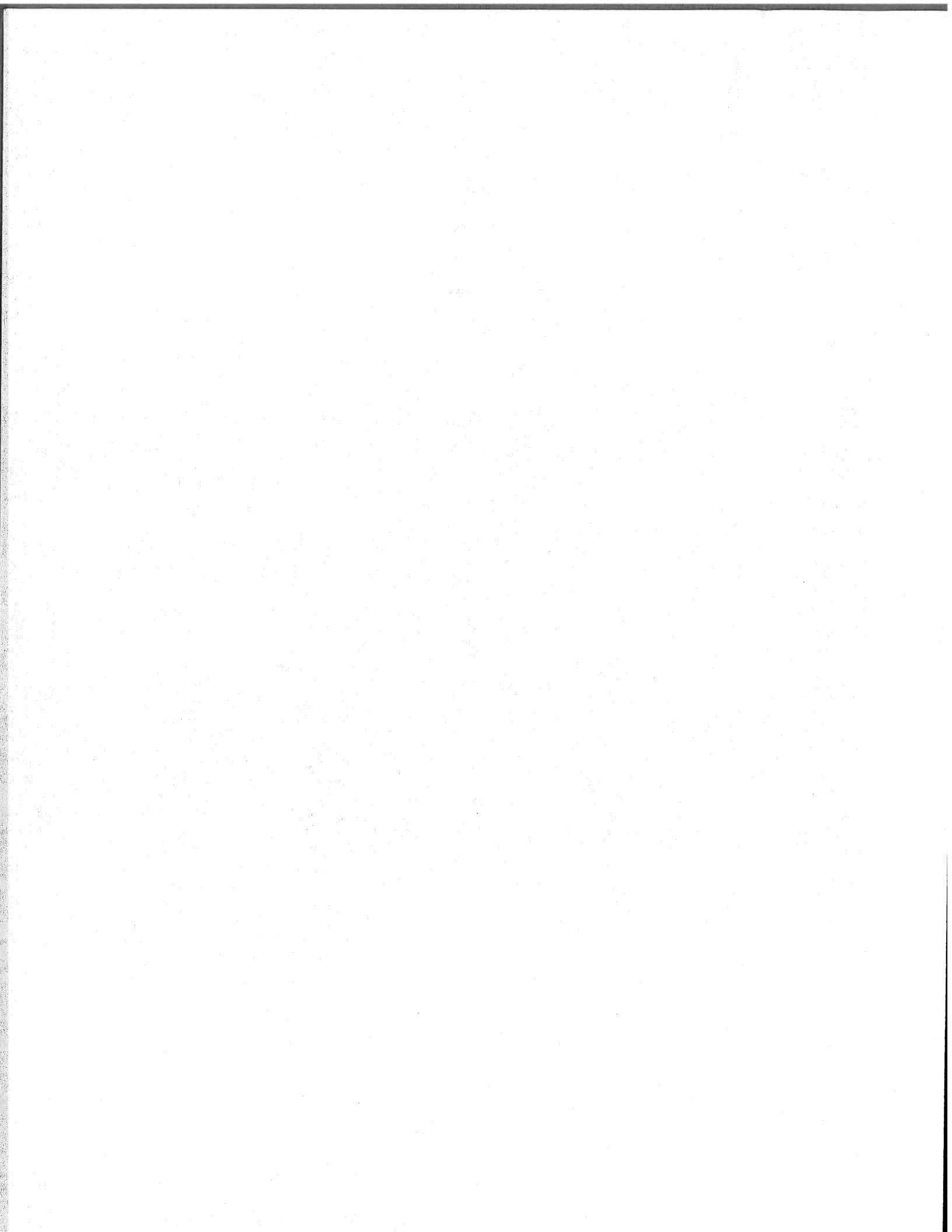


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15

www.funplace.org



Mission # 22 - Tues. 24 April 45.

This mission has haunted me all these years. It shouldn't have as I was not a pilot, but I felt I should have sensed what was going on. The Col. and Major, who came to me and said Lt. Smith had been pleading to be a lead pilot. So, they decided to let him since the war was winding down. With my good record, they assured me all was warranted. I told them I didn't want to fly with him. I considered him excitable - not calm and cool as Johnny Dwyer. All seemed fine as we reached over T.P. As was my practice, I asked for a level. Smith said the plane was level. It wasn't and he dumped my eyes in the hardest sight I've ever had. I managed to keep it and look ahead for the target and a second. I asked for my second level and told ~~them~~ to tighten up the formation, which he did.

Turning Point

I synchronized on the center of the
marshalling yards. They were
loaded with trains. Bombs
released. I looked out the right
side blister and was stunned
to see a perfect bomb pattern
explode beside the yards in the
little village of Poveretta. I
was furious, felt heart sick.
Then I guessed what happened.
The slope was not level as Smith
had said. News apparently flashed
to 15th AF Hdqrs. in Bari.
When Maj. Cayce, Smith and I
were taken to 1st AF Hdqrs. Top
Brass had flown up from
Bari demanding an explanation.

They asked me what happened?
Before I could answer, Smith
stood up and confessed he fell
apart with all the flak and
failed to give me proper
loads.

That ended it. My strike photos
showed what happened. They
just waited for him to ~~admit~~
admit it.

Mission # 22 - Tues. 24 April '45.

This mission has haunted me all these years. It should not have as I was not a pilot, but I felt I should have sensed what was going on. The Col. and Major ~~to the~~ came to me and said Lt. Smith had been pleading to be a lead pilot. So they decided to let him since the war was winding down. With my good record, they assured me all would work out. I told them I didn't want to fly with him. I considered him excitable - not calm and cool as Johnny Dayton. All seemed fine as we reached our T.P. As was my practice I asked for a level. Smith said the plane was level. It wasn't and he dumped my eyes in the hardest sight I ever had. I managed to catch it and look ahead for the target and synchronise. I asked for my second level and told ~~them~~ ^{them} to tighten up the formation, which he did.

Turning Point

I synchronized on the center of the
marshalling yards. They were
loaded with trains. Bombs
released. I looked out the right
side blister and was stunned
to see a perfect bomb pattern
explode beside the yards in the
little village of Rovereto. I
was furious, felt heart sick.
Then I guessed what happened.
The plane was not level as Smith
had said. News apparently flashed
to 15th AF Hdqrs. in Bari.
When my Capt. Smith and I
were taken to Lt. Adm. Top
Brass had flown up from
Bari demanding an explanation.

They asked me what happened?
Before I could answer, Smith
stood up and confessed he fell
apart with all the flak and
failed to give me proper
leads.

That ended it. My strike photos
showed what happened. They
just waited for him to ~~admit~~
admit it.

Prize to Sat. the Kasbah was
affluents to Americans, some had
been killed there, As Executive
officer of the crew, J. D. Miller one
of our gunners, came to me for
permission to go into the Kasbah.
I said no way. He would be
arrested if caught and we would
have a big problem. J. D. loved
the women and said he "had to
have a Kasbah gal - ~~to walk~~ and all."
Without permission he sneaked off
and got into the Kasbah. We were
always being shown U. D. films
which were very vivid. J. D. came
back looking sick - He said he
met a gal who took him to her
place. When they got ready, she
was on her back removing her
garment when in the dim light he
saw awful sores on her lower
body. J. D. said he threw up on
her, pulled his pants up, and
fled! J. D. didn't seem to be so
overset when we were in Italy.

As I went thru the Kasbah
with the Red Cross and our
guards the Kasbah men kept
pointing to my officer cap
and whispering among each
other. Then I realized what
attracted them. The issued cap
insignia (gold eagle) was a cheap
one. I came across one that
looked like gold and was it.
They apparently wondered about
it and would like to get their
hands on it. I made a point to
stay in the middle for safety.