APRIL 19, 1944

#1 KASSEL, GERMANY (074)
ROUGH MISSION, HAD PLENTY OF FLAK.
NO FIGHTERS.
TAKE OFF 6:45AM
LANDED 1:30PM
ON OXYGEN 5 HRS.
CARRIED 10-500 PDRS.
HAD EXCELLENT RESULTS.
BOMBED VISUAL & SAW THE HITS.
ALMOST LOST A BALL TURRET GUNNER BECAUSE OF OXYGEN TROUBLE.
FIXED HIM UP OK.

IN THE AIR 6 1/2 HRS.
APRIL 20, 1944 776

#2 - CHERBOURG, FRANCE

VERY ROUGH TRIP, FLAK WAS VERY HEAVY & ACCURATE.
PICKED UP A FEW PIECES.
CARRIED 8 - 1000 PDRS. SIX IN BOMB BAY & TWO EXTERNALS.
TAKE OFF - 3:00PM
LANDED - 8:00PM
ON OXYGEN 3 HRS.

IN THE AIR 5 HRS.
APRIL 22, 1944

#3 HAMM, GERMANY (074)
ANOTHER ONE WITH HEAVY FLAK BUT NO FIGHTERS.
CARRIED 6 - 1000 PDRS.
TAKE OFF 0830 AM
LANDED 1525 PM
ON OXYGEN 3 1/2 HRS
IN THE AIR 6 3/4 HRS
RESULTS WERE VERY GOOD. WAS VERY CLEAR
& YOU COULD EASILY SEE
THE MARSHALING YARDS
WE HIT.
OBERPHAFFENHOFEN, GERMANY
ONE OF THE WORST MISSIONS
I EVER WANT TO SEE.
TAKE OFF AT 0915  LANDED
AT 1815.
ON OXYGEN 6 HOURS.
IN THE AIR 9 HOURS.
JUST BEFORE WE HIT THE
TARGET WE GOT HIT BY
GERMAN FIGHTERS F.W’S
& M.E’S. 109’S & 209’S.
PART OF THEM ENGAGED OUR
OWN FIGHTER ESCORT & THE
REST HIT US.
APPROXIMATELY 200 OF THEM
ATTACKED US FOR 1 HOUR AND
30 MINUTES. THEY KNOCKED
DOWN 6 B-17’S FROM

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OUR GROUP ALONE.
WE HAD QUITE A FEW HITS ON OUR SHIP. ONE ENGINE KNOCKED OUT BY 20 M.M. HYDRAULIC SYSTEM SHOT OUT. PICKED UP ABOUT 75-100 HOLES.
GOT BACK BY THE SKIN OF OUR NECK SOMEBODY WAS PRAYING FOR US THAT DAY, BUT HARD.
OUR SHIP KNOCKED DOWN TWO ME 209'S.
BOMBARDIER 1
BALL TURRET 1
HIT BIG AIRFIELD OF DO 217'S.
RESULTS WERE EXCELLENT IN SPITE OF THE ATTACKS.
BERLIN, GERMANY (256)
ANOTHER ONE LIKE THE LAST ONE.
CARRIED 2-1000 PDRS. THE REST
INCENDIARIES. BOMBED THRU
AN OVERCAST SO WE COULDN'T
SEE THE RESULTS.
HAD INTENSE FLAK ALL THE
WAY IN AND OUT OF GERMANY.
SAW 3 B-17'S GET HIT
BY FLAK & BLOW UP.
SAW ENEMY FIGHTERS PICK
OFF A COUPLE MORE. FIGHTERS
MADE A COUPLE PASSES & US
THEN LEFT US & HIT THE
B-24'S. GOT A FEW OF THEM
TOO!
LARGE PIECE OF FLAK CAME

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THRU THE COPILOTS WINDOW. JUST MISSED HIM. FLAK THREW THE SHIP AROUND LIKE A LEAF.
TAKE OFF 0730
LANDED 1605
ON OXYGEN 6 HRS.
IN THE AIR 8 1/2 HRS.
REALLY GLAD TO GET BACK.
GOT THE AIR MEDAL FOR THAT ONE.
MAY 1, 1944

#6 PAS DE CALAIS

SUPPOSED TO HIT CALAIS ITSELF
HAD TO HIT THE SECONDARY, AN
AIRFIELD. CARRIED 12 - 500'S.
COULDN'T SEE THE RESULTS.
HAD A NEW SYSTEM. FLEW
AROUND ENGLAND FOR 4 HRS
BEFORE WE LEFT FOR THE TARGET.
GUESS IT WAS TO FOOL
JERRIES RADAR.
TAKE OFF 0400
LANDED 1130
ON OXYGEN 3 1/2 HRS.
IN THE AIR 7 1/2 HRS.
NOT MUCH FLAK SAW A FEW
GERMAN FIGHTERS. DIDN'T
BOTHER US.
MAY 1, 1944

#7 EHRANG, GERMANY (500)
BOMBED A MARSHALLING YARD.
CARRIED 34-100 LB INCENDIA.
HIT THE TARGET GOOD. EX.
TAKE OFF 1530.
LANDED 2100
ON OXYGEN 3 1/2 HRS.
IN THE AIR 5 1/2 HRS.
NO FLAK, NO FIGHTERS.
BEAUTIFUL FIGHTER COVER.
NO PLANES LOST.
MAY 12, 1944

#8 MERSBERG, GERMANY (500)
Another pretty rough one.
In the Leipzig area.
Hit an ammonia & a synthetic oil plant.
DID A VERY GOOD JOB.
Saw smoke coming up to 20,000 feet.
Flak was intense & very accurate. We didn't get hit by fighters.
Carried 34 100lb incendiaries.
Visibility was excellent.
HAD BEAUTIFUL FIGHTER ESCORT.
Take Off 0900
Landed 1730
On oxygen 6 hrs.
In the air 8 1/2 hrs.
#8 POZNAN, POLAND (500)

HAD TO HIT THE SECONDARY AT STETTEN, GERMANY.
CARRIED 34-100 LB INCENDIARIES
TAKE OFF 0900
LANDED 2000
ON OXYGEN 4 HRS.
IN THE AIR 11 HRS.
GOT HIT BY QUITE A FEW GERMAN FIGHTERS. ABOUT 100 OF THEM. P-51'S TOOK CARE OF THEM ALL. HAD BEAUTIFUL ESCORT.
4 - P-51'S BROKE UP A FORMATION OF FW 190'S (75) CAME WITHIN 15 MILES OF SWEDEN.
MAY 21, 1944

#10 PAIS DE CALAIS

WAS AN EASY MISSION
COAST OF FRANCE.
TAKE OFF 1130
LANDED 1630
ON OXYGEN 2 HRS.
IN THE AIR 5 HRS.
HIT HEAVY ACCURATE FLAK.
PICK UP A BIG CHUNK IN THE
HYDRAULIC SYSTEM.
KNOCK OUT THE AIR SPEED
INDICATOR & THE BRAKES.
MAY 24, 1944

#11 BERLIN, GERMANY (083)
CARRIED 18-10 LB INCEND.
& 6-500 LB INCENDIARIES
FLAK WAS INTENSE OVER
BERLIN ITSELF. GOT SOME
BAD FLAK HITS ON THE
PLANE GOT KNOCKED OUT OF
FORMATION. WENT OVER
THE TARGET ALL ALONE.
COMING OFF THE TARGET
WE GOT HIT BY ENEMY FIGHTERS.
FW 190'S, WE
WERE ALL BY OURSELVES SO
THEY STAYED & HIT US FOR
ABOUT 30 MINUTES. ABOUT
20 OF THEM. THEY HAD OUR
CONTROLS AWAY, SCARED
THREE DIRECT HITS ON THE TAIL WITH 20 M.M.
SIEVED UP OUR WINGS
KNOCKED OUT ONE ENGINE
PUNCTURED TWO GAS TANKS
? TAIL GUNNER & BALL
TURRET GUNNER EACH
SHOT ONE DOWN. SAW
THE PILOT BAIL OUT OF
ONE BEFORE HE BLEW UP.
THAT WAS UP TO THE
PRESENT DATE, THE WORST
ONE WE'VE HAD. HAD
ALREADY GIVEN UP HOPE
OF GETTING BACK.
TAKE OFF 0800
LANDED AT 1600
IN THE AIR 8 HOURS
HAD TO JUNK THE PLANE
WHEN WE FINALLY GOT BACK.
MAY 27, 1944

#12 MANHEIM, GERMANY (501) ANOTHER REALLY ROUGH ONE.
CARRIED 12 - 500 LBS.
HIT A MARSHALLING YARDS WITH EXCELLENT RESULTS.
TAKE OFF 0630 HRS.
LANDED AT 1400 HRS.
ON OXYGEN 4 1/2 HRS.
IN THE AIR 7 1/2 HRS.
HAD WORSE THAN INTENSE FLAK & ALSO GOT HIT BY MANY FIGHTERS. SAW 7 - B-17'S GO DOWN AS A RESULT OF FLAK & ALSO FIGHTERS.
SEEM TO BE GETTING ROUGHER INSTEAD OF EASIER.
MAY 30, 1944

#13 HALBERSTADT, GERMANY (057)
CARRIED 10 - 500 POUNDERS
TAKEOFF - 0720 HRS.
LANDED - 1430 HRS.
ON OXYGEN 5 HRS.
IN AIR 7 HRS 10 MIN.
WAS AN AIRFIELD WITH
A COMPONENT PARTS FACTORY
FOR JU 88'S. VERY CLEAN
WX. PICTURES SHOWED
DIRECT HITS BY LEAD PLANE ON
THE FACTORY. GOT HIT BY
ENEMY FIGHTERS BUT ESCORT
TOOK CARE OF THEM BEFORE
THEY DID TOO MUCH DAMAGE.
LOST 2 - B-17'S.

#13. Halberstadt, Germany (057)
Carried 10 500 pounders.
Takeoff 0720 hrs.
Landed 1430 hrs.
On oxygen 5 hrs.
In air 7 hrs 10 min.
Was an airfield with
a component parts factory
for Ju 88's. Very clean
wx. Pictures showed
direct hits by lead plane
on factory. Got hit by
enemy fighters but escort
took care of them before
they did too much damage.
Lost 2 - B-17's.
JUNE 2, 1944

#14 BOLOGNE, FRANCE (057)
CARRIED 12 - 500 LB INC.
HIT SOME BIG GUNS.
GOT A BIT OF FLAK BUT
NOT TOO BAD. NO FIGHTERS.
TAKE OFF 1000 HRS.
LANDED AT 1420 HRS.
ON OXYGEN 2 HRS.
IN THE AIR 4 HRS 15 MIN.
JUNE 6, 1944
D-DAY

TSGT GROSBIER WAS PLACED ON DETACHED SERVICE WITH THE 305TH BOMB GROUP EFFECTIVE 4 JUNE, 1944.

TSGT GROSBIER DID NOT FLY A MISSION ON D-DAY.

THE 384TH BOMB GROUP FLEW THREE COMBAT MISSIONS ON THIS DAY. ALL THREE MISSIONS WERE HAMPERED BY BAD WEATHER.

NO AIRCRAFT WERE LOST.
JUNE 20, 1944

15 HAMBURG, GERMANY (574)
HIT A SYNTHETIC OIL PLANT
CARRIED 12 - 500 LBS BOMBS
TAKE OFF 0445 HRS.
LANDED 1200 HRS.
ON OXYGEN 3 HRS.
IN THE AIR 8 HRS.
REALLY HIT THE PLACE.
SMOKE TO 15000 FT.
BURNED FOR ABOUT 3 DAYS.
FLAK WAS INTENSE.
GOT HIT A COUPLE TIMES. HAD THE LIAISON ANTENNA SHOT OUT
BESIDES NUMEROUS HITS IN THE BOMB BAY.
GOOD MISSION.
NO ENEMY FIGHTERS.
JUNE 24, 1944

#16 BREMEN, GERMANY
SYNTHETIC OIL PLANT
CARRIED 12 - 500'S.
TAKE OFF 0900 HRS.
LANDED 1608 HRS.
ON OXYGEN 3 1/2 HRS.
IN THE AIR 7 HRS.
SOLID OVERCAST. DIDN'T DO
A VERY GOOD JOB. PRETTY
MUCH SCATTERED OUT
FORMATION. LOT OF FLAK.
FLEW GROUP LEAD.
CAPT. SAMMONS

COMDR.
JULY 7. 1944

#17 LEIPZIG, GERMANY (574)
CARRIED 10 - 500'S
TAKE OFF 0525 HRS.
LANDED 1330 HRS.
ON OXYGEN 6 HRS.
IN THE AIR 8 HRS.
HIT THE TOWN OF LEIPZIG ITSELF. RESULTS APPEARED
TO BE VERY GOOD. VERY
HEAVY FLAK, WE DIDN'T
GET ANY FIGHTERS BUT
THE GROUPS BEHIND
US GOT HIT HARD.
FLEW DEPUTY WITH
MOLESWORTH.
JULY 13, 1943 MUNICH, GERMANY

TSGT GROSSBIER MADE A NOTE IN HIS DAILY JOURNAL STATING "STARTED FOR MUNICH. TURNED BACK".

APPARENTLY, HE FLEW WITH A DIFFERENT GROUP ON THIS DATE AND BELIEVED THAT HE DID NOT RECEIVE CREDIT FOR THE MISSION.

OTHER DOCUMENTS AVAILABLE FROM THE NATIONAL ARCHIVES INDICATE THAT HE DID RECEIVE CREDIT FOR A MISSION TO MUNICH ON THIS DATE.

JULY 13, 1943 WAS HIS 18TH MISSION.
SUNDAY JULY 16, 1944

#18 MUNICH, GERMANY (574)
CARRIED 10 - 500'S
TAKE OFF 0530 HRS.
LANDED 1430 HRS.
ON OXYGEN 7 HRS.
IN THE AIR 9 HRS.
HIT A MARSHALLING YARD
IN THE CITY ITSELF. HAD
GOOD RESULTS. FLAK WAS
INTENSE OR WORSE AND
VERY ACCURATE. GOT
HIT BY FIGHTERS BUT OUR
ESCORT TOOK CARE OF
THEM.
FLEW DEPUTY LEAD.
#19 PEENEMUNDE, GERMANY CARRIED 10 - 500'S. 
TAKE OFF 0445 RS. 
LANDED 1345 HRS. 
ON OXYGEN 4 HRS. 
IN THE AIR 9 HRS. 
HIT A CHEMICAL AND EXPERIMENTAL STATION. HAD A VERY GOOD DAY. WEATHER WAS CLEAR SO WE HAD SOME GOOD VISUAL BOMBING. REALLY HIT THE TARGET. FLAK WAS MODERATE. 
FLEW LEAD. (MOLESWORTH) COL SMITH AIR COMDR.
JULY 19, 1944
#20 MUNICH, GERMANY
CARRIED 10 - 500'S
TAKE OFF - 0500 HRS.
LANDED - 1345 HRS.
ON OXYGEN - 6 1/2 HRS.
IN THE AIR - 8 3/4 HRS.
HIT A HYDROGEN PEROXIDE
PLANT USED FOR FLYING
BOMBS. GOT HIT BY
FIGHTERS & FLAK WAS
INTENSE & VERY ACCURATE.
TOP TURRET CLAIMED &
REC'D CREDIT FOR ONE
FIGHTER. ME 109: LOST
ONE ENGINE. HAD A
WINDMILLING PROP 2 BAD
ENGINES.
FLEW LEAD.
JULY 20, 1944

#21 DESSAU (LEIPZIG), GER.
CARRIED 10 - 500'S
TAKE OFF - 0610 HRS.
LANDED - 1445 HRS.
ON OXYGEN - 7 HRS.
IN THE AIR 8 1/2.
PRIMARY TARGET WAS AN
ENGINE FACTORY AT DESSAU.
HEAVY OVERCAST SO WE
HIT THE P.F.F. TARGET. A
LARGE AIRFIELD & PARTS FACTORY.
SCORED DIRECT HITS ON THE
HANGERS. EXCELLENT RESULTS.
FLAK WAS HEAVY & ALSO
WERE HIT BY FIGHTERS. LOST
ABOUT 10 FORTS.
WING LEAD. COL THACKER
JULY 28, 1944

#22 MERSBERG (LEIPZIG) GERMANY
CARRIED 10- 500 POUNDER.
TAKE OFF - 0600 HRS.
LANDED - 1400 HRS.
ON OXYGEN - 5 HRS.
IN THE AIR - 8 HRS.
HIT A SYNTHETIC OIL PLANT.
BOMBED PFF WITH VERY GOOD RESULTS. FLAK WAS WORSE THAN INTENSE.
QUIT A BIT OF DAMAGE TO THE SHIP. HIT BY FIGHTERS.
NO SHIPS LOST IN OUR WING. GOOD MISSION.
WING LEAD. COL THACKER
#23 MERSBERG (LEIPZIG) GER.
TAKE OFF - 0545 HRS.
LANDED - 1400 HRS.
ON OXYGEN - 5 HRS.
IN THE AIR - 6 1/4 HRS.
BACK TO MERSBERG. CARRIED 20 - 250'S. G.P.
HAD A GOOD CLEAR DAY FOR SOME GOOD VISUAL BOMBING.
REALLY HIT THE OIL PLANT.
SMOKE TO 15,000 FT.
HEAVY FLAK AGAIN & A LOT OF GERMAN FIGHTERS AROUND. Didn't hit us.
HIT THE WING BEHIND US FOR ABOUT 6 SHIPS.
WING LEAD. COL SMITH
CARRIED 10-500'S
(INCENDIARIES
TAKE OFF - 0900 HRS.
LANDED - 1730 HRS.
ON OXYGEN - 6 HRS.
IN THE AIR - 8 1/2 HRS.
PRIMARY TARGET WAS AN
AERO ENGINE PLANT MAKING
THE NEW J_P JOBS.
HAD TO HIT THE SECONDARY.
BOMBED P.F.F. THRU A
HEAVY OVERCAST. HIT A
MARSHALLING YARD IN THE
CENTER OF MUNICH. COULD
NOT SEE THE RESULTS.
FLAK WAS VERY BAD. GOT
SOME HOLES IN THE SHIP.
WING LEAD COL NUTTALL
AUGUST 5, 1944

#25 HANNOVER, GERMANY 699
CARRIED 10 - 500'S.
TAKE-OFF 0830 HRS.
LANDED - 1500 HRS.
ON OXYGEN - 4 HRS.
IN THE AIR - 6 1/2 HRS.
TARGET WAS A LARGE AIRFIELD.
BOMBED VISUAL. FROM ALL
APPEARANCES WE DID A GOOD
JOB ON IT. FLAK WAS
NEAR THE WORST I HAVE SEEN.
PICKED UP ABOUT 50 HOLES
MOSTLY IN THE BOTTOM
OF THE FUSELAGE. KNOCKED
OUT THE HYDRAULIC SYSTEM
AND THE A.F.C.E. HAD TO LAND
IN THE WEEDS.
HAD A FIRE IN THE LEFT

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TOKYO TANKS. LUCKY WE DIDN'T BLOW UP, SHIP WAS JUNKED WHEN WE GOT BACK. COL BUCK WING LEAD
(986)  AUGUST 26, 1944

#26 GELENSKIRCHEN, RUHR VALLEY
CARRIED -36 - 100'S-G.P. (FRAGS)
TAKE OFF - 0930 HRS.
LANDED - 1400 HRS.
ON OXYGEN -3 HRS.
IN THE AIR - 5 1/2 HRS.
HIT AN OIL PLANT IN THE RUHR VALLEY. HIT THE TARGET PRETTY FAIR.
FLAK OVER THE TARGET WAS INTENSE & VERY ACCURATE.
QUITE A BIT OF BATTLE DAMAGE.
WING LEAD

WING LEAD. COL. BUCK

THIS WAS TSGT GROSBIER'S 27TH AND LAST COMBAT MISSION.
HE RETURNED TO THE USA IN SEPTEMBER 1944.