COPY of WAR DIARY James Leonard WAYMIRE 1945 age-21 BASSING BRUTH England near Roy ston England 13 Mikes From Combridge Squiton 323 91 it they Bank Grag Home H 33 SE 30 and Porten Oregon

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James Leonard WAYMIRE 1945 age _21 Bassingbourn England near Royston England 13 miles from Cambridge

Squadron 323 91st Heavy Bomb Group

Home 433 S.E 30th ave Portland Oregon

O Mission of March 21, 1945 Target an airfield for jet fighter planes near Rhime Germany. Awakened for the mission at 02:45 a.M. by Itillie the C.Q. Had brakfut at 03: 70 a.M. Reported at equipment hut at 4:10 a.M. to pick up flying equipment and went down to armament shop to pick up our machine guns From there we went out to the plane and put our guns in, chicked our flack suits, and put our electric suite on. Put our Mac That's m too, with our shoulder gun over it. Our bout load was 38-100 lt bouts. Colonel Hunt, the father of my pilot was out to see us off the had flam over from France the week lafer

Mission of March 21, 1945 1) Target an airfield for jet fighter planes near Rheine Germany. Awakened for the mission at 02:45 a.m. by Willie the C.Q. Had breakfast at 03:10 a.m. Reported at equipment hut at 4:10 a.m. to pick up flying equipment and went down to armament shop to pick up our machine guns From there we went out to the plane and put our guns in, checked our flack suits, and put our electric suits on. Put our Mae Wests on too, with our shoulder gun over it. Our bomb load was 38-100 lb bombs. Colonel Hunt, the father of my pilot was out to see us off. He had

flown

over from France the week before

to visit us. He is in charge of a regiment of colored engineers over in Belgium but took a week off to come over and see us. We had a big party with him last night. It was pretty good as he had brought some champagne, cognac and whiskey with him from Paris. We sure didn't get much sleep.

At 07:30 we took off for the mission flying purple heart corner in the squadron. All of us a little nervous as it was our first mission I was flying as waist gunner. Our group formed over base at 18,000 ft before crossing channel. By the time we had reached the coast of Holland we (54* 44') were at 22,000 ft.

Reached enemy coast at 08:30 a.m. Put on our flack suits.

to visit us. He is in charge of a regement of engineers mer Just after crossing the zide Zee I seen a V2 Sterman vochet launched in Velgiim but took a week into the onir from its sight off to come over and see us. It just below us. It was going had a big party with him last towards England. I had taken night. It was pretty good as he the safetys off of the waist guve hod brought some champaine, Coque rody for anything that might and whickey with him from Para hoppen. My flack suit and helm The sure didn't get much sleep. sure storted toget heavy. The S.P. at 07:30 we took off for was at about. 09:45 am. Soon the mission flying paught heart as we had mached it, Bill, the corner in the spradom, all radie operator started to the got of we a little nervous as it throw chaff out the chaff tube was our first mission I was to throw the Scoman vachar flying us whist gunner. Our off if they need it to track groups formed over base at us with their a. d. gura. 18,000 pt befor crossing channel. Bomb boy doors came open By the time we had reached the at same time and Avenson coast of Holland we were at 22,000 ft. checked then. I took over the Ruched energy coast at 08:30 am. Carygen chech. Hydrantic system Put on our flick with. was drained and This

Just after crossing the Zider Zee I seen a V2 German rocket launched into the air from its sight just below us. It was going toward England. I had taken the safteys off of the waist guns ready for anything that might happen. My flack suit and (steel) helmet

sure started to get heavy. The I.P. was at about 09:45 am. Soon as we had reached it, Bill, the radio-operator started to throw chaff out the chaff tube to throw the German radar off if they used it to track us with their A.A. guns. Bomb bay doors came open at same time and Swenson checked them. I took over the oxygen check. Hydraulic system was drained and Radio valves were opened by Bill. Bombs away at 09:55 am. Sure felt good to get rid of them. Left enemy coast at 10:59 am and reached English coast at 11:55 am. Landed at about 12:30 Had little flack over target. 88mms Colonel Hunt was out to meet us as we landed. (Took picture of us.) Our landing wasn't like last week when we had a flat tire just after hitting runway upon return from gunnery mission over the Wash. We all had a double shot of whiskey in the Interogation hut. Went to show in afternoon but was so tired that I slept through it. Went to bed early.

values were gened by Bill. @ Missim of March 22, 1945 Bombe away at 09:55 am. Sur Bombed a distribution center felt good to get vid of them. for troops in Rhuer Valley near Left energy coast at 10:59 am town of Dorsten, Germany. and reached English poast at 2h bombed from 2 5,000 ft. 11: 55 am. Landed at about 12:30 Took the same route in andout as yesterday. I flew the tail Had little flack over target. 88mm Colonel Hunt was out to meet us Took mitwee gree dear landing today and Ford flow the waist. as som as we had reached the wasn't like last with when I. P. the bomb doors were opened we had a flat tive guist after and checked, hydrachic system. Arained, and Bill started to hitting running upon return, from gunnery mission over throw out chaff. Good thing the Wash. The all had a shot he did as the plack started. to come atus. 88 M.M. shelle of which y in the Interogation hut. That to show in ofternoon but started to burst allaround was so tived that halpt us so close that we could through it. That to brdrudy. feel the viabration and hear them I dam near crawled up into my helmet underd seen it getting so close

Mission of March 22, 1945 2) Bombed a distribution center for troops in Rhuer Valley near town of Dorsten, Germany. We bombed from 25,000 ft. Took the same route in and out as yesterday. I flew the tail today and Ford flew the waist. As soon as we had reached the I.P. the bomb doors were opened and checked, hydraulic system drained, and Bill started to throw out chaff. Good thing he did as the flack started to come at us. 88 m.m. shells started to burst all around us so close that we could feel the vibration and hear them. I darn near crawled up into my helmet when I seen it getting so close.

The day was clear so they were tracking us with their anti aircraft guns. I seen a row of black puffs from 88 m.m. shells creeping up at us toward the tail but just before hitting us they stopped. All of a sudden 155 M.M. shells started to explode around us and just above us as the Jerries opened up with their heavy guns. You can tell 155 m.m. shells from 88 m.m. shells by the color of smoke as 88 are black and 155 mm are white. Some were getting close enough to rock out ship. Sure was glad when we dropped our bombs and made a 45* turn

The day was clear so they off of target. Flack loss getting were tracking me with their heavier. I didn't think my antismocraft guns. I seen life was worth a plug nichle. a now of black puffs from Flack all of a sudden hit 88 mm. shalls controligat our no 3 inboard engine us towned the tail but just and knoched it out and our hope hitting us they stopped. no 4 engine lost power. all of a sudden 155 mm The started losing altitude shells started to explode fost and dropped away from around us and griat above the formation be we did us as the gerries opened so a seen two planes mp with their heavy guns our behind us go you can tell 155MM shells down in flames. One from 88 M. shells by the what are 88 are black and exploded and the other one fell all apart. One 155mm archite. Some chute came out, but that were getting close anough was all. It Hunt managed to och our ship. Sure we to frather no. 3 engine and glad under we dropped our we soon found out why no 4 bombe and made a 45 turn enguie lost its power. The Copilot was using the

off of target. Flack was getting heavier. I didn't think my life was worth a plug nickel. Flack all of a sudden hit our no 3 inboard engine and knocked it out and our no 4 engine lost power. We started losing altitude fast and dropped away from the formation. As we did so, I seen two planes (B-17s) of ours behind us go down in flames. One exploded and the other one fell all apart. One chute came out, but that was all. Lt Hunt managed to feather no. 3 engine, and we soon found out why no 4 engine lost its power. The copilot was using the

no. 3 engine throttles instead of the no 4 engine throttles. No. 4 couldn't get any gas. Soon as we had no 4 going again we leveled off and headed for home. Good thing there were no enemy fighters near as we would have been dead ducks all alone as we were on 3 engines. On the way back we could see stragglers all over. Our group must have been broken up by the flack. Our radio man, Bill, radioed in for Air Sea Rescue boats to watch out for us over the channel in case we had to ditch the plane. Our pilot radioed for a fighter escort

(little brothers) and soon four P-51a japperared no. 3 engine throttles instand and rescorted up mer the channel of the not ergine throttle. In way bach over the channel No. 4 couldn't get any ga. we passed one plane of our Som as we had not going flying low the channel again we lively offand in two engines. The Two hinded for home. Good thing inboard engines had been there were no every fighter shot out, They were throwing near as we would have ammo, gune, and werything been dead ducks allalone also that was loose out of as we were on I enquires. On the place to lighten it. They the way back we could see were trying to drop the ball stragglerz allover. and turvet too. The miled them groupe must have been broken had but couldn't help them. up by the flock. Chur rochin Sure felt good when we had man, Bill radiad in for landed. Filtlike kissing the disten Rescue boats to ground. anship had quite watch out for sover the a few flach holes in it. Throw channel in code we had holes were gist behind me to ditch the plane an pilot in the tail. It Templetona cren radiord for a fighter execut had bad luch Their radio

and soon four (little brothers) P-51s appeared and escorted us over the channel On way back over the channel we passed one plane of ours flying low over the channel on two engines. The two inboard engines had been shot out. They were throwing ammo, guns, and everything else that was loose out of the plane to lighten it. They were trying to drop the ball turret too. We wished them luck but couldn't help them. Sure felt good when we had landed. Felt like kissing the ground. Our ship had quite a few flack holes in it. Three holes were just behind me in the tail. Lt Templeton's crew had bad luck. Their radio

operator was killed and their navigator injured. They had to land in Brussels Belgium. Had two of their engines shot out. Boy am I tired tonight. Hope to never see another mission like that.

3) Mission of March 23, 1945 Friday

The target was a marshaling yards at Krefeld, Germany. Take off at 09:50 am. I.p. at 1:09 P.M. Seen 4 bursts of 155 M.M. flack above us at 6 oclock but that was all.

4) Mission of March 24, 1945 (Sat)

Target was an airfield east of Zider Zee near the town of Ensched. It was

operator was killed and mainal so I could see the margator injured. to land in Boussele the hell out of it. Hope it killed a lot of those basterda Bilginim. Had two of their y was at 10:304 m. Station engines shot out. Boyam time wesat #: PM. Take off I tired tonight. Hope to \$ 2:30 pm. I.P. at 5:30 pm see another mising Binkenny at 5: 36 PM. 2h like that Mission of March 23, 1945 Freday were told there would be little flack so no chaff was The target was a marshaling yards at Rocefeld Germany throw out but the bross or the ground pounder Take off at 09.50 a.m. sp. at 1:09 P.M. Bombo awayat back at the base were wrong. :15 P.M. Seen 4 burste It was heavy anoughto of 155 m.m. plack abovers chon. 88 mm Dont see ut 6 oclock but that was how its py possible to fly all a tour of 35 missime (4). Mission of March 24, 1945 (Sat) these and live. Ihll, this Target was an airfuld rast makes four in four days. Sure be glad when of zieder zee near the town at is our with Eneched. It was

visual so I could see the bombs hitting it. Really blew the hell out of it. Hope it killed a lot of those bastards. (#4)Briefing was at 10:30 am. Station time was at 1 P.M. Take off at 3:30 P.M. I.P. at 5:30 P.M. Bombs away at 5:36 P.M. We were told there would be little flack so no chaff was thrown out, but the brass hats or the ground pounders back at the base were wrong. It was heavy enough to walk on. 88 M.M Don't see how its possible to fly a tour of 35 missions like these and live. Well, this makes four in four days. Sure be glad when it is over with.

The engineer forgot to transfer fuel from their tanks but I remembered it and phoned Bill up to open them. We were almost out of gas. Our pilot sure gets excited over nothing.

5) a) Mission of March 27, 1945 cancelled due to bad weather over target so went on a practice gunning mission over the Wash with four other B-17s. Took a couple of infantry boys along with us. What a time we had. We shot the tagets off the tow cable on the tow target ship and also some the gunners must of tried to shoot the tow target plane

The engineer forget to transferr down as it was fullof holes. Ih had our nose ful from tokis tanks but I unbered it and phoned of plane by bombardhis knocked out by shells Bill up to open them. Ih ware almost out of gos. alm Pilot. another plane. almost sure geta excited over every ship on gunr nothing had holes. 50 Mission of March 27, 1945 it. a boy found of mine in top turret of other ship cancelled dave to bad wrother had the & whole top of over target so went on a turret knocked off. This proctice gunnery mission is worse than combat. over the Hash with four other B-17s. Took a pouple I let me of the infantoy boys fire me of my machine of infantry boys along with us What a time we grows. He sure felt proved. 2h shot the targets Ford burnt out both the tailguns. These that of the tow cable on the I'll have to fly in tail from target ship and so some of the gunners now mas we can't trust must of true to short the tow target plane

down as it was full of holes. We had our nose of plane by bombardier knocked out by shells from another plane. Almost every ship on gunnery mission had holes in it. A boy friend of mine in top turret of other ship had the whole top of turret knocked off. This is worse than combat. I let one of the infantry boys fire one of my machine guns. He sure felt proud. Ford burnt out both the tail guns. Guess that I'll have to fly in tail from now on as we can't trust him.

(5B) Mission of March 28, 1945 Target Berlin, Germany. We are to bomb a factory employing four thousand workers near the outskirts of city. Bomb load of 10 -500 lbs general purpose bombs. Visibility clear. Bombing altitude of 25000 ft. Wished it was 35,000 ft instead. The I.P. was at 10:25 A.M. Bombs away at 10:31 A.M. Four mesquitoes proceeded us in by about 2 minutes and dropped several tons of chaff to throw the German radar off. Good thing they did as flack was heavy but inaccurate. Just before starting on bomb run

(58). Mission of March 28, 1945 we had fire in plane next to oxygen bottles. The Target Berlin, Germany thought our number was The ne to bomb a factory upor flames were all amploying four thousand around behind pilot Suman workers near the outskirt. grabbida fire entingmither of city. Bomb load of 10 to spirit on fire but it 500 Mageneral purpose bombs. was empty. If we had had Visibility chor. Bombing the fellowsho was supposed altitude of 25000 ft. Thild to have whiched them wlong it was 35,000 pt instead. with us in probably would The D. P. was at 10:25 a.M. Bruke have shot him. Avenan finally array at 10:31 a.m. Four pulled the cannon plug mequitors proceeded us out of the hydroulic motor in by about 2 minutes and the navigation cance and dropped several time out of the mose with his of chaff to throw the extinguistic and so printly German radar off. got fill out. Averson Good thing they did as sudworslow. It furt flack was know but was scraming at himover inaccurate. Just befor the inter phone and starting in bombour

we had fire in plane next to oxygen bottles. We thought our number was up as flames were all around behind pilot. Swenson grabbed a fire extinguisher to squirt on fire but it was empty. If we had had the fellow who was supposed to have checked them along with us we probably would have shot him. Swenson finally pulled the cannon plug out of the hydraulic motor and the navigator came out of the nose with his extinguisher and so finally got fire out. Swenson sure was slow. Lt Hunt was screaming at him over the inter phone and

scared the rest of us so much that we were about ready to bail out. We were fired at by flack guns five different times while on mission. Some of it was heavy and some of it was light. We were fired upon while crossing over town of Wesel. On way back we followed the Meuse River in France for a long ways. We dropped to about five thousand ft. but the clouds and fog was so bad we had to split the squadron up and continue alone. The fog got so bad we had to drop down

to less than 100 ft above scured the rest of us the ground. Ik flew almost much that we were t rady to bail out. almost all the way were find at by across France by oursches guns fine different at an altitude of from 100 pt. Sometimes times while on mission. 50 Some of it was heary and we had to climb in some of it was light. Ih to char the houses were fired upon while while crossing a village. crossing mar town of ding at me time while crossing and mor the town of West small hill we had to climb On way buch we followed in order to alras trus in an wichard. Il now Mense River in France forget that ride. Thenere for a long ways. The dropped skimming along the ground to about five thousand but the clouded at about 2.50 miles on hour og was so bad we sometimes less than fifty At. Sure fun to sit back to split the synada and continue along tail and watch. fog got so bad we rattle run agur fler to drop down over them .

to less than 100 ft above the ground. We flew almost all the way across France by ourselves at an altitude of from 50 to 100 ft. Sometimes we had to climb in order to clear the houses while crossing a village at one time while crossing small hill we had to climb in order to clear trees in an orchard. I'll never forget that ride. We were skimming along the ground at about 250 miles an hour. sometimes less than fifty ft. Sure fun to sit back in tail and watch the cattle run as we flew over them.

We flew so low over one village in France that I seen a girl about 18 standing in the road in a blue dress and I believe that I could recognize her if I seen her again. We crossed channel opposite London about 100ft above water in a heavy fog. I sure was nervous as I knew there was planes around us somewhere but couldn't see them. The tail was like riding a bucking horse. Had to keep oxygen mask on to keep from getting sick. Had good fighter protection on this mission by P-51s. Flack was 88mm and 155 mm.

@ Mission of March 30, 1945 - thod Friday 2h fler so low over one The bombed the sub-pens at illage in France that I seen a girl about 18 the German Port of Bremen today Reported at equipment hat. standing in the road in 8:20 mittatione at 9:20 am. Take off blue does and hhis at 19:20 a.m. Group formed on that I could recognize way to channel 2k flew ships. her if I seen her again nor 636 today - the Cuthouse Mouse. The crossed channel opposite It's one of oldest planes on file London about 100 ft above about 130 maycime on it. 240 water in a heavy fog. I Her with a spot jaminer and a re was meroms da d togglass today. It Powers didn't fly. Anno there was plance due bunking unadone at 26,500 fttday around us somewhere but The were high squadow and glad couldn't see them. Thetail as flock une terrible. The temperature ve like miling a bucking was - 40° C. Just befor getting horse. Had to keep oxygen to target after errosing d.p. Bill mash in to keep from started through chaff and the spot getting sich. Had good fighter protection on this gammer started jamming German mission by P-510. Flack radar by tuning in on same prequincy. The flack they was 88 musiciant 155 mm

Mission of March 30, 1945- Good 6) Friday We bombed the sub-pens at the German Port of Bremen today. Reported at equipment hut at 8:20 am. Statime at 9:20 am. Takeoff at 11:20 a.m. Group formed on way to channel. We flew ship no. 636 today- the Outhouse Mouse. It's one of the oldest planes on field about 130 missions on it. We flew with a spot jammer (radio man) and a togglair today. Lt Powers didn't fly. Our bombing was done at 26,500 ft today We were high squadron. Sure glad as flack was terrible. The temperature was -40' C. Just before getting to target after crossing I.P. Bill started throwing chaff and the spot jammer started jamming German radar by tuning in on some frequency. The flack they

threw up at us was about the heaviest and most accurate I have seen yet. 88 mm were bursting all around us and some were

tracking us. I kept on inter phone directing the pilot which way to turn

the ship when they started tracking too close to us but I soon got mad and just as they were tracking us from above, below, and on both side. I just waited for us to get hit, but we managed to get through. There was about 15 or 16 flack holes in our ship (I seen two B-17s behind us go down in flames) when we landed. One big one behind me in the stabilizer. Went all the way through. Just before reaching target we seen planes taking off from airfield below us. I seen two of them take off from

The field but they were shot throw upont us was about down by our exsert forta the heaviert and most accunt befor they could hardly I have seen yet. 88 min were burten become ariborne. One managed all around was and some were to get up served thousand trocking us. I begt on inter phone feet but the P54 divedon directing the pilot which way to tim it and shot it down. Ih the ship when they started truching sure felt good to have our too close to us but I som got lettle brothers along today. modand quit as they were tracking The dropped our bombe at 2:16 P.M. we from above, below, and a both Que landing was made at 6: 30 PM. side. I just maited for noto get Hit heavy fog while crossing hit, but we managed to get through, There was about 15 or 16 flok doles in our ships when we channel near zuder zee and vially swrated it not while on return landed. One big one behind @ Mission of March 31, 1945 me in the stabliger, Suntall awakened ator 2307. M. Exingeneit the way through furt hoper but at 3 am Atalimant 4: OM vaching target we seen Take off at 5:25 a.M. Bomb lood plance taking off from of 20-300 lb. bombe Today of airfuld blow us. I seen flew as waist gunner on two of themi take off from

the field but they were shot down by our escort of P51s before the could hardly became airborne. One managed to get up several thousand feet but the P51s dived on it and shot it down. We sure felt good to have our little brothers along today. We dropped our bombs at 2:16 P.M. Our landing was made at 6:30 P.M. Hit have fog while crossing channel near Zeider Zee and really sweated it out while on return.

7) Mission on March 31, 1945 Awakened at 0230 A.M. Equipment hut at 3 a.m. Stations at 4 A.M. Take off at 5:25 A.M. Bomb load of 20 - 300 lb. bombs. Today I flew as waist gunner on

(2nd tour man)

Lt Deans' crew. Was supposed to have bombed an oil plant at Meresburg Germany, but due to clouds we tried to bomb Halle Germany (North), near Leipzig After passing I.P. and on the bomb run we had to pass through clouds. Just before dropping bombs we seen an entire group of B17s coming at us from our starboard side on the same level and only about 300 yds away. For a few seconds there was B17s diving, stalling out and doing steep banks as our two groups went through each other. Lt Dean gave our plane full throttle and pointed its nose straight up in the air. Just before

(2nd tour man) stalling out he turned it over I Deans even. The supposed to on its side and salvord the bould have bombed an oil plant at There were neve bomb falling Mereching Germany, but due all around we planes salved to cloude we tried to bout Halle Germany near Ligging then and tried to kup form hitting with other. The thought after possing & p. and on the sure some of them must have bout run we had to proce van with such other but the through clouds. Just hfor clouds were too thick to see. dropping bomb we seen an The climbed above the cloude intro group of B 17a coming in our place and could at we form our stor board see B-17, scattered all side on the same level and over the sky going different only about 300 yde may. For directions. During our chat a few seconde there was through the cloude the scressure B 19 a diving, stalling out of growty was so grat that I and duing steep banks as our couldn't hardly yet off of the flows two groupe want through 2h felt somethery hit one plane wach other. It Dean gove while getting andy sulatter our plane full throttleand landing we had a big strak pointed its nose straight inp. in the airfust befor down one wing on night and

stalling out he turned it over on its side and salvoed the bombs. There were more bombs falling all around as planes salvoed theirs and tried to keep from hitting each other. We thought sure some of them must have ran into each other but the clouds were too thick to see. We climbed above the clouds in our plane and could see B-17s scattered all over the sky going different directions. During our climb through the clouds the pressure of gravity was so great that I couldn't hardly get off of the floor.

We felt something hit our plane while getting away and after landing we had a big streak down one wing on right side

It would have been a field day for the Huns if they had had a few Me 262s up there. There were no P51s around. As we turned back we joined another group for protection against fighters and after flying with them for a few minutes we seen them open their bomb doors so we knew they were on there bomb run. We got out of there in a hurry and joined another group. While flying back over Germany we passed over a small town and I looked out the waist window and seen the ship on our right wing open its bomb doors and drop

a 300 lb bomb that had king It would have been a fill up on the bomb rach. It day for the Hunard they dropped right in the middle had had a four Me. 2620 of that bettle town . Hyacit upe there. There ware not 51a filled a lot of those sermans, around as us twored back Boy, for a few seconds during we goined another group that minings in the clouded for protection against fighter and after flying with them thought that I was a gomer. for a few minutes un seen Came back across channel gust opposite London and them you their bout left the group these and flew doors so on know they back to field by ourselve. were on these bomb run. Some of the planes landed on The got out of there in a tury and joined another continent buanar of gas shortages (8) Missim of aperil 5, 1945 Thirday group. While flying back anahered at 1:55 a.M. Brakfat over Germany we possed at 02:30 a.M. Equipment hut at over a small toim and 0 3:30 a.m. Stations at 0 4:30 a.M. I looked out the waist Tokeoff at 06:33 a.M. Bombed wondow and seen the ship Grafenwicher Ordnance plant on our right wing open at 11:23 am. E.T.Oat 3:37 PM its bomt door and drop

a 300 lb bomb that had hung up on the bomb rack. It dropped right in the middle of that little town. Hope it killed a lot of those Germans. Boy, for a few seconds during that mix up in the clouds I thought that I was a gonner. Came back across channel just opposite London and left the group there and flew back to field by ourselves. Some of the planes landed on continent because of gas shortage. Mission of April 5, 1945 8) Thursday Awakened at 1:55 A.M. Breakfast at 02:30 A.M. Equipment hut at 03:30 A.M. Stations at 04:30 A.M. Takeoff at 06:33 A.M. Bombed Grafenwehr Ordnance plant

at 11:23 A.M. E.T.O. at 3:37 PM

Todays trip sure was tiresome I only had about three hours sleep last night. Soon as I had got up and made bed I went over and had breakfast at the ground pounders mess hall as it was closer. Had fried eggs but they were so old that they tasted and smelt bad. Went from there down to equipment hut and put on my A-2 electric flying suit and put rest of equipment in A-6 bag ready to put in truck to take down to plane after getting our machine guns out of armament shop. The ship we flew today was a B-17F number 909 It has about 135 missions on it and is a little famous. Has been(and s.s.) in Yank

Todays trije sure und tiresome on my out to ship it started to rain. The I only hed about three lours plane was very when we arrived but sleep last night form as I the office hadn't arrived so we had had got up and made bid I went plenty oftime I flew toil position. It over and hed brackpet at yo was an old Fand so didn't have the ground pounders merchall any armor except in fort of med an it was closer Had fried egge went you want and state a comple but they were and that they of flock moto to put on either side tasted and smalt bad. Thent from of myself for protection and one there down to represent that under me. Ford laid my two put on my A-2 electric machine gurs is waist on floor flying suit and put rest of by mistake and somere got them rgupment in A-6 bag ready all muddy walking in them. Had to put on touch to take some job cleaning them by potting n to plane after getting themin. But chute next to door machine guns out in tail and laid flake suit brain me on flow to put on of armament shop. The ship we flew today as som as we rached enemy was a B-17F number 909 tenting. Had trouble with left It has about 135 missions on it and is a little farmore. Has been in fand tail gun back plate as it seemed to he sporng. I didntelike

on way out to ship it started to rain. The plane was ready when we arrived but the officers hadn't arrived so we had plenty of time. I flew tail position. It was an old F and so didn't have any armor except in front of me. I went up in waist and stole a couple of flack mats to put on either side of myself for protection and one under me. Ford laid my two machine guns in waist on floor by mistake and someone got them all muddy walking on them. Had some job cleaning them before putting them in. Put chute next to door in tail and laid flack suit and helmet behind me on floor to put on as soon as we reached enemy territory. Had trouble with left tail gun back plate as it seemed to

be sprung. I didn't like

the tail in the ship as there were

no relief tube in it which meant I would have to piss in my helmet again today and dump it out between the guns. Soon as I had guns in the officers and radio man arrived and navigator told us where we were going. He said there would be no flack guns over target but we had heard that story before. This was going to be a long mission as we were going into southern Germany to bomb the ordnance plant at Grafenwehr.

the tail in the ship as there were velup tube in it which ment I would have to pise in myhelmet in today and dumpstout between the guns. Som as I had in the officers and rather arrived and the navogator mo told me where we were grong. He said there would be no flad una over target bat in her that story befor. going to be a long mission are going into souther Germany to bomb the orderance plant and Grafenwicher

9) Mission of April 7, 1945 -Saturday

Awakened at 00:45 AM Beakfast at 01: A.M. Equip. hut at 02: A.M. Due to bad weather (Fog) we did not take off until about 10:45 A.M. Bomber taget from altitude of 15,400 ft. Carried 20- 300 lb bombs. Hit a large field in a forest north east of Hanover used to store jet fighter planes on. We could see some of the planes from the air under the edge of the trees. We had no flack at target. Bombs away at about 3:23 P.M. Had togglier on the trip. Coming and going to target we crossed the Netherlands near Rotterdam. I could see miles and miles of flooded country

below us. also went over edge @ Mission of april 7, 1945 - Saturday of Brussels, Belgin on trip. anakened at THE 00:45 am Bornhfost at 01: a.M.Equip. The coused channel upposite London. Tooh us 12 minutes. hutat 02:a.M. Ducto bid Coming back from the mission wrother (Fog) we did not we followed Thine for quite toke off until about 10:45 a.M. a ways and us could see Bombed target from altitude of 15,400 pt. Carried 20-300 the bombed out torins and bridges along it. Could also lb bomba. Hit a large field in a forst north sust of see the smoke from the shell below from the battle going Hanover used to store jet fighter planes on. 2h could (10) Mission of april 8,19450 see some of the planes from the awakened at 01:50 a.m. Take air under the edge of the trees. offat 06:33. Bomt load of In had no flack at target. 12-500 lt H.E. Bombed from altitude Dombe away at about 3:23 PM of 19,600 ft. - 22° Centignale. Had togglin on this tripe . Primary target had 7/10 cloud Coming and going to target un envirage so bombed the secondary crossed the metherlands near target of Stendal, Germany Rotterdan. I could see mile and miles of flooded country The target was visual

below us. Also went over edge of Brussels, Belgium on trip. We crossed channel opposite London. Took us 12 minutes. Coming back from this mission we followed Rhine for quite a ways and we could see the bombed out towns and bridges along it. Could also see the smoke from the shells below from the battle going on. 10) Mission of April 8, 1945 Sunday.

Awakened at 01:50 A.M. Take off at 06:33. Bomb load of 12-500 lb H.E. Bombed from altitude of 19,600 ft. -22' Centigrade. Primary target had 7/10 cloud coverage so bombed the secondary target of Stendal, Germany. The target was visual

and so we made some direct hits on it. Hit the (Stendal) rail yards in that town. This was the sixth mission for the bombardier so now he gets his air medal Had some fun kidding him about it. Just before reaching target one of our planes had trouble so turned back escorted by two P51s. We passed over German airfield with planes parked on it. Sure would have liked to have been low enough to have straffed it. The flack on this mission was not too heavy but was deadly accurate as we came over target. Like Jerries were waiting on us down there with several flack trains as a lead bombardier in the New Hermetical outfit blurted

the name of the target out our and so we made some direct the sir on V.H. E. They ought dite on it. Wit the rail yards in that town. This was the to shoot him. That outfit ie always screwing up. They sixth mission for the bombarchin loss more planes than anyother so now he gets his air meddl group. There were energy bandits Had some fun kidding him in the air but they didn't come about it. Just byfor reaching close to us. I seen a B-17 target one of our planes had behind us get a direct hit tomble so twored back executed in the wing and peel offand by two PSIs It presed over go down in a vertical dive Sterman aufull with planes in flames for about one particulon it. Sure would have thousand fut befor blowing liked to have been low arrigh up. No chutes were seen. to dove straffed it. The flat The flack over larget was getting on this mission was not too knowy but was deadly accurate so close that I could feeland hear the third as it went off. as we some over target. The Jerries were waiting on us down & could see balls of emohe and there with several plack trains flame all around me form shell as a list bombridier in the the corners of my eyes al & New Hengetul mitjet blusted watched for fighters

the name of the target out over the air on V.H.F. They ought to shoot him. That outfit is always screwing up. They lose more planes then any other group. There were enemy bandits in the air but they didn't come close to us. I seen a B-17 behind us get a direct hit in the wing and peel off and qo down in a vertical dive in flames for about one thousand feet before blowing up. No chutes were seen. The flack over target was getting so close that I could feel and hear the thud as it went off. I could see balls of smoke and flame all around me from the corners of my eyes (from exploding shells) as I watched for fighters.

How we got out of there I don't know. Only had a few holes in plane. Piece of flack went through nose of plexiglass by bombardiers head but it missed him OK. As we came passed the target another B-17 behind me started losing altitude fast and I watched it(go down) for several thousand feet before looking around for fighters. Gunners in other ships said it hit the ground and exploded Don't know why they didn't bail out as the had time. We lost 4 bombers today. Todays mission lasted 9 ½ hrs. We took almost same route as yesterday. The hills around Stendall had

How we got out of these I don't snow on them . I seen an observatory on one ofthem. know. any had a few holes Had a good view of some of in plane. Pitce of flahunt through nose of planights the German super-highways by bombardier hud but it below. They sure looked nice 4 lanes. In starting to get a missed him O.K. as we came passed the target another newone, needa feur days rest. Had a spot jommer along 13-17 behind me started losing altitude fast and today and he secound the I watched it for serval roder upon six ferry gura. thousand feet befor looking Received word today that another even of our in Dearburg Lann around for fighters, Junio in other ships said it worshot down, Lost 22 bombers out of air force yesterdays and hit the ground and explored Port know why they didn't shot down 40 Me. 262 jet planes. On may back seen serval towns buil out as they had time burning brow. Must have been The last 4 bombers today Todays mission lasted 92hrs but by fighter or fighter - bombers The took almost same mite as I seen no smoke markere as yesterday. The hills in the air and it was toofer inside of lines for artitlary. around Stendall had

snow on them. I seen an observatory on one of them. Had a good view of some of the German super-highways below. They sure looked nice 4 lanes. Im starting to get a little nervous. Need a few days rest. Had a spot jammer along today and he screwed the radar up on six Jerry guns. Received word today that another crew of ours in Dyersburg Lenn was shot down (lt Forbes). Lost 22 bombers out of air force yesterday and (qunners) shot down 40 Me. 262 jet planes. On way back I seen several towns burning below. Must have been hit by (P-51) fighters or fighterbombers as I seen no smoke markers in the air and it was too far

inside of lines for artillery.

Sure felt good to see it. Hope the

Huns get hell. Seen about 16 barrage balloons on way back near lines along east bank of Rhine where our force was crossing.

11) Mission of April 10, 1945 Awakened at 6:AM Take off at 10:30 A.M. Bombs away at 3:33 P.M. Bombed from altitude of 25, 000 ft. -34' cent. Hit ordnance plant just north of Berlin only one mile from a P.W. camp. Hope we missed the P.W.s. We had a screening

force of 6 mesquitoes who came in just ahead and dropped chaff Bomb load of 12- 500 lb bombs. The

group over to our right was getting heavy flack but we weren't getting any. Some

think looked a little fishy Sure felt good to see it. Hypothe Soon found aut why for out Huns got hell. Sun about spa cloud takind our plane 16 barrage balloma mury rame a Me 262 like a batout near lines along rast of hell it made a rivele of bank of Rhine where our force our squadrom staying just was crossing. sut of vange but us gove it (1) Mission of aperillo, 1945 a per bursto from our guro. Awakened at 6: am Take off It aut scross in front of our at 10:30 a.m. Bomba array at squadom and dove on a 3.33 P.M. Bowled from altitude. B-17 gist blow uson our right. of 25,000 ft. - 34° cent. Thit The D-17 was laving trouble ordnance plant just north and couldn't perpuge. The jet of Berlin my me mile came gliding in from Thigh from a P.W. camp. Hope we mits tail and geened fire. missed the P.N.s. The had a screening with its campons. I could force of 6 mesquitor unbocame see part of the tail and wing in just ahird and dropped thef fly into the sir as the shelle Bank lood of 12-500 lt bomb. The hit the B-17. Parts of it ware group over to our night und flying all over. The sit didn't getting heavy flak but we brack away until about 100 wernt getting any som At from it the B-17 caught

thing looked a little fishy. Soon found out why for out of a cloud behind our plane came a Me 262 like a bat out of hell it made a circle of our squadron staying just our of range but we gave it a few bursts from our guns. It cut across in front of our squadron and dove on a B-17 just below us on our right. The B-17 was having trouble and couldn't keep up. The jet came gliding in from 7 high on its tail and opened fire with its (30 mm) canons. I could see part of the tail and wing fly into the air as the shells hit the B-17. Parts of it were flying all over. The jet didn't break away until about 100 ft from it. The B-17 caught

fire and went down. Some of the rest of our crew said they seen six chutes leave the plane but I was too busy watching the jet as it came around toward our tail again. It turned off towards another group though. I seen one more B-17 shot down by a jet in the group behind us. It exploded after falling about 1000 ft. Another enemy ME 262 pass over us going towards 6 oclock. The bombardier and navigator seen a B-17 at 10 oclock get hit by flack and blow up - No chutes. Don't know where our P-51s were. There were stragglers all over sky as some of them had engines shot out and couldn't keep up.

a B-2+ straggles came forer and five and went down , Some of goined up with us for protection the rest of our crew said they sait couldn't keys up with seen sid chutes leave theplane its groups. The gune gambel on but I was too busy watching a P.SI so le came over into the jet as it came around the middle of our squadom towards our tail again. Ithing for sufity. Bet he filt nervous off towards, another groups though. I seen me more B-17 shot dam and we some of the boys turned their gun turnets to brar on by a git in the group behind ment exploded after falling him . In don't trustary plane up there . some of the Huns have about 1000 ft. another energy p-51 a too. In lost 3 bombers Me. 262 pass wer us going today out of our group. Croased towards & oclock . The bombaching the channel near the fingers. and naviguter seen a 0-17 on the French coast. Sanded at 10 oclock get hit by flack at TP.M. Sure tested. and bloir up - The chutes. 120 Mission of ageoil 11,1945 Them. Don't know where our P-51's amakened at sam. Take off at mene. There were stragglers approx. Sa.M. Bout load of all over sky as some of 5-1000 lt H.E. Bombing altitude them had engines abstort 25000 pt. Target Munich and contint keep mp.

A B-24 straggler came over and joined up with us for protection as it couldn't keep up with its group. The guns jambed on a P-51 so he came over into the middle of our squadron for safety. But he felt nervous as some of the boys turned their gun turrets to bear on him. We didn't trust any plane up there. Some of the Huns have P-51s too. We lost 3 bombers today out of our group. Crossed the channel near the fingers on the French coast. Landed at 7 P.M. Sure tired. 12(a) Mission of April 11, 1945 Wednes.

Awakened at 5 A.M. Take off at approx. 8 A.M. Bomb load of 5- 1000 lb H.E. Bombing altitude 25,000 ft. Target Munich.

We flew high squadron today. Still flying purple heart corner.

Our group formed just south east of Paris and started gaining altitude. On the way over in our plane we crossed over the northern part of Paris at about 6,000 ft. I coud see the big tower down there near the river and there was an airfield about

5 miles north of the city. As our group was forming just east of Paris at about 23000 ft our number three engine burned out a (main) bearing

and blew three cylinder heads and almost tore engine from Plane. Was afraid prop would fly off

the flew high equadrom today. The plane shook like a feaf for a manute until prope ina I flying purple heart corner. frathend and stopped. It Hemt Our group formed just south almost feathered number cast of Paris and started 4 engine instead. Both the ing altitude. On the pilot and co-pilot were off way over our plane we interphone and so the reat crossed over the norther of us didn't know what part of Paris at about me going on for a moment. 6,000 ft. I could see the One minute we were with big tower down there new formation and next mondent the river and there was we were losing attitude an ainfield about fast and plane was viabriting 5 mile north of the city. so bad that I thought at de our group was forming would shake apart. I grabbel just rast of Pais at about my white and putit on 2 3000 pt our number three engine broned out a fearing and wowled to excape exit where I stayed untite and blen three cylinder hende at Hunt informed my what and almost tore engine from had happened . He sure make Plane your afraid prope me mad sometimes , would fly aft

The plane shook like a leaf for a minute until prop was feathered and stopped. Pt Hunt almost feathered number 4 engine instead. Both the pilot and co-pilot were off interphone and so the rest of us didn't know what was going on for a moment. One minute we were with formation and next moment we were losing altitude fast and plane was viabrating so bad that I thought it would shake apart. I grabbed my chute and (snapped) put it on and crawled to exscape exit where I stayed until Lt Hunt informed us what had happened. He sure makes me mad sometimes.

We had to leave formation and head for home. First squadron abort in 25 missions Salvoed our bombs from alt. of 10,000 ft in channel south of London near wash. Bombardier let navigator salvo them soft. They explode upon impact with water though. Our target was supposed to have been oil dump north of Munich. Time in air over six hours. (April 12 1945) Lt Forbes crew killed today when a P-51 collided with them on practice mission. April 13, 1945 Friday. Presed Roos. Mission of 12B. Stations at 11 A.M. Takeoff at

noon. Bomb load of 12-

500 lb H.E. and two incidence The had to leave formation Taget at 3:20 p.M. Eascorted by and heads for theme home . First P- 514. One free lance outfit spundom abort in 25 mission of P-47. and Spitfines in arra falvordour bombe from att. Most of try was made over of 10,000 ft in channel worth channel and north sea along of London near wast. Bohtashe parallel with the Fisian let navigator salvo them soft. Selands. It were over land They explode upon inpact my a few minutes befor with water though . Our hatting torget of Neuminster target was supposed to have which was the secondary targets been ail damp north the roil center there. Good visibility of Munich. Time in this Bombaltitude of 20,000 pt. over sid hours april 12 1945) It Forbes wen No flock at target but floch on way back as we cataroud pilled today when a P-51 by Hamburg. 88 MM. Just collided with them m after crossing target plane practice mission. April 13,1945 Friday. Presend Rom in group behind dropped to bombe an plane under it and the Misim \$ 12B. Statione at 11 a.M. Tak offat bombe raploded. I seen me plane noon. Bomb load of 12- spiral down but later to

500 lb. H.E. and two incendiary Target at 3:20 P.M. Escorted by P-51s. One free lance outfit of P-47s and Spitfires in area Most of trip was made over channel and north sea along parallel with the Frisian Islands. We were over land only a few minutes before hitting target of Neumunster, which was the secondary target. Hit rail center there. Good visibility Bomb altitude of 20,000 ft. No flack at target but flack on way back as we cut around by Hamburg. 88 MM. Just after crossing target plane in group behind dropped bombs on plane under it and the bombs exploded. I seen one plane spiral down but later they said six were lost

(12C)

(13) Mission of April 16, 1945. Mon.

Hit Regensburg today with six one thousand lbs. bombs. We bombed the bridge out which crossed the river east of the town. Another bridge up stream we left alone. The other groups bombed the town and rail yards. No clouds today so had a good view. I watched as we hit the bridge and also watched the bombs from other groups hit town and rail yd. Hope it killed a lot of those bastards. Heavy flack but we made a sharp turn to right and so missed most of it. Mission lasted from 11 A.M. until 7:55 P.M.

(120) (18.) Missim of april 16, 1945 Mm. The flew Judge Lettle ask which is a good ship. Dombed from attitude of 24,000 ft. Hit Regarisburg today with me thousand the bombs. The bombed the bridge out which crossed the river rast of the town. another Flow 15 Man wer burning by april 17/45 bridge up stream we left alme. The other groups bombed the town and rail yards. No clouds today so had a good view. I watched as in hit the bridge and also watched the bombs from other group hat town and rail yd. Hope it killed a lot of those bastards Heavy flak but we made a sharp tunto right and so missed most of it. Miscon lasted from 114m. untill 7.55 P.M.

We flew Judy's Little Ass which is a good ship. Bombed from altitude of 24,000 ft.

Flew 15 Missions over Germany by April 17/45

The smoke where the bombs exploded in the formation was so thick I couldn't tell how many went down although I could see the squadron was all blown to hell.

(14) Mission of April 17, 1945 Target Dresden. Bombed marshalling yards at Dresden from altitude of 25,000 ft. We were the third group over so had to fly through the lead groups vapor trails. Bomb load of 12 - 500 lb. bombs. Takeoff at 9:56 A.M. Landed at 6:18 P.M. No waist guns in ship as our squadron removed them yesterday to save weight. They didn't think we would need them again. Heavy flack over target. Had several big holes in left wing One engine hit by flack but we kept it going although we didn't know how bad it was. Flack suddenly stopped on

the smoke where the bombs explorted atin was so thick & see the squadom blown to hell. Mission of aperil 17, 1945 - pilot each sit Me 2620 arget Onesdin, Bombed flying blow we through a shalling yourds at Dresdin in the clouds. at the same from altitude of 25,000 ft. time three gets came in on be were the third group over a provenit surve on our had to fly through the squadrong tail at 7 oclock unper vapor Alightly high. One came in Bomblond of 12-500 lt. four tail and opened lombe Takeoff at 9:56 a.M. fire on us. I could see Landed at 6:18 P.M. No worst greens winking at us as gurs in ship as our squadray fired them. The three gets came removed them yesterday to save in at way out of the vaportrails waight. They didn't think we I opened five at him ad som would need them again. as I seen him and Heavy plack over target. Had firing at him althou several by holes in left in he aproached on engine hit by flack. oul of my guna samed at it going although we know how bad it was or 3 hundred agak out he swend dis plane and other side of target as us made " I tild at our wing ship

and we soon found out why. The co-pilot seen (Navigator seen it) six Me 262s flying below us through a break in the clouds. At the same time three (Me 262s) jets came in on

a pursuit curve on our squadrons tail at 7 oclock slightly high. One came in on our tail and opened fire (from about 800 yds) on us. I could see his guns winking at us as he fired them. The three jets came in at us out of the vapor trails. I opened fire at him as soon as I seen him and kept firing at him although as he approached our tail one of my guns jammed. At about 2 or 3 hundred yds out he swerved his plane and fired at our wing ship

other side of target (a turn north as we made)

which was next to us and slightly in the lead. I could see parts of a plane flying into the air as the cannon shells hit it out of the corner of my eye. I thought at first that it was from our own wing, but later I seen it was from the wing ship where the shells hit its tail and shot most of its ball turret in the wing ship had the sighting glass and door shot off and the qunner fell out and hung by his feet for a few moments in the slip stream before falling. Guess he was dead.

Most people think that one proge which was meat to us and slightly in the brad. I could to god when in a tough apor but up there I didn't have su parts of a plane flying time to think about anything into the air as the cannon as he came in The only thing shells hit it out of the Sthought about was hitting corner of my eye. I thought "rat pirat that it was from The bastand befor he got me. ir own wing but later While got some shote at it from the ball as it want down & seen it was from the a little below the level of our wing ship when the tail. He said that he could shells hit its tail and see bullets bouncing off of the shot mint of its ball turret away. The ball jets billy befor he don't. twent in the wing ship The jet was given to the diad ballgunner as bis had the sighting glass and spot down by him as the get door shot off and the gunner fellout and broke away about fifty 2 by kis feet for away it want up and over in momento in mits back and dived below us. The bombardier the slipe stream befor got some shots at it falling . Spisse he was deal.

Most people think that one prays to god when in a tough spot but up there I didn't have time to think about anything as he came in. The only thing I thought about was hitting the bastard before he got us. Wells got some shots at it from the ball as it went down a little below the level of our tail. He said that he could see bullets bouncing off of the jets belly before he lost it. The jet was given to the dead ball gunner as being shot down by him as the jet broke away about fifty feet away it went up and over on its back and dived below us. The bombardier got some shots at it

but his guns jambed because of the small link charts and he couldn't hand charge them as they were hydraulic charged and our hydraulic system was out. Another jet came around at our tail again but 4 P51s met him head on out of a cloud and they all disappeared vanished below me with the 4 P51s after it. They were a lot slower than the jet so I don't know whether they got it or not. Gunner (top turret) on ship next to

us on our right opened fire with tracers on four P-51s coming in and there was a bad moment as they tried

but his gime jambed because toolidentify themselves. It of the small link charte didn't pay to come close to he couldn't hand charge we then we we were rady to open up in any shipe them as they were hydrachic which pointed its noseat charged and our hydraulie us. The most helpless feeling system was out. anothe yet cana around at our tail die ever had in my life again but 4 PSIs methin was today when my guns sambel at the end of the herd on out of a cloude stluck a may back and they all designed in spotted two B-172 variated below me with the 4 PSIs after it. They on ground below us in weren lot slower than German territory where they had work landed the jet or I don't know yesterday & seen one B-17 writher they got it or not. thinner on ship next to in a plowed field mar a man our night openal vood gust inside of terman five with traces on linea four P-Ste coming in and there was a bad moment as they tried

to identify themselves. It didn't pay to come close to us then as we were ready to open up on any ship which pointed its nose at us. The most helpless feeling I've ever had in my life was today when my guns jambed at the end of the attack. On way back we spotted two B-17s on ground below us in German territory where they had crash landed Yesterday I seen one B-17 in a plowed field near a road just inside of German lines.

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No. 2006 - Parading through Royston No 1027 View from H.Q. building No 1046 A little diversion 1541 G.P. chow line No. Dispersal Area No 1099 1108 Return from mission No. No. 2141 Looking out of cockpit window coming in. No. 1140 No 1602 Hi Ho Silver No. 2605 - 909 No. 3103 Line up for Wilhelmshaven No 2615 No. 2631 Ack Ack annie No 2723 No 2119 No. 3039 No 3586 No 3062 - Munster No 3166 Lovenent Regensburg No 3171

No. 3646 Renault Motor works

Flek. It's on beli March 1 44 Dying It's on Chromopol 3 (45. Herey Monory No. 2006 - Parading three Poyetin No 1027 Ven from H.Q. builday No 1046 a little dimin No. 1541 G.P. chow line No 1099 Dispersal area No. 1108 Return pom miser No. 1140 coming in fcontationida No 1602 HI Ho Silver 715. 2605 -909 No. 3103 Line up for Thilhelmahaven No2615 A ch A ck annu 102631 102723 No. 2119 70.3039 10 3586 no. 3062 - Munte 2 mint 70 3166 No. 3171 Reguesting. Hr. 3646 Renault Motor works

Flack. Flew over berlin March 6 44
Dying Fort over Shurenfort
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Appendix:

Map with Mission Numbers and Base:



Aircraft Mentioned:







P-51



Supermarine Spitfire



ME-262

