Take-off 08 20 B. Passed over Channel and French coast near Dunkirk. Went straight across the N.W. corner of France and over Belgium to W of Brussels. Went across Germany, passing near Frankfurt.

Target was the Leuna Oil Refinery at Merseburg - 18 miles west of Leipzig. Dropped 38 1000 lb. demolition bombs on a gas generation plant from 23,000 ft. Paced 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 and #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 17 20 B - 9 hrs. 6 hrs over enemy territory.
7 hrs on oxygen.
NO. 2. MAY 13, 1944

Schwein, Germany.

Take off - 0420 B - 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 Schwein, Germany. Dropped 10 - 500 lb. demolition bombs on synthetic oil refinery.

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

Light flak over Germany near Kiel and over target area.

Me 109 and Z.196 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 bow 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 5 chutes. 548 went down - a good ship - we flew it on 1st raid. Today was the farthest that any fighters have ever penetrated into enemy territory. P-51's went close to Schwein with us. Thank God!!

Dove few rockets. Manus, Waltrop, Skip, voice got shots at Me-109's - no hits.

Schwein was target of opportunity. Too much cloud over Pognan, Poland (primary target) and we couldn't see target. Pognan has a F.W. factory which we were supposed to hit. We bombed at 22,000 ft. - couldn't see target. Too busy watching our fighters. Schwein 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 as we came in at 2460 ft. - got home O.K. Landed at 1930 B. Very long mission - sure was glad to see England again. 15 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 0620. 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 Jerries 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.

Didn't drop bombs - couldn't set target through overcast. Flak was plenty close. Carried 6,000 lb. general purpose bombs - brought them back home.

No fighters - escort of P-51's. Landed 1430. 4 hrs. 3 1/2 hrs on oxygen. -39° at 25,000 ft. Electric suit swell!

Today was the 100 mission celebration of the 384th.
N.D. 4   MAY 19, 1944  1st Berlin

Takeoff 0733.38. 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 T.G.T. and as R. waist gunner. No flak and no fighters on route to target.

We were 6th combat wing to go over Berlin. Bombing was done from 26,000 ft. We dropped 42 100 lb. incendiarics on the area of the Vertolp headquarters. 1st 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. Tt. Stevens and Tt. Halloran had glass from window over them break and allowed them to get hit in foot but not hurt. I got hit in arm by a twist which was knocked through the radiortom by a flak burst. Mames 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 - but several from other groups were seen heading for Sweden after we passed over. No fighters attacked us. I saw one explode (FM190) when P-38 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 cartwheel and the water with a terrific splash and exploded. Huge cloud of white smoke come up several hundred ft. I saw 2 parachutes going down. They were near the enemy coast - probably are P.W.

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

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

Escorted by P-51 to Berlin + P-51 + P-38 on return. Landed England 2845B - 94 to 15 min. - 5 hrs oxygen. Temp 4 deg. below 0 at 26,000 ft. Used 9 man crew. Jerry flak gunners damn good !!!
MAY 22, 1944

Takes-off 0827 H. Left England at Cromesouth & 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.

Took fairly heavy over target. We got 5 holes in our ship. Left 93 today—our own ship not repaired from last raid yet.

Lt. Eusterman, flying ahead of us, turned out of formation after target and his crew bailed out. They all got out OK. Probably are FWs. Barracks looks empty in their corner tonight.

Dropped 42 195 lb. incendiaries on Kiel from 25,000 ft. Temp. -32° electric suit still in 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.)

on between P-38's, P-51's, and FW-190's, Me-109's. Saw several enemy planes go down in flames. Battles were terrific—but a long way off.

Had a huge escort of lovely P-38's.

Our ball-turret went out so Monks took a waist gun and I pushed ball around and cranked it up and down so Jerry wouldn't see our blind spots and knock us down from below-bastard 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 quiet 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 Russian border. Back over North Sea to England. Landed 1630 P-7 hrs 41 lbs 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  2nd 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 155 mm white high solid wall of white flak above us. Got a few holes in the ship. Dropped 500 lb general purpose and 500 lb incendiary clusters on the center of big B. Saw fires and smoke at target through bomb bay. Radioman today 12 minutes before target the group behind us was hit by F.W. 190s and lost 3 B-17s in the battle. Saw no chutes.

15 minutes past target our group was attacked by about 26 F.W. 190s. They hit us (Tail-end Charlie) from 6 o'clock, but 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. Munro, Wardrip, Dorce, Zabel and myself got shots at them. Our squadron lost no ships, but other ships were going down with enemy fighters on their tails. One B-17 went off alone followed by 41, 190s. To hit the clouds if and one 190 went in with him. The B-17 came out later, but no 190. Several enemy planes went down in flames. Flames shot one down but didn't ask credit for it. A few passed come from 12 o'clock low but didn't get in. 6 B-17s 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 fighter shells but we saw them fire at us. Saw 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. Rough it said 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. Munro's chute got caught in half-target and was torn up. Our group got out a solid Flak shot. We lost one ship. Came back over North sea by same route we went in - bailed out 1550 B. 88 and 45 min. 5 person oxygen - no escort when we had trouble. Rough out. We really sweat out that 1st Air Medal mission.
Take-off 0830 hrs. 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 bombarded 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 190s. We had no escort at the time. The enemy fighters flew around our wing and lined up to attack when our escort of P-51s showed up and engaged the Nazis in terrific dog fights. Out of range of our guns. Saw several P-51s & Fw-190s go down and crash into the hills. 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 217. We dropped 12 x 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 sweated it out; made it OK.

The 1st 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. - lead the 384th 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. Landed 1530 hrs. - 7 HRS. 5 HRS over enemy territory - 5 Combat
MAY 28, 1944

Leipzig, Germany

Take-off 10:23 B - Left England at 00:13, 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 south-east and passed near Magdeburg to Dessau. We were supposed to bomb a JU 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 26,000 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, its tail broke off, but hit the target. Went down in flames and exploded again - no chutes. Medium flak (88 mm. shells) at Dessau, and medium inaccurate flak at Leipzig.

3 May 1944 went over us on bomb run, but didn't attack. 2 of our P-51's 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 the open bomb bay from radio hatch and just waited for him to do them on us. I really was scared. He got back in place before bombs away - but we really swore.

We dropped 18 x 500 lb. incendiaries on Leipzig and did a good job.

Had a heavy escort of P-51's on way over and P-51's and P-38's 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.

Our ship had no damage at all. Landed 1800 B - 7½ hrs. - 6 hrs over enemy territory. 6 hrs on oxygen.
NO. 9
MAY 29, 1944
Poznan, Poland

Take off 0918 - bad start - went to 2 planes +

oxygen systems out - 3rd plane 0-15. We caught group
near Eng. coast. Left England near Cromer and went
straight East over Zuider Zee, Holland & Germany
too pt. near Hannover. Turned southeast and went
down by Leipzig. Then we went northeast into Poland.

Target was FaIcke-Wolf components factory which
makes wings and fuselages. No. 1 priority target in
Europe. Bombed from 22,000 ft. dropped 42-
115 lb. incendies (block burning on factory. Saw
target through bomb-bay. Saw many bomb hits - we
really hit target today - went to Poznan for a long tin
Flak snager over target. P-51s & P-38s 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. (targets 5 miles apart - F.W. plane)

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

Just of coast we were attacked by 2 Me-410s
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 lived at them. They went by our
tail & the 4 P-51s drove them off. A 20 mm

cannon shell hit our tail - went an inch behind

Manus'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 B-17s
came out - not in our group.

We went over Baltic Sea, Denmark, and North
Sea to Cromer & home. Very long mission - but
a good show - the Colonel compliments us on the job.

Very important target knocked out today -

Landed 1950 B - 9 hrs 45 min. - 5½ hrs on oxygen
6 hrs over enemy territory. Group lost one ship over Poland.

Escort P-38s over Denmark - got home O.K.

Those 4 P-51s that went to Poland with us really badged us!
NO. 10

JUNE 2, 1944

Boulogne, France

Take-off 1708 B

Left Eng. near Beachy Head and went East over Eng. Channel to Boulogne on French coast south of Calais. Went in at 30,000 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-run. 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-24s passed over us in the opposite direction with bomb-bay doors open on bombing run. The 8th 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 384th, was lead by Col. Smith.

950 fighters accompanied 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 beacons.

Passed over Windsor Palace in Eng. Looks like a great polo ground fortress – very cold and cheerless. The "limeys" go shiver for life. Assured me that it is beautiful inside. It may be – but it looks dingy and dank as a prison from the air.

Landed at 1914 B - 4 hrs - 2 hrs on oxygen and 20 min. over enemy territory.
JUNE 4, 1944

NO. 11

Take off 1240 h

Left England at Beachy Head. Turned East and went over the English Channel to Hardegsjot 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 flubbed 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 at 7 o'clock high—just near us at all. After Target we went about 20 miles on inward 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.

The B-26 with 85 bombs painted on it joined our formation not a while over England. It flew shoulder to shoulder and I waved to the bombardier and landed at 1630 h 4 hrs 20 hrs on oxygen 20 minutes over enemy territory—good deal! I got a commendation from Mr. Doolittle on logbook aid (8/29/44) "Bombing approached perfection"—not bad!
Take-off 0615B.

Veered north, over England and left British coast about 12 mi. from the Isle of Wight and veered south over the English Channel to the Cotentin 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 it was 5/10ths. The ammunition crew was 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 41st Combat Wing and that put us in the front seat.

We dropped 12 500 lb. general purpose bombs on the target and hit the gun emplacement pretty well. I didn't see the bombs leave the ship, but the photos showed hits. (Bomb No. 1 at 500 ft.) We made one bomb run, and that target was hidden by clouds - so we turned around, went back out to sea again and reformed the group for P.P.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 sweated that second bomb run. Flak is usually terrific over Cherbourg, but today it was surprisingly light. We only saw about 25 bursts - some of which came quite close. One piece made a hole in No. 2 engine cowling but didn't hurt the engine. Really sweated 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 look out! Passed over Cotentin Peninsula, Channel and hit Eng. about 40 mi. West of Cherbourg.

Landed 155215 - 4 hrs 45 min - 2½ hrs on oxygen - ½ hr over enemy territory - temp 38° cold!!
JUNE 10, 1944
Nantes, France

Take off DS1B

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

Fl ew across English Channel and crossed the enemy (now ours) coast North of the Chefooing 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 a fire. From 21,000 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 airfield 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 445th, consisted of 20 ships from the 384th. They each carried max. 120 100-lb. G.P. and they fell like rain on that airfield. 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—ineffective.

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 25,000 ft. -40°, plenty cold.

Hit Eng coast-modified Night-comes down to deck & got home OK. Our first raid since D-DAY.

Light flak over Normandy—ineffective—won't be there long.

No one got hit today.

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

Landed 113 1B. 5½ hrs. 3½ hrs oxygen. 2½ hrs over enemy. No real sweat out NO. 12B but made it OK.
NO. 14  JUNE 12, 1944  (Dinan, France)

Take off 0550 B. (1420 hours went out today—recall this.)
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 Chabour 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 flak ships. Big flak ships were lined up near the shore while small 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 of bomby craters on shore where we have previously bombed gun emplacements.
Went inland and north to Dinan near base of Breit's Chabour Peninsula. On way in we ran into intense 88 mm fire—very accurate.

We were lucky—only one hole. Lt. Leck's ship had 25 000 lbs. general purpose bombs. Blasted holes to hell with those big ones. I watched it through the bombbay. Now said we bombed the wrong bridge—we reported it first to 3rd. I 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 Breit's Chabour Peninsula as is over Channel to Beachy Head where we left the formation and came in alone under full throttle with our "hot camera." Lt. Leck's ship came out to photo man who reached it to help—had pictures before group got in. (carried 2 bombs in bomb bay—1 beneath each wing)

Lt. Burke really on the ball today. It was the only one to spot the mistake. It was 5/10, though, because I watched the one we did not go up in pieces.

Ever since D-Day we have been bombing tactical targets in France. As yet—navigators' opposition—wonder what they are? Landied 1138 B—5 hrs 40 min. 384th oxygen—2 hrs 45 min over enemy target (384th made the whole 41st C.W.)
NO. 15 JUNE 13, 1944 (Dreux, France)

Take-off 0515 B

Left 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. Rainy at take-off - heavy overcast - couldn't see Channel through clouds. Turned southeast in France to Dreux, about 40 miles southwest of Paris.

S.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 1st raid and 4 other men badly wounded. No planes were lost luckily.

We bombed an airfield 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 plumped that airfield but terrific - blew it all to hell!

After bombing we turned west and went back over France. Left enemy coast North of our 1st beachhead. Heavy undercast at coast so we didn't see any activity on the ships.

Had a complete area coverage of P-51s and P-47s at 1230 today. They must be having a great time strafing.

Had another instance today, so when we got to the English coast at Beachy Head, we peeled off, hit the deck and came home under a low head of steam - hit 225 mph ceiling 7000 ft. kids 1900 fps. Weather not too bad and got a very bumpy down low. Lt. Bower brought us home right on the nose through all the bad weather. Turned in camera in line shape - great job!

Col. Smith said group today. They had to land all over England today on account of weather. We really went out in that flak today - it was good.

Landed 1818 B. 3 hrs. on oxygen - 12 hrs. over enemy territory (group put up 54 planes today!)
NO. 16 JUNE 16, 1944

Laon, France

Take-off 1550 B

Long day today. Went out this morning and got a scrub. Then the motor seized 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. Filmed over the Channel to enemy coast just below the Zuider Zee. Turned south and went to Laon, France (90 miles northeast of Paris). Bombard the Laon-Githien air-field from 25,000 feet with 1250 lb. general purpose bombs.

Had 3/4 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 bomb net and really blew that air-field to hell. It was a mass of explosions.

Dock was medium, but extremely accurate over the target. It took out 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 losing about 5000 ft. Then he went into a dive & pullout. 3 more dives, spins & pullouts followed - then he exploded - no chutes. 2 other ships from that group went down smoking.

I had a complete undershoot from target to base. Turned northwest above Paris and left France at Deapo. Passed over London & got home O.K. Group lost no ships, but flak was rough over target.

Landed at 2150 B - 6 hrs. 4 aircrews & 3 ships over enemy territory. One had a rough trip in the “ball” today - he couldn’t hold it.
JUNE 18, 1944 4th (Hamburg-Dropping)
Takeoff 0522 B

Left 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 41st B.C.B.W. bombed ahead of us. It was a mass of flames, smoke, and explosions. We were the 41st A.C.B.W. We dropped 18-250 lb. general purpose bombs on another refinery. I could see them explode through the bomb bay. We really smashed 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 flak shells, but they were all about 1000 ft below us. There were light 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. 48 planes later ditched in the North Sea on the way home. Also saw several rockets too - much too close for comfort, but they didn't hit anyone. Our plane got no hits, and the group got through OK, but other groups got it bad in that terrific flak rising temp. at 27,000 ft was -45° - 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 Cornet. Got home OK.

Saw one B-17 explode after we passed target - no hits. Hamburg was really plastered today. Saw the city after we left target - mass of smoke and flames. 1st O.K. and O.K. landed 1232 B-7 hrs. - 4 hours oxygen - 43 min over German. Steve made 1st st. today - he sure deserves it!
NO. 18  JUNE 19, 1944 A.M.  Pteuges, France

Take-off 1949 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 PTEUGES, FRANCE. I.P. WAS LILLE. TOWN ABOUT 50 MI FROM COAST.

HAD MEAGER BUT ACCURATE FLAK AT COAST. THICK CLOUDS OVER FRANCE. WE WERE TO BOMB BY GEE-H, BUT LEAD GEE BOX WENT OUT SO WE DIDN'T BOMB - JUST SWEPT OUT FLAK OVER TARGET - BROUGHT BOMBS HOME. BOMBING ALT. 25,000 FT.

EMP. - 4128. CARRIED 38 400 LBS. G.P.S.

INSTALLATION FIRES PILOTLESS AIRCRAFT WHICH ARE CURRENTLY HITTING LONDON. BUILDING 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 KITS - GROUP BEHIND US.

RETURNED OVER FRANCE NORTH OF BEACHEAD AND OVER CHANNEL TO ENGLAND, OVER LONDON TO HOME.

LANDED 1634 B - 4 HRS - 2 1/2 HRS ON OXYGEN - 30 MINUTES OVER ENEMY TERRITORY (2ND D.F.G. FLYING MEDAL)
No. 19  June 17, 1944 PM  St. Pol, France

Takeoff 1431 B. Just got back from chow & had to go back to briefing for the 2nd one today. The first time the 380 has pulled 2 in one day. Went in by same route we took this one. Target about 20 miles from Dieppe - at St. Pol. Fire & smoke 38-1/2 lb. G.P.'s on rocket installation near St. Pol. Had light bat accurate flak at coast. Flak at target medium and damn good. We got a large hole in our fin. Lt. Kelly on wing - deputy lead - took hits in #4 engine & aileron controls. Last formation came 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 50 clouds at target. Bombing not too good. Didn't see the target today. Some flak bursts came so close we could hear them go off and feel the ship shiver - but had only 1 act. 25 1/2% - Temp - 30°.

Returned over France north of beachhead and over Channel to England. Passed over England by London & home O.K. Group lost no ships. Watched Kelly land - perfect!! Landed 1832 B - 4 hr - 2 1/2 hr oxygen - 30 min over enemy territory. Glad to see Kelly complete safely!
June 20, 1944

NO. 20

JUNE 20, 1944

2nd Hamburg, Germany

June 9th 0625 B. Left England north of the Wash. Went over the North Sea to Denmark. Hit the coast midway between Copenhagen and Flensburg. Went across Denmark and came down over the Bay of Lubeck and turned south into Germany. Bombed an oil refinery on the Elbe River between Harburg and Hamburg. Dropped 12 500 lb. general purpose bombs from 25,000 ft.

Flak light over Denmark. We were 4th C.B.W. over the target. As we turned south P-51s 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 and explosions go as high as 20,000 ft. Smoke came up to about 20,000 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 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 J.P. we saw 4 ME-410s go through the formation with a P-51 on their tails. They added to our trouble, and we were too busy afraid of hitting the P-51 to shoot at them.

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

Saw one B-17 from another group go down in flames and explode - no chutes. Please get him.

Our group lost no planes; but lead pilot was killed. 3 observers and 2 crew members wounded. Several others wounded also. Miss Fitt OK.

Left Germany at Cuxhaven and came home by same route we went out. Could see Hamburg burning from 50 miles out at sea. Destruction terrible today! After bombs away, steep left formation and we went out alone to avoid flak. Group followed us - whole formation bomb landing. 012 22 B. 7 hrs. 4 hrs oxygen. Hit bigger flak.
NO. 21  JUNE 21, 1944  3rd  Berlin, Germany

Take-off 0520B. Left England at Comet and went over the North Sea to Denmark. Turned south over Denmark into Germany and went west of Kiel. Passed between Hamburg and Luebeck. Saw great pall of smoke coming up through clouds over Hamburg from yesterday. Continued southeast to “Big B” for our 3rd raid to the Nazi Capital. It was the 12th American raid on Berlin. Col. Buck lead the 724th 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.P.W. went to Berlin in succession today. One split the target area - the largest no. of bombers ever to hit a single target. We had a 235 knot ground speed over target today - temp. 35°.

I dropped 8-500 lb general purpose bombs and 2-500 lb incendies (clustered). We bombed a railroad station in the center of Berlin. As we came over target, I saw the targets 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. Trabber target naturally intense - but we were about the worst & 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 109s attacked a straggler but heavy escort? P-38s drove them off. Missed 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 column of smoke over city - world was on.

Returned north over Germany, I saw one huge station in a lake near Hamburg on return. Some FW 190s fired rockets into formation today but P-38s got them off. Came home over North Sea on route to take in complete overcast all the way home. Cad Benassi finished up today - after Kelly's was finished. Never thought we'd landed 1400B 8 hrs 40 min - 52,800 min. 3 hours over enemy territory. Time bomb took off 6 hrs 10 min. Reloged to make up
Take off 1628 B. Left England south of London and went over English Channel to France. Hit enemy coast at Boulogne. Went southeast to Lille, France. Confused a marshalling yard in Lille from 25,000 ft. with 12-500 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 hit in no. 3 engine. The wing caught fire as he pulled out of formation - then she 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 hit 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 trip to the big town. There was an alert on when we got there. When we took off we saw a building which had been hit by a buzz bomb. Those things are dangerous. The made an awful hole in that building and landed 2035 B - 4 hrs/2 min. 2½ hrs on oxygen 1 hr over enemy territory.
June 24, 1944
Bremen, Germany

Take off 0936.

Left England at Cremet 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.S., but the P.F.S. ship pulled a bonet and 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 18-250 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-38s, P-47s, P-51s. They chased each other around in mock dog fights until they drew flak up. Then they'd maneuver do it again until more flak came up at them.

We flew drop squadron lead today. Steve did a good job.

We got no hits - group lost no ships.

Hit England at Cremet - got home O.K.

Take off 1539 B
Left England at Belsey 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 Lens, about 50 mi. southwest of Paris. Bombed a railroad bridge over the Yonne River at Lens. Dropped 2-2,000 lb. general purpose bombs from 2,000 ft. Weather had on route, complete overcast over us, clear beneath us - bad weather for fighter attacks. Good thing we had a complete area coverage of B-51, P-39, T-47.

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 2,000 lb. bombs make a terrific explosion. The 1st 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 flak 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.

Lt. Kinzer, Max 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 - its hard on the ears. The group lost no planes - we all got home O.K.

Landed 2:14:41 B - 6 hrs, 41 min, 5 hrs on oxygen.
3 1/2 hrs over enemy territory.
NO. 25  JULY 4, 1944  Overy, 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 Dreux (35 miles west of Paris). Were supposed to bomb an air field on the edge of the city of Dreux. Went in at 2500 feet over an overcast. Bombed by GEE H but the lead GEE box went out of the bomb run and the bombs missed. We dropped our 58 198 lb. general purpose bombs about 15 miles from the target. Lt. Duke was lead navigator and he was plenty browned off about it.

We flew CB W deputy lead today. Steve did a good job. Flew our new ship today: 2 F8 "Silly Belle". 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.

Tended at 0933 B. 5 1/2 hrs. 4 lbs. 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 squadron with a similar Force remember about every 20 min. day and night—really great show.
NO. 26  JULY 17, 1944  Munich, Germany  

Take-off 0548 hrs. Left Eng. north with 7th Tank and went over the Channel to France as we hit alt. Turned southeasterly and went over France and Germany to Munich, Germany. Had a little flak at enemy's coast. Nothing happened until we got to the target. 

Bombing hydrogen peroxide (used in busy-bomb fuel) about 7 miles from Munich, with 19500 lb. G.P.'s from 25,000 ft. Temp. -30. Heavy with extremely accurate flak at target. We had a lot of very close bursts. I could hear them going whamm-mam all around! As I stood in the open bomb-ayr awaiting bombs away, a piece of flak from a burst directly under the bomb-ayr came through the radio room bulkheads, cut the toe of my right flying boot, went on out through the fuselage. I wasn't hurt— but 1 inch lower would have been half my foot off—that's as close as I ever want it! The 8th Air Force to Munich today. We flew high squadron, lead group lead-right in front. Bombing was usual 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—hit hard—

(Thomas N. [B-500] copilot Jacobs on Mrs. Tullane's was finished today.)

We saw a group behind us just take 179 out of P-51's got one too) by about 25 fighters (Me 110's brown with white cross). We had one helluva hot time for a while. 3 queued up your squadron's tail. I didn't have a lot of shooting to keep them off as they came in one at a time in a curved pursuit. Attacks came from 6 to 9 o'clock high. 12 o'clock high everyone had plenty of shots at them. It was a fast and furious battle. The group lost 3 ships— one went to Switzerland, the other went down a ship. Carlisle fell out (Mrs. Tullane's toggle was in 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 chute. 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 0-15. Nothing more happened. Landed 1335 hrs. 8500 ft. 6 1/2 hrs oxygen - 5 hrs over enemy territory.

July 16. our old P-504. "Miss Fitt" went to Munich with Captain Coleman—and didn't get back. Capt. Coleman had a rough time—hope he got out ok. Frankie Pellicci was on his crew also. Miss Fitt was a fine old ship— she died a lady. "Umbrago"—Mrs. Tullane's old ship crashed at another field on the same day. She was hit up and had an emergency landing.
NO. 27  JULY 20, 1944

Northhausen, Germany

Take-off 06:25 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 back from Dessau and went to an airfield at Northhausen, Germany where we unloaded our bombs to good effect.

Between Coblenz and Dessau our wing was hit by over a hundred ME 109s, FW 190s, ME 410s. 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-17s in the group behind us go down. Some exploded, some went down in flames and others went down in pieces. Only a few escaped 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 and 2 other ships went down in flames - one exploded. Then some P-51s arrived and drove them off in a hot dog fight. A couple of Junkers Less go down. Now 3 chutes of the stragglers they got. They were attacking from close below us and ducking back in after making a pass.

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

Left Northhausen, went back to Coblenz then home by the route we came in on. We know "what is the fifty" now!

Left group at Eng coast with a hot camera and got back OK. We finished up St. Peterburg (Lombard) today and landed 15:00 B - 8 1/2 hrs. 7 hrs enemy territory. Back to Dessau long and tough today!!
July 21, 1944

Ludwigshaven, Germany

Take off 0630. Left England North of Thames Estuary and went over the Channel to Holland. Hit enemy's coast below Rotterdam. Went southeast over Belgium and Germany and turned northeast at Komburg and went to Hall, Germany to bomb an air field where they train ME 262 and HE 197 pilots. Came all the way in at 20,000 ft over heavy clouds. We were supposed to bomb visually, but 10-15 clouds prevented that.

We turned off Hall and went to the P.F. secondary at Ludwigshaven. Climbed to 28,000 ft and dropped 10-500 lb. G.P. on the industrial section of the city, hitting munitions and poison gas plants and aircraft factories. Bombing was P.F., but I could see the target through the bomb bay. We did a good job. I saw a lot of smoke, flame and explosions. Six laps at the target was intense and accurate at 28,000 ft. We had a great many very close bursts—could hear them burst—and that's too close for comfort.

Our 3rd in a row to southeastern Germany, but we had a huge escort of P-38s, P-51s & P-47s and, as a delightful change, we had no enemy fighters, although we swept them out in all these clouds.

Saw several flak barrage at various towns in Germany but we got by them OK. Flak was all 105 mm & 88 mm stuff.

After target we let down to 20,000 ft and headed back to Komburg 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 Furlane 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 Furlane had to feather No. 1 engine—fleak. We really sweated him out but he kept up OK.

We flew deputy lead today. (Jumped OK but no ships.)

Tended 14128-2 his 10 min. His oxygen—6 hrs overswing territory.
Take-off 0100 B. Left England at 0755, went over the Channel to our beachhead at 12,000 ft.
Very unusual mission. We gave the infantry boys a hand today. At 12,000 ft. we came in over France and gave Jervy a helluva pasting. We dropped 38 1,000 lb. G.P. on troop concentrations & artillery (Shak 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 Jervy - a lot of tracks & jeeps rushing about in our lines.

P-47 dive-bombers knocked out Shakt guns below us, thank God! At 1230 it was a close call, we would have been murdered if there was any Shakt. We did see one Shakt gun. It fired just one shell and a split second later was blown to bits with a nasty placed salvo. Saw him go up - hot good! Saw the bombs hit, those G.P. 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 fun to be on a bomb run with no oxygen mask.

Turned off the target and came back over chalk & left France by the Isles of Jersey & Guernsey. Came the Channel & hit England at Portland Bill (90 miles west of Helgoland) & home. Group got home at 11:00 last night.

...we flew with Sweeney & Waldron today ... time is finished now. George Sheppard & Graham Batson (radio & tail gunner, respectively) & Mrs. Farland & crew flew in our waist today - on their last raid lucky boy.
Oh well - I have only 3 to sweat out now!!!

(Bomb load 13,000 lbs. 15 hrs. - 3 hrs oxygen 24 min.)

Lost another buddy yesterday. They went to St. Lo yesterday and saw 3 Shakt guns (Allen, tail gunner on Hicks 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  MUNSTER, GERMANY
Takoff 0550B.  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 Münster, Germany where we unloaded 29 250lb.  Gp. 115 on the same oil refinery.  We bombomed our first mission May 12.  We bombomed at 25,000 ft.  Temp. -28° (but no one noticed that!)
As we hit the bombison, about 25 NE 209° x 25 10° came zinging through our group.  They only made one pass but got some 88's out of the group behind us.  Then we got in the flak!  It was terrible!  Almost 5 x 155mm were hit.  The most accurate flak ever seen.  Every ship in our squadron was hit.  We had about 20 hits.  Kameford got 41 - 37 were in the waist where George Auster was flying.  He never got hit, though we don't see how.  That flak was the worst we've ever seen - boy could they shoot!  Saw a lot of flak guns firing as I stood in the bomb bay on the rear.  The target was demolished completely.  Smoke came up to 20,000 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 did - but fast!  As we left the target area about 20° SW 149° x 25° we hit the wing ahead of us - us - and the wing behind us.  It was terrible!  I got in some good shots and hit a 115° but good.  Everyone else was going like mad.  They came in from all angles front, back, sides.  It was a huge beehive.  We saw 25 B-17's explode, burn or break up - go down - only a few chutes.  I watched 7 backouts of our ship - then it exploded & flaming debris showered over them setting the chutes on fire.  Our 17 ship squadron was hit - came out with 2 ships.  Our P-51's did beautifully.  I saw several 26° NE go down.  Without one dive away from P-51's going to a spin and hit Germany explode.
We had 25 mm shells bursting all around us from the attackers.  B-24'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.  Sweezy went down on his last raid.  Group but 4 planes on gunner had his foot shot off.  After attack we came home by some route we took in a hit Eng.  Not the Wash.  Got home 125.
No May 8 Don Mizen finished today.  Halloween was 1st July - did a great job.  Went and I was back.  Only the Lord brought us back.  Tended 2550B.  8 hit 612mm guns - 5 hit enemy territory.
Col. Smith led today - did well - came in on 2 engines.
NO. 31  JULY 31, 1944  Munich, Germany
Take-off 0900 B. 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 Sengdruckten, 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 1/20 overt.
So we went on to the P. F. F. Primary which was the
rail marshalling yards in the City of Munich.
Dropped 10-500 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. Flack 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 10th in a division of
1-2 C.P.W. and we expected to get it bad, but I guess no
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 Sengdruckten & home by the route we came
in on. Got back all O.K. Large Escort of P-51's & P-38's.

Lt. Halloran flew us on his last mission today.
He did a grand job as deputied lead in the bomber
Monk Waltrip finished today and George Carter
MacFarland's waist gunner finished with us too.
I have one (1) left to do !!!!! I'm SWEATING
Landed 1724 B-8 hrs 20 min. 6 hrs oxygen
- 5 hrs over enemy territory.
AUGUST 1, 1944

Charles, France

Take off 1143 B - Sweat all last night waiting for my "Happy Warrior" mission. I was put on as extra waist gunner with H. D. Wock today. It was very foggy when we got up and we expected a scrub. They moved it a hrs. back and we finally got off. Left England at 0615 B and went over Channel hitting France north of Le Havre.

Tuned southeast and went to Chartres, France about 30 miles southwest of Paris. Bombed a railroad bridge from 25,000 ft. with 2, 2500 lb. G.P.'s. Had 1/4 overcast all the way 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 chassis. 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 Cobley and blew up. Visibility was very poor. Really sweat that one out - Boy dad felt good - landed 1250 B - 6 hrs. - 3 hrs. oxygen - 2 hrs. over enemy territory.

DEAR JOHN, THAT'S ALL !!!!!
Mr. George A. Bailey
Pipewell Hall
Pipewell
NR Kelting
Northumb