

I. Feb 24, 1945. Hamburg

1200 8th Air Force heavies 250
escorting fighters.

Bomb Load 12-500 lb. General Purpose

Salvo - Target obscured.

Flack moderate to intense
over target - very light over
Holland - Temp - 40°

IV. Feb. 25, 1945 Sunday. Friedrichshafen

Eight hr mission - four hrs on O₂

We were second group in, directly
after pathfinders.

Altitude 25,000 feet Temp - 39°

Bomb. Load. 6-500 G.P. + 6-500 lb.

Incendiary. Came in over France
crossed the Rhine + Black Forest.

II South lay the Swiss Alps
Lake Constance south of target.
Flak over target moderate - tho
some B24's caught hell. Back
through France & Belgium & home.

III. Feb ~~26~~²⁷, 1945 Leipzig. marshling
yards
Target obscured by clouds.

Bombing Alt. 26,500 feet
10 x 500 G.P. Bombs. - 9½ hr mission
Flak inaccurate - Temp -31°
4 hr + 50 min on O₂ 1100 gals

IV. Hagen Feb 28 - 1945
marshling yards. - South of Dortmund.
in Ruhr - Bombed thru 10% clouds.
at 25,000 feet. 12-500 - G.P. Bombs.
Temp -40° Flak light but
accurate. my turret was hit at
12:30 under left gun. hole in fuselage about ^{size} 25"

V. March 1, 1945 Brushal-Heidberg
marshaling yards made a 360° + caught hell.
Bombed from 20,000 ft. no clouds
visual results - excellent, bombs
exactly on target.

Flak very good + right in our
formation - to damn close -
a few ships were hit.

Bombs 8-500 sp. + 4 incendiaries

^{VI} March 3, 1945 - Hannover

Early start 06:00 AM. in over
Denmark. Despite a ground
speed of 300 M.P.H. Jerry's put up
heavy & accurate flak - lost
several planes. Bombed at 20,000 ft.
Back early 13-30

VII. Sunday.
March 7, 1945 - Munich & Allm
In dirty weather with temp at
-50° & at alt of 27,000. We assembled
over Paris for first time.

10% clouds over target Long mission
10 long hrs. & more than 5 hrs
at Cr. Our ship got hit
by flak in ball turret & waist.
a few jets around Me 262's
No flak over target but caught
it over Strausbourg.

VIII. March 7-45^{oil refinery} Dortmund
in Ruhr Valley. Alt. 25,000ft.
Bomb. Load 12 x 500 lb. Gps 2 oil bombs.
Nice & shot 6 hrs flak light.

IX. March 8, 1945 - Essen

Oil Refinery

alt. 25,000 ft. Bomb Load
12 x 500 sp. + 2 oil Bombs.

Gas Load 23,000 gals. Take off 1100
Returned 1712

Dropped Bombs intervalometer
at 284 M.P.H. Flak meager
& inaccurate. 2½ hrs on O₂
made a 90° turn after target
& went back over lanes in 5 mins

X March 10 - 1945 - Swerger - (Hamm)

marshaling yards

Bombing alt. 25,000 feet.

Bomb Load. 34 x 100 sp. - 2 M 17's - Salvo

Bomb Run 50 miles + Ground Speed
268

Temp - 40° Flak - meager & inaccurate
3 hrs on O₂ Salvo

Had to crank Bombay doors up
at 25,000 feet. Flew 788 which had
84 missions + we put the 85th on it.

X1 March 11, 1945 Bremen

Oil Refinery, Bomb. Alt. 25,000
Bomb. Load 38 x 100 lbs.

Gas Load 25,000 Take off. 10:05
English Coast 10:48 Enemy Coast
Wilhelmhaven at 13:10 Initial
Point at 13:23 Target Bremen
at 13:31. Return Route thru
Holland to Egmond. English
Coast 15:05 Base 15:43

Temp - 40° Weather 7 to 10/10

Flak - Moderate + intense +
inaccurate. Time on O₂ 3 hrs 15 min
Remarks. Failure of one bomb.

to release - due to frozen B7
shackle. He jettisoned in
North Sea. Had to crank
bomb bay doors up again at
25,000 feet. Flew 788 for its 86
mission. Worst ship in the
field - "Hell's Messenger"

XII. March 14, 1945 Oeyenhausen
- near Osnabuck.

altitude 23,000 Bomb Load 6 x 100 lbs.

Gas Load 2500 gal Takeoff 1040

English Coast Beachy Head & Dover

French Coast Le Touquet

Escort - Two Sps of P-51's

SP. 1459 Target 1511

Bomb Run 37 miles, 7 minutes

Release - Visual - salvo
Return Route - Belgium & Holland
Flak. moderate extremely accurate
We were hit in right waist
& right behind no² Engine.
Fortunately none of our crew was
hit.

Our target was a very important
bridge - which we missed, &
demolished the tower of Ochenhausen
our bombs hit the center of tower,
which vanished in smoke & rubble

XIII. March 15 Gosser. - Just
south of Berlin.

Bombing Alt 23,500 ft.
Gas Load 22,000

Bomb Load 10 x 250 + 6 M17's
Mission 8½ hrs + 6 hr on O₂.
6 hrs on O₂ is enough for any
man. Boy was I tired when
we landed.

Ground speed over target 237 M.P.H.
Temp. 40°C.

Flak meager but very accurate
again. No damage this time.

^{XIV}
March 18, 1945 - Rotta. South of
Leipzig 30 miles.

Target - Ordanance Dep
Bombing Alt. 24,500 Bomb. Load 10,500 Lbs.
Take off ⁰⁸⁻¹²~~10-10~~ I.P. 1402 Target 14-18
Landing 16-12 - 10 hrs mission.
3½ hrs on O₂ Temp. -36°C.

Bomb Release - I Salvo

Target obscured by clouds.

Weather clear over France & Western Germany assembled at Dreux 20 miles south west of Paris. On our way to Rotha we flew over Paris at 6,000 feet. also Verdun. Saw Eifel Tower at Paris. Observed artillery fire & bomb hits over our front lines at Saarbrücken. Near Verdun, on the Somme & Aisne. World War I battlefields; we observed, huge areas, still scarred & desolate after 28 years.

Some Jet's me 262's hit some sps. behind us. We lost a few

a few B17 & P51 escort. Just before the I.P. a sp of B17 came out of the clouds directly at it. We were flying in Lead Sqr No 3 Elements No 3 position. It was easy for us to get out of the path of opposing B17 because there was no one on our left. Other B17 peeled off left & Right - up & Down. Our two sps were all over the sky. We practically had to assemble all over again. Everything after that went smooth, until we were almost home. Base of clouds were 800 ft & less. Our element leader came down thru the clouds but couldn't never see the ground. No flak or target. Very little coming home

XV. Hamburg² March 20, 1945

Take off. 13:00 Landing 20:12

Target 16:09 Sp. 1589

Time on O₂ - 3 hr + 45 min.

Bombing alt. 23,500

Bomb. Load. 12 x 500 Sp.

Route. - English Coast. Corner

north to Frisian Island.

Helgoland Land. - then swung

south to Sp. + target.

Flak unbearable to unbelievable

thick enough to walk on.

Immediately after target we
were hit by one 262's. "jets"

Fastest airplane I've seen in air

Our escort immediately
dropped their belly tanks & went
into action, but the jets were
to fast for them. My waist
gunner was first to fire. Then
togglier, me, ball & tail. I
fired at one jet at 9:00 o'clock, along
with waist. He missed him,
then one up about 11:00 o'clock high.
It was a good show. One B17
was attacked by one jet & one pass
& he had it. No's engine tore
loose from its mounts & entire
left wing caught fire, he went down
in a blazing spin. No one was
observed bailing out. He also

lost one ship over target by
flak.

The jets attack lasted for 20
minutes. To top it off our Tail
Gunner fired at a P51. "Little one"
missed him though.

While jets were attacking
we climbed to 27,000 feet; it was
-50°C. Coldest I've seen it yet.

Oil Refinery.

We were hit by flak. Good
thing our Chinese navigator
wasn't under his table, bec
he would of had it. The flak
fragment was about the size of
a 2nd Lt. bar.

& hit his flak suit. Tail wings & bomb bay & nose was also hit.

Lost two aircraft from our group. Connors - a crew that came with us - got hit in 1 & 2 engines - slowly rolled & blew up. Two chutes came out. The newspapers described the flak as "the worst" ever encountered over Germany. Are they telling us - He know.

XVI
Thursday March 22. Westerhof near Gladbeck.

Target German Army Camp.
alt. 25,000 ft. Bomb Load. 38 x 100
& 2 - M17 Clusters

Sas 25,000 gal.

Take off 0840

English Coast 1100 Dutch Coast 1140

I.P. 1206 Target 1218

Escort 3 Yps of P51's

Bombers 9 Yps B17's

Weather clear unrestricted visibility

Bomb. Results excellent. The
Wehrmacht really caught hell.

Flak. Intense & Tracking &
accurate. inflicting major
damage to our B17. We were
hit in nose section, waist, wings
gas tank, elevators, ailerons &
stabilizers. More than so good

XVII

Friday March 23, 1945 Sladbeck.
Target Oil refinery. in the
heart of the Ruhr.

Bomb. Alt. 25,000

Bomb. Load 12 x 500 G.P.

Take off. 1000

G.P. 1438 - Target 1449

Return 1812

Weather Crystal Clear. visual.

Results excellent

Flak intense. + accurate

Escort 7 Gps P51's

Remarks:

Rough one - The Ruhr, is
always rough, its terrific on

on visual days. The Henies
have excellent optical sights &
boy can they lay that flak right
in the formation & keep it there.

Went in over our own front
lines. On the bomb run, we
dropped our bombs & got the hell
out of there. Bombs on target
which was right in the middle
of the city. The Ruhr is a bloody
mess.

As usual the Ruhr had
heavy flak - Waist Gunner - Tsgt
Michael Chesney was knocked
flat when a burst ripped thru

seize holes. No damage to
personnel. The Ruhr is hot
on clear days. We lost 2 crews
& several wounded & dead. This
aint good at all.

XVIII. March 24. Saturday Chaine
Target Jet propelled Air Field
Place Occupied Holland, near
Rhine.

Alt. 21,000

Bomb. Load. 38 x 100 lb. & 2 x 500 lb. M17

Takeoff 1440 - Sp. 1723 Target 1736

Weather Visual - crystal clear.

Results: Excellent. Bombs right
on our Target. Runways & Bks
areas heavily hit.

Flak moderate but accurate
Remarks: Shot & sweet Back at 1912
Only a 5 hr mission. Just like
Dyersburg, but no flak at Dy.
The air field accommodated jet b jobs
that were giving us trouble.

Only a few flak holes in wing.
Good mission

XIX Wednesday March 28

Target - Depots + Barracks.

Place - Berlin.

Bomb. Alt. 25000

Bomb. Load. 4x1000 lb. + 2 M17

Take off 0600 I.P. 1102 Target 1116

Returned 1545 9 hr + 45 hr mission

4:45 minutes on O₂.

Weather - Dirty over England.
clear over Continent. 8/10 to 14/10
over Berlin. Target area clear.
Temp - 40°

Route. Ludon. Le Touquet.
Paris Verdun, Belgium
Coblenz. & straight in. Same
for Route back.

Flak. Astoundingly meager
for Berlin, but accurate. Saw
some red flak today.

No Enemy fighters encountered

XX Friday March 30, 1945 - Bremen
Target Sub. pens. - A request target
from the Admiralty.

Alt. 27,000

Bomb Load. 12 x 500 RDX.

Gas Load 2500

Take off 1040

SP. 1350

Target 1401

Bomb Run 50 miles - Time 11 min

Ground Speed 335 M.P.H.

Escort 2 Gps of P51's

Route: Enemy occupied Holland -
north Germany. & returns same.

Weather Cloudy over England &
clear over target.

Remarks: Nothing unusual. Target was visible 10 miles away - marked clearly by smoke bombs. Flak thrown at us ahead of us. The flak was moderate to intense & very accurate. Salvaged bombs - which were C-80 - a very super explosive. Results were not to clear, due to heavy bomb smoke from previous hits, however we hit the target.

No German jets were there to greet us. - although the Bremen Area was thick with me262's

E.T.A. 1740

Time on O₂ was 4 hr 30 minutes.

XXI. ~~From~~ April 4, 1945

Target. Air Field - southeast of
Hamburg.

Bomb. Alt. 11,000 feet

Bomb. Load 38 x 3 - 33 lb. fragmentation
Bombs.

Gas Load 25,000 gal.

Length of mission 8 hr & 45 min.

Take off 06:00 A.M.

Route: Over English coast to
Frisian Islands - south past
Hamburg & to target. Return:
Over occupied Holland over
Zuider Zee.

Very little flak over target.

There was approximately 120
parked German air craft at the air field.
Bombs on the target.

XXII Ingolstadt. ~~March~~ April 5-45

Target: Ordnance Dep.

Bomb. Alt. 15,000 feet

Bomb. Load: 6 x 500 sp. + M17 incendiaries

Target 11:17 Returns to base 1600

Route: Assembly over France - then
to Karlsruhe, into target.

Weather: Visual very clear over
target. Hit a storm front in France
& Belgium on return - almost
necessitating a landing in France
or Brussels.

Results. Excellent. He watched
bombs fall squarely within the
confines of the target area. Smoke
fire & explosions. resulted.

The city of Ingolstadt is star shaped + on the Danube River.

On the bomb run - a Heine jet job mes 262 came bandling into our formation then peeled off.

No hits - no runs - no errors.

No flack over target - picked up a little on route in though.

Mission over 10 hrs, but a good one. Low level. That's what I like

We came back thru France + Holland so low that we could see people waving at us. Five hundred feet coming across English Channel we saw at least 20 sunken boats. It must of been hell there at one time.

XXIII ~~24~~ April 6 Leipzig

Target: Railway station in center
of city.

Bomb. Alt. 26,000 feet.

Temp. - 45°

Bomb. Load, 18 x 250 lb. 4 x 500 lb. M17

Target: 10:49

Assembly - over Belgium "miss"
then to France to Leipzig

Weather: 1/10 over target. Good
thing to a we would of been
shot up good. The vapor trails
we so thick that two our B17's
had a mid air collision. One
B17 peeled off toward our tail
& then went straight down in
a spin. His tail tore off & then
we saw one chute come out

He had it.

On the way home we ran
short on petrol; which necessitated
our landing in Belgium. He
tried 3 airfields before locating
a suitable field for a B17 to land.
By this time we had approximately
10 gals per engine left. That was
two close for comfort. To top it off
we taxied into some filled in
bomb crater & had to dig our selves
out. He spent the night in Mons
Belgium. Roasted eggs, horse meat
"steak" & chips. Cost us 200 francs
apiece. Boy we spent francs like
water. It was good experience
though. Next evening we headed back
to England. Mission was over 11 hrs long.

April 9, 1945 - Munich - XXIV

Target Munich Air Field North East
IP. 1514

Take off 11:00

E.T.A. 2115

alt. 25,000

Bomb Load 38x100 G.P.

Flak meager but accurate.

Time on O₂ - 3 hrs + 45 min

Remarks. Good mission as
far as flak + fighters are concerned
but mission was too long + ETA too late.

XXV April 10, 1945. Berlin

Target Ordnance Depot just north
of Berlin.

Take off. 10:30

IP. 1457

Target 1512

E.T.A. 19:30

Bomb Alt. 25,000

Bomb Load. 10 x 300 GP. 6 x 500 M17.

Gas load - 2700 Gal.

Escort - 2 Groups P-51s, close support.

Route - England at Cromer, Holland at South Zinder Zee, north of the Ruhr - straight to target.

Flak - None over target. At IP we caught hell from batteries - heavy flak, quite accurate. We were only slightly hit - in No 2 engine & right wing.

Remarks - Immediately after bombs away, we were hit by enemy fighters. Jet jobs - came in out of the sun. Our escort wasn't around - jets made only a few tentative passes at our group.

They knocked down three B-17s from groups around us - jets were of two types ME-262 and Arado 234s.

Good show. I saw one B17 hit by flak & caught fire & went straight down in flames.

Saw two B17 hit by jets & they went
into a dive & straight down

XXVI Bordeaux April 15, 1945

Target - Guns on the Gironde ~~peninsula~~
peninsula.

Bomb. Alt 14,600 feet.

Bomb. load. 2 x 2,000 lbs. 2 x 1,000 S.A.P.

Fuel Load 25,000 gals.

Escort. none except for 4 mosquitos
buzzing about.

Route. assembled southwest of Paris
down thru Orleans + south
of Bordeaux + then target.

Return: Thru Normandy + the
Cherbourg peninsula. The
crossed invasion coast.

Results: Very good. Saw bombs hit.

Time on O₂. 1 hour.

Remarks. No flak no fighters. Only
a 8 hr mission. - Good mission.

XXVII Regensburg. April 2 16, 1945

Target marshaling yards.

Bomb alt. 24,000

Bomb Load 18 x 2500 GP. 2 x ⁵⁰⁰M17

Fuel Load 27,000 gals

Time on O₂ 2½ hrs.

Take off 1100. ETA 1939

Temp: 30°C

Escort one group of P51

Route, Clacton, to Osterod to Brussels.

Frankfurt Heidleberg then to target.

Return: Ingolstadt: + same way.

Results: Very good. Bomb on the target.

Remarks: On our way over the channel we saw a tanker burning. Smoke, fire + oil all over. There were me 262's in the area only saw a few in the distance. Saw

XXVIII April 17, 1945 Dresden

Target Marshling yards.

Bomb Alt. Briefed 25,000 Bombed 19,200

Bomb Load 16x250 G.P. 4x500 M17's

Gas Load 27,000

Takeoff 0901 ETA 1812 - 9 hr 11 min

Time on O₂ 3 hrs. Temp -20°

Escort One Group of P51's

Result. Bombs squarely on target.
Very good.

Remarks. Four minutes after D.P.
we were ^{hit by.} accurate tracking flak.
Two minutes before bombs away
flak smashed the nose plexiglass
navigator was wounded in right
shoulder & left eye.

Five minutes before bomb away two jets me 262's came barreling thru our formation - no hits no runs no errors, evidently they were up solely to radio our altitude & position to the flak guns; consequently the flak was extremely accurate. He gave first aid to navigator, morphine, + compress bandages, wrapped him in a heated blanket & headed home.

Betsy sustained major damage, left main wing spar, No 2 feeder tank + minor holes in both wings, shattered Plexiglass & fragment damage in nose.
Landed at 1812. Ambulance waiting.

XXIX. April 20, 1945 Potsdam.

Target - Marshling Yards

Bomb Alt. 25,000 feet.

Bomb Load. 18 x 250 lb. G.P.'s 2 M17's

Gas Load 27,000

Time on O₂ 1½ hrs.

Escort: 1 Group of P51's

Result: Bomb. results were good.

Remarks. Good mission - no flak
+ not a sign of fighters. ~~My~~ Hope
our last 6 are just as easy.

XXX April 25, 1945 - Pilsen Czechoslovakia

Target. Skoda - Arms Plant.

Bomb Alt. 22,400 Bomb Load 6 x 500 G.P.
4 x 500 M17

Gas Load 27,000 gals.

Time on O₂ 2½ hrs.

Escort 2 groups P51's

Temp. -30°

Bomb Results.. Smoke from previous
bombs obscured Target.

Remarks: Takeoff 05:55. Arrived
at target 10:33. Tight cloud coverage
obscured target therefore, we made a 360°
+ got shot up a bit. On our third run
on the target the black was so heavy
it looked like a solid black wall. Just
before the bombs away we feathered No 7
engine, but stayed in formation & dropped
our bombs. On the way home our wing
men gave us a bad time. Almost had a
midair collision. He landed at 1630.
Rough mission. Ten hrs & 30 minutes
long & too much flak. Altogether we
collected about 15 holes. The Stars & Stripes
reported 16 Bombers out of the 300 failed to
return, also 3 fighters I saw 6 go down in flame