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

Target was the Leuna Oil Refinery at Marseburg - 15 miles west of Leipzig. Dropped 38 1100 lb. demolition bombs on a gas generation plant from 2300 ft. Possed hell out of target - huge fires and explosions as storage tanks blew up.

Light flak on French coast (black) and light flak at German border (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 border - no damage. Returned over Belgium and France in formation in good shape.

Group lost no ships.

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

Landed at 1720 B - 9 hrs.
6 hrs over enemy territory.
7 hrs. on oxygen.
NO.2.  MAY 13, 1944  Schwein, Gern.

Take off: 520B - Left England at The Wash and went over North Sea across Denmark. Then D.E. over Baltic Sea to Germany. Passed near Kiel and kept going S.E. to Germany. Dropped 10 x 500 lb. demolition bombs on synthetic oil refinery. Australia

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

Light flak over Germany near Kiel and over target area.

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

The low squadron in our group - directly behind us was hit by one Me-109. He made one pass and knocked down 2 B-17's in flames. Manus saw 5 chutes. *54B 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 clear to Germany with us - thank God!!


Me-109's was target of opportunity. Too much cloud, over Pogna, Poland (primary target) and we couldn't see target. Pogna has a F.W. factory which we were supposed to hit. We bombed at 32,000 ft. - couldn't see target. Too busy watching our fighters. Schwein on German Polish borders.

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 2,000 ft. - got home O.K. Landed at 1930P. Very long mission - sure was glad to see England again. 19 hrs. 19 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 and P-38's back. GOD BLESS P-51's - THEY'RE BEAUTIFUL!
Take off 0620 hrs. 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-Chubie. Got one flak hole in leading edge of right left wing near landing light. Broke lost no ships. Light damage.

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

No fighters - escort of P-51s - landed 1030 hrs.

3 1/2 hrs on oxygen. -39° at 25,000 ft - electric suit swell!

Today was the 100 Mission celebration of the 389th
N.D. 4  MAY 19, 1944  1st Berlin

Takes off 933R. 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 Sgt 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. incendiaries on the area of the Gestapo 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. St. Stevens & St. Halloran had glass from window over them break all over them. St. Jabel hit in foot but not hurt. I got hit in arm by a twist which was knocked through the radiotele, by a flak burst. Names had a close shave in the tail - a piece hit his ammunition box - barely missing his rear end.

No ships went down from the 384th - but several from other groups were seen heading for Sweden after we passed target. No fighters attacked us. I saw one explode (FW190) when P-38 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 into the water with a terrific splash and exploded. Huge cloud of white smoke came up several hundred ft. I saw 2 chutes going down. They were near the enemy coast - probably are P.W.'s. Light flak over Denmark. Saw some red bursts. No one was knocked out.

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 - 9:40 15 min. - 5 hrs oxygen. Temp 42° below 0 at 26,000 ft. - Used 4 man crew.

Jerry flak gunners damn good !!!
May 22, 1944

Take-off 0927 B. Left England at Cromer - south and 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 flames in the city as I looked through the bomb-bay.

Flak fairly heavy over target. We got 5 holes in our ship. I saw F13 today - our own ship not repaired from last raid yet.

Lt. Costleman flying ahead of us, turned out of formation after target and his crew bailed out. They all got out O.K. Probably are P5s. Barracks looks empty in their corner tonight.

Dropped 4 x 190 lb. incendiaries on Kiel from 25,000 ft. Temp. -38° electric suit well. High wind over target. We had a ground speed of 282 mph. - Thank God!

Saw about 160 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, 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 Monk took a waist gun and I pushed ball around and cranked it up and down so Jerry wouldn't see our blind spot and knock us down from behind. - Hard work.

But it would have saved our necks if we had been attacked by fighters.

As I stood in bomb-bay over target, I could see several flak bursts directly below us in a line - gave me a 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.

Returned east of Denmark near the Russian label, back over North Sea to England. Landed 1630 B-7 hrs 41 hrs on oxygen - 1 hr over enemy territory had escort of P-38's & P-52's all the way - they really saved us!
NO. 6  
MAY 24, 1944  2nd Berlin
TJER 65 - B 705 B. Left England and went across North Sea and cut into Germany East of Denmark and went to Berlin. Our second raid over Berlin. I flew a 9-man crew: Heavy contrails on way over. Light flak over Germany before target. Heavy flak over Berlin - black even and 155mm. White high-solid wall of white flak. Saw us. Got a few holes in the ship. Dropped 15-1,000 lb. general purpose and 8-500 lb. incendiary clusters on the center of Big B. Saw fires and smoke at target through bomb bay. Nada came today 20 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 20 F.W. 190s. They hit us (Tail-end Charlie) from 6 o'clock, but took violent evasive action and poorest 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 on our tail. Evans, Waltrip, Dorris, Zabel and myself got shots at them. Our squadron lost no ships, but other ships were seen going down with enemy fighters on their tails. One B-17 went off alone followed by 4, 190s. To hit the clouds and one 190 went in with him. The B-17 came out later, but no 190s. Several enemy planes went down in flames. We shot one down, but didn't get credit for it. A few passes came from 12 o'clock low but didn't get in. G-43-77 from our combat wing went down. Several chutes seen. Attacks lasted 45 minutes - no fighter escort was there to help us. We had to protect it out alone. Our ship didn't get hit by fighter shella but we saw them fire at us. Saw a very close formation. St. 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. Roughly said yet my first shot at enemy fighter. Our pilot took such violent evasive action that the sights on both waist guns and radio gun were smashed. Marks chutes got caught in half-tractor and was torn up. Our group got out a solid field of lead. We lost one ship. Came back over with very little damage by same route we went in. Land ed 1530B - 5hrs 45min.

5 enlisted oxygen - 10 escort when we had trouble. Roughs! we really went out that 1st Air Medal mission.
NO. 7
MAY 27, 1944
Mannheim, Germ.

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

15 minutes before target we were over foothills of the Alps - could see great, snow-capped peaks in distance. We ran into a lot of FW 190s. We had no escort at the time. The enemy fighters flew around our wing and lined up to attack when our escort of 2 groups of P-51s showed up and engaged the Nazis in terrific dog fights. Out of range of our guns. Saw several P-51s and FW-190s go down and crash into the trees. Several parachutes were spotted. One B-17 in our wing went down - 7 parachutes 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 3 - II. We dropped 4 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. - led the 334th today and did a good job.

Returned across France and Belgium a few miles south of Brussels. Left enemy coast near Dunkirk - could see numerous gun emplacements on coast. Passed over area of Bolle in last war in France on way to target.
N0.8 MAY 28, 1944 Leipzig, Germ.

Take-off 0930 B - Left England at Chichester, south of the Wash. Went straight east over North Sea to Holland. Passed over Zuider Zee and near Amsterdam. Kept going east over Germany towards Berlin. Near Hannover we went southeast and passed near Magdeburg to Dessau. We were supposed to bomb a JV 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 splash hit. It exploded, its tail broke off at ball turret. Went down in flames and exploded again - no flak. Medium: 2 F-35s from Dessau, and medium inaccurate flak at Leipzig.

3 May/9 went over us on bomb run, but did not 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 drop them on us. I really was scared. He got back in place before bombs away - but we really sweated. We dropped 1 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's. 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 9:18 a.m. - Bad start - went to 2 planes + 
your systems out - 3rd plane 0.15. We caught group near 
Eng. coast. Left England near Cherbur and went 
straight East over Zuider Zee, Holland + Germany 
to pt. near Hannover. Turned southeast and went 
down by Leipzig. Then we went northeast into Poland.
Target was Folke-Wolf components factory which 
makes wings and fuselages. No. 1 priority target in 
Europe. Bombed from 22,000 ft. dropped 42-
1,000 lb. incendiaries (burned down factory). I saw 
target through bomb bay. Saw many bomb hits - we 
really hit target today - won't go to Poznan for a long time 
Flak knocked over target. P-51's + P-38's escorted us 
almost to target - no fighters or flak on way over.
As we left target, I saw the tail assembly F.W. 
factory in Poznan - the other target - all smoke + flames. 
We did a good job. (2 targets, 5 mi apart, F.W. plants)

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

Just as coast we were attacked by 2 116-410's 
from 10 o'clock high + 1 from 5 o'clock low. Out 
ship was pt of attack. I flew left waist + called 
high attack. I lived at them. They went by our 
tail + the 4 P-38's drove them off. A 20mm 
cannon shell hit our tail - went an inch behind 
Maneuvered and hit his ammunition hot 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 Spitfires 
came out - not in our group.

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

Landed 19 P.M. - 9 hrs 45 min - 5 1/2 hrs on oxygen 
6 hrs over enemy territory. Group lost mine ship over Poland.
Escort P-38's over Denmark - got home O.K.
Those 4 P-51's that went to Poland with us really had guts!
NO. 10 JUNE 2, 1944 Boulogne, France
Take-off 1705 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 2-500 lb. G.P. bombs.

The first real miles run we've been on - no flak - except about 24 bursts over target which were very inaccurate - and no fighters. I like the idea of being a mile man, I'll do it more like it.

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

As we were turning back from target, a group of B-24's passed over us in the opposite direction with bomb bay doors open on bombing run. The 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.

Came home over Channel over London, back to base.

Saw 23 destroyers in the Channel with balloons attached to them.

Passed over Windsor Palace in Eng. Looks like a great greek stone fortress - very cold and cheerless. The "limy" gophman figgers I assured me that it is beautiful inside. It may be, but it looks dingy and damp as a prison from the air.

Landed at 1914 B - 4 hrs - 2 hrs on oxygen and 20 min. over enemy territory.
Take off 1240 B.
Left England at Beachy Head. Turned East and went over the English Channel to Hardelot on the French coast south of Boulogne. Climbed to 25,000 feet and bombed another 155 mm. dual-purpose coastal defense and flak guns 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 of at 7 o'clock high - not 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.

O B-26 with 85 bombs painted on it joined our formation not a while over England. Attacked something that looked like a large man and I waved to the bombardier to land at 1630 B - 4 hrs. 20 hrs on oxygen 20 min over enemy territory - good deal!

Now a commendation from Ben. Doolittle on logon raid (8/29/43) "Bombing approached perfection" - not bad.
NO.12A  JUNE 5, 1944  Cherbourg, France

Take-off 0615 B.

Went south over England and left British coast about 12 mi from the Isle of Wight and went south over the English Channel to the 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 Frit, the ammoers were still loading the bombs. I helped screw fuses into them but softly! However, things went O.K. after we got going. We flew no. 3 in the lead element. Our group led the 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 strike, but the photos showed hits. (Bombd 25,000 ft)

We made one bomb run and the target was hidden by clouds - so we turned around, went back out to sea again and reformed the group for P.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 out that second bomb run.

Flak is usually terrific over Cherbourg, but today it was surprisingly light. We only saw about 75 bursts - some of which came quite close. One piece made a hole in No. 2 engine cowling but didn't hurt the engine.

Really 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 O day is coming - and when it does - oh, Jerry look out!

Passed over Cherbourg Peninsula, Channel and hit Eng. about 90 mi West of Brest today.

Landed 152 B - 4 hrs 45 min - 21 hrs on oxygen - 1/2 hr over enemy territory - temp -38° cold!! (1st O.C.)
Take off 0518 B
Went to altitude shortly after take off and went south over England near London. Left English coast west of Beachy Head.

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

We saw large numbers of landing craft and barges 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 I didn't seem to be on fire. From 25,000 ft. the battle of Normandy seems to be coming along very well.

We went straight south over France, climbing to 24,000 ft. on the way to Nantes, France. The target was an air field about 3 miles from the City of Nantes. We dropped 3 x 10,000 lb. general purpose bombs on the field. I watched from the bomb-bay and saw them hit. Our group, the 415th, consisted of 20 ships from the 384th. They each carried max. 1250 lb. G.P. and they fell like rain on that air field. The runways were completely smashed and an oil storage tank blew up. We did a good job.

Flak over Nantes wasn't very heavy - only about 50 bursts - inaccurate.

We left the target and went out to sea and turned over the Brest Pen and climbed to 28,000 ft. to get above cloudbase. Went around the flak islands of Jersey, Guernsey and around Normandy. Temp. at 28,000 ft. -40°. Plenty cold!

Hit Eng coast made 1000N next night - came down to deck & got home ok. Our first raid since D-Day.

Light flak over Normandy - inaccurate. Won't be there long.

No one got hit today.

Saw a lot of boats in Channel South of Normandy Peninsula.

Landed 1130 B - 5½ hrs. - 3½ hrs oxygen - 2 hr over enemy territory. Really sweat out NO. 12 B but made it OK.
NO. 14  JUNE 12, 1944  (Dinan, France)

Take off 0550 B. (1400 hours went out today - never got)

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 Chabouy Peninsula over our beachhead. Air was clear over the Channel, and we could see hundreds of ships going to and from France. The Channel looks like a huge highway filled with traffic. Near the beachhead we could see huge fleets of ships. Big ships were lined up near the shore while smaller craft carried supplies ashore. Saw one ship burning in the water, several landing craft went on the beach. Could even see tanks on beach moving about. Saw hundreds of bomb craters on shore where we have previously bombed guns and guns.

Went inland and south to Dinan near base of Breit & Chabouy Peninsulas. On way in we ran into intense 88mm fire - very accurate.

We were lucky - only one hole. Lt. Rock's ship had 25 lbs. Bombed a bridge from 2000 ft. with 4-2500 lb. general purpose bombs. Blew it all to hell with these big ones. I watched it through the bombbay. Had said we bombed the wrong bridge - we reported it to hijack and had quite an argument, but photos proved we were right.

We left target and went out around Breit & Chabouy Peninsulas as over Channel to Beachy Head where we left the formation and came in alone under full throttle with our "hot camera." Land edr squad came out to photo men who rushed it to help - had pictures before group got in. (carried 2 bombs in bombbay 1 under each wing)

Lt. Burke really on the ball today. He was the only one to spot the mistake. It was S. H., though, because I watched the one would hit go up in pieces.

Ever since D-Day we have been bombing tactical targets in France. As yet - no fighter opposition - wonder what they are? Land ed 1139 B-5 hrs 40 min - 3 hrs oxygen - 2 hrs over enemy target (384th made the whole 41st C.B.W.)
JUNE 13, 1944

(Orsay, France)

Takeoff 0515 B

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

S.P. was Paris. Near Paris we ran into terrific load of 28 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 air field near Orsay from 20,000 ft. with 18 250 lb. general purpose bombs.

Target area was clear and I could see bombs through bomb bay. We really plastered that air field but terrific. Blowed it all to hell!

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

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

Had another hot combat today, so when we got to the English coast at Beaching Head, we peeled off, hit the deck, and came home under a hail of 20 mm. fire. Ceiling 700 ft., wind 1900 yrs. Weather rotten and got very bumpy down last. Lt. Bufko brought us home right on the nose through all the bad weather. Turned in camera in line shape - red sector.

Col. Smith led group today. They had to land all over England today on account of weather.

We really expect it that flak today - it was good! Landed V18B 13 hrs on oxygen. 12 hrs over enemy territory (group put up 54 planes today)
NO. 16  JUNE 16, 1944  Leam, France
Take-off 15°5B
Long day today. Went out this morning and got a scrub. Then the group met again this P.M. Assembled, after a long, cold session at high altitude trying to find the group, over Molesworth.

Left England south of Cromer. Flew over the Channel to enemy coast just below the Zuider Zee. Turned south and went to Leam, France (90 miles northeast of Paris). Bombed the Leam - Athien airfield from 25,000 feet with 12.500 lb. general purpose bombs.

Had stop 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 airfield well enough to bomb visually.

I saw the target just before the bombs hit.

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

Flick was medium, but extremely accurate over the target. It flicked 39 holes again today. We got missed - but had some very close bursts. The group behind us caught flick bad. Saw one B-17 go down in a spin after we passed the target. He pulled up & it after losing about 5000 ft. Then he went into a dive & pull-out. 3 more dives & pull-outs followed - then he exploded - no chutes. 2 other ships from that group went down smoking.

Had a complete undersoot from target to base. Turned northwest above Paris and left France at Dieppe. Passed over London & got home. O.K. Group lost no ships, but flick was rough over target. Landed at 21°5B - 6:00. 4 air-planes 3 hips over enemy territory.

Morn had a rough time in the "ball" today - couldn't hold it.
June 18, 1944

Take off 0522 B

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

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

As we came over target, I could see the oil refinery which the 41st B.C.W. bombed ahead of us. It was a mass of flames, smoke, and explosions. We were the 41st A.C.W. We dropped 18-250 lb. general purpose bombs on another refinery. I could see them explode through the bomber boys. We really smeared that city.

Over 1,000 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 4,000 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. 40 of them 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 the terrific flak coming.

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 Gormer. Got home OK.

Saw one B-17 explode after we passed target. No one Hamburg was really plastered today. Saw the city after we left target - masses of smoke and flames. 1st O.K. and O.K. landed 1232 B. 7 hrs. - 4 respirators - 43 min over Germany. Steve made 1st st. today - he sure deserves it!
Take-off 440 B.
Left England south of Comet 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 Aire, France. D.P. was Lille. Town about 50 mi from coast. Had meager but accurate flak at coast. Top clouds over France. We were to bomb by GEE-H, but lead GEE box went out so we didn't bomb—just sweat out flak over target—brought bombs home. Bombing alt. 25,000 ft.
Temp. -42 øF. Carried 38 400 lb. G.P.s.

Installation fires piloted aircraft which are currently hitting London. Building was a No. 1 priority due to damage they're doing in London. Couldn't see to bomb.

Flak over target was light but accurate—very close to the low squadron. We got no hits—group behind us.

Returned over France north of beachhead and over Channel to England, over London's home.

Landed 1234B—4 hrs—2 ½ hrs on oxygen—30 min. over enemy territory (2nd O.E.G. tour medal)
NO. 19  JUNE 17, 1944 PM  St. Pol., France
Takeoff 1431 hrs. Just got back from chow & had to rac back to briefing for the 2nd one today. The first time the 384 has pulled 2 in one day. Went in by same route we took this A. Target about 20 miles from St-Teques - at St. Pol, Ftr. Dropped 38-141 lb. G.P.s on rocket installation near St. Pol. Had light but 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 engines & aileron controls. Lt. Forman & came home alone. We really sweated it out. They have between 29 & 33 missions apiece. They landed with auto. pilot on 3 engines - beautiful job. Boys all ok. Kow about 5,000 lbs at target. Bombing not too good. Didn't see target today. Some flak bursts came so close we couldn't hear them go off and feel the ship quiver - but we only had 25,000 ft. temp. 39°.

Returned over France north of beaches 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 hrs. 2½ hrs oxygen - 30 mins over enemy territory. Glad to see 'Richie' come home safe!!
June 20, 1944

2nd Hamburg, Germany

July 20 - Left England north of the Wash. Went over the North Sea to Denmark. Hit the coast midway between Cuxhaven and Flensburg. Went across Denmark and came down over the Bay of Lubeck and turned south into Germany. Bombed an oil refinery near Elberfeld between Hamburg 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; one P-38 said I could see all the other C.B.W.'s going in. 1300 planes hit the Hamburg area today - it was terrific! Flak over target was the worst I've ever seen. I don't know how we got through it with only 2 holes. Only thing that saved us was Steve's evacue action. I watched bombs go down and hit. Blew the refinery to hell. I saw flame and explosions go as high as 8000 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 flash barrage I ever saw. You could walk on it! Also saw a number of pockets in the area.

Just before the I.P. we saw 4 ME-410s go through the formation with a P-51 on their tails. They added a lot of trouble, and we were too much 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 on 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 other 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, stop left formation and went out alone to avoid flak. Group followed us. Whole formation bombing Berlin at 122 47 - 7 min - 4 hrs aged. 114 bigger flak.
3rd Berlin, Germany

July 21, 1944

Take-off 0540. B. Left England at 0600 and went over the North Sea to Denmark. Turned south over Denmark into Germany and went West of Kiel. Passed between Hamburg and Lübeck. 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. Buch led the 384th in at 27,000 feet. We had a complete overcast on whole route both in and out except over target area—which was perfectly clear. 9 B-17s went to Berlin in succession today. One 100 plane hit Berlin today—the largest no. of bombers ever to hit a single target. Nac'a 2,300 knot groundspeed over target today—temp. -35°.

I dropped 8-500 lb general purpose bombs and 2-500 lb incendiaries (clusters). We bombed a railroad station in the center of Berlin. As we came over target, I saw the targets that the groups ahead of hit. Several huge areas in Berlin all huge fires and smoke. Saw city very well today, could see Tiergarten, Potsdamer Platz, Unter den Linden, and very well. Our bombs plastered the railroad station but good saw them strike and start huge fires. Had to target naturally intense—but we were above the worst of it thank God! Had a lot of very close bursts—but no hits in the plane. Had a lot of flak after we left target. Total time in flak about 21 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 chut. 2 HE 105's attacked a stinger but heavy escort P-38's drove them off. Mans 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—which obviously Returned north over Germany. I saw one huge station in a lake near Hamburg on return. Some FW 190's fired rockets into formation today—but P-38s kept them off.

Came home over North Sea over route we took in complete overcast all the way home. Old Branfere finished up today—also Kelly's green is finished. Ww-7, the meteor landed 14,800 B-8 0940 min—52min on it. Passed over enemy territory. Time bomb today 6hrs 30min. After-action report.
NO. 22  JUNE 22, 1944  

JUIN, FRANCE

Take off 1628 B. Left England south of London and went over English Channel to France. Hit enemy coast at Boulogne. Went southeast to Jull, France. Confined a marshalling yard in Jull from 25000 ft. with 2-5000 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 on its No. 3 engine. The wing caught on fire as he pulled out of formation - then the 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 60 miles south of Rotterdam and left the enemy coast at Holland. Saw huge areas in Holland all flooded. Went over the North Sea to England and hit the English coast 30 miles north of London. At English coast we left the group and came home alone at 2300 mph. with a hot camera.

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

This morning we went to London to take a St. to the big town. There was an alert on when we got at the field. When we took off we saw a building which had been hit by a "buzz" bomb. Those things are dangerous. The made an awful hole in that building. Landed 2/35 B - 4 hrs 7 min. 2 1/2 hrs on oxygen 1 hr over enemy territory.
N. O. 23  JUNE 24, 1944  Bremen, Germany

Take off 0935 hours.

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

Supposed to bomb an oil refinery on the edge of Bremen. Had an overcast and were to bomb P.F.S., but the P.S.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.E.W. did O.K., though, and I guess the refinery was hit. I never did see the target today.

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

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

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

Had the largest escort we ever seen today. The sky was filled with P-38's, P-47's, P-51's.

They chased each other around in mock dogfights until they drew flank up, then they'd模范 do it again until more flak came up at them.

We flew the squadron lead today. Seventy did a good job.

We got no hits—group lost no ships.

Hit England at Cromer—got home O.K.
NO 24  JUNE 25, 1944  Lens, France

Take-off 1533 B

Left England at Belsey Hill 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 2-2000 lb. general purpose bombs from 21,000 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 P-51's, P-38's & P-47's.

I saw the bridge through the bomb - day before we hit it. Then I watched them fall through camera hatch. Saw them hit. It was beautiful bombing. Those 2000 lb. bombs make a terrific explosion. The first two bracketed the bridge in the river and the next 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. Flak 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 slick 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 worst gunner. It was the last mission. He was sure glad to finish up.

Lt. Kinzer, Mac Farlane'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 talk all the time - it's hard on the ears. The group lost no planes - we all got home O.K.

Landed 2144 B - 6 hrs. 40 min - 5 lhr. on oxygen 3 1/2 hrs. over enemy territory.
NO. 25     JULY 4, 1944     Normandy, 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 38 100 lb general purpose bombs about 15 miles from the target. H. Burke was lead navigator and he was plenty browned off about it.

We flew C.B.W. deputy lead today. Sain did a good job. Follow our new ship today. 208S-"Tilly 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 were operating at low altitude shooting up buzz bombs as they started for London. Left group at Beachy Head and came in along with a hot camera. All got home O.K.

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

Just got back from 48 to London. Had hell accorded to us with buzz bombs; saw ack-ack gunners shoot one down. The air was filled with a military force—convoys about every 20 mins. all day and night— really constant. 20 men at once.
JULY 17, 1944

Munich, Germany

Take-off 0545 H. Left Enn. north with virus 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 coast. Nothing happened until we got to the target.

Bombard hydrogen peroxide (used in buzz bomb fuel) about 7 miles from Munich, with 19,500 lb. G.P. from 25,000 ft.

Temp:-30°. Heavy and extremely accurate flak at target. We had a lot of very close bursts. I could hear them going WHAM RAM all around! As I stood in the open bomb-bay awaiting bombs away, a piece of flak from a burst directly under the bomb-bay came through the radio room bulkhead, cut the toe of my right flying boot and went on out through the fuselage. I wasn't hurt—just 1 inch lower would have been halfway through—that's as close as I ever want it!

The 334th had 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 ahead behind us. Just as we made our turn we were hit—hit hard—

(over)

July 16—Our old p64 "Miss Fitt" went to Munich with Captain Coleman — and didn't get back. Capt. Coleman and had a rough time—hope he got out O.K. Frankie Fellicetti was on his crew also. "Miss Fitt" was a fine old ship - she died a lady.

Umbrago — Mrs. Farland's old ship crashed at another field on the same day. It was put up as had an emergency landing.
July 30, 1944

Takoff 0625 B. Left Eng north of the Thames Estuary. Went over the Channel and hit the enemy coast at Holland near Antwerp, Belgium. Turned southeast into Germany to Coblenz where we turned northeast to Dessau. We were supposed to bomb the main Ju assembly plant and testing ground at Dessau, but weather prevented so we turned east from Dessau and went to an airfield at Nordhausen, Germany where we unloaded our bombs to good effect.

Between Coblenz and Dessau our wing was hit by over a hundred ME 109's. FW 190's, Me 410's. The group behind us was terribly hit. We had no escort at the time and it was pretty rough. We saw 8 of the B-17's in the group behind us go down. Some exploded, some went down in flames and others went down in pieces. Only a few glared 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 P51's arrived and drove them off in a hot dog-fight. Saw a couple of Junkers go down. Saw 3 chutes of the stragglers they shot. 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 ships at Coblenz and near coast—but not at Dessau. We got a lot of shots today and sow a lot of 20 mm. bursts in our formation. One ship was hit hard in the nose. The navigator was cut in half by 20 mm. shells.

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

Left group at Eng. coast with a hot camera and got back OK. We finished up St. Peterson (bombardier) today. Land ed 1500 B-3 1/2 hrs. 7 hrs enemy territory. Long and tough today!!
Take off 0602. Left England North of Thames Estuary and went over the Channel to Holland. Hit enemy coast below Rotterdam. Went southeast over Belgium and Germany and turned northeast at Hamburg and went to Hall, Germany to bomb an airfield where they train MC 262 and H 197 pilots. Came all the way in at 20,000 ft over heavy clouds. We were supposed to bomb visually, but 20/40 clouds prevented that.

We turned off Hall and went to the P. F. 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. F., but I could see the target through the bomb bay.

We did a good job. I saw a lot of smoke, flames and explosions. A bomb 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 row to southeastern Germany, but we had a huge escort of P-38's, P-51's and P-47's 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 a.k. flak was all 105mm and 75mm stuff.

After target we let down to 20,000 ft and headed back to Hamburg 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 and Mac Farlane finished up today. Boy are they happy. Steve has been a great pilot. I'm damn glad I could fly with him for 28 missions.

Mac Farlane had to feather one engine — flak. We really sweated him out but he kept up right home O.K.

We flew deputy lead today (Dumplin O.K. lost no ships. Tended 1412 B- 8 lost 10 min. B-47's oxygen — 6 lost over enemy territory).
NO. 29  JULY 25, 1944  St. Lo, France

Take off 0800 B. Left England at Jersey Bill and 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 Jerry a helluva pasting. We dropped 38 100 lb. G.P. on troop concentrations & artillery (flak guns) & supply depots. It was good too. It had to be. If we had dropped a second too early, we would have plastered our own boys. The target was 2 miles from St. Lo, which I could see very well. We could see our artillery firing at Jerry - lots of tracks, jeeps muscling about in our lines.

47 dive bombers knocked out flak guns before we got there. Thank God! At 1200 0.44, we would have been murdered if there was any flak. We did see one flak gun. It fired - just one shell and a split second later was blown to hell with a nasty placed salvo. Saw him go up - but 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 chucks & lost France by the tails of Jersey & Guernsey. Crossed the Channel & hit England at Portland Bill (70 miles west of Jersey Bill). Home. Group got home on noon burst.

We flew with Sweeney & Kellehan today - life is finished now. George Shephard & Grand Tatouette (radio & tail gunner, respectively) got Mrs. Fairland's crew to fly in our waist today - on their last raid. Lucky boy.

Oh well - I have only 3 to sweat out now!!!

Bomber landed 1350 B. 5 hrs - 5 hrs oxygen 29 minutes.

Lost another buddy yesterday. They went to St. Lo yesterday and saw 3 flak bursts. 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  
Merseburg, Germany  
Take off 055 P. Left England south of the Wash. Went over the North Sea to Holland. Hit the enemy coast north of the Zuider Zee. Turned southeast and flew straight to Merseburg, Germany where we unloaded 20,250 lb.  
At 25,000 ft. temp. -28° (but no one noticed that!)  
As we hit the bomb run, about 25 ME 109’s flew up to come along through our group. They only made one pass but got some 20’s out of the group behind us. Then we got in the flak! It was terrible! All 25’s x 155’s.  
The most accurate I’ve ever seen. Every ship in our squadron was hit.  
We had about 20 hits. Kinsman got 72 - 37 were in the waist where George Giebel was flying. He never got hit, though we don’t see how that flak was the worst I’ve ever been in - boy, could they shoot!  
I saw a lot of ships going in as I stood in the bomb bay on the rear. The target was demolished completely. Smoke came up to 15,000 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 250, we started to head back.  
Hit the wing ahead of us - us - and the wing behind us. It was terrible! I got in some good shots and hit a ME 109 but good! Everyone else was going like mad. They came in from all angles front, back, and sides. It was a huge bee hive. We saw 25 B-17’s explode, bomb bursts go down - only a few chutes. I watched 7 backs from our ship - then it exploded! Flaming debris showered over them setting the chute on fire. One 17 ship squadron was hit and came out with 2 ships.  
The P-51’s did beautifully. I saw several 20’s very low down. B-40’s dive away from P-51, go into a spin and hit Germany explode.  
We had 25 mm shells bursting all around us from 3 attackers. B-40’s were blowing up and falling all around. Chutes floated through the formation. It lasted only a few minutes - but it was terrible. Never saw anything like it before. Sweeney went down on his last raid. Group shot down 4 planes and gunners hadn’t shot all. After attack came home by same route we took in that Eng. Of the Wash. Got home 0 5.  
Few Mayos - Don Monroe finished today. Hallock was 1 pilot - did a great job. Went right I was back. Only the Lord brought us back.  
I landed 135 P. 8 lbs. 6 heavy guns - 5 lbs. 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 Saarbrucken, 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 7100 overweight
so we went onto 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. Flak was intense
and accurate at the target, but we didn't get
hit. The group got through O.K. although we
did have a few close ones.

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

"Many enemy fighters located at target. Report
information to friendly fighters." Boy, did we
sweat that out. We were waiting for a slaughter
after we left the target. We were 104 in a division
of 12 C.B.W.'s and we expected to get it bad, but I guess our
fighters got rid of the bandits because we didn't see
one - Thank God! The group behind us was hit, but
we didn't see anyone go down. One B-17 got a direct flak
hit and exploded in a huge flame & puff of black smoke
Not even a piece of it could be seen - it disappeared.

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

Lt. Halloran flew us on his last mission today.
He did a grand job as deputy lead in the low group.
Monk Waltrip finished today and George Caster
Mae Trotland's waist gunner finished with us too.
I have one (2) left to do !!!!! I'm SWEATING!
Landed 1720 B-8 hrs 20 min. 6 hrs oxygen
5 hrs over enemy territory.
NO. 52  AUGUST 1, 1944  Charles, France
Take-off 1143 B. Drove all last night waiting for my "Nappy Watt" mission. Was put on as extra waist gunner with H. Rudock today. It was very foggy when we got up and we expected a scrub. They moved it 2 hrs. back and we finally got off. Left England atelsey Bill and went over Channel hitting France north of Le Havre. Turned southeast and went to Charles, France about 30 miles southwest of Paris. Bombed a railroad bridge from 25,000 ft. with 2 2,000 lb. G.P.'s. Had 4/19 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 sweated our 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. Went down in a straight dive and burst into flames. At about 5000 ft. all it broke into pieces — no chutes. After we left the target, 2 ships in a C.B.W. behind us got in prop wash and collided. One had its tail cut off. Both went down — saw one chute.

Left turn at target and came home over route we took in. 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 Colby and blew up. Visibility was very poor. Really sweated 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 Kettlewell
NorthYork