

DIARY

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9th Air Force

367th Fighter Group

393rd Fighter Squadron

Flight "B"

European Theater of Operation

1944

WORD USEAGE

Flight- Consists of four planes.

Squadron - Consists of three or four "Flights".

Group- Consists of three or four "Squadrons".

The 367th Fighter Group consisted of the 392nd, the 393rd and the 394th fighter squadrons.

Fighter Squadron is abbreviated (F.X.).

Abort means to return to base.

Bailed Out- Use the parachute.

Flak- Heavey anti-aircraft fire. Forty MM or larger. The Germans had an extremely good 88 MM that could be used in ground to ground fighting or as an anti-aircraft weapon. The shells would explode by a timing device or on impact.

Enemy Aircraft is abbreviated by (E.A.).

Commanding Officer is abbreviated by (C.O.).

Rendezvous is abbreviated (R/V).

Railroad is abbreviated (R.R.).

Bogey is an unidentified aircraft.

Bandit is an enemy aircraft.

Armed "Reccy"= Armed with bombs and given an area to bomb or strafe anything anything that provides a target. (Armed Reconniassance)

Red Flight= The lead flight in a formation.

Blue Flight= The number two flight in the formation.

Yellow Flight= The number three flight in the formation.

Jerry= Germans.

Break= An extremely sharp turn to meet an attack head-on or a sharp turn to get away from flak. Generally the first explanation.

Hit the deck= Dive for the ground and fly as low as possible.

Split S= Roll the plane over on its back and pull back on the stick and go into a dive. You can also change direction (180 degrees) with this maneuver.

March 8th, 1944- Left Oakland Municipal Airport, where we had been stationed and boarded the train for Camp Shanks, New York (Port of Embarkation for the European Theater of Operation).

March 13th- Arrived at Camp Shanks.

March 20th- Boarded "Dutches of Bedford", an English transport.

March 21st- Left New York.

April 3rd- Docked at Greenick, Scotland.

April 4th- Arrived at Stoney Cross, England.

April 10th- Issued P-38's.

April 11th-13th- Studying cockpit procedure and becoming acquainted with the instrument panel.

April 14th- Captain Peck (394 F.X.) killed-left engine failure when going around the field after overshooting field on the first approach.

April 20th- Lt. Gillespie (394th) bailed out when left engine caught fire. Lt. unhurt.

April 21st- Lt. Leppen (392) was practicing single engine procedure and ran good engine gas tank dry and landed "wheels up" on the landing strip.

April 24th- Lt. "Lazy" bellied in on take off. Lifted wheels to soon or left engine failure.

Lt. Yeagure (392nd) brought plane in on single engine due to broken oil line. Left wheel not completely down. Plane cracked up. Pilot unhurt.

May 9th- Two fighter sweeps over France. I took part on one. Nothing encountered. Lt. O'Donnald (392nd) tried single engine landing. Gear not down and tried to go around and dove into trees. Plane burned. Pilot uninjured.

Tony Javiere (lockheed Test Pilot) gave us a show today.

May 10th- Visited London on our day off.

May 12th- Escort bombers from Belgium-German border to England. No E.A. sighted. Encountered light flak at R/V point. Flak bust near me off my right wing on several occasions. B-24's fired on a few of our fighters.

May 13th- Escort bombers from England to German border. No E.A. sighted. I did not go. Shorty Connally flew my plane.

May 14th- Mother's Day. Lecture on "Dive Bombing". We may be doing some soon.

May 19th- Escort to Germany. I did not go. "B" Flight on pass to Bournemouth.

May 20th- Two missions. I was the spare on the 2nd mission. Lippert did not get off. I took his place but had to abort. Richardson, (392) has been missing for two days. Heavy flak on 2nd mission. B-26's bombed airfield North of Paris.

May 21st- Strafing called off because of weather.

May 22nd- Escort B-26's to French coast. We were top cover during the raid. Bombed coastal defense area. Weather soupy. Overcast from 2000 ft. up to 8000 ft.. Hazy up to 15000 ft. One F.W. fighter sighted but lost him in the haze and clouds. Very little flak. I flew #4 position on Nugent's wing. No word of Richardson.

May 23rd- Two missions today. First escort. I did not take part in this mission. Captain Hollingsworth and Lt. Ross believed to have had mid-air collision in the overcast. Weather bad. Pilots found in the English Channel in the afternoon. They were in Dingys. One dead. The other died later from exposure.

Second mission. I flew #2 position on Capt. Joy's wing. We took 1000 lb. bombs. Capt Joy and I hit a factory in France. Nugent hit an airfield & Lippert hit the R.R. tracks. We made a steep pass and released bombs at about 450 Mph.. Three pilots made single engine landings. Flak encountered over airfield. No one hurt. Richardson still missing. Two of the single engine landings were from the flight that hit the airfield. They were hit by machine gun fire.

May 24th- Escort bombers out from 100 miles N.W. of Berlin. I did not go. Bombers are B-17's from the 8th air force. Missed R/V with bombers. Lippert flew "Janet" (my plane). He had turbo trouble and landed single engine N. of London. E.A. sighted but they did not attack. No doubt waiting for the bombers.

Second mission. Target was an airfield at St. Brioux, France. I flew #4 position on Capt. Joy's wing in the lead flight of the lead squadron. As we made our pass from 10000 ft., Major Jones was hit by flak or machine gun fire. I saw a glow of red, then his plane a mass of flames and it peeled up to the left and then dove into the ground. I released my bombs (two 1000 lb. bombs) and gave full throttle and full R.P.M.'s and got the HELL out of there. Tracers were like a swarm of bees all around us and coming from all directions. I lost sight of Captain Joy. Danny Heath and I joined up and came home together. Morud, a (394th) pilot joined us on Danny's left wing. Flak caught us on the way home. It came from the Channel Islands. It hit Morud and broke between Danny and me. Morud made it back O.K..

A bunch of the boy's planes are shot up. Major Jones may have bailed out but it is doubtful.

May 25th- Escort bombers out from Germany. I did not go. Nugent, Lippert, and Peschken went. Escorted straggler to Brussels when it was hit by flak. Two engines were out and flak got one other. Bomber crew bailed out a little later. E.A. sighted but they did not attack.

May 27th- Escort out B-24's from Brussels. Target for bombers was an engine factory. Good hits and factory left smoking and badly damaged. I was #4 but had to abort at Beachy Head (English Coast) because of radio trouble. Danny Heath aborted five minutes sooner because of low oil pressure. We were in Capt. Griffin's flight. Shorty Connally was on Griff's wing. Since we lost Major Jones, Capt. Joy is now Squadron C.O.. Captain Moody is Operations Officer and Lt. Nugent is flight leader. I'll never forget seeing Major Jones going down in flames. It was the most horrible sensation that I've ever had. I often wondered what I'd do when I was scared to death and sick to my stomach at the sight of one of our boys going down. I remember checking the bomb switches, centering the needle and ball indicator, and getting the right lead on the runway and releasing the bombs. It was a good job but it took about half an hour before I quit trembling.

May 28th- Escort B-17's out from 200 miles south of Berlin (near Leipzig). At R/V point my right turbo ran away. Danny and I headed back for England. After 20 minutes I got the turbo under control. It had frozen up and by dropping to a lower altitude it thawed out. We came back over the Ruhr Valley and ran into intense flak. The flak in and out was heavy and accurate. We were flying at about 20000 ft. Danny Noble made a single engine landing. One engine out from flak. Lt. Garlan (392nd) crash landed on single engine from flak. He is O.K.. Many others were shot up but made it back O.K.. Some of the bomber crews had to bail out over the channel. At the R/V point I saw one B-24 hit by flak. It began to smoke and then began to spin. I saw none bail out but they could have as it went down. They were being attacked by E.A. but they were gone by the time we arrived. A five hour mission is too damn long. Everyone is tired. I loved that Georgia Boy (Danny Heath) today.

May 29th- Escort bombers. 5½ hr. mission. Shorty, Lip and Pesh went. R/V made with the bombers. Light flak. No E.A. sighted.

May 30th- Escort out B-17's from East of Paris. 3 1/2 hr. mission. Moody, Lip, Pesh, Nugget, Granzow (a replacement pilot), Danny and I went. Granzow's oxygen gave out. He came home escorted by Danny. R/V made. No E.A. sighted. Flak very inaccurate and light for a change. Bombers knocked hell out two R.R. marshalling yards. Largest flight of bombers I've seen yet. More bombers seen going in as we came out. On the way out, Lt. Martin and Major Kelley shot up a train and a truck.

- Lt. Hodok (392nd) was killed in a non operational flight in the afternoon.
- June 2nd- Dive bombing mission on a bridge North of Paris. Planes are now carrying 2-1000 lb. bombs. I did not go. Bridge knocked out.
- June 3rd- Dive bomb R.R. North of Paris. R.R. damaged in several places. Four locomotives shot up. "Scrappy" Bloomer shot up a locomotive and ran into some telegraph wires. Took the left wing tip off and was then hit by flak and it knocked out his right engine. He made it back with half the wires in France wrapped around him. He had to belly the plane in landing because the wheels would not come down. Lt. Dobrowski had a 20 MM shell shell knock off part of his tail. Lt. Grosse (393rd) lost one engine from flak. Several others were hit but all reached England safely. Capt. Moody, Lip, Pesh, Evans (another replacement), and I went. There was nothing to strafe in our area so we climbed through the overcast which went from 2500 ft. to 7000 ft. and came home. We were all on instruments going through the overcast. France and its transportation facilities is taking a hell of a beating. The sky is thick with allied Aircraft.
- June 5th- Tomorrow is "D" Day for the invasion. We learned that tonight. We sent patrols out to protect the shipping from 9 PM to midnight. I was not on this patrol.
- June 6th- The invasion is here. Lip, Pesh, and I were ousted out of bed at 3:30 this morning. We start engines at 5:20. Patrols are running from 4:30 until midnight. A patrol is an hour and a half over a specified area making the flying time two and one half to three hours. Smoke is boiling up over the French Coast from bombs and Naval shelling. Many smoke screens are being used. No E.A. sighted. We are on the deck from three to five thousand feet or under the cloud layer. Allied planes are thick as fleas. The Channel is a mass of ships and barges. 800 Allied warships besides the 2500 other transports, landing barges are taking part. 50000 troops were in the first wave. It looks like a person could walk across the Channel by just stepping from one deck to another.
- June 7th- Another dawn patrol. Ceiling was down to 1000 ft. in many places. We were at 500 ft. and ran into light rain occasionally. No E.A. sighted. Another patrol this evening. Nothing happen- in the air for us. Visibility very poor.
- June 10th- Dive bomb with 1000 pounders. R.R.'s were the targets in back of the assault area near Cherbourg. Danny and Granzow caught a truck convoy and strafed them knocking out two vehicles. Ted Hunt (392nd) caught a man on a motorcycle and got him with machine gun fire. The Germans ran like hell when the boys headed their way. I did not go.
- June 11th- We've been standing by on alert for three days and only one mission. The pilots are getting restless.

- June 12th- Escort two Destroyers from Cherbourg Peninsula to England. They must have carried some "Important Wheels" of this man's army. Maybe some Generals. The battle is really raging over there. Nearly everyone in our flight went. (We found out later that on one Destroyer was Winston Churchill and President Franklin D. Roosevelt. The other Destroyer was for water escort and we were the air cover).
- June 14th- Divebomb and escort. Half carried 2-1000 pounders and the other half was escort. Target was bridge S.W. of Paris. Shorty, Pesh and I went. Shorty aborted after takeoff. I aborted at Cherbourg Peninsula. They bombed hell out of the R.R. tracks but don't know whether they got the bridge. Lt. Phelps (393rd) was hit by flak and engine caught on fire. He bailed out near target. He was seen to pick up his chute and head for some trees. Lt. Mason (Big Jim) and Lt. Pinkerton shot down a Me 410 that cruised through the formation. Ju 52 and two Me 109's were seen by two pilots from the 394th. The Pilots were returning alone. One pilot was on single engine and the other was his escort. They did not attack.
- June 15th- Practice divebombing to sharpen up.
- June 16th- Dive bomb anything South of Cherbourg Peninsula. We are now carrying 2-2000 lb. bombs. I was #3 man in Captain Griffin's flight. We were top cover for the rest of the Squadron. They hit R.R. tracks and roads. Many good hits. Danny strafed a stem shovel and some box cars. One pilot in another squadron had one engine knocked out by a flak tower. No other flak encountered. No E,A, sighted.
- June 17th- Divebomb a bridge just South of Paris. "B" Flight on pass but Nugent and Lip stuck around and flew. Our Group lost three pilots and got three Me 109's. Two of the pilots were from our squadron and the other from the 392nd. Bridge was knocked out. Peters, White and Gillespie were the pilots shot down. Peters got one Me 109 before they got him. Capt. Griffin ran one into the ground after running out of ammunition. Garland (392nd) got one. Pawlowski had his canopy shot off. Lt. Leppen's plane looks like a sieve. Several Me 109's were damaged. Involved in the battle were 12 to 16 Me's. Capt. Griffin jumped them and all hell broke loose. "Griff" eventually lost his flight while chasing an Me on the deck. After the 109 ran into the ground, "Griff" had to outrun four more Me's until he reached the Channel and they gave up the chase. The boys shot down could have bailed out. I hope so.
- June 18th- Dive bomb vehicles in wooded area on Cherbourg Peninsula. ^{CARRIED} Nugent, Lip, Johnson and I went. I flew #3 position. We 2-1000 pounders. All bombs hit the woods. No E.A. sighted. Very light flak and inaccurate. The other squadrons bombed in other areas near us and one pilot was lost but I do not know his name.

This morning we had a dive bombing mission, but "B" flight did not go. Capt. Reddick (392nd) got it while strafing.

- June 19th- A Squadron mission by the 392nd only. Wether over target was socked in from 500 ft. to 10,000 ft.. Two pilots are missing - Kahn and Webb. Wether believed to have gotten them.
- June 20th- Patrol mission. Landed in France on ALC-1. Took off and patrolled again. No E.A. sighted. Weather soupy as Heck. We set foot on French soil for the first time today. It was the first time we have flown from there and kind of exciting. Lt. Webb showed up today. He was missing yesterday and had landed in France after the weather had closed in and his compass went out. Nothing has been heard of Lt. Kahn. Nugent, Lip, Danny, Shorty, Dewey, Capt. Moody, Evans and I were on the mission. Last evening we received our air medals from General Kincaid of the 9th Air Force.
- June 21- Escort out from 40 miles West of Berlin. "B" flight did not go. There were enormous numbers of bombers going in and out. No E.A. sighted. Seems strange. Everyone returned safely. Lt. Markley (392nd) hit prop wash when landing and left wing hit some trees. Plane crashed and burned. Markley not seriously hurt. Lt. Holman (392nd) ran out of gas just as he reached the field and bellied in. Wheels not down. Lots of flak but no damage.
- June 22nd- The group caught Hell today. From "B" flight were Nugent, Pesh, Johnson and Granzow on the mission. They skip bombed and strafed enemy positions on Cherbourg Peninsula. Eight men are missing from our Group. Lt. Wedul from the 393rd. Six from the 394th, and Major Smith, Group Operations Officer. Wedul bailed out in the Channel when his plane caught fire along with Lt. Morgan and two others. There were four single engine landings. Lt. Malone (392nd) brought his plane in on one engine and his nose wheel was shot off. He did a beautiful job and was unhurt. Granzow blew a tire on landing. Johnson had a quarter of his left rudder shot off plus other holes. Pesh had two bullet holes in his right wing. Capt. Griffin had one engine knocked out and lost part of his tail. About half of the 393rd planes are damaged. Of 16 planes from the 394th, 12 were battle damaged of which 6 are missing. One pilot from the 392nd crash landed on a strip in France and is O.K.. The 392nd had half of their planes damaged, too. It was the roughest day we've had. The Germans caught hell but it was a costly mission. The pilots were flying right on the deck and some of the boys clipped the tops of the trees throwing branches everywhere. Nugent tipped one tree with his left wing. We just received word that Wedul is still in the water and not in his dinhy. He is passed out and probably dead. He was one of the nicest fellows I've ever known. We just received word that 36 out of 48 planes were damaged. Lt. O. Johnson flew "Janet" but was not hit.
- June 23rd- No mission--no planes available.
- June 24th- Two divebombing missions today. I went on the 2nd.. I flew #2 position on Dewey's wing. We escorted B-26's to N.E. of Dunkirk and carried 2-1000 lb. bombs. We were supposed to go in ahead of the bombers and draw flak to locate their

positions. They would not fire at us but waited for the bombers. They knew what we were up to from previous experience. We bombed a R.R. after the bombers had hit their target which was two marshalling yards. One of the pilots who had bailed out on the mission on the 22nd. He is from the 392nd. He showed up today.

- June 25th- Patrol ships that are bombarding Cherbourg. I flew Dewey's wing #4. Dewey aborted so we had a three plane flight. Capt. Moody, Shorty and myself. Nothing seen. Patrol in the afternoon. Weather bad. "B" flight on pass. Weather got two pilots from our squadron. Lt. Liota (393rd) crashed on the Isle of Wight and Capt. Pierce hasn't been heard from. Capt. Moody was at 300 ft. and on instruments a few times. Planes landed all over England today. Only half of them made it back to the base. That was Liota's first mission. Best news of the day. Major Jones, who we thought was killed in a divebombing mission over a month ago is now at Allid Headquarters in France. He had bailed out and is O.K..
- June 26th- Bad weather. No flying.
- June 27th- Divebomb R.R. South of Brest, France. No flak. No E.A.. Most of "B" flight were on the mission. Capt. Pierce is still missing.
- June 30th- Divebomb S.W. of Paris. Ceiling low. Flak over target and along the coast. Lt. Rankin (393rd) was hit by flak. Noone saw him bail out. He was "Tex" Rankin's son. Tex was a World War 1 Ace.
- July 3rd- Divebomb on Cherburg Peninsula. 393rd met no flak but the 392nd lost one man due to flak. "B" flight on pass.
- July 4th- Divebomb R.R. near Laval. Couple good hits on a marshalling yard. The boys strafed on the way out. Dewey, Shorty and I were top cover. E.A. sighted at 20,000 ft. over Caen. the 394th sent 12 planes and we sent three but they beat it before we got up to them. Scrappy Bloomer spotted 6 F.W. 190's but lost them in the clouds. Lt. O. Jonson flew "Janet" and got a hole in the right wing from flak. I flew "Berkley Bullet", John Eldridge's plane. Everyone returned O.K..
- July 5th- Took off but mission called off because of weather over the Channel.
- July 6th- Two missions. Both divebombing. We carried 1-1000 lb. bomb. Area was East of Caen. I flew on the second. We hit a road intersection. I got a good hit. Two others got good hits. Christianson caught a flak burst in his right wing on the way out. We got heavy flak going in and coming out. "Chris" was the only one hit. He made it back O.K.. No E.A. sighted.
- July 7th- Patrol and divebomb at the end of the patrol period just East of Caen. I did not go. Lt. Hayden had 20 holes in his plane when he landed. The flak was accurate and heavy. Everyone returned. B-26's were bombing hell out of Caen. It was a mass of flames.
- July 8th- Divebomb R.R. and targets of opportunity near Rennes. On the way back, Capt. Zimmerman shot up a plane on an airfield. Lt. M. D. Jones was hit by flak over the field and made it back to England

but crash landed at Salisbury. He was on single engine. He was not seriously hurt. I did not go on mission.

Second mission of the day. Divebomb R.R.'s again near Rennes. I flew #4 on Buck Buchannon's wing. We were top cover. Weather soupy. No E.A. sighted. No flak for a change.

Third mission for the day. Escort B-26's to Loire (Loyre) River and nothing encountered. Flak or E.A..

July 11th Escort A-20s to Le Mans but R/V was not made. I did not go. Nothing encountered.

July 13th- Divebomb. "B" flight on pass. Good hits on R.R.. No flak. No E.A.. Weather bad.

July 14th- Divebomb. Encountered Flak. Lt. Ody (393rd) had right aileron knocked off and hydraulic system shot out. Made it back O.K.. No E.A..

Second mission. Divebomb South of Le Mans. Three good hits from our squadron. Pascal (392nd) was hit by flak and went on single engine. When landing, he couldn't get his wheels down and had to belly it in. He landed long on the field and the plane skidded off the runway and into a tree. The plane burned but he got out with only a bad bump on his head. We caught flak coming out and it tracked our flight for a while but was not accurate as we are thankful. An overcast about 2500 ft. thick but the weather above it was excellent.

July 16th- Escort and divebomb. Escorted B-26s to Nantes and went in five minutes ahead of them to bomb flak positions. Granzow got a burst of flak and it cut one elevator cable and peppered him with holes. He was flying Danny's plane. Everyone returned O.K.. I flew on the mission, #3 with Dewey leading.

July 17th- Divebomb S.E. of our front lines on Cherbourg Peninsula. R.R. were the target. Overcast covered target so we went farther South and hit a rail line. Encountered flak. Everyone returned. I flew.

Second mission to divebomb the area scheduled for the first mission. Flak encountered. "Scrappy" Bloomer (393rd) was hit by flak over German lines near Caen. Left engine was on fire and he rode the plane until he reached our lines and then bailed out. He was flown back the same evening. One shell had gone between his legs and out through the canopy. He was picked up by two British soldiers. He received cuts, bruises and burns but is O.K..

July 18th- Divebomb in the morning. Everyone returned. Flak encountered.

Second mission. Escort B-26s to within 40 miles of Paris. Weather poor. I flew. Dewey, Johnson and Evans also went. Very little flak. No E.A.. Easy mission.

July 20th- Divebomb R.R. near Noguent. I was #3 with Capt. Moody. Evans

was my wing man. Weather terrible. Overcast from 2,500 ft. to 3,000 ft., then haze and cumulus clouds solid from 4,000 ft. up to 10,000 ft.. Lt. Pape (392nd) tacked on to our flight at 3,000 ft.. We lost Evans in the second overcast so Pape flew my wing. The flights were all mixed up after breaking through the clouds. We went South of our area before finding a hole through which we could bomb. Lt. Ody hit a tree when landing at the base. He was driven into the tree by a plane letting down through the overcast. He landed O.K.. Evans and Johnson had punctured wings from bomb blast. Nugent and Peschken got lost and landed at Bristol. We carried 2-1000 lb. bombs. We were lucky not to lose any pilots in that kind of weather. I just heard that the 394th lost one pilot in the overcast. Lt. Mushrush, a heck of a nice fellow.

Second mission. Divebomb near Vitre. R.R.s are target. Weather getting better. Lt. Axton and Major Joy hit by flak. No serious damage. Everyone returned. I did not fly.

Third mission. Divebomb R.R.s near Paris. Weather fair but hazy. Dewey was #1, Shorty #2, I was #3 and Evans #4. We were top cover. We expected to see some "jerrys" but didn't. A little flak along the coast going out. Everyone returned.

July 22nd- Divebomb. "B" flight did not go. One single engine landing from flak. No E.A. sighted.

July 23rd- Divebomb R.R. near LeManns. I flew #4 on Dewey, Lip #2 on Nugent. Weather hazy and overcast from 2,000 Ft. to 7,000 ft. It was not as heavy as two days ago and did not cause any trouble. No E.A. and no flak.

July 24th- First mission. I flew #4 on Dewey. Divebomb West of St. Lo. Heavy bombers and dive bombers were to saturate the area and then the ground troops were to move in and start a break through. The heavys went in but fighter-bombers recalled due to weather.

Second mission. Divebomb R.R. at Sille which is N.W. of LeManns. Dewey leader #2 Johnson, #3 Myself and #4 Evans. We strafed what looked like an ammunition dump but after one pass we could see it was a wood pile. No flak in our area. No E.A.. I almost got a French farmer on the road with a load of hay but recognized him in time.

July 25th- Divebomb German lines at St. Lo. "B" flight did not go. Everyone returned.

July 26th- Divebomb North of LeManns. Ten minutes from target the 393rd were jumped by about 16 F.W. 190s. Blue flight did not see them until they were right on their tails. Nugent was leading the squadron. He heard someone call a break so he called a break for the squadron. Bloomer was leading Blue flight and all three of his men are missing. They are "Butch" Hayden, O. Johnson and Capt. Ray. Capt. Ray had taken off with his flight and when going through a cloud, three of his flight had a collision. Cooksey spun in and was killed. Lt. Brandt was flying "Janet" and bailed out, breaking his leg. Lt. Green landed at Stoney

Cross on one engine. Capt. Ray tacked on to Bloomer's flight because one of his pilots had aborted. Lt. Axton got one confirmed kill and one probable. Nugent got in several bursts but didn't see any hits. Connally damaged one. Barnes ran one into the trees. O. Johnson has been reported safe at ALG-1 in France. He phoned just a few minutes ago.

July 27th- We moved to France. I went by transport.

July 28th- Divebomb R.R.s. Dewey leader, #2 Granzow, #3 myself and #4 Johnson. We bombed R.R.s and strafed. One truck on fire. One locomotive smoking. Two box cars damaged with one on fire. My bomb upended about five box cars and tore up the tracks. No flak. No E.A..

July 30th- Top cover for B-26s while they bombed the front lines. I flew on second mission. Both missions same target. Axton was #2 on Capt. Moody, Granny #4 on me. One B-26 was seen hit by flak and going down in smoke. Plenty of flak but no E.A.. Allied lines extend from Granville on the coast East N.E. to Caen.

July 31st- Two missions. Both divebombing. Our flight did not go. They got a fuel dump and strafed a train without the engine. Small amount of flak. No E.A..

Aug. 1st- Escort B-26s to Chartres. Axton #2 on Moody, Granny #4 on me. No E.A.. At landfall going out our flight ran into flak. It burst around Granny and me but did no damage. The 392nd squadron lost three pilots on the 31st. They are operating from a different fighter strip. They were lost while strafing. The Pilots were Flemming, Ericksen and one other.

Aug. 2nd- Escort B-26s to bomb line. Mission uneventful.

Aug. 3rd- Mission called off. Bad Weather.

Aug. 4th- First mission divebomb fuel dump near Angeres. Lippert #4 on Nugent, Evans #2 on Capt. Moody. Evans aborted half way to target because of radio. Target believed to have been hit. They caught a convoy on the road and got about 25 vehicles by strafing. No flak. Lt. Pyron hit a tree while strafing and dove into the ground blew up. Just as our squadron reached our field, "Bandits" were reported at Laval. The planes were low on gas so had to land. I did not go.

Second mission. Divebomb in the same area. From "B" flight were Dewey, Axton and Johnson. Dewey and Johnson hit a power station and left it in ruins. Danny hit a marshalling yard and blew up some box cars loaded with ammunition and also some oil tankers. Several others bombed the same area and when they left it was a mass of smoke, flames and debris. The smoke and flames shot up to 5,500 ft. and shells were exploding on the ground. Two trucks and a jeep were strafed and left burning. One locomotive was blown up by Dewey and Johnson by strafing. Barnes got a hit on a convoy that was parked under some trees. Smoke was boiling up

from the woods. Axton had one engine knocked out by flak or bomb fragments. Shortly after take-off, Lt. Northrop had engine trouble and he headed back for the field. He never made it and his plane was found scattered around in a field but no sign of him. He must have bailed out but no one saw a chute. A searching party is out looking for him now. They found him. He bailed out but must have been too low because his chute never opened. That makes 9 men lost from "D" flight. That is Buck Buchannons.

Aug. 5th- Divebomb near Orleans. "B" flight was top cover. Shorty connally #2 on Nugent, Evans #4 on me. The boys hit a train and blew it over half of France. Bandits were reported in our area but we did not see them. No flak.

Second mission. Divebomb in the same area. "B" flight did not go. Keller got a hit on some oil tanks. They blew up and were burning when the boys left. They caught a train in motion and got several hits by bombs and then strafed it and blew up the engine. Three planes were damaged by flak but all returned safely. No E.A..

Aug. 6th- Escort B-26s to Vendom. Target a bridge and marshalling yard. Target destroyed. Flak inaccurate. No E.A.. Shorty flew #2 on Capt. Moody, Granzow #4 on me. Granny aborted shortly after take-off. Before take-off when we were starting my plane, it caught fire. The assistant crew chief (Sgt. Smith) flashed the generator points in the wheel well to get them to operate. There was gas fumes in the wheel well and it exploded from the spark. THE explosion blew "Smitty" backwards into the propellor and was knocked down. When the fumes exploded it cut the power to the prop. and it was wind milling. The flat side of the prop. hit him and not the edge. He was burned on the face and hand and badly bruised but will be O.K.. He was a lucky man. The fire did little damage to the plane. Obviously, I did not fly on the mission. The 394th lost Lt. Carmody and Lt. Forbes in a mid-air collision.

Second Mission. Escort B-26s to North of Paris. Recalled at R/V point. Evans was #2 on Nugget, Johnson #4 on me.

Aug. 7th- Three missions today. I did not fly on any of them. The boys were patrolling the front lines. Shorty picked up a couple of holes from flak on the 1st mission. On the 3rd mission, "Tex" Jones nose wheel buckled on landing. He was not hurt--patrols were uneventful.

Aug. 8th- First mission. Divebomb a fuel dump East of Avaranches. The haze was terrible and Capt. Moody had a heck of a time finding the target. We bombed and saw hits in the right area but the results were unknown. No flak. No E.A.. Shorty #2 on Capt. Moody and Granzow #4 on me.

Second Mission. Escort B-26s. Mission uneventful.

Aug. 9th- Escort. Nugget, Granny and Axton went on the mission. Encountered flak-no hits-No E.A..

Second mission. Johnson #2 on Dewey, Evans #4 on me. Escort A-20s to N.E. of Paris. No E.A.--flak caught our flight on the

way out. It was darned close but no hits. A B-26 made an emergency landing here just after we landed. He was shot up by flak. He had one control cable cut and had wired it together while in flight. Both wings were full of holes and dripping gasoline. They did not dare to use their brakes for fear a spark would cause an explosion. The crew all rolled out of a hole in its side before it came to a complete stop. It was a safe landing no accidents.

Aug 10th- Escort B-26s to Nogent. R/V made. One B-26 lost when going in. Three of the crew bailed out before it exploded. Target a bridge and destroyed. Bandits in area but none seen. Another bomber hit on the way out. Three men bailed out of this one, however the pilot brought the plane into AJG-9. On mission from "B" flight were Lip, Axton and Johnson.

Second mission. Escort B-26s to North Eastern outskirts of Paris. Target was a R.R. junction. Target destroyed. No flak. No E.A.. Granny #2 on Dewey, Evans #4 on me.

Aug 11th- Divebomb Argantan. Target was tanks or any enemy activity. Two flak positions destroyed. Lip got one by strafing. Lip, Granny, Nugget and Axton went on mission. Nugget, Axton and Busse were knocked down by flak. Nugget bailed out, as did Busse. Axton did not. Nugget was on single engine and then caught a burst in his good engine and called that he was bailing out. Lip saw Nugget's chute open. Busse likewise, called that he was bailing out but noone saw his chute but he probably made it. Axton's plane was on fire and noone saw him get out. Baer had a three foot hole blown in his right rudder but he made it back.

Aug 11th- Divebomb ammunition dump near Remboullet. Our bombs hit in the area and we strafed some boxes and crates but saw no explosions. Dewey and I caught a personnel carrier and strafed it. The guys were running like mad as we made our pass. We were getting light flak at us as we made our run. Shorty flew #2 on Col. Crossen, I was #4 on Dewey. No battle damage. No E.A.. A convoy was spotted. It was parked near some large flak towers so we didn't go down. When we landed, I had 15 gallons of gas in each reserve tank. I was sweating out making the field.

Second mission. Divebomb near Argantan. No E.A. but encountered flak. Noone hit.

Third mission. Divebomb and patrol over enemy lines. Recall because of weather. Dewey, Shorty, Evans and I were on the mission. Encountered some flak before being recalled.

Aug 13th- Divebomb tracks just West of Paris. I led the top cover flight. Johnson #2, Lip #3 and Granny #4. The boys got sever nice hits on the tracks and also got a train. No E.A.. No flak.

Second mission. Divebomb R.R. tracks S.E. of Dreux. Track cut in three places. No flak.

Third mission. Divebomb ammunition dump on front lines S.E. of

Caen. Hits in area but no violent explosions. Light flak encountered, but no damage. Johnson #2 on Capt. Moody, Granzow #4 on me.

Aug 14th- Divebomb enemy activity near Dreux. Six trucks destroyed. One F.W. 190 strafed on the ground. Some flak but no damage.

Second mission. Divebomb in the same area. Dewey, Granny, Johnson and I went. Granny aborted. Three trucks bombed as they pulled into a big warehouse. The warehouse practically exploded and flames shot up to 500 ft.. Black smoke poured out of the debris. Dewey, Johnson and I caught a vehicle in some woods and strafed it. Smoke was coming up from the woods where it ducked, so we must have gotten it. Small amount of flak but it was inaccurate. We dove on several other vehicles but they had Red Crosses on them so we left them alone. The 392nd mixed it up with some F.W.s today just before we got to our area. They were in our vicinity. The 392nd got 9 confirmed, 5 probables but lost two pilots (Webb and York). "Griff" got two, Danny Noble got three and I don't know who got the rest. Either Webb or York bailed out, but we don't know which one.

Third Mission. Divebomb in the same area. Nothing seen or destroyed. Coming out over LeHavre, the boys got too close to the city and flak caught them. "Lip" was hit and his plane caught on fire. He bailed out about two miles out in the ocean. The Jerrys sent a boat out in that direction and probably picked him up. I was not on the mission.

Aug 15th- Divebomb targets in the same area. Shorty #2 on Captain Moody, I was #4 on Dewey. We caught several tanks, trucks, and armored vehicles that were covered with straw, and some with green branches. Capt. Moody and Shorty got a tank by strafing after missing with their bombs. The bombs had the wrong fusing for this job. They should have been 10 second delay instead of instantaneous. That way we could release them right on the deck and have time to vacate the area. Dewey and I got another after we had missed with our bombs. Shorty then got another tank and Dewey and I got a truck. We lost Lt. Peterson. He probably was caught by his bomb blast as there was no flak and he made a low pass. He bailed out but was too low for the chute to open.

Second mission. Divebomb in the same area. An oil tank and several trucks hit. Flak but no damage. I did not go.

Third mission. Divebomb in the same area. Dewey, Shorty and I flew top cover. They got six vehicles by strafing and one tank with the bombs. All vehicles went up in smoke. Flak nearly got Shorty, Dewey, and me just West of LeHarve. It was a bit West of where Lip got it yesterday. The Jerrys must have picked him up because the British Air-Sea Rescue couldn't find him. Lt. Russe got back today. He hid for 48 hours between the German front lines and their artillery and then our ground troops routed them out. We got six new replacements today.

Aug 16th- No missions today.

- Aug 17th- Divebomb troops in area N.W. of Dreux. I did not go. We are back with the other squadrons again at ALG-2. The 392nd lost Parmentor and two others by flak. Our squadron did not have any battle damage. York, the 392nd pilot who was shot down a few days ago, walked into camp.
- Aug 18th- Divebomb targets along the Seine River. Shorty #2 on Col. Crossen, Overton #4 on me. Overton is a new replacement. Col. Crossen got hit by small arms fire when cruising around at 1,500 ft. when looking for targets. Shorty called him that his left engine was smoking. He feathered the engine and Shorty escorted him home. Ody was having trouble so he went home with them. We bombed barges and docks and someone started a huge fire on the Western bank. It must have been some supplies or ammunition because the smoke spread for 300 yds. in every direction. There was 20MM tracers at this point and heavy flak all along the river. We bombed just South of Rouen. All returned safely. Webb (392nd) showed up yesterday. He was shot down on the 14th.
- Aug 19th- Divebomb along the Seine River. They hit a radar station and two barges. Little flak. No battle damage. Pesh, Granny, Johnson and Evans went.
- Aug 20th- Divebomb along the Seine. Shorty, Peterson and I went. One barge damaged, two trucks strafed. Col. Crossen, Peterson (a new pilot in "B" flight), and I hit a military installation. The Col.'s bomb brought out a big explosion. Flames shot up to a thousand feet and black smoke poured out. Our bombs hit the same area but the Col.'s had already done the work. There was heavy flak along the river in spots and East of Caen. We got some when coming back to base. No damage.
- Second mission. Divebomb in same area. They went after some woods where it was thought to be Germans. Bombs hit the woods. Evans got a hole from flak. No other damage.
- Aug 22nd- Divebomb an airfield near Laon (N.E. of Paris). I lead the Top Cover flight. Wooley Overton #2, Granzow #3 and Johnson #4. Col. Young led the Squadron. After his bomb run, he headed home because of an oil leak. We met heavy flak over the target which split up the squadron. I kept cover for "Buck's flight. He and his wing man were together, the other on single engine from flak and the other pilot was separated from the flight because his bombs hung up and did not release so he was making another bomb run. I spotted many bogeys above us and called them out. They turned out to be about 50 Me 109s and F.W. 190s. We could see the iron crosses on their planes and even the pilots as they came closer and began to circle us. They split up into two groups and one flew to get behind us. I told Granny to watch the ones circling behind us while I kept my eye on the others. Granny called a "break" as the Germans behind us started their attack. We broke into their attack to meet them head-on. As we broke into this group, the others began their attack to get us from behind. We continued our turns as tight as possible to meet each attack as it came. After calling the "break", Granny broke left and we broke right. Granny lost us and followed a Me 109 on down but didn't get him. He headed for home on the deck and full throttle.

Johnson, our #4 man, got hit in the right engine and called me. I could see his engine was on fire so called him to bail out, which he did. At that time there were about 12 planes attacking my wing man and me. We were getting in only short bursts at difficult deflection shots and could not quite get enough lead on the planes before they would break off and dive away. There was always someone on our tails clobbering away. It was strictly defensive and we had to get out soon or get shot down. I got a burst at one on Overton's tail. I knew I didn't have enough lead but if he saw my tracers, he'd probably break-off, which he did. I called to Overton to split S and hit the deck and I would follow him. The last time I looked when we were in our dive, the air speed indicator was registering 550 m.p.h.. We outran them but they were on our tail for a while. We climbed to 13,000 ft. to cross the Seine on the way home. When crossing the river, flak caught us and I heard it burst and the plane was rocked from the explosion but for some reason, I was unhit. Overton saw two Me 109s off to our left. I spotted four to our right and above us. The four started a pass at us and we turned into them to meet them head-on and they pulled back up. We hit the deck again and the Jerrys paralleled us for a while then turned back, as we were pulling away from them. Overton had 15 gallons of gas left when we got to home base. This was his second mission and he did a beautiful job. If he had not stayed with me, I think we both would have been shot down. "Buck" got one Me 109. They would break off from Woody and me and come down at him. The 394th and 392nd were each five minute's flying time from us. They heard the scrap going on and came over to help. The group got 13 German planes and lost only one. That was my #4 man, Johnson. It was our job to take the initial bounce, warn the balance of the squadron and split the attack up. After I landed and looked the plane over, I found one hole in my elevator from a 30 caliber machine gun but no damage from the flak burst. Amazing. Autrey was the pilot separated from Buck and he got several holes through the cockpit and had his canopy shot off. Green was the pilot on single engine and never even saw a German plane. Piper 394th got a Me 109 while one single engine. The Jerrys were sure thick today. Rough mission for our flight but could have been a lot worse. When I took off my oxygen mask after the flight, water just ran out. Guess I must have been sweating.

Aug 25th- "B" flight on pass in England. While we were gone, the 394th lost six pilots. Maj. Gardiner their C.O. and Lt. Dawn and Markley. The other three, I didn't get their names. Our group got 37 planes one day and a bunch more the next. Scrappy Bloomer got 5, M. Jones got one, Dobrowalski got one, Pacek got two and Danny Heath got one.

Sept 1st- Parol over Brest. B-26s and A-20s were bombing the town. Good hits-No flak-no E.A.. Dewey, Shorty, Evans and Olsen were on the mission. Capt. Reed is now the C. O. of 394th. Capt. Moody is Group Operations Officer and Dobrowalski is now Flight Leader of "A" flight.

Second Mission. Escort B-26s (four of them) while they dropped leaflets in Northern France. We then went on an armed "Reccy" just West of Brussels. Could find no targets but got a hell of a lot of flak.

It was heavy, accurate and persistent. It had Granny boxed in for quite awhile but he wasn't hit. No E.A. I flew as leader of "B" flight. Overton was #2, Granny #3 and Peterson #4.

Sept 2nd- Mission by 392nd and 394th only. "Red" Pape, 392nd bailed out near LaHavre. He ran out of gas. He was over the channel when it happened.

Sept 3rd- Armed Reccy in the Brussels area. Mission uneventful. I did not go.

Second Mission. Same as above. Danny Heath led the squadron. I led top cover. Peterson #2, Granny #3, and Overton #4. Granny aborted just North of LeHavre. A good fight is going on on the ground but no targets for us. Danny's compass was off and we took the long way home. Peterson was low on gas so we throttled back and found an air strip for him to set down in. After he landed, Overton and I came on back to our field.

Third mission. Fighter sweep to Brussels area. Mission uneventful. The balance of "B" flight on this one.

Sept 4th- Divebomb enemy activity South of Brussels. I led yellow flight. Peterson #2, Dewey #3 and Overton #4. We released our bombs in the safe position after finding no targets. On the way home we found some vehicles and strafed them. We got five of them and the rest scattered in every direction. Very small amount of flak and no E.A.. It was a group mission. The first we've had in quite a while. The 392nd was top cover and led by Col. Young. Buck Buchanan led our squadron and his flight got three vehicles.

Sept 5th- Divebomb Brest. Target was installations in the harbor and fortified positions on the outskirts of the city. Both targets were hit. Planes were carrying 2-1000 lb. bombs. "Dewey" led the squadron. Olsen #2, Shorty #3 and Evans #4. No flak and no E.A.

Sept 6th- Move to AIG-44 near Le Mans.

Sept 8th- Divebomb an airfield at Gien, Germany. Before take-off, Lt. Dobrowalski had a nose wheel collapse when he hit some mud. After take-off, two of my men had to abort because of mechanical trouble. I told the other one to land and I joined Bloomer's three plane flight. Twenty minutes from target we had to return because of bad weather.

Second mission. Patrol over Paris and put on a show for them. There must have been a lot of brass there. I did not go.

Third mission scheduled but five of us did not get off the ground because of no gas. First time this ever happened. The 392nd lost three pilots today. One dove in shortly after his bottom engine failed when in a turn right after take-off. The other two believed to have had mid-air collision in route to target. Weather bad and half of the mission was carried on at

night. I just received word that there was no mid-air collision. So just one of the pilots is missing. Weather really bad. Also found out that Lt. Axton is in a hospital in England. He is the one that was shot down with Nugent. Also, Major Gardner is in a hospital in Paris.

Sept 9th- Divebomb Brest -- Mission uneventful. Target hit. I did not go.

Sept 10th- Divebomb front lines at Thionville. Direct support to ground troops. Artillery marked target with red flares. Target was gun positions in woods. Fourteen good hits in the area and black smoke poured up along with fire. Small amount of flak. Capt. Bloomer led the flight, Overton #2, I was #3 and Granzow #4. We landed at ALG-76 and refueled and were to repeat the above mission but no bombs were available. We went on an armed reccy mission which was uneventful.

Sept 11th- Divebomb front lines at Luxemburg. Target given by controller. It was a radio tower and was knocked out. No flak. No E.A.. Dewey, Olson, Shorty, and Evans went from "B" flight.

Second mission. Divebomb in the same area. R.R. tracks knocked out, one locomotive blown up, and 20 box cars strafed. Small amount of flak. I led our flight with Granzow, and Capt. Parker. Peterson was scheduled to fly but got stuck in the mud when taxiing.

Sept 12th- Divebomb near Luxemburg. Mission uneventful. No targets. Dewey, Peterson, Shorty and Evans on the mission.

Second mission. Divebomb and armed "Reccy" in same area. Danny Heath led the mission. His flight bombed gun positions and strafed others. They silenced about 15 gun positions. One locomotive knocked out, 15 box cars set on fire, one vehicle destroyed, and R.R. tracks blown up. 20 MM and 40 MM fire was encountered. The 20 MM gun fire looks like flaming golf balls. It was intense and fairly accurate. Danny had one boom hit and his coolant radiator damaged and several holes through the tail. Lt. Cain had the leading edge of his wing dented when a shell just bairly tipped it. "B" flight was top cover. I led with Baer from another flight #2, Granny #3 and Capt. Parker #4.

Sept 13th- Divebomb East of Brussels along the Moselle River. German Headquarters was the target. Target located but bad weather made it impossible to bomb. Bombs were brought back. On the flight from "B" flight were Dewey, Olsen, Shorty and Overton. No flak.

Second mission. Fighter sweep in the Cologne area. Nothing encountered. Small amount of flak burst to our right but none of it was close. It was a group mission. Weather turned sour on the way home. Cloud layers, rain, slight haze up to 10,000 ft. We finally came home at 1,500 ft. in a drizzle with less than one mile visibility. I led the flight with Pacek from another flight #2, Peterson #3 and Capt. Parker #4.

Sept 14th- Armed "Reccy" in Trier area.

Mission uneventful because weather covered target area. On the mission were Dewey, Olson, Shorty and Overton.

Sept 15th- Divebomb in area just East of Cologne. Scappy led the flight. Peterson and Capt. Parker on mission, Granzow aborted.

Second mission. Armed "Reccy" in Trar Roch area along the Moselle River. It was a group mission and only four of our planes carried bombs. They released them on gun emplacements. The 394th and 392nd strafed vehicles and a convoy in a wooded area. Lt. Jackson was lost while strafing. He was from the 392nd. They encountered intense 20 MM fire. The 393rd was top cover and I led "Yellow" flight with Olsen #2, Evans #3 and Overton #4. We received some flak on the way in but no casualties.

Sept 16th- Armed "Reccy" along the Moselle River. Target obscured by weather. Two pilots from the 392nd are missing. Weather, undoubtedly got them. I did not go.

Sept 17th- Our flight was top cover for a paratroop landing in back of the Siegfried line in the area of Einhover. ~~One~~ of our group (one Squadron) carried bombs in case flak positions were found. My plane was not ready so "B" flight had a three ship formation with Evans leading along with Overton and Olson. No flak positions found. All went well.

Second mission. Fighter sweep between Einchoven and Koblenz. Jerry fighters were reported at Aachen but we did not find them. Weather soupy and a slight drizzle and got worse as we flew toward Koblenz. Heavy flak south of Einchoven. No damage done. I led "Blue" flight, Peterson #2, Shorty #3 and Overton #4.

Sept 18th- Attempted mission but weather forced us to cancell. Also the same results on the 19th and 20th.

Sept 21st- Divebomb in Koblenz area. The pilots ran into some P-51s and P-47s who were mixing it up with some Me 109s and FW-190s. The 394th got four FWs. The 393rd and 392nd split one when both pilots were firing on the same plane and got him. It is possible that a P-47 was knocked down by one of our P-38s. Our group did not lose a plane. The weather was rotten. I did not fly.

Sept 22nd- Divebomb East of Koblenz. R.R. were the targets. Targets destroyed. They were cut in several places. We caught heavy flak on the way out. The flak was heavy and persistant and getting to close for comfort but noone was hit. Dewey was #1, Olsen#2, I was #3 and Peterson #4.

Sept 23rd- "B" flight on pass to London.

While we were gone, the boys flew very few missions due to weather. On one mission they destroyed 22 trains, leaving the engines blown up or smoking. The cars were strafed and in most cases on fire. The flak in our working area has been intense and accurate. Many of the planes have received damaged but all have returned.

Oct 2nd- Armed "Reccy". "B" flight did not go. Mission uneventful. Weather covered target.

Second mission. Divebomb front lines near Velliveisy (near Aachen). Target, artillery, troop concentration and German Headquarters. Target was marked by artillery with red flares. All bombs were good hits. Black smoke and flames poured up from several hits. Two trucks and one flak emplacement K.O.d by strafing. Bandits in the area but we did not see them. Encountered light flak near target. No damage. I led yellow flight, Peterson #2, Evans #3 and Olson #4.

Oct 4th- Straight and level bombing scheduled with a "Droop Snoot", but "Droop Snoot" did not get off so they dive bombed. Target was a factory in Germany. Results unknown. No fires or smoke. It was a group mission. The 394th lost two pilots. Lt. Trembly and Lt. Matherson. The Jerrys jumped them. The 394th got two damaged but none confirmed. Weather bad for a bounce. Dewey led the squadron, Capt. Parker #2, Granny #3 and Overton #4. The 392nd lost one man due to weather. Droop Snoot(remodled P-38 with Bomb sight)

Second mission. Divebomb fuel storage at Gladbach. Weather poor. Area clobbered with good hits but no violent explosions. Bandits reported in area but we did not see them. Practically no flak. Grosse picked up one hole from machine gun fire on the bomb run. I led Blue flight with Beethe (new man) #2, Evans #3 and Olsen #4.

Oct 5th- Divebomb mission but overcast was solid so they did not attempt to bomb. Mission uneventful.

Oct 6th- Divebomb a counter attack by the Germans. Controller vectored us to position and artillery marked the German position with red smoke. Four planes were carrying bombs and they all got good hits. Big Jim Mason's hit brought up a cloud of black smoke. Controller said it was a good show. Small amount of flak burst near me at 6 o'clock. Flak and machine gun fire encountered on the bomb run. I led Blue flight, Olsen #2, Overton #3 and Capt. Parker #4. Overton had to abort because of a rough engine.

The Higher Ups phoned this evening and said that the first two divebombing attacks turned back the counter-attack by the Germans. The first attack was done by the 393rd and the second attack was done by the 392nd. We received a commendation.

Oct 7th- Escort B-26s to East of Dorsel. B-26s bombed three railroad yards at three different towns. Bombing was very accurate. One B-26 lost by flak. We were to act as Top Cover for another flight of B-26s in the same area but they didn't show up. Heavy flak burst around us but no damage. I led yellow flight, Ankerman #2, Evans #3 and Olson #4.

Second mission. Escort B-26s. Shorty led squadron, Peterson #2, Evans #3 and Good #4. Many good hits.

Oct 8th- Divebomb three airfields East of Bonn. Weather obscured all targets. Bombed German barracks with good results. Lots of flak but no damage. Evans led Blue flight, Beethe #2, Good #3 and Olson #4.

Second mission. Divebomb airfield East of Bonn. Heavy flak, intense and accurate. Two planes damaged. One came back on single engine. Good results with the bombing. Shorty led Yellow flight, Ankerman #2, Overton #3 and Peterson #4. Lt. Dwyer (Boston Boy) 392nd was killed today when he went up to test a P-38 for tail flutter. He put the plane in a dive and the tail came partially off. He bailed out the wallowing tail hit him and caught his chute. The chute was badly torn and would not hold air.

Oct 11th- Divebomb the city of Aachen. All bombs hit in the city. We also strafed on our bomb run. There was heavy flak and machine gun fire but no damage. "Scrappy" Bloomer led the squadron, Capt. Parker #2, I was #3 and Evans #4.

Second mission. Fighter sweep around Cologne. Mission uneventful. Shrtly #1, Beethe #2, Overton #3, and Peterson #4.

Oct 12th- Divebomb bldgs. in Aachen. All bombs struck target. No flak. No E.A.. Bandits North of our area around Cologne. Sky over Aachen is full of P-38s and P-47s. I led Blue flight, Ankerman #2, Evans #3 and Olson #4.

Second mission. Divebomb Aachen and fighter sweep in Cologne area. Shorty, Overton and Parker aborted over the field because of radio problems. Peterson did not get off the ground. His brakes locked up. Mission completed with 8 planes. Small amount of flak. The 394th got jumped near Aachen. They had an 8 plane formation and got jumped by about 32 German planes. The 394th lost two pilots and got two Jerrys.

Oct 13th- Top cover for A-20s who were bombing about 10 miles N.E. of Aachen (Aachken ? Spelling). We made R/V with the A-20s and then escorted a straggler who had taken a burst of flak until he was in safe territory. Flak was intense and accurate. Pawlowski caught one burst in his right boom. No other battle damage. I led the squadron Beethe #2 in Red flight, Evans #3 and Ankerman #4. Bandits in the area but we did not see them. The sky was thick with A-20s, B-26s, P-38s and P-47s.

Second mission. Divebomb Aachen and a small town N.E. of Aachen. I checked the spelling of Aachen and that is correct. Flak positions were the targets. Several good hits. Flak was intense and accurate. Baer had one engine KO'd by flak and several holes in cockpit. One slug nipped his leg. He was not seriously hurt. No other damage. Two Jerry Jets were seen but they did not attack. Shorty led Yellow flight, Olson #2, Parker #3, and Overton #4.

Oct 14th- Divebomb gun positions South of Aachen. We could not locate positions even when marked by artillery. First time that ever happened. There was a lot of 20 MM fire in the area. No battle damage. Mission uneventful. We landed after dark and every flight was lost from each other. All returned O.K.. Evans and I were top cover as Peterson and Beethe aborted shortly after take-off because of mechanical failure.

Oct 18th- Divebomb R.R. near Cologne. R.R. cut in two places. Flak heavy. Beethe picked up a couple of holes in the plane while strafing

a train. Locomotive was K.O.d. Shorty led Blue flight, Beethe #2 Peterson #3 and Olson #4.

Oct 19th- Divebomb R.R. West of Cologne. Weather covered target. Controller vectored us to three targets but weather covered all of them. Mission uneventful. Scrappy Bloomer led the flight, Ankerman #2, I was #3 and Overton #4.

Oct 20th- Divebomb bridge at Dusseldorf. Weather covered target but rail line cut in two places. This was a group mission and the Germans jumped the 392nd squadron. Our group got 9 Jerry planes and 7 of ours are missing. Two were hit by flak while making their bomb run. The other five were lost to the Jerrys. Colonel Crossen and a pilot from the 392nd were the ones hit on the bomb run. The 393rd got three German planes and didn't lose anyone. Major Joy got two and Eldridge got one. Flak was terrific over the target and was going on during the scrap. Several planes were hit by flak. Weather was bad too. Capt. Parker led Blue flight, Olson #2, Shorty #3 and Evans #4.

Second mission. Divebomb bridge just outside of Dusseldorf. Weather bad. Cloud layers up to 12,000 ft. We did not get the bridge but cut Rail line in two places. We could not find the bridge until after we had dropped our bombs. It wasn't a healthy place to hang around looking for a target. Flak was heavy and intense. 20 MM shells were coming from all directions. Machine gun fire in all areas. Luckily noone was hit. Bandits reported in the area but we did not see them. I led yellow flight, Ankerman #2 Overton #3 and Peterson #4. Flak is terrific all along the Rhine River. It is like a hornets nest. Our flight was lucky to stay together as we had to climb through several layers of clouds. There is one hell of a battle going on down there on the ground.

Oct 27th- Weather socked in. No mission.
I have in my 70 missions so I can return to the States. After 70 missions we can call it a tour and be sent home. I actually have 71 missions and decided it was time to go home. So I have been grounded.

Oct 28th- Divebomb R.R.s near Cologne. Three trains were caught. One was an ammunition train and when hit, it blew higher than a kite. All the locomotives were blown up. One by bombing and the others by strafing. "B" flight did not fly.

Second mission. Divebomb in the same area. Mission uneventful. From "B" flight were Shorty, Olsen, Peterson and Overton. Shorty now has his 70 missions in so is also grounded.

Oct 30th- I hitch-hiked a ride to England on a B-24 that was transporting fuel to our base. I am heading for a base in England from which we are sent back to the States.

Nov.10th- While waiting for transportation home I heard from some of the pilots. They got 7 more Jerrys with no losses.

Scrappy 1
Good 2
Clement 1

I don't know who got the other Jerry.

Nov 20th- Shorty Connally is here with me and we will be on our way home soon.

Dec 25th-It is Christmas day 1944 and we docked at Halifax, Nova Scotia, Canada. We will be put on the train for good old U.S.A.

393rd Fighter Squadron Original Pilots

NAME	NAME OF PLANE
Major Jones	
Major Joy	Jean Dee
Capt. Bloomer "Scrappy"	Scrap Iron
Lt. Ody	Bar Fly
Lt. Eldridge	Berkley Bullet
Lt. Peters	
Lt. Dobrowolsky	Tacoman
Capt. Moody	Rebel
Lt. Nugent "Nugget"	Darling Jo
Lt. Heath "Danny"	Lightning Danny
Lt. Norris	Janet
Lt. Lippert "Lip"	Strictly Stag
Lt. Peschken "Pesh" or "Dewey"	Chug-a-Lug
Capt. Ray	
Lt. Connally "Shorty"	Short Jab
Capt. Phelps	Double Trouble"
Lt. Peterson	Calamity Jane
Lt. Pawlowski	The Frat
Lt. Jones "Tex"	Struggle Buggy
Lt. Jones "Jim"	The Gremlin
Lt. Wedul "Weedy"	Millie
Lt. Buchanan "Buck"	Barb
Lt. Mason	Big Jim
Lt. Cooksey	Ginger
Lt. Hayden	Butch

Replacement's Planes

Lt. Good	Daddy Rabbit
Lt. Granzow "Granny"	Blossom Granny
Lt. Evans	Situation Normal
Lt. Schlip	Flying Dutchman
Lt. Cain	Killer Diller

Original "B" Flight

Capt. Moody	Flight Leader
Lt. Nugent	Assist. Flight Leader (Killed)
Lt. Peschken	(Later) Flight Leader
Lt. Heath	(Later) Flight Leader of another Flight
Lt. Lippert	(Killed)
Lt. Norris	(Later) Flight leader
Lt. Connally	(Later) Assist. Flight Leader

Replacements "B" Flight

Lt. Granzow	
Lt. O. Johnson	Shot down-P.W.-Got back after Paris liberated
Lt. Evans	
Lt. Overton	(Killed)
Lt. Peterson	
Lt. Olson	(Killed)
Capt. Parker	Pacific War veteran-Two Japanese planes shot down
Lt. Beethe	(Killed)
Lt. Ankerman	

393rd SQUADRON

GERMAN PLANES DESTROYED

Capt. Bloomer	7
Lt. Peters	1
Lt. Dobrowolski	1
Lt. Nugent	1
Lt. Heath	1
Lt. Jones "Tex"	1
Capt. Buchannan	1
Lt. Mason	1/2
Lt. Pinkerton	1/2
Lt. Barnes	1
Lt. Christianson	1/2 + 1/2
Lt. Pacek	2
Major Joy	2
Lt. Eldridge	1
Lt. Good	2
Lt. Clement	1
Lt. Lobeck	1
Unknown	2

This is a partial list. More planes were knocked down after I left the Group. This list is the 393rd squadron, only. The 367th Fighter Group got many more.