Dear Diary:

You are being sent to a fine young man now in England known to me as the Boy Scout. Tell him not to disappoint his mother but to use you every day and some day your will be a great treasure to keep, and to love — José.
"A PAGE A DAY"
REG. U.S. PAT. OFF.
IDENTIFICATION

Name    R. F. URIWAL
Residence Address 4453 West PinePhone Newstead (657)
Business Address Phone
My Weight is 195 lb. Height 6'2'" 
Color of Hair Brown Color of Eyes Blue or Hazel

Automobile License No.
Car No. Motor No.
Valuable Papers are at
Other Records

SIZES TO REMEMBER

Gloves Hat
Shoes Hosiery 11 1/2
YOUR HOROSCOPE

Spring Signs

♈ Aries—The Ram
♉ Taurus—The Bull
♊ Gemini—The Twins
♋ Cancer—The Crab
♌ Leo—The Lion
♍ Virgo—The Virgin

Summer Signs

♎ Libra—The Balance
♏ Scorpio—The Scorpion
♐ Sagittarius—The Archer
♑ Capricorn—The Goat
♒ Aquarius—Water Bearer
♓ Pisces—The Fishes

Autumn Signs

ฬ Libra—The Balance
♏ Scorpio—The Scorpion
♐ Sagittarius—The Archer
♑ Capricorn—The Goat
♒ Aquarius—Water Bearer
♓ Pisces—The Fishes

WHAT DID THE STARS FORETELL AT YOUR BIRTH?

Capricorn
December 23—January 21

Energetic, ambitious and self-centered, but very conservative. As business partner, unsympathetic, but reliable, not generous, but just; accurate to the last detail. Prefers to work alone. Domestic, and unable to make a lasting friendship. Writes and speaks eloquently, but without originality. Best companions—Taurus and Virgo.

Cusp of Capricorn
January 21—28

Complex personality. Conservative, yet more friendly and impersonal than his neighbor Capricorn.

Aquarius
January 21—February 20

An all around person, but specializing in nothing. Fond of imparting knowledge to others. An excellent teacher, a good surgeon and a poor mathematician. Kind, generous and courageous. Common sense stupendous, but too practical to be visionary. Never gives quick or drastic decisions; too
restrained and discreet. Writes fluently and pleasantly, but too superficial to be real good authors. Many bachelors. A good public citizen. Best companions—Gemini and Libra.

Cusp of Aquarius
February 21—28
Honorable in business and all other relations. Obliging and promising favors at the moment, forgetting them the next. When happily married, are the most joyous of people.

Pisces
February 20—March 22
Natural wanderers. Lack concentration and directness. Adaptability to circumstances, and environment may be their salvation. Careless with money. Genial and life of party. Essentially lazy; most domestic. Sub-conscious mind is bettermind. Makes a good friend. Best companions—Cancer and Scorpio.

Cusp of Pisces
March 21—28
Impressionable, unselfish and domineering. Generous and great business ability.

Aries
March 22—April 21
Energetic, proud, aggressive, self-willed and impulsive. Vast initiative, but lack persistency. Good conversationalist, and can be depended upon always to provide entertainment. Diplomatic, honest and generous in money matters. More capable than others in public affairs. Can progress, but not change radically. Make excellent orators. Best companions—Leo and Sagittarius.
Cusp of Aries
April 19—27

Idealistic, practical. Not always physically robust, but have a wiry, tenacious nature. Very imaginative.

Taurus
April 21—May 22


Cusp of Taurus
May 20—27

Versatilely gifted. Great thinkers, orators and inventors. Busy and helpful when interested, but indolent when in poor spirits. Proud, preferring starvation to dependence. When understood are willingly helpful with their blending of spiritual and material qualities.

Gemini
May 22—June 22

A dual character, one trait contradicting the other. Lacking in stability and easily influenced by others. Alert, restless, robust. Develops but never creates. Apt to be scatter-brained. Adaptable to circumstance because of rapidly changing opinion. May be nervous but enduring. Has a good time during life. Careless in money matters. Often shallow and superficial. Good administrators in public affairs if things are going well. Best companions—Aquarius and Libra.
Cusp of Gemini
June 21—28
Self-willed and conceited. Mercurial. Magnetic personality; both brilliant and great talkers, sometimes ardent readers. Conservative, intellectual and affectionate.

Cancer
June 22—July 24
Both active and passive. Their determination of an idea ... cannot be balked, but if hurt they lose heart. Idealistic, poetic, romantic and imaginative, oftentimes lazy. Inspiring teachers or guides. Rarely strongly intellectual. Spiritually developed. Moody. Easily adaptable to environment. Writes fluently and pleasantly, but unoriginal. Easily swayed and should cultivate independence, generally taking the line of least resistance. Enjoy working with their hands. Best friends—Pisces and Scorpio.

Cusp of Cancer
July 21—28

Leo
July 24—August 24
Cusp of Leo
August 21—28
Dominant, analytical, intellectual. Excellent teachers, salesmen and physicians. Very tactful, and rarely offend or disturb.

Virgo
August 24—September 24
There is an orderly mind. Fine scholars and inspirational musicians. May be talented, but never a genius. Excellent critic. A purist and statistician. Not aggressive, and good company. Thrifty and constructive in financial matters. Domestic, preferring country to city. Make a good commercial lawyer, scientist or philosopher. Lacks enthusiasm and emotionalism. Enjoys intellectual friendships, but easily broken because of differing opinions. Make a good partner, trustworthy and diligent in all affairs. Best friends—Capricorn and Taurus.

Cusp of Virgo
September 21—28
Discriminating and intellectual. The reserve of Virgo is contradicted by the ease and enthusiasm of Libra making a fascinating character. Always making the best of any circumstance. They are ardent lovers and devoted companions.

Libra
September 24—October 24
Cusp of Libra
October 21—28
Artistic, self-interested and materialistic. The women are excellent cooks and housekeepers. Executive ability.

Scorpio
October 24—November 23

Cusp of Scorpio
November 21—28

Sagittarius
November 23—December 23

Cusp of Sagittarius
December 21—28
LEGAL OR PUBLIC HOLIDAYS IN THE UNITED STATES

The chief legal or public holidays are:

Jan. 1—New Year's Day (all the States, Territories and colonial possessions).

Jan. 20—Inauguration Day, beginning 1937 and every fourth year thereafter—by the 20th Amendment to the Constitution (in the Dist. of Col. only).


Feb. 22—Washington's Birthday (all the States, Territories and possessions.)

Good Friday (Conn., Del., Fla., La., Md., Minn., N. J., Pa., Philippines Porto Rico, Tenn.). In Conn. Good Friday is usually proclaimed by the Governor as a day of fasting and prayer.

May 30—Decoration or Memorial Day (all States and possessions, except Ala., Ark., Fla., Ga., La., Miss., N. Car. and S. Car.).

July 4—Independence Day (all the States, Territories and possessions).

Sept. (1st Monday)—Labor Day (every State and Territory except the Philippines).


Nov.—General Election Day (first Tuesday after first Monday in November). Every State and Territory except, Alaska, Conn., Dist. of Col., Hawaii, Ill., Mass., Miss., Ohio, Philippines and Vt. In Illinois it is a legal holiday in Chicago, Springfield, East St. Louis, Galesburg, Danville, Cairo and Rockford. In Ohio it is a half holiday. In Maine it is a legal holiday only as to the courts, which also close on the State Election Day (biennially, second Monday in September).


Nov.—Thanksgiving Day (last Thursday in November) (every State, Territory and possession).

Dec. 25—Christmas Day (every State, Territory and possession.)
## BIRTH STONES AND FLOWERS

<table>
<thead>
<tr>
<th>Month</th>
<th>Birth Stone</th>
<th>Flower</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Garnet</td>
<td>Carnation</td>
</tr>
<tr>
<td>February</td>
<td>Amethyst</td>
<td>Violet</td>
</tr>
<tr>
<td>March</td>
<td>Bloodstone</td>
<td>Jonquil</td>
</tr>
<tr>
<td>April</td>
<td>Diamond</td>
<td>Sweet Pea</td>
</tr>
<tr>
<td>May</td>
<td>Emerald</td>
<td>Lily of the Valley</td>
</tr>
<tr>
<td>June</td>
<td>Pearl</td>
<td>Rose</td>
</tr>
<tr>
<td>July</td>
<td>Ruby</td>
<td>Larkspur</td>
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<tr>
<td>August</td>
<td>Sardonyx</td>
<td>Gladioli</td>
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<tr>
<td>September</td>
<td>Sapphire</td>
<td>Aster</td>
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<tr>
<td>October</td>
<td>Opal</td>
<td>Calendula</td>
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<tr>
<td>November</td>
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<td>Chrysanthemum</td>
</tr>
<tr>
<td>December</td>
<td>Turquoise</td>
<td>Narcissus</td>
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### WEDDING ANNIVERSARIES

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<th>Gift Material</th>
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<tr>
<td>1</td>
<td>Cotton</td>
</tr>
<tr>
<td>2</td>
<td>Paper</td>
</tr>
<tr>
<td>3</td>
<td>Leather</td>
</tr>
<tr>
<td>4</td>
<td>Fruit and Flowers</td>
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<tr>
<td>5</td>
<td>Wooden</td>
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<tr>
<td>6</td>
<td>Sugar</td>
</tr>
<tr>
<td>7</td>
<td>Woolen</td>
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<tr>
<td>8</td>
<td>India Rubber</td>
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<tr>
<td>9</td>
<td>Willow</td>
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<tr>
<td>10</td>
<td>Tin</td>
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<tr>
<td>11</td>
<td>Steel</td>
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<tr>
<td>12</td>
<td>Silk and Fine Linen</td>
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<td>13</td>
<td>Lace</td>
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<tr>
<td>40</td>
<td>Ruby</td>
</tr>
<tr>
<td>50</td>
<td>Golden</td>
</tr>
<tr>
<td>75</td>
<td>Diamond</td>
</tr>
</tbody>
</table>
WEIGHTS AND MEASURES

Avoirdupois Weight

27 11/32 grs.—1 dram
16 drams—1 ounce
16 ounces—1 pound
25 pounds—1 quarter

4 quarters—1 cwt.
2000 lb.—1 short ton
2240 lb.—1 long ton

Dry Measure

2 pints—1 quart
8 quarts—1 peck

4 pecks—1 bushel
36 bushels—1 chaldron

Liquid Measure

4 gills—1 pint
2 pints—1 quart
4 quarts—1 gallon

3½ gallons—1 barrel
2 barrels—1 hodshead

Mariners' Measure

6 feet—1 fathom
120 fathoms—1 cable
7½ cable lengths—1 mile

5,280 ft.—1 stat. mile
6,085 ft.—1 naut. mile

Square Measure

144 sq. in.—1 sq. ft.
9 sq. ft.—1 sq. yd.
30½ sq. yds.—1 sq. rod

40 sq. rods—1 rood
4 roods—1 acre
640 acres—1 sq. mile

Cubic Measure

1,728 cu. in.—1 cu. ft.
27 cu. ft.—1 cu. yd.
2,150.42 cubic inches—1 standard bushel
231 cubic inches—1 standard gallon
1 cubic foot—about four-fifths of a bushel

128 cu. ft.—1 cord (wood)
46 cu. ft.—1 ton (shpg)

Long Measure

12 inches—1 foot
3 feet—1 yard
5½ yards—1 rod

40 rods—1 furlong
8 furlongs—1 stat. mile
3 miles—1 league
BIRTHDAYS AND ANNIVERSARIES

January


February

12 - HARRY GILLILAND
1 - MARIE
25 - MRS. GILLILAND
13 - DON
26 - Karen Roberts

March

5 - FRANK EGGEN
19 - BILL EGGEN
19 - MARY CUNNINGHAM
BIRTHDAYS AND ANNIVERSARIES

April

22 - Dottie Roberts

May

5 - Chris Siegmund
19 - Randall
15 - Milored Eggan
12 - Helen & Margaret Kieran
27 - Nancy Dolan

June

11 - Ralph Eggan
BIRTHDAYS AND ANNIVERSARIES

July

August

11th  JACQUELINE DUFOR

Maureen Fuqua  Aug 4  1950

Kathleen Fuqua  Aug 26  1949

September

4th  Harold Egggen

28th  Nelle Jones
BIRTHDAYS AND ANNIVERSARIES

October

7 - Frank

November

3rd - Me
8th - Mother
16th - Margaret
17th - Mary Eggens

December

6th - W.R. Cunningham's (wedding)

30th - F. Eggens' (anniv.)
CHRISTMAS CARD LIST
JULY 17

Went hunting for a railway bridge at St. Quentin, France. The bombardiers said he couldn’t identify the target; the navigator said he could — zapho. We staged around in the target area while they threw flak at us. Then we went to a town just inside the coast — EU — flew right over it and to the channel. Did a 180° turn and banked it. No flak at EU. Jim had a flak hole in his armament.
Very long O.P. today: Peenemunde, Germany on the Baltic Sea. It's an experimental station for buzz bombs. There was undercast -10/10- all the way in, but beautifully clear at the target. WE REALLY HIT IT! Right on the head!

I get some satisfaction out of a mission like that. I know we've accomplished something. Col. Smith was pleased that he made an announcement over the P.A. system patting us on the back, but hard.
Today it was rough! The German guns were everywhere. Everything was mixed till the formation dropped its bombs and turned off the target. Then it started. Our bombs didn’t go. Wilkie was turning every knob and pushing every switch on the panel, but no bombs away. Then the bandits came. They jumped the high and lead groups and lead squadron in our group. They came from 11 o’clock high—out of the sun. I saw an Me109 barrel roll through the formations ahead. A B-17 burst into flames. Wilkie started back to roll out the bombs—12 x 500.* Hank called out a bandit in o’clock low, I manned the chin turret and repeated. He never showed up (Thank God!). He then fell out of formation in flames. He came right through us, scattering our formation. I continued on July 16.
We were tail end Charlie in Purple Heart corner—#5 in line again, fly group. With the drag from our bomb doors open my bombs still aboard, we lagged behind the formation. Another ship lagged with us. They got him just as Willie began pushing the bombs out, the bomb release worked. Luckily Phil grabbed Willy, otherwise he would have gone out with the bombs. For sometime while this was happening an Me 109 attacked our tail, closing the range to 100 yards. Some how he didn't hit us. All this only lasted 5 minutes. Our little friends arrived then it ended. We lost Heins and two ships from the 547th. Hersag came home full of holes - top turret mounded, tail mounded, and R/O's leg blown off. After that the mission was uneventful
JULY 20

Today our target was Dessau, Germany, but we bombed a secondary at Nordhausen. It was 0.5 till 5 or 10 minutes before the I.P. A wing behind us was having the hell shot out of them by BANDITS. I caught a glimpse of themiture planes were diving in and out of their formation. I saw one B-17 go down in a tight spin, a mass of flames. Jim, in the tail, had a better view. He saw several Forts explode in mid-air, several more go down in flames. Some of the fighters "had it" too. Then they hit us. They came from 06:00 high, three abreast. We took violent evasive action. Planes were going up, down, side ways—every way to get out of the way of those jerks. Another attack from the same spot, this time five abreast. We were on the bomb run with bomb doors open. Every plane was bouncing up & down and every tail gun was blazing away. I was afraid that we'd get shot down by our own planes—also afraid we would collide with this. Then our troubles
came: 

#3 prop ran away; #4 turbo ran away. We dropped out of formation & were back there all alone. Hank feathered #3 twice, Willie jettisoned the bombs. We locked on to another formation. They almost got us with their evasive action. That was for us to lose. The plane above us coming down; the plane below us going up. The statement for that day was over. One of the navigators in our squadron was killed. An 88mm came up through the bottom of the ship, and the top. Probably exploded several 100 feet above. The bombardier, two feet away was unhurt. It was a messy job but fortunately he was killed outright.
July 21

Ludwigshaven, Germany - Milk run - no fighters, no flak to speak of - just a long haul.

I sure dreaded going on this mission this morning. The thought of being hit by fighters again almost got me down. But I feel swell now. Just need a little sack time.
JULY 24

Short tactical mission in support of our ground forces just west of St. Lo, France. Our target was only 1500 yds. from American troops. We went in at 1600. Flak "meager but eager" (I actually heard it burst). Due poor visibility, they didn't drop our bombs. We didn't get credit for the mission.
JULY 25

same thing only this time we dropped our bombs. I flew in CBW lead ship as D.F. navigator. Ransero was lead navigator. Col. Neil Hal Air-Cmdr. I hit the mark. We really plastered shell out of our target area. I hope a lot of Nazis were there. I saw the strikes of the wing ahead of us — never saw so many flashes from bombs exploding. Our bombardiers (Durchm) hit it on the button. Milk run — no flash (good thing!! We went in at 12,000 feet)
JULY 27

Briefed for Erding, Germany. I was to be D.R. navigator for Group Lead. They're trying to check me out for Group Lead. I was to fly with Maj. Bean, Morris, & Reckin. About ten minutes before engine time — RED FLARES. Mission recalibrated — Back to the sack. Incidentally, Erding is 20 miles NE Munich.
A long one today. Merschburg, Germany, 20 miles west of Leipzig. Target - synthetic oil refinery. Flew with Maj Bean & Rubin. Same deal as yesterday. It was not a bad mission. We were low group lead. Flak at target moderate to intense. Our ME109 made a half-hearted pass at us. Then he flew alongside us for a while showing us what a good pilot he was - slow rolls, etc. Other bandits were in the area. But our "little friends" were also around so we didn't have any trouble. It seems that I'm being checked out for a Group head Navigator. Hank is being stood down for Thompson pilot. Good deal. Bombing was O.K. results ??
Mersburg was hit again today. This time — Bombing visual — Target Plastered. I was stood down. Big party tonight.
The party was a huge success. Jacqueline Dufour and Cecile Neher came as my guest. They seemed to have a very good time. Both of them attracted the attention of quite a few of the fellows. As for Jackie, I was concerned—to much. After the party, I had quite a time. The girls had no place to stay (through my fault) so I had to find some place. Through the help of John Hunt and Bill Totton, I gave them a private room in our barracks. Unfortunately, 9/10 of the fellows had the wrong idea. That made me angry. I was ready to fight with one guy (a drunk). The kept Cecile's coat. I had to stand guard for a while to keep away the drunk wolves. It took a
lot of explaining to them that Jackie and Cecile were nice girls.

The girls took it in good spirits. Looking back it was an amusing situation.
14 DOWN  21 to Go

AUGUST 5

This is the first first-hand entry in my brand new Navigator's log (diary). Today was #14 for me.

Target: a German airfield and assembly plant 6 miles north of Hammones. The mission was a complete success. We hit the target on the nose. I don't think I can over-emphasize the stunning accuracy. At the target we caught intense accurate flak. Our ship was hit in four places. One very close to me. (I have the piece for a souvenir). It actually hit me — after bouncing around the inside of the ship.

That's just a little too close.

I flew hom on Group head with Maj. Bean Rubin. That was just about check me out for Group head. It's not hard and a guy can actually do a little navigating.
Practice Marine today — formation & skiing up in the Irish Sea North of the Isle of Man. It spoiled what would have been a very restful day. Get back in time to miss supper & the second show. Fried chicken for supper, too. Things are tough all over!
AUGUST 8

A short one today — we supported a British offensive eleven miles south of Caen. We had what amounted to "banker's hours" this a.m., briefing was not till 08:30. Then we take off. Hank today in Deputy Wing Lead. I'm glad we didn't have to take over — I had one helluva time picking out the target. We had to make a second run on the target. As we turned off the second run — Flak — no place I could hear it. Ouch! No battle damage, just scared.
August 9

Briefed target: Erding, Germany. We didn't go all the way in. For that I'm not complaining. I was never fond of the Munich area. Besides it cut two hours off the mission. We hit — of all things — a shoe factory at Birkenau, Germany, just north of Strasbourg.

I flew Group lead for the first time. Tank flew group lead for the first time.

Big Jim Hines was Air Commander for the first time. I was rather SNAFU. Was on course 2 min. early at point K" with the lead group behind me. Oh, well, I got some good experience.
They had the colossal nerve to get me up at 0600 this morn- 
ing for a practice mission. After all the beer I had last night it was rough, it was a short flight at low altitude. I flew lead again. It was good practice for me. This afternoon I slept.
AUGUST 11

Had to go on a practice mission again today. This time camera - bombing - very boring.
Primary target was an airfield SW of Chalons. I flew with Capt. Stone v Capt. Hines, leading the high group. Assembly was really screwed up—I did some powerful “sweatin’”

We picked up the target easily. Made a beautiful run, but the bombs didn’t go. Made a second run, but couldn’t see MPI because of bomb smoke from the other groups. So we headed for the secondary—Stampes Mondeis—used Fountainbleau as an IF. Good bomb run but we had FCE trouble. Results were fair. A General was in Combat wing behind us. He liked our results. (No flak, no fighters)
AUGUST 13

A sightseeing tour today of Scotland. Colonel Parks and his band passed up there so we had to get him to bring him back. Saw Dundee, St. Andrews, and Glasgow. What a racket! Going all the way up to Scotland in a 48.
I guess I'm slipping on my keeping up my log. It's getting so that I'm a "paddlefoot." No missions since August 12.

Today I flew up to Scotland with Hank, John, and Ray. This time to Inverness up at the northern tip of Scotland. Col. Parks, Maj. Beane, and Capt. Marries were there. They went deer hunting there so got a couple. We brought back their meat. It looks like I may not go on another mission for a week yet.

The war news is wonderful—Paris liberated; Romania quitting the Axis.
Another month another party. Again Jackie and Cecile. This time I found a place for them in town through the Red Cross. They came late and changed into livery—quite an improvement. We had a helluva time getting to the field, but finally made it.

Had a swell time but 'twas all too short. Jackie asked when I could get a leave. She said she could take one any time & we could go together. How nice!
Today I would have passed the half way mark, but we didn't get credit for the mission. We were briefed for a big chemical plant at Ludwigshafen, Germany. Our route took us through just south of Paris. At Paris we began to meet bad weather. Saw some wings going in direction of England. The leaders VHF and PFF equipment was SWAFU. Likewise ours (Deputy wing). After stopping around for quite a while we finally received a recall from division and turned back. We were only about 15 minutes from the target. We were all slightly lost. (I lost 2 pounds on a bit). We had to run head wind going back. Took us a helluva long time to get out of France. I saw Paris & Eiffel Tower for the first time.
Finally passed the half way mark. We bombed PFF at the same target we were briefed on Friday. Flak at target was intense but not very accurate. Only a few bursts were in the formation. Again we had a strong head wind going home so it took us a long time. Saw Paris again. It's nice to fly over France at 10,000 feet instead of 20,000. Paris used to be a hotbed of flak. Our ship was "hot-camera" as we peeled off at French coast. We crossed the Channel "on the deck". We indicated 200-220 all the way back. Two spitzfis buzzed us over the Channel.
Went on Pass to London. Sat up with Jack McSherry.
Saw Jackie at morning mass and right. Had a very enjoyable night with her. I'm afraid she may go back to France soon. Hope it won't be far at least a month.

My thoughts about her are confused—is she just another girl or not? My conduct would indicate the latter.
19 DOWN 16 to go

SEPTEMBER 11
temp @ 30.000 ft 42° below zero

The 384th put up the two high groups for the 41st H and 41st B combat wings.

We led the 41st B high group to Merseburg, Germany. On the Rhine River near Koblenz we caught a little flak. Two ships from lead group were hit and had to abort. We made our bomb run but couldn't find the target because of clouds. We stooped around in the flak defenses of the Merseburg-Leipzig area for a helluva long. The lead ship had PFF equipment so we followed them. Finally we left that "hot" area and headed for secondary target at Eisenach, Germany. Lead group announced an 80 and headed for target. Their heading was way off. I took over and led our group onto the
target. Painted it out to bombarders, we dropped. Results not so hot. We then headed home by ourselves. We were 10 planes all alone deep in the heart of Germany. It's just a damn good thing we weren't jumped by bandits. Over Mersburg-Leipzig area Farrar and Chadwick were knocked out of formation by flak. Farrar made it home alone. Chadwick is still missing. In that same area a German jet-propelled fighter made two passes at our high squadron. No damage done.
I didn't expect to fly today, however, they got me up and told me I was to fly combat wing lead. Lt. Col. Thacker—our commander. Joe Lobaia, pilot. Sandy Marks, bombardier. I imagine me being lead navigator for 36 B-17's! Despite the fact that Gen. Travis decided we would depart 12 minutes late (Gen. Travis was division air commander), our Group Wing and Division assembly were very smooth. The mission as a whole went off pretty smooth. Only bad thing was that we didn't have good bombing results. Hague over target made visibility very poor. I still can't say that I saw the armament. Hats off to Lt. Harrison. He was my assistant navigator and he worked like a hound. 'Lucyshun,' the 'Mackey' operator, was definitely on the ball.
SEPTEMBER 22

200 Mission Celebration.
Big Party tonight — lots of merrymaking tomorrow.
Jacqueline came. Cecile has gone back to France.
Jacqueline is very much excited. She just learned that her brother, whom she hadn’t seen in five years, is in England. He was with FFI or Maquis.
Party was pretty drunk as usual, but since Jackie doesn’t drink, I also refrained.
My friendship for her is becoming very deep.
Love (?)
Rain today so the merry-making was cancelled.
21 down 9 remaining

SEPTEMBER 25  FRANKFURT, GERMANY

Expected to be duty-navigator last night with Capt. Wilson, but when I went down to Group "Ops" they told me to go to bed — I was flying. It was an "M.E." for the 384th. Instead of the usual 36 ships we put up 53. The target was a marshalling yards. For us the trip was uneventful. Bombing was P.F.F. The wing ahead of me (put up by the 384th) lost a ship from a direct flak hit. For us the flak wasn't bad. All in all it was an easy mission. Capt. Vinnedge was air-commander.
Osnabruck, Germany  September 26

Very unusual my flying two days in a row. Last minute call changed the flight plan completely. We had a wind of over 70 knots and the route was changed so that it would be a tail wind on home run.

Our target was a steel foundry adjacent to a big marshalling yards. Visibility was good but 5-6/10 cumulus over target. I Swafued by not getting our group on the proper interval for the bomb run. We had to drop on the lead group because a big cloud prevent us from synchronizing. Lead group ”frazled” target. We got some of our bombs on the target area. Bomb pattern of all three groups was good. I learned a few good lessons that day by making mistakes.
I didn't fly today. Just fooled around.
Today the group lost two ships per crew. Maybe another.
One of them from our squadron — Bradie's crew.
They went to Magdeburg.
Last thing heard from Maj. Trink was that he landed near Brussels, Belgium.
Target: Henry Ford's Auto-plant, Cologne, Germany

G-H Bombing mission. New high group again with Capt. Hines, Hank, and Simmons. Bell was G-H navigator. CBW leader had to abort at assembly. Deputy took over. Deputy had no G-H equipment so he relinquished CBW lead to us at Belgian coast. I led the wing till G-H navigator took over. We were right on course. After 8 minutes, G-H navigator said he couldn't drop. Then I had to take them back to the IP for a second run. It was 10/10 then and I had no means of getting a fix. G-H couldn't do any good on 2nd run to CBW deputy took over with his PFF equipment. In order to avoid Flak positions I took them quite a bit out of the way.
OCTOBER

If I had had PFF equipment it wouldn't have happened. I hadn't had and no casualties were sustained.
October 7

Had back from London today. Found out that Birchhead had gone down while I was away. Headrick was his navigator. They were told back for there second tour. I was Birchhead's 3rd. If Headrick's 1st of the 2 tour of ops. The boys who saw them go down think they have a good chance of being PW's.

Ship was not in a spin and not on fire. Capt. Mandelbaum did not come back from today's mission. Ouellette, McLeod, and Phillips were with him. Originally, John was supposed to fly as co-pilot, but McLeod asked to be put in his place. He wanted to ride with Ouellette and Phillips who were on his crew.
OCTOBER 11

Another bad day for the 384th. 3 ships lost, several men killed. Flak at Cologne was the cause. None of the ships or casualties were from our squadron. The ships in our squadron bombed the Secondary which was practically free of flak. Those that got shot were at the primary. Major Bean had three engines knocked out over the target. Recovered two of them. One of the men on his crew was killed.
We're standing by till 2300, if something comes in, I'll be flying wing lead. Said goodbye to Seals and Kasmerski. Seals came here with us, Kasmerski has been here 8 months. Both finished up. Fooled around playing smoker and cards. Last 5 shillings at smoker. Went to Mass a 0430 p.m. Tried to get same compasses, nothing but "engineering" was working on the ships.
Today we flew down to Redgeval to see some of the old boys from Dyersburg. Yes, but it was swell to see them—Larry Weston, Harold Wilker, D.R. Morgan, Hal Morgan, Mousneau, and a lot of others. I learned that John McCreary had been killed by plak over cologne, John was a swell fellow. I first met him at the 5776 CC playing volleyball. We are alerted for tomorrow so that means I'll fly—wearing lead—hope I do a good job. Pre-briefing in on Shaun and a half won't get much sleep if any. Better off without it.
Today's target Cologne. Capt. Stone lead the group with Capt. Times as pilot. Marks bombardier, myself the navigator. Assembly was normal. We departed Grafton Underwood on time. Joined the other groups of our task force over Northampton and took proper intervals. A group of B-24's got in our way near the coast. They screwed things up for a while, but the situation proved itself and if that means anything, Bombing was PFF. Flak wasn't bad. Capt. Stone said I did a good job of navigations but I take that "with a grain of salt."
October 18

Since I slept till late in the evening after the mission, I played up the balance of the night reading *Without Armor* by James Hilton. A good book but a trifle sad.
OCTOBER 19

Slept again in the day time. Looks like this will be my 3rd successful up-all-night affair. Am duly mortified.
Worked with Paul Sharp an duty navigator. He'd been on it once before so he knew what the score was. Then E.T. Wilson helped me set it wasn't bad. The only thing went of the ordinary was the zero hour being postponed two hours.
OCTOBER 28

My biggest disappointment in my young life — Jacqueline is engaged to someone else. Now all I have to do is stop feeling sorry for myself and forget her.
Today I am a man — well, at least I am out of my teens. Today we were briefed for Belsen Kichon in the Rhin. It was to be my 25th. Was flying with Major Stone who was leading the group. We had our engines running for 10 minutes when it was scrubbed.

Good news today! Don Valkner is somewhere in England. I just hope they don't ship him over to France at least for a while yet. Boy! I'm sure going to enjoy seeing him.
25 DOWN 5 TO GO.

NOVEMBER 4

Target for today: Bottrop, Germany - Synthetic Oil Plant. It's in the Rhur near Selzenkirchen. I flew with Majors Stone, Herzog, and Marks. Those are the boys I'm teamed with at present. It went off very smoothly. We got in our proper target-force plot at the very start so the rest was easy. Bombing was 6-H. At IP the 6-H ship took off over. We almost collided with them when they took over. Flak was moderate & inaccurate. Received compliments from Majors Stone and Capt. Chapin (Group Navigating) on my work. Since the PFF operators and lead navigator do most of the work, I don't take too much stock in said compliments.
However, they do affect any ass-chewing I might get for doing a SNAFU job.
The boys went to Merseburg today. All a/c returned safely.

John told me how he followed a fighter pilot from deep in Germany to within 3 miles of his base. (By radio.) The pilot was wounded and losing altitude all the while. When last heard from, he was only 3 miles from his base. They think he crashed.
26 DOWN 4 TO GO

NOVEMBER 11

SYNTHETIC OIL PLANT

AT BUER, GERMANY (RHEIN-VALLEY)

A bit screwed up at first but worked out O.K. in the end. About 15 minutes after takeoff we discovered that our PFF equipment was out. We landed, piled into another ship & took off once more. We didn’t catch formation till point “C” over England. Our bee-box went out. Rogers (2nd Nav.) had trouble with his oxygen connection — had to hold it with one hand. He couldn’t do his work so I changed jobs with him. It worked out O.K. Bombed by B-14. Flak very inaccurate.

Course was flown as briefed. Easy mission — flew with Maj. Stone, Capt. Herzog, Capt. Marks. All of ‘em outrank me now.
Today was another one of those bad days for the 384th. Merseburg was the target. Three planes lost. One of them from our squadron.

It was a crew on their first mission. Champ was the pilot. Tailgunner on Backman's crew got a piece of flak in his head—dead. Several rounds were made on the target and it was missed. "No wonder!"

Vogegan passed tomorrow—first since Jacqueline gave me the boot. Would he flying next mission but Major Stone is on flak home.
DECEMBER 9

Number 27 coming up tomorrow. Hope it isn’t gerubled. Looking back over these blank pages I find that I’m a helluva diary-keeper, but life is just too monotonous around here, except, of course, for missions and they come too infrequently. Thing I’m looking forward to now is the homecoming. On today’s mission it was -550 cent. Hope it warms up tomorrow.
Target was a large Railway Bridge over the Rhine River at Mannheim. It would have made a beautiful visual target. As it was we had to bomb PFF. There isn't much to say about the mission. Flew in A/JC 007 - "The Screaming Eagle". Flak was moderate and very inaccurate. Can't remember when I last saw any accurate flak. We had a little difficulty with division assembly but outside of that it was o.k. Flew with the same crew again.
Today was THE big day of aerial warfare to date. The allied airforces in western Europe flew 6000 sorties. Some 2000 bombers and 1800 fighters were used - a grand total of 3800 aircraft.

It was Sandy's last mission. The weather over Europe was beautiful - CTVV. Our target was wide open and we hit it. Sandy did a good job. No flak at target. Our target was an airfield called Kirch Göns. It was between Weisbaden & Nicosia. The mission was smooth all the way along from division assembly to target and return. Quite a bit of ground fog on return.
December 25

At supper last night I discovered that I'd be flying again on Christmas. Hardly a nice way to spend Christmas. But it would speed my home-comings after supper last night I slept a few hours, then went to midnight Mass in the porch. Back to bed and then up again at 0430. We had instructions to bring toilet articles and two blankets. A mass diversion was anticipated. We were taking 3 days Rations with us. But alas! The mission scrubbed. I wanted to go. Today would have left me with one mission to fly. Target was an army request short small Ry junction behind Lines. Helium target to find. Expected weather...
DECEMBER 27

Target: Railway Bridge over small stream near ALTENAUER, GERMANY.

Today we lead the 1st Bomb Division of the 8th A.F. Assembly was good. We departed English coast "on course on time." Mission was uneventful till T.P. As we started on the bomb run (near ST. VITH) we caught hell from gerrige flak gunners. We were in a country that made target identification and piloting very difficult. But as dmy as I was I couldn't help but notice the flak. It's accuracy was amazing. The plane vibrated with each burst. We could hear it and see the flame of the explosion. Because of the terrain we could not see the target till it was too late to drop. We made a second run from a different direction (flak-free this time). This time both Jim and I saw the target in...
time, he dropped a hit what he aimed at. Later we found out that there were two railway bridges, 1/2 mile apart. We bombed the wrong one. It was my fault as well first move at juris. No one seemed to blame it. We made the run without assistance from instruments, and it was one of the most difficult targets given out in a long time. The photograph we had of the target was very poor.

We lost one of our engines on the bomb run. The ship had to have two engines changed, two wing panels replaced, and one horizontal stabilizer replaced, all because of flak.

Two of the fellows went down that day. One of our clearing the
December 23

Other over England — crash landed with two engines shot out. All killed. The fellows who went down over Calabenz — I had spent my furlough there with Abe, Nelson, and Marty Hershon.
Bill Tanton finished up today. Mission was a long one in pretty dangerous territory. He had to sweat it out. Speaking of sweating—Clarrie Holmes hasn't returned yet. When last seen he was somewhere between a Rhine River and front lines. Two of his engines were out.
JANUARY 2

Georgie made it O.K.
He landed at Laon, France.
Of course, supply had to
come and get his clothes
before we found he was
O.K.
JANUARY 7 1945 Sunday

I MADE IT!!

What a swell way to finish just like a practice mission. No flak no fighters. Target was a small town in the rear of the Ardennes Salient. Name: Blankenheim, Germany. There was supposed to be quite a concentration of jerrycans there. Of bombing was to be visual MP would be a church.

As it was we bombed 6-7. Flew with Maj. Strickland, St. Kennard and Jim Saundoris. Jim, Frank, and Bob (from my original crew) were there too. That night Maj. Stone pitched a little party for me in his quarters.
Wednesday

Returned from London where I did some shopping. And had a date with Jacqueline Bay - sure could kick my ass for letting a little thing like an engagement get in my way. Sure lost a lot of time! I'm willing to bet a $5 note that she doesn't marry the guy.

Weather - cold and snowy
JANUARY 11

Maj. Stone is still missing from yesterday's mission. He aborted before the E-1 P. Didn't seem to be in trouble. We think he landed in France or Belgium.

Jim, Frank & Bob are with him. Also Ed Kampel on his last mission.
JANUARY 12

On leaving Monday the 15th. Glad to go but sorry to leave. Wish I had stayed in London another day.

Maj. Stone still unaccounted for.

Made my first mission to “Big B” (Brigstock). “XP1” was the “Three Old Cockes” – a quaint tavern. They had copious quantities of IPA (India pale ale). We quaffed numerous flagons by it. Nearest thing to American beer I’ve had yet.
JANUARY 15

Rode from Kettering to Manchester en route to 12th R.C.D. We had "1st Class" accommodations on the baggage car. We had some ATS girls for company. What a rough crowd they were!!

Still no word about Maj Stone.
My 3rd day at 12th R.I. D. 97 looks like I'll be here 10-14 days. The sooner I leave the better. Food's not too bad — quarters are small, but reasonably warm — plenty of hot water for shave and showering is available. Last night took the liberty home to Manchester. I may be able to locate John Morris.
5th day of confinement. Today being Sat. we had to get up to prepare for big (?) inspection. Coffee here is very poor.

J. Murren shipped to continent about 7 weeks ago. I'd like to get some mail but it isn't likely.

Had about a 2 inch snow fall last night.
My 9th day of confinement. Time going by pretty quickly. Hope to be on shipping orders by my 12th day. Have been going into town to pass the time away.
JANUARY 30

Finally we are leaving this lake. See but it'll be good to get back in las Estacas Unidos.