

## SENIOR PILOT LOG

NAME Harold W. Smith  
ADDRESS 2525 Wells St.                      PHONE A-1501  
CITY Fort Wayne                                STATE Indiana

### IN EMERGENCY – PLEASE NOTIFY

NAME Mr. & Mrs. Harold W. Smith (*ed. Should be Harold D. Smith, for his father*)  
ADDRESS 2525 Wells St.                      PHONE A-1501  
CITY Fort Wayne                                STATE Indiana

Editorial notes: “Me L” – Multi-engine, Land type plane  
“*CFH*” – Initials of Charles F. Healy, co-pilot  
“PAAB” – Pueblo Army Air Base  
“L.A.A.F.” – Lincoln Army Air Field, Nebraska  
“C.X.” or “X.C.” – Cross-country  
“NI” – Night(?)  
“E/A” – Enemy Aircraft

*(ed. Excerpts from Harold Wm Smith’s personal diary are included in italics under the remarks section to give a better account of the mission.)*

DATE 1944	AIRCRAFT IDENT. MARK	MAKE – MODEL and HORSEPOWER OF AIRCRAFT	FROM	TO	CLASS OR TYPE			DURATION OF FLIGHT Total Time to Date	SOLO FLIGHT TIME			LINK	DUAL INSTRUCTION as instructor or student			REMARKS: Each maneuver and the time spent thereon, attested to by the Instructor is to be entered in this column for all instruction received. Any serious damage to the aircraft MUST be entered here also.	
									Day	Night	instrument		DAY	NIGHT	INST.		
4/25/44	199	B-24-4800 HP	PUEBLO & VICINITY		Me L	Airplane		4 hrs 30 min				<i>CFH</i>	4 hrs 30"			#1 ENGINE FAILED ON 3 <sup>rd</sup> TAKE-OFF <i>Diary entry: Did have one close shave on my first time up when No. 1 engine cut out on takeoff. We feathered it and landed again but it darned near wrecked us. (B-24H-30 DT 42-51199 U. Later assigned to 458th BG, 754th BS)</i>	
4/27/44	137	"	"	"	"	"		8 hrs 45 min				<i>CFH</i>	1 hr 45"	2 hrs 30"		FLIGHT GOOD.	
5/4/44	924	"	"	"	"	"		15 hrs 25 min				<i>CFH</i>	6 hrs 40"			AIR – GROUND GUNNERY + CAMERA BOMBING	
5/6/44	099	"	"	"	"	"		18 hrs 15 min				<i>CFH</i>	2 hrs 50"			AIR – AIR GUNNERY AT 20,000 FT.	
5/8/44	505	"	"	"	"	"		23 hrs 55 min				<i>CFH</i>	5 hrs 40"			AIR – GROUND GUNNERY AT 5, 3000 FT	
5/10/44	334	"	"	"	"	"		30 hrs 15 min				<i>CFH</i>	3 hrs 50"	2 hrs 30"		AIR – GROUND GUNNERY + BOMBING (10,000 ft)	
5/12/44	912	"	P.A.A.B. VIA SOUIX CITY - PAAB		"	"		40 hrs 15 min				<i>CFH</i>	10 hrs 0"			BOMBING (20,000 ft)+CAMERA BOMBING (10,000 ft)+C.X. <i>(ed. B-24J-5 FO 42-50912 D J4 "The Traveling Bag" Note, official records shows 50912 to be at Horsham St Faith, England in March 1944. The aircraft flown today must have been a different aircraft with the same last three numbers, 912.)</i>	
5/14/44	958	"	PUEBLO & VICINITY		"	"		30 <i>CFH</i> 47 hrs 25 min				<i>CFH</i>	4 hrs 45"	02:30 <i>CFH</i> 4 hr 55"		BOMBING (10,000 ft) + AIR-GROUND GUNNERY + NI	
5/16/44	072	"	"	"	"	"		50 <i>CFH</i> 54 hrs 45 min				<i>CFH</i>	7 hrs 20"			CAMERA BOMBING (20,000) + INSTRUMENTS	
5/18/44	362	"	"	"	"	"		56 hrs 10 min				<i>CFH</i>		1 hr 20"		NIGHT + INSTRUMENTS <i>(ed. B-24J-95 CO 42-100362 A " Sweet Lorraine" renamed to "Boomerang". Later assigned to 754th BS. Official records lists this plane in Essex, England at this time. Unknown what plane is identified in this log book.)</i>	
5/20/44	956	"	"	"	"	"		61 hrs 15 min				<i>CFH</i>	5 hrs 5"			BOMBING (20,000 ft)	
5/22/44	912	"	"	"	"	"		66 hrs 55 min				<i>CFH</i>	4 hrs 15"	1 hr 25"		BOMBING (20,000 ft) <i>(ed. B-24J-5 FO 42-50912 D J4 "The Traveling Bag" Note, official records shows 50912 to be at Horsham St Faith, England in March 1944. The aircraft flown today must have been a different aircraft with the same last three numbers, 912.)</i>	
5/24/44	854	"	"	"	"	"		72 hrs 30 min				<i>CFH</i>	5 hrs 35"			BOMBING + FORMATION (20,000 ft)	
5/26/44	284	"	"	"	"	"		75 hrs 00 min				<i>CFH</i>	2 hrs 30"			FORMATION	
5/28/44	854	"	"	"	"	"		78 hrs 50 min				<i>CFH</i>	3 hrs 50"			FORMATION	
CARRY TOTALS FORWARD TO TOP OF NEXT PAGE																	PILOT'S SIGNATURE <i>Charles F Healy 2<sup>ND</sup> Lt. A.C. 0-705690</i>

DATE 1944	AIRCRAFT IDENT. MARK	MAKE – MODEL and HORSEPOWER OF AIRCRAFT	FROM	TO	CLASS OR TYPE			DURATION OF FLIGHT Total Time to Date	SOLO FLIGHT TIME			LINK	DUAL INSTRUCTION as instructor or student			REMARKS: Each maneuver and the time spent thereon, attested to by the Instructor is to be entered in this column for all instruction received. Any serious damage to the aircraft MUST be entered here also.
									Day	Night	instrument		DAY	NIGHT	INST.	
							78 hrs 50 min									
5/30/44	223	B-24-4800 HP	PUEBLO & VICINITY		Me L	Airplane		84 hrs 15 min				<i>CFH</i>	4 hrs 25"	1 hr 0"	FORMATION (20,000) LOAD TAKE OFF + LANDING	
6/3/44	863	"	"	"	"	"		86 hrs 20 min				<i>CFH</i>	0 hrs 55"	1 hr 10"	LANDINGS BY COPILOT	
6/1/44	929	"	"	"	"	"		92 hrs 55 min				<i>CFH</i>	6 hrs 25"		FORMATION (20,000) + CAMERA BOMBING	
6/5/44	943	"	"	"	"	"		97 hrs 35 min				<i>CFH</i>	4 hrs 40"		FORMATION (20,000) + INSTR. CALIBRATION	
6/7/44	960	"	"	"	"	"		99 hrs 30 min				<i>CFH</i>	0 hrs 40"	1 hr 15"	INSTR. PRACTICE	
6-11-44	964	"	PAAB-PAAB VIA SALINAS+HASTINGS		"	"		104 hrs 55 min				<i>CFH</i>	5 hrs 25"		X.C. CAMERA BOMBING + PURSUIT INTERCEPTION (P-47)	
6-13-44	468	"	PUEBLO & VICINITY		"	"		110 hrs 25 min				<i>CFH</i>	5 hrs 30"		AIR - AIR GUNNERY + FORMATION (20,000)	
6-15-44	902	"	"	"	"	"		115 hrs 40 min				<i>CFH</i>	3 hrs 55"	1 hr 20"	BOMBING (12,000) 250 LBS. DEMO. BOMBING (20,000) 100 LB <i>(ed. B-24LSH-15 FO 44-49902 M J3 or B-24M-15 FO 44-50902)</i>	
6-17-44	292	"	PAAB-PAAB VIA DALLAS+WITCHITA FALLS		"	"		123 hrs 05 min				<i>CFH</i>	7 hrs 25"		1000 MILE CROSS COUNTRY (10,000) 1 HR STICK TIME <i>(ed. B-24H-10 CF 41-29292 Listed as one of 30 original B-24s sent to England in Dec 1943. Unknown what plane Harold Smith identified in log book.)</i>	
6-19-44	419	"	"	"	"	"		130 hrs 10 min				<i>CFH</i>	5 hrs 20"	1 hr 45"	1000 MILE CROSS COUNTRY (20,000) 1/2 HR STICK TIME	
6-21-44	928	"	PUEBLO & VICINITY		"	"		136 hrs 20 min				<i>CFH</i>	6 hrs 10"		FORMATION (20,000)	
6-23-44	101	"	"	"	"	"		141 hrs 05 min				<i>CFH</i>	3 hrs 30"	1 hr 15"	1 hr at 20,000 ft NO 2 PROP RUNAWAY, FEATHERED+LANDED	
6-25-44	153	"	"	"	"	"		145 hrs 20 min				<i>CFH</i>	4 hrs 15"		1 hr at 20,000 ft NO 2 ENG SPRUNG OIL LEAK A 20,000 ft	
6-25-44	153	"	"	"	"	"		148 hrs 40 min				<i>CFH</i>		3 hr 20"	NO SPECIFIC MISSION. 2 hr N.I.	
7-14-44	808	"	LINCOLN + VICINITY		"	"		151 hrs 40 min				<i>CFH</i>	3 hrs 0"		FIRST FLIGHT IN OUR OWN SHIP 42-50808 <i>(ed. B-24H-30 DT 42-51199 U. Later assigned to 458<sup>th</sup> BG, 754<sup>th</sup>)</i>	
CARRY TOTALS FORWARD TO TOP OF NEXT PAGE																PILOT'S SIGNATURE <i>Charles F Healy 2<sup>ND</sup> Lt. A.C. 0705690</i>

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									Day	Night	instrument		DAY	NIGHT	INSTRU		
								151:40									
7-16-44	50808	B-24-4800 HP	L.A.A.F.	GRENIER, N.H.	Me L	Airplane		159:55				<i>CFH</i>	6:15	2:00		ON OUR WAY OVER <i>Diary entry: We passed over good old Fort Wayne about 5:15 A.M. but we were at 10,000 ft and it was sort of foggy so I couldn't see much. I did pick out the Lincoln tower though.</i>	
7-17-44	"	"	GRENIER, N.H.	GOOSEBAY LABORADOR	"	"		165:15				<i>CFH</i>	5:20		3:00	"	
7-19-44	"	"	GOOSEBAY	MEEKS FIELD ICELAND	"	"		174:45				<i>CFH</i>	6:30			" <i>Diary entry: We passed over the southern tip of Greenland and there we saw some massive icebergs in a large field of ice. We also noted a couple of large Glaciers in the valley or rivers leading to the sea. Quite beautiful but very dangerous to ditch a B-24 on.</i>	
7-20-44	"	"	ICELAND	VALLEY WALES	"	"		181:25				<i>CFH</i>	6:40			WE FINALLY MADE IT	
8-15-44	2	"	NORWICH ENGLAND (LOCAL)			"	"		182:55				<i>CFH</i>	1:30			CHECK FLIGHT
8-16-44	277	"	NORWICH-NORTH SEA-NORWICH			"	"		187:05				<i>CFH</i>	4:10			FORMATION + GUNNERY <i>(ed. B-24JAZ-1556 CO 44-40277 P J4 "Miss Used")</i>
8-17-44	066	"	"	"	"	"	"		192:10				<i>CFH</i>	5:05			" " <i>(ed. B-24JAZ-145 CO 44-40066 Y J4 "S.O.L." for "Shit Out of Luck")</i>
8-18-44	287	"	NORWICH-METZ, FRANCE-NORWICH <i>(ed. Official mission records lists Woippy, Fra.)</i>			"	"		200:05				<i>CFH</i>	7:55		#1	1.ST MISSION AIRCRAFT FACTORY (ENGINES) NO FLACK OR FIGHTERS <i>Diary entry: We carried twelve 500 LB bombs and on the way over I got to thinking of the people down below who was going to be on the receiving end. The mission was 7:55 long and in all that time we didn't see a single enemy fighter and only 8 or 9 bursts of flak. We did see lots of our own fighters though (P-38 &amp; P-51). No ships were lost that I know of. One came home with a badly damaged wing due to a mid-air collision, not enemy action. (ed. B-24JAZ-155 CO 44-40287 J J4 " Bachelor's Club" later changed to "Bachelor's Bedlam")</i>
8-23-44	277	"	NORWICH (LOCAL)			"	"		204:10				<i>CFH</i>	4:05			PRACTICE MISSION <i>(ed. B-24JAZ-1556 CO 44-40277 P J4 "Miss Used")</i>
8-24-44	277	"	NORWICH-HANOVER GERMANY- NORWICH			"	"		211:10				<i>CFH</i>	7:00		#2	OIL REFINERIES. NO FIGHTERS BUT LOTS OF FLAK <i>Diary entry: The target was an oil refinery but we didn't do such a good job of it. No fighters were seen. Just after take-off a nose turret door blew off and broke the navigator's side window, put four holes in the leading edge of the wing and one in the fuselage. (ed. B-24JAZ-1556 CO 44-40277 P J4 "Miss Used")</i>
9-1-44	287	"	NORWICH – NORWICH			"	"		214:10				<i>CFH</i>		3:00		PRACTICE MISSION <i>(ed. B-24JAZ-155 CO 44-40287 J J4 " Bachelor's Club" later changed to "Bachelor's Bedlam")</i>

9-2-44	201	"	"	"	"	"		215:10				<i>CFH</i>		1:00		" "	(ed. B-24JAZ-150 CO 44-40201 N J4 "Silver Chief")
9-5-44	201	"	"	"	"	"		219:30				<i>CFH</i>		4:20		" "	(ed. B-24JAZ-150 CO 44-40201 N J4 "Silver Chief")
9-9-44	201	"	"	"	"	"		223:30				<i>CFH</i>		4:00		" "	(ed. B-24JAZ-150 CO 44-40201 N J4 "Silver Chief")
9-14-44	141	"	"	"	"	"		226:50				<i>CFH</i>		3:20		" "	(ed. B-24J-140 vCO 42-110141 U J4 "Breezy Lady" changed to "Marie" port side/"Superman" starboard side)
CARRY TOTALS FORWARD TO TOP OF NEXT PAGE																PILOT'S SIGNATURE	<i>Charles F Healy 2<sup>nd</sup> Lt. A.C. 0705690</i>

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									Day	Night	Instrument		DAY	NIGHT	INSTR	
							226:50			PASSENGER						
9-26-44	163	B-24-4800 HP	NORWICH - NORWICH		Me L	Airplane		229:50				<i>CFH</i>		3:00		PRACTICE (BULLSEYE) <i>(ed. B-24JAZ-140 CO 42-110163 M J4 "Time's A Wastin' ". Character "Snuffy Smith" on starboard side.)</i>
9-28-44	721	"	NORWICH – LILLE, FRANCE		"	"		234:05				<i>CFH</i>	3:15			1600 GAL (80 OCT.) TO LILLE, FRANCE <i>(ed. B-24H-10 DT 41-28721 L (or G) J4 "Downwind-Leg")</i>
10-3-44	743	"	NORWICH–OLD BUCKINGHAM (144)		"	"		234:45			0:20	<i>CFH</i>	0:20			FERRY TRIP (16 MILE) <i>(ed. B-24H-10 DT 41-28743 Z "Eastern Breeze")</i>
10-5-44	141	"	NORWICH - NORWICH		"	"		238:00				<i>CFH</i>				BULLSEYE <i>(ed. B-24J-140 vCO 42-110141 U "Breezy Lady" changed to "Marie" port side/"Superman" starboard side)</i>
10-10-44	118	"	" "		"	"		239:00				<i>CFH</i>	1:00			TEST HOP (1 HR SLOW TIME) <i>(ed. B-24J-145 CO 44-40118 S J4 "We'll get By." This plane listed as destroyed in by errant gunnery mishap at airfield 3/14/1944. Plane salvaged.)</i>
10-13-44	066	"	" "		"	"		241:30				<i>CFH</i>	2:30			TEACHING CO-PILOTS WITH CAPT DENEFFE <i>(ed. B-24JAZ-145 CO 44-40066 Y J4 "S.O.L." for "Shit Out of Luck")</i>
10-14-44	277	"	NORWICH-KOBLENZE-NORWICH		"	"		246:45				<i>CFH</i>	5:15	#3		MARSHLING YARDS NO FIGHTERS NO FLAK <i>Diary entry: We were briefed to go to Cologne which has somewhere around 900 guns. When we took off, everything got screwed up. The group was supposed to form over splasher 5 and then the orders were changed to splasher 7, which was also a mistake as it was supposed to be buncher 7. Anyway, we didn't find the formation so tacked onto the 448th group and bombed KOBLENZE instead of Cologne. We didn't see any fighters or come close to any flak. We carried 4-450 lb incendiaries and 16-250 lb general purpose bombs. That 448th group can't fly formation either. When we turned off the target, they went every which way and one ship didn't drop his load and, to top it all off, he flew directly above us. That's a helluva feeling to look up and see an open bomb bay loaded with nearly 6,000 lbs of high explosives. <i>(ed. B-24JAZ-1556 CO 44-40277 P J4 "Miss Used")</i></i>
10-17-44	277	"	NORWICH-COLOGNE-NORWICH		"	"		252:45				<i>CFH</i>	6:00	#4		" " " " " " <i>Diary entry: We were supposed to bomb a chemical plant about 6 miles north if the weather was clear but it was clouded over so we bombed Cologne with instruments. Again, no fighters or flak near us although some was seen in the distance. This mission fogged me out more than any other I think. My flak suit got so heavy I couldn't get up high enough in the turret to see the sight. <i>(ed. B-24JAZ-1556 CO 44-40277 P J4 "Miss Used")</i></i>

10-19-44	163	"	NORWICH-MAINZ-NORWICH	"	"	259:15					<i>CFH</i>	6:30	#5	<p>" " " " AMPLE FLAK (1 HOLE)</p> <p>Diary entry: We hit the marshaling yards there with 12-250 lb G.P. and 6-450 lb incendiaries. We encountered a bit of flak on the bomb run and got one hole in our left wing. It was just a small one though. Our first one too. Three ships dropped out of formation. One because of lack of oxygen, one lack of gas, and the other one had two engines knocked out. I guess they made it O.K. (ed. B-24JAZ-140 CO 42-110163 M J4 "Time's A Wastin' ". Character "Snuffy Smith" on starboard side.)</p>
11-1-44	275	"	NORWICH - NORWICH	"	"	263:15					<i>CFH</i>	4:00		<p>PRACTICE MISSION (20,000)</p> <p>(ed. B-24JAZ-155 CO 44-40275 L J4 "Shack Time")</p>
11-5-44	408	"	NORWICH-KARLSRUHE-NORWICH	"	"	268:15					<i>CFH</i>	5:00	#6	<p>MARSHALLING YARDS AT KARLSRUHE. LOST NO. 1 ENG.</p> <p>Diary entry: They got us up at 4:30 A.M. which was too early as far as I was concerned. We ate and went to briefing, then to the ship (277). (ed. B-24JAZ-1556 CO 44-40277 P J4 "Miss Used") We were about ready to take off when we discovered the R. Mag on No. 3 was no good so we came back and took a spare (408) up. (ed. B-24J-100 CO 42-100408 I J4 "The Beast") We were carrying three 2,000 lb bombs and 2500 gals of gas plus a dislike for the ship. We had tried to fly it once before but it was in an unsafe condition so no go. After we got in the air, the ship wanted to climb too fast and it wouldn't climb slower very well. Anyway, we found our position information and everything was O.K. until we were on the bomb run. Then No. 1 engine lost its oil pressure and we had to feather it. We dropped out of formation, dropped our bombs about 10 miles from the target and started back all alone. Luckily no fighters attacked us or I probably wouldn't be writing this at this time. No. 2 engine was throwing a lot of oil and we didn't trust it so we decided to land at Melsbrook Airdrome at Brussels, Belgium. I tried to fix the engines but they decided to send us back to England the next day on another ship. (ed. B-24J-100 CO 42-100408 I J4 "The Beast")</p>
11-6-44	542	B-17	BRUSSELS (MELSBROOK) RATTLESDEN	"	"	269:35			1:20		<i>CFH</i>			
11-6-44	455	B-24-4800 HP	RATTLESDEN - NORWICH	"	"	270:00			0:25		<i>CFH</i>			(ed. B-24H-15 FO 42-52455 O J4 "Plutocrat")
11-11-44	455	"	NORWICH - NORWICH	"	"	271:50					<i>CFH</i>	1:50		<p>PRACTICE FLIGHT WITH GLAGOLA</p> <p>(ed. B-24H-15 FO 42-52455 O J4 "Plutocrat")</p>
11-12-44	455	"	"	"	"	274:20					<i>CFH</i>	2:30		<p>" "</p> <p>(ed. B-24H-15 FO 42-52455 O J4 "Plutocrat")</p>
CARRY TOTALS FORWARD TO TOP OF NEXT PAGE														<p>PILOT'S SIGNATURE <i>Charles F Healy 2<sup>ND</sup> Lt. A.C. 0705690</i></p>

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									Day	Night	Instrument		DAY	NIGHT	INSTRU	
							274:20			PASSENGER						
11-16-44	277	B-24-4800 HP	NORWICH – AACHEN – BLYTON (ed. Official mission records lists Eschweiler, Ger.)	Me-L	Airplane		279:30				<i>CFH</i>	5:10			7TH MISSION. BOMBED TROOPS 10Mi EAST AACHEN <i>Diary entry: On the 16th we took off in a fog so thick you couldn't see the end of the runway. We carried 20-260 lb fragmentation bombs and 2500 gals of gas. Target was enemy troops east of Aachen ten miles. Bombing altitude was 21,000 feet. We had to land at Blyton, an R.A.F. training base near the Scot border as our field was closed in. (ed. B-24JAZ-1556 CO 44-40277 P J4 "Miss Used")</i>	
11-18-44	277	"	BLYTON – NORWICH	"	"		280:25				<i>CFH</i>	:55			<i>(ed. B-24JAZ-1556 CO 44-40277 P J4 "Miss Used")</i>	
11-24-44	980	"	NORWICH - NORWICH	"	"		284:40				<i>CFH</i>	4:15			2 SHIPS LOST PRACTICE MISSION – 500 FT CEILING ON RETURN <i>Diary entry: When it was socked in with a 500 ft ceiling. A pilot named Dooley hit a church steeple in Norwich and tore a wing off. He crashed &amp; burned with 8 other crew members. We nearly had two midair collisions ourselves. We couldn't see nothing. For all we went through we made a swell landing though. (ed. B-24H-20 DT 41-28980 V J4)</i>	
11-25-44	449	"	NORWICH-BIGDEN, GER.-NORWICH (ed. Bingen)	"	"		291:25				<i>CFH</i>	6:45			8TH MISSION. MARSHALLING YARDS FLAK NO FIGHTERS <i>Diary entry: Bomb load was two 450 lb incendiaries and ten 500 lb G.P.s. Gas load was 2500 gals. We didn't see any enemy fighters but we did get off course and was tracked by several three to five gun flak batteries. Upon returning to base we find the field again socked in. Not as bad as yesterday but we still had two near midair collisions. The target was a panzer division in the marshaling yards. (ed. B-24H-30 CF 42-50449 W J4 "Heavenly Hideaway")</i>	
11-27-44	285	"	NORWICH - NORWICH	"	"		295:15				<i>CFH</i>	2:50			PRACTICE MISSION <i>(ed. B-24JAZ-155 CO 44-40285 H J4 "Table Stuff")</i>	
12-2-44	118	"	"	"	"	"	297:15				<i>CFH</i>	2:00			" " SUPPOSED TO DROP BOMBS BUT DIDN'T <i>(ed. B-24J-145 CO 44-40118 S J4 "We'll get By." This plane listed as destroyed in by errant gunnery mishap at airfield 3/14/1944. Plane salvaged.)</i>	
12-5-44	768	"	"	"	"	"	299:15				<i>CFH</i>	2:00			" " " " " " " " " <i>(ed. B-24J-5 FO 42-50768 Y J4 "Arise My Love And Come With Me")</i>	
12-12-44	697	"	"	"	"	"	301:45					2:30			ASSEMBLY SHIP FOR MISSION <i>(ed. B-24H-10 DT 41-28697 Z Z5 "Spotted Ape")</i>	
12-12-44	697	"	NORWICH – WARTON	"	"		303:15					1:30			TRANSPORT FOR HOMEWARD BOUND MEN. STAYED 4 DAYS <i>(ed. B-24H-10 DT 41-28697 Z Z5 "Spotted Ape")</i>	
12-15-44	697	"	WARTON - NORWICH	"	"		304:45					1:30			INDICATED 200 MPH ALL THE WAY <i>(ed. B-24H-10 DT 41-28697 Z Z5 "Spotted Ape")</i>	



12-18-44	499	"	NORWICH - NORWICH		"	"		306:30					1:45			X COUNTRY <i>(ed. B-24J-401 CF 42-50499 U J3 "Open Post")</i>
12-23-44	499	"	"	"	"	"		307:15					0:45			LOCAL <i>(ed. B-24J-401 CF 42-50499 U J3 "Open Post")</i>
12-31-44	608	"	"	"	"	"		310:30					3:15			X G LOCAL <i>(ed. B-24J-1 FO 42-50608 W J4 "Filthy McNaughty")</i>
1-1-45	487	"	"	"	"	"		312:00					1:30			LOCAL TEST HOP <i>(ed. B-24J-55 CF 44-10487 R J3)</i>
1-2-45	487	"	"	"	"	"		313:00					1:00			LOCAL TEST HOP <i>(ed. B-24J-55 CF 44-10487 R J3)</i>
CARRY TOTALS FORWARD TO TOP OF NEXT PAGE																PILOT'S SIGNATURE <i>Charles F Healy 1<sup>ST</sup> Lt. A.C. 0705690</i>

DATE 19	AIRCRAFT IDENT. MARK	MAKE – MODEL and HORSEPOWER OF AIRCRAFT	FROM	TO	CLASS OR TYPE			DURATION OF FLIGHT Total Time to Date	SOLO FLIGHT TIME			LINK	DUAL INSTRUCTION as instructor or student			REMARKS: Each maneuver and the time spent thereon, attested to by the Instructor is to be entered in this column for all instruction received. Any serious damage to the aircraft MUST be entered here also.
									Day	Night	Instrument		DAY	NIGHT	INSTRU	
							313:00			PASS ENGER						
1-2-45	740	B-24-4800 HP	NORWICH - NORWICH		Me-L	Airplane		314:00					1:00			LOCAL TEST HOP (ed. B-24J-1 FO 42-50740 Q J3 "Our Burma")
1-3-45	504	"	NORWICH-NEUNKIRCHEN-NORWICH		"	"		320:00					6:00			9TH MISSION NO FLAK NO FIGHTERS Diary entry: Bomb load was two 450 incendiary and twenty 250 lb G.P. We didn't see any flak or E/A enemy aircraft. Gas load was 2500 gals. Bombing was done through clouds. We flew the No. 2 spot in the high Right squadron. Our first deputy lead since we became a lead crew. (ed. B-24J-401 CF 42-50504 S J3)
1-4-45	504	"	NORWICH - NORWICH		"	"		323:00					3:00			LOCAL TEST HOP (ed. B-24J-401 CF 42-50504 S J3)
1-5-45	504	"	"	"	"	"		324:00					1:00			LOCAL TEST HOP (ed. B-24J-401 CF 42-50504 S J3)
1-6-45	504	"	"	"	"	"		325:15					1:15			LOCAL TEST HOP (ed. B-24J-401 CF 42-50504 S J3)
1-7-45	602	"	NORWICH-ROSTOTT,GER-NORWICH		"	"		332:30					7:15			10 <sup>TH</sup> MISSION SOME FLAK NO E/A Diary entry: We carried 2700 gals of gas and 6 - 1000 lb GPs. The target was again a marshaling yard. We really plastered it too. (ed. B-24J-65 CF 44-10602 P J3 "Ten Gun Dottie")
1-8-45	487	"	NORWICH - NORWICH		"	"		335:00					2:30			LOCAL TEST HOP (ed. B-24J-55 CF 44-10487 R J3)
1-9-45	487	"	"	"	"	"		335:45					00:45			LOCAL TEST HOP (ed. B-24J-55 CF 44-10487 R J3)
1-10-45	487	"	123 - SCHONBERG - 123		"	"		342:00					06:15			11 <sup>TH</sup> MISSION. NO FLAK OR E/A Diary entry: The target was a highway bridge but I don't think we destroyed it. The bomb load was six one thousand pound G.P.s. Gas load was 2500 gals. Bombing altitude was 23,500 ft. (ed. B-24J-55 CF 44-10487 R J3)
1-15-45	504	"	123 - SCHONBERG – 123 (ed. Copy err during transcribing? Can't have practice mission to known target of day before?)		"	"		346:20					04:20			PRACTICE MISSION (ed. B-24J-401 CF 42-50504 S J3)
1-17-45	516	"	NORWICH – NORWICH		"	"		347:20					01:00			SLOW TIME (LOCAL) (ed. B-24J-1 FO 42-50516 V J3 "Star Dust")
1-20-45	837	"	"	"	"	"		350:05					02:45			SLOW TIME (LOCAL) (ed. B-24JSH-20 FO 44-48837 L J3)
1-26-45	487	"	"	"	"	"		352:05					02:00			LOCAL TEST HOP (ed. B-24J-55 CF 44-10487 R J3)

1-28-45	487	"	NORWICH-DORTMUND-NORWICH	"	"		357:50									#12 BENZOL PLANT INTENSE FLAK 4 HOLES Diary entry: We carried 12 - 500 lb G.P.s and 2500 gals of gas. We bombed from 23,700 ft. and I believe we hit the target. No E/A were seen but we did get quite a bit of flak. One piece went in the right side of the ship just forward of the copilot. It clipped the emergency hand pump hydraulic line and dropped to the floor. I found the piece after we landed. It missed the copilot's rudder cables by 1/4 of an inch. (ed. B-24J-55 CF 44-10487 R J3)
2-1-45	743	"	NORWICH - NORWICH	"	"		361:20									LOCAL TEST HOP (ed. B-24JSH-10 FO 42-51743 F J3)
CARRY TOTALS FORWARD TO TOP OF NEXT PAGE																PILOT'S SIGNATURE <i>Charles F Healy 1<sup>ST</sup> Lt. A.C. 0705690</i>

DATE 19	AIRCRAFT IDENT. MARK	MAKE – MODEL and HORSEPOWER OF AIRCRAFT	FROM	TO	CLASS OR TYPE			DURATION OF FLIGHT Total Time to Date	SOLO FLIGHT TIME			LINK	DUAL INSTRUCTION as instructor or student			REMARKS: Each maneuver and the time spent thereon, attested to by the Instructor is to be entered in this column for all instruction received. Any serious damage to the aircraft MUST be entered here also.
									Day	Night	Instrument		DAY	NIGHT	INSTRU	
							321:20									
2-3-45	516	B-24-4800 HP	123 – MAGDEBERG – 123 (ed. Magdeburg)		Me-L	Airplane		368:20				ok.	07:00			#13 MEDIUM FLAK NO E/A <i>Diary entry: Today we were briefed for Magdeburg or Berlin. We went to Magdeburg but didn't drop our bombs. We dropped them on a small coastal town on the way out. We carried 10 - 500 lbs G.P.s and 2,700 gals of gas. Light flak was encountered but no E/A. By the way, our aiming point at Berlin was a cathedral in the center of town. We were after the 2 million refuges. (ed. B-24J-1 FO 42-50516 V J3 "Star Dust")</i>
2-8-45	618	"	123 –	123	"	"		370:50				ok.	02:30			RECALL (ed. B-24J-70 CF 44-10618 T J3)
2-9-45	618	"	123 – MAGDEBERG – 123 (ed. Magdeburg)		"	"		378:05				ok.	07:15			#14 INTENSE FLAK NO E/A (NYDR. OUT) <i>Diary entry: This time it was an oil refinery. Our bombs hung up on us and we dropped by salvo through the bomb bay doors. Load was 10 - 500 lbs G.P.s and 2700 gals gas. No e/a but plenty of flak. I think somebody's kitchen sink went through our left wing and bathtub hit No 3 engine and knocked out the hydraulic pump. We used the emergency to lower the gear + flaps. It also broke and bent two push rods and caused us to leave a lot of oil but not enough to warrant a feathered engine. We had a couple more holes too but they didn't amount to much. (ed. B-24J-70 CF 44-10618 T J3)</i>
2-13-45		"	123 –	123	"	"		382:35					04:30			PRACTICE MISSION (1 SHIP LOST [ed. "A Dog's Life"])
2-14-45	740	"	123 – MAGDEBERG – 123 (ed. Magdeburg)		"	"		389:35					07:00			#15 MEAGER FLAK NO E/A <i>Diary entry: Today it was Magdeburg again after the Marshaling yards. Someday we'll hit it. We had 2600 gals of gas and 4 - 1000 lbs G.P.s and 2 - 500 lb incendiaries. Bombing altitude was 25,800 ft. Flak was meager and no E/A were seen. I got the bends in my right knee pretty bad and it is still sore tonight. We bombed by instruments. (ed. B-24J-1 FO 42-50740 Q J3 "Our Burma")</i>
2-15-45	499	"	123 –	– 123	"	"		396:35					07:00			#16 MEAGER FLAK NO E/A <i>Diary entry: This time we were after the oil refinery with 12 -500 lb G. P.s. We carried 2500 gals of gas and bombing altitude was 22,500 ft. Again light flak and no E/A. Time in the air was again 7 hrs and again we bombed by instruments. I wanted an easy day because of my knee but I had a tough one because of a gas leak in a heater line in the nose. I think I made about six trips to the nose. I know now that I could never take B-29 or B-32. ed. B-32 Dominator – Post production of B-24 with B-17 nose and B-29 tail. 118 produced. Pacific service. (ed. B-24J-401 CF 42-50499 U J3 "Open Post")</i>
2-18-45	575	"	123	_____ 123	"	"		397:15					0:40			TEST HOP (ed. B-24J-1 FO42-50575 O J3)

2-19-45	575	"	123 – MESCHEDE, GER – 123	"	"	404:15									#17 VERY LITTLE FLAK + NO E/A <i>Diary entry: For a change it was a jet engine factory at Mechede [ed Meschede], Germany. We carried six 500 lb GPs &amp; six 500 lb incendiaries plus 2,500 gals of gas. Bombing altitude was 20,000 ft. Bombing was visual and the target was hit. (ed. B-24J-1 FO42-50575 O J3)</i>
2-24-45	628	"	123 – BIELEFELD, GER – 123	"	"	410:30									#18 NO FLAK NO E/A <i>Diary entry: Today it was the marshalling yards at Bielfeld, Ger. Bomb load was six 500 lbs G.P.s. Gas was 2500 gals. We bombed by instruments from 22,000 ft. (ed. B-24JSH-1 FO 42-95628 K J3)</i>
2-27-45	743	"	123 ————— 123	"	"	413:45									TEST HOP <i>(ed. B-24JSH-10 FO 42-51743 F J3)</i>
2-28-45	743	"	123 – BIELEFELD, GER – 123	"	"	420:30									#19. RAILROAD BRIDGE NO FLAK NO E/A <i>Diary entry: Back to Bielfeld [sic. Bielefeld] again today but this time we were after an eleven span railroad bridge. Bomb load was four 1000 lbs G.P.s and 2500 gals of gas. Bombing was visual from 22,000 ft but we missed the target although we came close but that don't count. (ed. B-24JSH-10 FO 42-51743 F J3)</i>
3-1-45	504	"	123 – INGELSTODT GER – 123 <i>(ed. Ingolstadt)</i>	"	"	429:30									#20. NO FLAK NO E/A <i>Diary entry: Today we really took a long trip. Clear down by the Swiss boarder east of Munich. Ingolstadt [ed. Ingolstadt], Ger. was the town and its marshaling yards was the target. Bombing was done by instruments. Results unobserved. Bomb load was ten 500 lb GPs &amp; 2700 gals of gas. Bombing altitude was 17,800 ft. No flak or fighters showed up so it was a pretty nice trip as we got to see the Alps &amp; the Danube river on the way in.</i>
3-3-45	575	"	123 – NEUINBURG GER. – 123 <i>[ed. Neinburg]</i>	"	"	437:00									#21 NO FLAK NO E/A R.R. BRIDGE <i>Diary entry: Clouds were broken over the target so we bombed PFF with a visual assist but we missed. We carried six 1000 lbs GPs &amp; 2500 gals gas. Bombing altitude was 18,000 ft. Trip took 7:30. We circled the target 4 times in hopes the clouds would clear off. Fighter Bait, that's us. (ed. B-24J-1 FO42-50575 O J3)</i>
3-5-45	557	"	123 – HAMBURG GER – 123 <i>[ed. Harburg]</i>	"	"	443:15									#22 OIL INTENSE FLAK NO E/A <i>Diary entry: Intense flak was encountered but we didn't get hit. No fighters. We carried six 500 lbs GPs and 2500 gals of gas. The target was a oil refinery and we bombed P.F.F. from 24,900 ft. (ed. B-24JSH-1 FO 42-95557 H J3 "Lady Peace")</i>
3-7-45	557	"	123 – SOEST GER – 123	"	"	449:25									#23 MARSHALLING-YARDS NO FLAK NO E/A <i>Diary entry: We dropped six 250 lb G.P.s through clouds. Gas load was 2400 gals. We bombed from 24,500 ft. (ed. B-24JSH-1 FO 42-95557 H J3 "Lady Peace")</i>
CARRY TOTALS FORWARD TO TOP OF NEXT PAGE															PILOT'S SIGNATURE <i>Charles F Healy 1<sup>ST</sup> Lt. A.C. 0705690</i>

DATE 19	AIRCRAFT IDENT. MARK	MAKE – MODEL and HORSEPOWER OF AIRCRAFT	FROM	TO	CLASS OR TYPE			DURATION OF FLIGHT Total Time to Date	SOLO FLIGHT TIME			LINK	DUAL INSTRUCTION as instructor or student			REMARKS: Each maneuver and the time spent thereon, attested to by the Instructor is to be entered in this column for all instruction received. Any serious damage to the aircraft MUST be entered here also.
									Day	Night	Instrument		DAY	NIGHT	INSTRU	
							449:25									
3/9/45	557	B-24-4800 HP	123 – OSNABRUCK GER.	– 123	Me-L	Airplane		454:25					5:00			#24 MARSHALLING YARDS MEAGER FLAK NO E/A <i>Diary entry: We carried ten 100 lb GPs and 2500 gals gas. Bombing was done from 22,000 ft by P.F.F. with visual assist. (ed. B-24JSH-1 FO 42-95557 H J3 "Lady Peace")</i>
3/15/45	669	"	123 – ZUSSER GER. <i>[ed. Zossen]</i>	– 123	"	"		461:40					7:15			#25 GER. GEN STAFF, MODERATE, ACCUR. FLAK NO E/A <i>Diary entry: Today we went after the German General Staff Headquarters at Zossen about six miles from Berlin. We carried six 250 lb GPs &amp; 2700 gals gas. We bombed visually from 21,000 ft and encountered moderate flak at the I.P. Initial Point in. (ed. B-24JSH-10 FO 42-51669 J J3)</i>
3/14/45 (ed. Wrong date entered ?)	618	"	123 LOCAL	– 123	"	"		463:40					2:00			TEST HOP <i>(ed. B-24J-70 CF 44-10618 T J3)</i>
3/17/45	669	"	123 – LOCAL	– 123	"	"		467:00					3:20			PRACTICE MISSION <i>(ed. B-24JSH-10 FO 42-51669 J J3)</i>
3/18/45	837	"	123 – BERLIN	– 123	"	"		474:40					7:40			#26 ORDINANCE FACT. INTENSE FLAK E/A? <i>Diary entry: Today was a great day. We bombed an armament factory (ed. Tegel's Rheinmetall Borsig factory) on the outskirts of Berlin with ten 100 lb incendiaries from 21,500 ft. Gas load was 2700 gals. Flak was INTENSE and accurate. I saw a B24 go down in flames and three chutes come out that I saw. We later learned seven men got out. I never want to see that again. I also saw a ME-109 go under us from 7 o'clock toward 1 o'clock about 700 ft below us. Time was 7:40. I wanted to hit Berlin but never again. (ed. B-24JSH-20 FO 44-48837 L J3)</i>
3/24/45	743	"	123 – NORDHORN GER	– 123	"	"		479:00					4:20			#27 AIRFIELD NO FLAK NO E/A <i>Diary entry: Today we hit an airfield just east of the Rhine R. in support of the attack by Montgomery's troops and our own airborne troops. Gliders passed overhead even before we took off and when we arrived at the target we could see an unending stream of them as they were going in. We also saw Monty's smoke screen. (60 miles long). Bombing was visual and we really plastered it with ten 100 lb GPs. Gas load was 2300 gals. No flak or fighters were seen. The target was near Nordhorn, Ger. and we bombed from 20,000 ft. (ed. B-24JSH-10 FO 42-51743 F J3)</i>
3/31/45	557	"	123 – BRUNSWICK, GER	– 123	"	"		485:10					5:50	:20		#28 MARSHALLING YARD NO FLAK NO E/A <i>Diary entry: We dropped four 500 lb GPs on a marshalling yard from 23,000 ft. Gas load was 2500 gals. Flak was meager and fighters were reported but didn't see any. (ed. B-24JSH-1 FO 42-95557 H J3 "Lady Peace")</i>
4/3/45		"	123 – LOCAL	– 123	"	"		486:10					1:00			

4/8/45	939	"	123 – UNTERSCHLAURSBACH–123	"	"		493:10					7:00			#29 AIRFIELD NO FLAK NO E/A <i>Diary entry: Today we hit an airfield handling jet aircraft near Unterschlaursbach, Ger. Laugh that name off. We dropped six 250 lb GPs from 18,000 ft. I saw two ME-262 on the field. Gas load was 2700 gals. (ed. B-24JSH-15 FO 42-51939 G J3)</i>
4/11/45	939	"	123 LOCAL 123	"	"		495:10					2:00			<i>(ed. B-24JSH-15 FO 42-51939 G J3)</i>
4/12/45	902	"	123 “ 123	"	"		496:25					1:15			<i>(ed. B-24LSH-15 FO 44-49902 M J3 or B-24M-15 FO 44-50902)</i>
4/13/45	902	"	123 – LOCAL – 123	"	"		498:15					1:50			LOCAL <i>(ed. B-24LSH-15 FO 44-49902 M J3 or B-24M-15 FO 44-50902)</i>
4/14/45	902	"	123–PTE DE GRAVE, FRANCE–123	"	"		507:00					6:45	2:00		#30 COASTAL BATTERIES, NO FLAK NO E/A <i>Diary entry: Today was the day I came over here for and it sure was a good mission. We went to Pte De Grane [ed. Pointe De Grave], France just north of Bordleaux [ed. Bordeaux]. There's a pocket of 122,000 Germans down there who have been living the life of Riley so we went down &amp; changed it to hell with 2000 pounders. We didn't have any guns aboard or any fighter support and Richard, Jenks, Armstrong or Howard didn't get to go as we took no gunners. Healy, Braultieu, Sig &amp; I were the only ones to finish up. We carried 2500 gals of gas and stretched it to the limit for 8:45 hrs. I guess we had about a hours supply left when we landed. I didn't wear my heavy clothes this trip as we only went to 14,400 ft and it was quite warm. We really hit the target too - a Bullseye. We heard it was 100 % within 500 ft. I think I'll go out and celebrate tonight. (ed. B-24LSH-15 FO 44-49902 M J3 or B-24M-15 FO 44-50902)</i>
5/1/45	902	"	123 LOCAL 123	"	"		511:05					4:05			LOCAL – LAST FLIGHT ————— <i>(ed. B-24LSH-15 FO 44-49902 M J3 or B-24M-15 FO 44-50902)</i>
CARRY TOTALS FORWARD TO TOP OF NEXT PAGE															PILOT'S SIGNATURE <i>Charles F Healy 1<sup>ST</sup> Lt. AC 0705690</i>

*(ed. Bomber Squadron designation J4 is for 753<sup>rd</sup>, Z5 is for 754<sup>th</sup>, J3 is for 755<sup>th</sup>.)*