

No

Merseburg

mem 11 -

Well, we've had it. I have never before been so close to death. Johnny flew with us - Carroll was log gear. Peter was D.N.I.F. with a gold. We went after oil refineries at Merseburg but missed it when our Migkey went out taking us forty miles off course. Flak wasn't bad but they picked up fighters five minutes off the target. At first the white puffs mixed with the black flak - later I realized they were 20 mm explosions. They knocked down 9 out of our group. Harrison & Gupta among them. There is hope that they may be P.W.'s. We took off O. K. with a load of delayed action bombs - 18-250 lbs. We assembled at low altitude having a little trouble getting into division formations.

At the Belgian coast we were  
nearly aborted because ~~the~~  
away (prop governor out) but  
we decided to keep going. We  
climbed on 3 engines I held no 1  
engine back with throttle. Kept in  
formation. Those poor engines  
after bombs away we boosted to  
2500-46" & kept it <sup>up</sup> for 2 hrs. F.W.  
190s hit us in groups of 9. wave  
after wave. We flew in the lead  
boy. She almost wiped out the  
low boy then hit us. Harlan  
blew one up Boudreau got one for  
sure, it crashed out of control  
into a 17 just ahead + I watch Brown  
knock the prop + spinner off an  
F.W. 190 flying off our wings -  
-traking our biplane. Harlan  
guns jammed + ~~Soder~~ was really  
fine in flying them. We all  
were proud of them. It was  
pretty bad. There was no  
sport to it when they go (30)

after you, you don't have a chance.  
forty fighters on 1 or 2 planes at a  
time well its suicide. We have  
no right to be here tonight. The  
Lord was very good to us today. I  
never needed him so badly as  
that day. Silb today I know  
I'd get back O.K. but now I  
realize that its really a game  
of chance, if they hit you your  
number is up.

I finally have socked it into one  
terrific formation maybe 30 planes.  
The box formation was the best  
I've ever been in, the boys were  
really good and then the fighters  
stood out of range, waiting for  
stragglers. We socked their poor  
engines to death but we stayed  
in. There was a formation of  
four ships flying to the left  
of us. The fighters made one  
pass, knocked off two - made

#11 <sup>Compin</sup>  
another and got the remaining  
two. So you see our getting out  
of formation would have  
meant our lives. After getting  
to the channel we feathered #1  
and left formation. The engine  
should have been feathered before  
but that would have drawn the  
attention of the fighters.

Back to England safe once  
more for a few hours.

well I could use a few more like this one. After a 4:00 AM briefing we were over the Target by 9:30 dropped our 6-1000<sup>#</sup> C.P. on German Strong points in the front lines. Saw no flak or fighters we were only in enemy territory for 10 minutes.

We were ~~to~~ ~~try~~ ~~out~~ the new micro H. Bombing today. A localizer throws a beam 90° across our route. This and a line of friendly flares over the lines identifies the front-friendly from enemy territory. We formed at 6,500 almost in the dark and it was really rough. Then we flew south out of England, across the Channel & thru France — right into the sun. It just about ~~tear~~ your eyes out. We dropped from 23,600 on what we had almost positive was the front line (enemy). We had a rack malfunction in

(33)

the left bay + Peter finally helped  
carroll get them out. 9 seconds late.

The whole 8th air force was in there  
blasting a war for Patton's 3rd Army.

We had a good ship kept up  
very well. I hope we hit the  
target and didn't hit any yanks.  
We felt good ~~and~~ to think we  
<sup>were</sup> helping our pals like Peter on the  
ground.

#13 merseburg.

Ohmy back No. 13 and I find out we are heading back for merseburg. The last time there, we only lost nine ships.

Major Suptak leading our position 7th in a division line of 12. so we figured it should not be too bad.

we assembled at 10,000 feet & flew through beautiful weather to the continent. we had trouble getting into the division line - got shuffled doing it. we flew in the high element of the lead box. Everything finally got into shape - line formed, plane remaining smoothly a million beautiful P. 5 P we headed for the oil & ammunition refinery at merseburg.

At 241500, 8 minutes from the F. P. we ran into a thick white haze. we went down to 20,500 feet & at the I. P. got into a shuffle with Polbrook. Our high element got lost. so we

Climbed to thirty thousand and headed back with a six ship formation when Hailan call out fighters coming in at six o'clock we got rid of our bombs to keep in formation. The bombs were of no use to us because we had a solid undercast and no equipment to bomb blind. Had a little trouble with Peter told him to get rid of the bombs and he started to argue. I had to order the sun of a gun. As long as I am first pilot I do whatever is in the best interest of the crew. With the bombs gone we kept a good formation. The W 49s came in at six but did not attack they simply dove into the clouds and never appeared again. We all were afraid they would radio our position and have the whole C. H. F. after us. If they had just 2013 more ships they could of torn us to pieces. They had navigation trouble in the lead ship but managed through blinker between ships to get straightened out.



#14 Merseberg.

Back to our old target and no enemy fighters (unbelievable).  
We got up for a 5:00 AM briefing and after a 1/2 hr. delay in engine time we got started - assembly at 9:00.  
Again we flew #3 high element of the low squadron.

Our climb was alright - got in the division line but didn't get to bombing alt. (25,000) till we were well into Germany. The formation was awfully straggled but they closed it up beautifully. Even Bergess held our element right in there. Our 3 squadrons were stacked right together. The groups were a 1-min interval ~~was~~ were 3rd in the division line. Because everything was so compact those fighters covered us perfectly. I saw more P. 51's today than in all my other missions combined. Really beautiful! (37)

sight.

We turned on the I. P. made a  
good bomb run. There was kind of  
a mix up at bombs away but  
it was pretty good. - Evers should  
have hit it today - we went  
right through a terrific wall of  
flak. - it didn't seem possible  
to get thru it - but we went  
in it - found only moderate  
bursts. - hope those 10-500 <sup>GP</sup>  
got that plant.

We kept up at altitude to get  
over weather - let down on the channel  
we left the formation & came in  
alone - Now on Gas. - Peter did  
a beautiful job of navigating us  
home on a beam from his C. Box.  
The visibility was lousy just  
scraping over high thin ice  
trees etc. Despite a diversion message  
I flew back to rear base and landed.

#15 Misburgh

Misburgh sounds like Mersburg and  
it almost was. The flop was  
intense + we had a whole of a  
fighter scare — we hit an oil  
plant.

We took off + formed V. & flew #3  
off McCalk wing in the low section.  
The decision line again was  
damned good (very close). ~~That~~ only  
bad thing it meant was prop  
wash. Nearing the target (just past  
Hanover) we were advised of fighters  
in the area. After getting hit ~~the~~  
that is bad news. We came in on the  
target on a P.F. Run, tho it was visual  
the whole bomb run. Jerry had a smoke  
screen around the plant so we only  
got a visual assist.

Over the Bomb release line there was  
a lot of flak - tracking flak, it  
followed us everywhere. After bombs  
away maybe you don't think we didn't  
see evasive action. That stuff is  
really dangerous. We got back into  
a good formation and started home.  
Over V.H.F. we heard a group (39)

calling for help. They were hit  
by about 100 enemy fighters. That  
meant ~~most~~ <sup>most</sup> of the group <sup>1500</sup> knocked  
down.

The trip back was a night just  
a little flak at the Dutch coast.

#16 Misbaugh

Didn't expect to be going back here today but it turned out to be alright. We flew W-831 our own plane on its 3rd mission got its first hole in the chin turret. After a 1 hr delay we took off flying #2 in the low element. Pike flew above us. Peter is D.W.I.F. We had a bit of an accident when Carroll let off several rounds from the chin turret. He's so careful - it was just an unfortunate accident with a touch of carelessness. Lets hope they are not too rough on him.

We headed out for Germany today back time getting into division line & the high squadron was "s-ing" badly. We had very good fighter support - we had been briefed for 700 German fighters. Fighter protection was good and division formation was ops. We went to 27000 to drop our 12-500\* G.R. on the oil refinery. (41)

at Muburg 10 miles west of Hannover  
Coming out over the Dutch coast the  
"mad Bulchman" shot at us again very  
light flak but accurate.

We were C-channel monitored today. Very  
interesting to listen to the conversation  
between Big Hind and Little Friends.  
With the C.A.F. as powerful as at the beginning  
of the war we wonder why we are  
not attacked more often, possibly oil and  
gas - increased fighter protection - lack  
of pilots. Someday they will come up  
and it will be terrific.

P.S. - Oil lock in no 4 Reboyl stuck - drained  
all power from batteries. burned all generators for  
200 gallons fuel in no 4 could not be transferred.  
#17 / Karel.

Well we had to finish this trip back  
from Germany via truck. It was the  
funniest thing. Took off - formed & flew  
to the target, dropped our bombs P.F.F. on a  
rail-yard. On the way back 20. min from  
the Belgium border #4 oil pressure all  
of a sudden went down to zero. - so we  
feathered it. Then 10 minutes later  
the interphone died out, after that the  
whole electrical system. At first we  
thought it was the inverters - but they  
were o.k. Brownie & Soder checked every  
fuse in the place no go - it was just  
out.

All our electrical gages (temp's gas  
gage radio, compass, pumps & everything  
went out. We dropped down below the  
clouds in Belgium - 3,000. & Peter did  
piloting over Antwerp & what we were  
sweating out low fuel & what was  
worse the gas gage (electrical) was

out.  
(13)

So we flew the channel & decided to go  
into the first B-17 ~~low~~ you'll never know  
how close we came to setting down just  
outside Antwerp.

After looking all over we found  
Ridgewell - 25 miles S.E. of Cambridge so  
we went into there. Had to crank down  
wheels, then the flops on the approach. As  
we passed over the field we fired Yellow Yellow  
flares (signal of mechanical failure). Then on  
the final approach we fired flares again.  
I had  $\frac{1}{2}$  flops cranked down so in case of a  
go away we would not fall out. The hydraulic  
pressure pump was out so I hit the end of the  
runway & had Chuck work the manual pump.  
An Airborne was waiting for us but his  
one was wounded. That night they flew us  
to Moleworth where Glatton had a  
truck waiting for us. Eventually we  
got back to our field. Home Sweet  
Home.



#18 Merseberg

On the third anniversary of Pearl Harbor  
we dropped 20 - 250<sup>th</sup> B.P. off the kuma  
synthetic oil refinery just south of Merseberg.  
Mickey said he had a good picture on his  
screen. We didn't fly our ship today, its  
still down at Ridgely being fixed. Flew  
F-161 Coldest ship on the flight.

After a hour delay we took off and  
formed on the King Cliff buncher. Got into the  
division line without much trouble had  
an easy position today number two of the  
high element off Brown. The weather being  
was awful - we ran into clouds at all  
levels. The fighters gave us beautiful  
protection today.

It was a fast run in due to the tail wind.  
V. H. F. was unusually quiet. At the T. P. we  
turned in well and dropped our bombs.  
Swung wide after bombs away doing  
violent evasive action. The tracking flak

soared hell out of us. Harlan, Boudin  
and Carroll all calling it for me. They  
were using mostly 105 M. M. (white buff)  
They really chiseled us accurately and with a  
kick of a lot. we got a burst that knocked  
out half of the instrument line going to  
number one engine but it still ran  
perfectly. Then a big hole in the nose  
about a yard away. Really could hear  
it go through the ship. The trip back was  
a flight. enough gas and everything fuel did  
sweat out No. 1 but it took us back. It  
was awfully cold -50°C at 26,500. Got  
our usual five bursts from the "mad  
dutchman". At the English coast we left  
formation because of a camera. The  
frost on the windows made flying very  
difficult. At times I had to "S" to see in  
front of me. Finally made the field and  
landed safely. Not a bad landing  
as I never thought anyhow.

24 Cladon Plus

Today we flew high element lead. If we've even been in a messed up affair this was it. Plan "A" was an attack on a front line German airport. Plan "B" attacked the marshalling yards at Koblenz. The bog that morning was terrific. I guess you could see about half way down the runway. About the seventh ship to take off got off the runway and could not get enough speed up but pulled the ship off the ground at the edge of the field. Over the railroad tracks and crash he crashed into the ground. Somehow every one but two got clear of the ship and it exploded. We stood by for 5 1/2 hours hoping for the fog to clear up. The sandwiches they brought out to us were horrible but we ate them anyhow. At 2:00 pm we took off on a mysterious mission. The take off was sort of rough. I had to open my storm window to see the runway. Just about half the

length could be seen. Thro<sup>u</sup>gh<sup>ly</sup> were  
pushed wide open and down we went. Up  
to ~~120~~<sup>120</sup> I watched the side of the runway  
then glued my eyes to the instrument panel  
and pulled the ship off the ground. Feeling  
flying flyover a freshly wrecked ship. At  
about 1100 thousand we broke out into the  
Clear. The sun was shining very brightly  
above the fog. Formed at nine thousand  
feet and head for Dunkerque, then suddenly  
in the middle of the Channel we dropped our  
bombs. 75 tons of 100<sup>th</sup> G.P. 38 per ship.  
The fog was still at Galton so they diverted  
us to Eze where we spent a very miserable  
Christmas. The enlisted men slept in a  
barracks with some Cooks & Bakers. At  
twelve o'clock <sup>P.M.</sup> they got us a delicious mea  
plus stealing a roasted turkey with we  
ate walking down the street and made  
a sandwiche at the base. huh?

#27 ~~7~~ Gerolstein

This was a close support attack on the rail lines Remstadt is using for his counteroffensive. Got up real early + spend an extra long station time sweeping off the wings and getting windows and antennae cleaned off. After a one hour delay we got off OK formed at 10,500 ft. The bomb run was usual and very long. picking up some scattered accurate flak. we were supposed to ~~have~~ hit a railroad junction. The rails were hit four miles north of assigned M.P.I. but was seriously damaged. Made a good land in terrific haze. The navigator ~~found~~ the field with his C. Box the ~~the~~ point is ~~to~~ to keep part of the field or surrounding area in sight. Call the tower who in turn have flares set off 500 + 1500 feet from the end of the runway. Then the point is to fly in the general direction of the landing

runway.  
at about ~~six~~ hundred feet and as you  
pass over the edge of the landing <sup>field</sup> do a tight  
360° descending turn as you roll around  
out line up with the two flares. The  
only way then is to hit the inner  
marker at about two fifty feet. Many  
times I have not been able to see the  
runway until after passing the inner  
marker. Going so fast it's only a  
matter of seconds before the runway  
is under the ship. Oh - more fun!

#<sup>23</sup>24 Bing~~er~~<sup>er</sup>

Another tactical support mission & we certainly wiped out the target. The photos show all three boxes with 60% of their bombs in the 500ft circle. That's good bombing. The high & lead squadrons flew beautiful formations, but the low was bad. #175 m.p.h. climb strings out & the element leads lagged badly. We dropped 18 250# G.P. + 2 M-175.B. from 21,000ft. We picked up a good deal of scattered accurate flak - right in the formation. On the way back we saw many small railroad yards being plastered. While Chuck was flying I remember watching the smoke markers from another group. A long thin line of smoke. It had just about gone out of sight when I saw the bombs land in and about a small town. Even from our altitude the explosions could be seen very clearly. The whole town became (51)

Covered with ~~with~~ smoke. The ground  
was covered with snow that make the  
strikes very clear. Shows people really  
know that war is hell. The chance was -  
just about everyone in that town was  
killed. - Just like wiping out Hebron.