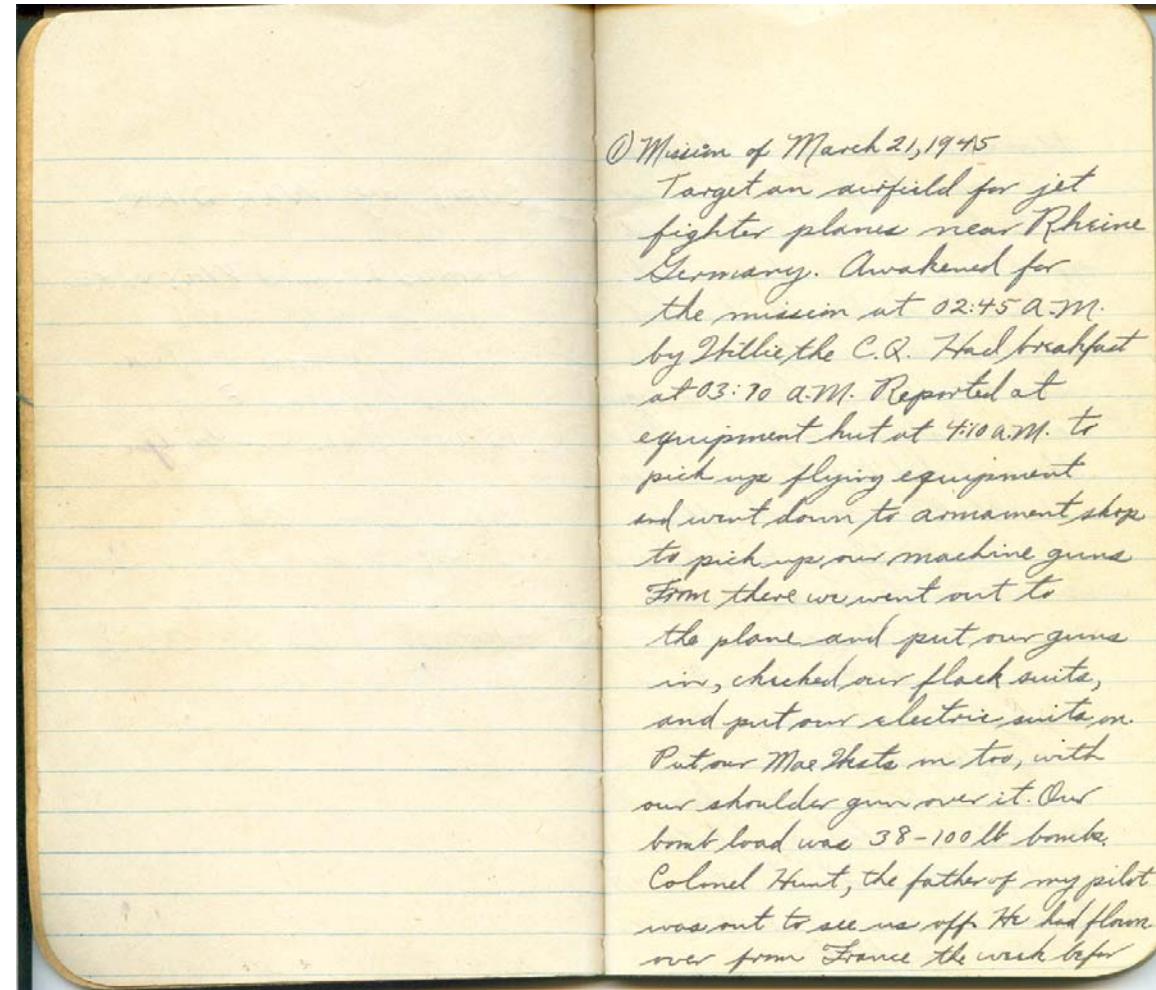


COPY of WAR DIARY

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

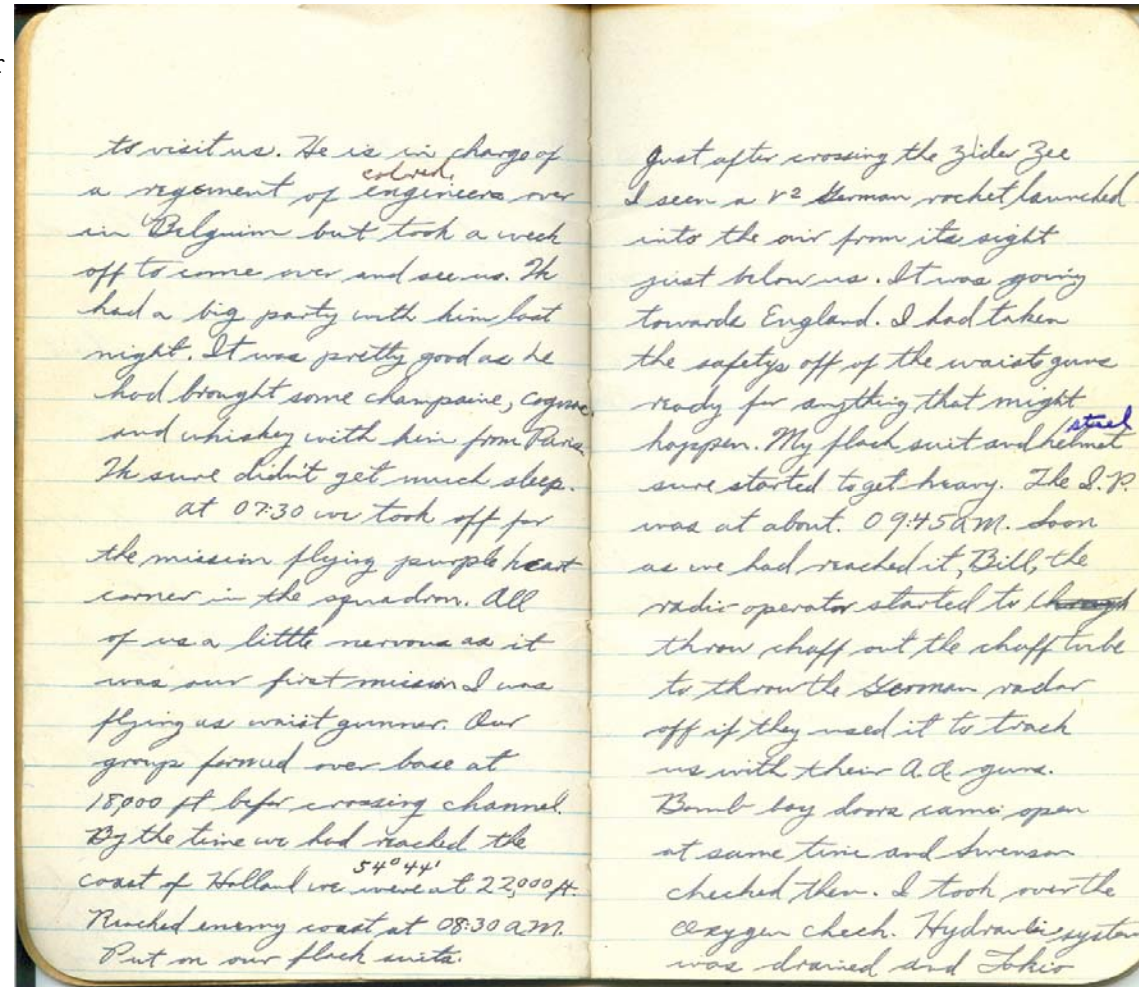


1) Mission of March 21, 1945
Target an airfield for jet
fighter planes near Rheine
Germany. Awakened for
the mission at 02:45 a.m.
by Willie the C.Q. Had breakfast
at 03:10 a.m. Reported at
equipment hut at 4:10 a.m. to
pick up flying equipment
and went down to armament shop
to pick up our machine guns
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

James L. Waymire

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.

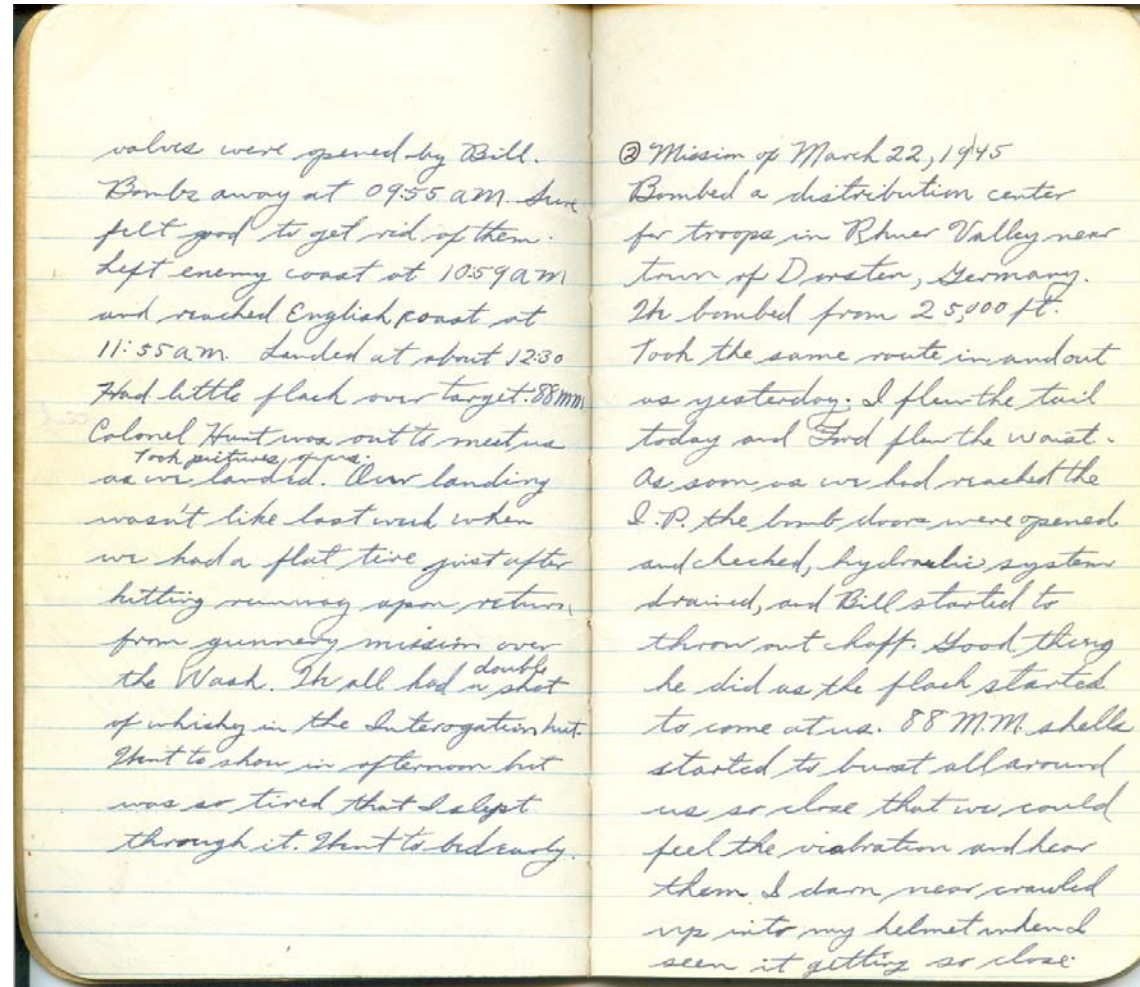


Just after crossing the Zider Zee I seen a V2 German rocket launched into the air from its sight just below us. It was going toward England. I had taken the safetys off of the waist guns ready for anything that might happen. My flack suit and (steel) helmet

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

James L. Waymire

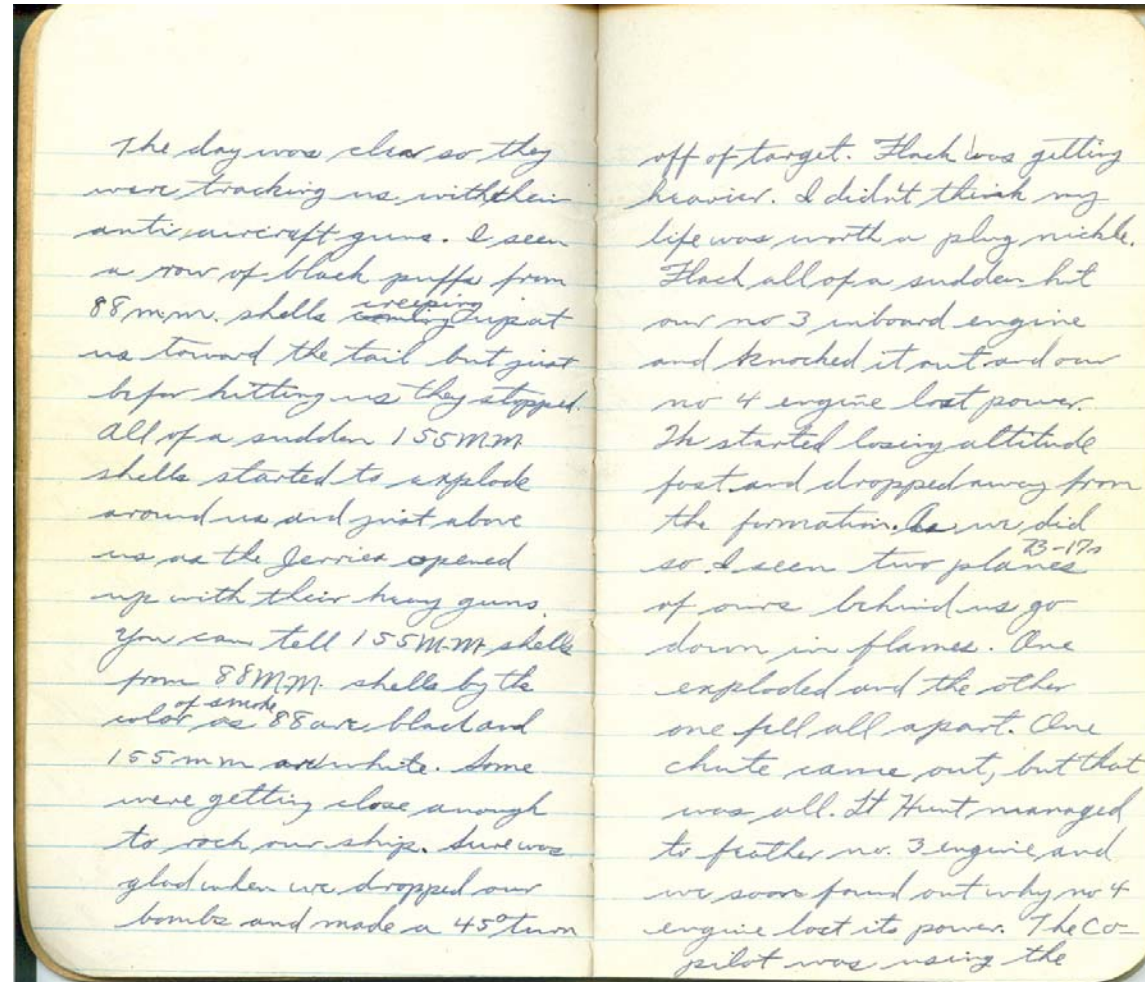
valves were opened by Bill. Bombs away at 09:55 am. Sure felt good to get rid of them. Left enemy coast at 10:59 am and reached English coast at 11:55 am. Landed at about 12:30 Had little flack over target. 88mms Colonel Hunt was out to meet us as we landed. (Took picture of us.) Our landing wasn't like 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.



2) Mission of March 22, 1945 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.

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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



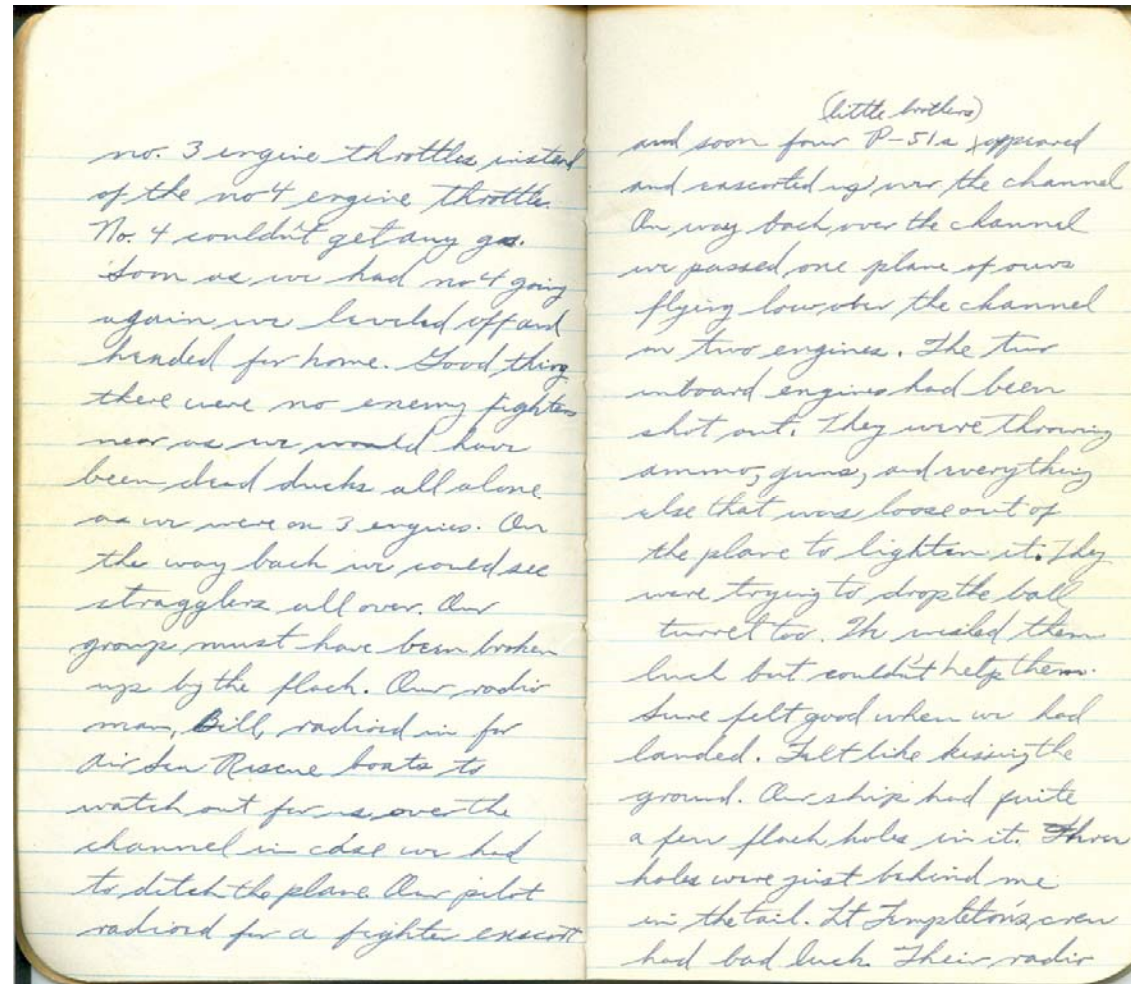
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off of target. Flack was getting heavier. I didn't think my life was worth a plug nickel. Flack all of a sudden hit our no 3 inboard engine and knocked it out and our no 4 engine lost power. We started losing altitude fast and dropped away from the 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 co-pilot was using the

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James L. Waymire

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



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

James L. Waymire

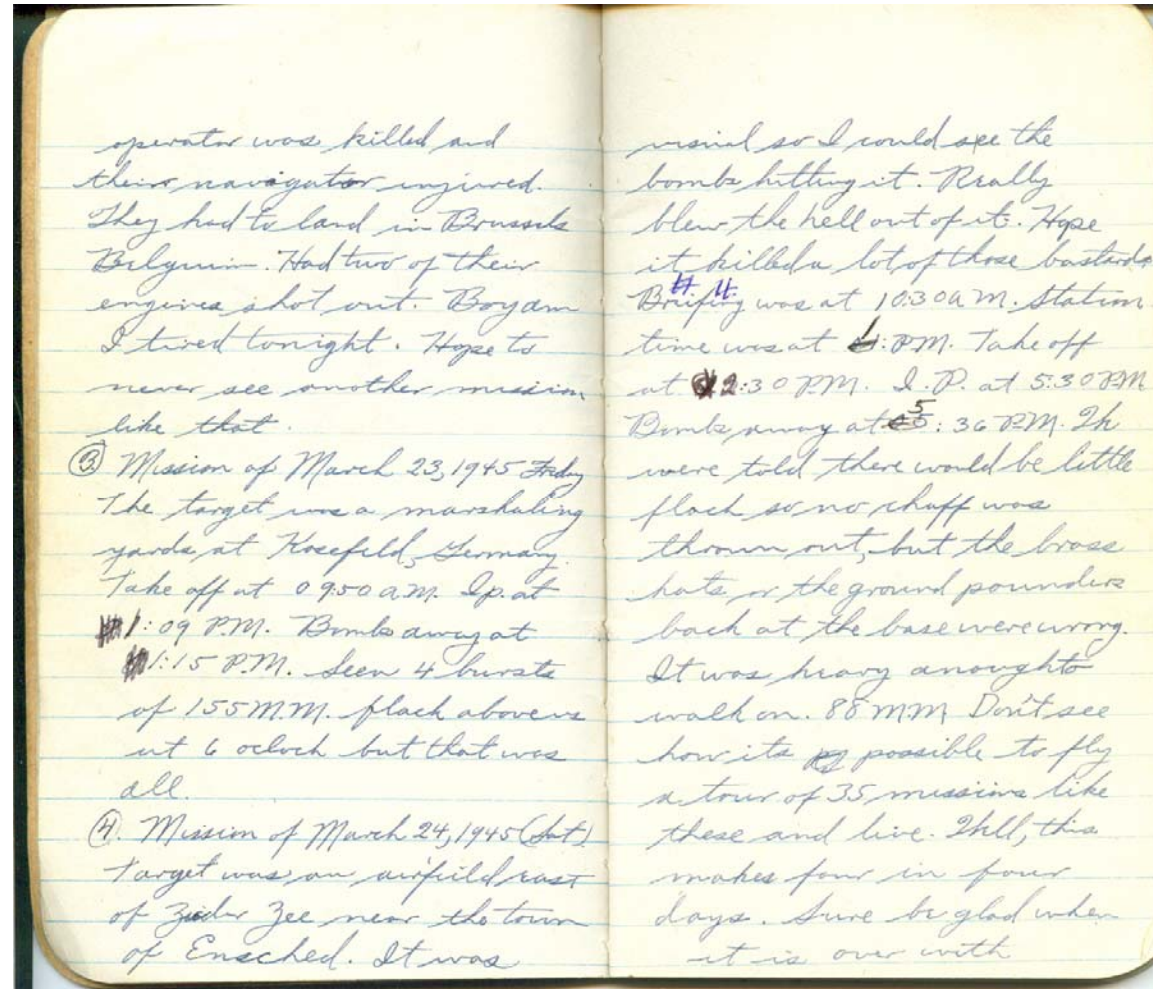
operator was killed and their navigator injured. They had to land in Brussels Belgium. Had two of their engines shot out. Boy am I tired tonight. Hope to never see another mission like that.

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



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.

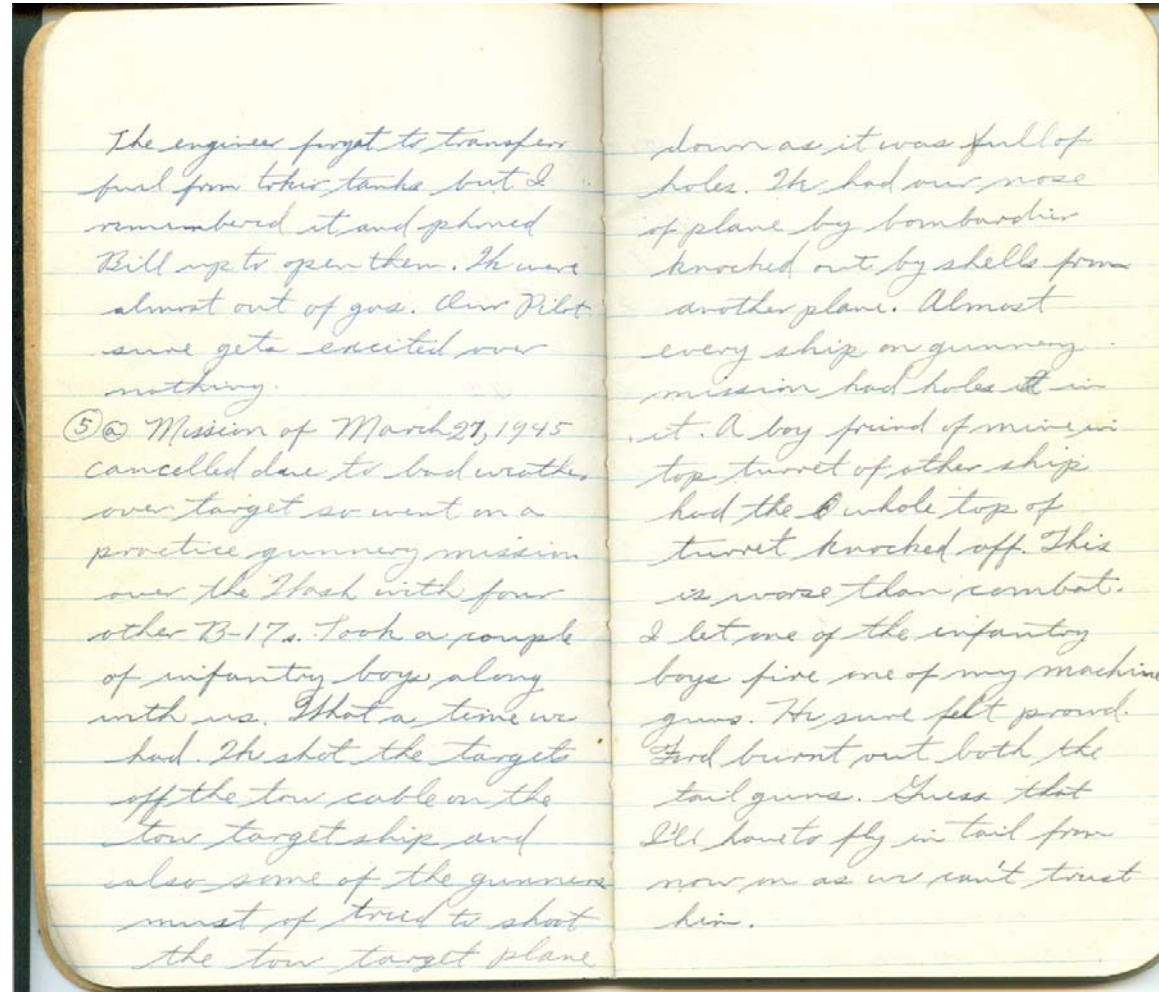
Bombs away at 5:36 P.M. We were told there would be little flack so no chaff was thrown out, but the brass hats or the ground pounders back at the base were wrong.

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.

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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.

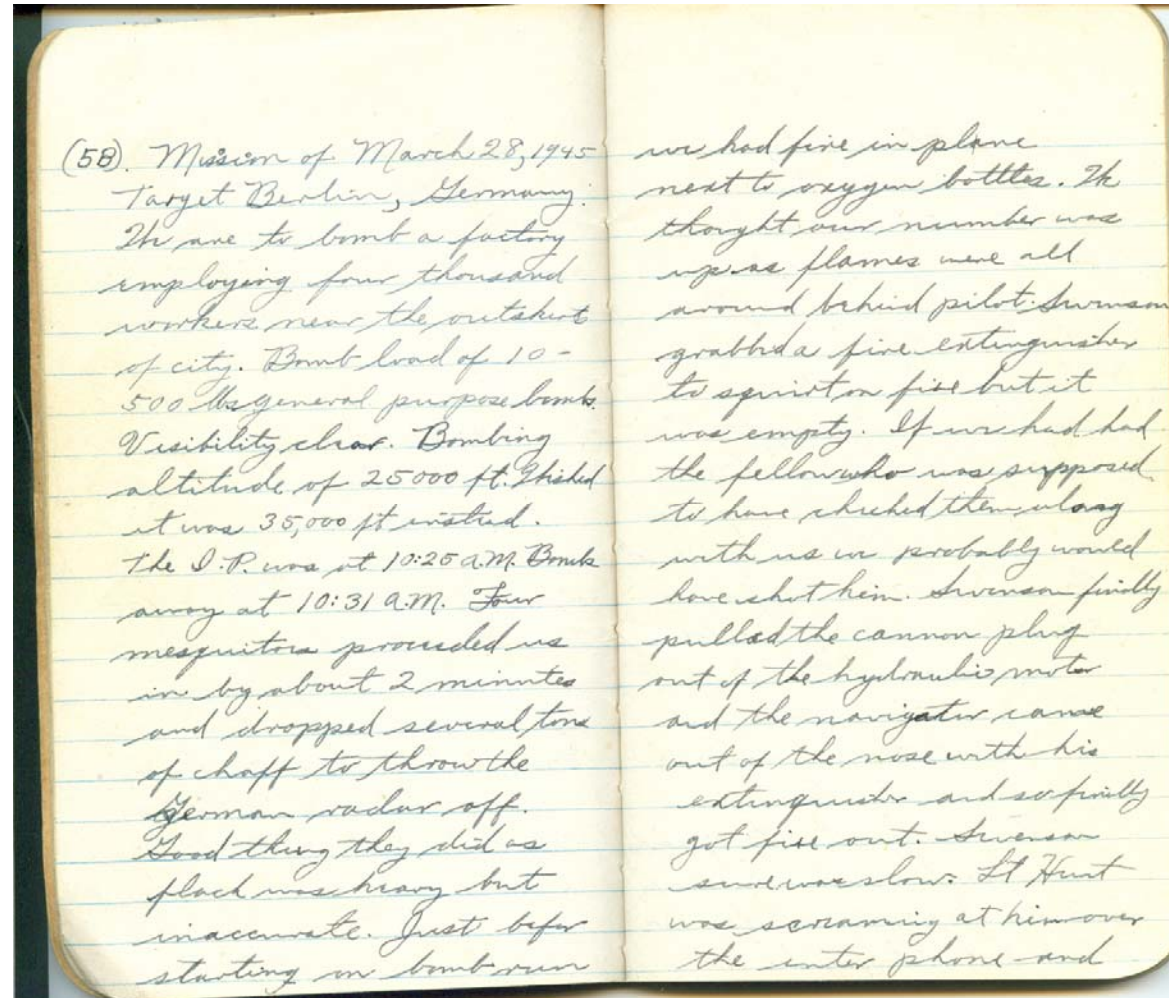
5) a) Mission of March 27, 1945 cancelled due to bad weather over target so went on a practice gunning mission over the Wash with four other B-17s. Took a couple of infantry boys along with us. What a time we had. We shot the targets off the tow cable on the tow target ship and also some the gunners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

James L. Waymire

(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
mesquitos 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

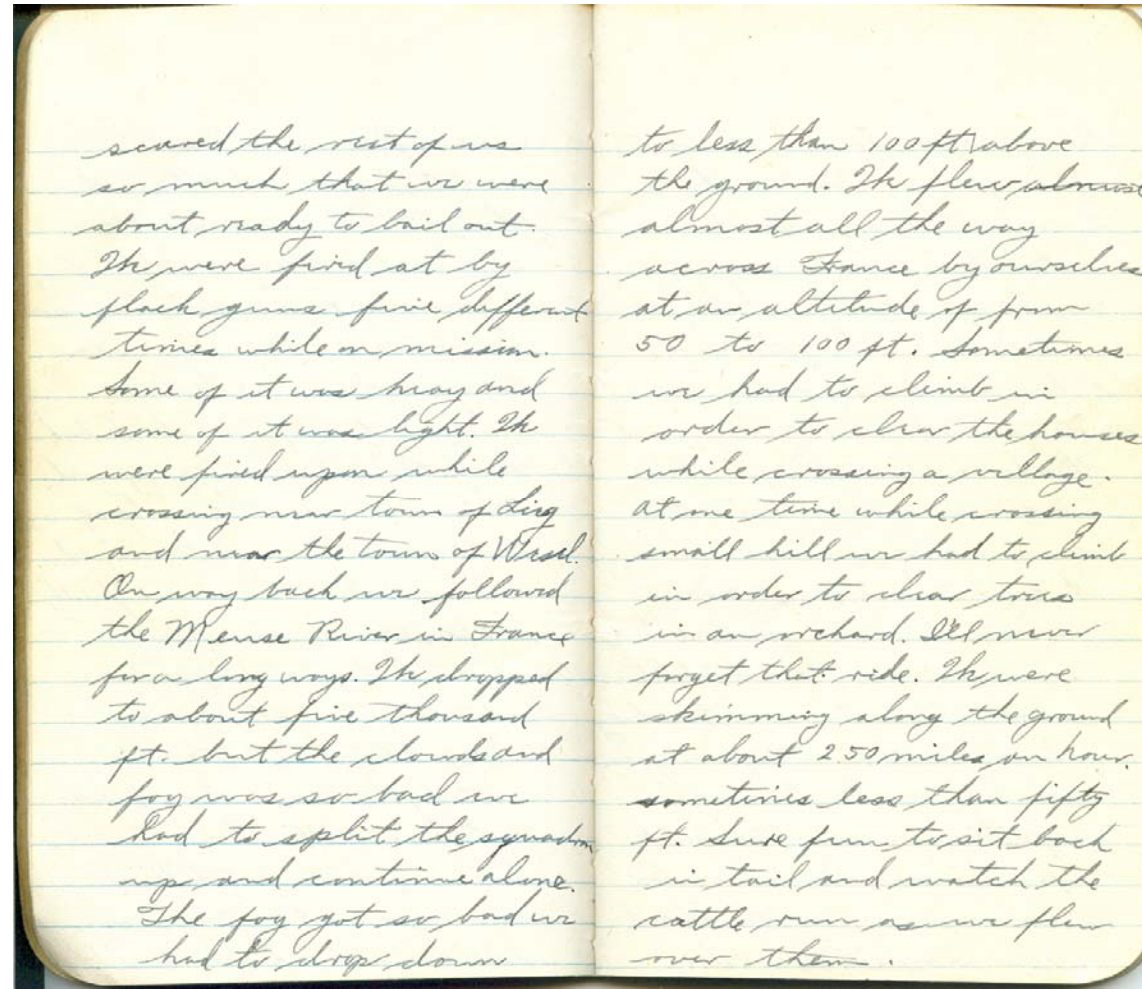


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starting on bomb run
we had fire in plane
next to oxygen bottles. I
thought our number was
up as flames were all
around behind pilot. Swenson
grabbed a fire extinguisher
to squirt on fire but it
was empty. If we had had
the fellow who was supposed
to have checked them along
with us in probably would
have shot him. Swenson finally
pulled the cannon plug
out of the hydraulic motor
and the navigator came
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James L. Waymire

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



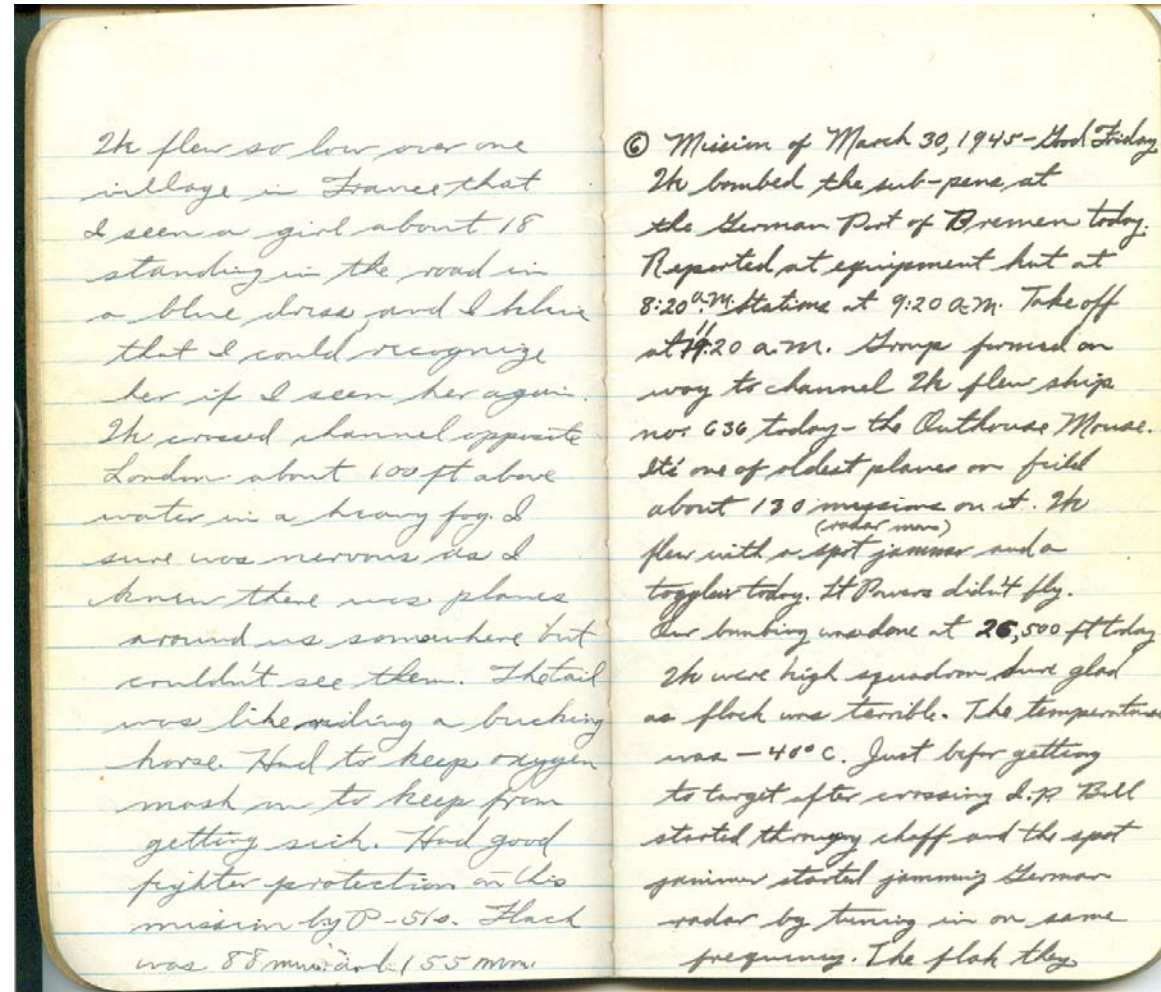
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to less than 100 ft. above the ground. We flew almost all the way across France by ourselves at an altitude of from 50 to 100 ft. Sometimes we had to climb in order to clear the houses while crossing a village. At one time while crossing small hill 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.

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James L. Waymire

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.



6) Mission of March 30, 1945- Good 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.

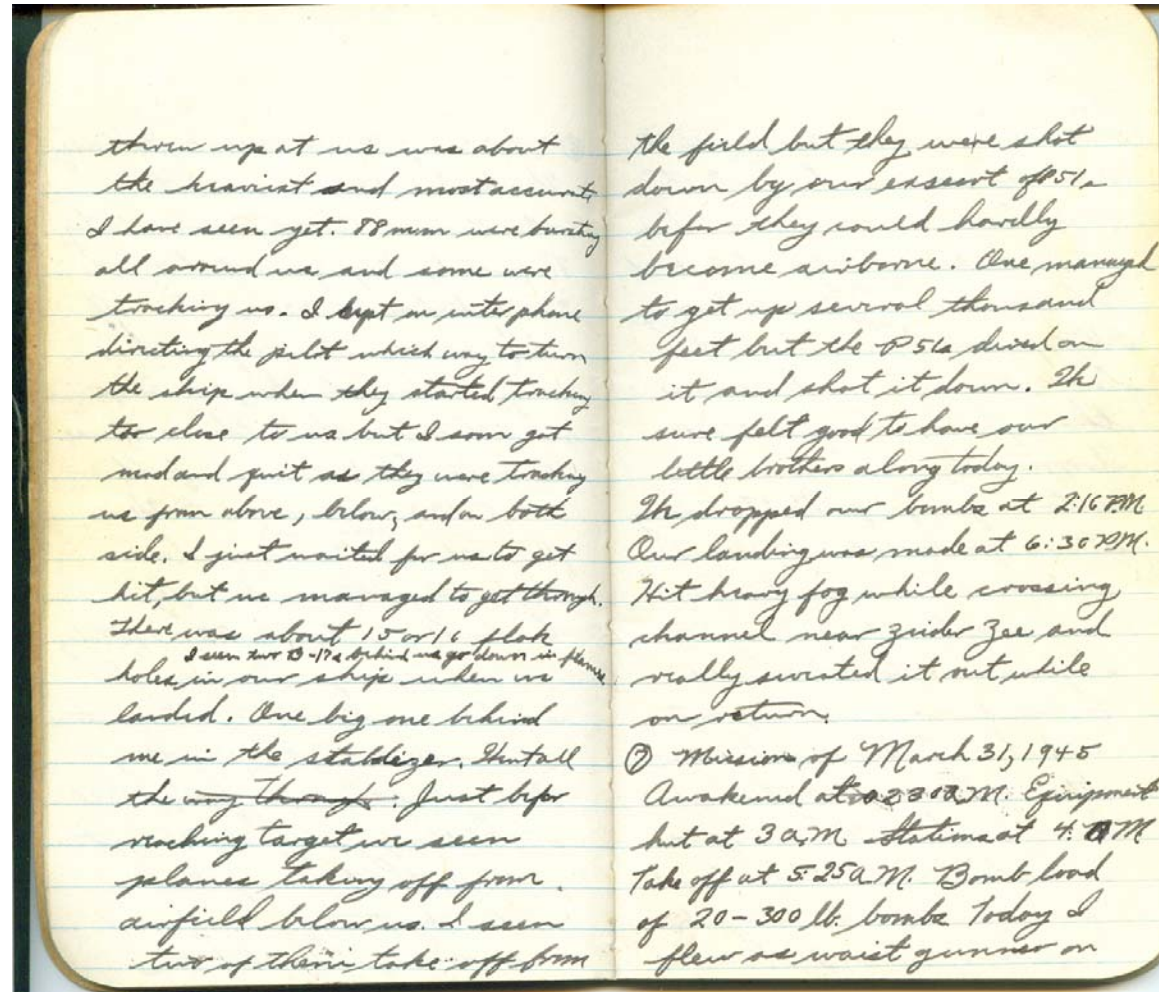
Our bombing was done at 26,500 ft today

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

James L. Waymire

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



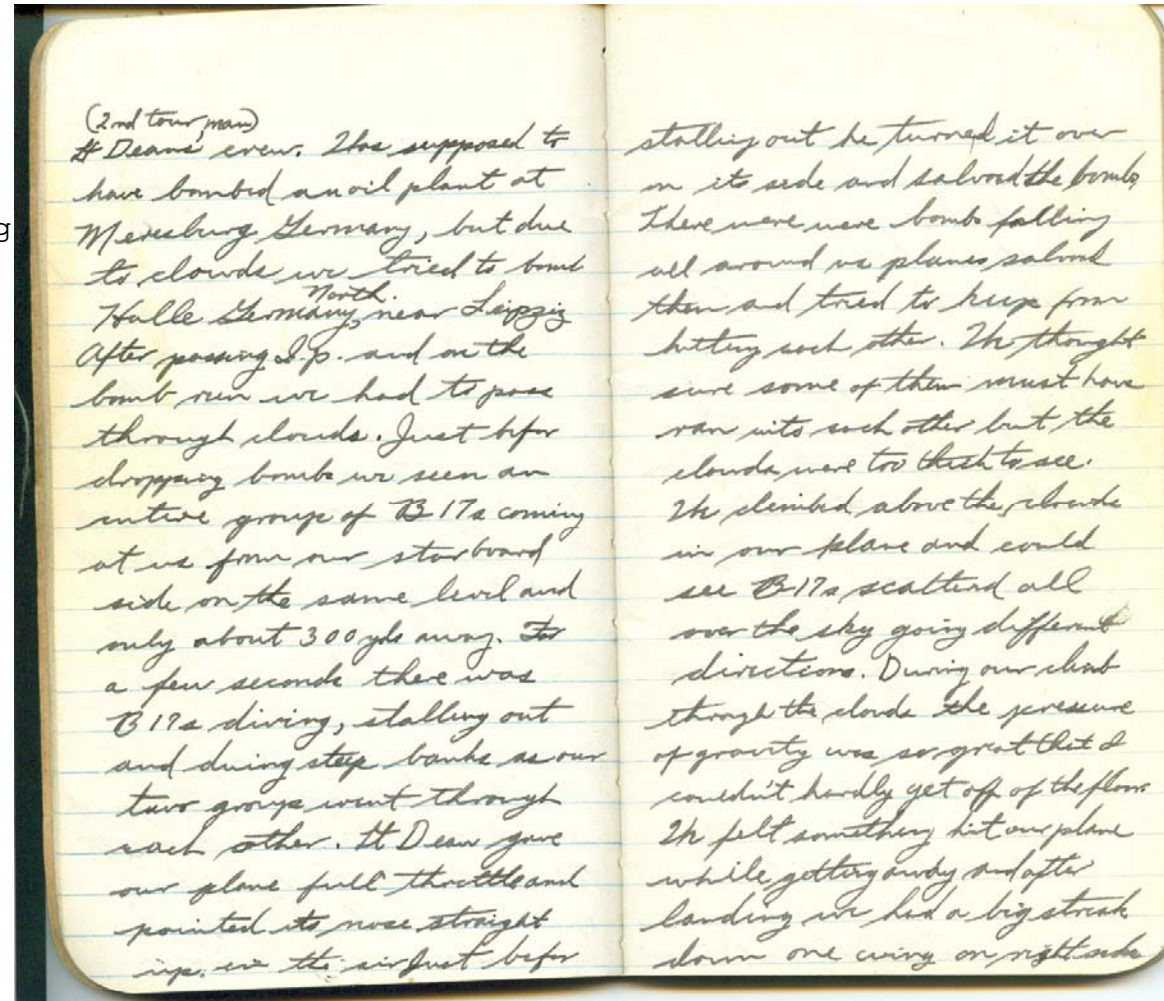
the field but they were shot down by our escort of P51s before they could hardly become airborne. One managed to get up several thousand feet but the P51s dived on it and shot it down. We sure felt good to have our little brothers along today. We dropped our bombs at 2:16 P.M. Our landing was made at 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

James L. Waymire

(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

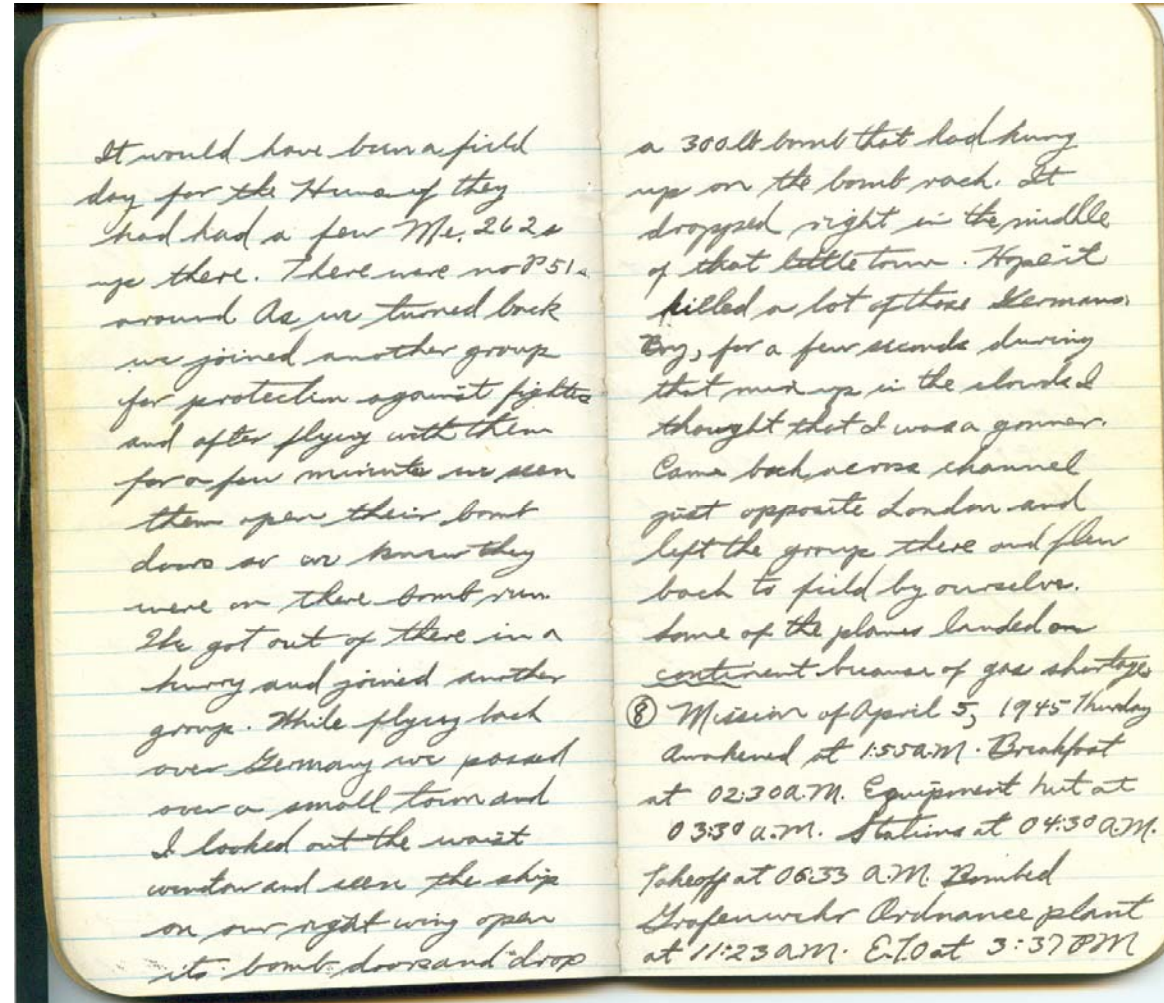


stalling out he turned it over on its side and salvoed the bombs. There were more bombs falling all around as planes salvoed theirs and tried to keep from hitting each other. We thought sure some of them must have ran into each other but the clouds were too thick to see. We climbed above the clouds in 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

James L. Waymire

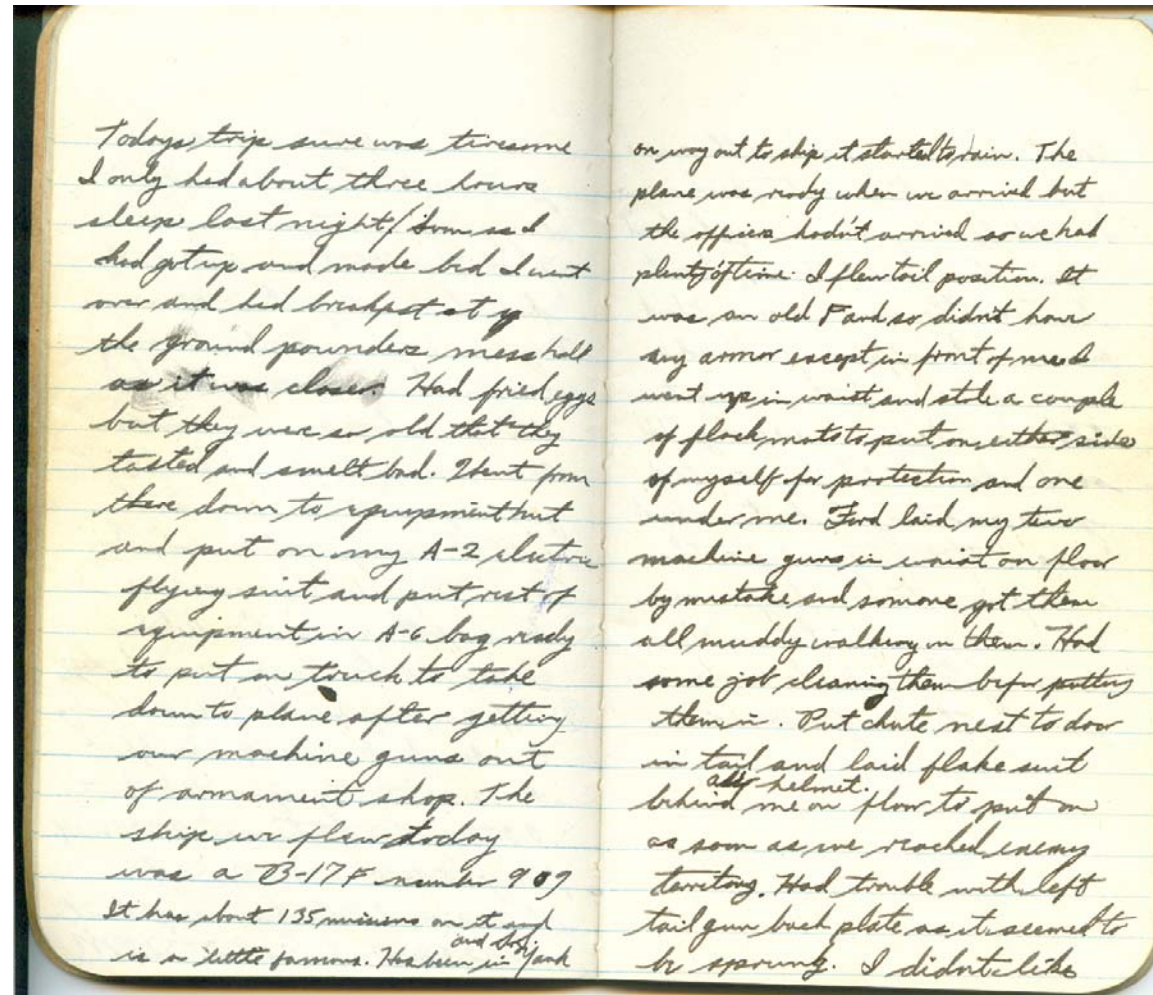
It would have been a field day for the Huns if they had had a few Me 262s up there. There were no P51s around. As we turned back we joined another group for protection against fighters and after flying with them for a few minutes we seen them open their bomb doors so we knew they were on there bomb run. 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 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. 8) Mission of April 5, 1945 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

James L. Waymire

Today's 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



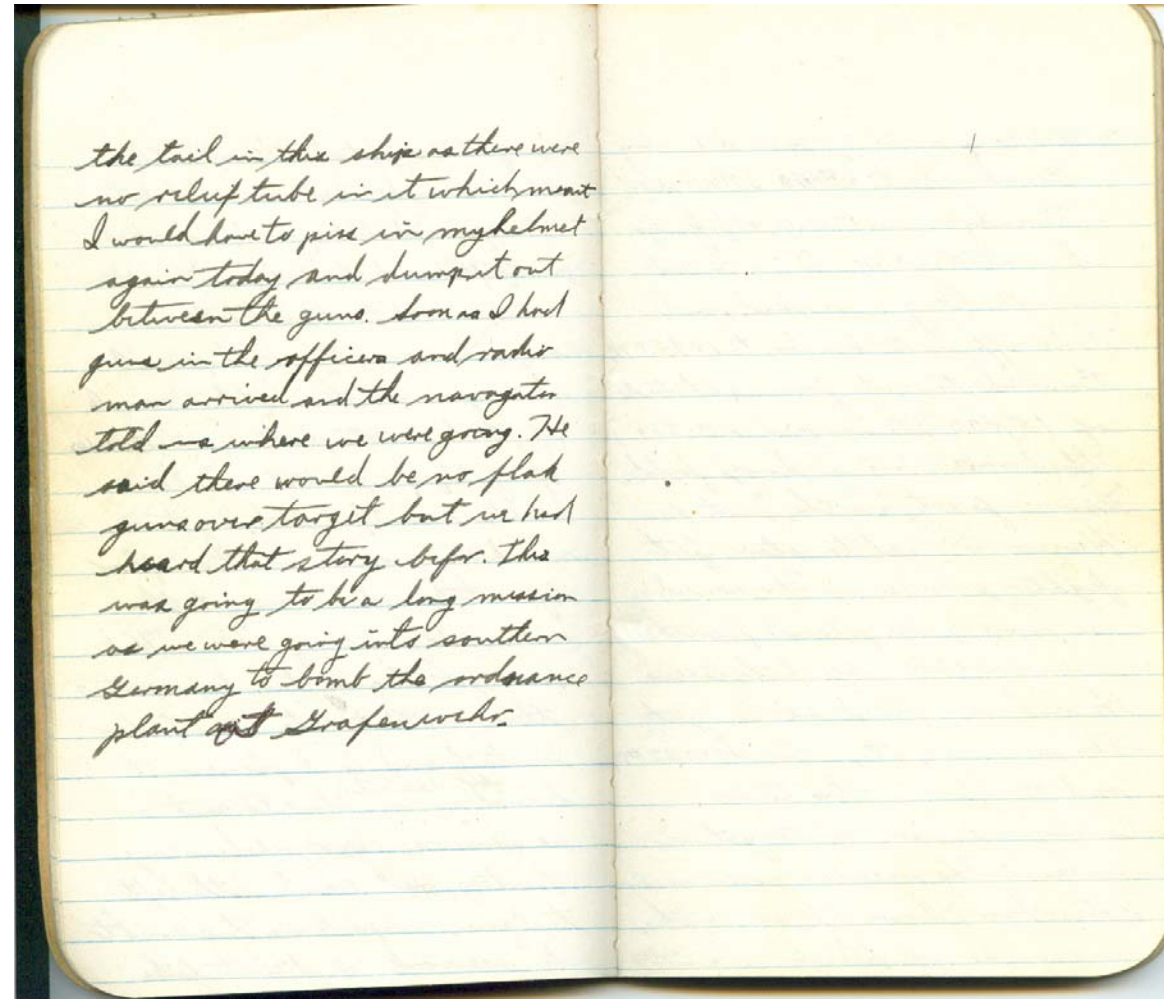
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on way out to ship it started to rain. The plane was ready when we arrived but the officers hadn't arrived so we had plenty of time. I flew tail position. It was an old F and so didn't have any armor except in front of me. I went up in waist and stole 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 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

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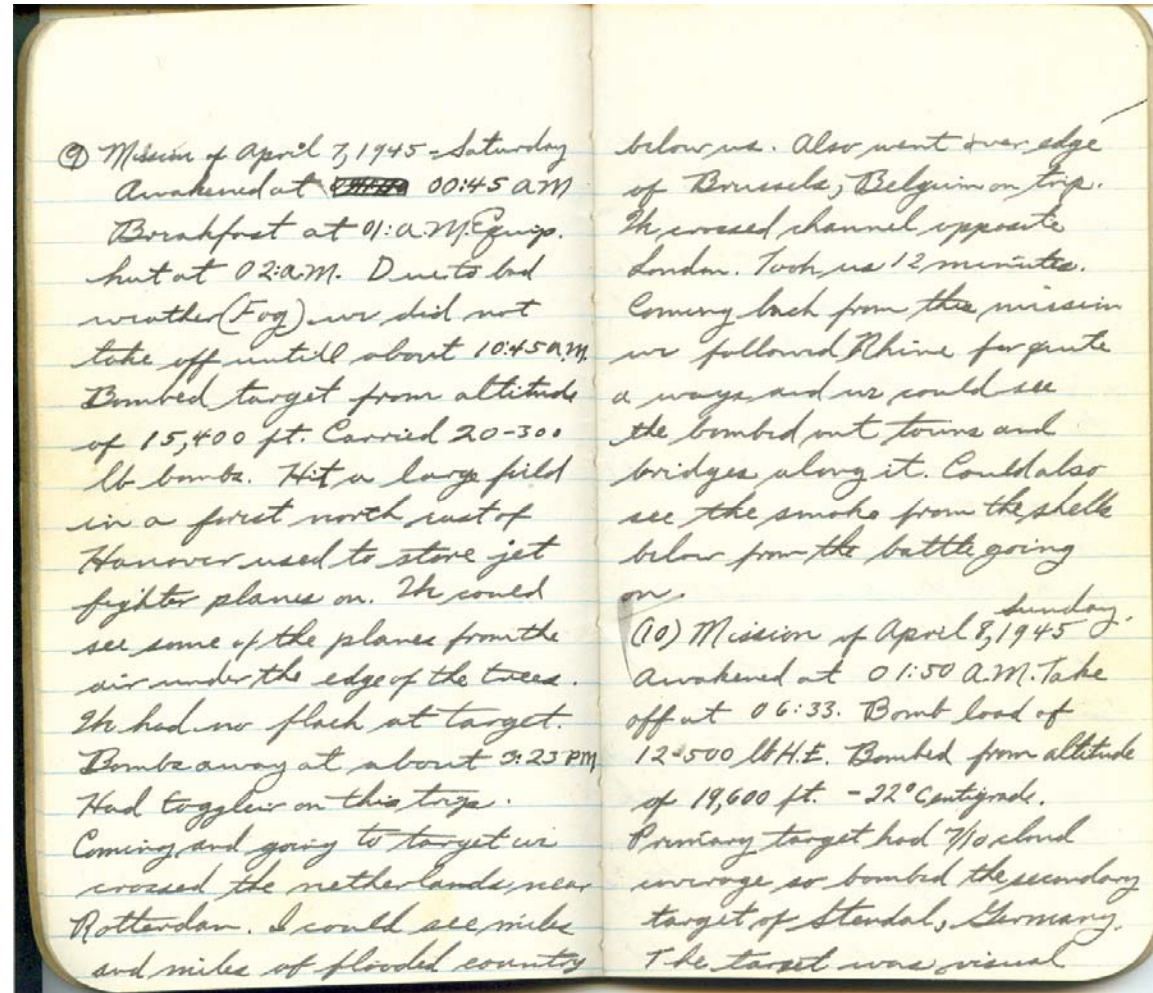
James L. Waymire

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.



James L. Waymire

9) Mission of April 7, 1945 - Saturday
Awakened at 00:45 AM
Breakfast 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. Bombed target 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



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below us. Also went over edge of Brussels, Belgium on trip. We crossed channel opposite London. Took us 12 minutes. Coming back from the 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.

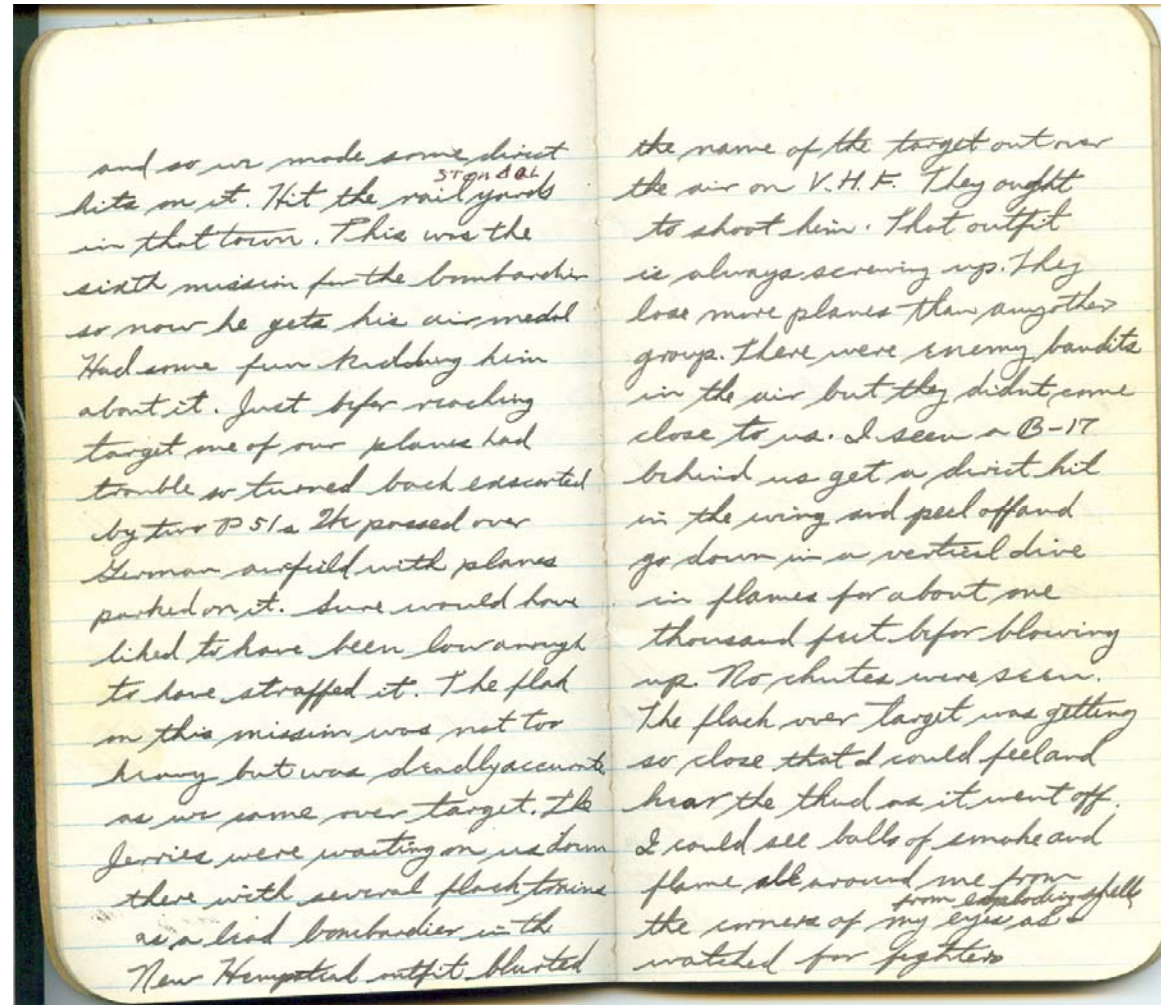
(10) Mission of April 8, 1945 Sunday.
Awakened at 01:50 A.M. Take off at 06:33. Bomb load of 12-500 lb H.E. Bombed from altitude of 19,600 ft. -22° Centigrade. Primary target had 7/10 cloud coverage so bombed the secondary target of Stendal, Germany. The target was visual

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.

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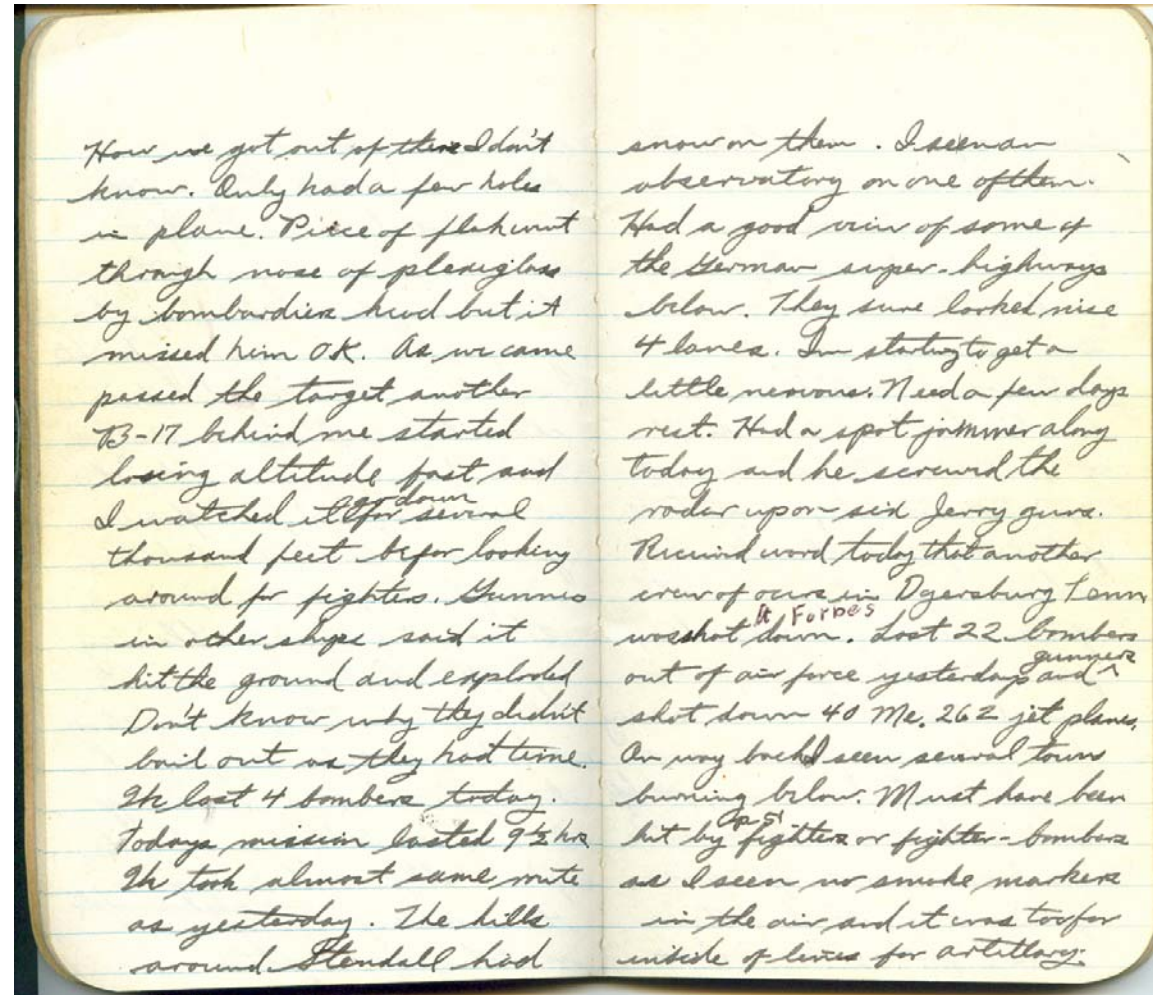
and so we made some direct hits on it. Hit the (Stendal) rail yards in that town. This was the sixth mission for the bombardier so now he gets his air medal. Had some fun kidding him about it. Just before reaching target one of our planes had trouble so turned back escorted by two P51s. We passed over 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 over the air on V.H.F. They ought to shoot him. That outfit is always screwing up. They lose more planes than 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 go 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.

James L. Waymire

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 they had time. We lost 4 bombers today. Today's mission lasted 9 1/2 hrs. We took almost same route as yesterday. The hills around Stendall had



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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. I'm 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 Tenn was shot down ^{by Forbes}. Lost 22 bombers out of air force yesterday and ^{gunners} 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 fighter-bombers as I seen no smoke markers in the air and it was too far inside of lines for artillery.

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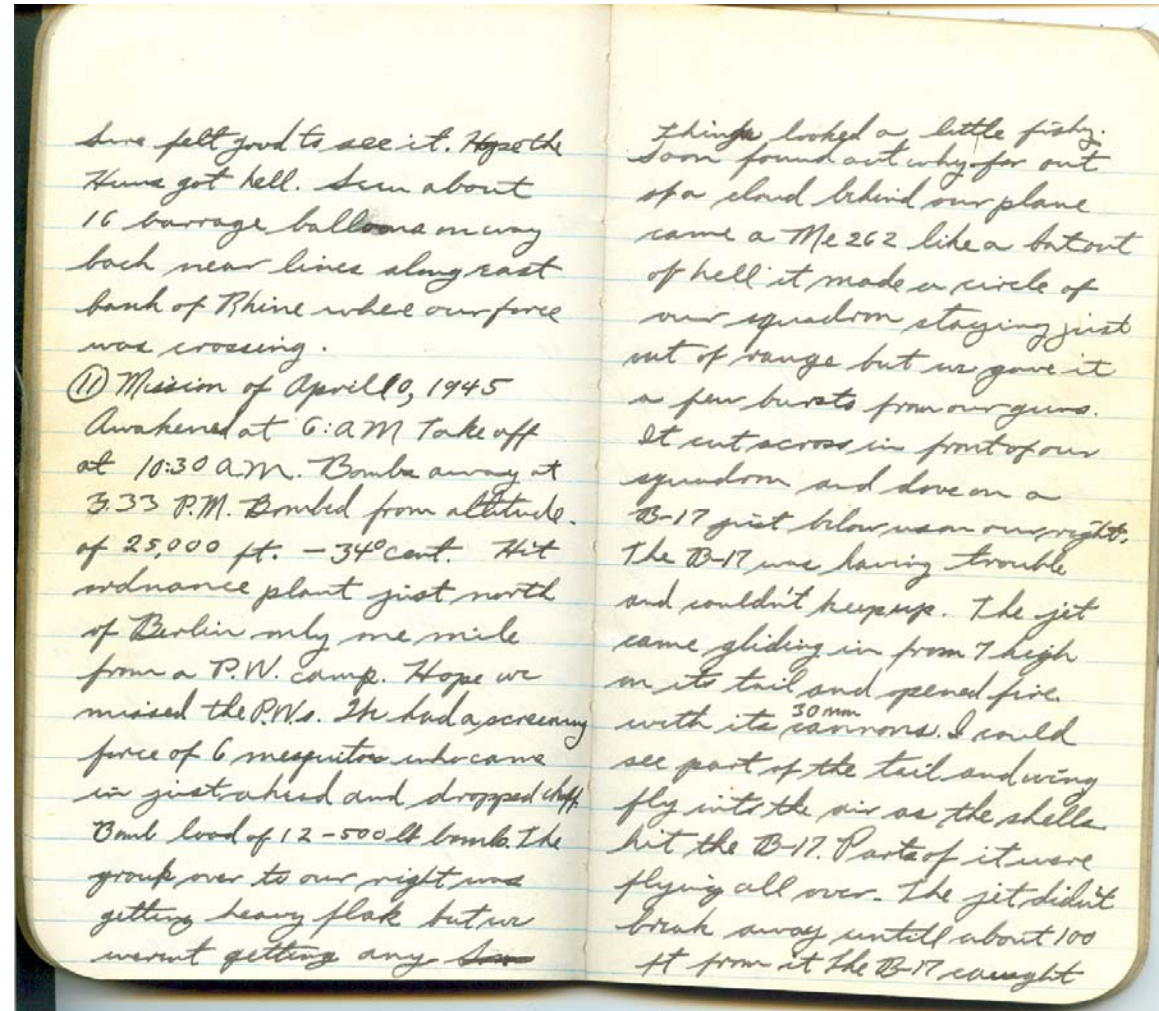
Sure felt good to see it. Hope the

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

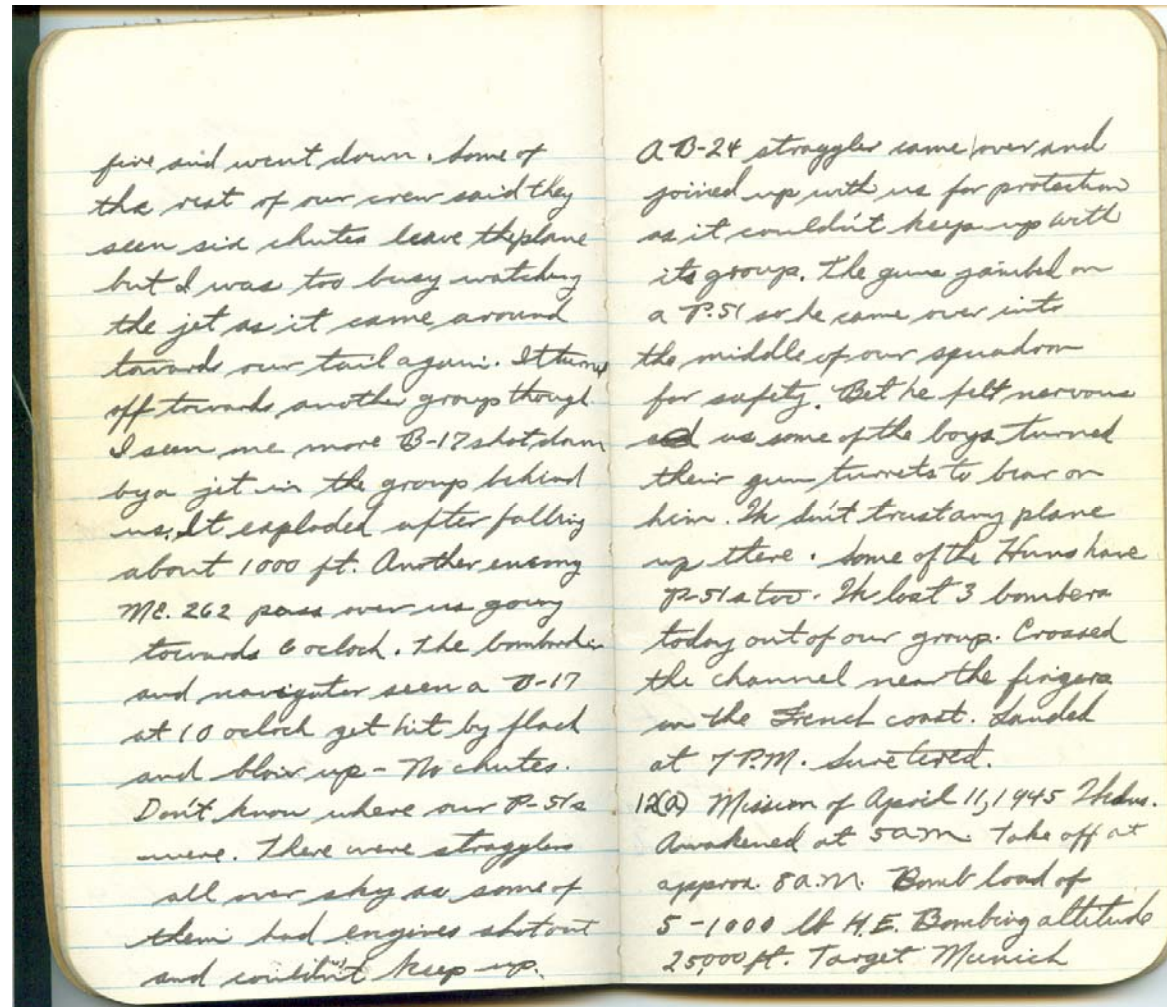
group over to our right was getting heavy flack but we weren't getting any. Some



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 out 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

James L. Waymire

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-24 straggler came over and joined up with us for protection as it couldn't keep up with its group. The guns jammed 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.

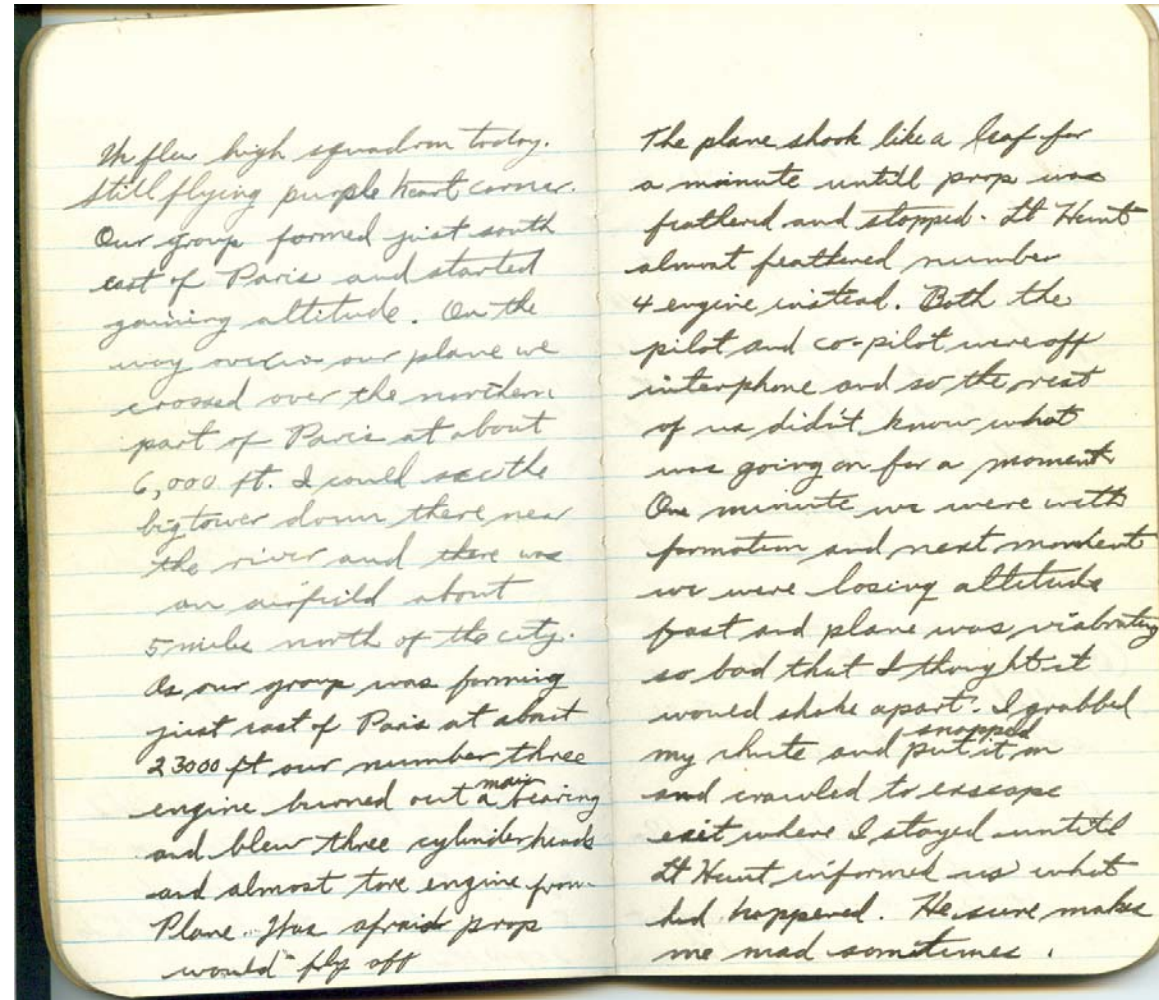
12(a) Mission of April 11, 1945
Wednes.

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.

James L. Waymire

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 could 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 plane shook like a leaf for a minute until prop was feathered and stopped. Lt 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 vibrating so bad that I thought it would shake apart. I grabbed my chute and (snapped) put it on and crawled to escape exit where I stayed until Lt Hunt informed us what had happened. He sure makes me mad sometimes.

James L. Waymire

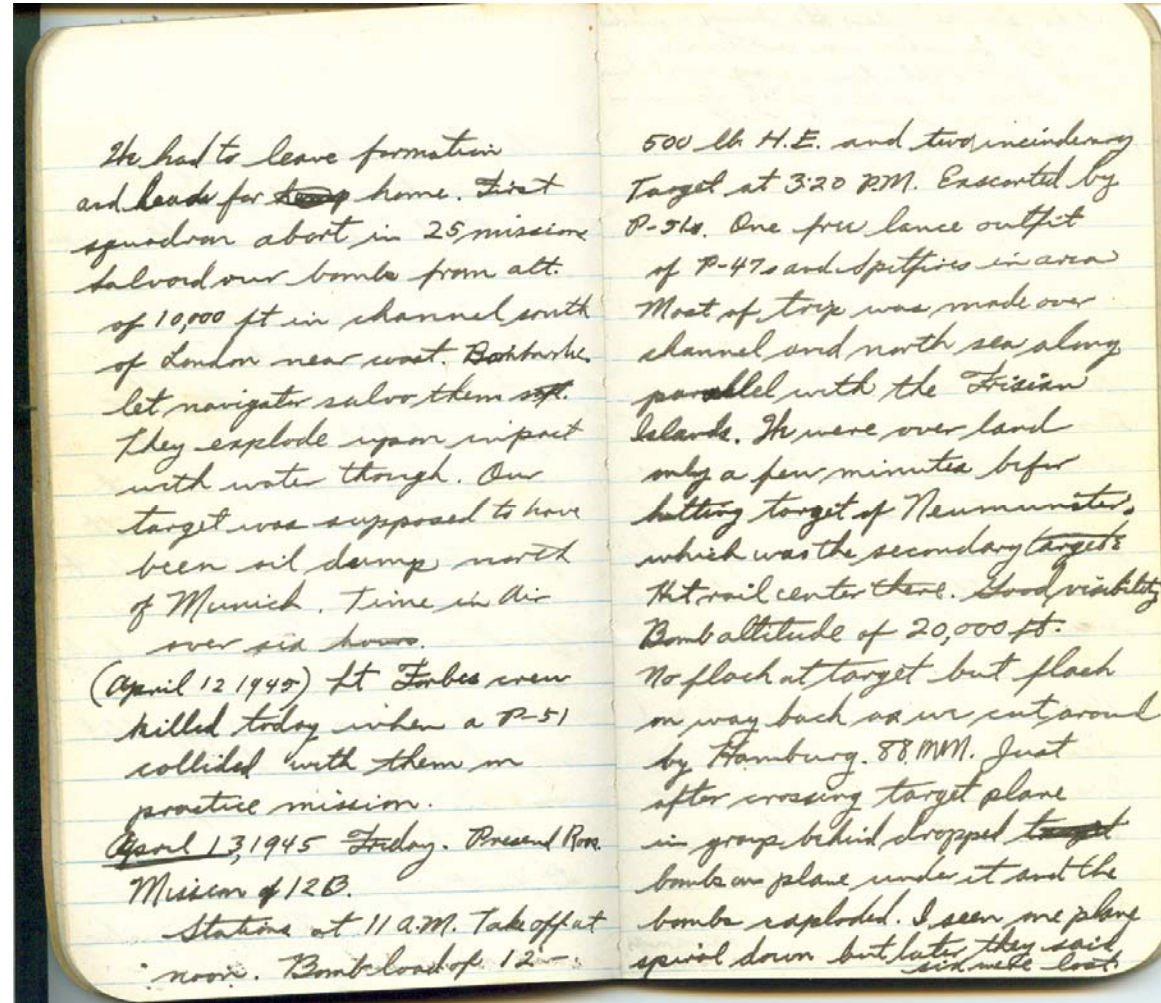
We had to leave formation and head for home. First squadron abort in 25 missions Salvoed our bombs from alt. of 10,000 ft in channel south of London near wash. Bombardier let navigator salvo them soft. They explode upon impact with water though. Our target was supposed to have been oil dump north of 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 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

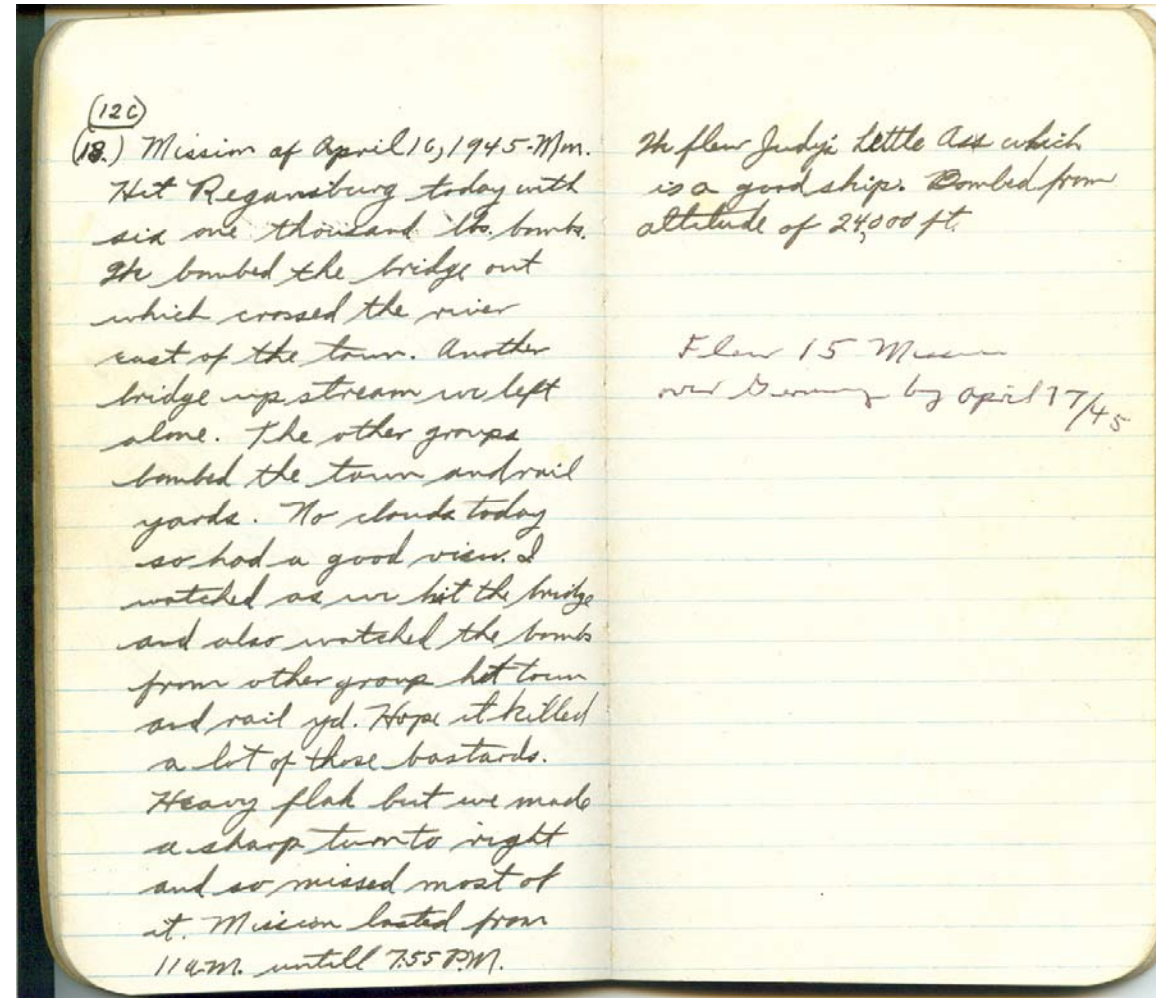
Bomb altitude of 20,000 ft. No flack at target but flack on way back as we cut around by Hamburg. 88 MM. Just after crossing target plane in group behind dropped bombs on plane under it and the bombs exploded. I seen one plane spiral down but later they said six were lost

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(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.



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

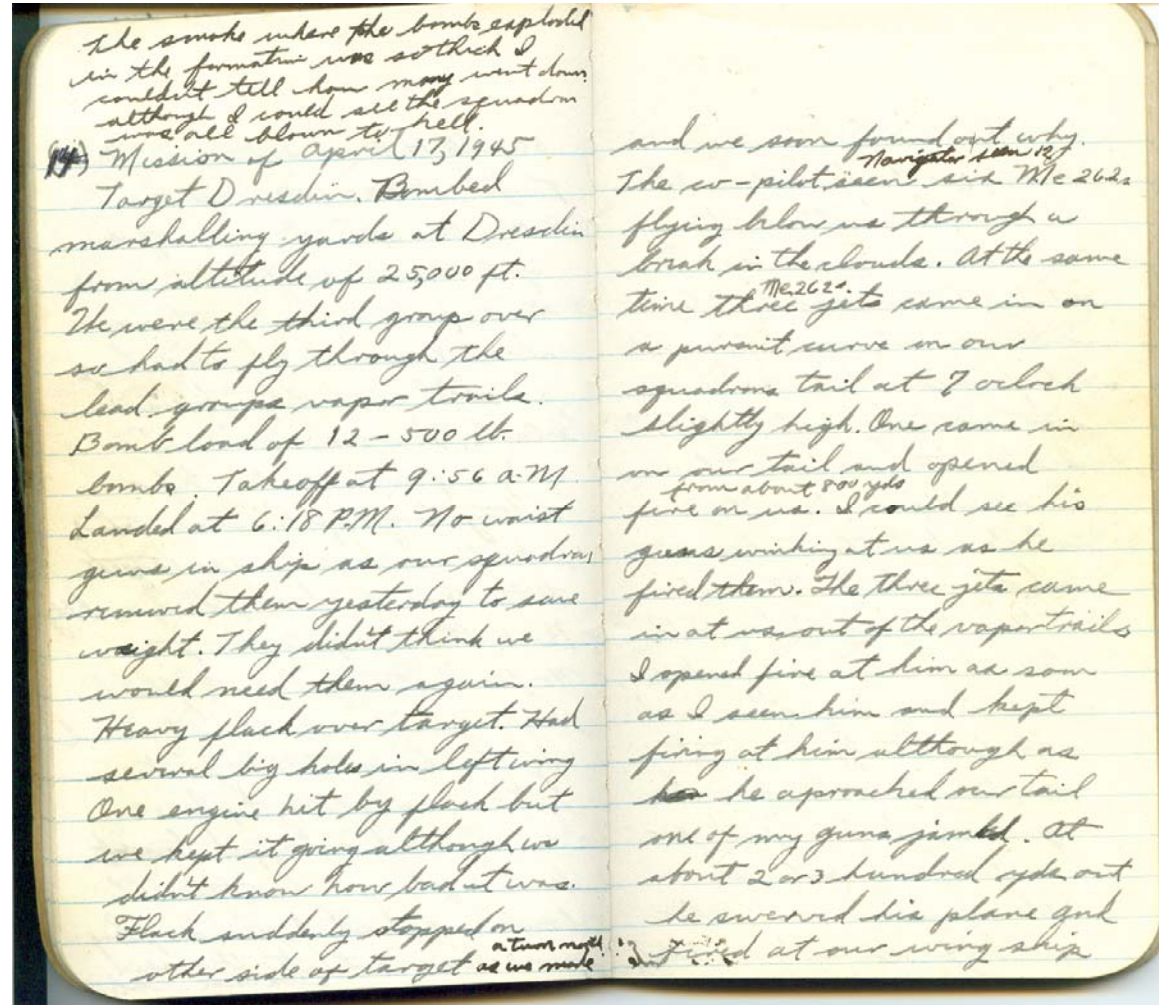
Flew 15 Missions
over Germany by April 17/45

James L. Waymire

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

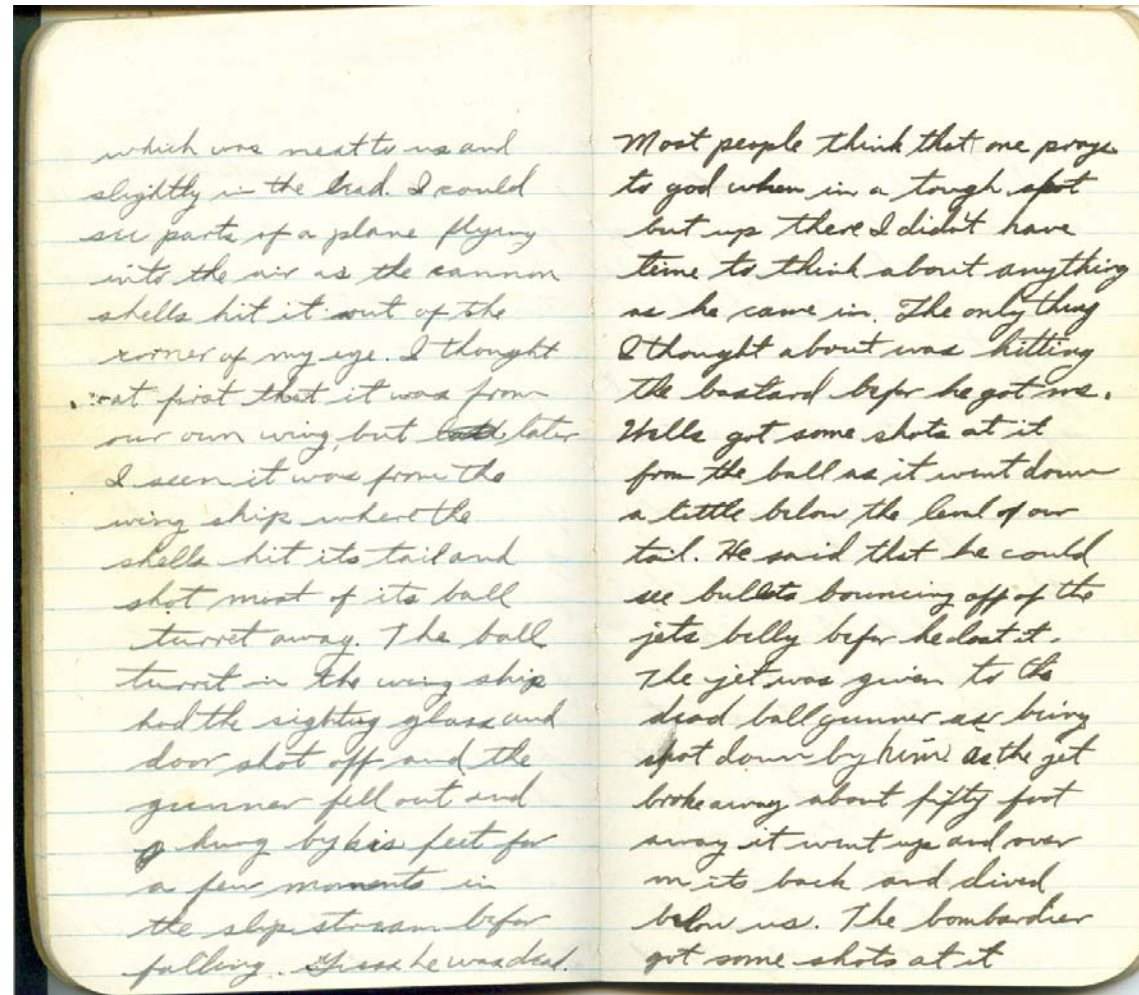
Target Dresden. Bombed marshalling yards at Dresden from altitude of 25,000 ft. We were the third group over so had to fly through the lead groups vapor trails. Bomb load of 12 - 500 lb. bombs. Takeoff at 9:56 A.M. Landed at 6:18 P.M. No waist guns in ship as our squadron removed them yesterday to save 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 other side of target (a turn north as we made)



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

James L. Waymire

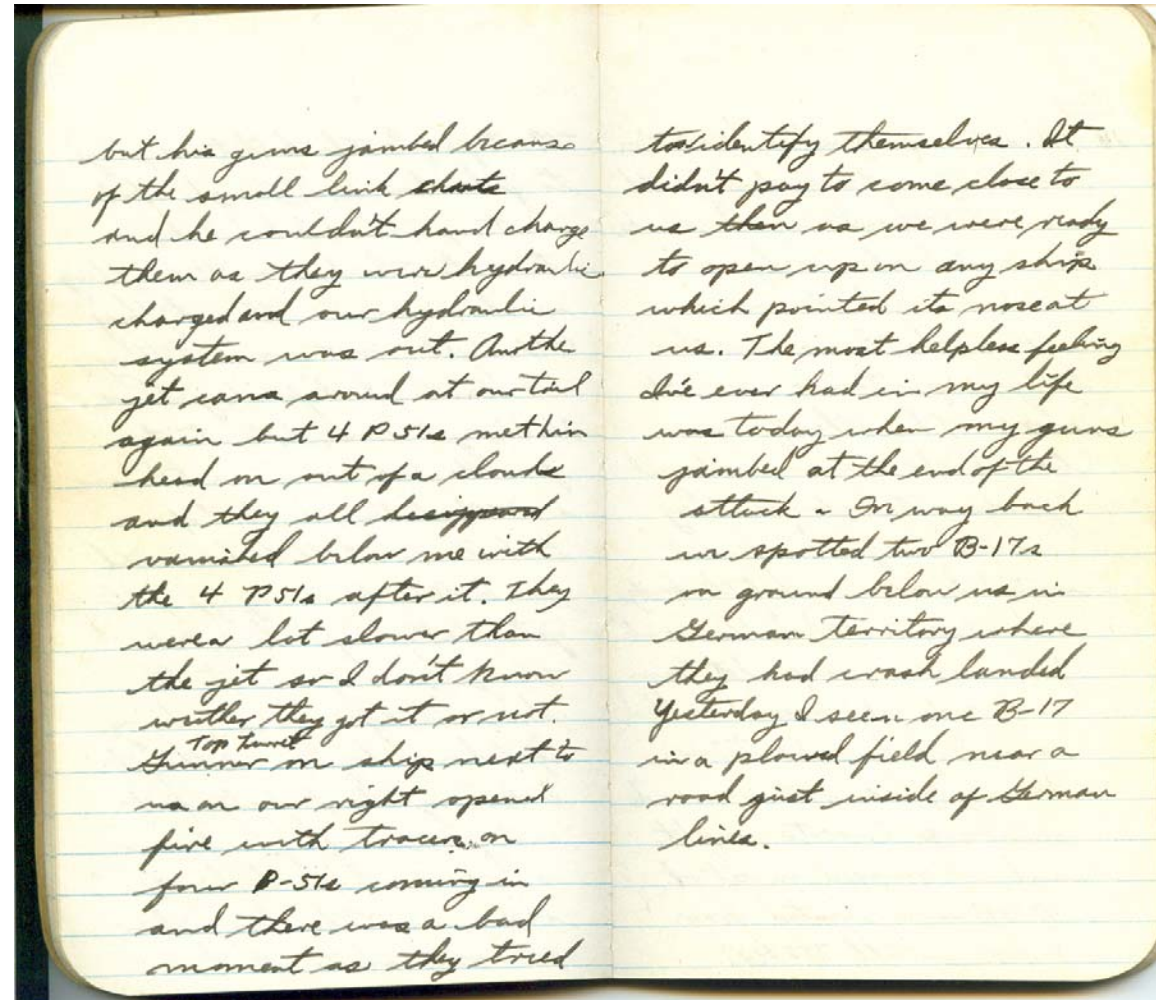
which was next to us and slightly in the lead. I could see parts of a plane flying into the air as the cannon shells hit it out of the corner of my eye. I thought at first that it was from our own wing, but later I seen it was from the wing ship where the shells hit its tail and shot most of its ball turret in the wing ship had the sighting glass and door shot off and the gunner 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 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

James L. Waymire

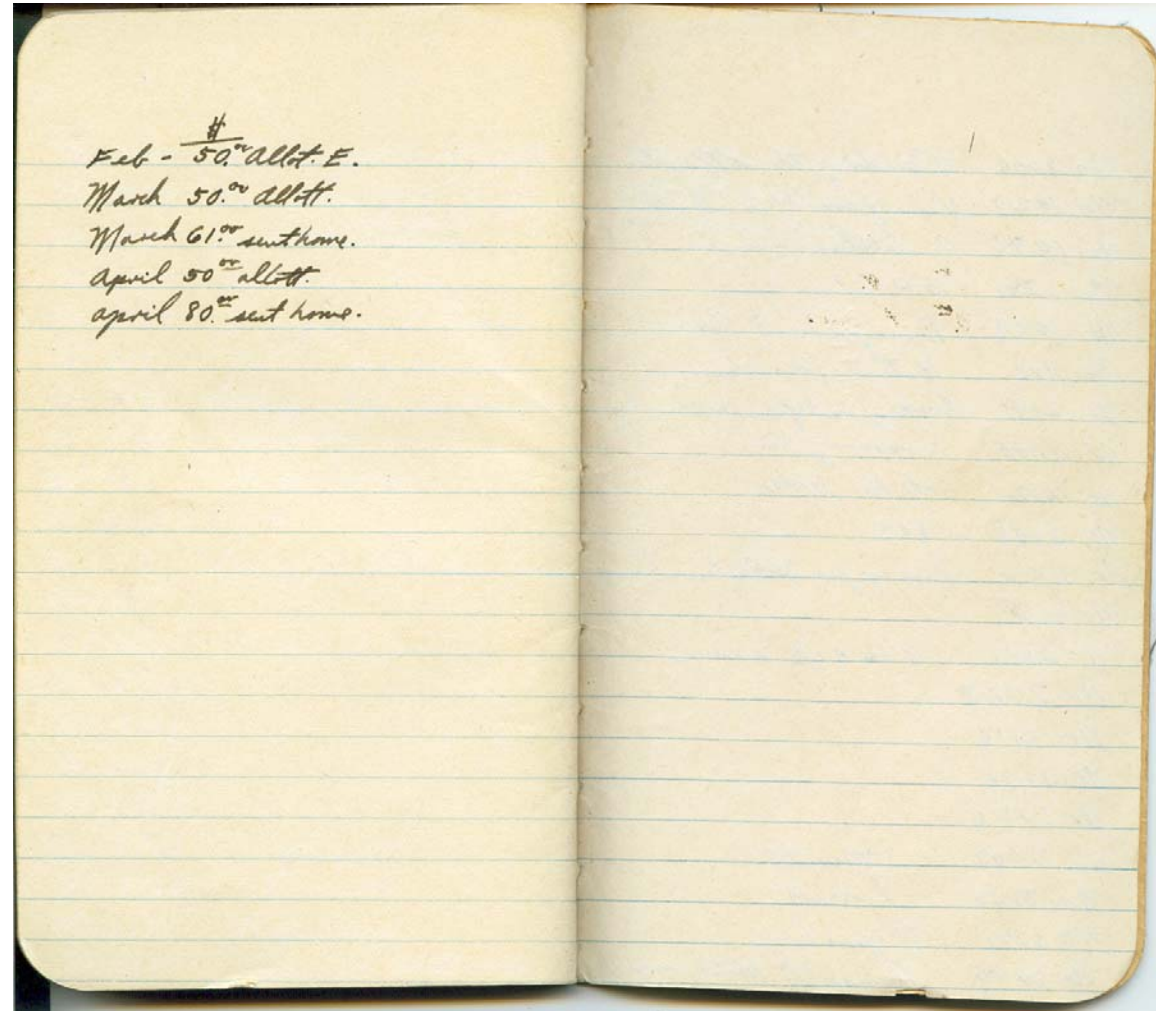
but his guns jammed because of the small link charts and he couldn't hand charge them as they were hydraulic charged and our hydraulic system was out. Another jet came around at our tail again but 4 P51s met him head on out of a cloud and they all disappeared vanished below me with the 4 P51s after it. 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



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 jammed 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.

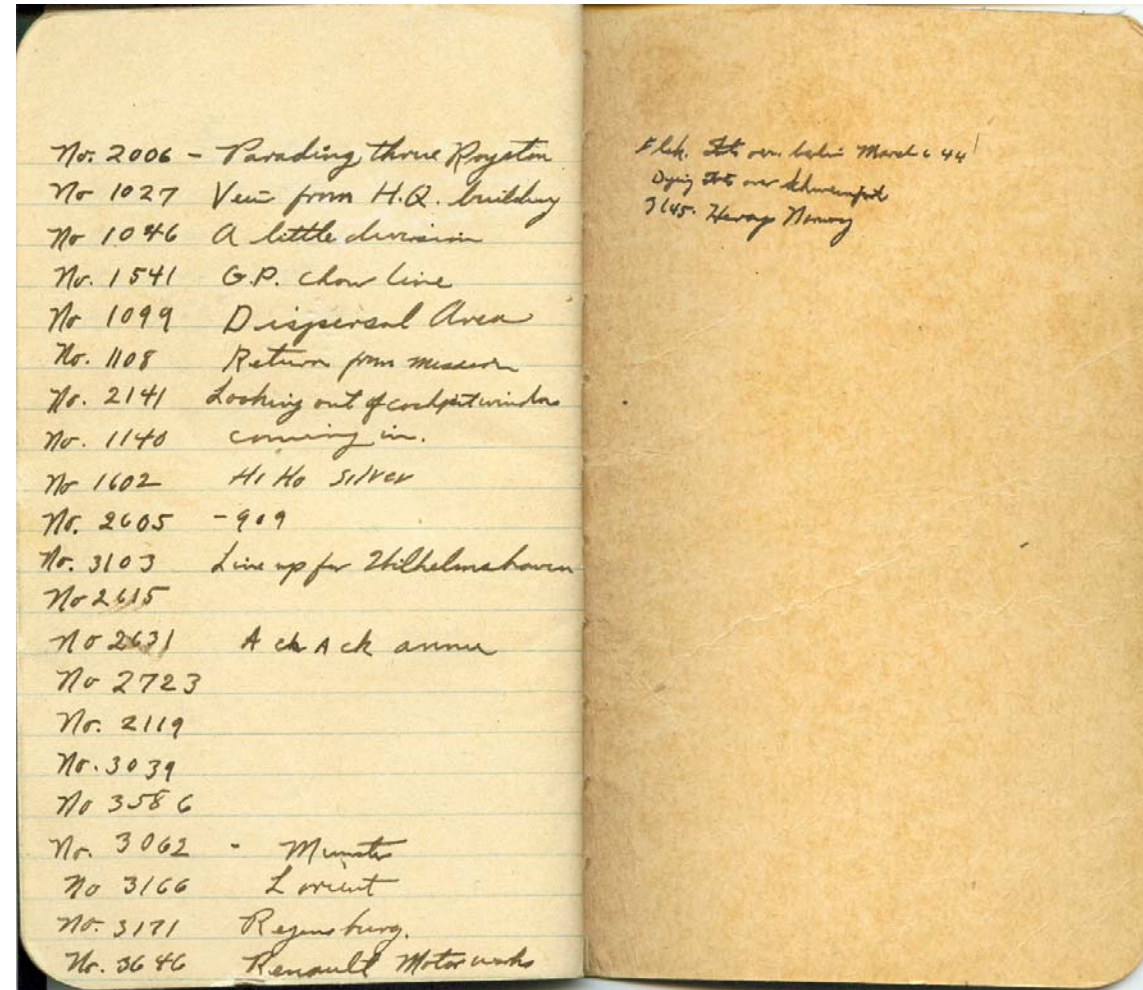
James L. Waymire

Feb - \$/50.00 Allot E.
March 50.00 Allott
March 61.00 sent home.
April 50.00 allott.
April 80.00 sent home.



James L. Waymire

No. 2006 - Parading through
Royston
No 1027 View from H.Q. building
No 1046 A little diversion
No. 1541 G.P. chow line
No 1099 Dispersal Area
No. 1108 Return from mission
No. 2141 Looking out of cockpit
window
No. 1140 coming in.
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
No 3171 Regensburg
No. 3646 Renault Motor works



Flack. Flew over berlin March 6 44
Dying Fort over Shurenfort
3145 Herays Norway

Appendix:

Map with Mission Numbers and Base:



Aircraft Mentioned:

B-17



B-24



P-47



P-51



Supermarine Spitfire



ME-262

