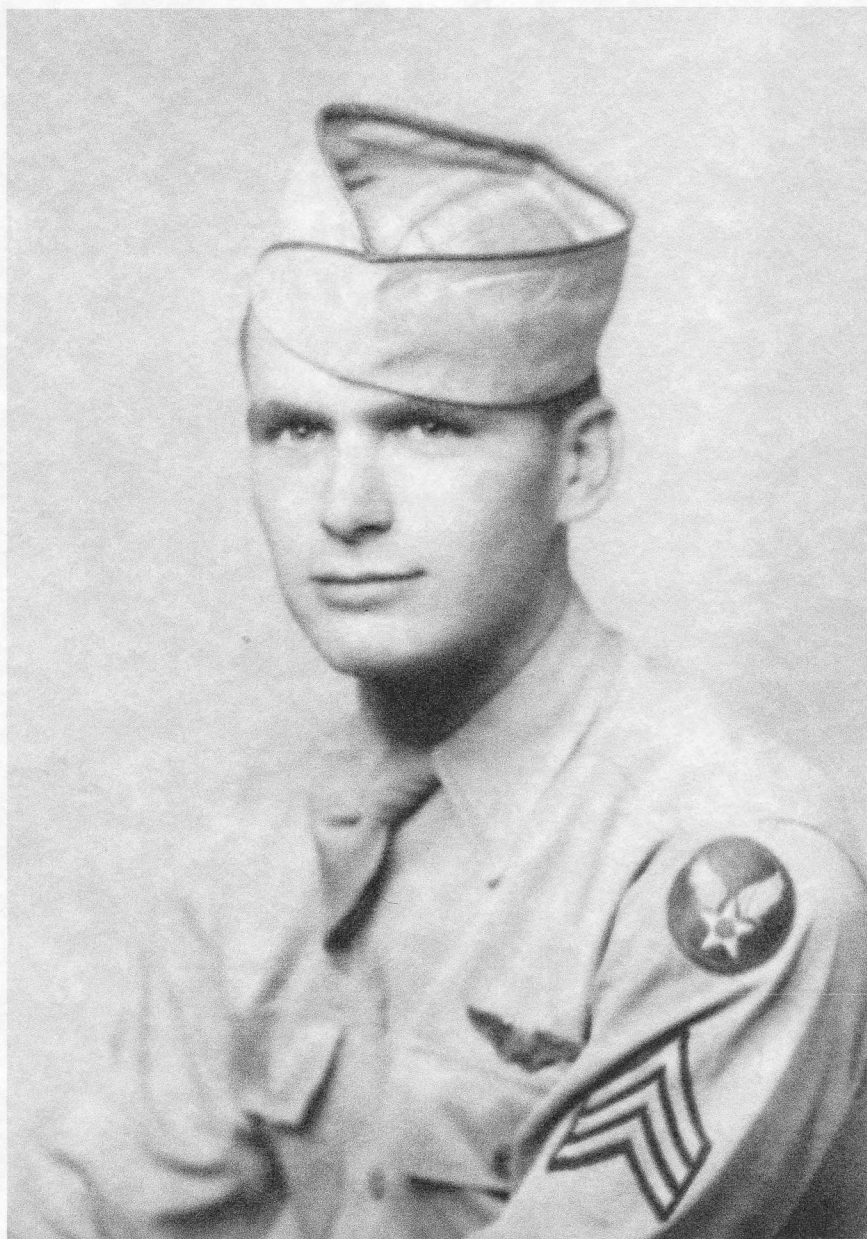


Gordon Miller



In World War II

Gordon Roger Miller enlisted in the Army Air Force on July 15, 1942, at the age of 18. He had hopes of becoming a pilot, but was disqualified because an injury to his right index finger had left him with a fused joint.

After being washed out of pilot training, Gordon learned that a qualifying test for Radio Operators School was being given the very next day. To pass it, he'd have to know Morse Code. He located an old radio hand, who was sympathetic enough to stay up all night with Gordon. By the next morning he'd learned enough to ace the test; and gain entry into the course, which he passed with flying colors. He also earned the wings of an Aerial Gunner at Wendover Field, Utah; completing the course on July 2, 1943. He was now qualified to be the Radio Operator and Gunner on a B-17 aircraft.

He departed for the European Theater of Operations on November 2, 1943, arriving in England on November 9. He was assigned to a B-17 crew in the 360th Bomb Squadron, a unit within the famous 303rd Bombardment Group, which was based at Molesworth, in Cambridgeshire County.

The crew Gordon was assigned to is as follows:

Pilot	1 st Lt. Henry F. Glass
Copilot	1 st Lt. Eugene A. McMahan
Navigator	1 st Lt. Nicholas A. Pepe
Bombardier	1 st Lt. Paul A. Robuck
Flight Engineer	T/Sgt Dominick J. Carbillano
Radio/Gunner	T/Sgt Gordon R. Miller
Left Waist Gunner	S/Sgt Francis A. Stellato
Right Waist Gunner	S/Sgt Frank Patrone
Ball Turret Gunner	S/Sgt David O. Michael
Tail Gunner	S/Sgt James E. Roberts

With very few exceptions, these 10 men flew 28 combat missions together, from December 1943, to April, 1944. Gordon liked and respect these men, and called them "*The best damned crew in the world.*"

As the Radio Operator, Gordon was responsible for all communications with other planes; Squadron, Group and Wing headquarters and Air/Sea Rescue when needed. He was required to maintain a steady 25 words per minute on his telegraph key, whether sending or receiving. The difficulty of his job is illustrated by a training booklet he received in England. It listed 42 "Do's" and 30 "Don'ts" for Radio Operators in the VIII Bomber Command. And, as an Aerial Gunner, once the plane had crossed into enemy territory, he manned a 50 caliber machine gun that fired upward, through a window in the top of the radio compartment.

The bombing raids flown from England were very difficult, very dangerous flying. Mission planners worked for days, mapping out the safest route, figuring the bomb and gas loads, and monitoring the weather. Ground crews worked all night, repairing the damage from previous missions, then loading the bombs, gas and ammunition; all in the cold, damp English countryside.

Aircrews were awakened well before sun up. After breakfast they attended briefings for the day's mission; and they'd better pay attention. A wrong turn by a pilot, a missed checkpoint by a navigator, or a garbled message by a radio operator could lead to disaster.

When take-offs began the pilot had to coax a heavily loaded bomber into the air, sometimes before daylight, often through ground fog or clouds; and then find his way into his assigned position in an air armada that included as many as one thousand airplanes, and stretched for 50 miles. Aircrews fought their way to their target, and then had to fight their way back home. Most missions were flown at altitudes above 20,000 feet, where air temperatures dropped to -50 degrees, Fahrenheit. Crewmen wore heated suits to combat the cold, but machine guns often froze. Many of the German fighter planes carried 20MM cannons, which had a longer range than the American's 50 caliber machine guns, so they could fire on the bombers with relative impunity.

Flak bursts from anti-aircraft guns on the ground peppered the formations. Gordon said it sometimes looked so thick "...we could get out and walk on it..." The thin aluminum skin of the bombers afforded little protection against these exploding shells, or the bullets fired by the Luftwaffe fighters. The average length of the missions Gordon flew- typical of the entire 8th Air Force- was 7 and ½ hours. Plenty of time for a wounded crewman to bleed to death before reaching his base back in England.

Gordon flew his first combat sortie on December 14, 1943- two weeks after his 20th birthday- aboard a B-17 with the nose art name, "Hell's Angels." This was also the mascot name of the 303rd Bomb Group. The mission was aborted due to multiple engine failures. Knowing he would not make it back to Molesworth, Lt. Glass managed to land the crippled plane at an auxiliary field. When they landed, the propeller fell off of the number 4 engine. The crew did not receive credit for a mission on that flight.

The 303rd Bomb Group had hoped that "Hells Angels," it's flagship aircraft, would be the first B-17 in the 8th Air Force to complete 50 missions, but it wasn't to be. Due to the engine failures and other problems, this was her 48th, and last, trip to enemy territory. She was, however, flown back to the United States and used in many war bond tours. A glimpse of this aircraft can be seen in the 1948 movie, "Command Decision," starring Clark Gable and Walter Pidgeon.

Later in his tour, Gordon flew on another famous B-17, "Thunderbird." This aircraft is depicted in a 25 by 75 foot mural at the Smithsonian Air And Space Museum, created by renowned aviation artist, Keith Ferris.

Gordon also flew during the 8th Air Force's maximum effort campaign against the German aircraft industry in February of 1944, known as "The Big Week."

He was also on the first daylight bombing raids on Berlin.

Gordon's last mission, to Soran, Germany, was flown on April 11, 1944. On their return to Molesworth, Lt. Glass did several celebratory, low-level passes over the field. Gordon's journal entry describes it:

"...We really gave the tower a good buzz job, coming it at about 225 mph and at 25 feet. We pulled up just missing the tower. After about 4 passes we landed. Our pictures were taken and our backs and pants were painted with a big 28..."

He departed England on April 27, and arrived in New York on May 7th, having served 6 months and 6 days overseas. The journal Gordon kept is copied in the succeeding pages of this volume.

After his overseas service, Gordon was stationed at Monroe, Louisiana; Galveston, Texas; and Peterson Field, near Colorado Springs, Colorado, where he trained radio operators and aerial gunners.

He received an Honorable Discharge at Lowry Field, Colorado on October 23, 1945. His total time in uniform was 3 years, 3 months and 8 days; of which 6 months and 6 days were spent overseas.

Gordon was awarded the European-African-Middle Eastern Campaign Ribbon with one bronze star, a Good Conduct Medal, the Air Medal with 4 Oak Leaf Clusters, and a Distinguished Flying Cross.

While stationed at Peterson Field, Gordon met WAC Corporal Edythe Behrman (nee Seidenberg), whom he married on December 19, 1945.



After the wedding they moved to Potsdam, New York, where Gordon attended St. Lawrence University, receiving a bachelors degree in Engineering in 1948. He then went on to Purdue University in Indiana, where he earned a master's degree in Aerospace Physics.

Gordon and Edythe moved to California, where he had a distinguished career in the aerospace industry, designing, launching and orbiting communications satellites. They raised 3 children, daughter Rory Jan, and sons Karl Bernard and Roger Keith.



His daughter, Rory, married Lance Edmisten in 1970, and has two children, David Lee, and Stephanie Marie.

Gordon's son Karl married Charlsie Finn in 1984, and had a son, Nolan Donovan Kelly.

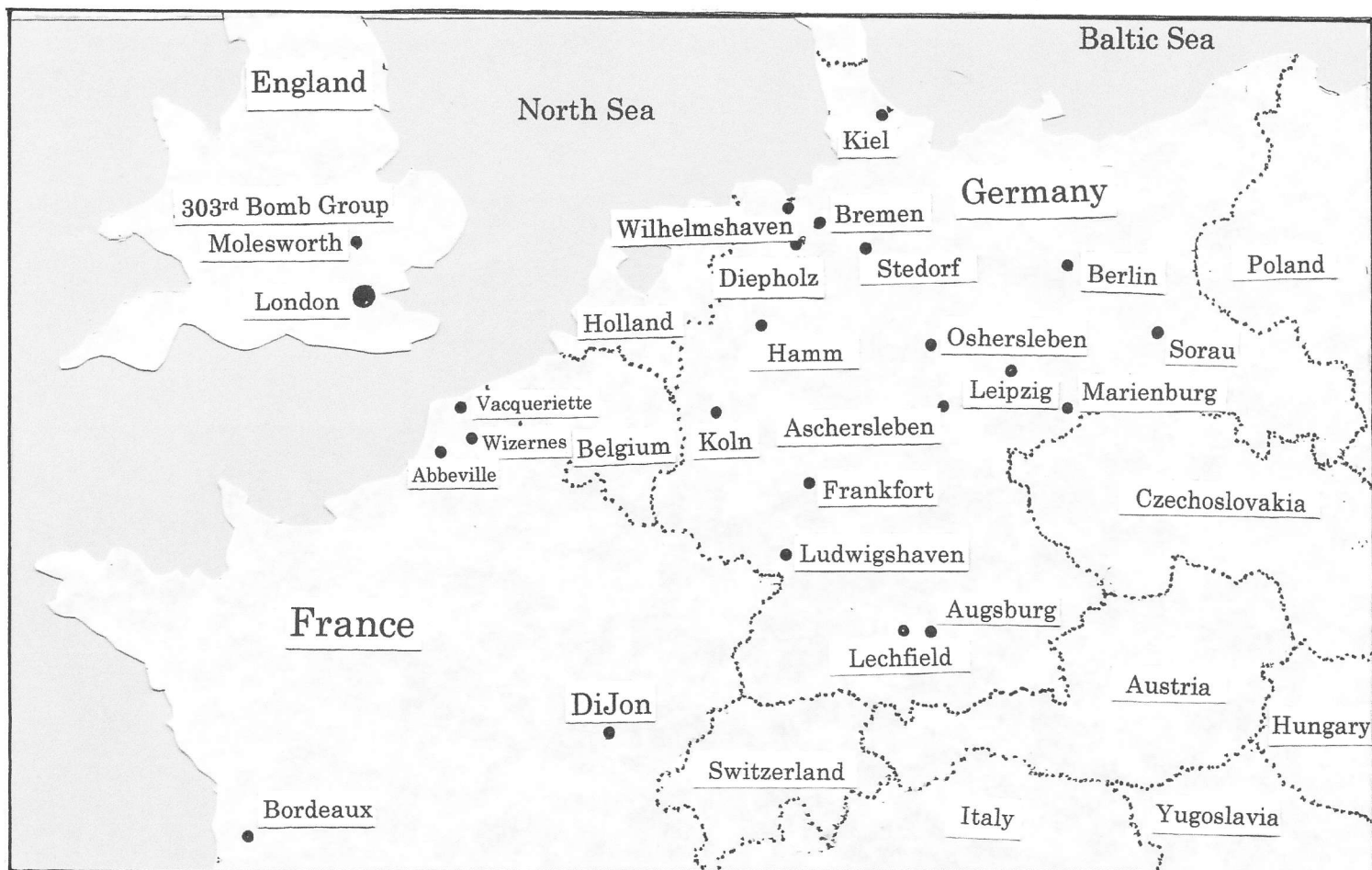
His son, Roger is unmarried, and has no children.

Gordon and Edythe divorced in 1976. In his later years he married the former Dorothy Bernard.

In December 1992, Gordon was diagnosed with an inoperable brain tumor, which he succumbed to in March, 1993. He took his final flight when The Neptune Society scattered his ashes over the Pacific Ocean.

Combat Sorties Flown By Gordon Miller

<u>#</u>	<u>Date</u>	<u>Aircraft #</u>	<u>Aircraft Name</u>	<u>Target</u>
*	Dec. 14, 1943	577-	Hell's Angels	Bremen, Germany
1	Dec. 16, 1943	055-	Aloha	Bremen, Germany
2	Dec. 24, 1943	054-	Belle of San Joaquin	Vacqueriette, France
3	Dec. 31, 1943	788-	Pluto's Avenger	Bordeaux, France
4	Jan. 4, 1944	788-	Pluto's Avenger	Kiel, Germany
5	Jan. 7, 1944	788-	Pluto's Avenger	Ludwigshaven, Germany
6	Jan. 11, 1944	841-	Banshee	Oshersleben, Germany
7	Jan. 21, 1944	054-	Belle of San Joaquin	Abbeyville, France
8	Feb. 3, 1944	399-	(Un-named A/C)	Wilhelmshaven, Germany
9	Feb. 4, 1944	973-	Iza Vailable	Frankfort, Germany
10	Feb 6, 1944	054-	Belle of San Joaquin	DiJohn, France
11	Feb. 20, 1944	423-	Jigger Rouche	Leipzig, Germany
12	Feb 21, 1944	432-	Old Glory	Diepholz, Germany
13	Feb 22, 1944	432-	Old Glory	Aschersleben, Germany
14	Feb. 25, 1944	050-	Thunderbird	Augsburg, Germany
15	Mar. 2, 1944	471-	Doolittle's Destroyer	Frankfort, Germany
16	Mar. 3, 1944	471-	Doolittle's Destroyer	Berlin, Germany
17	Mar. 4, 1944	471-	Doolittle's Destroyer	Koln, Germany
18	Mar. 9, 1944	616-	Spirit of Flak Wolf	Berlin, Germany
19	Mar. 16, 1944	552-	The Road Back	Augsburg, Germany
20	Mar. 18, 1944	590-	Neva (The Silver Lady)	Lechfield, Germany
21	Mar. 19, 1944	552-	The Road Back	Pas De Calais, France
22	Mar. 20, 1944	020-	Phyllis (Tug Boat Annie)	Frankfort, Germany
23	Mar. 22, 1944	841-	Banshee	Berlin, Germany
24	Mar. 23, 1944	854-	Alley Oop	Hamm, Germany
25	Mar 24, 1944	432-	Old Glory	Frankfort, Germany
26	Mar. 29, 1944	590-	Neva	Stedorf, Germany
27	Apr. 9, 1944	546-	Idaliza	Marienburg, Germany
28	Apr 11, 1944	590-	Neva (The Silver Lady)	Soran, Germany



Length of mission (in hours/minutes), and round trip distances, from the 303rd's base at Molesworth to the cities bombed by Lt. Glass and crew.

<u>Target:</u>	<u>Time:</u>	<u>Miles:</u>
Bremen, Germany	6:40	776
Vacqueriette, France	4:25	356
Bordeaux, France	8:10	1064
Kiel, Germany	6:50	910
Ludwigshaven, Germany	7:15	1062
Oshersleben, Germany	7:15	986
Abbeville, France	3:45	390
Wilhelmshaven, Germany	6:20	476
Frankfort, Germany	7:15	864
DiJon, France	7:10	860
Leipzig, Germany	9:10	1096
Diepholz, Germany	6:10	740
Aschersleben, Germany	8:30	994
Augsburg, Germany	9:00	1176
Berlin, Germany	6:10	1162
Koln, Germany	5:40	668
Lechfield, Germany	9:20	1180
Wizernes, France	4:25	326
Hamm, Germany	6:15	706
Stedorf, Germany	7:50	822
Marienburg, Germany	11:38	1186
Sarau, Germany	10:50	1320



HENRY F. GLASS CREW - 360th BS
(crew assigned 360BS: 16 Nov 1943 - photo: 26 Nov 1943)

(Back L-R) 1Lt Henry F. Glass (P), 1Lt Eugene A. McMahan (CP),
1Lt Nicholas A. Pepe (N), S/Sgt Frank Patrone (RWG)

(Front L-R) S/Sgt David O. Michael (BT), T/Sgt Dominick J. Carbillano (E),
S/Sgt James E. Roberts (TG), T/Sgt Gordon R. Miller (R), S/Sgt Francis A. Stellato (LWG)

Not in photo: 1Lt Paul A. Robuck (B)

The journal Gordon kept while he served on Lt. Glass' crew is copied on the next several pages. Though yellowed somewhat with age, it gives a true, first-hand account of what life was like in the dangerous skies above France and Germany during the heavy bomber campaign of World War II

T/Sgt. Gordon R. Miller

ASN-17075842

360th SQD. 303 BOMB GP.

A.P.O. (~~634~~) 557

New York, N.Y.

Home Address.

Gordon R. Miller

2315 ILLINOIS AVE.

GRANITE CITY, ILLINOIS

U. S. A.

Dec - 14 - 1943

BREMEN, GERMANY

Ship - 577 - Hell's
Angels.

Bombs - 42 - INCENDIARY

MISSION -

PUT OUR GUNS IN,
GOT MY LOG OUT
AND BEGAN TO
COPY "WING" ON 6635 KC.
WE ASSEMBLED OVER
THE FIELD AND
STARTED TOWARDS
BREMEN. 30 MINUTES

FROM THE INITIAL
POINT THE NUMBER
4 ENGINE WENT OUT.
WE FELL TO 15,000 FT.
LIKE A ROCK. THE
SKIPPER GAVE THE
ORDER TO PREPARE
FOR DITCHING - AND
ORDERED ME TO SEND
OUT AN SOS.

I TUNED MY XMR
UP TO 274 KC'S, MY
ASSIGNED FREQ FOR
M/F D/F, AND SENT
THE SOS. I TURNED
THE IFF ON AND
THE EMERGENCY
SWITCH SO WE
WOULD BE PICKED

UP IN THE PLOTTING
ROOM OF THE AIR-
SEA-RESCUE.

THE WAIST GUNS,
BOMBS, AMMUNITION,
LOOSE RADIO EQUIP-
MENT, AND EVERYTHING
LOOSE WAS TOSSED
OVERBOARD. THE
CREW ASSEMBLED
IN THE RADIO
ROOM BRINGING
ABL DINGYS AND
FIRST AID KITS
WITH THEM. WE
REACHED THE COAST
SO I TUNED UP
ON THE BASE FREQ
AND GOT A QDM.

WHEN WE LANDED,
THE PROP FELL OFF
NO. 4 ENGINE AND
AFTER LOOKING OVER
THE DAMAGE WE
FOUND WE HAD ONLY
ONE GOOD ENGINE.

NO CREDIT FOR
A. MISSION -

MISSION #1

2

DEC-16-1943

BREMEN, GERMANY

ALT- 26,000'
BOMBS- 8- DEMOLITION
20- INCENDIARY
ESCORT- P-51 P-38
P-47

STATION - 0750A
TAKE OFF - 0905A
LANDED - 1640A
TIME IN AIR - 7HR. 35 MIN.

MISSION -

WE ASSEMBLED
OVER THE FIELD
IN OUR USUAL

BOMBING FORMATION.
WE WERE NR. 3 IN THE
FIRST ELEMENT. WE
FLEW A CLOSE FOR-
MATION ALL THE WAY,
UNTIL THE I.P. WE
THEN MADE ROOM
FOR ~~THE~~ EVASIVE
ACTION. THERE WAS
A TERRIFIC OVER-
CAST, COULDN'T SEE THE
TARGET. DROPPED OUR
BOMBS WHEN THE
LEAD SHIP DROPPED
HIS. MET SOME FLAK
OVER THE TARGET
BUT NO FIGHTERS.
AT MY BATTLE
STATION FROM

LLITA TO 1345 A.
NO SHOTS WERE
FIRED - LANDED
AT ANOTHER FIELD
DUE TO OUR RUNNING
OUT OF GAS. STAYED
THERE 3 DAYS.

RESULTS -
CREDIT FOR A MISSION
FLAK HOLES IN
WING - TAIL - AND
A FEW IN FUSELAGE.

3

MISSION #2

DEC-24-1943

VACQUERLETTE, FRANCE.

ALT - 12,000'

BOMBS - 16 - 300 LBS.

STATION - 0945 A

TAKE OFF - 1115 A

LANDED - 1520 A

TIME IN AIR - 4 HRS. 05 MIN.

ESCORT - P38 P51

P47

MISSION -

WE ASSEMBLED IN FORMATIONS OF 9 SHIPS - AN UNUSUAL

FORMATION FOR B-17'S
THE VISIBILITY WAS PERFECT. WE COULD SEE THE TARGET, CHANNEL, AND EVERYTHING. I TOOK MY BATTLE STATION FROM 1315 A TO 1420 A - WE HIT THE TARGET AND LIT OUT FOR HOME WITHOUT ASSEMBLING.

RESULTS -

NO FLAK - NO SHOTS FIRED - NO ENEMY SHIPS SIGHTED.

MISSION #3

4

DEC 31, 1943

BORDEAUX

BORDOIX, FRANCE.

ALT - 15,000'

SHIP - 788 - PLUTO'S

AVENGER,

BOMBS - 6 - 500 LB.

DEMO.

ESCORT - SPITS,

TYPHOONS

P 47

STATION - 0710A

TAKE OFF - 0830A

LANDED - 1635A

TIME IN AIR - 8HR - 05MIN.

MISSION -

WE ASSEMBLED IN
GROUPS OF 9, WE

BEING NR. 3 IN THE
LOW ELEMENT. WENT
ON OXYGEN AS WE
LEFT THE ENGLISH
COAST. I TOOK MY
BATTLE STATION AT
1015A AND LEFT AT
1500A. SIGHTED
3 JU 88'S OVER THE
BRIEST PENNA. THEY
STAYED BELOW US
FINALLY DROPPING
BELOW THE CLOUDS.
LIGHT FLAK WAS
SEEN ON OUR LEFT
AS WE WENT IN, NO
DAMMAGE DONE.

SIGHTED SOME
SHIPS IN THE

BAY OF BISCAY -
BUT COULDN'T FIND
THE TARGET, A
TRANS. SHIP LOADED
WITH RUBBER.

RETURNED BY THE
SAME ROUTE, SAW
A ME-109 GO AFTER
A '17 THAT WAS
ALONG BUT WAS
CHASED OFF BY
A P47. RAN OUT
OF OXYGEN BEFORE
WE LOST ALT. - TIME
ON OXYGEN - 5HR 15MIN.
FIELD WAS CLOSED
IN, MAKING LANDING
DIFFICULT.
MADE IT WITH

GAS TO SPARE.

RESULTS.

CREDIT FOR MISSION.

NO SHOTS FIRED.

NO BOMBS DROPPED.

FLAK OBSERVED.

JAN. 4, 1944

4

KIEL, GERMANY

SHIP - 788 - PLUTO'S

AVENGER.

ALT - 25,000' - 50°

BOMBS - 21 INCENDIARY

ESCORT - P-51 P-38

STATION - 0720A

TAKE OFF - 0810A

LANDED - 1445A

MISSION.

WE ASSEMBLED OVER THE FIELD IN OUR USUAL BOMBING FORMATION; WE BEING NR 2 IN THE LOW ELEMENT. WE WENT ON OXYGEN AT 12,000'. I TOOK MY BATTLE

STATION AT 1020A.
SOON AFTER WE CROSS-
ED THE ENEMY COAST
AND WAS MET BY FLAK.
WE WERE ATTACKED
BY TWO MELLØ'S BUT
THE TAIL GUNS AND
MINE WERE FROZE. I
WENT BACK TO THE
TAIL TO GET A SEAR
FOR MY GUN, EDDIE WAS
CURSSING LIKE HELL
CAUSE HIS GUNS WERE
FROZE. AFTER I GOT
MINE IN OPERATION
AGAIN IT FROZE UP.
THE MELLØ CAME IN
AT 4 O'CLOCK AND
OPENED UP ON THE

SHIP BELOW US AT
ABOUT 400 YD'S. HE
PEELED OFF AND WAS
SHOT DOWN BY A P 51
WE WERE SHOT AT
BY FLAK FROM THE
TIME WE HIT GERMANY
TILL WE LEFT. WE
WERE HIT IN THE
WING, TAIL, BOMB BAY
DOOR, AND FUSE LAGE.
THE NAVIGATOR WAS
HIT IN THE BACK BY
FLAK BUT WAS'NT
HURT.

RESULTS -

FLAK HOLES
NO SHOTS FIRED
LANDED ON 3 ENGINES.

AIR MEDAL

JAN-7, 1944 5

LUDWIGSHAVEN, GER.
SHIP-788 PLUTO'S
AVENGER.

Bombs - 6-500 DEMO.

ALT. 25000' - 38°

ESCORT - P51 - P47.

STATION - 0710 A

TAKE OFF - 0810 A

LANDED - 1545 A

MISSION.

WE ASSEMBLED IN OUR
USUAL BOMBING FORMA-
TION, WE BEING NR. 2
IN THE LOW ELEMENT.

IT WAS DARK WHEN WE
ASSEMBLED, MAKING IT
VERY DIFFICULT. WE
WENT ON OXYGEN AS

WE LEFT THE COAST.
LT. ROSS FLEW AS OUR
NAVIGATOR; LT. PEPE WAS
STILL GROUNDED. AS WE
NEARED THE COAST I
MANNED MY GUN, AND
CHARGED IT LIKE HELL.
WE TEST FIRED OVER
GERMANY WHEN WE
WERE MET BY FLAK.
AT THE INITIAL POINT
WE FOUND THAT OUR
BOMB BAY DOORS WERE
JAMMED. THE ENGINEER
HAD TO CRANK THEM
DOWN. THE GROUP
DROPPED THEIR BOMBS
BEFORE WE GOT THE
DOORS OPEN SO

WE PICKED A SPOT 19
MILES S. SW. OF
LUDWIGSHAVEN AND LET
THEM GO. FLAK WAS
HEAVY AND ~~ACCURATE~~
ACCURATE THOUGH NO
FIGHTERS WERE SEEN.
MY HEATED GLOVES AND
SHOES WENT OUT, SO
I JUMPED UP AND DOWN
AND RUBBED MY HANDS
THE ENTIRE TRIP. WE
WERE HIT IN A FEW
PLACES BY FLAK BUT
NO THING SERIOUS.

RESULTS.

CREDIT FOR A MISSION.
A FEW FLAK HOLES.

JAN-11, 1944 6

OSCHERSLEBEN, GERMANY

SHIP - 841

BOMBS - 12 - 500 DEMO.

ESCORT - P-47.

STATION - 0720A

TAKE OFF - 0827A

LANDED - 1514A

BATTLE STATION

- 1010A to 1410A

MISSION -

AFTER ASSEMBLY
WE WENT ON OXYGEN
AND TURNED ON THE
GUN HEATERS. WE HAD
AN ESCORT PART OF
THE WAY INTO GERMANY
AND AS SOON AS
THEY LEFT ALL

HELL BROKE LOOSE.
F.W. 190'S CAME IN
AT 12 O'CLOCK, SHOOT
ING, LIKE HELL AND
BUSTING RIGHT THRU
THE FORMATION. FLAK
WAS FAIRLY ACCURATE
AND RATHER HEAVY.
WE WERE ATTACKED
BY A 190 AT ABOUT
4'00. HIGH, EDDIE
OPENED UP ON HIM
AND HE BLEW UP.
ANOTHER CAME IN AT
7'00. I GOT HIM IN
MY SIGHTS AND LET
HIM HAVE IT IN SHORT
BURSTS; HE STARTED
SMOKING AND

PASSED OUT OF VIEW.
THE BALL GUNNER,
MIKE, PICKED HIM UP
AND SHOT HIM DOWN.
FORTS WERE GOING
DOWN ~~AND~~ LIKE FLYS.
WE SAW 7 EXPLODE
IN MID AIR. THE
F.W. 190 WERE COMM-
ING IN FROM 12 TO 12
HIGH AND LOW. WE
WERE NR. 6 IN THE
LOW GROUP AND WHEN
THE BATTLE STOPPED,
4 HOURS LATER, THERE
WERE ONLY TWO
SHIPS LEFT IN OUR
SQUADRON, THE REST
BLEW UP.

WE WENT INTO SUCH
VIOLENT EVASIVE
ACTION THAT WE
WERE THROWN TO THE
FLOOR SEVERAL TIMES.
WE DROPPED OUR BOMBS
ON THE TARGET AND
SEVERAL GOOD HITS
WERE SEEN. EVERYONE
GOT PLENTY OF SHOTS
AND NO DAMAGE WAS
DONE TO OUR SHIP.
WE LANDED AT 1514 A
THRU AN OVERCAST. WE
SLID ALL THE WAY
DOWN THE RUNWAY. AS
IT WAS COVERED WITH ICE.
— CREDIT FOR - fw. 190 - ME 109
CREDIT FOR A MISSION.

JAN-21, 1944 ?
ABBYVILLE AREA
ESCORT - P-47
BOMBS - 12 - 500 DEMO.
STATION - 1025 A
TAKE OFF - 1125 A
LANDED - 1540 A
BATTLE STATION -
1245 to 1345 A
MISSION -
WE ASSEMBLED IN
A SQUADRON OF
7 SHIPS, WE BEING
NUMBER FIVE.
WE WERE MET BY
FLAK AS WE ENTERED
THE TARGET AREA.
WE MADE 3 PASSES
OVER THE TARGET

DROPPING OUR BOMBS
AS WE WENT OVER
THE THIRD TIME. NO
FIGHTERS WERE SEEN
AND VERY LITTLE
FLAK WAS OBSERVED.
WEATHER WAS
PERFECT OVER THE
FIELD.

CREDIT FOR A
MISSION.

FEB. 3, 1944 8.
Wilhelmshaven, Ger.
SHIP- 399
Bombs- 12- 500 DEMO.
ESCORT- P. 47
STATION- 0705 A
TAKE OFF- 0830 A.
LANDED- 1500 A
MISSION-

WE WERE NR. 5
IN THE LOW ELEMENT,
TOOK OFF THRU OVER
CAST. WENT ON OXYGEN
AS WE LEFT THE
AREA. WE MET OUR
ESCORT OVER FRANCE
AND WENT ON TOWARDS
THE TARGET. FLAK
WAS LIGHT, WE DIDN'T

GET ANY HOLES. VERY
LITTLE FIGHTER
OPPOSITION. AS WE
LEFT THE FRENCH COAST
WE GOT LOST IN THE
FOG. I COULDN'T SEE
THE WING TIPS FOR AT
LEAST 30 MIN. WE
LOST ALT. AND BROKE
THRU AT 500'. WE
CAME HOME ALONE, AND
I GOT A QDM TO HELP
OUT.

— CREDIT FOR MISSION.

FEB. 4, 1944 9.
FRANKFURT, GER.
SHIP - 973
BOMBS - 21 INCENDIARY
STATION - 0730 A
TAKE OFF - 0845 A
LANDED - 1530 A
MISSION - WERE NR
5 AGAIN, BUT AS WE
TOOK OFF THE LEAD
SHIP OF OUR ELEMENT
DIDN'T TAKE OFF; WE
FLEW NR 2. FLAK
WAS HEAVY AND
ACCURATE - WE WERE
HIT AND A PIECE
MISSED MY HEAD BY
ABOUT 2 FEET. TEMP
WAS -48° AND THE

BALL GUNS FROZE. VERY
LITTLE FIGHTER OPPOS-
ITION, WE CAME BACK
IN GOOD WEATHER.
CREDIT FOR MISSION.

CLUSTER

FEB, 6 - 44 10
DIJON, LONGVECK, FRANCE
SHIP - 054
BOMBS - 6 - 500 DEMO,
STA - 0715 A
T.O. - 0825 A
ETR - 1423 A
MISSION -

WE TOOK OFF TARDY
AN OVERCAST, MAKING
A CLIMBING TURN TO
THE LEFT. ALL OF US
WERE ALERT FOR OTHER
AIRCRAFT BUT WE
FORMED WITHOUT ANY
MISS HAP. AS WE LEFT
THE COAST I TOOK MY
GUN POSITION, CHECKING
EVERYTHING AND

PREPARING TO TEST
FIRE. HOWEVER, DUE TO
THE LOW ALTITUDE
16,000', WE DIDN'T TEST
FIRE. AS WE NEARED
THE FRENCH COAST THE
SHIP ON OUR RIGHT
WING, LEFT THE FOR-
MATION AND HIT OUT FOR
HOME. WE LATER FOUND
OUT THAT THE CO-PILOT
WAS KILLED BY A CAL 50.
(LT. UNDERWOOD WAS THE
PILOT) WE WERE SUPPOSED
TO DO VISUAL BOMBING
BUT THERE WAS AN
OVER CAST OVER BOTH
TARGETS, THE PRIMARY AND
THE SECONDARY.

AS WE LEFT THE TARGET
AREA, THE SHIP OFF OUR
RIGHT WING, CAUGHT
FIRE AND DROPPED. THE
FIRE SEEMED TO START
IN THE NOSE AND
IT ENVELOPED THE
ENTIRE FUSELAGE. THE
TAIL GUNNER REPORTED
THAT 7 CHUTES CAME
OUT AND THE SHIP
BLEW UP AS IT CRASHED.
THAT WAS LT. BASS' CREW.
FLAK WAS MODERATE.
WE LANDED WITHOUT
DIFFICULTY, BRINGING OUR
BOMBS BACK.
CREDIT FOR A MISSION.

Feb 20, 44 11
SHIP - 423 ALT - 20,000'
Bombs - 6-500 DEMO'S
STATION - 0720A
T.O. - 0840A
TARGET TIME - 1341
ESCORT - P51 P47
MISSION - LEIPSIQ, GER.

We flew a 427th SHIP
BUT WE FLEW WITH OUR
OWN SQUADRON, NUMBER
5 IN THE HIGH SQUADRON.
I TOOK MY GUN POSITION
AS WE HIT THE ENEMY
COAST. WE MET UP WITH
A FEW FW 190'S BUT
THEY ATTACKED FROM
6 to 8 O'CLOCK LEVEL,
NONE COMING WITHIN

THE RANGE OF MY GUN.
THE TARGET WAS AN
ASSEMBLY PLANT OF
JU 88'S AND JU 188'S,
AND WE HIT IT ON THE
BUTTON. THIS WAS THE
LONGEST RAID IN THE
HISTORY OF THE 8th A.F.
9 HOURS AND 15 MIN.
THE TRIP ITSELF WAS
UNEVENTFUL, A LITTLE
FLAK ABOUT 30 FIGHTERS.
WE WERE ON OXYGEN
FOR 5 HOURS.
RESULTS. A FEW FLAK
HOLES, CREDIT FOR
A MISSION.

FEB, 21 - 44
DIEPHOLZ, GER.
SHIP - 432
BOMBS - 6 500 DEMO.
STATION - 0850A
T. O. - 0940A - 1000A
TARGET. T. - 1407A
E. T. R. - 1554A.
ESCORT - P51 P47
MISSION -

WE FLEW NR. 5 IN
THE LOW SQUADRON. I
TOOK MY GUN POSITION
AS WE HIT THE ENEMY
COAST BUT THE MISSION
PROVED TO BE UNEVENT-
FUL. WE FLEW AT
19,000 FT. BUT IT WASN'T
VERY COLD. WE HIT

LR. THE TARGET ON THE
HEAD. WE HAD A
LITTLE FLAK BUT NO
FIGHTERS.

FEB. 22, 44 13

ASCHERSLEBEN, GER.

SHIP - 432

BOMBS - 6 500 DEMO'S

STATION - 0720A

T.O. - 0900A

T.T. - 1402A

E.T.R. - 1636A

LANDED - 1727A

MISSION -

WE FLEW NR 5 IN THE
LEAD SQUADRON AND
AS WE TOOK OFF TWO
SHIPS CRASHED AND
BURNED - ONLY ONE
MAN BAILED OUT. AS
WE NEARED THE
TARGET AREA WE
WERE HIT BY ABOUT

50 FW 190'S. THEY
CAME IN FROM THE
NOSE AND FROM 6 TO
8 O'CLOCK LEVEL.

SEVERAL 17'S WERE

SHOT DOWN - ON OUR

LEFT ONE FELLOW

BAILED OUT AND HE

SLIPPED OUT OF HIS

PARACHUTE, HE CLAWED

THE AIR ALL THE WAY

DOWN. ON OUR RIGHT

TWO 17'S BLEW UP

JUST THREE MEN CAME

OUT. ONE ~~SE~~ 17 WENT

STRAIGHT DOWN, A

90° DIVE THEN BLEW

UP AS THE 190'S SHOT

AT IT. LT. UNDERWOOD'S

CREW HIT THE CHANNEL
AS WE CAME BACK-NO
ONE WAS SAVED. LT
CROOK'S AND LT. MORRAN'S
CREW WENT DOWN OVER
THE TARGET. WE HAD A
FEW FLAK HOLES, I
DIDN'T FIRE A SHOT
BECAUSE THE 190'S
CAME IN FROM LEVEL
NOT HIGH. TIME ON
OXYGEN 5 HRS. TOTAL
TIME IN AIR- 9 HRS.
THIS WAS NR 13 FOR
US AND WE WERE
REALLY SWEATING IT
OUT. -

Feb. 25, 44 14.
AUGSBURG, GERMANY
SHIP - 050.
BOMBS - 12 - 500 DEMO.
ESCORT - P47 P51
STATION - 0750A
T.O. - 0900A
A.E.C. - 1130A
T.T. - 1431A
E.T.R. - 1737A
MISSION -

WE TOOK OFF THRU
THE OVERCAST AND
ASSEMBLED OVER IT.
WE WERE NR. 6 IN THE
HIGH SQUADRON. I TOOK
MY GUN POSITION AS WE
HIT THE ENEMY COAST
AND JUST AS WE WERE

SETTLING DOWN WE WERE HIT BY FLAK. A PIECE CAME THRU THE RADIO ROOM AND HIT THE CAMMERA MAN IN THE LEG, JUST ABOVE THE BOOT. I TOOK HIS BOOT OFF AND THE BLOOD PORED OUT. I PUT A Tourniquet ON HIS LEG TO STOP IT, GAVE HIM MORE OXYGEN AND KEPT HIM WARM. DUE TO OUR BEING ONLY AN HOUR IN ENEMY TERRITORY, WE TURNED BACK. WE HAD FAIRLY GOOD ESCORT ON THE WAY BACK AND AS

WE NEARED THE BRITISH COAST I CALLED THE M/DX TO IDENTIFY US. WE FLEW THRU HAZE TOWARDS LONDON AND WE COULD HEAR THE SQUEAKERS LOUD AS HELL. WE HAD TO MAKE A 180° AND TRY TO CLIMB ABOVE THE OVERCAST TO AVOID THE BALLOONS. AFTER WE BROKE THRU I GOT A QDM TO THE BASE, AS WE WERE LOST. I GOT QDM'S EVERY FIVE OR TEN MINUTES UNTIL WE CAME OUT RIGHT OVER

CLUSTER

THE BASE. AFTER
LANDING WE PUT THE
PHOTOGRAPHER IN AN
AMBULANCE AN INVESTI-
GATED THE DAMMAGE.
WE HAD FLAK HOLES IN
THE WING, RADIO ROOM,
TAIL, VERTICAL AND HORI-
ZONTAL STABILIZERS.
THE RADIO ROOM WAS
FULL OF BLOOD, ALL OVER
EVERY THING! THE KID
GOT A FRACTURE AND
HE LOST ALOT OF BLOOD,
CREDIT FOR A MISSION
FLAK HOLES - NO FIGHTERS
- BROUGHT OUR BOMBS
BACK.

MAR-2, 1944. 15
FRANKFORT, GERMANY
SHIP - 471
BOABS - 42 - INCIENDIARY
ST - Ø73Ø A
T.O. - Ø825 A
T.T. - 12Ø5 A
ETR - 1542 A
ESCORT - P51 - P47
MISSION -
WE FLEW NR 6 IN
THE LOW SQUADRON.
WE WENT ON OXYGEN
AS WE LEFT THE
COAST. WE HIT HEAVY
FLAK OVER FRANCE,
RECEIVING A FEW
HOLES IN THE SHIP.
WE HIT THE TARGET

ON THE HEAD AND HIT
OUT FOR HOME BUT
QUICK. WE EXPECTED
HEAVY OPPOSITION
BUT ONLY A FEW 190'S
AND 109'S WERE
SIGHTED.

CREDIT FOR A
MISSION A FEW FLAK
HOLES.

MARCH 3, 1944 16.
ABORTIVE SORTIE
(BERLIN, GERMANY)

ST. 0640H

T.O. 0815H

T.T. 1200H

ETR. 1632H

ESCORT - P51 - P47

BOMBS - 42 INCENDIARY.

MISSION -

WE WENT ON OXYGEN
AS WE LEFT THE
COAST, HEADING NORTH
EAST OVER THE NORTH
SEA. WE WERE NEARING
THE TARGET AREA AT
27000' WHEN I
NOTICED MIKE'S TURRET
NOT MOVING. I CRACKED

HIM UP AND FOUND
HIM UNCONSCIOUS - HE
WAS OUT FOR ALMOST
TWO MINUTES. I PUT
HIS MASK BACK ON
AND MADE HIM BREATHE
BY SHAKING HIM AND
TURNING THE OXYGEN
ON AND OFF. HE FINALLY
CAME TO AND I MADE
HIM GET OUT OF THE
BALL AND REST IN
THE RADIO ROOM. ABOUT
THAT TIME WE TURNED
BACK DUE TO THE
WEATHER. THE TRIP
BACK WAS RATHER
UNEVENTFUL.
CREDIT FOR A MISSION.

17
MARCH 4, 1944
KOLN, GERMANY
SHIP - 471
ESCORT - P51 P47.
BOMBS - 42 INCENDIARY.
ST. 0700 A
T.O. 0815 A
T.T. - 1257 A
ETR - 1731 A
MISSION -
We flew NR 3 IN THE
HIGH SQUADRON. THE
WEATHER WAS TERRIBLE,
CONTRAILS AT 20,000'.
FLAK WAS RATHER
HEAVY BUT ONLY A
FEW BARSIS HIT US.
We HIT THE TARGET
ON THE HEAD AND

GOT OUT OF THERE
AS FAST AS WE COULD.
WE HAD A DAMN
GOOD TAIL WIND SO
WE MADE GOOD TIME.
QUITE A FEW FLAK
HOLES, A FEW 190'S
SIGHTED BUT NO
ATTACKS.

CREDIT FOR A MISSION.

18.

MARCH 7, 1944

BERLIN, GERMANY

SHIP - 616 (427 SQD.)

BOMBS - 10 500 DEMO.

ST. - 0640 A

T.O. - 0815 A

T.T. - 1323 A

ETR - 1635 A

MISSION -

WE WERE NR. 5 IN
THE LEAD SQUADRON
IN THE LEAD GROUP.
WE FLEW AT 25,000!
AND AS WE WENT
INTO ~~THE~~ GERMANY
WE WERE HIT BY
THE MOST ACCURATE
FLAK WE HAVE EVER
MET. WE ONLY GOT A

FEW HOLES BUT IT WAS ROUGH. WE DIDN'T MEET ANY MORE FLAK UNTIL THE TARGET AND THERE WE COULD HAVE WALKED ON IT. HOWEVER IT WAS BELOW US DUE TO OUR USING CHAFF. WE EXPECTED HEAVY OPPOSITION BUT NOT A DAMN FIGHTER WAS SEEN. WE BOMBED BY P.F.F. CREDIT FOR A MISSION.

AUGSBURG. 19.

MARCH 16, 44

OBERPFAFFENHAVEN, GERMANY

SHIP-552.

BOMBS- 42 - 100 LB. INCRED.

ST.- 0600A

T.O.- 0720A

T.T.- 1229A

E.T.R.- 1614A 1625A (LAND)

ESCORT- P51-P47-P38.

MISSION-

WE TOOK OFF IN POOR WEATHER, VISIBILITY WAS VERY POOR. WE WERE NR. 7 IN THE HIGH SQUADRON (TAIL END CHARLY AS USUAL.) WE WENT ON OXYGEN AS WE LEFT THE COMBAT WING ASSEMBLY POINT. THE

ALTITUDE WAS ONLY 19,000'.
OUR ESCORT WAS GOOD
UNTIL THE TARGET
AREA WHEN WE FOUND
OURSELF ESCORTED BY
ME 109'S AND F.W. 190'S
THE ATTACKS CAME FROM
SEVEN O'CLOCK HIGH
AND LEVEL AND THEY
OPENED UP WITH 20MM.
AT 1500 YDS. THE 20MM.
WOULD FOLLOW US RIGHT
ALONG, DAMN CLOSE.
SOME ME 109'S CAME
IN AT 4 AND 5 O'CLOCK
AND OPENED UP WITH
THOSE DAMN 20MM. WE
WERE UNDER ATTACK
FOR AT LEAST A SOLID

HOUR. DURING THE
ATTACK GEISMAN WAS
HIT IN THE HEAD WITH
A 20MM. HE FLEW
BELOW US (RADIO OPERATOR
ON HICK'S CREW.) I GOT
IN A HELL OF A LOT OF
SHOTS TODAY.

SOME F.W. 190'S WOULD
QUEL UP OVER AT
8 AND 9 O'CLOCK AND
FLY ALONG WITH US OUT
OF RANGE. THEY WOULD
FLIP THEIR WINGS UP
AT US, THEN SLIP IN
TO ABOUT 800 YDS AND
OPEN UP ON US.

DAMN, THEY WERE
PERSISTANT TODAY. WE

BOMBED THRU A PARTIAL
OVERCAST, RESULTS WERE
UNOBSERVED. NO FLAK
HOLES, IN ~~FACT~~ FACT
FLAK WAS RATHER LIGHT.
STELLATO GOT A SHOT
IN THE HORIZONTAL
STABILIZER.

CREDIT FOR A
MISSION.

WE SAW THE SWISS
ALPS ON THE WAY IN
AND OUT - BEAUTIFUL
BUT BARREN. IT WAS
TEMPTING TO 2 FORTS -
THEY WENT THERE! I SAW
3 FORTS GO DOWN - ONE
BURIED LIKE HELL.

CLUSTER

20

MARCH-18-44

SHIP - 590
BOMBS - 42 CLUSTERS OF
12 FRAGMENTATION
ST - 0715A
T.O. - 0830A
T.T. 1314A
ETA - 1723A
ESCORT - P51-P47-P38.
LECHFELD, GERMANY
MISSION.

WE WERE TAIL END
CHARLY AGAIN IN THE
HIGH SQUADRON. WE
WENT ON OXYGEN AS WE
LEFT THE ENGLISH
COAST, THE BOMBING
ALTITUDE WAS 20,000'.
WE MET SOME FLAK

PAS DE CALAIS

21

AS WE WENT INTO FRANCE
BUT IT WAS MODERATE. WE
COULD SEE THE SWISS
ALPS ON OUR RIGHT AS
WE WENT INTO THE TARGET
AREA. FLAK AT THE TARGET
WAS RATHER HEAVY BUT
WE ONLY GOT A FEW HOLES.
WE HIT OUT FOR HOME JUST
AS SOON AS THE BOMBS
HIT, THOUGH WE DIDNT
OBSERVE THE HITS. FLAK WAS
AGAIN MODERATE ON THE
RETURN ROUTE.

CREDIT FOR A MISSION.

MARCH 19, 44
Pas De Calais Area,
FRANCE.

SHIP- 552

BOMBS- 10-500 DEMO.

ST.- 1430A

T.O. 1536A

T.T. 1809A

ETR- 1930A

MISSION-

THIS WAS OUR FIRST
AFTERNOON RAID. WE
WERE TAILED END CHARLY
AGAIN IN THE HIGH
SQUADRON. OUR I.P. WAS
THE FRENCH COAST
AND WE HAD ABOUT
A 6 MINUTE BOMB RUN
THEN A RIGHT TURN AND

OUT AS FAST AS WE COULD
GO. JUST AS WE HIT THE
COAST WE WERE HIT BY
THE HEAVEST FLAK I
HAVE EVER SEEN. WE
COULD HAVE WALKED ON
IT EASY AS HELL. THE
DAMN STUFF BURST ALL
AROUND US BUT WE ONLY
GOT A FEW HOLES. A
PIECE HIT ME IN THE
LEFT LEG, JUST ABOVE THE
KNEE BUT IT DIDNT
PENETRATE. THOUGH WE
WERE ONLY A FEW MINUTES
INTO FRANCE ~~AS~~ THIS
WAS REALLY HELL! ONE
FORT BURST INTO

FLAME AND EXPLODED. I
DIDNT SEE ANY CHLITES
COME OUT, ONLY BODIES.
WE LANDED THRU
AN OVER CAST AND IT
WAS DARK WHEN WE
GOT OUT OF THE SHIP.
CREDIT FOR A
MISSION.

22.

MARCH 20, 44
FRANKFURT, GERMANY,
SHIP - 020 (427th)
BOMBS - 38 100 LB DEMO'S.
ST. 0645 A
T.O. 0800 A
T.T. 1200 A
ETR - 1610 A
MISSION -

WE FLEW NR 5 IN THE
LEAD SQUADRON TODAY.
WE WENT ON OXYGEN AS
WE LEFT ENGLAND, THE
BOMBING ALTITUDE WAS
26,000'. WE MET A
LITTLE FLAK OVER
FRANCE BUT IT WAS
MODERATE. THERE WAS
AN OVERCAST OVER THE

TARGET AREA AND THE
FLAK WAS HEAVY BUT
INACCURATE. THE NAVIG-
ATOR WAS HIT IN
THE FACE BY PLEXI-
GLASS FROM A PIECE
OF FLAK THAT CAME IN
THE NOSE. HE WAS NOT
HURT, JUST SCARRED.
WE USED UP ALL THE
OXYGEN AND HAD TO
USE EMERGENCY
BOTTLES ALSO. I TOOK
MY MASK OFF AT 18000'
BECAUSE THERE WAS NO
MORE OXYGEN.
CREDIT FOR A
MISSION.

23.

MARCH 22, 44

Berlin, GERMANY.

SHIP - 84L

Bombs - 42 incendiary

ST -

T.O. -

T.T. -

ETA -

ESCORT - P38 - P17 - P51

MISSION -

WE MADE A TAKE OFF
THRU THE OVER CAST, ~~●~~
TEN TENTHS OVER THE
CHANNEL AND CONTINUED.
THE ALTITUDE WAS 26,000'
AND IT WAS -49° WE
MET A LITTLE FLAK
OVER HOLLAND AND
IN GERMANY UP UNTIL

THE TARGET WHERE IT
WAS HEAVY AND ACCURATE.

WE DROPPED OUR BOMBS
ON THE CENTER OF THE
CITY BY P.F.F.

WE SUFFERED A FEW
FLAK HOLES, NOTHING
SERIOUS.

CREDIT FOR A MISSION.

24

MARCH. 23, 44

HAMM, GERMANY.

SHIP- 854- ALLEY OOP

BOMBS- 42 INCKADIARY

ST-

T.O.

T.O.

ETA.

ESCORT- P51- P47- P38,

MISSION.

WE TOOK OFF IN
VERY BAD WEATHER, AT
TIMES WE COULDN'T
SEE THE WING TIPS.
THE FORMATION WAS
TERRIBLE, SHIPS WERE
GOING EVERY WHERE
AND NOONE SEEMED TO
KNOW WHAT TO DO.

OUR GROUP BOMBED
BY P.F.F., THERE WAS
TEN TENTHS OVER THE
TARGET. THE WAY BACK
WAS RATHER UNEVENTFUL
ONLY A LITTLE FLAK.
WE LANDED WITH
LIGHTS ON, IT BEING
VERY DARK. NO FLAK
HOLES.

CREDIT FOR AMBITION

D. f. C.

25

MARCH 24, 44

FRANKFURT, GERMANY.

SHIP - 432.

BOMBS - 42 INCENDIARY.

ST.

T.O.

T.T.

E.T.A.

MISSION:

We flew NR 4
AGAIN TODAY, HOLD CROFT
STILL ON FURLONGH. WE
CAUGHT MORE PROP
WASH TODAY THAN WE
EVER DID ON ANY PREVIOUS
RAID. I WAS THROWN
TO THE FLOOR SEVERAL
TIMES. FLAK OVER
FRANCE WAS LIGHT

BUT OVER FRANKFURT
IT WAS HEAVIER THAN
WE HAVE EVER SEEN.
FLAK WAS BURSTING
FROM 12 TO 12 HIGH
AND LOW AND WHEN
WE CAME THRU AND
LOOKED BACK IT WAS
LIKE A SOLID WALL OF
BLACK SMOKE FROM
BURSTING FLAK. WE
SUFFERED ONLY A FEW
HOLES, NOTHING SERIOUS.
CREDIT FOR A MISSION.

26

MARCH 29, 44

STEDORT, GERMANY

SHIP- 590

BOMBS- INCENDIARY AND
100 LB. DEMO'S (4 IN ALL)

ST.

T.O.

T.T.

E.T.A.

MISSION:

WE WERE NR 4 AGAIN
IN THE LOW SQUADRON.
WE TOOK OFF THRU
TWO LAYERS OF CLOUDS
MAKING ASSEMBLY VERY
DIFFICULT. WE MET
LITTLE FLAK OVER
BELGIUM AND HOLLAND
BUT VERY ACCURATE

STUFF OVER THE TARGET.
WE WERE HIT IN THE
TAIL WHEEL, BLOWING IT
ONTO US. WE MADE THREE
BOMB RUNS FINALLY
DROPPING OUR BOMBS.
VISUALLY, THE WEATHER
WAS VERY POOR, THE
BASE OF THE CLOUDS WAS
600'. AT ONE TIME
WE WERE 165' OFF
THE GROUND. WE PREPARED
FOR A CRASH LANDING, BUT
THE SKIPPER MADE IT
OK.

CREDIT FOR A MISSION

27

APRIL-9-44

SHIP-546

BOMBS-10-500 LBS Demo.

MARIENBURG, GERMANY.

ST. 0600 B

T.O. 0715 B

T.T. 1326 B

ETR. 1900 B

MISSION-

WE HAD A LITTLE INTERPHONE DIFFICULTY ON TAKE OFF. AFTER TRACING IT DOWN I PUT IN A NEW TUBE AND IT WORKED O.K. THE WEATHER WAS VERY POOR - THERE WERE FOUR DISTINCT LAYERS OF CLOUDS PLUS THE GROUND FOG.

WE HAD OUR PARACHUTES ON (BY ORDER OF THE SKIP) AND WHEN WE BROKE THRU THE LAST LAYER OUR GROUP WAS NO WHERE IN SIGHT. WE WENT DOWN AGAIN AND FOUND THEM SO WE GOT IN OUR POSITION - NR 3 IN THE HIGH SQDN. OUR GROUP LED THE WHOLE 8th A.F. (1st DIV.) THE ALTITUDE WAS ONLY 16,000' SO I SMOKED ALL THE WAY OVER. OUR COURSE TOOK US OVER DENMARK, SWEDEN, AND EAST PRUSSIA.

WE CAUGHT A LITTLE FLAK
OVER DENMARK BUT IT WAS
LIGHT. ON THE WAY IN
WE MET NO OPPOSITION
AND ON THE BOMB RUN THE
FLAK WAS ACCURATE BUT
MODERATE IN INTENSITY.
WE HIT THE TARGET PERFECTLY
LEAVING SMOKE VISIBLE
FOR MILES - 16000' HIGH. ON
THE WAY OUT, OVER THE
BALTIC SEA, ONE MELO
CAME OUT OF THE SWIN
AND MADE A PASS AT US. HE
HIT ONE SHIP BUT NONE OF
US GOT A SHOT AT HIM.
WE HAD NO ESCORT FROM
SWEEDEN TO THE TARGET

AND BACK TO SWEEDEN,
HOWEVER OPPOSITION WAS
LIGHT. A FEW FW 190'S WERE
AROUND BUT THEY DIDN'T
HIT US. THE WEATHER
BACK WAS TERRIBLE, WE
FLEW AT ABOUT 300' FT
OVER THE WATER. THIS
TRIP WAS THE LONGEST
ONE WE EVER MADE, OVER
4750 MILES. OVER 12 HOURS
10 MINUTES TO COMPLETE.
WE LANDED WITH 30 MIN
OF GAS LEFT.
NO HOLES - CREDIT FOR
A MISSION.

28

APRIL 11-44

SORAW, GERMANY

SHIP- 590

BOMBS - 100 Lb DEMO. &
INCEND- CLUSTERS.

STATION- 0630 B

T.O. - 0745 B

T.T. 1216 B

ETR. 1900 B

MISSION-

WE FLEW NR 4 IN THE
LOW SQUADRON IN THE
LOW GROUP TODAY SO I
HAD TO STAY ON MY
RADIO THROUGHOUT THE
MISSION. I GOT ALL THE
FIGHTER ROUNDVIEWS
MESSAGES AND ALL THE
BOMBER STRIKE MSGS.

THE ALTITUDE WAS ONLY
11,000' TODAY SO THAT
MADE SMOKING POSSIBLE.
I WAS BORED AS HELL,
NOTHING TO DO BUT COPY
CODE, SMOKE CIGARETTES,
EAT CANDY, CHEW GUM, AND
TRY TO WATCH OUT MY
WINDOW FOR SOME
EXCITEMENT. ALL I SAW
DURING THE WHOLE TRIP
WAS FOUR BURSTS OF
FLAK AND A FORTRESS
GOING DOWN WITH NR 3
ENGINE ON FIRE. ON THE
WAY BACK, OVER THE
NORTH SEA, THE SKIPPER
LEFT THE FORMATION

SO WE COULD GET BACK
BEFORE THE GROUP.

WE CAME IN AT ABOUT
200' AND DROPPED AS WE
CAME OVER THE FIELD.

WE REALLY GAVE THE
TOWER A GOOD BUZZ JOB.

COMING IN AT ABOUT 205
MPH AT 85' WE PULLED
UP JUST MISSING THE

TOWER. AFTER ABOUT FOUR
PASSES WE LANDED. OUR

PICTURES WERE TAKEN
AND OUR BACKS AND PAINTS
WERE PAINTED WITH A BIG
28.

CREDIT FOR ADMISSION
- END OF TOUR -



HENRY F. GLASS CREW - 360th BS
(crew assigned 360BS: 16 Nov 1943 - photo: 1 April 1944)

(Back L-R) 1Lt Henry F. Glass (P), 1Lt Eugene A. McMahan (CP),
 1Lt Nicholas A. Pepe (N), 1Lt Paul A. Robuck (B), S/Sgt James E. Roberts (TG)

(Front L-R) S/Sgt David O. Michael (BT), S/Sgt Francis A. Stellato (LWG),
 T/Sgt Dominick J. Carbillano (E), T/Sgt Gordon R. Miller (R), S/Sgt Frank Patrone (RWG)

Crew Incidents:

Mission #88 13 December 1943 to Bremen, Germany in B-17F *Hell's Angels* #41-24577 (358thBS) VK-D. Lost #3 supercharger at start of climb over England. #4 Engine was leaking oil and couldn't be feathered when approaching the target about 30 miles off the German Coast. The Pilot, Lt Glass, aborted the mission and returned to Molesworth. This was the last combat mission flown by *Hell's Angels*. Previous 48 missions were flown without an abortion. This flight abandoned the attempt of *Hell's Angels* to be the first 8th Air Force B-17 to fly 50 combat missions after being the first to fly 25 missions. *Hell's Angels* returned to the USA on 20 January 1944 for a tour of war plants. The 303rd BG(H) then adopted the name "Hell's Angels" as the official Group name.

Mission #113 25 February 1944 to Stuttgart, Germany in B-17G *Thunderbird* #42-38050 (359thBS) BN-U. Mission was aborted when anti-aircraft shell fire wounded the Photographer Sgt Paul E. Buckley in the right leg. On the return flight alone *Thunderbird* received excellent fighter protection from P-47s and Spitfires. No enemy aircraft were encountered. Sgt Buckley was placed in the 303rd Station Hospital after a "red flare" landing at Molesworth which indicated wounded aboard.

Crewmen completed their combat tours of 30 missions on 11 April 1944 with Lt McMahan (CP) completing his combat tour on 20 April 1944.

Although Gordon is not mentioned in this official account of the injury to Sgt. Buckley on the February 25, 1944 mission, he was probably instrumental in saving the photographer's life. It is always the aircraft commander's decision to abort a mission or complete it; but Lt. Glass undoubtedly got the information he needed to make that decision from Gordon, who was in the radio room when Buckley was injured. Gordon tended to Buckley's wound; and was the only crewmember in a position to know if he would survive the long trip home if they completed their bomb run before turning back.



Gordon Miller & Ball Turret Gunner David O. Michael

On Mission 16, March 3, 1944, to Berlin, Germany, from his station in the radio compartment, Gordon noticed that "Mike's" turret was not moving. He opened it to find that Michael's oxygen line had severed, and he had passed out from anoxia. He helped Mike into the radio room and fed him oxygen to revive him. His quick thinking undoubtedly saved the man's life.

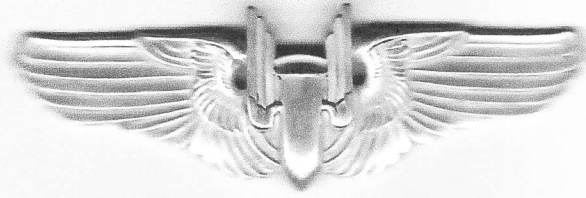
Sgt. Michael kept a diary of his missions. His entries for this mission are as follows:

March 3, '44 16th Mission, abortive sortie to Berlin. Frostbite, passed out- went to hospital. Miller is strictly on the ball. Lucky!

March 4, '44 In hospital. (Crew went to Berlin again)

March 5, '44 On 16th- Passed out from anoxia, forehead was frostbitten. ("Life can be beautiful") Feel like a fellow dead and revived.

Because he missed the next mission, "Mike" flew one more with another crew, after the Henry Glass crew completed its 28th.



SUBJECT	HRS.	GR.
Machine Gun Range	30	79
Skeet Range	36	92
Small Arms Range	12	85
Machine Gun Lab.	48	96
Fire Control	18	93
Sights	24	95
Identification	24	99
Range Estimation		
Ballistics	6	95
Equipment	6	96
Power Turret Range	12	
Power Turret Lab.	30	86
Power Turret Lect.	30	
Malfunctions	12	95
Final Rating		92
Remarks:		

etc.

SCHOOL HEADQUARTERS

Wendover Aerial Gunnery & Fire Control School
Bombing & Gunnery Range Detachment
Army Air Base
Wendover Field, Utah

Date 7/2/43

This to certify that,
MILLER, GORDON R.
(Surname) (Christian) (Middle)
17075842 SGT. AC
(Serial No.) (Rank) (Arm or Or.)

has completed a course
of Training
For
AERIAL GUNNERS

and has been graduated as
An Aerial Gunner

Average and individual rating shown on
reverse side.

By order of The COMMANDING OFFICER.

Levi S. Sampton

1st Lt. A. C.

Director Of Training

The Henry Glass Crew

360th Squadron,

303rd Bomb Group



Officers: L-R Henry Glass, Pilot
Nicholas Pepe, Navigator

Paul Robuck, Bombardier
Eugene McMahan, Co-pilot

"The Best Damned Crew In The World"



Enlisted Men: "Eddie" Roberts, Tail Gun David Michael, Ball Turret Frank Stellato, Left Waist Gun
Frank Patrone, Right Waist Gun Gordon Miller, Radio/Gunner Dominic Carbillano, Engineer



End of Tour Smiles

