

PERSONNEL RECORD UPDATE

306th BOMB GROUP ASSOCIATION

Complete as much of this form as you wish, and return to Russell A. Strong, Secretary, 306th BG Association, 5323 Cheval Place, Charlotte, NC 28205.

Date completed 2/6/1993

LAST NAME: McMAHAN FIRST NAME: ALBERT MI: N TITLE:

Street address: 2201 McKENZIE DRIVE Telephone: (907) 243-2695

City, State, Zip: ANCHORAGE AK zip + 4: 99517 - 1136

Date of birth: 9/1/20

Wife's name: DECEASED

College(s) attended:

AUBURN UNIVERSITY

Degree(s):

Year(s):

2

Last employment & job title & retirement date:

WEXFORD- MISSAUKEE CTC
CADILLAC, MI 49601

ELECTRICAL OCCUPATIONS INSTRUCTOR
RETIRED 01/31/86

Reunions attended:

NONE

Serial #: AF14003199

Squadron: 369TH

Specialty: GUNNER
TAIL WAIST BALL & TOP TURRET

Date joined 306th: AUG 1942

If combat, what crew: ROBERT P RIORDAN

Special duties or assignments w/306th:

Number of missions flown: 25

Date of last mission: 6/22/1943

Date left 306th: 7/1/1943

Highest rank/grade w/306th: T/SGT

Other 8th AF units served with:

Top service assignment after 306th: DATA PROCESSING SUPERVISOR

USAF retirement date: 3/31/1963

Rank/grade: E-9

Copies of old 306th orders, either from the Group or Station 111, or any of the squadrons or other units serving with the 306th, are sought by the secretary, as many of these do not appear in any collections of materials in Federal files:

If you know of others who served with the 306th who do not appear in the current directory, please add their names and current/WWII hometowns/or other addresses to the back of this sheet so that searches may be implemented to add them to our present 306th roster.

Albert N. McMahan
2201 McKenzie Drive
Anchorage, Alaska 99517
(907) 243-2695
February 7, 1993

Russell A. Strong
5323 Cheval Place
Charlotte, NC 28205

Dear Russ,

Thanks for the wonderful way you responded to my call. Your sending Col. Riordan the fact that I had called and the way you provided me information was exceptional! Rip has already written me.

Using the directory I have contacted Col Riordan, Gerald Rotter, Dwight Dwiggin, Tony Santoro, and Charles M. "Little Bit" Davis. My attempts to reach Ed Maliszewski and Forest Goodwill haven't panned out yet but I will keep trying until I do.

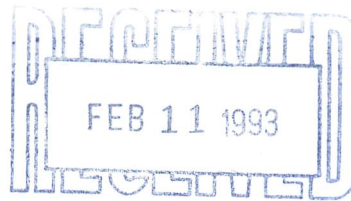
I have already made reservations for the Red Lion - wild horses couldn't keep me away from Seattle!

Russ, none of us know what happened to one of our crew members, Ray D. May. I completed my 25 missions before he did. Later I heard that he completed his tour, returned to the US, volunteered for another tour, was sent to either North Africa or Italy and was shot down over Yugoslavia and killed. How can I find out what happened to him? Please don't go to lot's of trouble on this - just suggest what I should do.

Again, thanks for your efforts. I plan to see you in Seattle.

Cordially,

Albert N. McMahan



Albert N. McMahan
2861 W. International #E302
Anchorage, AK 99502-1132
(907) 248-1916
October 28, 1993

Mr. Russell A. Strong
5323 Cheval Place
Charlotte, NC 28205-4937

Dear Russ,

I have moved. My new address and telephone number are:

~~Address: 2861 W. International #E302~~
Anchorage, AK 99502-1132
Telephone: (907) 248-1916

I was a member of Rip Riordan's crew in the 369th.

You asked me to send you a note on a mission missing from the 369th Combat Diary. On June 22, 1943 the 369th was on the mission on the rubber plant at Huls, Germany. It is missing from the 369th Combat Diary, but is included in those for the 367th, 368th, and 423rd. I am acutely aware of this mission as it was my 25th! I flew as tail gunner with Lt. Eugene Hanes and we lost #3 and #4 engines over the Zuider Zee on the way to the target (they just quit), jettisoned our bombs, descended to 100 feet altitude, and when concussion from AA blew out the right life raft, which knocked a large hole in the right elevator and made it difficult to control and maintain altitude and to maneuver our aircraft, we jettisoned all of our ammunition and removable equipment and had a very nerve-racking low-level flight back to base.

Also, I would appreciate information on how to get mission reports and their cost.

Sincerely,

Albert N. McMahan
Albert N. McMahan

Albert N. McMahan
273 N. Peachtree Street
Norcross, GA 30071
(770) 448-8513

November 27, 1995

Mr. Russell Strong
5323 Cheval Place
Charlotte, NC 28105

Dear Russ and June,

I am sorry that my having Brother's Keeper sent to you caused problems. That was not my intent! But, you switched to the PAF, probably the best genealogy program available, and by now you should have all of your family material in your computer.. As I mentioned to you, some persons whom I know use the PAF to document their family then export their files to Brother's Keeper for printout.

During my 1942-43 tour in the 369th I kept a diary, most of which I destroyed in 1989 after the death of my wife, Del. From the limited material I still have, and my memory, I reconstructed my mission list. I also want the December 12, 1942 mission as it was supposed to be my first, but equipment problems kept us on the ground. The missions for which I want reports is shown below. My check for \$45.00 is enclosed.

1942

December 12 Rouen
December 19 Romilly

1943

January 13 Lille
January 24 Lorient
January 27 Wilhelmshaven
February 14 Bremen
February 16 St. Naziare
February 27 Brest
March 4 Hamm
March 6 Lorient
March 8 Rennes
March 13 Amiens
March 18 Vegesack
March 28 Rouen
March 31 Rotterdam
April 4 Paris
May 13 Meaulte
May 14 Kiel
May 15 Helgoland
May 17 Lorient
May 19 Kiel
May 21 Wilhelmshaven

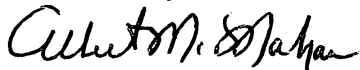
May 29 St. Nazaire
June 11 Wilhelmshaven
June 13 Bremen
June 22 Huls

I would like to get the update pages for the 369th Combat Diary (I have the old version). One page was for the June 22, 1943 mission to Huls. I don't know which other mission(s) were involved.

Also, when you find it, I would appreciate a copy of the 12/12/42 picture of RIP's crew. We never flew as a crew but I still would like to have a copy.

The very best to you and June.

Cordially,


Albert McMahan

7 June 1996

Dear Al:

This was a good task for a snowy afternoon and an otherwise lazy day., It was so bad here we didn't even get to church, but I did get your mission report order done.

You will note that there is considerable variation in the amount and depth of material, but that is the best I have been able to do. And, that is after 25 trips to National Archives.

I do think you will find things interesting.

I also want to thank you for steering me to the LDS computer program for genealogy. I am now into 900 names on the thing, and still have a ways to go, perhaps another 300 names or so.

Also should do some traveling to fill in gaps that are just waiting for someone to work on them. With what I have so far, when I directed the printing of a rolling Pedigree it took 32 pages to get it all in.

Now I am enjoying the usual problem of such research--- getting people to respond.

9 September 1998

CM@gt Albert McMahan
273 N Peachtree St
Norcross, GA 30071

Dear Al:

Many, many thanks for your hard work in preparation for and through the end of the recent reunion. I was most pleased with the financial end, and am looking forward to seeing the very final accounting.

The event came off well, and the bills were getting paid when I shifted gears out of Savannah, and I would also appreciate your conveyance to Caroline for her great help in handling the "front desk" throughout. That helped greatly in making it all work.

I am sure you can find better things to do with your time in the future, and perhaps you can teach your computer to behave in a friendlier manner! Then, let me know the secret!

We got home Sunday evening after a lengthy and expensive visit to the outletshops in Hilton Head. I am now the proud owner of the best electric drill I have ever had. It runs at a furious rate.

Again, my thanks and those of the 306th membership who benefited from your stewardship,

February 3, 2000

Dear Russ,

I apologize for not having sent you these records of the December 1998 306 Savannah reunion long ago. When I sent you the Savannah Reunion reports I thought you only wanted summary type reports - had I known that you wanted all the backup material I would have sent them at that time. I kept them in a file holder on my desk . I brought the file to St. Louis in October 1999 but somehow never got around to giving it to you.

As you know I am the president of the Georgia Chapter 8AFHS. In early November 1999 the chapter treasurer, of fourteen years, moved to Florida and left me with the chapter financial records going back to 1984. He did the records using a 1980's era DOS computer program for which I had no documentation. Very few of the chapter members have a computer, no one who did would take over as treasurer. Fortunately one individual agreed to manually do the bookkeeping part. So, to keep the chapter going I took on the job. Since then, with the exception of time spent planning and organizing the annual January chapter meeting, I have spent endless hours learning how to maintain the non-bookkeeping records, except I have not been able to turn out a chapter directory with the material the ex-treasurer gave me. Just a few days ago he informed me that he had used another 1980's era DOS program which I do not have, and do not know how to use. I am stuck until I solve that problem, probably type it from scratch!

Hence, I am doing the tasks I have neglected, with the first item being to send the reunion records to you.

A couple of news items: because of cancer of the bladder and prostate, Saul Kupferman recently had them removed at the VA hospital. January 27 he returned to the hospital for a checkup and was told he is recovering as expected and to return in one month for tests and evaluation for possible chemotherapy or radiation.

Kitty Hulings has not been out of her house for quite some time causing a number of us to be very concerned about her well being. Yesterday I visited her and was very agreeably pleased with her appearance and demeanor. Surprisingly she agreed to go to dinner at Piccadilly Friday evening - have my doubts that she will do so but will keep my fingers crossed.

Again, I apologize for not having sent these records to you long ago.

All the best to you and June.



Albert McMahan

MY WW II EXPERIENCE
Albert McMahan AF14003199

- 07/12/40 - Enlisted in Army Air Corps at Ft. McClelland, Alabama. Serial Number 14003199.
- 08/25/40 - Assigned to 91st School Squadron, Maxwell Field, Alabama as mechanics helper.
- 09/01/40 - Assigned to 82nd School Squadron, Maxwell as mechanics helper.
- 10/15/40 - Assigned crew chief of BT-14, awarded 5th Class Specialist rating.
- 10/20/40-04/21/41 - Missouri Aviation Institute, Kansas City, Missouri. Trained as an Aircraft and Engine Mechanic.
- 06/__/41 - Transferred to newly formed 94th School Squadron, Maxwell.
- 06/25/41 - 94th moved via 6x6 trucks to Turner Field, Albany, Georgia.
- 07/01/41 - Promoted to Private First Class, crew chief of an AT-6 then flight chief of three AT-6s.
- 09/15/41-11/15/41- Chanute Field, Rantoul, Illinois for Instrument Specialist course..
- 11/01/41 - Promoted to Corporal, Aircraft Mechanic 2nd Class.
- 01/15/42 - Awarded Aircraft Mechanic, First Class.
- 02/01/42 - Promoted to Sergeant and assigned to crew the first Curtis AT-9 at Turner Field.
- 05/24/42 - Hospitalized with pneumonia, recovered thanks to the new sulfa drugs.
- 06/01/42 - Promoted to Staff Sergeant and assigned NCO of squadron aircraft inspection crew.
- 07/15/42 - Volunteered for transfer to 301st Bomb Group as an Instrument Specialist.
- 07/00/42 - Transferred from 94th SS to 301st BG, Roanoke, Virginia
- 08/07/42 - Reassigned from the 301st BG to the 306th BG, 369th BS, Fightin' Bitin'. The other three squadrons in the 306th were; 367th, Clay Pigeons, 368th, Eager Beavers, and 423rd, Grim Reapers.
- 08/15/42 - 306th moved to Ft Dix, New Jersey
- 08/31/42 - Sailed from New York on Queen Elizabeth. Seventeen-thousand-three-hundred troops on board with only six thousand bunks. Each bunk rotated between three persons with each shift limited to sleeping six hours - the other eighteen were spent eating or on deck! The crossing was uneventful, docked at Greenoch, Scotland 5 September, boarded an English train with wooden

benches and had first meal in England; breakfast consisting of a piece of coarse dark toast covered with baked beans with a strip of bacon on top, and a cup of coffee. Train passed through Glasgow, Edinburgh, Newcastle, Birmingham, Sheffield, Leicester, to Sharnbrook and by truck to Thurleigh, Station 111, arriving 6 September.

09/11/42 - Air echelon landed at Thurleigh. The flight crews underwent intensive training in British flying and radio procedures.

09/30/42 - Flying crews reported as 'Ready to conduct operational flights'.

10/10/42 - Reduced from Staff Sergeant to Private for AWOL to Bedford - no pass!

During October, November, and mid-December the 306th lost seven B-17s on ten combat missions into France, area fiercely defended by German fighter units - most feared was JG 26 at Abbeville, known as Goering's 'Abbeville Kids', outfitted with Me-109's and FW-190's.

11/20/42 - Volunteered for nine day aerial gunner training at 11th Combat Crew Replacement Center, Bovingdon, England. Consisted of familiarization with the 50 caliber machine gun, the theory of combat gunnery, aircraft identification, and limited firing practice - none in the air!

12/12/42 - Volunteered for combat duty. When Lt. Riordan, whose two prior tail gunners had been wounded and never flew again, asked me if I would be his third tail gunner I responded with an enthusiastic "Yes". Thus, began my life as a tail gunner!

12/15/42 - Promoted to Sgt.

Lt. Riordan's plane was a B-17F, SN42-5086, the second B-17 named WAHOO. The first WAHOO, SN41-24468, had been severely shot up on two previous raids and was salvaged! The nose art on both WAHOOs was a painting of an Indian yelling "WAHOO" while scalping Hitler.

The tail of the B-17F had twin 50 caliber machine guns with 600 rounds of ammunition for each gun. The tail gunner sat in a kneeling position on a bicycle type seat with his chest against an armor plate shield. There was no heat and the frigid wind blowing through the rear section of the plane made that position very cold. To try to keep warm one wore wool underwear, pants, and shirts, fleece-lined leather sheepskin pants, jackets, and boots, leather flying helmets, silk gloves, and fleece-lined leather gloves. Soon after I got on combat crew electrically heated suits, gloves, and boots were issued. Flak suits and flak helmets came into use after I had finished my tour!

12/20/42 - Romilly, France: My first mission! Enemy fighters met formation at French Coast. Up to seventy fighters attacked for one hour fifty-three minutes, but little flak. About ten minutes after target enemy fighter 20 mm and machine gun fire damaged WAHOO - shattered the left horizontal stabilizer, knocked out # 3 engine, damaged #2, knocked out the hydraulic system, damaged both oxygen systems, shattered the nose, co-pilot's windshield and window, and damaged co-pilot's control column. The shattered horizontal stabilizer caused the tail to vibrate so much that I was sore for several days! All four officers injured by glass and plexiglas - Lt. Riordan awarded Purple Heart. The 367th lost three B-17s. ROUGH! Bad way to spend a beautiful

sunny Sunday!

01/01/43 - Promoted to SSgt.

01/13/43 - Lille, France: Sunny day, light flak and no fighter attacks. Two 369th B-17s, Johnston and Spaulding, collided in a turn - both lost!

01/23/43 - Lorient, France: Flak intense and accurate on preceding group but moderate and scattered for 306th. About twenty-five enemy fighters attacked but Spitfires kept them at bay. My electric suit shorted out - put on more gear to keep warm.

01/27/43 - Wilhelmshaven, Germany: First 8th mission to Germany and 306th was lead group, 'First Over Germany'! Saw only one enemy fighter, moderately intense, fairly accurate flak - WAHOO had some flak damage.

02/14/43 - Bremen, Germany: Weather over Germany bad, returned with full bomb load!

02/16/43 - St. Nazaire, France: About fifteen enemy fighter attacks, intense flak. 367th and 423rd each lost a B-17. Some flak damage to WAHOO.

02/27/43 - Brest, France: Almost complete overcast. Flak at target slight and inaccurate. Only one fighter attack.

03/04/43 - Hamm, Germany: No flak but 368th lost one plane to fighters. Weather over Germany forced return with full bomb load.

03/06/43 - Lorient, France: Twelve/fifteen enemy fighters made feeble attacks. 367th lost two B-17s - one to flak and one to fighters. Landed at Exeter; returned to base next day.

03/08/43 - Rennes, France: Group lead. Twenty/twenty-five FW-190s but had good Spitfire escort, very little flak. 368th lost one B-17 to fighters.

03/12/43 - Rouen, France: WAHOO lead Group. Flak light, good fighter support, good weather. Check with Russ Strong

03/13/43 - Amiens, France: Good Spitfire support, severe but inaccurate flak at Dieppe.

03/28/43 - Rouen, France: Thirty/forty FW-190's and ME-109s attacked, light flak. No losses.

03/31/43 - Rotterdam, Holland: 10/10 overcast at target prevented bombing. Few enemy fighters, light flak. Milk run!

04/ __/43 - Combat tour set at twenty-five missions!

04/04/43 - Paris, France: Twenty/thirty enemy fighters, mostly FW-190s, attacked and dropped bombs on formation until Spitfire cover was reached near Rouen.

04/13/43-04/23/43 - Flight to Algiers, via Gibraltar, to deliver propaganda leaflets to be dropped over Sicily prior to Allied invasion. Germans bombed Algiers harbor, about one-half mile from our hotel. Return via Marrakech, Morocco to Gibraltar where we picked up four American escapees; Capt. Richard Adams, 369th; Lt. Howard Kelly, 367th; Lt. John S. Trost, 367th; and TSgt. Jones, 303rd BG; then to Portreath, Bovingdon and Thurleigh. Enjoyed sun and ate lotsa' horse steak, eggs, oranges, and bananas. Great trip! Missed 04/17 mission to Bremen on which ten 306th B-17s were lost to flak and fighters! None from 'Fightin' Bitin'!

05/01/43 - St. Nazaire, France: Thick clouds at target. On return route the heavy overcast misled 306th over Brest at low altitude. The 423rd lost two B-17s and 367 lost one. Stayed at Portreath overnight and returned to base the next morning. Check with Russ Strong

05/13/43 - Meaulte, France: Flew ball turret in place of Charles "Little Bit" Davis, who was ill. Fine weather, excellent fighter support, slight flak, little enemy aircraft opposition but some enemy aerial bombs. Almost a milk run!

05/14/43 - Kiel, Germany: Ball turret again. Great weather, moderate and inaccurate flak, and few fighters. 44th BG B-24s took a beating - lost four!

05/15/43 - Helgoland, Germany: WAHOO lead Group. "Little Bit" still ill so I flew ball turret again. More than one hundred enemy fighters attacked with guns, cannon and bombs. Moderate to heavy flak. 367th lost three B-17s. My electrically heated suit shorted in my right or left groin, can't remember which, and made a blister - healed in a few days! Capt. Gerald Rotter, bombardier, wounded on bomb run by flak from bomb dropped by enemy fighter, later awarded Purple Heart - fourth officer to complete 25 missions.

05/17/43 - Lorient, France: Ball turret again. Another try at knocking out enemy submarines. Flak was slight and inaccurate. Few enemy fighter attacks on 306th. 305th BG lost 4 B-17s. Capt. Riordan's 25th mission! Sixth officer to complete tour.

05/19/43 - Kiel, Germany: Flew as tail gunner with Lt. Charles T. Schoolfield. Forty/fifty enemy fighters but few direct attacks on 306th. Moderate, inaccurate flak on 306th but seemed intense and accurate on following groups.

05/21/43 - Aborted on mission to Wilhelmshaven, don't remember why or where.

05/29/43 - St. Nazaire, France: Flew tail with Lt. C. Dale Briscoe. 8th raid on St. Nazaire - still trying to knock out those darn submarines. Slight enemy fighter opposition, one aerial bomb attack, and moderate flak - unusual for this target!. Easy mission!

06/01/43 - Promoted to TSgt.

06/11/43 - Wilhelmshaven, Germany: Flew tail with Lt Briscoe. Only two or three enemy aircraft attacks but had at least three aerial bombs attack - fighter pilots appeared inexperienced. Flak was moderate and ineffective.

06/13/43 - Bremen, Germany: Again flew tail with Lt Briscoe. Another try for the submarine yards. Group saw not more than three to six enemy fighters. Over target the flak was intense and accurate. 423rd lost one B-17; 4th Bomb Wing, on same mission, lost twenty-two B-17s.

06/22/43 - Huls, Germany: Flew tail with Lt. Eugene G. Hanes to bomb synthetic rubber plant. About thirty miles SE of Vlieland at 24,000 feet in 6/10 clouds #4 ran away and was feathered and the bombs jettisoned. Then #3 quit and was feathered. When nine enemy aircraft were spotted Lt. Hanes gave "Prepare to bail" command. TSgt. Robert E. Moore, top turret, and I told Lt. Hanes to try to get home on two engines. The crew voted to try and Lt. Hanes descended at 4-6,000 feet/minute and 325 miles/hour. We were attacked by a lone ME-109 which several of we gunners blasted but no one got credit for a kill. Plane leveled off at one hundred feet. As we flew between the islands of Vlieland and Terschelling flak blew out our right life raft which knocked a large hole in the right elevator. We threw out all loose equipment, except our guns, and returned to base on two engines! A really rough finish to my tour! I was eighteenth enlisted man to complete twenty-five missions. 367th lost one B-17.

The 369th Squadron, Fightn' Bitin', set an 8th Air Force record: forty two missions without the loss of a single plane. It began with the 10/15/43 mission to Lorient and ended with the 07/29/43 mission to Kiel, when two planes were lost. Also, only one 369th crew member was killed during that time; tail gunner Sgt. Richard J. Daly on 06/28/43. I was extremely lucky to fly twenty-three of my missions in that time period!

06/26/43 - Transferred to 12 R _____ C _____ Detachment, Chorley, England to await transportation to US. Check Russ Strong.

07/04/43 - Awarded Distinguished Flying Cross at Chorley, impressive ceremony.

07/11/43-07/15/43 - Greenoch, Scotland to Halifax, Nova Scotia on the Queen Elizabeth. My overseas tour was ten months twelve days. My combat tour was six months three days.

09/23/43 - Assigned to Dyersburg AAFB, Dyersburg, Tennessee as B-17 mechanic.

10/30/43 - Assigned to Instructors Training and Standardization Board as engineer.

09/02/45 - Separated from AAF. Term of service: Five years, one month, 20 days.

09/23/45 - Enrolled at Auburn University, Auburn, Alabama as sophomore, Soils Chemistry.

A list of the missions that I flew, position flown, mission flight time, plus a trip to Africa follows:

			1942		
1	December 20	Romilly, France	Tail	5:15	
			1943		
2	January 13	Lille, France	Tail	3:50	
3	January 24	Lorient, France	Tail	6:20	
4	January 27	Wilhelmshaven, Germany	Tail	6:45	
5	February 14	Bremen, Germany	Tail	5:10	
6	February 16	St. Nazaire, France	Tail	6:30	
7	February 27	Brest, France	Tail	5:30	
8	March 4	Hamm, Germany	Tail	4:15	
9	March 6	Lorient, France	Tail	8:30	
10	March 8	Rennes, France	Tail	5:00	
11	March 12	Rouen, France	Tail		
12	March 13	Amiens, France	Tail	4:55	
13	March 28	Rouen, France	Tail	4:55	
14	March 31	Rotterdam, Holland	Tail	5:25	
15	April 4	Paris, France	Tail	5:15	
	April 13-24	Africa			
16	May 1	Rouen, France			
17	May 13	Meaulte, France	Ball	5:00	
18	May 14	Kiel, Germany	Ball	7:00	
19	May 15	Helgoland, Germany	Ball	6:20	Rotter's 25th
20	May 17	Lorient, France	Ball	5:20	Rip's 25th
21	May 19	Kiel, Germany	Tail	6:20	
22	May 29	St. Nazaire, France	Tail	4:55	
23	June 11	Wilhelmshaven, Germany	Tail	5:30	
24	June 13	Bremen, Germany	Tail	6:35	
25	June 22	Huls, Germany	Tail	5:15	My last

Property of-

Albert N. McMahan- 14003199

369th Bomb Sqdn (H)

306th Bomb Gp (H)

A.P.O. 634

% Postmaster

New York, N.Y.

Home Address:

Hopewell, Alabama

In case of any accident
Please turn in to Chaplain with
instructions that it (the Diary)
be held until after hostilities
cease and then be sent to my
Parents together with a brief
summary of raid and how I
got mine and whether or not
I was seen to bail etc.

19

December ~~22~~ 1942

I went on my first
raid today. I was Tail
Gunner on 1st Lt Rieder's
crew. The raid was on an
Aircraft Repair Depot at
Pomilly-sur-Seine, France.
We took off at 10:10 AM and
landed at 3:50 P.M. We
were over enemy territory
for 1:53 minutes and
were being attacked the
entire time. Most of the
planes which attacked
us were FW-190's but
there were a few Me
109's in on it too. The
pilots of the pursuits which
attacked us are really good.
They used a new attack on
us and it really caught us
off guard. They attacked
from 10:30 to 12:00 o'clock.
I saw three B-17's shot
down and one turn back
but never made it and
one loose attack over

-the channel which later
landed in the channel
Two of the planes which
I saw go down were lost
before we reached the
target and no one got out.
The other was shot down
about 15 minutes after
we bombed the target which
was at 12:41 P.M. I saw
8 parachutists in the trail
of the plane and I W^o were
following them down. About
10 minutes after we passed
over the target we were
hit in the left horizontal
stabilizer and a few sec-
onds later in the number
2 and 3 engines. Number
2 was still operating at
 $\frac{1}{2}$ power and #3 at $\frac{1}{4}$
power but #3 was smoking
lots, leaving a smoke
trail about 4 or 5 miles
long. We were in plenty
of trouble and I knew it

3

but I had no time to
get scared, too many I W^o
were attacking us and I
was about to be shaken to
death. I thought, because of
the hole in the stabilizer
which was about 4' feet
long and 2 $\frac{1}{2}$ feet ~~the~~ across.
How it held on I'll never
know. I kept firing at
the I W^o but I never did
get one, however I saw quite
a few trees going into
several of them. Those I W^o
are a beautiful job which
is heavily armed, armored
and looks as if it handles
like a dream. On the
way back we passed
over Paris and I saw
the Eiffel Tower and the
Seine River. Paris certainly
is beautiful from the air
but I'm not crazy to see
it again this way. Some
Spitfires joined us a
minute before we reached

Dieppe, France. I checked my ammunition then I had 15 rounds for my right gun and 50 for my left. When I started first saw the English coast, Arved cliffs, I was never happier. Then the pilot said to start by to jump because we were very badly shot up and the stabilizer was about to rip off. The stabilizer held and we all had to lay on the floor of the plane while landing because our brake and hydraulic systems were shot out too. The first approach was no good because the stabilizer caused the plane to veer off to the left & we were missing the runway. We circled again and the landing was perfect. After exiting we were interrogated.

5
And then I went to town. And I'd almost forgotten, two I V's were shot down by two members of the crew, 219 Lt Gerald Potter Bombardier and 1/sgt P.S. Stevenson, Radio Operator. The Ball Turret gunner 5/Sgt Joe Bowler, Air Medal Oak Leaf Cluster holder, had to fire his guns with a screw driver.

I've never been so tired in all my life. We had been flying at 20,000 feet and the mental and physical strain of high altitude flying is terrific. I felt like getting drunk but didn't because I don't drink. I began to get scared about 9 P.M. and even dreamed of the terrific fight we had had and the beating I had taken because of the vibration. I never enjoyed

anything more than the
fight but it isn't quite
as safe as Sunday school.
If I live through it
~~it~~ I'll be darned lucky
but I'm ready to die for
my country. I only regret
the grief it will cause
my family and friends.

Dec 20

I'm still too tired to move
and so sore I don't know
what to do, but I loved it.

- 21 -

Better than yesterday. I
flew ~~1 hour~~ 1 hour
50 minutes.

- 22 -

O.K. now - Cleared guns.

- 23 -

Got 5 day pass to rest
nerves.



Jan 24⁹³²⁰ -
Same as ~~24~~ except that
we took off at 10:30 AM and
were at the coast at 9,000 feet
when Wing called the raid
off due to the weather. We
were to have bombed from
23,000 feet and been over
enemy territory 27 minutes
and had an escort of 6 squadrons
of Spitfires. We landed at 12
noon.

Jan 26 -

Usual duties except alert
for raid on Ehent.

Jan 27 -

Got up at 7 A.M. and went
to briefing - the target - Cagesac
Germany - alternate Wilhelmshaven
Germany - in Emden Germany.
Altitude 24,000 feet. take off
time 8:15 AM. over Target 11:10 AM
One pack 2:12 P.M.

This was a big day for me.
I was to be on the first raid
on Germany by Americans
and in the first Group to

go over. But I was to be the
last man in the group because
W, "Wahoo" and crew, were the
last plane in the group, and
that's the hot spot I was
thrilled to the core at the prospect
of a good fight because we
expected lots of opposition.
We took off on schedule &
proceeded to Kings Lynn on
the Wash. We were joined
by the other groups &
headed out for the target by
a rather circuitous route
across the North Sea. The
promotions were terrible on
the way across. We crossed
most of the way at 10,000 feet.
About 15 minutes from the
Coast of Germany we climbed
to 24,000 feet. We turned
into the coast and were
greeted by flak shot up at
us from Alderney, and island
just off the coast of Gu.
Then we were over Her.

9
Boy! Oh! Boy! What a thrill.
It was beautiful - rolling and
so well laid out, the fields I
mean. There were two of
the most efficient looking
airfields down below but
I couldn't see any planes
either on the ground or in
the air other than friendly.
When we started the Bombing
Run we were greeted by a
moderate amount of accurate flak
but it missed just enough. The
target was some docks & repair
sheds for naval craft and the
Admiral's ship was in dock
there too. It had been shak
in two days before. The target
was not obscured by clouds
as the primary had seen and
the results should be very
good according to all accounts.
On the way out we had to
take very violent evasive
action to keep from being hit
by the flak which was very
accurate.

One Me. 109 flew about 500 yds below us + that was the only fighter within a mile of us. The other groups were attacked but the pilots of the pursuers seemed to be novices. They didn't know the score at all.

Just off the coast we sighted a German convoy which contained 23 ships and a pocket battleship which fired at us with its naval guns. Apparently it had no anti-aircraft guns as the rounds which it fired didn't explode in the air.

The convoy zigzagged violently as we passed over but we had no bombs having already bombed the target. At 11:30 P.M. we started losing altitude at the rate of 2,000 feet/min. We leveled off at 500 feet above the water. The coast of England certainly

looked good. We arrived at the field at 2:17 P.M. 5 minutes late. We had to make two approaches because of a terrific cross wind.

When the plane was parked we looked it over for damage. 1 hole in the nose - flat -; 1 in #1 Eng nacelle - flat -; 1 in left aileron - flat -; 1 in left horizontal stabilizer - flat -; 1 in rudder just above my head - flat (and numerous others) of no consequence. A ~~news~~

(News Correspondent took all our names and addresses. I suppose I'll get my name in the paper again which is what I don't want. It caused the folks back home too much worry. I've already caused them too much worry. I went to bed at 9:30

April 11th

Up at 6:30. Flew on bombing mission, (practice) to the Wash in Norm. Aerial Gunnery mission to the Wash in afternoon. 4 1/2 hrs flying time.

Bomber Command called Capt Riordan & said we were to go on a trip, where we don't know. He's hoping its home & soon.

12th

Usual duties-

13th

Today is the big day. Due to leave on D.S. to, well no one knows but we think to Africa or India. Took off from Thurlough at 14:30 and went to Bovingdon where we picked up 3870 lbs of secret equipment and an Infantry Officer, Major Daly. We took off from Bow at 16:30 and landed at Portreath at

17:45. Stay here overnight and leave tomorrow morn at 4 A.M. with first stop Gibraltar.

14th

Up at 2 A.M. and had breakfast and then got ready to go. Planes (Bomb Day tanks) had to be serviced and we had one flat shock strut, left. We took off at 4:45 A.M. with the flat strut and flew west to the Solly Islands and then turned to a course of 217°. We followed this course for quite a while when we saw the lights just off Great France and did a U-turn. There was plenty of danger of interception. It began to get cloudy and by daylight we were just over the overcast. at 1700. The overcast thinned just as we sighted the Spanish coast further and we set a course

to parallel it. The wind had changed tho and flew us far out into the Bay of Biscay, Atlantic area. We altered course 90° to the left and flew until within 10 miles of the Sp. Coast and then paralleled it the rest of the way. I saw quite a few fishing vessels. During a very rough time in the heavy swells which were running, we paralleled the Portuguese Coast most of the way to Gib, but cut across one corner for a few miles and that made another country for me. It was pretty rough in the air and cloudy and foggy. The coast of Sp. & Portugal was very rough and mountainous and full of bays & inlets. A few miles from Gib. I got my first ~~of~~ view of Africa. Just a couple of mountain peaks. When we arrived at Gib

19
we ~~cut~~ circled the Rock and on the side of the Rock we hit a violent downdraft which threw my ammo out of its cans & upset most of the articles in the plane. Schulz, Radio Operator, was taking a picture of the Rock at the time and was thrown almost out of the Radio hatch. We had to arch again and on the second try the downdraft was even more violent than the first. I had gone up to the Radio compartment to see when the plane dropped. Major Walz was standing up in the hatch was almost out of the plane when I grabbed his leg and held him. Everything in the plane was thrown to the top and then fell back to the floor. Capt Riordan made a perfect landing and when we asked how he felt when we hit the downdraft he said, "Scared", and that he

wouldn't understand why the wings hadn't fallen off. I was really scared myself and so were the rest of the fellows.

The weather was too bad for us to continue so we had to stay at Lit. An Amer. Sgt. took us to town in a jeep and showed us where to get our Eng. 2 exchanged for Sgt. 2. We then went shopping and bought some bananas, the first I'd seen since leaving the States, and oranges. We bought some handkerchiefs with "Savannas or Liberta" embroidered on them etc.

We had steak and a fried egg, white bread and coffee for dinner and then wandered around for a couple hours looking the city and island over. Most everything on the island was built for defense and most all of the civilians were Spanish.

15th

The weather was not too bad the next morning but the Met office wouldn't let us take off because the weather wasn't O.K. at the place where we were supposed to land, so we had to stay another day. We went to the firing range and fired about 100 rounds, ammo in a Tommy Gun, Rifle, and Pistol. Then we went to town and had Red steak and egg and bananas and oranges. We met some American sailors from the Auxiliary Housatonic which was in port for repairs to one of its engines which had broken down. Met one fellow from Tuscaloosa, Ala. Went out to the ship and was shown through. Really nice too. Went back to Lit. Airport and shot in plane.

16th

Up at 7 AM. Helped Tony preflight plane. Still couldn't get off due to bad weather. All of crew got out their pistols.

Rifles, + Tommy Guns and fired them on the beach. Then we all went to town and ate Meat Balls, Eggs + Chips at the Libell^{wood} Cafe. Then we wandered around the town and ate more Oranges and Bananas. The streets in Sib are narrow and winding. And the place is full of Spaniards.

We then went out to the Aousatonic and saw the fellows we had met the day before. They treated us royally and sold us Gucky Strike Cigs, Nestle Chocolate Bars, Coca Cola and Gum, and they had ice cold water on board too. They moved the ship in the harbor while we were on board. The British Battleships Rodney and Nelson were in the harbor and we looked them over thru the ships telescope. We had supper on board. Real Hot Dogs, Sauerkraut, Mashed Potatoes, White Bread, Jam + Coffee. After the meal we went to a movie

"Ma V" on the ship. Then we went back to the Airport and I slept in the ship again.

1942

Had a swell nights sleep. Up at 7AM. Hopped perflight plane again. Weather swell. Oh Yes! I'd almost forgotten. The first day there the German Embassy was shown to us. It is about 1 mile from the Sib. frontier. The next day I took a taxi ride in a horse drawn taxi. You ride too. The weather at Sib was nice and warm. It reminded me of home.

We took off at [] and skirted the Spanish coast which was very mountainous. One of the peaks was covered with snow. The first I'd ever seen in such a warm place. The Mediterranean certainly was blue and beautiful. Hardly any wind, and smooth as glass. We [] the African coast [] between

Mostagnon and
Lened. It was hilly and
full of valleys and inlets. There
were several houses and
villages all along the coast. We
turned inland at Sherchel ^{Cherchel}
and the country looked
just like Florida, houses, trees,
roads etc. There was an
airport, Blida, about 1/2 the
way between Sherchel and
Maison Blanche that had
several dozen C-47's on
it plus quite a few Wellingtons,
French planes, etc. on it.
We had to circle twice at
Maison Blanche because of the
wind and flat airport. The
landing was perfect. There
was practically every type of
plane imaginable on the
airfield, C-47's - Wellingtons,
Spit. 5's - 9's - Beaufighters,
Hurricanes, P-39's - P-40's
P-51's - Several different
French models and a Macchi
Pursuit (Italian) -

25
We unloaded the cargo
and got a ride into Algiers
11 miles away. The road was
~~not~~ relatively good and the
houses etc very modern. The
harbor and dock area was
full of ships and war equipment.
We got rooms at the Red
Cross Club and took a bath
and wandered around the
city until 8:30 P.M. when
the curfew began. About
9 P.M. the sirens sounded
and fire raid alert and "Little
Bit" Davis & I went out in
the open to watch. I saw
one German bomber. The
anti-aircraft barrage was
terrific and reports are that
several were downed. Bombs
were dropped not too far
away and 15 men were
killed. We then went to
bed and the sirens sounded
the all clear about 1:45

18²

up at 7:30 AM and ate breakfast and wandered around town most all day. The town was really modern. The cars are driven on the right like in America and they have both street cars + trackless trolleys. The girls, French, are all good looking have very good healthy complexion. Take the Arabs away and the town could easily pass for any Southern City. Trunk lines each side of the streets and everything is O.K. too. There is one section of the town, ~~the~~ Casbah, which is the Arab section which is restricted to all uniformed forces. It is unsafe to enter this section. The Arabs are filthy and dress something awful. They (clothes) are only rags. The Arabs never wash. The women ~~at~~ wear veils over their face at all times.

27

The very young young and old don't wear them tho.

We had another air raid that night and it was more or less a repetition of the night before. That brought down two of the bombers and Beauphixiere 3 more. 50 people were killed. I got a piece of rock from one of the Club Grotto. To bed at 10 PM

19th

up at 7 A.M. and wandered around town all day. Bought a knife and a few ~~some~~ saw-veners. Staying at the Hotel Daraga. To bed at 8 P.M.

20th

Got up at 8:30 AM and all the crew went back to Maison Blanche to work on the plane. Changed spark plugs on #2 engine and filled left landing strut with fluid and pumped both struts up. Got a nice burn (sun) from working in my shorts.

staying at Hotel Argos again.
20 Feb at 10 P.M.
21st

Up at 7 A.M. and met
Capt. R. & rest of officers on
crew. Bought some Lemons.
Went to Maison Blanche and
had dinner and took off
for Marrakech at 15:30 and
flew to Blida and then to
coast at Sherah. We flew
about 10 ^{thousand} miles off the coast
to Argos which is just
across the cape from Oran.
There we turned inland
toward Fez. The country was
rolling with a few lakes.
The countryside was green
and beautiful with modern
houses and roads. The
terrain began to get more
and more hilly and then
mountainous ~~the~~. About 4000'
high. They were grass covered
and had only scrub brush on
them. The country then leveled
out slightly and became desert

like. There were dozens of
nomad Arab villages and
tents strewn through them.
The weather began to get
bad and we flew through
intermittent showers and
then a solid front of clouds.
The clouds were so dense
that visibility was reduced
to 50-100 feet and icing
conditions prevailed. We
flew instruments for 3 hours
and twice we found small
holes in the overcast and
came down to 500' and tried
to locate ourselves. The country
was flat where we came
down each time and dotted
with Arab villages. The villages
were of adobe construction and
had walls surrounding them.
The land was covered with
grass and sheep were grazing
on it. The first time down
we had to climb back into
the overcast to get over some
8000' mtns. But the second

time we located a good paved road which led us to Marrakech. We made one attempt to land and failed because of poor visibility. The second was no good either but the third was perfect. Capt R. had to make the landing blind because of the rain. We parked the plane and were taken to the mess hall and had Pork Chops, Potatoes, Jelly, butter, white bread & coffee. It cost us 25 francs which became our per diem. Slept in troops at Casino Hotel. To bed at 12 P.M. Oh yes! We landed at 1945.

22nd

Up at 7:30 A.M. and out to landing field. Preflighted and checked plane - Refueled. Took off for Gibraltar at 10:30 There was an overcast at 2500'

and we flew at about 3000' to be over it and to clear the mtns. in that part of the country. I could see the snow covered mtns which are about 2.5-30 miles from Marrakech. When the clouds broke I could see the sandy hilly Arab country below interspersed with the green oases and river sides. We flew over Casablanca which is a very modern looking city and ~~had~~ ^{was} a small harbor in which were many ships, among them several destroyers, cruisers and escort vessels. We then flew up the ^{Morocco} Spil Coast about 40 miles offshore to Gibraltar. The Moroccan Coast was very similar to that of Spain and about Algiers & Oran. We landed at Gib at ~~1340~~ 1340 and went up town. But it was Good Friday & most everything was closed. We finally ate at the Victoria Hotel - Spack and eggs - Good too -

Slept in plane - to bed at
9:30 P.M.

23rd

~~Left~~ up at 6:30, arriving
plane and took off at 8 A.M.
Capt Adams, who was and
escaped pilot from our squad
who was shot down over
Lille. Now B was with us. So
was Lt Kelly 367th Copilot
downed over St Nazaire -
Lt ~~Smith~~ Trost 367th
Navigator - 1/Sgt Jones 303rd
Bomb Gp, Engineers all escaped
American airmen were with
us. Flew just off Spanish
Coast to Bay of Biscay where
we cut across to England -
Had bad weather across Bay
Biscay - Landed at Partreath
at 2:30 P.M. just 2 1/2 min.
off our E.T.A. Stayed there
for 30 min & took off for
Bovingdon. Landed at 3:20
Left all our passengers there
so they would go to London

and be interrogated. Took
off for Thurling ^{at 5 P.M.} and made
it in 10 min - We had
heard at Bovingdon that
the 366th had lost 10 of the
16 planes on the raid on Bremen.
None of them were in our Sqdn
this - Lt Watson, former B Flight
member went down & so did
Lt Casey C flight leader before
being transferred to the 367th
The 368th had lost 5 planes
on the raid -

To bed early & my back
is still sore from overexposure
to the sun

24th

Usual duties plus cleaning
up plane which was in
a really dirty condition. We
had practically lived in it for
11 days more or less. Took
most all day to get the cig-
arettes, banana peels, orange &
lemon peels etc out.

25th

Cleaned guns and flew locally. Back almost well, but slightly brown and quite a few more flecks than in the last 6 months

26th

Up at 6:30 and took exercises and went back to bed. Up again at 7:45, and Combat Crew meeting. Started raining and did so most all of the day -

June 21-

Up at 4:30. Breakfast & Briefed for raid on Hula Rubber (Synthetic) plant which is between Hatter and Reckling-Hansen - Secondary Munition - Chemical and Industrial works. Takeoff 8:15. Alt. 23,000'. Bomb load - 10 x 500^{lb}. Plane position - lead of second element of high sqdn of 4th up over Sgt. Pilot, A. Bruce -

Takeoff was delayed for 5 hours due to weather & finally scrubbed. Should have gone up on pass but there is one on for tomorrow so I'm staying so as to finish.

Route would have been:

Huckley - Wash. - (where we were to form) North Sea - Uieland - Deventer, I.P. (Padden-Lary) Hula (between Hatter & Reckling-Hansen) Bomb. Corfield

Nymegen, Dordrecht, (pick up 3 gps. (150) P-47^s here) and then Ipswich + home - land 18:30
There was and estimated 200-250 E/A in this area. but virtually no flak.

Scrubbed at 1230 - off rest of day - wrote letters etc.

June 22

C.O. woke me up at 3:30 for breakfast. Ate + interrogation at 4:30 AM. Target, Hula, Germany. Altitude 25,000'; bomb load, 10 x 500^{lb}; plane position left wing, second element, high sqdn. 6th sq. Sqn. 6:40

Thompson was on schedule and we formed at March at 12000'. It was slightly cloudy. We flew to Skyness and gained alt. to the Dutch Coast at Uieland. The formation was only fair and when Capt Magoffin,

Sqdn leader, started the formation broke apart. Then our #4 engine went out + we feathered the props and jettisoned our bombs which fell in the Ziechey Sea near Rotterdam and tried to stay in formation but then #3 quit on us and had to be feathered. About this time I counted 9 E/A at 3 o'clock - 9th Jones said for us to prepare to bale out but Moore, Engineer, and I said for him to try and get back on two engines and he finally consented. 9th Jones put the nose down + we descended at 4-6,000' per min ~~with~~ and 325 mi per hr. I.A.S. until 100' from the ground. We had an attack by a Me 109 F at about 18000'-20000' and the left waist Mike Home myself, Lt waist Frank Datta, top turret, Moore and I

Knocked it down. When we got down on the deck we still had to run the flak gauntlet of Uieland, Terschelling, and the flak boats out in the channel between the mainland & the islands. The flak bursts were all around us and there were hundreds of them. We could only take very weak evasive action due to the lack of power on one side and low air speed of 120-25 M.P.H. The flak concussion flew out the rt. life raft which knocked a large hole in the rt. elevator adding to the difficulties which we already had. We got ~~several~~ several good shots at 3 flak boats, which were painted with black & white stripes, as we came between Uieland & Terschelling. One of them looked as tho it was sinking as we left. I shot a small one up as we passed away from

30
it. Our speed kept dropping and we were losing all of our precious 100' alt. We began throwing out all the extra ammunition and equipment and then all the ammunition. This caused our speed to increase to 135-45 M.P.H. and we climbed to 200'. We got everything ready to ditch and stood ready to do so. The plane was flying with the right wing high so as to get the maximum amount of lift on the side with power. We couldn't get any answer from the Air Sea Rescue office to the continuous SOS and position reports which we were transmitting. At 11:10 we sighted land and all of us relaxed. We flew back to base on two engines & when we landed the Sp had already landed & given us up as lost. Everyone asked us

what happened and then congratulate
me on a miraculous escape and
me for the successful completion
of 25 combat missions. They
painted a large yellow '28' on
my back and trimmed it with
green and then added a similar
369th at the bottom - Boy

was I happy. I never thought
I'd see the day I don't like
survived and winners - Not
at Dabogostuff anyway. After
interrogation, eating etc. I cleaned
up tent & tower & called home
that I'd finished - Now mom
& Dad & all the rest can sleep
peacefully - so can I too. I can
plan for peace - I saw a
movie and came home.

June 23 -

up at 11 A.M.! No more
early getting up. It's a ground
log - and a senior airman's.
Maybe I can go home now &
take flight training -

FK

Q cols

X

