



COL. SMITH  
384<sup>TH</sup> C.O.

NO. 1

MAY 12, 1944 Merseburg, Germ

Take-off - 0820 B. Passed over Channel and French coast near Dunkirk. Went straight across the N.W. corner of France and over Belgium S.W. of Brussels. Went across Germany, passing near Frankfurt.

Target was ~~on~~ the Leuna Oil Refinery at Merseburg - 18 miles west of Leipzig.

Dropped 38 - 100 lb. demolition bombs on a gas generation plant from 23000 ft. Packed hell out of target - huge fires and explosions as storage tanks blew up.

Light flak on French coast (black) and light flak at German boarder (black). Flak quite heavy over target from I.P. to well past target.

Observed target from bomb-bay as we went on bomb run. Took one burst of flak in right wing between #3 + #4 engines - damage slight - no one hurt. Hit by flak on return at German

boarder - no damage. Returned over Belgium and France in formation in good shape. Group lost no ships.

Heavy escort of P-51's and P-47's on way over and P-51's and P-38's on way back. One FW-190 seen, but escort drove it off.

Landed at 1720 B - 9 hrs.

6 hrs over enemy territory

7 hrs. on oxygen.

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NO 2. MAY 13, 1944 Schwerin Germ

Take off - 0920 - Left England at The Wash and went over North Sea across Denmark. Then S.E. over Baltic Sea to Germany. Passed near Kiel and kept going S.E. to ~~Schwerin~~ <sup>SCHWERIN</sup>, Germany. Dropped 10 - 500 lb. demolition bombs on synthetic oil refinery.

Light flak over Denmark. Lt. Major Farlane got flak burst in #2 engine - feathered it and returned home alone - arrived O.K.

Light flak over Germany near Kiel and over target area.

Me-109's and F.W. 190's attacked over Germany near target. Group behind us at 5 o'clock was in a terrific battle - lost 2 B-17's - saw them go down in a spin - 4 chutes came out. P-51's drove enemy off. Whole battle only lasted about 30 seconds.

The low squadron in our group - directly behind us was hit by one Me-109. He made one pass and knocked down 2 B-17's in flames. Manus saw

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5 chutes. #548 went down - a good ship - we flew it on 1<sup>st</sup> raid. Today was the farthest that any fighters have ever penetrated into enemy territory. P-51's went clear to ~~Schwerin~~ <sup>SCHWERIN</sup> with us - thank God!!

Saw a few rockets. Manus, Waltrip, Sup + Ivic get shots at Me-109's - no hits.

~~Schwerin~~ was target of opportunity. Too much clouds over Poznan, Poland (primary target) and we couldn't see target. Poznan has a F.W. factory which we were supposed to hit. We bombed at 22000 ft. - couldn't see target - too busy watching for fighters. Schwerin on German-Polish border. No flak or fighters on return trip.

Returned over N.E. Germany - over Baltic Sea - across Denmark and over North Sea to England. Rain over England so we came in at 20000 ft. - got home O.K. Landed at 1930. Very long mission - sure was glad to see England again. 10 hrs. 10 minutes - 4 hrs. on oxygen. First taste of enemy fighters - ROUGH!! Group lost 2 B-17's (Escort - P-51's over + P-51's + P-38's back).  
GOD BLESS P-51's - THEY'RE BEAUTIFUL!

NO. 3      MAY 15, 1944      Calais, France

Take-off 1030. Went south to Dover Peninsula while gaining alt. Crossed Channel between Dunkirk and Calais. Target - rocket installation 6 miles south of Calais, France. Went over target first time and didn't bomb. No flak first time over. Went out to sea and came over again at 25,500 ft. Flak pretty heavy on this run - grey bursts. Those jetties on the coast can really shoot. Very accurate at 25,500 ft. We flew low squadron - Tail-End-Charlie. Got one flak hole in leading edge of ~~right~~ left wing near landing light. Group lost no ships. Light damage.

I didn't drop bombs - couldn't see target through overcast. Flak was plenty close. Carried 6-1000 lb. general purpose bombs - brought them back home. - No fighters - escort of P-51<sup>s</sup> - landed 1030B - 4 hrs. 3½ hrs on oxygen. - 39° at 25000 ft - electric suit swell!

Today was the 1000 Mission celebration of the 384<sup>TH</sup>

ND.4      MAY 19, 1944      1st Berlin

Take-off 0933B. Went over North Sea and crossed into Germany east of Denmark. Passed near Kiel and went southwest to Berlin. Our first raid over "Big B". Also the first raid in our own ship # 2107064, and my first as Lt. Sgt and as R. waist gunner. No flak and no fighters on route to target.

We were 6<sup>th</sup> combat wing to go over Berlin. Bombing was done from 26,000 ft. We dropped 42-100 lb. incendiaries on the area of the Gestapo headquarters. 1<sup>st</sup> American raid on Berlin.

Flak over target - intense. 88 mm. right even with us - 155 mm white bursts about 1000 ft above - Thank God! We got 14 holes in the ship. Lt. Stevens + Lt. Halloran had glass from window over them break all over them. Lt. Zabel hit in foot but not hurt. I got hit in arm by a rivet which was knocked through the radio room by a flak burst. Manus had a close shave in the tail - a piece hit his

ammunition box - barely missing his rear end. No ships went down from the 384<sup>th</sup> - but several from other groups were seen heading for Sweden after we passed target. No fighters attacked us. I saw one explode (FW190) when P-38<sup>s</sup> hit him. After we left Berlin we headed northeast across Baltic Sea and over Denmark. Just before getting to Denmark I saw a B-17 spiral down to the sea. He cartwheeled into the water with a terrific splash and exploded. Huge cloud of white smoke came up several hundred ft. I saw 2 chutes going down. They were near the enemy coast - probably are P.W.'s

Light flak over Denmark. Saw some red bursts. No one was knocked out.

Came back over North Sea by same route we came over.

Escorted by P-51<sup>s</sup> to Berlin + P-51<sup>s</sup> + P-38<sup>s</sup> on return. Landed England 1845B - 9Hrs 15 min. - 5 hrs oxygen. Temp 42° below 0 at 26,000 ft. - Used 9 man crew. Jerry flak gunners damn good !!!

NO. 5

MAY 22, 1944 Kiel, Germany

Take-off 0927. B. Left England at Cromer - south of The Wash. Went over the North Sea to Denmark. Turned south-east and went to Kiel. Bombed a naval supply depot at Kiel. Hit target hard - I saw a lot of smoke and fires in the city as I looked through the bomb-bay.

Flak fairly heavy over target. We got 5 holes in our ship. Flew "P" 13 today - our own ship not repaired from last raid yet.

St. Castleman, flying ahead of us, turned out of formation after target and his crew bailed out. They all got out o.k. Probably are P.W.'s. Barracks looks empty in their corner tonight.

Dropped 42-19 lb. incendiaries on Kiel from 25,000 ft. Temp. -38° - electric suits swell! High wind over target. We had a ground speed of 282 mph. - Thank God!

Saw about 150 FW 190's & ME 109's, but were not attacked. Great dog-fights went (Group lost one plane - flak.)

(9)

on between P-38's, P-51's + FW-190's + ME-109's saw several enemy planes go down in flames. Battles were terrific - but a long way ~~was~~ off. Had a huge escort of lovely P-38's.

Our ball turret went out so Monk took a waist gun and I pushed ball around and cranked it up and down so Jerry wouldn't see our blind spot and knock us down from below - hard work - but it would have saved our necks if we had been attacked by fighters.

As I stood in bomb-bay over target, I could see several flak bursts directly below us in a line - gave me a queer feeling to watch them. They looked like they were coming right into the bomb-bay. Saw several rockets - wicked babies with long smoky tails - hope we never get hit by one of them.

Returned east of Denmark near the Frisian Islands. Back over North Sea to England. Landed 1630 B-7 hrs 4 hrs on oxygen - 1 hr over enemy territory. had escort of P-38's + P-51's all the way - they really saved us!

NO. 6 MAY 24, 1944 2<sup>nd</sup> Berlin

Take off - 0705 B. Left England and went across North Sea and cut into Germany East of Denmark and went to Berlin. Our second raid over Berlin. Flew a 9 man crew.

Heavy contrails on way over. Light flak over Germany before target. Heavy flak over Berlin - black even and 155mm. white high - solid wall of white flak above us. Got a few holes in the ship. Dropped 18-100 lb general purpose and 8-500 lb incendiary clusters on the center of Big-B. Saw fire and smoke at target through bomb-bay. Had camera today

20 minutes before target the group behind us was hit by F.W. 190's and lost 3 B-17's in the battle. Saw no chutes.

15 minutes past target our group was attacked by about 20 FW 190's. They hit us (tail-end-Charlie) from 6 o'clock, low. Took violent evasive action and poured lead to them and drove them off - no damage. I fired left waist and got one burst at an F.W. 190 as he came in on our tail.

Manus, Waltrip, Borice, Zabel and myself got shots at them. Our squadron lost no ships, but other ships were seen going down with enemy fighters on their tails. One B-17

(11<sup>th</sup> American raid on Berlin)

went off alone followed by 4, 190's. He hit the clouds and one 190 went in with him. The B-17 came out later, but no 190's. Several enemy planes went down in flames. Manus shot one down, but didn't ask credit for it. A few passes came from 12 o'clock low but didn't get in. 6 B-17 from our combat wing went down. Several chutes seen. Attacks lasted 45 minutes - no fighter escort was there to help us. We had to sweat it out alone. Our ship didn't get hit by lighter shells but we saw them fire at us. Flew a very close formation. Lt. Burke got hit in face by a spent case from a ship ahead which came clean through the nose. He got a very bloody nose - but is O.K. His oxygen mask was full of blood. Roughest raid yet - my first shot at enemy fighters. Our pilot took such violent evasive action that the sights on both waist guns and radio gun were smashed. Monk's chute got caught in ball-turret and was torn up. Our group put out a solid wall of lead. We lost one ship. Came back over North Sea by same route we went in. Landed 155 DB - 8 hrs 45 min.

5 hrs on oxygen - no escort when we had trouble - ROUGH!  
we really sweat out that 1st Air Medal mission (Combed at 26,000 ft)

NO 7

MAY 27, 1944 Mannheim, Germ.

Take-off 0830B. Went south and passed over London. Left England at Beachy Head on southwest coast of England. Crossed coast and went over Channel into France. Passed a few miles north of Paris and went southwest to Mannheim Germany - near French border. We bombed a marshalling yard in Mannheim from 25,000 ft. Weather clear and I watched target through bomb-bay. They bombed visually and really smeared the target.

15 minutes before target (we were over foothills of the Alps - could see great, snow-capped peaks in distance) we ran into a lot of FW 190's. We had no escort at the time. The enemy fighters flew around our Wing and lined up to attack when our escort of 2 groups of P-51's showed up and engaged the Nazis in terrific dog-fights - out of range of our guns. Saw several P-51's + F.W. 190's go down and crash into the mts. Several chutes were spotted. One B-17 in our Wing went down - 3 chutes came out. The fighters were driven off and we made a successful bomb-run through a heavy barrage of 88 mm. flak over Mannheim.

Rockets + 455 mm. white flak were seen - but it was all high. We got about 10 flak holes - no one hurt. Group lost no B-17. We dropped 10 - 500 lb. general purpose bombs on the railroad yards. Target was obscured by a pall of black smoke as we turned off.

We made whole trip with #2 engine running very hot. We cut down the rpm and sweat it out. made it O.K.

The 1<sup>st</sup> Bomb Division was divided into several groups which alternately hit Mannheim and Ludwigshafen, right across the Rhine River. I saw both targets as we turned away to come home - we did a very good job! The whole area was all smoke and flames. Those yards really were blasted.

Col. Smith - our C.O. - led the 384<sup>th</sup> today and did a good job.

Returned across France + Belgium a few miles south of Brussels. Left enemy coast near Dunkirk - could see numerous gun emplacements on coast. Passed over area of battle in last war in France on way to target. Escort P-35's on return loaded 1530B - 7HR5 - 5HR5 over enemy territory - 5 hrs of gas.



NO. 8 MAY 28, 1944 Leipzig, Germ.

Take-off 1023 B - Left England at Chroux, south of the Wash. Went straight East over North Sea to Holland. Passed over Zuider Zee and near Amsterdam. Kept going East over Germany towards Berlin. Near Hannover we went southeast and passed near Magdeburg to Dessau. We were supposed to bomb a J.V. engine factory at Dessau, but target was obscured by smoke from previous bombings. We turned south and went to Leipzig and bombed a synthetic rubber factory on the edge of Leipzig. Target was bombed from 26000 ft. temp. - 29°. We hit target hard.

On route between Dessau and Leipzig we saw several targets which had been hit by other groups. On run to Leipzig, a B-17 took a direct flak hit. It exploded & tail broke off at ball turret. Went down in flames and exploded again - no chute. Medium flak (88mm - black) at Dessau, and medium inaccurate flak at Leipzig.

15

3 Me 109<sup>s</sup> went over us on bomb run, but didn't attack. 2 of our P-51<sup>s</sup> collided and went down in flames - I saw one chute.

The high squadron in our group screwed up and their lead ship flew directly over us on bomb run. I looked up into his open bomb bay from radio hatch and just waited for him to drop them on us. I really was scared. He got back in place before bombs away - but we really sweat.

We dropped 10-500 lb. incendiaries on Leipzig and did a good job.

Had a heavy escort of P-51<sup>s</sup> on way over and P-51<sup>s</sup> and P-38<sup>s</sup> on return - good deal!

Returned northwest over Germany near Frankfurt and over Belgium near Brussels. Passed over French coast near Dunkirk and hit England near London. No flak or fighters on return. Group lost no B-17<sup>s</sup>. Our ship had no damage at all. Loaded 18000 B - 7½ hrs. - 6 hrs over enemy territory 6½ hrs on oxygen.

NO. 9 MAY 29, 1944 Poznan, Poland

Take-off 0918B - Bad start - went to 2 planes + oxygen systems out - 3<sup>rd</sup> plane O.K. No caught group near Eng. coast. Left England near Chromer and went straight East over Zuydes Zee, Holland + Germany to 0 pt. near Hannover. Turned southwest and went down by Leipzig. Then we went northeast into Poland. Target was Falke-Wolf components factory which makes wings and fuselages. No. 1 priority target in Europe. Bombed from 22000 ft. dropped 42-40 lb. incendiaries (block burners) on factory. I saw target through bomb-bay. Saw many bomb hits - we really hit target today - won't go to Poznan for a long time. Flak meager over target. P-51's + P-38's escorted us almost to target - no fighters or flak on way over. As we left target, I saw the tail assembly F.W. factory in Poznan - the other target - all smoke + flames. We did a good job. (2 targets 5 mi apart - FW plants)

Only 4 P-51's escorted us to Poznan + after target to Baltic sea. Left coast on Polish shore of Baltic.

Just at coast we were attacked by 2 ME-410's from 10 o'clock high + 4 from 5 o'clock low. Our ship was pt. of attack. I flew left waist + called high attack. I fired at them. They went by our tail + the 4 P-51's drove them off. A 28 mm cannon shell hit our tail - went an inch behind Marcus's back and hit his ammunition box and exploded several rounds of his ammo in the box. Damage slight - no one hurt. Attack so fast we hardly saw it. Damn lucky!!

Over Baltic sea a B-17 peeled off and 6 chutes come out - not in our group.

We went over Baltic sea, Denmark, and North sea to Chromer + home. Very long mission - but a good show - the Colonel complimented us on the job. Very important target knocked out today.

Landed 1900B - 9 hrs 45 min. - 5 1/2 hrs on oxygen 6 hrs over enemy territory. Group lost one ship over Poland. Escort P-38's over Denmark - got home O.K. Those 4 P-51's that went to Poland with us really had guts!

NO. 10 JUNE 2, 1944 Boulogne, France

Take-off - 1008 B

Left Eng. near Beachy Head and went East over Eng. Channel to Boulogne on French coast south of Calais. Went in at 20,000 ft. and bombed a gun emplacement of 6-155 mm. dual purpose coastal defense and flak guns located on coast south of Boulogne with 12-500 lb. G.P. bombs.

The first real milk-run we've been on - no flak - except about 20 bursts over target which were very inaccurate - and no fighters. I like the idea of being a milk-man, I'll do 20 more like it.

After we left the target, we went on inland a while and then turned out and came back over Channel a little south of the route we came in on.

As we were turning back from target, a group of B-24's passed over us in the opposite direction with bomb-bay doors open - on bombing run. The 8<sup>th</sup> must have given the invasion coast a terrific pounding today.

Our group was split into two groups and went to two different targets. Our group, the 384<sup>th</sup> G was lead by Col. Smith.

950 fighters accompanied us today. They probably strafed all the flak guns before we got there. We expected intense flak and got none.

... Come home over Channel - over London & back to base.

Saw 23 destroyers in the Channel with balloons attached to each one.

Passed over Windsor Palace in Eng. Looks like a great grey stone fortress - very cold and cheerless. The "limer" wopmen by our flak assured me that it is beautiful inside. It may be - but it looks dingy and damp as a prison from the air.

Landed at 1414 B - 4 hrs - 2 hrs on oxygen and 20 min. over enemy territory.

NO. 11

JUNE 4, 1944 Hardelot France

Fake off 1240B

Left England at Beachy Head. Turned East and went over the English Channel to Hardelot on the French coast south of Boulogne. Climbed to 25,000 feet and bombed another 155 mm. dual-purpose coastal defense and flak gun emplacement of 6 guns. Target was right on the coast. The air was crystal clear and you could see the target through the bomb-bay very clearly. We bombed visually from 25,000 ft.

Dropped 12 - 500 lb semi-armor-piercing long-nosed babies and flabbed the lead bombardier came from another group and he missed. The pattern was beautiful - but they were a little short and to the left. They only knocked out one gun.

Weather being what it was, we expected the flak to be "intense to unbearable;" but it turned out to be another milk-run. We saw about 50 flak bursts off at 7 o'clock high - not near us at all. After Target we went about 20 miles inland and turned and came out a little south of route in.

As we came over England on the way home. We could see that the old D-day is coming. The Thames was filled with naval vessels of all types. Also saw the London Bridge for the first time.

O B-26 with 85 bombs painted on it joined our formation for a while over England. Flew so close that Horice and I waved to the bombardier. Landed at 1630B - 4 hrs - 2 hrs on oxygen 20 min over enemy territory - good deal!

saw a commendation from Gen. Doolittle on Pzmann said (5/29/44) "bombing approached perfection" - not bad!

NO. 12A JUNE 5, 1944 Cherbourg, France

Take-off 0615B.

Went south over England and left British coast about 12 mi from the Isle of Wight and went south over the English Channel to the <sup>Normandy</sup> ~~British~~ Peninsula where we bombed a 6 gun howitzer emplacement near Cherbourg.

Had a bad start this morning. Everything was late. When we got out to Miss Fitt, the ammovers were still loading the bombs. I helped screw fuses into them - but softly! However, things went O.K. after we got going. We flew no. 3 in the lead element. Our group led the 41<sup>st</sup> Combat Wing and that put us in the front seat.

We dropped 12 x 500 lb. general purpose bombs on the target and hit the gun emplacement pretty well. I didn't see the bombs ~~have~~ strike, but the photos showed hits. (bombed 25,000 ft)

We made one bomb run, and the target

was hidden by clouds - so we turned around, went back out to sea again and reformed the group for P.F.F. bombing with the radar lead ship.

Came in for the second bomb run, and the clouds went away so we bombed visually anyway. We really sweat out that second bomb run! Flak is usually terrific over Cherbourg, but today it was surprisingly light. We only saw about 75 bursts - some of which came quite close. One piece made a hole in No. 2 engine cowling but didn't hurt the engine.

Really sweat the flak out today - expected it to be unbearable!

On return over Channel we saw a very large fleet of naval vessels. The old "D-day" is coming - and when it does - oh, Jerry ~~boog~~ <sup>Normandy</sup> Passed over ~~around~~ Peninsula, Channel and hit Eng. about 40 mi West of Beachy Head. Landed 1852 B - 4 hrs 45 min - 2 1/2 hrs on dry gin 1/2 hr over enemy territory - temp -38° cold!! (1st O.C. to air mission)

NO. 12 B

JUNE 10, 1944

Nantes, France

Take off 0510B

Went to altitude shortly after take off and went south ~~west~~ over England near London. Left English coast west of Beachy Head.

Flew across English Channel and crossed the enemy (now ours) coast north of the Cherbourg Peninsula.

We saw large numbers of landing craft and larger ships in Channel near French coast. A great many landing barges were upon the shore.

As we went on in we could see the City of Caen which has recently been captured by the Allies. It was pretty much in flames. Also saw Bayeux, but it didn't seem to be alive. From 20,000 ft. the battle of Normandy seems to be coming along very well.

We went straight south over France, climbing to 24,000 ft. on the way, to Nantes, France. The target was an air field about 3 miles from the City of Nantes. We dropped 38-100 lb.

general purpose bombs on the field. I watched from the bomb-bay and saw them hit. Our group, the 41<sup>st</sup> A, consisted of 20 ships from the 384<sup>th</sup>. They each carried max. 100 lb. G.P.' and they fell like rain on that air field. The runways were completely smashed and an oil storage tank blew up. We did a good job. Flak over Nantes wasn't very heavy - only about 50 bursts - inaccurate.

We left the target and went out to sea and turned over the Brest Pen. and climbed to 28,000 ft to get above clouds. Went around the flak islands of Jersey + Guernsey and around Normandy. Temp. at 28,000 ft - 40° - plenty CO<sub>2</sub>! Hit Eng. coast near Seale, Night - came down to deck + got home. O.K. Our first raid since D-DAY.

Light flak over Normandy - inaccurate - won't be there long. No one got hit today.

Saw a lot of boats in Channel south of Normandy Pen. most of the invasion.

Landed 1130B - 5 1/2 hrs - 1 1/2 hrs on oxygen - 2 hrs over enemy territory really sweat out NO. 12 B - but made it. O.K.

NO. 14 JUNE 12, 1944 (Dinan, France)

Take off 0550B. (1400 bombs went out today - most yet!)

Went south over England and left the English Coast west of the Isle of Wight and crossed the Channel to France. Hit the French coast north of the Cherbourg Peninsula over our beachhead. Air was clear over the Channel, and we could see hundreds of ships going to and from France. The Channel looks like a huge highway filled with traffic. Near the beachhead we could see huge fleets of ships. Big freighters were lined up near the shore while smaller craft carried supplies ashore. Saw one ship burning in the water. Several landing craft were on the beach. Could even see trucks on beach moving about. Saw ~~hundreds~~ hundreds of bomb craters on shore where we have previously bombed gun emplacements. Went inland and south to Dinan near base of Brest & Cherbourg Peninsulas. On way in we ran into intense 88mm flak - very accurate. (Saw the city of Lann again - still burning fiercely)

We were lucky - only one hole. Lt. Peck's ship had 25 holes. Bombed a bridge from 20000 ft with 4-2000 lb general purpose bombs. Blew it all to hell with those big ones. I watched it through the bombs. Nav. said we bombed the wrong bridge - we reported it at interrogation and had quite an argument - but photos proved we were right. We were the only crew to report it - right on the ball!

We left target and went out around Brest & Cherbourg Peninsulas & over Channel to Beachy Head where we left the formation and came in alone under full throttle with our "hot camera". Landed & should come out to photo man who rushed it to lab - had pictures before group got in. (Carried 2 bombs in bomb bay & under each wing)

St. Burke really on the ball today. He was the only one to spot the mistake. It was O.K., though, because I watched the one we did hit go up in pieces.

Ever since D-Day we have been bombing tactical targets in France. No jet - no fighter opposition - wonder what they are? Landed 1130B - 5 hrs 40 min - 3 hrs oxygen - 2 hrs over enemy target (384<sup>th</sup> made the whole 41<sup>st</sup> C.B.W.)

NO. 15 JUNE 13, 1944 (Dreux, France)

Take-off. 0515 B

Left the English coast near Hastings after going immediately to 20,000 ft. Passed over Channel to France. Hit coast between Dunkirk and Calais. Weather very bad today. Raining at take-off - heavy overcast - couldn't see Channel through clouds. Turned southeast in France to Dreux, about 40 miles southwest of Paris.

D.P. was Paris. Near Paris we ran into a terrific load of 88 mm. flak. It was bursting all around us plenty close. We were lucky - only one hole in wing. One tail gunner was killed (on his 1<sup>st</sup> raid) and 4 other men badly wounded. No planes were lost luckily.

We bombed an air field near Dreux from 20,000 ft. with 18-250 lb. general purpose bombs. Target area was clear and I could see bombs through bomb-bay. We really plastered that air field but terrific! Blew it all to hell!

After bombing we turned West and went back over France. Left enemy coast north of our beachhead. Heavy undercast at coast so we didn't see any activity on the shore.

Had a complete area coverage of P 51<sup>s</sup> and P 47<sup>s</sup> & P 38<sup>s</sup> today. They must be having a great time strafing.

Had another "hot camera" today, so when we got to the English Coast at Beachy Head, we peeled off, hit the deck and came home under a full head of steam - hit 225 mph. Ceiling 700 ft - vis. 1900 yds. Weather rotten and air very bumpy down low. Lt. Burke brought us home right on the nose through all the bad weather. Turned in camera in line shape - real fast!

Col. Smith had group today. They had to land all over England today on account of weather. We really sweat in that flak today - it was good! Sounded 1018 B<sup>s</sup> - 3 hrs. on oxygen - 1 1/2 hrs. over enemy territory (group put up 54 planes today!)



NO. 16 JUNE 16, 1944 Laon, France

Take-off 1505 B

Long day today. Went out this morning and got a scrub. Then they rooted us out again this P.M.

Assembled, after a long, cold session at high altitude trying to find the group, over Molesworth.

Left England south of Cromer. Flew over the Channel to enemy coast just below the Guider Zee. Turned south and went to Laon, France (90 miles northeast of Paris) Bombed the Laon - Athisien air field from 25,000 feet with 12-500 lb. general purpose bombs.

Had  $\frac{1}{2}$  clouds all the way from the base to the target. At target, the weather opened up beautifully at the target and we could see the air field well enough to bomb visually.

I saw the target just before the bombs hit.

It was pock-marked with bomb craters from previous bombings. Watched the bombs hit and they really blew that air field to hell. It was a mass of explosions.

Flak was medium, but extremely accurate over the target. St Peck got 39 holes again today. We got missed - but had some very close bursts.

The group behind us caught flak bad. Saw one B-17 go down in a spin after we passed the target. He pulled out of it after being about 5000 ft. Then he went into a dive & pulled out. 3 more dives & pull-outs followed - then he exploded - no chutes. 2 other ships from that group went down smoking.

Had a complete undercast from target to base. Turned northwest above Paris and left France at Dieppe. Passed over London & got home O.K. Group lost no ships, but flak was rough over target. Landed at 2105 B - 6 hrs. 4 hrs oxygen 3 hrs over enemy territory. Monk had a rough time in the "Ball" today - he couldn't find it.

NO. 17 JUNE 18, 1944 1<sup>st</sup> (Hamburg, Germany)

Takeoff 0522 B

Leave England north of The Wash and went over the North Sea to Denmark. Turned south over Denmark and proceeded to Hamburg, Germany, passing west of Kiel.

Went over Hamburg at 27,000 ft and bombed an oil refinery on the bank of the Elbe River in the center of the city. Had a tail wind of 96 knots which gave us a ground speed of 320 mph.

As we came over target, I could see the oil refinery which the 41<sup>st</sup> B.C.B.W. bombed ahead of us. It was a mass of flames, smoke, and explosions. We were the 41<sup>st</sup> A.C.B.W. We dropped 18-25 lb. general purpose bombs on another refinery. I could see them explode through the bomb-bay. We really smeared that city. Over 1000 bombers hit Hamburg today. They came in from several different headings and at different altitudes. This screwed up the flak gunners. The flak was terrific over Hamburg,

but it didn't come too close to our group as we were high. I saw hundreds of bursts, but they were all about 4000 ft. below us. There were lit clouds over the city, but I could see it quite well. It is in complete ruins. A group of B-24's below us caught hell from the flak. 4 of them later ditched in the North Sea on the way home. Also saw several rockets today - much too close for comfort, but they didn't hit anyone. Our plane got no hits and the group got through. K. but other groups got it bad in that terrific flak today. Temp. at 27000 ft was -40° - plenty cold!

After leaving target, we turned northeast and went back over Germany to North Sea, leaving enemy coast near Cuxhaven. Came home over North Sea to England. Hit English coast at Gomer. Got home O.K.

Saw one B-17 explode after we passed target - no chit. Hamburg was really plastered today. Saw the city after we left target - mass of smoke and flames. 1<sup>st</sup> O.P. since O.P. landed 1232 B - 7 hrs. - 4 hrs on oxygen - 43 min over Germany. Steve made 1<sup>st</sup> Lt. today - he sure deserves it!

NO. 18      JUNE 19, 1944 A.M.      Fruges, France

Take-off 0740 B.

Left England south of Cromer and passed over Pas de Calais to France. Hit enemy coast between Dunkirk and Ostende. Went inland and turned south to a rocket installation near Fruges, France. D.P. was Lille. Town about 50 mi from coast. Had meager but accurate flak at coast.  $\frac{1}{2}$  p clouds over France. We were to bomb by GEE-H, but lead GEE box went out so we didn't bomb - just sweat out flak over target - brought bombs home. Bombing alt. 25,000 ft. temp. - 28°. Carried 38 - 100 lb. G.P.s

Installation fires "piloted aircraft" which are currently hitting London. <sup>landing ramp</sup> buildings. Has a no. 1 priority due to damage they're doing in London. Couldn't see to bomb.

The flak over target was light but accurate - very close to the low squadron. We got no hits - group lost no. 1.

Returned over France north of beachhead + over Channel to England, over London + home.

Landed 1134 B - 4 hrs - 2 1/2 hrs on oxygen - 30 minutes over enemy territory (2nd O.L.C. to us medal)

NO. 19. JUNE 19, 1944 P.M. St. Pol, France

Takeoff 1431 B. Just got back from chow & had to race back to briefing for the 2<sup>nd</sup> one today. The first time the 384 has pulled 2 in one day. Went in by same route we took Thurs. Target about 20 miles from Fuzages - at St. Pol, Fr. Dyer set 38-100 lb. G.P.'s on rocket installation near St. Pol. Had light but accurate flak at coast. Flak at target medium and down good. We got a large hole in our fin. Lt. Kelly on our wing - deputy lead - took hits in #4 engine + aileron controls. Lost formation + come home alone. We really sweat them out. They have between 29 + 33 missions apiece. They landed with auto. pilot on 3 engines - beautiful job. Boys all O.K. Had about 5 clouds at target. Bombing not too good. Didn't see target today. Some flak bursts came so close we could hear them go off and feel the ship lurch - but we'd only 1/2 alt. 25000 ft - temp - 30°

Returned over France north of beachhead and over Creon to England. Passed over England by London + home O.K. Group lost no ships. Watched Kelly land - perfect!! Landed 1832 B - 4 hrs - 2 1/2 hrs oxygen - 30 min over enemy territory. Glad to see Kelly's cap home safe!

NO. 20 JUNE 20, 1944

2<sup>nd</sup> Hamburg, Germany

Take-off 0525 B - Left England north of the Wash. Went over the North Sea to Denmark. Hit the coast midway between Cuxhaven and Fihersburg. Went across Denmark and came down over the Bay of Lubeck and turned south into Germany. Bombed an oil refinery on Elbe River between Harburg and Hamburg. Dropped 12-500 lb general purpose bombs from 25000 ft.

Flak light over Denmark. We were 4<sup>th</sup> C.B.W. over the target. As we turned on P. I could see all the other C.B.W.'s going in. 1300 planes hit the Hamburg area today - it was terrific! Flak over target was the worst I've ever seen. I don't know how we got through it with only 2 holes. Only thing that saved us was Steve's evasive action. I watched bombs go down and hit. Blew the refinery to hell. I saw flame + explosions go as high as 8000 ft. Smoke came up to about 20000 ft. Target completely smashed. I looked back at target area after we turned off and saw the 2 targets we hit. In Hamburg covered with

\* Lt <sup>1st</sup> ind-co pilot on this ship was wounded, but kept the lead all the way home - got D.S.C. for it

smoke and explosions. Above was the heaviest flak barrage I ever saw. You could walk on it! Also saw a number of rockets in the area.

Just before the I.P. we saw 4 ME-410's go through the formation with a P-51 on their tails. They didn't shoot at our group, and we were too much afraid of hitting the P-51 to shoot at them.

Had a huge escort of P-38's today. Came in so close I waved at one pilot from waist.

Saw on B-17 from another group go down in flames + explode - no chutes. Flak got him. Our group lost no planes, but lead pilot was killed + 3 crew members wounded. Several others wounded also. Miss Fitt OK.

Left Germany at Cuxhaven <sup>at and</sup> came home by same route we went out. Could see Hamburg burning from 50 miles out at sea. Destruction terrible today! After bombs away, Steve left formation + we went out alone to avoid flak. - group followed us. - whole formation broken up landed OK at 1222 B - 7 hrs - 4 hrs oxygen - 1 1/4 hours time

NO. 21 JUNE 21, 1944

3<sup>rd</sup> Berlin, Germany

Take-off 0520 B. Left England at Cromer and went over the North Sea to Denmark. Turned south over Denmark into Germany and went West of Kiel. Passed between Hamburg and Lubeck. Saw great pall of smoke coming up through clouds over Hamburg from yesterday. Continued southeast to "Big B" for our 3<sup>rd</sup> raid to the Nazi Capital. It was the 12<sup>th</sup> American raid on Berlin. Col. Buck had the 384<sup>th</sup> in at 27,000 ft. We had a complete overcast on whole route both in and out except over target area - which was perfectly clear. '9 C.B.W.' went to Berlin in succession today. Over 1000 planes hit Berlin today - the largest no. of bombers ever to hit a single target. Had a 235 knot ground speed over target today - temp. - 35°. I dropped 8-500 lb general purpose bombs and 2-500 lb incendiaries (clusters). We bombed a railroad station in the center of Berlin. As we came over target, I saw the reports that the groups ahead of hit. Several huge areas in Berlin all huge fires and smoke. Saw city very well today. Could see Tier Garden - Potsdamer Platz & Unter den Linden

very well. Our bombs plastered the railroad station but good saw them strike & start huge fires. Flak over target naturally intense - but we were above the worst of it thank God! Had a lot of very close bursts - but no hits in the plane. Had a lot of flak after we left target. Total time in flak about 20 minutes. One B-17 went down in a straight dive - 3 chutes went out over Berlin through all that flak. Another went down in flames - no chute. 2 ME 109's attacked a straggler but heavy escort of P-38's drove them off. Many shot at them. Flak over Berlin not as heavy as usual - a lot of guns must have been moved out to France.

As we turned off target, I could see flak barrage & rocket trails over Berlin. Also saw huge curtain of smoke over city - we did a good job. Returned north over Germany. I saw one huge sea mine in a lake near Hamburg on return. Some FW 190's fired rockets into formation today - but P-38's & P-47's drove them off. Came home over North Sea over route we took in. Complete overcast all the way home. Old Budassi finished up today - all of Kelly's crew is finished now - trip real good. Landed 1400 B - 8 hrs 40 min - 53 hrs on mission - 3 hrs over enemy territory. (time bombs today - 6 hrs to 6 day delay action. empty)

NO. 22 JUNE 22, 1944

Lille, France

Take off 1628 G. Left England south of London and went over English Channel to France. Hit enemy coast at Boulogne. Went southeast to Lille, France. Bombed a marshalling yard in Lille from 25000 ft. with 42-500 lb. general purpose bombs.

Hit a little flak over the coast, but it didn't hit us. It was accurate, though. At the target, we ran into more flak. It wasn't too heavy, but it was too close for comfort. A B-17 in the group behind us got a direct in no. 3 engine. The wing caught on fire as he pulled out of formation - then he went into a straight dive and the right wing came off. He spun down and broke apart - no chutes. Saw the bombs strike as I stood in the bomb-bay. They knocked that marshalling yard around pretty badly.

We turned north after the target and went over France to Holland. Turned west about 40 miles south of Rotterdam and left the enemy

coast at Holland. Saw huge areas in Holland all flooded. Went over the North Sea to England and hit the English coast 30 miles north of London. At English coast we left the group and came home alone at 230 mph. with a hot camera.

We flew squadron lead today and Steve did a fine job.

This morning we went to London to take a Lt. to the big town. There was an alert on when we got at the field. When we took off, we saw a building which had been hit by a "buzz bomb." Those things are dangerous. They made an awful hole in that building.

Landed 2035 B - 4 hrs 7 min - 2 1/2 hrs on oxygen  
1 hr over enemy territory.

NO. 23 JUNE 24, 1944

Bremen, Germany

Take off 0935B

Left England at Cromer and went over the North Sea. Hit the German coast at Cuxhaven. Got to the D.P. a few minutes after we hit the enemy coast and turned south to Bremen, Germany.

Supposed to bomb an oil refinery on the edge of Bremen. Had an overcast and were to bomb P.F.F., but the P.F.F. ship pulled a bone & had an accidental release - so the whole group let loose and dropped the bombs in a field about 14 miles from the refinery. The other groups in the C.B.W. did O.K., though, and I guess the refinery was hit. I never did see the target today.

There was a terrific barrage of flak up over Bremen - but we pulled a sharp left turn and got out before we got into any flak & thank God! after we turned off, a couple of ships in our high group dropped their bombs. It was really messed up today!

We carried 18-25 lb. general purpose bombs. Knocked hell out of that field - too bad we didn't hit the target.

We made a rectangular course about 100 miles square and came out by the same route we came in. We got a little flak from Cuxhaven on the way out. Some of it came very close, under our wings. Glad we didn't get into that barrage over Bremen - it was awful heavy.

Had the largest escort I've ever seen today. The sky was filled with P-38's, P-47's & P-51's. They chased each other around in mock dog-fights until they drew flak up. Then they'd move and do it again until more flak came up at them.

We flew low squadron lead today & Steve did a good job.

We got no hits - group lost no ships. Hit England at Cromer - got home O.K.

Landed 1610 - 6 hrs 15 min - 1 hour on water



NO 24 JUNE 25, 1944 Sens, France

Take-Off 1533 B

Left England at Selsey Bill and went across the English Channel to France. Hit the enemy coast at Le Havre. Went on inland and turned southeast. Continued over France past Paris to Sens - about 50 mi. southeast of Paris. Bombed a railroad bridge over the Yonne River at Sens. Dropped 2-2000 lb. general purpose bombs from 20,000 ft. Weather bad on route - completely overcast over us - clear beneath us - bad weather for fighter attacks. Good thing we had a complete area coverage of P-51's, P-39's & P-47's.

I saw the bridge through the bomb-bay before we hit it. Then I watched them fall through camera hatch. Saw them hit. It was beautiful bombing. Those 2000 lb. babies make a terrific explosion. The 1<sup>st</sup> two bracketed the bridge in the river and the rest blew the bridge to hell. Good show!

Made a sharp left turn after bombs away and

returned northwest over France to Dieppe. Then we went over the Channel to Beachy Head where we left the group and came home alone with a hot camera. Flash light - but very accurate near coast. Had several close bursts after we passed target & some more right under our wing at the coast on the way out.

We flew combat wing deputy lead today & the flick was aimed at us - too close for comfort! Probably from guns mounted on railroad cars.

Carried 10 man crew today. Took Swift along as extra waist gunner. It was his last mission. He was sure glad to finish up.

St. Kinzer, Mac Farland's navigator, went with us today. He is a damn good navigator.

I was on liaison all day as we were deputy lead. I don't like listening to that code and static all the time - it's hard on the ears. The group lost no planes - we all got home O.K.

Landed 2144 B - 6 hrs 10 min - 5 hrs on oxygen  
3 1/2 hrs over enemy territory.

NO. 25 JULY 4, 1944 Oeux, France

Take off 0353 B

Took off in the dark and climbed directly to altitude over the field.

Went south over England and left the English coast at Beachy Head. Went over the Channel and hit the French coast at Dieppe. Went 8 miles inland and turned southeast to Oeux (30 miles west of Paris). Were supposed to bomb an air field on the edge of the city of Oeux. Went in at 25,000 feet over an overcast. Bombed by GEE H, but the lead GEE box went out on the bomb run and the bombs missed. We dropped our 38 100 lb General purpose bombs about 15 miles from the target. Lt. Burke was lead navigator and he was plenty bronzed off about it.

We flew C.B.W. deputy lead today. Steve did a good job. Flew our new ship today. 2 P-8 "Jelly Bells" - strictly a lead ship.

After the target we turned west and came

over the Cherbourg Peninsula and left the enemy coast by our beachhead

Had some flak at the coast on the way in - also saw a lot as we went on the bomb run, but it wasn't close to our group. We saw one group go through it and catch a lot, though. Also a few bursts were seen after we left the target area - but none close to us.

Saw some ships in the Channel through a hole in the clouds as we left the enemy coast.

We came all the way to England at alt. because fighters are operating at low altitude shooting up buzz-bombs as they start for London. Left group at Beachy Head and came in alone with a hot camera. All got home O.K.

Landed at 0933 B. 5 1/2 hrs - 4 hrs oxygen - 1 1/2 hrs over enemy territory

Just got back from 48 to London. Had hell scared out of us with buzz-bombs. Saw ack-ack gunners shoot one down. The exp. with a terrific force - comes over about every 20 min during the night - really scared some of us!

NO. 26 JULY 19, 1944

Munich, Germany

Take-off 0505 B. Left Eng. north of London at 0600 hours and went over the Channel to France as we hit alt. Turned southeast & went over France and Germany to Munich, Germany. Had a little flak at enemy coast. Nothing happened until we got to the target.

Bombed a hydrogen peroxide (used in buzz-bomb fuel) about 7 miles from Munich with 1000 50 lb. G.P.'s from 25,000 ft. Temp - 30°. Heavy & extremely accurate flak at target. We had a lot of very close bursts. I could hear them going

WHAM BAM all around! As I stood in the open bomb-bay awaiting bombs away, a piece of flak from a burst directly under the bomb-bay came through the radio room bulkhead cut the toe off my right flying boot & went on out through the fuselage. I wasn't hurt - but 1 inch lower would have taken half my foot off - that's as close as I ever want it!

The 389<sup>th</sup> led the 8<sup>th</sup> Air Force to Munich today & we flew high squadron, lead group lead - right in front. Bombing was visual but I didn't see the results due to the excitement which followed. We turned directly off the target to make room for the groups behind us. Just as we made our turn we were hit - but had -

(Homer M. (B.F.O.) & copilot Jacobs on M<sup>as</sup> Farlane's crew finished today)

(We saw a group behind us get one LP9 - our P-51's got one, too) by about 25 fighters (P-109's - brown with white crosses). We had one helluva hot time for a while. 3 queued up on our squadron's tail & Manus had a lot of shooting to keep them off as they came in one at a time in a curve of pursuit. Attacks came from 6 to 8 o'clock high & 12 o'clock high. Everyone had plenty of shots at them. It was a fast and furious battle. The group lost 2 ships - one went to Switzerland & <sup>two</sup> ~~one~~ went down a ship. Carlisle Feltord (M<sup>as</sup> Farlane's toggler) was in ~~the~~ one that went down. We all feel very bad tonight because we thought a lot of old Carlisle. Sure hope he got out - we saw no chutes. The group was badly shot up before P-51's drove those fighters off. I can't see how we got out of it as easy as we did. We returned home by the same route we came in on & got in O.K. Nothing more happened. Landed 1335 B. - 8 1/2 hrs. - 6 1/2 hrs oxygen & 5 hrs over enemy territory.

July 16 our old #64 "Miss Fitt" went to Munich with Captain Coleman - and didn't get back. Capt. Coleman has had a rough time - hope he got out O.K. Frankie Fellicetti was on his crew also. "Miss Fitt" was a fine old ship - she died a lady. "Umbriago" - M<sup>as</sup> Farlane's old ship crashed at another field on the same day. It was shot up & had an emergency landing.

VO. 27 JULY 20, 1944

Nordhausen, Germany  
~~Not Nord~~

Take-off 0625 B. Left Eng north of the Thames Estuary. Went over the Channel and hit the enemy coast at Holland near Antwerp, Belgium. Turned southeast into Germany to Coblenz where we turned northeast to Dessau. We were supposed to bomb the main ju assembly plant and testing ground at Dessau, but weather prevented so we turned left from Dessau and went to an air field at Nordhausen, Germany where we unloaded our bombs to good effect. <sup>19-500 269 P.</sup> <sub>at 25 000 FT - 30.</sub>

Between Coblenz and Dessau our wing was hit by over a hundred ME 109's, FW 190's, ME 410's. The group behind us was terribly hit. We had no escort at the time and it was pretty rough. We saw 8 of the B-17's in the group behind us go down. Some exploded, some went down in flames and others went down in pieces. Only a few chutes were seen. The fighters attacked us next, but our

gunners were on the ball and drove them off before they did too much damage. They got one of our stragglers + 2 other ships went down in flames - one exploded. Then some P 51's arrived and drove them off in a hot dog-fight. Saw a couple of Luftwaffers go down. Saw 3 chutes of the stragglers they got. They were attacking from clouds below us + ducking back in after making a pass.

Had a lot of damn close flak bursts over Dessau but got by O.K. Other flak at Coblenz and near coast - but in a way we got a lot of shots today + saw a lot of 20mm bursts in our formation. One ship was hit hard in the nose. The navigator was cut in half by 20 mm shells.

Left Nordhausen + went back to Coblenz + then home by the route we come in on. We know "where is the Luftwaffe now!"

Left group at Eng. coast with a hot camera + got back O.K. We finished up St. Peterson (bomber) today. Landed 15 00 B - 8 1/2 hrs - This enemy territory - 6 hrs of very long and tough today!!

(32)  
NO. 29 JULY 21, 1944 Ludwigshafen, Germany

Take off 0602. Left England North of Thames Estuary and went over the Channel to Holland. Hit enemy coast below Rotterdam. Went southeast over Belgium and Germany and turned northeast at Homburg and went to Kall, Germany to bomb an air field where they train ME 262 and HE 177 pilots. Came all the way in at 20,000 ft over heavy clouds. We were supposed to bomb visually, but 10/10 clouds prevented that. We turned off Kall and went to the P.F.F. secondary at Ludwigshafen. Climbed to 28000 ft and dropped 10-500 lb. G.P.'s on the industrial section of the city, hitting munitions and poison gas plants and aircraft factories. Bombing was P.F.F., but I could see the target through the bomb-bay. We did a good job. I saw a lot of smoke, flames and explosions. Flak at the target was intense and accurate at 28,000 ft. We had a great many very close bursts - could hear

(33)  
them burst - and that's too close for comfort.

Out 3rd in a row to southeastern Germany, but we had a huge escort of P-38's, P-51's + P-47's and, as a delightful change, we had no enemy fighters, although we sweet them out in all those clouds.

Saw several flak batteries at various towns in German but we got by them O.K. Flak was all 105 mm + 88 mm stuff.

After target we let down to 20,000 ft and headed back to Homburg where we turned northwest and came home by same route we came in on.

Col. Buck led the 384th today and, as always, he did a grand job. He sure is a wonderful combat man. Steve + Mac Farlane finished up today. Boy are they happy. Steve has been a great pilot. I'm damn glad I could fly with him for 28 missions.

Mac Farlane had to feather no. 1 engine - flak. We really sweet him out but he kept up + got home O.K. We flew deputy lead today. (Dump all O.K. lost no ships. Landed 14120 - 8 hrs 10 min. 7 hrs oxygen - 6 hrs over enemy territory)

NO. 29 JULY 25, 1944 St. Lo France

Take-off 0800 B. Left England at Selsey Billand went over the Channel to our beachhead at 12,000ft Very unusual mission. We gave the infantry boys a hand today. At 12,000ft. we came in over France and gave Jerry a helluva pasting. We dropped 38-100 lb. G.P.'s on troop concentrations + artillery (flak guns) + supply depots. It was good too. It had to be. If we had dropped a second too early, we would have plastered our own boys. The target was 2 miles from St. Lo, which I could see very well. We could see our artillery firing at Jerry - also lots of trucks + jeeps rushing about in our lines.

P-47 dive-bombers knocked out flak guns before we got there - Thank God! At 12,000 ft., we would have been murdered if there was any flak. We did see one flak gun. It fired just one shell and a split second later was blown to hell with a neatly placed salvo. Saw him go up - but good! Saw the bombs hit. Those G.P.'s are terrible. Jerry really caught hell. The

target area was completely demolished. Artillery from our lines marked the target nicely for us by dropping 4 red smoke shells in a rectangle to outline the area.

We didn't wear oxygen today. It sure seemed funny to be on a bomb run with no oxygen mask.

Turned off the target and come back over Cherbourg + left France by the Isles of Jersey + Guernsey. Cross the Channel + hit England at Portland Bill (90 miles west of Selsey Bill) + home. Group got home O.K. - no one hurt.

We flew with Swaney + Kalloran today - Steve is finished now. George Sheppard + Frank Sato with (radio + tail gunner, respectively, on Mac Farlan's crew) flew in our waist today - on their last raid - lucky boy. Oh, well - I have only 3 to sweat out now!!!

~~Alt~~ landed 1300 B - 5 hrs - 1/2 hr on oxygen 29 min over St.

Lost another buddy yesterday. They went to St. Lo yesterday and saw 3 flak bursts. Allen, tail gunner on Kicks crew, got a little piece in the temple - killed instantly. He was a swell kid. We are very sad about it - we liked Allen a lot.

NO. 30 JULY 29, 1944 Merseburg, Germany

Take-off 0550 P. Left England south of the Wash. Went over the North Sea to Holland. Hit the enemy coast north of the Zuider Zee. Turned southeast and flew straight to Merseburg, Germany where we unloaded 200,000 lb. G.P.'s on the same oil refinery we bombed on our first mission May 12. We bombed at 25,000 ft. temp. -28° (but no one noticed that!) As we hit the bomb run, about 25 ME 109's & FW 190's came tearing throughout group. They only made one pass but got some out of the group behind us. Then we got in the flak! It was terrible! All 105 & 155 mm. The most accurate I've ever seen. Every ship in our squadron was hit. We had about 20 holes. Kamaford got 42 - 37 were in the waist where George Carter was flying. He never got hit, though we don't see how. That flak was the worst I've ever been in - boy, could they shoot! I saw a lot of flak guns firing as I stood in the bomb bay on the run. The target was demolished completely. Smoke came up to 20,000 ft. I saw fires & explosions that must have come up 8000 ft. We really hit it. They won't get any oil from here for a long time! Just as we left the target, we saw several bursts of red flak. That is a signal to the fighters to come in & attack - which they

(Walter Dougherty - Miss Forlan's engineer finished today also)

did - but fast! As we left the target area about 200 FW 190's & ME 109's hit the wing ahead of us - us - and the wing behind us. It was terrific! I got in some good shots & hit a ME 109 but good. Everyone else was going like mad. They came in from all angles - front, back & sides. It was a huge bee-hive. We saw 25 B-17's explode, burn or break up & go down - only a few chutes. I watched 7 bail out of one ship - then it exploded & flaming debris showered over them setting the chutes on fire. One B-17 ship squadron was hit & came out with 2 ships. Our P-51's did beautifully. I saw several FW's & ME's go down. With one dive away from a P-51, go into a spin and hit Germany & explode. We had 20 mm shells bursting all around us from the attackers. B-17's were blowing up and falling all around. Chutes floated through the formation. It lasted only a few minutes - but it was terrible. Never saw anything like it before. Sweeney went down on his last raid. Grand lost 4 planes - one gunner had his foot shot off. After attack we came home by same route we took in & hit Eng. N of the Wash. Got home O.K. Jew Mayo & Don Manus finished today. Kalloran was 1st pilot - did a great job. Worst raid I ever had. Only the Lord brought us back. Landed 1350 B - 8 hrs - 6 hrs oxygen - 5 hrs enemy territory. Col. Smith led today - did swell - came in on 2 engines.

NO. 31 JULY 31, 1944

Munich, Germany

Take-off 0900B. Left England north of the Thames Estuary and went over the Channel hitting the enemy coast southwest of Rotterdam, Holland. Turned southeast and went to a point near Saarbrücken, Germany where we turned left and headed east-southeast to Munich, Germany. Visual primary was an aircraft engine factory 7 miles west of Munich, but we had a 4/10 overcast so we went on to the P.F.F. primary which was the rail marshalling yards in the city of Munich. Dropped 10-50 lb. incendiary clusters on the yards from 25,000 ft. Temp - 28°. We could see the city, but visibility was very poor. I didn't see the bombs hit. Flak was intense and accurate at the target, but we didn't get hit. The group got through O.K. although we did have a few close ones.

While we were on the bomb run, a message came through from Air Division which said

"Many enemy fighters located at target. Report information to friendly fighters." Boy-did we sweat that out. We were waiting for a slaughter after we left the target. We were 1<sup>st</sup> in a division of 12 C.B.W.'s and we expected to get it bad, but I guess our fighters got rid of the bandits because we didn't see one - Thank God! The group behind us was hit, but we didn't see anyone go down. One B-17 got a direct flak hit and exploded in a huge flame + puff of black smoke. Not even a piece of it could be seen - it disappeared.

We turned left over the target and came back towards Saarbrücken + home by the route we came in on. Got back all O.K. Large escort of P-51's + P-38's.

St. Halloran flew us on his last mission today. He did a grand job as deputy lead in the low group. Monk Waltrip finished today and George Caster MacFarlane's waist gunner finished with us, too. I have one (1) left to do!!!! I'm SWEATING. Landed 1720 B-8 hrs 20 min. - 6 hrs oxygen - 5 hrs over enemy territory.



NO. 32 AUGUST 1, 1944 Chartres, France

Take-off 1143 B. Sweated all last night waiting for my "Happy Warrior" mission. I was put on as extra waist gunner with Lt. Pudock today. It was very foggy when we got up and we expected a scrub. They moved it 2 hrs. back and we finally got off. Left England at Selsey Bill and went over Channel hitting France north of Le Havre.

Turned southeast and went to Chartres, France about 30 miles southwest of Paris. Bombed a railroad bridge from 25,000 ft. with 2,200 lb. G.P.'s. Had 1/2 overcast all the way in except at target area where it cleared up so we bombed visually. Bombing was not so good. We only hit the bridge with 2 bombs. Some hit in a railroad yard and the rest were scattered all over.

Had a little flak at the target but it was inaccurate. The group got through all O.K. On the way in we saw a large flak barrage.

at Orleans - also some red bursts. We sweat out fighters when we saw those red bursts, but saw none.

The C.B.W. ahead of us lost one plane over the target - direct flak hit. He went down in a straight dive and burst into flames. At about 5000 ft. alt. it broke into pieces - no chutes. After we left the target, 2 ships in a C.B.W. behind us got in prop wash and collided. One had its tail cut off. Both went down - saw one chute.

Left turn at target and came home via route we took in. I got my last look at enemy territory today!! Came home O.K. I fired a lot of flares as we came over the field. The boys were all down on the line sweating me out when I got back. The weather was bad at take-off. A plane from our group and another collided over Corby and blew up. Visibility was very poor. Really sweat that one out - Boy did feel good now. Landed 1750 B - 6 hrs. - 3 hrs. oxygen - 2 hrs. over enemy territory DEAR JOHN, THAT'S ALL!!!!



Mr George A. Bailey

Pipewell Hall

Pipewell

NR Kettlewong

Northants