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°.

II. Feb 25, 1945 Sunday. Freidrichshafen
Eight hr. mission. Four houses.
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.
The South lay the Swiss Alps
Lake Constance south of target.
Flak over target moderate. The
some B-24s caught hell. Back
through France, Belgium, home.

III. Feb 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 8ths

IV. Haggen, Feb 28, 1945
Marshling yards - south of Dortmund
in Ruhr. Bombed thru 70% clouds.
at 25,000 feet. 12 - 500 G.P. Bombs.
Temp 40°. Flak light but
accurate. My turret was hit at
1230 under 7.5mm. R.F. 1230p.
F. March 1, 1945. Brunswick-Kielberg.
Marshaling yards made up to 360° + and height.
Bombed from 20,000 ft. No clouds.
Visual results excellent. Bombs exactly on target.
Flak very good right in our formation. Too damn close.
A few ships were hit.
Bombs 8-500 4p. + 4 incendiaries.

Early start 06:00 AM. in over Denmark. Despite a ground
speed of 300 MPH, Jeners put up
heavy accurate flak. Lost
several planes. Bombed at 25,000 ft.
Back early 13:30.
Sunday, March 4, 1945 - Munich, Germany
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 Or. Our ship got hit by flak in ball turret. Kaiser a few jets around Me 262s. No flak over target. But caught it over Strasbourg. Oil refinery.

FRI, March 7, 1945 - Dortmund in Ruhr Valley. Alt. 25,000 ft. Bomb: 12 x 500 lb. 2 400 lb. incendiary. Nice weather. 6 hrs flak light.
March 8, 1945 - Essen
Oil Refinery
Alt. 25,000 ft. Bomb Load
12 x 500 gp. + 2 x 500 lb. Bombs.
Gas Load 23,000 gal. Take off 1100
Returned 1712
Dropped Bombs intervalometer at 254 M.P.H. Flak meager + inaccurate. 2/3 his an O2
made a 90° turn after target
and went back over lines in interim

March 10, 1945 - Swegers - (Hamm)
Munich Live
Bombing Alt. 25,000 feet
Bomb Load 34 x 100 gp. - 2 M17'S. Salvo
Bomb Run 50 miles + Hourly Speed 268
Temp -40° Flak Meager + inaccurate
3 NN O2
Had to crank Bombsay doors up at 25,000 feet. Flew 28 which had 84 missions and we put the 85th in it.

1 March 1945 - Bremen
Oil Refinery, Bomb A/l 25,000
Bomb load 38 x 1000 lbs.
Gas load 25,000
Take off 00:05

English Coast 10:18 Enemy Coast Wilhelmshaven at 13:10 Inlet 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
Flak - Moderate + intense + inaccurate.
Remarks: Failure of one bomb.
to release due to frozen 87 shackle. He jettisoned in North Sea. Had to crank bomb bay doors up against 25,000 feet. Flew 788 ft in its 86 mission. Host ship in the field "Hells Messenger".

XII. March 14, 1945 Oeyenhausen near Osnabrock.
altitude 23,000 Bomb load 6x100 lb.
Gas load 2,500 gal Takeoff 1040.

English Coast Beachy Head to Dover French Coast Le Treport.

Escort - Two Spg of 75.

IP 1459 Target 1511.
Bomb run 37 miles, 7 minutes.
Release - Visual - Salvo
Return Route - Belgium - Holland
Flak - moderate - extremely accurate
There were hit in right waist
right behind not engine.
fortunately none of our crew was hit.

Our target was a very important bridge - which we missed,
and demolished the town of Oberhausen
Our bombs hit the center of town,
which vanished in smoke and rubble

March 15, Lossem, Just

South of Berlin.
Bombing Alt 23,500 ft.
Gas Load 23,080
Bomb Load 10 x 250 + 6 M175s
Mission 8½ hrs + 6 hrs on O2.
6 hrs on O2 is enough for any man. Boy was I tired when we landed.

Ground speed over target 232 M.P.H.
Temp. 40° C.
Flak meagre but very accurate again. No damage this time.

March 18, 1945 - Rotha, South of Leipzig 30 miles.

Target: Ordnance Depot
Bombing Alt. 2 1/50 Bomb Load 10 500 Up.
Take Off 08-12 IP 1402 Target 14-18
Landing 16-12 - 10 hrs mission.

3½ hrs on O2 Temp. -36° C.
Bomb release, 3 Salvo.
Target obscured by clouds.
Weather clear over France & Western Germany. Assembled at Duren 20 miles southwest of Paris. On our way to Cotes 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 Saarbrucken. Near Verdun, on the Somme & Aisne. Held War I battlefields, we observed huge areas, still scarred & desolate after 25 years.

Some jets me 262's hit some Fps. behinders. He lost a few
a few B17 & P51 escort. Just before the J.P. a sq. of B17 came out of the clouds directly at it. We were flying in lead under No 3 Element 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 of left & right up & down. Our two ips 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 600 or less. Our element leader came down thru the clouds but couldn't never saw the ground. No flak or target in sight, little riding home.
Hamburg, March 20, 1945
Take off 13:00 Landing 20:12
Target 16:09 Sp. 1589
Time on O2 - 3 hr 45 min.
Bomber Alt. 23,500
Bomb Load: 12 x 500 dp.
Route: English Coast. Comm moth to Freisian Island.
Helgoland Land. Then swung South to Sp. 4 Target.
Flak: unbearable & unbelievable
Thick enough to walk on.
Immediately after target we were hit by Me 262s. "Jet"
Fastest airplane I've seen in air.
Our escort immediately dropped their belly tanks I went into action, but the jets were too fast for them. My waist gunner was fast & fire. Then togglier, me, back & tail. I fired at one jet at 9 o'clock, along with waist. He missed him, then one up about 11:00 o'clock high. It was a good show. One B-17 was attacked by one jet & one pass & he had it. His 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 jet's attack lasted for 30 minutes. To top it off our tail gunner fired at a P-51 "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, he would of had it. The flak fragment was about the size of
a 2nd St bar.
hit his flak suit. Tail wings, bomb bay, nose was also hit.

Lost two aircraft from our group. Cannons - a car that came with us. Got hit in 142 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 knows."

Thursday March 22. Wusterhof near Ludbeck.

Target German Army Camp.
alt. 25,000 ft. Bomb Load: 38 x 100 lb. 1, 2 M17 Clusters.
Sas 25,000 gal.
Take off 0840
English Coast 110 Dutch Coast 140
IP 1206 Target 1318
Escort 3 Yps of P51's
Bombers 9 Yps B17's
Weather clear unrestricted visibility
Bomb: Results excellent. The Heimwacht really caught hell.
Flak: Intense & tracking & accurate, inflicting major damage to our B17. They were hit in nose section, waist, wings, gas tank, elevators,aileron & stabilizers. More than too good
Friday March 23, 1945 Sludbeck.
Target Oil refinery in the head of the Ruhr.
Bomb Alt. 25,000
Bomb Load 12 x 500 G.P.
Take off 1000
T.P. 1438 Target 1449
Return 1812
Weather Crystal Clear, visual.
Results excellent
Flat intense, & accurate
Escort 7 Yps PS 13
Remarks:
Rough one; The oil is always rough, into terrific an
on visual days. The Venics have excellent optical sights & boy can they lay that flat right in the formation & keep it there.

Hurt 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 Rube is a bloody mess.

As usual the Rube had heavy flake - waist gunner - Tog Michael Chasney was knocked flat when a burst ripped thru
seige holes. No damage to personnel. The Rhine is hot on clear days. The lost 3 crew + several wounded & dead. This ain't good at all.

XVIII. March 24. Saturday. Rheine
Target Jet propelled Air Field
Place Occupied Holland, near Rheine.
Alt. 21,000
Bomb Load: 38 x 100 lb. v 2 x 500 lb. M17
Takeoff 14:40 - Ip. 17:23 Target 17:36
Weather Visual - crystal clear.
Results: Excellent. Bombs right in our Target. Runway & Bks areas heavily hit.
Flak moderate but accurate
Remarks: Shuns sweet. Back at 1412
Only 5 hr mission. Just like Dyensburg, but no flak at Dy.
The airfield accommodated jet B-17s that were giving no 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
Takeoff 0600 IP 1132 Target 1116
Returned 1545 9 hr 145 hr mission
4:45 minutes on O2.

Heather - Dirty over England.

Clear over Continent. 81/5 to 71/5

over Berlin: Target area clear.

Temp - 40.


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

No Enemy fighters encountered.
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

Takeoff: 1040
Sp. 1350

Target: 1401

Bomb Run: 50 miles - Time 11 min

Ground Speed: 335 M.P.H.

Escort: 2 fgs of P-51

Route: Enemy occupied Holland - north Germany - return same.

Weather: Cloudy, over England.

Clean on target.
Remarks: Nothing unusual. Target was visible 10 miles away marked clearly by smoke bombs. Flak thrown at 2000 ahead of us. The flak was moderate to intense and very accurate. Salvoed bombs which were 20X a very super explosive. Results were not too clear due to heavy bomb smoke from previous hits, however we hit the target.

No German ships were close to great us. Although the Bremen area was thick with ms 2625

E.T.A. 1745

Time on 02 was for 30 minutes.
April 4, 1945

Target: Air Field - southeast of Hamburg.

Bomb Alt: 16,000 feet

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

Gas Load: 20,000 gal.

Length of Mission: 8 hr x 45 min.

Take off: 06:00 A.M.

Route: Across English coast to Trischen Islands - south east Hamburg & to target. Return: Then occupied Holland over Zuider Zee.

Very little flak over target.

There was approximately 120 parked German aircraft on the airfield. Bombs on the target.
Ingolstadt, March 5th 1941

Target: Ordnance Depot
Bomb. Alt.: 15,000 feet
Bomb. Load: 6 x 500 lb. + 4 M17 incendiaries

Target 11:17, Return to base 16:00

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. 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 bomber run, a Nervic jet jetted me 262 came bandling into our formation then peeled off.

No hits - no runs - no errors.

No flak 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.

He came back thru France.

Holland so low that we could see people working at us. Five hundred feet.

Coming across English Channel we saw at least 60 sunken boats. It must have been hell there at one time.
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

Assembled over Belgium "Mmo".

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 see showed that two out of 317's had a mid-air collision. One

317 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. We tried 3 airfields before locating a suitable field for a B17 to land.

By this time we had approximately 10 gallons per engine left. That was too close for comfort. To top it off we taxied into some filled in bomb sites and had to dig ourselves out. We spent the night in Mons, Belgium. Creamed eggs, horse meat "steaks" and chips cost us 20 francs apiece. Boy we spent francs like water. It was good experience though. Next evening we headed back to England. Mission was our 11th this day.
April 9, 1945 - Munich

Target Munich Air Field North East
LP. 1514
Takeoff 11:00
ETA. 21:15
alt. 25,000
Bomb load 38 x 100 lb.
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.

April 10, 1945 - Berlin
Target Ordinance Depot just north of Berlin.

Takeoff 10:30
LP. 1457
Target 1512
E.T.A. 19:30
Brub. Alt. 25,000
Brub. Load. 10 x 300 lb. 6 x 500 M17.
Yas. Load — 2700 gal.

Escort — 2 Groups P-51s, close support.
Route — England at Croone, Holland at South Zuiden 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 jets — 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 — 2 jets were of two types ME-262 and Arado 234.

Book shows. I saw one B-17 hit by flak, caught fire, went straight down in flames.
Saw two B-17 hit by jets & they went into a dive & straight down.
Bordeaux April 15, 1945

Target: Guns on the Anzio Peninsula.

Bomb Alt. 14,600 feet.
Bomb load: 2 x 2,000 lbs, 2 x 1,000 SAP.
Gas load 2,500 gals.

Escort: None except for 4 Mosquitoes buzzing about.

Route: Assembled southwest of Paris down back to Orleans and south of Bordeaux then target.

Return: Thru Normandy to Cherbourg Peninsula. Crossed invasion coast.

Results: Very good. Saw bombs hit.

Time on 2 hour.

XXVII  Pegasusburg. April 26, 1945
Target: Marshaling Yards.
Bomb Alt. 24,000
Bomb Load 18 x 250 lb. 2 x M.17
Gas Load 27,000 gals
Take off 11:00. ETA 19:39

Escort one group of P51

Route: Clacton, to Ostend to Brussels.
Frankfurt, Heidelberg, then to target.
Return Ingolstadt, same way.

Results: Very good. Bombs on the target.

Remarks: On our way over the channel we saw a tanker burning.
Smoke, fire and oil all over. There were no 2625 in the area only saw a few in the distance. Saw
April 17, 1945
Dresden

Target: Marshalling 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 hrs 11 min
Time on 02 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 accurate barraging flak.
Two minutes before bomb away
flak smashed the nose Plexiglass
Navigator was wounded in right
shoulder & left eye.
Five minutes before bombs away two jets M2625 came barreling thus our formation. No hits on us 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, mayhew, & cypress 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 8:12. Ambulance waiting.
Target: Marchling Gardens
Bomb Alt. 25,000 feet
Bomb Load: 18 x 250 lb. G.P. 2 min.
Gas Load: 27,000
Time on O2: 1½ hrs.
Escort: 1 Group of P38
Result: Bomb results were good.
Remarks: Good mission. No flak
and no signs of fighters. If hope
our last six are just as easy.

Target: Skoda Arms Plant
Bomb Alt. 22,400
Bomb Load: 6 x 500 G.P.
Gas Load: 27,000 gallons
Time on O2: 2½ hrs.
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 360° and got shot up a bit. On our third run on the target, the flak 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 mid-air collision. The landed at 16:30. Rough mission. Two hours 30 minutes long. Too much flak. Altogether we collected about 16 holes. The Stars and Stripes reported 16 Bombers out of the 300 failed to return, also 3 fighters. I saw 6 go down in flame.