

HAROLD WM. SMITH

DIARY OF WWII SERVICE  
JULY 1, 1942 - April 14, 1945

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MY LIFE IN THE SERVICE

THE DIARY OF  
Harold W. Smith  
2525 Wells St., Ft Wayne, Ind.

IDENTIFICATION

Name: Harold William Smith  
Rank: T/Sgt [Technical Seargant]  
Serial Number: 15063509  
Unit: Air Force  
Stationed at: Marana Air Base, Tucson, Ariz  
Religion: Methodist  
Born: February 27, 1922  
Weight: 137  
Color: Fair  
Color of Hair: Blonde  
Height: 5' 10"  
Color of Eyes: Blue  
Birthmarks or Other Distinguishing Features: 1" Scar on left hand.  
Mole on right side of nose.  
Nearest relative or friend: Mr & Mrs H. D. Smith  
2525 Wells St  
Fort Wayne, Indiana, U.S.A.

[Died: September 8, 1989 Age: 67]

TRANSFERS AND CHANGES IN RANK

- Transferred from Bakersfield, Calif. to Oakland airport (Boeing Aero Sch.)
- Busted from P.F.C. (Private First Class) to Private without prejudice April 14, 1942
- Called back to San Fransisco July 1, 1942
- Sent to Santa Ana July 16, 1942
- Left Santa Ana Aug 26, 1942
- Arrived back at Winter Field in the unassigned pool Aug 27, 1942
- Left Winter Sept 8, 1942
- Arrived at Marana, Ariz Sept 10, 1942
- Left Dec 21, 1942
- Arrived Sheppard Field Feb 24, 1943
- Arrived back at Marana Feb 27, 1943
- Left Marana Jan 16, 1944
- Arrived at Kingman, Ariz Jan 17, 1944

- Graduated from Gunnery school April 3rd 1944 and was advanced to corporal the same day
- Left Kingman April 5, 1944 and arrived at Lincoln, Nebr April 7, 1944
- Left Lincoln the 18th of April 1944
- Arrived at Pueblo 10th of July 1944
- Arrived at Lincoln 11th July 1944
- Left Lincoln 16th July 1944
- Arrived Norwich, England 9th Aug 1944
- Made Sergeant 21st Aug 1944
- Made S/Sgt (Staff Sergeant) 9 Sept 1944
- Made T/Sgt (Technical Sergeant) 1 Nov 1944

#### PHYSICAL RECORD

	Date	Weight
On entering the service:	Aug 8, 1941	135
	Dec 12, 1942	142
	June 1943	143
	March 1944	149
	April 1944	138 Stripped
	Mar 27, 1945	143

#### CITATIONS, AWARDS AND DECORATIONS ENTRIES

- American Defense Medal
- Good Conduct Medal
- Gunner's Wings
- Crew Members Wings
- European Theatre Ribbon
- Bronze Star on E.T.O. (European Theater Operation) Ribbon for participation in the Battle of Western Europe
- Air Medal for six missions over Europe

#### MY BUDDIES IN THE SERVICE

Dean R. Desart  
 Elgin, Iowa  
 Met at Sheppard Field, Tex

Howard J. Redmond  
 820 Cedar Ave  
 Longbeach, Calif  
 [met at] Sheppard Field, Texas

Raymond Moff  
1815 E. Pacific Ave  
Spokane, Washington

Edwin Olson  
205 East Grand River Ave  
Howell, Michigan  
% Livingston Hotel

Kevin G. Kietent  
721 Euclid Way  
Cantvalia, Washington  
Phone 564W

William M. Griggs  
P.O. Box 492  
Wetumka, Oklahoma

George Howard Jr.  
R.F.D. #1  
Bradford, Penna.  
2-1794

William D. Ruth Jr.  
Route 4  
Lexington, Kentucky

Leonard Armstrong  
320 Burke St.  
River Rouge, Mich

Richard P Braulieu  
14720 So. Brand Blvd  
San Fernando, Calif

George H. Bell  
Box #7  
Keensburg, Colo tele # 24-3

James Turpekinoff 614  
534 E. Wallace st.  
Fort Wayne, Indiana  
H-70813

Charles A. Lindberg  
201 E. Superior St.  
Chicago, Ill  
DEL 1642

Joseph G Webers  
1431 University Ave  
The Bronx 52  
N.Y.C., NY

Gabriel D. Signorelli  
Rte 2 Box 109A  
Hammond, La  
(.-.)

Albert Jenkins  
Rt I Box 100  
Olla, Louisiana

Donald E. Webster  
105 Oxford Place  
Ithaca, New York, N.Y.

Milton Dale Downs  
4418 Farnum Street  
Omaha, Nebraska

Charles Healy  
208 West Lyon  
Marshall, Minn

#### OFFICERS I HAVE MET

- 2nd Lt. Keys  
Winter Field Calif.
  - 2nd Lt. DeJohn  
Winter Field Calif.
- He gave me my first ride in a military plane - 2 snap rolls I have since found out he has been killed in the crash of a B-17 in California.

#### CIVILIANS I HAVE MET

Mr & Mrs L. A. Moss and children  
Liela 15 Doris 21 Jean 8 Bob 14  
2042 San Fransisco  
Met them July 12, 1942  
Was invited to their home for supper. Had a very nice time.

#### My Location Code to Martha

Dear Martha	- Still in U.S.A.
Dear Marty	- Australia
Dearest Martha	- India
Dearest Marty	- China
Hi Kid	- Alaska
Greetings Pal	- England
Dearest Sweetheart	- Africa
Dear Marty Lou	- South America
Dearest Louise	- Philipines

PERSONAL EFFECTS  
[no entries]

THE FOLKS BACK HOME  
[no entries]

DATES TO REMEMBER  
[no entries]

GIFTS I HAVE RECEIVED  
[no entries]

PLACES I HAVE BEEN  
[no entries]

CELEBRITY AUTOGRAPHS

I dood it	Red Skelton	March 3, 1943	Marana, Arizona
Hello!	Dinah Shore	March 24, 1943	Marana, Arizona

----- DIARY -----

[Forward to entry]: Mrs H. D. Smith  
2525 Wells St.  
Fort Wayne, Indiana, U.S.A.

"I'll start this diary with the present and forget the past. It wasn't much anyhow"

July 1-4, 1942 3 days on a train and were they rotten. Came down thru Kansas City, New Mexico, Arizona, Barston & Needles Calif. to Oakland. caught a cold the last night on the train as usual. Temperature in Bakersfield was 110 and me with a cold! Arrived Oakland 11:00 P.M.

Jul 4, 1942 Went out to Boeing for the night

Jul 5, 1942 I stayed at the "Y" in Oakland.

Jul 6, 1942 Reported to Cadet Examining Board and was sent to Presidia for 5 days. Its a rotten place.

Unknown date Finally got out of Presidia. Am staying at the Army & Navy "Y" 166 Embarcadero St. San Fransisco Room 210. 75 [ed. cents] a night. OH yes was paid \$37.12 Ration money.

Jul 12, 1942 Sunday. Was invited out to supper. Met some very nice people and had a very good time.

Jul 13, 1942 Monday. Haven't done a thing all day. I better write to Mom. I imagine shes getting tired of nothing but telegrams.

Jul 14, 1942 Reported to Cadet Examining Board and received good news. I leave for Santa Ana the 16th.

Jul 16, 1942 Did nothing yesterday but go to showers. Left this morning at 8:30 AM for Santa Ana. Went to Bakersfield by train then by bus to Santa Ana. Arrived at 12:30 Midnight. They kept us up till 3:00 AM filling out forms for entry and so forth.

Jul 17, 1942 Got up at 8:30 and ate breakfast then we moved into tents. Sorta crowded.

Jul 19, 1942 Did nothing yesterday. Bought a pair of silver wings for Martha and put them in a mushy letter to her. Hope she likes them.

Jul 20, 1942 Monday. Took psychological test today will know in a couple weeks how it all comes out. I don't think I did at all good.

Jul 21, 1942 Took the other half of the psychology test (manual). Did pretty good too (I hope).

Jul 22, 1942 Started to take physical today. Had Wasserman urinal & X-ray

Jul 23, 1942 Took other part of physical. They sure had me scared. They thought they might have to wash me back till my foot heeled up completely. I made it O.K.

Jul 24, 1942 So far today has been a red letter day. Went up to 28,000 ft in the low pressure chamber. I volunteered to go to 24,000 ft without oxygen. I was there for five minutes. They had me write "Mary had a little lamb" & it was absolutely sloppy. My simple math was remarkably incorrect. I felt O.K. but did a lot of things I didn't know I did. I was drunk you might say.

Jul 25, 1942 Nothing to report.

Jul 26, 1942 Nothing to report except that I had K.P.

Jul 27, 1942 The rest of the squadron is on K.P. I'm just laying around.

Jul 28, 1942 Today is the worst day of my life. I was called to the hospital for a check on my foot. They told me I was not going to get my wish to fly! 1. I fainted when I was in the sixth or seventh grade.

Regulations say anyone who has fainted after the age of eight is automatically OUT. 2. I fainted when I cut my hand in Texas. 3. They took 4 X-rays of my foot and found a five week old break in the 2nd bone from the inside of my foot. They are afraid if I ever had to make a parachute jump it might break again and "keep me from accomplishing an important mission which may mean thousands of lives or prolong the war." (Bull only) I don't know when or how I'll tell Mom.

Jul 29, 1942 So far I haven't done a thing. The rest of the squadron was classified today. 101 were pilot 24 were bombardiers no navigators. Tonight Bob Crosby and his Dixieland Band were here. I went to see them and they sure were swell. I met the Wildo twins Lee & Lynn who sing with Crosbys band. After the show was over an officer (1st Loocy [ed. spelling ?]) drove up in a jeep and said "Somebody go get the girls and we'll take 'em for a ride." I said "I would if I could go along" He said O.K., so I got em. We took them all around the parade grounds and showed them the obstacle course. That's the closest I've been to a girl since I left home. AH! I got three pictures in technicolor.

Jul 30, 1942 Nothing to report.

Jul 31, 1942 The camel caravan was here tonight but they weren't so good (corney)

Aug 1, 1942 Nothing important to say.

Aug 2, 1942 Again Nothing

Aug 3, 1942 " "

Aug 4, 1942 " "

Aug 5, 1942 Got a written excuse to get out of drill and athletics from the Flight Surgeon.

Aug 6, 1942 Nothing to report. EXCEPT Went to the Classification center this afternoon and looked at my folder. I guess I can be pretty sure now that I am grounded! Called Mom up tonight and told her. It just about tore my heart out because I know she was counting on me a lot eventhough she didn't let on. I feel pretty bad about it myself but more so for her. I wonder what Martha will think?

Aug 7, 1942 Was transferred to squadron 1# from squadron 2#. Tonight I am going to see Dinah Shore and Rudy Valley, so I'll be seein ya!

Aug 8, 1942 Well it turned out that Dinah and Rudy were here for the officers only.

Aug 9, 1942 Went to Rheas. Had swell time.

Aug 10, 1942 Was up before the faculty board today and was formerly grounded.

Aug 11, 1942 Nothing

Aug 12, 1942 Nothing

Aug 13, 1942 Nothing

Aug 14, 1942 "

Aug 15, 1942 Went to Rheas again. Heard about a new Plane The P-61. It is similar in design to the P-38. Has two 2000 HP allison engines speed 750 M.P.H. crew of four, four cannon and several machine guns also a revolving turret. Range 5,500 MI. It is designated as fighter-bomber. It carries 2, 4000 lb bombs. All this is still a military secret. Supposedly (Rumor maybe)

Aug 16, 1942 Went to Knotts Berrie Place. Some place I'll say. P-61, Made by Lockheed

Aug 17, 1942 Got a good tan today working out side.

Aug 18, 1942 Got a job as K.P. pusher in mess hall no. 4. (easy)

Aug 19, 1942 Nothing

Aug 20, 1942 Got a job as K.P. pusher today. Not bad at all. 12 Noon till 8:30 PM.

Aug 21, 1942 Nothing

Aug 22, 1942 Nothing

Aug 23, 1942 Nothing

Aug 24, 1942 Nothing

Aug 25, 1942 Went to Tiajuana Mexico. - Didn't get in. Snapped 4 pictures on way. Could only take silver and \$2 bills across the border - if I could get across (should have had a pass from C.O. to go out of the U.S.) You can't take any cameras or written articles that would show you have friends or relatives in the U.S.

Aug 26, 1942 Picked up my laundry and they had shorted me one barracks bag. I left for Bakersfield at 1 P.M. and got there at 3:30 A.M. the 27th. I got lost from the fellows in the Union Station (L.A.) so came on without them.

Aug 27, 1942 Was classified as a Mechanic.

Aug 28, 1942 K.P.!

Aug 29, 1942 Nothing.

Aug 30, 1942 "

Aug 31, 1942 "



Sep 1, 1942 K.P.

Sep 2 1942 Nothing

Sep 3, 1942 One hell of a lot of drill.

Sep 4. 1942 Nothing

Sep 5, 1942 "

Sep 6, 1942 Received \$3 for taking another man's K.P. It sure helped out.

Sep 7, 1942 Nothing

Sep 8, 1942 Boarded the train at 2:45 PM. for L.A. Arrived in LA. about 9 P.M. stayed over night at Rheas and Left L.A. at 9:45 A.M. Sept 9, 1942 for Marana Army Air Base in Arizona. Its about 30 miles from Tuscon. We arrived at 2 AM Sept 10, 1942.

Sep 11, 1942 Temporarily assigned to the 389 Air Base Sqdn. Boy what a place It's been open about a month. No seats on the toilets, no hot water, no electricity. and no water at all half the time. The food is good but we have to eat out of our own mess kits. The temperature often (everyday) reaches 120-130. I should get a good tan out here. Drilled recruits today too.

Sep 12, 1942 Drilled recruits today also.

Sep 13, 1942 Was assigned to the 875th Guard Sqdn. So now I am an M.P. Called home tonight to tell them where I was. The call cost me \$9.90 for 12 min.

Sep 14, 1942 Went on guard at 12 midnight this morning. Was at post at the main gate. Some stuff carrying a .45 automatic and wearing an M.P. armband.

Sep 15, 1942 Same as yesterday only different hours.

Sep 16, 1942 As ever

Sep 17, 1942 Same as yesterday. DULL

Sep 18, 1942 Nothing

Sep 19, 1942 Had a chance to go out on the line but turned it down. Wonder if I did the right thing?

Sep 20, 1942 Nothing.

Sep 21, 1942 Was made acting Corporal of the gate. That means I'm going.

Sep 22, 1942 Nothing

Sep 23, 1942 Today was a pretty good one. I was made Corporal of the gate. I'm in charge. I'm just an acting Corporal. That is I have the authority and all that but I still draw \$54 a month. Will probably get the real thing after the 1st of the month.

Sep 24, 1942 I was also changed to the 3RD relief yesterday. There is one more thing. If any thing happens to me I am wearing my ring on my 3rd finger RIGHT hand. instead of the left.

Sep 25, 1942 Nothing happened of any importance. We did have a little jam session out on the front steps though. One fellow was playing a guitar and singing and another had two table spoons and was keeping time. We sure had a good time. The whole barracks was out there. Was on guard from 12 mid night till 3 a.m. today. I took a 1/2 ton pick-up truck and inspected the guard. I caught one boy asleep but did not turn him in. I just scared holy hell [ed. "the shit" was scratched out] out of him. His name was Kelly and he was on Post 3, a mess hall. If it happens again I will have to turn him in.

Sep 26, 1942 Nothing happened except another jam session. More fun. I was C.Q. from 12 noon today 'till 12 noon the 27th.

Oct 4, 1942 It seems as though I have let my diary go as it is now Oct 4, 1942 but nothing of importance has happened. I successfully carried 18 beers last Wed night. I'm still wondering how I did it. I am C.Q. for the night so I will write a letter to my one and only, at the present time. Someday I shall ask her to marry me but I don't think she will accept. Who knows. As it is, I have everyone out here believing I am married to her. Someday I will tell her this but right now I wonder if she minds me telling them that. The weather is cooling off at night now and not quite so hot during the day. Mom says it is cold at home. Sometimes I wish I was there.

[ed. circa Oct 23-25, 1942] I have let my diary go again. This time for the long period of 20 days Ill just fill in the high spots of which there are two. On Oct 16 Some one failed to pass on a special order concerning the shakedown of every one entering the main gate. On Oct 17 I was removed from the Main gate because of that. I was up for Corporal but of course after I was removed I didn't get it. The other day (Oct 21) I was called to the Intelligence office by 2nd Lt. Hooper who had a proposition for me. I shouldn't put this in here as some one may get a good look at it then my usefulness would be no more. I was made an intelligence officer and am now working on the Q.T. for intelligence reporting things I think are sabotage or things I think hold down morale. Or subversive activities. Other than the forgoing happenings that is all.

I am now on patrol #3.

Oct 26, 1942 still on Patrol #3

Oct 27, 1942 Still on Pat. #3

Oct 28, 1942 Flies pretty bad again. Weather is cold in the morning.  
Brr.

Oct 29, 1942 Nothing to say.

Oct 30, 1942 Still patrol 3.

Oct 31, 1942 One hundred and 34 Chinese cadets arrived at 1330. Swell bunch of fellows and can they march. I ask one how he liked The U.S. and replied he would rather be in China. They have been over here only 4 months.

Nov 1, 1942 Acted as Cpl of the Guard today. No excitement. Will be back on patrol 3 tonight. Got Box of cookies from Mom yesterday along with my pistol belt. Cookies sure good.

Nov 2, 1942 Pretty dull

Nov 3, 1942 " "

Nov 4, 1942 Very Dull

Nov 5, 1942 Was transferred to 763 Sch. Sqdn. Am now back on the line again I suppose. Sure hated to leave the old bunch.

Nov 6, 1942 Yes back on the line again. But its not the old line I used to know. One week we work from 6 A.M. to 3:45 PM the next week for 3:45 P.M. to 1:00 A.M. We don't get to make out our own form 41-B. We don't get to taxi. The only inspection we get to pull is a 25 hr. Several of the boys are a little swell headed over a P.F.C. rating. I was tipped off that I had been put up for corporal but I won't believe it till I get it. This last entry covers up to the 20th of November.

Nov 21, 1942 Today I put in my name for a 15 day furlough. Here's a hopin'.

Nov 22, 1942 The whole squadron went on a picnic today. Duffy and I got a couple of truly western cow ponies and rode for about 3 hrs. Sure had a good time.

Nov 23, 1942 Signed my application for furlough today. Closer & Closer.

Nov 24, 1942 Furlough is kind of doubtful because of time elapsed since the last furlough. (Almost 5 months. Should have six months).

Nov 25, 1942 Furlough canceled. The Lt. says I can get one after the 1st of the year though.

Nov 26, 1942 Nothing, going on.

Dec 15, 1942 I have left my diary go for quite a spell but nothing has happened of importance.

Dec 16, 1942 Nothing going on.

Dec 17, 1942 Nothing going on.

Dec 18, 1942 Well, Well K.P. Something new anyway. What am I saying.

Dec 19, 1942 K.P. Also st the squadron Xmas Party I gave away two packs of Luckies and received two. What an exchange. We had beer, pop, and punch. Hamburgers potato salad and other stuff.

I also am scheduled to go to school at Sheppard Field.

Dec 20, 1942 Sunday. Slept most of the day.

Dec 21, 1942 Left Marana at 10:00 AM to board the train at Naniska for Sheppard Field.

Dec 23, 1942 Arrived at Sheppard at 300 P.M. The country around here is more like home and from the looks of the place if rains a lot more here than at Marana. From rumors I gather there are about 45,000 men here for their basic training and other things. The field is 5 miles out of Wichita Falls, Texas.

Dec 24, 1942 Some Xmas eve. No pass. Went to a show.

Dec 25, 1942 Chistmas Put in a call to home but there is a 5 - 6 hr delay at Chicago. Had a swell Turkey dinner. Shall go to a show a little later. Finally got my call at about 9:00 P.M. Was swell to hear familiar voices from home.

Dec 26, 1942 Did nothing but loaf around.

Dec 27, 1942 I have found out that I start to school Jan 2, 1943 The sooner the better.

Dec 28, 1942 More loafing

Dec 29, 1942 " "

Dec 30, 1942 " "

Dec 31, 1942 New Years Eve. Went to town and a show. Rotten time.

Jan 1, 1943 New Years Day. Not much to do but sit around and that is just what I am doing.

Jan 2, 1943 Started to school today at 11:00AM. Out of school at 7:00 PM. Not bad either. Easy as hell.

Jan 3, 1943 Today is Sunday and our day off. So Dean and I went to the 1st Methodist Church in town and were invited to dinner by a Mr. & Mrs John Wilson out on Lake Park Dr. They have a 3 story modern home with a roof garden, swimming pool, elevator, etc. Boy what won't going to church do.

Jan 4, 1943 Back to school again nothing else.

Jan 5, 1943 School only.

Jan 6, 1943 Got up at 5:30 AM. Had an hour of callesthenics and an hour of drill then school.

Jan 6, 1943 [ed. There are two entries for Jan 6, 1943] Same as yesterday.

Jan 7, 1943 Have slight cold other wise nothing going on.

Jan 8, 1943 Cold a little worse so went on sick call. Was excused from drill and callesthenics.

Jan 9, 1943 Sick call again but no excuse this time.

Jan 10, 1943 Sunday and a day off. Dean and I went to church again then to a show then back to the church recreation room. Met a couple of girls there and went home with them. O Boy. We must go back again sometime.

Jan 11, 1943 Back to school. Cold not so bad.

Jan 12, 1943 Cold worse. Have developed a cough that is driving me nuts.

Jan 13, 1943 Coughed quite a bit last night and didn't get much sleep. I wish Aunt Mary was here so she could rub my chest with Vicks.

Jan 14, 1943 Didn't get to sleep till after 4:00 AM. I dreant of gun turrets all the time. Lt. excused me from drill and exercise this morning and told me to go to bed and take my medicine and I may not have to go to the hospital but it looks like I will get there tomorrow.

Jan 15, 1943 Went to sick call and was sent to the hospital as expected. Temp was 101'. Wasn't given any thing until noon and that was cough medicine and of course dinner. There are four nurses on duty here, 3 in the daytime and one at night. The one who is on at night is swell. She rubbed my arms chest & back with alcohol and that made me feel much better. Of the three that are on in the day time one is a Jew and is she snotty and repulsive. The other two are OK though. The night nurse woke me up I don't know how many times to give me medicine.

Jan 16, 1943 Temp this morning was 103.8. Then it went down to 101.8' about 1 1/2 hrs later.

It is now about 9:00 P.M. and my temp is 102. Listened to the Hit Parade tonight for the first time in several weeks. No 3. Moonlight Becomes You No 2. I had the Craziest Dream No 1. There are Such Things

About 9:30 or 9:45 P.M. The Night Nurse rubbed my back with alcohol. She sure has nice soft hands. I feel much better already.

Jan 17, 1943 The day has dawned cold & gray. For breakfast I had 1 egg and a bowl of shredded wheat. I then took a good hot shower and shaved and that made me feel better yet. They are giving me sulfa drugs for this ailment - Naso-pharyngitis. My voice is a little better this morning and I can talk a little above a whisper. It is now about 6:00 PM and my temperature is below 100. During the day I have learned that Berlin was heavily bombed. This is the 54th time British planes have bombed Berlin. Just now over a news broadcast I hear the Germans have bombed London for the first time since July 4, probably in retaliation for last nights raid on Berlin.

Jan 18, 1943 Berlin was bombed again last night and the British lost 22 four engine bombers which indicated a large force took part in the raid.

Today my throat is a little better and my temperature is down. They took another blood test today and that makes the 33rd time I have had a needle stuck in me. Kirkland was in this morning and left me a pack of Luckies.

Out of 220,000 Germans at Stalingrad there are only 50,000 to 70,000 left. The Russians are only 60 miles from Rhostone and the British 8th Army is only 90 miles from the Italian naval base at Tripoli.

Wrote a letter to Marty this afternoon and started one to Mom but will wait till Dean comes to see if he has any mail for me. Hope so. Otherwise the day has been uneventful.

Jan 19, 1943 Well I didn't get any mail yesterday but I finished Moms letter anyway. My cough is nearly gone and my temperature is gone. My throat is much better. Wrote a letter to Inez today. Hope she is glad to get it after waiting so long.

Jan 20, 1943 Dean was in to see me last night but he didn't bring any mail. Monday & Tuesday was Zero weather here he said.

I slept all morning and went to the mess hall for dinner. This afternoon I went to the show the red cross put on. Saw the "Flying Tigers".

They told me I could be out of bed if I wanted but that doesn't make much difference as I have been out of bed all the time I wanted to.

Temperature has been normal for the last two days.

Jan 21, 1943 Went to breakfast this morning but I didn't eat. As I got to the mess hall I felt weak and like I was going to faint so I came back to the ward. The nurse took my temperature and pulse. They were 96 and 56, respectively.

I went to dinner and was O.K. Now the nurse says I am to be released tomorrow. I don't get it.

Jan 22, 1943 Was released from the hospital today but am still pretty weak. Was reinstated in school and didn't miss a single day. I am right back with my class. I just had a weeks vacation.

Jan 23, 1943 Went to town tonight after school. Saw Doris and went for a walk. I shouldn't have gone as weak as I am but I did.

Jan 24, 1943 Stayed in bed most of the day with a severe headache and a fever and chills. At 3 o'clock I went out for 2 hrs extra duty. It was torture with my oversized head.

Jan 25, 1943 Got up this morning feeling fine. Went to school and that's all that happened - there is no more.

Jan 26, 1943 Got a V-mail letter from Ken today. Quite interesting. Started carburation today. Don't know just how I'll like it.

Jan 27, 1943 Second day of carburation not so bad.

Jan 28, 1943 Suddenly transferred to 312 T.S.S. probably being washed back a phase. I have a hunch they are making a mistake but what can I do about it.

Jan 29, 1943 Doing nothing but loafing. They haven't looked at me twice since I got here. Shall go to town tonight and see Doris.

Jan 30, 1943 Nothing all day. Going to town tonight to the presidents birthday ball at the U.S.O.

Jan 31, 1943 Payday - ! got \$92.40 for two months. Didn't have a good last night so I came home about 1200 o'clock. Doris, Marilee, Dean and I had a steak dinner at the Wichita Cafe then we went to Doris house and left the about 2 o'clock. The 312 moved today and I wasn't here to move with them. Slept in the barracks where the 312th used to be.

Feb 1, 1943 Headquarters decided it was a mistake so I started to school again with my old class in instruments (2nd day). I guess my hunch was right. Checked up to see if I was to be sent back to the 311th and I shall. Moved my equipment out and into the 311 Barracks 827 then went to town. Got in about 12 o'clock. Slept on the floor under Deans bed as I couldn't ask for a bed at the 312th where I should be or they would know I wasn't there to move with them Sunday.

Feb 2, 1943 Went to town got home at 12 o'clock. Slept in Nic Junkins bed.

Feb 3, 1943 Was officially transferred back to 311 and got away with my little trick. Piled my bed on Kirks as he went to town and wanted me to cover up for him on bed check. We made it. Also called Martha but she was gone to a sorority meeting (important) so I transferred the call to home and talked to Mom Dad & Jim and Boots & N.A.A.C.Y

Feb 4, 1943 First day of props. Like it O.K. G.I. at the barracks tonight for inspection tomorrow.

Feb 5, 1943 Not much doing today. Inspection went off O.K.

Feb 6, 1943 Had a date with Doris for Sunday but evidently she forgot it because she made a date with some other girls to go to a show. Boy that made me mad. Also went to church.

Feb 7, 1943 Nothing but school today.

Feb 8, 1943 More school.

Feb 9, 1943 18 months in the army. Whoda think it. Saw Doris tonight and learned that she expected me last Sunday night. I knew she did but I can forget too. Feb 10, 1943 Third day of Engine Operation. Its a good branch. Like it a lot.

Feb 11, 1943 Last day of Engine Operation. After today only four days to go. Sent a telegram to Marty telling her how to get me on the phone. That's all.

Feb 12, 1943 Friday - Waited for Marty's phone call but no luck. Today was the first day of Inspection. Didn't do much.

Feb 13, 1943 Had a date with Doris. Went to the U.S.O. dance but she is such a darned good looker I didn't get to dance very long with her. Stayed at the William & Mary Hotel with John Gallant. L.F. Pettyjohn and Jack Fitzgerald. With 3 in one bed you don't get much sleep.

Feb 14, 1943 Went to church today and then to a show with Pettyjohn. Stayed at the Hotel with Gallant again and came back to camp early Monday morning.

Feb 15, 1943 Waited for Martha to call but no luck. Only two more days of school left.

Feb 16, 1943 Went to town right after school. Was supposed to drill but ducked it. Went bowling with Pettyjohn and Cutter. Bowling was rotten tonight. Brought my average down from 154 to 103. OH! Came back to camp at 7:30.

Feb 17, 1943 Last day of Inspection - and school. Hooray! Just a few more days and I'll be gone from here. Went to see Doris but had a boring evening.

Feb 18, 1943 Nothing to do. Staying in tonight and sleep.

Feb 19, 1943 Same as yesterday.

Feb 20, 1943 (Sat) Drilled today. Volunteered for Barracks guard tonight.

Feb 21, 1943 Went to town at 2 o'clock. Tried to call Marty but couldn't get thru. Also went to a show.

Feb 22, 1943 Did nothing today.



Feb 23, 1943 Called Marty tonight and had a most delightful 20 minute conversation which cost \$10 plus tax. Now you shall write her a letter. 20 of the boys left for their home base at Victorville, Calif.

Feb 24, 1943 Today came the good news. I shall leave for Marana. Boarded the train at 5:45 PM. Arrived in Abilene at 11:00 P.M.

Feb 25, 1943 Had a 6 hr layover in Abilene. Started for El Paso at 5:30 A.M.

Feb 26, 1943 Reached El Paso about 7 P.M. Couldn't get the Pullman that had been requested for us so decided to lay over.

Feb 27, 1943 Today is my birthday and what a way to spend it. On a train. Boarded the "California" at 11:30 A.M. Met a couple of Army Nurses and wore one of them's Bars. Sure felt good. Arrived in Tucson at 10:00 P.M. Reported to Marana by phone at 11:30 P.M. and arrived at the field at 2:30 AM on the morning of the 28th.

Feb 28, 1943 (Sunday) Did nothing but look up old pals. The trip out here was most tiresome being chair car all the way.

Mar 1, 1943 Was assigned to 757th B.F.T.S. Drew bed and foot locker from supply. They still eat out of Mess kits. The P.X. has been enlarged but the field is worse than when I left it, the boys say. I'll make up my own mind.

Mar 2, 1943 Was supposed to be out on the line at 7:30 A.M. but didn't get there till 10:30 A.M. Nothing was said because they didn't know I was coming. Was assigned to ship no. 329. That's an insult as it has no control panel and is therefore grounded.

Mar 3, 1943 Was put on a detail to build the stage for Red Skelton. Was through at 11 A.M. so I took the rest of the day off. Went to see Red tonight. He was really good and I also got his autograph. (Civilians I have met) It rained tonight for once.

Mar 4, 1943 Thursday. Worked on the line today. Really didn't work but just put in my time. Time wasted I say. Went into the P.X. tonight and they were short of men and I was offered a job so I took it. Pay is 1/2 of Base pay. (\$1.05 for 4 hrs).

Mar 5, 1943 Was 1 hr & 20 min late for work this morning. Punishment was no passes this week and the Alert crew for Sunday. I worked at the P.X. again tonight. I forgot it rained again yesterday and was cloudy today.

Mar 6, 1943 Planes flew till noon today. Got released from the line about 3 o'clock. Loafed around till 6 o'clock then went to work at the P.X. Quite a busy night.

Mar 7, 1943 Sunday. Went to work at 8 o'clock at the P.X. and worked till 10 at night. 14 hrs. Am I tired.

Mar 8, 1943 Today is Jim's Birthday. I wonder if he feels any older? Happy Birthday to Jim. Worked on the line today. Didn't work at the P.X. but did get my first check from them. Made out for the grand total of \$3.64 for 12 hrs work. Sort of expected a letter from home today but no luck.

Mar 9, 1943 Worked on the line and not the P.X. Cashed my check but am saving my money for the "Expected furlough."

Mar 10, 1943 Worked on th line again. Supplementary payroll was paid today but I didn't get paid. Will get paid tomorrow at 8:15 AM.

Mar 11, 1943 Put in my application for Aerial Gunnery training today. Hope to get through to Aerial Engineer this way. Don't know whether I'll make it or not as I have to take a 64 physical. I flunked it once remember? Was supposed to be on night flying duty tonight but it was called off so I went to a show. No mail today. Disappointed.

Mar 12, 1943 Worked on the line today. Didn't go in till 12 though because of night flying last night. Got on the alert crew for Sunday for not going in at 7:30 AM like I should have.

Mar 13, 1943 Had a hop to Yuma today but couldn't go because of being on the alert crew tomorrow. Griggs took my place.

Mar 14, 1943 Alert crew today. Nothing to do but loaf around.

Mar 15, 1943 K.P. for a week starting today. Same stuff I say. Good night, I'm tired.

Mar 16, 1943 K.P. still.

Mar 17, 1943 "

Mar 18, 1943 "

Mar 19, 1943 "

Mar 20, 1943 "

Mar 21, 1943 "

Mar 22, 1943 Went to town last night. Hitch hiked in and got a ride with a man and his girl. Both were feeling pretty good. He bought me 2 whiskey cokes and one Rum Coke. Had a room reserved at the Tucsonion hotel. Had a Tom Collins a Singapore Gin Sling and a Scotch & soda then went to bed. Went to the RR station to find out how much it will cost me to go home. It will set me back \$46.95 and take 2 1/2 days. Then went looking at used cars and hit upon a deal with a guy. He will buy any car I drive out from Ft. Wayne. I might try it.

Apr 12, 1943 I have let my diary go again so I will sum up what has happened. I almost got a furlough but they held my 81 days in 42 against me. About April 7 I was transferred to the 758th B.F.T.S. It sure is a

good squadron not chicken shit like the 757th. Last Sat. I got a letter from Martha telling me she was engaged, so I guess that washes me up with her. Other than the preceding statements nothing has happened. Tomorrow I go on K.P. for 6 days so I better get to bed.

May 10, 1943 I've slipped again. It is now May 10, 1943. I have a Keystone K8 8mm movie camera now. (cost me \$3) Have already shot one roll of color film and it is home now. What else has happened? Not a darn thing. Life goes on as usual and usually nothing happens. Several of the boys have been shipped out but not me. I still have hope though.

May 11, 1943 Nothing has happened that is outstanding. Last week I was on K.P.

May 26, 1943 Today, May 26, 1943, I went swimming in the pool here and had quite a good time.

Jun 19, 1943 It is now June 19, 1943. As usual I have let my diary slip along. I have taken a physical (6-3) for Aerial Gunnery. How I did I can't say. The 6th of June I was transferred to the 755th B.F.T.S. It is piss poor. I also went to L.A. on a three day pass to see Rhea + KIKI. Had a swell time and spent \$16. I'm still working on the line and have ships S-193 + S-194. Again several boys have been shipped but not me. I suppose I'm here for the duration. That's all for this time so long.

Jul 12, 1943 As has been the custom in the last few months I have let dear old diary go again. It is now July 12, 1943 so we will start summing things up again. Verne Mettert's wife died the 28th of June and he went to L.A. on a furlough. He just got back today. On July 8th I got a 2 hr night hop to Phoenix & back. Sat. 10th, I was up for 1.8 hrs looking for a plane that was lost Friday. Sunday I was up for 3 hrs again. That gives me a total of about 18 hours in the air. They think they have found the plane on Limit Mountain. I hope so. I am still marking on the line and still have 193 & 194. Well I guess that is all for now.

Jul 28, 1943 It is now July 28, 1943 and I am on K.P. I have salvaged 3 pair of pants and traded one shirt for a brand new one. Nothing has happened otherwise.

Sep 13, 1943 Again and as usual I have neglected to make an entry. Since the last entry things have been shaken up a bit. I now have ships 196 & 197. We have 5 AT 17s in our flight now but I still have BTs to work on. Someday maybe. Ratings were passed out again but not for me. On the 28th of August I left for home on a 15 day furlough ending September 11th. I had 10 days at home and each one was swell. The trip by train took 51 hrs. Everyone was surprised as they didn't know I was coming. I guess that's all for this time so good by.

Oct 6, 1943 This is getting to be the usual thing, letting "Dear Diary" go. Since the last entry not much has happened. The squadron now has about 65 AT's and I finally have one myself No 602. Six or seven men

were rated again but as usual not me. I guess this is all for this time. At this entry it was Oct 6, 1943.

Oct 7, 1943 Nothing new except a letter from Ken which I intend to answer tonight.

Oct 8, 1943 Well I answered Ken's letter tonight but I'm afraid it wasn't much of a letter. Today I have been in the Army 26 months. Quite a veteran.

Nov 5, 1943 As anyone can plainly see I have filled in Oct 8th a little late. I don't know what is the matter with my pen but it won't work. Today marks the passing of a year since I left the Guard squadron. A total of a year & a half on the line. Verne & I got in a little scrape with a guy name Patten who stole a 35mm Argus C-3 camera and a telephoto lens. Patten sold the telephoto to me for \$20 and was going to sell the camera to Verne for \$35. He had been watched since the camera was reported missing and they finally got the goods on him. In the proceedings Verne & I were drawn in because of the likeness of the two cameras (mine). I got my \$20 back and Patten got 6 months so all's well that ends well.

Well I was up for 2:30 today. Another ship was lost. We flew to Nagoles & back but didn't spot a thing. Verne was just in here with a coke for me then he went back to work and I am going to bed so Good Night.

Dec 21, 1943 Lately we have been working quite hard and 7 days a week. That is the reason for th gap. The 762 joined the 755 to make one squadron. A much better deal I believe. A few nights ago I flew a BT for the first time in my life. And I mean by myself. I was bringing a ship back from P.L.M. (at night) and I wanted to see just how fast I could go and I went just a little too fast. The first thing I knew the ship wasn't bouncing anymore and the right wing was higher than it should be. I sure pulled that throttle back in a hurry and set it down. Boy was I excited. I am now working at P.L.M. for a period of 8-10 weeks. Personally I would rather work on the line. I think I will get to go to L.A. over Xmas. Here's hoping.

Jan 19, 1944 It is now Jan 19, 1944 an quite a few changes have taken place. I got to for to L.A. and had a wonderful time. Drank quite a bit but still hung on to my ears. Made it to L.A. in 1 + hrs eventhough I was stalled at Michensburg [?] two & a half hrs. Verne & I went together. We had two full days in L.A. New Years I spent in camp but Verne and Ream went to L.A. The way they talked they had quite a time. On the 11th of Jan I was notified I was going to gunnery. I didn't hear anything more till Sat morning. I shipped to Kingman Sunday and arrived Monday Morning at 3:30. The field is about 9 miles from town and pretty poor. No pool tables or recreation at all. So far I have done nothing but sit on my hind end. The town of Kingman isn't worth a damn either. The food is better but that's all. I though Marana was bad - NO SIR! Will write again when I have a few spare moments.

Feb 2, 1944 It is now Feb 2, 1944 and I better fill in the blank space. I started to school Jan 31st and have had first aid, chemical warfare,

gas chamber and pressure chamber up to 30 thousand feet. I went to 25 thousand without oxygen. Tomorrow I go up to 38 thousand in the pressure chamber. Other than the foregoing there isn't much to tell.

Feb 23, 1944 The last time I was breathing in the open pages of this book, I was about to go up to 38,000 ft. in the pressure chamber. I made it OK. Since then I have had classes in sights turrets and the machine gun. Also have had a little skeet shooting. I have had a test in machine gun nomenclature (92), parts function (98) and sights (80). On the 17th I entered the hosp. for the third time since I've been in this Army. It's the same thing Nasal-pharyngitis. Temp this time was 103. June sent me her picture for a Valentine's gift. Very good of her. I got paid \$14.54 today so I added a little and have sent \$15 home. Won't Mom be surprised. This is all this time.

Mar 5, 1944 Since the last entry not much has happened. I was let out of the hosp. on the 27th of Feb. Also on the 27th I passed the ripe young age of 22. For my birthday I received a Sheaffer (Triumph) pen (\$20) from Mom & Dad & Jim & Aunt Opal & Uncle Edger and Aunt Mary. Also a dollar from Grandma. The only others who remembered was Aunt Inez with a card.

I was paid \$ 43.29 on the third and I sent \$40.00 home. She will be surprised this time. I have passed a Turret Maintenance test with a grade of 74% and have passed Malfunctions with a grade of 85%. I start ground to ground firing tomorrow. I almost forgot. I was transferred to Squadron last Tuesday. This is all this time.

Mar 8, 1944 Wed. Today is Jim's 16th birthday. Happy Birthday Jim!

Today also concludes my 31st month in the army. Yesterday I passed a test in Turret Maintenance with a grade of 93%. Not bad. Monday fired 450 rounds practice shots on th range. Yesterday I fired 200 rounds from turrets and got 99 hits. Also fire 150 rounds handheld for 11 hits. Score seems low but it's O.K. I hear. Fired 400 rounds from 30 cal turrets and 200 hand held 50 cal. Will know my score tomorrow. Went to the hospital today to have four more X-rays taken. They will be sent to Santa Ana for observation. Also was excused from P.T. for 2 weeks. Got a birthday card from June today. It was mailed 12:30 Feb 26th 44. My right knee has been bothering me for about the last week. I don't know whether to complain or not.

Mar 12, 1944 Today is sunday and not much doing. I cleaned out my barracks bags and went to see "See Here Put [?] Hargrove". Also wrote Mom a letter. I called Home March 8th to talk to Jim but he was working at the Valencia Gardens so he wasn't home again. Mom said Aunt Edith was operated on for a ruptured appendicitis. Aunt Opal is to be operated on for something I don't know what. I finished Turret Maintenance, sights and ground-to-ground Saturday. I also started Aircraft Recognition. They flash a plane on a screen for 1/50th of a second and I have to identify it. It's not so hard as it sounds. I start moving base and turret skeet tomorrow. All for now maybe more next time.

Mar 30, 1944 Dear dear diary. What a shame to neglect you so. Moving base and turret skeet is all over and so is Yucca. Yucca is an auxiliary field where they give air to air firing. I fired 900 rounds of .50 cal and got 30 hits that I know of and still got 10%. I was up four times in a B-17G for a total of about 15 hrs. The first day I got sick but since then everything has been okey-dokey. Aircraft recognition is nearly over. Final test is tomorrow. I have been up twice this week on high altitude and camera missions. Still no more sickness. Yesterday I took 25 ft of film myself putting on a high altitude flying suit. Hope it comes out good. All for tonight. Will enter sooner than last time I hope.

Apr 3, 1944 Today was the gala day. We went to the theater at 1 PM and received our wings. (Mama pin a rose on me.) Friday night about 5 o'clock we were notified we would not get a delay. The boys were quite angered!

Apr 5, 1944 Today at 10 A.M. I boarded a troop train for Lincoln Nebr. Nothing new.

Apr 7, 1944 Arrived in Lincoln at 5 P.M. The trip was uneventful but nice but not very profitable. I lost \$30 playing poker. I had won \$25 at Kingman though.

Apr 15, 1944 So far nothing has happened of any real importance. I have been completely processed and am ready to ship out. I had to go through the pressure chamber again so I took my pen with me and it doesn't leak at 30,000 ft. Home is only 12 hrs away but under the circumstances that is on hell of a ways. The chaplain is suppose to be trying to get us a delay from here but that is just rumor. I hope he does it. I called Aunt Opal's last night and talked to the whole gang. The "Wolf" is sure on the ball. Sharp as a tack.

May 6, 1944 Friday. I've slipped again but this time I have what might be called a legitimate excuse. I have been quite busy. I arrived here at Pueblo, Colo. the 19th of April, 1944. By the 21st I was reprocessed and on flying status. I am now the Engineer on a B-24. I am keeping a log of my time in the air so I will not enter it here. 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.

There is a little matter which has me a little worried. June has become quite serious lately and it has me scared in one respect. I like her a lot but I don't think I love her. I don't want to hurt her if it is what I think it is. How I'm going to get out of it I don't know.

As soon as I can, I will have each member of the crew enter his name and home address in here.

May 15, 1944 I have neglected my entries again but I've been so darned busy I haven't had time to write. So far I have flown 40 hrs and 15 minutes. Yesterday I was checked out on my 1st phase so now I have only 2nd and third phase to go. Just a few minutes ago I lost when Siggy, Jenkins, Howard and I flipped to see who went to the PX for ice cream.

It was pretty good. The crew seems to be shaping up pretty good but is still quite rusty. Healy is a very good pilot and Webster is coming around. Downs also seems to be a pretty good bombardier. The rest I don't know just how good or bad they are.

I called home yesterday to wish Mom a happy Mother's Day and she seemed quite pleased that I did. Macy had four pups last Tuesday, the 9th but two of them died so that leaves two females. Mother and babies are getting along O.K. The folks also plan to come out here if I can't get home before I go over. They say it will take \$300 which means they will have to cash war bonds so I guess Ill have to tell them I can get home so they won't come. Mean but for the best. Personally, I think I will get home before I go over.

May 21, 1944 (Sunday) Today has been nothing but Ground school and this past week hasn't been too exciting. Up to now I have 61 hrs and 15 min flying time. Yesterday I got a letter from Verne and a card from June. Today I got a letter from Mom and all were mailed about the 19th of April an were sent to Dyersburg, Tenn before coming to me. Boy they are really on the ball there at Lincoln. I guess this is all that has happened. Oh! I was checked out of 3rd phase last Thursday.

Jul 31, 1944 Oh Boy what a gap. Nearly 2 1\2 months. That's a long time. Now to fill in the gap. Nothing happened till July 9th when I left Pueblo for Lincoln. We pulled out about 8 pm and had Pullman all the way eventhough it was troop train. Nothing exciting happened during the trip. July 10th, 1944 We arrived in Lincoln about 10 P.M. and had to hang around and register before we could go to bed. That's Lincoln all over.

I called Mom on the 11th and told her where I was and that there would be no furlough. On the 12th I had a telegram from home telling me to call home at 7 P.M. which I did. Mom wanted to know if it would be O.K. for them to come out Friday but I told her if she was coming at all she better get here tomorrow. So on the 13th of July Mom, Jim and Aunt Mary arrived and it sure was good to see them. Jim is about an inch or so taller than I but is a little thinner. We weigh about the same. He's just as crazy as ever. They bought me a gold bracelet with my name and serial No. on it just before I left. They all came out to the Post Sat. evening the 15th and left at 8 P.M. It sure was a sad farewell. Bill Ruth's wife and Chucks wife & parents were there too. We took off from Lincoln at 1 A.M. of the 16th with 2700 gal of gas and all our equipment. 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.

We arrived near Grenier field near Manchester New Hampshire about 10:30 A.M. That was the last time we set foot on good old U.S. soil. While at Grenier we took aboard lunches, water and 10 sleeping bags in case of a crash landing in the wilderness on the way across. Fortunately we didn't need them.

We left Grenier on the 17th headed up across Maine and Northeastern Canada for Goosebay, Labrador. We arrived the same day without mishap.

On the 19th we took off for Meeks Field, Iceland. 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.

We arrived at Meeks late in the evening and it was still light. In fact it stayed light till about 1:30 A.M. and was dark for about 2 hours. There is hardly any vegetation around the place. Just dirt and rocks. Nothing like Grenier or Goosebay, where incidentally, there were plenty of Pine trees (Xmas trees to you). While at Meeks we had to have a prop gov. Changed a nose wheel tire, the pilot free air temp, the mag comp changed and pulled a 25 hr insp.

We left Meeks on the 20th and arrived in Valley Wales the same day. I can't say much about that leg as I slept most of the way. George lost \$30 playing blackjack with Chuck & Dan. Dan lost \$14 himself. At Valley our ship was taken away and that is the last we will ever see of it I suppose. Her number was 42-50808. A good ship.

We left Valley on the 21st bound for Howard Hall near Echalsball, England. That is also near Stone. That is more of a reception center for crews coming to England. had all my money changed to English pounds. I won \$122.00 on the train coming down.

On the 27 we were shipped to Warrington, England. I won \$37.50 on that trip. We left Warrington on the 28th by B-17 and hopped over to Greencastle, Ireland for 10 days of school and that's where I am now. We have three days of intelligence and five days of gunnery then we got to our group. So far I haven't received any mail and don't expect to for quite some time. We started school today so it won't be long now before we are in combat.

Aug 1, 1944 Today was calm and accompanied by very nice weather for a change. We were given a talk by a T/sgt who had evaded the Germans and came through the lines in Normandy. He was very interesting. So far that's all except aircraft recognition and ditching. Still no mail.

Aug 9, 1944 I have finished school and am now waiting to be shipped to a group. It won't be long now before I fly my first mission. I got a letter from June three days ago. That was the first letter I have received since coming over here. Yesterday concluded my first three years in the army. Some veteran, that's me. That's about all there is for now.

19:30. Arrived at my permanent base in the E.T.O., the 458th Bomb Group, 753rd Bomb Squadron. It is located about 2 miles north of Norwich, England. At the present time we are living in a sort of an apartment house. A lot more privacy than I've ever had in the army before. The beds are still the three old biscuit type with one G.I. and two limey blankets. The food at the combat mess is swell - the best since Oakland, Calif.



Aug 16, 1944 The last few days have been filled in with a few classes on ditching, engineering and so forth. Yesterday we flew for the first time in England. We had an instructor pilot - engineer and radio operator aboard and put in 1-1/2 hrs. Today we had another practice mission and logged 4:10. Had a little gunnery along with it and I fire 800 rounds and burnt up two barrels in the upper turret.

So far no one has received any mail since at this station except Jenks - the lucky dog. Oh, nearly forgot. The instructor engineer who was with us yesterday happened to be from Ft. Wayne. His name is Bob Crosby and he lives right across the street from June. He completed his missions about a week ago and expects to go home soon. He said he would go see my folks if he did get home. I hope he does.

Aug 18, 1944 Today was what you might call a red letter day as I went on my first mission into enemy territory. We Bombed an aircraft engine factory at Metz, France. 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 & 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. It is now about midnight so I guess I better go to bed as we are alerted for tomorrow. By the way. Webster didn't fly with us. He flew with another crew. We had an experienced co-pilot by the name of Fields with us.

[ed. The planes that were involved in the midair collision were "A Dogs Life" and the deputy Lead's plane. Records shows that A Dogs Life encountered prop wash that forced it into a sharp bank thereby striking the deputy Lead's left wing. Ten feet of the deputy Lead's wing was mangled. Both aircraft remained airborne. The deputy Lead completed the bomb run. A Dogs Life tried but could not complete the bomb run. It lost altitude but made it to an emergency base. Ref: "Liberators over Norwich", pg 149]

Aug 21, 1944 Today I have done nothing. No mission as the weather is pretty poor. Yesterday we were scheduled for a practice mission but the field was closed in before we got off. Today I got my A-3 bag that was left at Stone and it finally got here. Now I can fly with good equipment again. All mine too.

Aug 24, 1944 Today we raided Hanover, Germany. 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 navigators side window, put four holes in the leading edge of the wing and one in the fuselage.

Aug 25, 1944 Didn't do much today. Attended 1 hr of aircraft recognition then had a pass and went to town. Went to a show which wasn't bad at all. Better than was expected. The newsreel is all English this and English that. If they show Hitler they laugh to beat hell, German soldiers goose stepping get the raspberry. Norwich has some bomb damage but not too much, just a spot here & there but big spots.

We were alerted for a mission today but wasn't called. We are alerted for tomorrow so I am going to bed.

Sep 3, 1944 No missions since the 24th of Aug except a couple practice missions at night. The crew is now in training for special duty. We still don't know the details. I was grounded for about five days because of an eye test results. I am a trifle far sighted and a pair of G.I. glasses have been ordered. I don't relish the idea so much either.

Bob Crosby has been sent to Blackpool, England to the A.T.C. to take supplies to Paris and bring wounded back. Some deal.

I am now on flying status again and have 215:10 hrs. All for now. The boys want the lights out.

Sep 23, 1944 Nothing new has been added since the last entry. I still don't know what this night business is all about and I haven't flown for about 10 days. As yet the glasses haven't come and I am in no rush for them. I am getting sort of nervous though. I smoke more than usual and for no reason at all. I just can't sit still long and I can't find anything I want to do. I guess I'll get over it. The rest of the crews are ferrying gas over to France and I guess are having one helluva good time while there. They are bringing back all kinds of souvenirs and wine at a package of cigs a quart and champagne at four bucks a quart. We are trying to get operations on the stick so we can go over. I tried to find Bert the other day but was told he is in the front lines in France. I guess that's all for this time.

Sep 28, 1944 Today we took a trip to Lilli, France, with 1600 gallons of 80 octave gas. I can now say I have been in France at least. Nothing out of the way happened but the runway over there is bomb pocketed and several places we passed over are completely devastated. I got a few German coins and one French coin and that's all. I might have had more if we would have stayed overnight. Maybe some other time.

So far we don't know what this night operation stuff is. And we don't have our ship for it either.

Oct 3, 1944 Tonight has been quite an exciting one. About 9:30 P.M. a Buzz Bomb hit the golf course about 3/4 of a mile away. Webster & I hopped on our bikes and went over. We got a few pieces which were picked up about 500 yds. away. That's about all there is to say tonight.

Oct 12, 1944 Since the last entry, we have had several Buzz Bombs hit quite close. A half mile was the closest. I went to London the 8th for two days and really had an interesting time. I saw all the famous places and even learned a few extra things about them. I stayed at the Red Cross Interstate Club a few blocks off of Piccadilly Circus. George, Lenny and I were together.

So far nothing new on night operations. We were called on to test hop a ship on the 10th and that also proved uneventful. I now have 239 hrs.

Oct 14, 1944 Today we got our third mission in. 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. It was a 5:15 hr trip, which wasn't bad. There isn't much to say, so so long 'til next time.

Oct 17, 1944 We now have four missions to our credit. We raided Cologne again. The target was the marshaling yards. 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. We were in the air 6 hrs. I now have 252:45 hrs in the air.

The Buzz Bombs have sort of slacked off. I guess they are still coming over but they aren't hitting so close.

Oct 19, 1944 Boy the missions are coming fast & furious lately. We have had one every other day this last week. Today it was Mainz, Germany, located southwest of Frankfort. 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. This trip lasted 6:30 hrs. We hit 26,400 feet with a full load of bombs. The temp was -41C and that's plenty cold.

Nov 6, 1944 The 3 & 4th of this month we have tried without success to get in mission no. 6 but yesterday (5th) we finally made it in a sort of round about way. 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). 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. 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. We all went to town (Brussels) except Jenks, Healy, Downs and Webster. I wore my heavy flying clothes including boots and even helmet and goggles. I really stood out. Everyone stared and exclaimed, "Piloter" which, of course, means Pilot. I didn't bother to correct them. The people on the continent are much cleaner, take more pride in their dress and are much more modern than the English. The beer is nearly like our own. They are very friendly and easy to get along with. We didn't have too much trouble speaking to them either. A little French and German mixed with gobs of sign language works wonders. I really had a good time in Brussels. Even kissed one little (19) Belgium lass good night and I had only known her for a half hour. They sure like the yanks but hate the Limey.

We came back to England in a B-17 and landed at Rattlesden and came on home by B-24. We were listed as missing in action since last night (11-5-44). Our lockers had even been cleaned out. Our target was Karlsruhe about 100 miles inside Germany due east of Metz, France.

Nov 18, 1944 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 Oachen 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. We stayed there two days and just got back today. They treated us pretty nice and even threw a party in the officers' lounge which ended up in a football game. Most of us were plastered, including me. We slept in the gym on the floor. Rough. No flak was encountered and that was mission No. 7. Troops attacked 12:45. We bombed 2:46.

Nov 23, 1944 We haven't flown since the last entry so there isn't much new. I got the Air Medal a couple days ago and have sent it home already. It was awarded for six missions. Received two more packages today, one from Jim and one from Boots. Dad had a whale carton of Beechnut gum in one of them. I'm glad it was Beechnut as it is good gum to fly on. Whansetters also included some tobacco and cigarette papers too.

Nov 25, 1944 Yesterday we had a PRACTICE mission and it cost the lives of 9 men. When we returned to base 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 & 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.

Today we took off for Bigden, Germany. 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.

Jan 3, 1945 Mission #9. Today we took off for NEUNKIRCHEN, GER. The target was a marshaling yard. 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. TIME was 6:00 hrs even [flight time].

We are now in the 755th Sq.

New Years was observed on the base and we ushered it in with plenty of flare.

Jan 7, 1945 I got up at 3:30 this morning to go to ROSTATT, GER. to put in Mission #10. We got a little flak on the Bomb Run but no E/A were encountered. We carried 2700 gals of gas and 6 - 1000 lb GPs. The target was again a marshaling yard. We really plastered it too. We were in the air 7:15 min. Only 20 missions to go. This was our 2nd class B lead.

Jan 10, 1945 Today we went to Schonberg, Germany for mission #11. 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. No flak or E/A were encountered. The trip took 6:15 hrs.

Jan 28, 1945 Today it was a benzol plant just outside of Dortmund, Germany. 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. The trip took 5:45 hrs. That was mission #12.

Feb 3, 1945 Mission #13. 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 refugees. Flight time was 7 hrs even.

Feb 9, 1945 Mission #14. Again today Magdeburg. 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. Trip took 7:15 hrs.

Feb 14, 1945 Today we got in our 15th mission and that puts us on the top with 15 to go. Today it was Magdeburg again after the Marshalling 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. It was a 7 hr trip. I got the bends in my right knee pretty bad and it is still sore tonight. We bombed by instruments.

Feb 15, 1945 16th mission and you guessed it, Magdeburg. 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.

Feb 19, 1945 17th mission and for a change it was a jet engine factory at Mechede, Germany. We carried six 500 lb GPs & six 500 lb incendiaries plus 2,500 gals of gas. Bombing altitude was 20,000 ft. and we were in th air 7:00 even. Light flak was encountered but no E/A. Bombing was visual and the targeet was hit.

Feb 24, 1945 18th Mission. Today it was the marshalling yards at Bielfield, Ger. Bomb load was six 500 lbs G.P.s. Gas was 2500 gals. We bombed by instruments from 22,000 ft. No flak or fighters were encountered and the trip took 6:15.

Feb 28, 1945 19th Mission. Back to Bielfield 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. No flak or E/A were seen. We took 6:45 for this trip.

Mar 1, 1945 20th Mission. Today we really took a long trip. Clear down by the Swiss boarder east of Munich. Ingoldstadt, Ger. was the town and its marshalling yards was the target. Bombing was done by instruments. Results unobserved. Bomb load was ten 500 lb GPs & 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 & the Danube river on the way in. Trip took 9:00.

Mar 3, 1945 21st Mission. A railroad bridge at Neuinburg, Ger. was the target today. Clouds were broken over the target so we bombed PFF with a visual assist but we missed. We carried six 1000 lbs GPs & 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. No flak or fighters were seen.

Mar 5, 1945 22nd Mission. Today it was Hamburg, Germany. 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 anad we bombed P.F.F. from 24,900 ft. Trip took 6:15.

Mar 7, 1945 23rd Mission. Today we attacked a marshalling yard at Soest, Germany. We dropped six 250 lb G.P.s through clouds and saaw little flak and no fighters. Gas load was 2400 gals. We bombed from 24,500 ft and took 6:10 for the trip.

Mar 9, 1945 24th Mission. Another marshalling yard but today it was at Oinabruck, Germany. We carried ten 100 lb GPs and 2500 gals gas. Bombing was done from 22,000 ft by P.F.F. with visual assist. Light flak was encountered but no fighters. Time 5:00.

Mar 15, 1945 25th Mission. Today we went after the German General Staff Headquarters at Zossen about six miles from Berlin. We carried six 250 lb GPs & 2700 gals gas. We bombed visually from 21,000 ft and encountered moderate flak at the I.P. [Initial Point] in. No fighters were seen. Time was 7:15.

Mar 18, 1945 Big "B" "BERLIN" No. 26. Today was a great day. We bombed an armanent 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 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.

Mar 24, 1945 27th Mission. 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 sa 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 werre seen. The target was near Nordhorn, Ger. and we bombed from 20,000 ft. Time 4:20.

Mar 31, 1945 28th Mission. Today it was little "B", Brunswick, Ger. 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. Time was 6:10.

Apr 8, 1945 29th Mission. 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. No flak or fighters were seen. Time was 7:00.

Apr 30, 1945 NO. 30! Today was the day I came over here for and it sure was a good mission. We went to Pte De Grane, France just north of Bordleaux. There's a pocket of 122,000 Germans down there who have been living the life of Riley so we went down & changed it to hell with 2000 pounders. We didn't have any guns aboard or any fighter support and Ricth [?] Jenks, Armstrong or Howard didn't get to go as we took no gunners.

Healy, Braulieu, Sig & 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 gues 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.

On April 12th President Franklin D. Roosevelt died in Georgia. I figure the U.S. has lost a great man & president.