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August 14, 1943

Graduated from Navigation School.
Commissioned 2nd Lt. A.C., A.U.S.

Aug. 26, 1943

Reported for duty to Pyote, Tex (1st phase)

Aug. 28, 1943

Transferred from Pyote, Tex. to Dyersburg,
Tenn. (2 & 3rd phase)

Oct. 18, 1943

Left Dyersburg, Tenn. for staging at
Topeka, Kansas.

Left Topeka for Camp Kilmer, P.O.E.

Left P.O.E. Nov. 2nd 1943

Left Docks, Nov. 3rd 1943 on
Queen Elizabeth.

Arrived in Scotland on Nov. 9th.

2

Arrived at Stone, England Nov. 10th.

Nov. 16, 1943

Left Stone for Maresworth, Eng.
Arrived Nov. 16.

Nov. 18, 1943

Went up for ride in B-17 with
Capt. Campbell - who has flown 24
combat missions - checking out
St. Asenheimer. Shot landings etc. for
1 1/2 hrs. Country from the air is like a
patchwork quilt. Enjoyed ride very
much.

Nov. 19th.

Started Ground School today.

Nov. 25th. 1943

Flew locally today in Z for 3 hrs.
Nice new airplanes. Time 1 1/2 hrs.

Nov. 26, 1943

Thirty some planes from this field went on raid today. Another crew flew our plane Z for ZEBRA. No losses
Bremen

Nov. 30, 1943

Mac flew C.P. with Quinn on Bremen Raid. Did not see target, dropped bombs on lead ship. Rough! No losses this squadron.

Dec. 1st.

Flew to Little Stranton to pick up airplane. Time about 1/2 hr.

(On raid to Asher Valley, Arvanites went down in Channel. Picked up by Air-Sea rescue)

Dec ~~24~~ (?) 1943

Flew with Lt. Goolsby on Dummer mission to the Wash. Did not locate target

ship. Hi-alt. Time 2:10

Dec. 4, 1943

Flew with Vern Moncur on local flight. Time 2:25

Dec 4, 1943

Flew night local with Mac and crew. No G. box! Used derby twice. Low alt. Time 2:06 hrs.

Dec. 10, 1943

Flew with Maj. Cole on low alt. local. 1 1/2 hrs.

Dec. 11, 1943

Went on my first raid today. All my crew except Bishop. Lt. Daub flew with us as C.P. Bombed Emden, Germany. No fighters. P-47 escort, light flak tho very accurate, one burst of flak directly below us punched two.

small holes in plane.

12-500's. Emden 894

Clear over target and saw fires started
by former bombers, Time 5:45
!! Scratch Emden!!

Dec. 13, 1943

Flew as navigator with Lt. Daub and
his crew on raid to Bremen. Light flak in (894)
target area. P-47 went (wonderful). No enemy
fighters. Barrett, the Engineer, apparently
passed out from lack of oxygen. Found him
lying on catwalk where he had apparently
fallen from upper turret. His face and lips
were blue. Bombardier and I put him on
oxygen and, while attempting to move him
into Navigator's compartment, I must have
pulled my mask loose for I passed out.
Bombardier, Lt. Marlatt, turned my oxygen
on emergency and shook me awake. We
then moved engineer forward into navigator's

compartment and put him on our extra oxygen outlet on emergency. The bombardier then tried artificial respiration. Co-pilot, Lt. Asenheimer came down to help for awhile and I took a turn. One engine was out and we dropped behind formation and went down to 9,000 ft. From his appearance and the fact that I could find no pulse, I believed Barrett to be dead when we discovered him. When we landed at Molesworth, the Doctor came into the plane and pronounced him dead.

Our bombs were dropped while I was 'out' somewhere in Germany (Incendiaries)

Time 6:00

Alex went down. Idschmidt Nav.

Dec. 19 1943

Low alt. local formation

Time 2:15

Dec. 24, 1943

Large force flew to France and hit various targets (Rocket gun emplacements) My crew did not fly.

Dec. 24, 1943

Uneventful

Dec. 30, 1943

All Macs crew flew on a raid today. The first raid for Lt. Bishop. The second for the rest of the crew except Mac and I who were on our third. Target today was Ludwigshafen Mannheim industrial area. Had wonderful escort by P-47s and P-38s who shot down at least two fighters. Were supposed to have Spitfires but never saw them. We dropped our bombs on P.F.F. thru a solid overcast. Practically all of France was overcast. Got pictures of the French coast both out and in. Very

accurate tho light flak in target area.
 Enemy fighters but we were not attacked.
 Carried 41-100 lb. incendiaries.

6 FLAK HOLES

Dec. 31, 1943

Raid today but our crew didn't go.
 Our group brought their bombs back due
 to overcast. Primary target was a ship
 in Gironde Bay.

Jan. 1st, 1944

Uneventful except airshow by Spit,
 FW-190, ME-110 & JU-88.

Jan. 2, 1944

Flew high alt. formation today.
 Our own crew. Time 2:40

Jan. 3, 1944

Flew with Lt Eisenhart - P. Zwicki C.P.

Mac's skeleton crew. Local slow time G-Box
Time 2:20

Jan. 4, 1944

Raided Kiel at 25,000 ft. Saw target once but bombed through clouds. Spent 50 minutes in vicinity of target waiting for a break in clouds. Very accurate flak. Davies shot down an ME-210 just before the target. We were tail end Charlie (No 6, low Sq) in lead group. The ME-210 followed contrails of #5 in and pulled up and fired 4 rockets and peeled off passing behind and below us. Tail gun was frozen. Ball turret fired at 5 o'clock at 600 yards, to 7 o'clock at 400 yds. Hit right engine. Davies froze his left foot. We had 5 flak holes one thru navigators compartment. Temp. was -52°C at 25,000. Valves on Tokyo tanks stuck so we had to land at an emergency field (Kethel near Norwich) with 50 gals. left. Had a wind

of 110 K at 25,000 ft. Plane 448, W for WILLIAM
 Bombs - twelve 500 lbs. Had a passenger
 who was ~~trying~~ testing a new type huted
 suit. Fighter escort was P-38s. lots
 of them. Oscar Cray was killed.
 Time 7:00

Jan. 5 1944

Raid today on Kiel. We didn't go.
 Froote was killed today. Also 9 others
 from this group.

Jan. 6, 1944

Were scheduled for a raid today on
 CROSS-BOW but mission was scrubbed.
 Davies is grounded. Not for long, I hope.
 Saw Dinghy film + had Dinghy drill.
 18 seconds on drill. Show in evening
 Cleaned guns in 213.

Jan 7, 1944

Today we flew tail end Charlie low group on a raid to Ludwigshafen Mannheim. Dixie is still grounded so we had a Sgt. Munson as ball turret gunner. Flak was moderate in the target area and we didn't get hit at all. We carried 12-500 pounds and dropped them thru 10%. Altitude 24,500 ft. Ship 213, Z for Zebra. "Pistol Packing Mama".

No trouble. Time 6:44

Jan. 8, 1944
Uneventful

Jan. 9, 1944
Local flight with Vern Moncur
Time 2:30

Jan. 10, 1944

Navigation lecture in morning.

Med. lecture in aft. cancelled.

Got hair-cut and new watch.

Mac and crew flew slow time in
 Couldn't find me. Heard today that
 Conde went down and Bob De Troff
 was killed.

!! Scratch Ludwigslofen !!

Made covers for nose guns in 213,
 Pistol Packing Mama

Jan. 11, 1944

Took 213 on a raid to Oscherleben. Flew
 tail end Charlie (No. 6) high sq., Lead Group.
 Visual pin-point bombing. Scratch a
 FW-190 aircraft factory with 100 FW's on
 the ground. Pictures prove that we really
 hit the target. Our group was the only
 group that did hit it. All divisions

were recalled except the first. General Travis and Major Calhoun led the raid. We were attacked by bandits (FW-190's, ME 109's, 110's + 210's) in large numbers and in concentration within a minute after our P-47 escort left us (1045) until the bomb run (1140). We were not attacked during the bomb run. We were attacked from the rear after the target until 1300. Sgt. Cowles shot down an ME-110 just after leaving the target and he and ball saw it plunge into a lake. Sgt. Munson who flew with us in the ball - Davis is still grounded - shot up an FW-190 which I saw burst into flame in the cockpit and go down.

We were at 20,000 ft. and our oxygen system must have been hit because we exhausted our supply and some of the extra bottles. On the first fighter attack from the nose, a bandit threw a slug

thru the glass a few inches from my face. I mashed glass into my face around my eyes and temporarily blinded me. Didn't get to fire a shot at him. Damn it! Shot at some of the others tho.

A 20 mm. exploded in right wing. Another in radio compartment. A .30 thru oil sump on #3 eng. Two holes thru #2 oil tank. Right side of horizontal stabilizer hit hard by flak. 20 holes in plane. Ball turret had a piece of plexi-glass knocked into his lap by flak. From Amsterdam at 11,000 ft.

Carried 12 x 500 pounders. These were for my Mother and they were good.

Came back to Molesworth but couldn't land due to weather. Landed at Wattisham, near Ipswich. Plane grounded by engineering officers. Returned to base at 0230 in command cars. 62 planes were lost.

two were from our squadron, Purcell
+ Eick's crews. Chyatt went down.
7 1/2 hrs.

Musset was Purcell's navigator. Damn!
Lost 10 planes and 11 crews this group.
152 fighters were shot down by bombers

Jan. 14, 1944

Flew #5 in second sqdn. in 1183. Hit
Crossbow in France. Saw one fort go down.
Very accurate flak. Good escort. No E.A.
Time 3:39

Jan 21, 1944

Medical lecture, oxygen
1 hr. G-Box (Cecot and I)
Lectured to crew on first aid

Jan 22, 1944

Gunnery lecture 1/2 hr.
S-2 lecture 1 hr.

Jan. 24, 1944

Started on raid to Frankfurt, Germany but were recalled just off the English coast. in 405. Wouldn't have had enough oxygen. Time 3:00

Jan. 25, 1944

Navigator in 807 on local transition with Capt. Manning and SAs, Austin and Harrison and Macs skeleton crew.

Jan. 26, 1944

Mission to Frankfurt scrubbed before T.O.

Jan. 29, 1944

Raid today on Frankfurt. We were to fly #3 in Hi. Sq. in 405.

Target - center of town. Bomb load - 10, five hundred lb. incendiaries which burst into 110 sticks each at 6,000 ft

making 1100 x 4 lb. incendiary bombs.

Altitude 25000. Temp -35°C.

Just after take off we missed the gas cap on left Tokyo tanks and lost considerable gas. We got very little flak. Some crossing coast and some in target area.

The group behind us caught hell though. Tail saw two forts go down and they had enemy fighters also. Saw P-38's get one enemy fighter.

Bombed thru solid overcast. Whole of continent seemed to be overcast. Set down on instruments thru clouds. Nice procedure.

Time 7:00

Were not hit by flak. Reports so far indicate only one plane lost by this Gp. Late reports indicate that we killed 4200, including many high German Officials.

#9

Jan. 30, 1944

Raided Brunswick today

18

Target - center of town.
Bomb load - 42, 100lb. incendiary.
Alt. 23'000 ft.

We were #2 high sq., High Group.
Bombed thru overcast on P.F.F.

Flak moderate

Enemy fighters all around. We got some
shootings but none were within range of
our guns. Mostly ME-110's. Some FW-190's.

Time 8:00

Cordle went down with Ackerman.

3 hits by flak.

Jan. 31, 1944

Mission scrubbed to Frankfurt. Lack time.
D.R. instruction to Cece.

Feb. 1, 1944

Mission scrubbed to Frankfurt. Lack time.

Feb. 2, 1944

Link Trainer

Got Cocot into the link for an hr.
Lots of fun.

Feb. 3, 1944

Raided Wilhelmshaven today. Ship 405.
#6. Target shipyards and sub-pens.
Bomb load

Time 7 hrs.

alt. 28,000 ft.

Trip over uneventful. Beautiful fighter
escort of P-47s.

Nasty weather. Temp. -45°C . Visibility
poor. Slow speeds returning. Low ceilings.
Bombed through overcast on P.F.F. Meager flak.
Left formation and came home alone.

Feb. 4, 1944

Raided Frankfurt again today. No 2
low group, high sq. Ship 405

altitude 24,000. Temp. -45°C
 Very accurate and intense flak today as
 we drifted North of course and crossed
 part of the Ruhr valley. Did not see
 any ships go down tho one was lost.
 Some breaks in clouds but target was
 overcast so we bombed on P.F.F.

Got some flak holes. One thru
 bombardier's compartment.

Time 7 hrs.

Feb. 5, 1944

Uneventful. Vern Moncur made
 1st Lt. today.

Feb. 6, 1944

Number 12 today. An abortive sortie
 to Dijon, France. Target was a
 training and operational airfield.
 There was about 8/10 clouds and visual
 bombing was impossible. Since we

don't drop bombs indiscriminately in France, we had to bring 'em back. First time we haven't bombed successfully.

Feb. 11, 1944

Frankfurt today and mission number 13 for my birthday.

Bombed on P.F.F. Saw the target but cloud cover was too great for visual bombing. We bombed on P.F.F. from 26,000 ft. Results weren't too good. Hit the outskirts of town. Skoep aborted (getting to be a habit) and was attacked by an FW over the channel.

- Hit by flak twice -.

Feb. 20, 1944

X 405

Leipzig today. Clear all the way. Very heavy flak over the Ruhr valley. Also a concentrated fighter attack.

Saw the bombs hit the target through

a B-3 driftmeter. Excellent results.
Altitude 20,000 ft. Time 9:00

X 405

Feb. 21, 1944

Northeast Germany. We were supposed to hit Wehl today but went to another target instead. Visual bombing, fair. Carried twelve 500's. Alt. 20,000 ft. Hit an airport North of Vechta.

Feb. 22, 1944

Today we flew 823 from the 427th Sq. Not a good ship. Target - Uckerleben. Bomb load - six 500's.

Very intense and accurate flak.
Intense and concentrated fighter attack.
Alt. 20,000 ft.

Crook went down by first fighter attack. Roscoe Davis New.

Underwood with us to mid-channel but low. Didn't return and his body washed

up on shore later.

Feb. 24, 1944

No. 17 today to Schweinfurt. Alt. 20,000 ft. Bomb load twelve 500's. Results fair. Clear all the way. Slip 386. Went in from the coast on three engines and came back on two.

H'ray for Mac.

Feb. 25, 1944

Group hit Stuttgart. Mac's crew didn't fly. We went on pass. I flew in camera ship with Capt. Campbell to coast.

Feb. 28, 1944

Raid to Crossbow today.

We didn't go. Shoep went down with McClain and Clark.

Feb. 29, 1944

Meeting today for secret film on P.F.F.
A number of Nav. from other bases were here.

Talked to Caluruso, Charlie Daniels, Vern Crist, Evans.

Dan Darling was shot up. Will be O.K.

Mar. 1st 1944

SWUNG COMPASS ON 168

MAR. 2, 1944

Today we aborted for the first time. Started on mission to Frankfurt in 405. Lt. Bishop (copilot) sick so was turned back. Bishop is grounded, perhaps permanently.

Time 2 1/2 hrs. Plane 405
Colburn was grounded so Sgt. Rose flew with us as R.O.

March 3, 1944

Today was to be the Senior Prom. We were briefed for Berlin at 21,000 ft. and return at 15,000. Fighter support wasn't too great and we were to lead the parade. Flak, Flak and flak. 400 guns at Berlin. So with a last look at the hut and thoughts of happy home we took off. Bishop is grounded and Vic Gorski flew as Mac's co-pilot. Bad weather forced us to 26,800 ft. where the temp. was -57°C . ($-70\frac{1}{2}^{\circ}\text{F}$). We were plenty cold and I had no heated suit. Chin turret and ball turret froze.

Colburn pulled his oxygen connection loose and passed out. Doezama saw him and took care of him nicely and efficiently. Good boy!

Due to bad weather we were recalled when 40 minutes from Berlin.

We did not drop our bombs tho
I think we could have hit Wilhelmshaven
by P.F.F. Bomb load was 41 x 100
Incendiaries.

Time 6:00 - Plane 405

March 4, 1944

We were scheduled for Berlin again
today. Had engine trouble though in
405 and didn't take off. Vic Gorecki
was co-pilot.

The group turned back because of
weather and dropped their bombs
on Bonn, Germany. Other groups
actually bombed Berlin.

Big party tonight. We're stood
down so I'm going to get stinks.

March 6, 1944

Number 19 today and it was Big B.
We carried 10 x 500's to Berlin in 405

We had a really nice trip at 20,500 ft. Nice and warm. Temp was -26°C at Alt. Vic Lorecki flew as co-pilot. Meager flak on the way in. Enemy fighters sighted but no attacks until the target. Beautiful escort all the way. P-47s and P-51s especially. At the target Jerry put up a lot of fighters. The P-51s had a field day shooting down ME-210's, Ju 88's etc. The fighters got a few of our forts though and so did the flak which was heavy in calibre, intense and very accurate. We collected a number of flak holes. One in the bomb bay. One just missed our wing tanks and another came up thru the floor within inches of Doezemas foot and went out through the ceiling. The way out was a pleasure ride.

Time 8:45

March 8, 1944 #405

Big B again today. Our target was a ball-bearing plant East of Berlin. The sky was cloudless all the way and we dropped incendiaries and General Purpose bombs on it. We hit it well and I saw smoke a mile high and flames at the bottom. Our tail gunner could still see the smoke 100 miles away.

We carried a camera man and got good pictures. The flak at the target was moderate tho very accurate. At Dummer Lake we got some very accurate flak. Three ships went down there. (The one armed corporal)

A very nice trip. Fighter escort was wonderful. Had enemy fighters at the target only. We were attacked by a P-51 shooting 20 mm's. Rough. He damn near got us. The fighters shot down a lot of enemy planes. A field day for the P-51's.

Time 9:00

March 9, 1944

Big B. again today. Boy!! The whole continent was overcast. Navigation was difficult but we done O.K. Bombed the city of Berlin on P.F.F. Flak wasn't as bad as before and we saw no enemy fighters. Were without escort part of the time. Had a wind shift and was 40 minutes late at the target. Plane 405.
Time 8:38

At Dummer Lake we got some flak. One piece came in the plexiglass nose and lodged in the bombardier's seat between his legs. Close! Hit his parachute harness and nearly castrated Cecot. He wasn't at all pleased.

March 10, 1944

aligned driftmeters on 405 and 050.

~~March 11, 1944~~

March 10, 1944

Aligned driftmeter on 405 and 050.

March 11, 1944

Practice Grapefruit mission in 405.
Time 4:30.

March 12, 1944

Mission scrubbed
Pas De Calais

March 13, 1944

3 1/2 hrs. local flight
G. box in 405.
Calibrated top turret.

March 14, 1944

Presentation of Awards today.
Cowles Recd. the D.F.C. today.

March 20, 1944 (405)

Raided Frankfurt today. Not too bad today except that we had to fly thru (not over or under) cloud - In instruments about 2 hours each way.

Pilots all had vertigo. Navigation very difficult. Colonel Lyle led us.

Only 32 planes got to the target. Bombed on P.F.F. Results excellent!

8 hrs.

March 22, 1944

Berlin today.

Milk run. Could see parts of the City thru cloud but bombed on P.F.F. Good results.

9 1/2 hrs.

March 23, 1944

Started 7 day leave.

March 30, 1944

Returned from leave

April 3, 1944

Flew with Savage - Note flight.
1/2 hr.

April 6, 1944

Flew with Major Cole and Joe
Lassone on instrument check
1:30

April 7, 1944

Mission scrubbed.

1:30 D.R. instruction - Bombardier

Flew with Lt. Quinn and Lt. Donaldson
on instrument check. 2:00

Total flight time in E.T.O. 218:26

Combat flight time = 174:31

Average Length of Mission 7:16

APR 7, 1944

April 9, 1944

Easter Sunday.

Today we played Easter Rabbit to Jerry and laid our eggs on an airfield and F.W. factory East of Marienburg.

This was the longest trip yet. Weather was bad over England but clear from the enemy coast in to the target. Saw Germany, Denmark, Sweden, Poland, Prussia and Dargig - and "Deak Old England".

Bombing results were excellent. That one won't need our attention for a long time if ever.

Got a piece of flak for a souvenir today. Had some ver accurate flak over Denmark. One burst knocked the Plexiglass off the top turret. Another hit the stabilizer.

Two FW-190s attacked and hit two Forts. but didn't put them down.

P-51's got the FW's. We had fighter escort for only two hrs. P-47's and P-51's.

Time 11:25. Dist. 1900 miles.
We landed with more than two hrs. gas left. How Mac does it is a mystery but we always use less gas than anybody. Flew at 15,000 ft.

Carried ten x 500's.

Mc Garry was killed today with Foe, Cothan and "little Halligan".

'Tis a rough war!

Co-pilot today was Rice.

Mac and I finished our tour today.

April 10, 1944

Today we had a short hop to Brussels, Belgium. Bombed an airfield North East of the City from 22,000 ft. Bomb load was six x 1000 pounders.

Time 3:25 Hmmm.

Co-pilot Rice

In the afternoon, We took 405 up to 21,000 ft to check the superchargers. Tiny went along.

Time 1:20

April 11, 1944

Long trip today. Went to Sorau, Germany. Hit a factory and airfield there. Excellent bombing from 12,000 ft. Bomb load 10x500s and 6x100s. Co-pilot Vic Gorecki.

Navigation good.

Flooded the "one armed corporal" at Dummer Lake by going South of the lake. Very little flak. Saw one Fort on fire heading North - three chutes. Saw another go down and crash in river - 7 chutes.

Time 10:31

Distance 1364 MI. (NAUTICAL)
 $\frac{1.15}{1568.6}$ Statute MI.

April 18, 1944

Mission to Orienburg Today - North of Berlin - in 405.

No 32 for Mac and I.

Ross, Jewett, Colburn and Cowles finished their tour today. We missed the target due to a strange and unusual fog or smoke on the bomb run which we had to fly through.

Flak was tough over the target. We lost Holcroft and crew. Saw some other Forts go down. 3 chutes from one, two from another. Cecot also finished today. Vic Gorecki was co-pilot today.

Time 8:00

Had an engine running away and nearly had to abort. Worried all of us quite some.

37

Traveled 27,655 NAUT. MILES
" 31,803 Statute Mi.

Total Time 211:23
Average Time 07:49

213 - Z for Zebra - "Pistol Packing Mama."

894 - -

448 - W for William

183 -

807 -
Local transition

823

386

168
Swung Compass only (Mar. 1st. 1944)