

JULY 17

Went hunting for a railway bridge at St. Quentin, France. The bombardier said he couldn't identify the target, the navigator said he could — snafu. We staged around in the target area while they threw flak at us. Then we went to a town just inside the coast — EU — flew right over it out to the channel. Did a 180° turn and bombed it. No flak at EU. Jim had a flak hole in his ammo box.

7/28

JULY 18

very long D.P. today: Peenemunde, Germany on the Baltic Sea. It's an experimental station for buzz bombs. There was undercast -10/10 - all the way in but beautifully clear at the target.

WE REALLY HIT IT. Right on the head! I get some satisfaction out of a mission like that. I know we've accomplished something. Col. Smith was pleased that he made an announcement over the P.A. system patting us on the back, but hard.

Today it was rough! The series
JULY 19
jumped us. Everything was swell
till the formation dropped its bombs &
turned off the target. Then it started.
Our bombs didn't go. Willie was
turning every knob & pushing every
switch on the panel, but no bombs
away. Then the bandits came. They
jumped the high and lead groups
and lead squadron in our group. They
came from 11 o'clock high - out of the
sun. I saw an Me 109 barreling through
the formations ahead. A B-17 burst
into flames. Willie started back to
roll out the bombs - 10,500*. Hank called
out a bandit "12 o'clock low, I mean
the chin turret and" "swatted." He never
showed up (I thank God!). He
fell out of formation in flames. He
came right through us scattering
our formation. I continued on July 16.

cont from 19 July

We were tail end Charlie in Purple-Heart corner — #5 in low sqdr, ~~JULY 16~~ low group. With the drag frame and bomb doors open and bombs still aboard, we lagged behind the formation. Another ship lagged with us. They got him. Just as Willie began pushing the bombs out, the bomb release worked. Luckily, Phil graphed Willy, otherwise he would have gone out with the bombs. Sometime while this was happening an Me109 attacked our tail, closing the range to 100 yards. Some how he didn't hit us. All this only lasted 5 minutes. Our little friends arrived then it ended. We lost Heim and two ships from the 547th. They came home full of holes — top turret wounded, tail wounded, and R/O's leg blown off. After that the mission was uneventful

9-26

Today our target was Dessau, Germany, but
we bombed a secondary at Nordhausen. ^{JULY 20} It was
o.k. till 5 or 10 minutes before the I.P. A
wing behind us was having the hell shot out
of them by BANDITS. I caught a glimpse of their
pursuit planes were diving in & out of their formation.
I saw one B-17 go down in a tight spin, a mass
of flames. Jim, in the tail, had a better view.
He saw several Fokkers explode in mid-air, several
more go down in flames. Some of the fighters
"had it" too. Then they hit us. They came
from 06:00 high, three abreast. We took
violent evasive action. Planes were going
up, down, sideways — every way to get
out of the way of those Jerries. Another
attack from the same spot, this time five
abreast. We were on the bomb run with
bomb doors open. Every plane was bouncing
up & down and every tail gun was blazing
away. I was afraid that we'd get shot
down by our own planes — also afraid we
would collide with them. Then our troubles

Came: #3 prop ran away; #4 turbo ran away. we dropped out of formation & were back there all alone. Hank feathered #3 twice, Willie jettisoned the bombs. We tacked on to another formation. They almost got us with their evasive action. That was K for K loss. The plane above us coming down; the plane below us going up. The excitement for that day was over. One of the navigators in our squadron was

killed. An 88mm came up through the bottom of the ship, and the top. Probably exploded several 100 feet above. The bombardier, two feet away was unhurt. It was a messy job but fortunately he was killed outright.

10 down 25 more

JULY 21

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

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

1-1/24

JULY 24

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

12 down

23 to go

JULY 25

Same thing only this time we dropped our bombs. I flew in CBW lead ship as D.R. navigator. Ravero was lead navigator. Col. Nuttal Air-Comdr. I hit the mark. We really plastered hell out of our target area. I hope a lot of Nazis were there. I saw the strikes of the wing ahead of us — never saw so many flashes from bombs exploding! Our bombardiers (Borchom) hit it on the button. Much run — no flak (good thing!! We went in at 12900 feet)

JULY 27

Briefed for Erding, Germany. I was to be D.R. navigator Low Group Lead. They're trying to check me out for Group Lead. I was to fly with Maj. Bean, Morris, & Perkins. About ten minutes before engine time — RED FLARES. Mission scrubbed — Back to the sack. Incidentally, Erding is 20 miles NE Munich.

13 Down

22 to Go

JULY 28

A long one today. Merseburg, Germany, 20 miles west of Leipzig. Target — synthetic oil refinery. Flew with Maj Bean & Rubin. Same deal as yesterday. It was not a bad mission. We were low Group lead. Flak at target moderate to intense. One ME109 made a half-hearted pass at us. Then he flew alongside us for a while showing us what a good pilot he was — slow rolls, etc. Other bandits were in the area. But our "little friends" were also around so we didn't have any trouble. It seems that I'm being checked out for a Group head Navigator. Hank is being stood down for Group head pilot. Good deal. [Bombing was PFF — results??]

JULY 29

Merseburg was hit again today. This
time $\rightarrow$ Bombing visual - Target Plastered
I was stood down. Big party tonite.

JULY 30

The party was a huge success. Jacqueline Dufour and Cecile Disher came as my guest. They seemed to have a very good time. Both of them attracted the attention of quite a few of the fellows. As for as Jackie was concerned - too much.

After the party I had quite a time. The girls had no place to stay. (Through my fault) so I had to find some place. Through the help of John Hunt & Bill Jouton, I gave them a private room in our barracks. Unfortunately 9/10 of the fellows had the wrong idea. That made me angry. I was ready to fight with one guy (a drunk) The kept Cecile's coat. I had to stand guard for a while to keep away the drunk wretches. It took a

~~THEY~~
lot of explaining to ^{convince} ~~tell~~ them
that Jackie and Cecile were nice
girls.

The girls took it in good
spirits. Looking back it was
an amusing situation.

14 DOWN

R1 to QO

AUGUST 5

This is the first first-hand entry in my brand new Navigator's Log (diary). Today was #14 for me. Target: a German airfield & assembly plant 6 miles north of Hannover. The mission was a complete success. We hit the target on the nose. I don't think I can over-emphasize the bombing accuracy. At the target we caught intense & accurate flak. Our ship was hit in four places. One very close to me. (I have the piece for a souvenir). It actually hit me — after bouncing around the inside of the ship. That's just a little too close.

I flew low Group head with Maj. Bean & Rubin. That should just about check me out for Group head. It's not hard and a guy can actually do a little navigating.

AUGUST 6

Practice Mission today — formation
hanging up in the Irish Sea
North of the Isle of Man. It
spoiled what would have
been a very restful day.

Got back in time to miss
supper & the second show.

Fried chicken for supper, too.
Things are tough all over!

15 down $\approx$ 20 to go

AUGUST 8

A short one today — we supported a British offensive eleven miles south of Caen. We had what amounted to "banker's hours" this a.m., briefing was not till 08:30.

Flew with Hank today as Deputy Wing Lead. I'm glad we didn't have to take over — I had one helluva time picking out the target. We had to make a second run on the target. As we turned off the second run — FLAK — so close I could hear it. Ouch! No battle damage, just scared.

16 to 19

AUGUST 9

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

I flew Group lead for the
first time, Hank flew group
lead for the first time,
Big Jim Hines was air comman-
der for the first time. I was
rather SNAFU. Was "on course
2 min. early at point A" with
the lead group behind us. Oh.
well, I got some good experience

AUGUST 10

They had the colossal nerve to get me up at 0600 this morning for a practice mission.

After all the beer I had last night it was rough. It was a short flight at low altitude. I flew lead again so it was good practice for me.

This afternoon I slept.

AUGUST 11

Had to go on a practice
mission again today. This time
camera-banking — very boring.

17 down 18 to go

AUGUST 12

Primary target was an airfield SW of Chalons. I flew with Capt. Stone & Capt. Thues, leading the high group. Assembly was really screwed up — I did some powerful "sweatin".

We picked up the target easily. Made a beautiful run, but the bombs didn't go. Made a second run, but couldn't see MP1 because of bomb smoke from the other groups. So we headed for the secondary — Etampes Mondesir — Used Fountainbleau as an I.P.

Good bomb run but we had HFCE trouble. Results were fair. A General was in combat wing behind us. He liked our results. (No flak, no fighters)

AUGUST 13

A right seeing tour today of Scotland.
Colonel Parks an 48 hour pass
up there so we had to get
him & bring him back. Saw
Dundee, St. Andrew's, and Glasgow.
What a racket! Young all the
way up to Scotland an a 48.

AUGUST 24

I guess I'm slipping on my
keeping up my "log." It's getting
so that I'm a "paddlefoot." No
missions since August 12.

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

The war news is wonderful.—
Paris liberated; Rumania getting
the Axis.

AUGUST 26

Another month another party.
Again Jackie & Cecile. This
time I found a place for them
in town through the Red Cross.
They came late and changed
into civvies — quite an
improvement. We had a
helluva time getting to the
field, but finally made
it.

Had a swell time
but 'twas all too short.
Jackie asked when I could
get a leave — she said she
could take one anytime
& we could go together.
How nice!!

SEPTEMBER 1

Today I would have passed the half way mark, but we didn't get credit for the mission. We were briefed for a big chemical plant at Ludwigshafen, Germany. Our route took us through ~~France~~ ^{France} just south of Paris. At Paris we began to meet bad weather. Saw some wings going in direction of England. The leaders VHF and PFF equipment was 3VAFU. Likewise overs (deputy-wing). After stopping around for quite a while we finally received a recall from division and turned back. We were only about 15 minutes from the target. We were all slightly lost. (I lost a pound on a bet). We had 60 knot head wind going back. Took us a helluva long time to get out of France. I saw Paris & Eiffel Tower for the first time.

18/17
SEPTEMBER 3

I.G. Farbenindustrie,
Ludwigshafen, Germany

Finally passed the half way mark.
We bombed PFF at the same target
we were briefed on Friday. Flak
at target was intense but not
very accurate. Only a few bursts
were in the formation. Again we
had a strong head wind going home
so it took us a long time. Saw
Paris again. It's nice to fly over
France at 10000 feet instead of 20000.
Paris used to be a hotbed of flak.
Our ship was "hot-camera" so we
peeled off at French coast. We
crossed the Channel "on the deck."
We indicated 200-220 all the
way back. Two spitfires buzzed
us over the channel.

SEPTEMBER 4

Went on Pass to London. Looked
up Jack McSherry.

SEPTEMBER 5

Saw Jackie at morning noon
and night. Had a very enjoyable
night with her. I'm afraid
she may go back to France
soon. Hope it won't be for at
least a month.

My thoughts about her are
confused — is she just
another girl or not?

My conduct would indicate
the latter.

Major Bean - Air Commander Lt. Marks - Bomb.
Lt. Pluhar - Pilot

19 DOWN 16 to go

SEPTEMBER 11

temp @ 30,000 ft 42° below zero

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

We led the 41st B high group to Merse-
burg, Germany. On the Rhine River
near Koblenz we caught a little flak.
Two ships from lead group were hit
and had to abort. We made our
bomb run but couldn't find
the target because of clouds. We
stroged around in the flak defen-
ces of the Merseburg-Leipzig area
for ^{time} a helluva long. The lead ship
of ^{lead group} had PFF equipment so men followed
them. Finally we left that
"hot" area and headed for secondary
target at Eisenach, Germany. Lead
group announced an IP and
headed for target. Their heading
was way off. I took over
and led our group onto the

SEPTEMBER 12

target. Pointed it out to bombardier & we dropped. Results not so hot. We then headed home by ourselves. We were 10 planes all alone deep in the heart of Germany. It's just a damn good thing we weren't jumped by handits. Over Merseburg-Leipzig area Farrar and Chadwick were knocked out of formation by flak. Farrar made it home alone. Chadwick is still missing. In that same area a German jet-propelled fighter made two passes at our high squadron. No damage done.

note: Latest poop is that lead crews
do only 30 missions.

20 down 10 or 15 (?) to go

SEPTEMBER 21

I didn't expect to
fly ~~tomorrow~~ ^{today}, however, they got me up and
told me I was to fly combat wing
lead. Lt-col. Thacker - Air Commander;
Joe Laboda, pilot; Sandy Marks, Bombardier.
I imagine me being lead navigator for
36 B-17's! Despite the fact that Gen.
Travis decided we would depart 12
minutes late (Gen. Travis was division
air-commander), our Group, Wing,
and Division assembly were very
smooth. The mission as a whole
went off pretty smooth. Only bad
thing was that we didn't have good
bombing results. Way over target
made visibility very poor. I still
can't say that I saw the aiming point.
Hats off to Lt. Harrison. He was my
assistant navigator and he worked like
a b—d! Lucyshen, the "Mickey"
operator, was definitely on the ball &

SEPTEMBER 22

200 mission celebration.

Big Party tonight — lots of
merry-making tomorrow.

Jackie came. Cecile has
gone back to France.

Gauguine is very much
excited. She just learned
that her brother, whom
she hadn't seen in five years,
is in England. He was with
FFI or Maguis.

Party was pretty drunk
as usual, but since Jackie
doesn't drink, I also refrained.

My friendship for her
is becoming very deep.
Love (?)

SEPTEMBER 23

Rain today so the merry-
making was cancelled.

21 down 9 remaining

SEPTEMBER 25

FRANKFURT, GERMANY

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

22 and 8

OSNABRUCK, GERMANY SEPTEMBER 26

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

Our target was a steel foundry adjacent to a big marshalling yards. Visibility was good but 5-6/10 cumulus over target. I SNAFVED by not getting our group on the proper interval for the bomb run. We had to drop on the ~~high~~^{lead} group because a big cloud prevented us from synchronizing. Lead group "pranged" target. We got some of our bombs on the target area. Bomb pattern of all three groups was good. I learned a few good lessons that day by making mistakes.

SEPTEMBER 27

I didn't fly today. Just fooled
around

SEPTEMBER 28

Today the group lost two ships for sure. Maybe another. One of them from our squadron — Bradie's crew.

They went to Magdeburg.

Last thing heard from Maj. Trunk was that he would land in Brussels, Belgium.

23 down 7 to go

OCTOBER 2

Target: Henry Ford's Auto-
plant, COLOGNE, GERMANY

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

2

OCTOBER 2

If ^{we} had had PFF equipment it
wouldn't have happened. Flak
wasn't bad and no casualties were
sustained.

OCTOBER 7

Got back from London today. Found out that Birchhead had gone down while I was away. Headrick was his navigator. They were both back for there second tour. It was Birchhead's 3rd and Headrick's 1st of the #2 tour of ops. The boys who saw them go down think they have a good chance of being PW's. If ship was not in a spin and not on fire. Capt. Mandelbaum did not come back from today's mission. Quellette, McCord, and Philles were with him. Originally, John was supposed to fly as co-pilot, but McCord asked to be put in his place. He wanted to ride with Quellette and Philles who were on his crew.

OCTOBER 11

Another bad day for the 384th. — 3 ships lost, several men killed. Flak at Calogne was the cause. None of the ships or casualties were from our squadron. The ships in our squadron bombed the secondary which was practically free of flak. Those that got shot were at the primary. Major Bean had three engines knocked out over the target. Recovered two of them. One of the men on his crew was killed.

OCTOBER 15

We're standing by till 2300,
if something comes in, I'll
be flying wing lead. Said
goodbye to Seals and Kasmerki.
Seals came here with us,
Kasmerki has been here 8
months. Both finished up.

Took around playing
snooker and cards. Lost
5 shillings at snooker. Went
to Mass at 0430 p.m. Tried
to get some compasses
running but "engineering" was
working on the ships

OCTOBER 16

Today we flew down to Ridgewell to see some of the old boys from Ryeersburg. Gee, but it was swell to see them — Larry Weston, Harold Wilker, P.R. Morgan, Hal Morgan, Mousneau, and a lot of others. Learned that John McCray had been killed by plank over Cologne & John was a swell fellow. I first met him at the SAAGCC playing volleyball. We are alerted for tomorrow so that means I'll fly — wing mad — hope I do a good job. Pre-sleeping in. An hour and a half. Won't get much sleep if any. Better off without it.

24 down 6 to go

OCTOBER 17

Today's target Cologne. Capt. Stone lead the group with Capt. Thines as pilot, Marks bombardier, myself the navigator. Assembly was normal. We departed Grafton Underwood on time. Joined the other groups of our task force over North Hampton and took proper interval. A group of B-24's got in our way near the coast. They screwed things up for a while, but the situation worked itself out if that means anything. Bombing was PFF. Flak wasn't bad. Capt. Stone said I did a good job of navigation but I take that "with a grain of salt."

OCTOBER 18

Since I slept till late in
the evening after the mission,
I stayed up the balance of
The night reading Without
Armor By James Hutton. A
good book but a trifle
sad.

OCTOBER 19

Slept again in the day
time. Looks like this
will be my 3rd successive
up-all-nite affair. Am
duty-navigating.

OCTOBER 20

Worked with Paul Sharp an
duty navigator. He'd been on it
once before so he knew
what the score was. Then
E. T. Wilson helped us so it
wasn't bad. The only thing
out of the ordinary was the
zero hour being postponed
two hours.

OCTOBER 28

My biggest disappointment
in my young life —
Jacqueline is engaged to
someone else. Now all
I have to do is stop feeling
sorry for myself and forget
her.

NOVEMBER 3

Today I am a man — well, at least I'm out of my teens.

Today we were briefed for Gelsenkirchen in the Ruhr. It was to be my 25th. Was flying with Major Stone who was leading the group. We had our engines running for 10 minutes when it was scrubbed.

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

25 DOWN 5 TO GO.

NOVEMBER 4

Target for today: BOTTRUP, GERMANY -
Synthetic OIL PLANT. It's in
the Rhur near Gelsenkirchen +
I flew with Major Stone, Herzog, and
Marks. These are the boys I'm
teamed with at present. It went
off very smoothly. We got in our
proper task-force slot at the very
start so the rest was easy.
Bombing was G-H. At IP the G-H
ship took ~~off~~ over. We almost
collided with them when they
took over. FLAK was moderate
& inaccurate. Received compli-
ments from Major Stone and
Capt. Chapin (Group Navigator) on my
work. Since the PFF operators
and 2nd navigator do most of
the work I don't take too
much stock in said compliments.

NOVEMBER 5

However they do offset any as-
chewing I ~~and~~ might get
for doing a SNAFU job.

NOVEMBER 8

The boys went to Merseburg today. All a/c returned safely.

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

26 DOWN 4 TO GO

NOVEMBER 11

SYNTHETIC OIL PLANT

AT BUER, GERMANY (Rhur Valley)

A bit screwed up at first but worked out O.K. in the end. About 15 minutes after Take off we discovered that our PFF equipment was out.

We landed, piled into another ship & took off once more. We didn't catch formation till point "C" over England. Our Gee-boy went out. Rowers (2nd Nav) had trouble with his oxygen connection — Had to hold it with one hand. He couldn't do his work so I changed jobs with him. It worked out O.K. Bombed by G.H. Flak very inaccurate.

Course was flown as briefed. Easy mission. Flew with Maj. Stone, Capt. Herzog, Capt Marks. All of 'em outrank me now.

NOVEMBER 30

Today was another one of those bad days for the 384th.

Merseburg was the target. Three planes lost. One of them from our squadron.

It was a crew on their first mission. Champ was the pilot. Tailgunner on Bachman's crew got a piece of flak in his head - dead. Several runs were made on the target and it was usual. No wonder!!

Have an pass tomorrow - first since Jacqueline gave me the bat.

Would be flying next mission but Major Stone is in flak home.

DECEMBER 9

Number 27 coming up tomorrow.
Hope it isn't scrubbed.

Looking back over these
blank pages I find that
I'm a helluva diary-
keeper but life is just
too monotonous around
here, except, of course, for
missions and they come
too infrequently. I think
I'm looking forward to
now is the homecoming.

On today's mission it
was -55° Cent. Hope
it warms up tomorrow

27 down - 3 to go

DECEMBER 11

Target was a large Railway Bridge over the Rhine River at Mannheim. It would have made a beautiful visual target. As it was we had to bomb PFF. There isn't much to say about the mission. Flew in a/c #007 - "The Screening Eagle". Flak was moderate and very inaccurate. Can't remember when I last saw any accurate flak. We had a little difficulty with division assembly but outside of that it was O.K. Flew with the same crew again.

Christmas Eve 28 down - 2 to go.

DECEMBER 24

Today was THE big day of aerial warfare to date. The allied air forces in western Europe flew 6000 sorties. Some 2000 bombers and 1800 fighters were used — a grand total of 3800 aircraft.

It was Sandy's last mission. The weather over Europe was beautiful — CAVU. Our target was well seen and we hit it. Sandy did a ^{fair} good job. No flak at target. Our target was an airfield called Kirch Gons. It was between Weisbaden & Hiesse. The mission was smooth all the way along, from division assembly to target and return. Quite a bit of ground fog on return.

DECEMBER 25

At supper last night I discovered that I'd be flying again on Christmas. Hardly a nice way to spend Christmas. But it would speed my home-coming. After supper last night I slept a few hours, then went to mid-night Mass on the post. Back to bed and then up again at 0430. We had instructions to bring toilet articles and two blankets. A mass diversion ^{to FRANCE} was anticipated. We were taking 3 days R-rations with us. But alas! The mission scrubbed. I wanted to go. Today would have left me with one mission to fly. Target was an army request job - small Rg junction behind lines. Helluva target to find. Expected weather 0400

29 down 1 to go

DECEMBER 27

Target: Railway Bridge over
small stream near ALTENAU, GERMANY
Today we lead the 1st Bomb Division of the
8th A.F. Assembly was good. We departed
English coast "on course on time." Mission
was uneventful till I.P. As we started
on the bomb run (near ST. VITH) we caught
hell from gerrig's flak gunners. We
were in a country that made target
identification and piloting very difficult.
But as busy as I was I couldn't
help but notice the flak. It's accuracy
was amazing. The plane vibrated with
each burst. We could hear it and see
the flame of the explosion. Because
of the terrain we could not see
the target till it was too late
to drop. We made a second
run from a different direction
(flak-free this time) This time
both Jim and I saw the target in

DECEMBER 28

time. He dropped & hit what he aimed at. Later we found out that there were two Railway bridges, $\frac{1}{2}$ mile apart. We bombed the wrong one. It was my fault as well as ^{if not more so} at gun's. No one seemed to blame us. We made the run without assist from instruments, and it was one of the most difficult targets given out in a long time. The photograph we had of the target was very poor.

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

Two of the fellows went down that day. One over Coblentz, the

DECEMBER 21

others over England — crash landed
with two engines shot out. all
killed. The fellows who went
down over Cabling — I had
spent my flak leave with at
Roke Manor, Nelson, and Marty
Shorow.

JANUARY 1 1945

Bill Tanton finished up today. Mission was a long one in pretty dangerous territory. He had to sweat it out, speaking of sweating — Georgie Holmes hasn't returned yet. When last seen he was somewhere between Aline River and front lines. Two of his engines were out.

JANUARY 2

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

30 DOWN O-to go
JANUARY 7 1945 Sunday

I MADE IT!!!

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

As it was we bombed G-H.
I flew with Maj. Strickland,
Lt. Kinnaird, and Jim Saunders.
Jim, Frank, and Bob (from
my original crew) were there
too. That night Maj. Stone
pitched a little party for me
in his quarters.

JANUARY 10

Wednesday

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

JANUARY 11

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

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

JANUARY 12

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

Maj. Stone still unaccounted
for.

Made my first mission
to "Big B" (Brigstock)
"NPI" was the "Three Old
Cocks" - a quaint tavern.
They had copious quantities
of IPA (India pale ale). We
quaffed numerous flagons
of it. Nearest thing to
American beer I've had
yet.

JANUARY 15

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

Still no word about Maj Stone.

JANUARY 18

My 3rd day at 12th R.C.D. St
looks like I'll be here 10-14
days. The sooner I leave the
better. Food's not too bad —
quarters are small, but reasonably
warm. — plenty of hot water for
shave and showering is available.
Last night took the liberty
over to Manchester. I may
be able to locate John Morris.

JANUARY 20

5th day of confinement —

Today being Sat. we had to
get up to prepare for big (?)
inspection, Coffee here is
poor.

J. Murrien shipped to continent
about 2 weeks ago.

I'd like to get some mail
but it isn't likely.

Had about a 2 inch
snowfall last night.

JANUARY 24

My 9th day of confinement.

I'm going by pretty
quickly. Hope to be on
shipping orders by my 12th
days. Have been going into
town to pass the time away

JANUARY 30

Finally we ^{are} ~~were~~ leaving
this lab, Gee but it'll
be good to get back in
las Estados Unidos.