

very accurate and very thick. One ship in what was left of our squadron was damaged heavily. T C Moore feathered one engine and was losing another. Rosencrans flew his wing toward home. T C got as far as the Yugoslavia Coast and bailed his crew out. They were picked up by a German E boat. Time 7 hours, 45 minutes. Bombing Altitude 23,000 feet.

Mission 13

Budapest, Hungary. Ship # 67. August 20, 1944

Target: Szolnok Airfield. Bomb load 4000 lbs fragmentation bombs. Fuel 2700 gals. With no fighter escort and very little flak. One ship in our wing was shot down. We hit the target and destroyed many airplanes on the ground. Time: 7 hours, 5 minutes. Bombing Altitude 18,000 feet.

Mission 14

Vienna, Austria Ship #69 August 22, 1944

Target: Lobavoil Refinery. Bomb load 4 each 1000 lbs. Fuel 2700 gals. We were supposed to have P-38 escort, but they never showed up. We were the second group to go over the target. Col Applegate led the group. Approximately 10 minutes before the IP about 35 FW 190s and 3 ME-109s hit us knocking down seven B-24s in the group in front of us. We went over the target and received a hit in our #4 engine, which we had to feather. Busbee our nose gunner shot down a FW 190 which exploded almost immediately. The German pilot ejected safely. The tail gunner D Moore, was wounded in the foot with flak over the target. Time: 6 hours, 55 minutes.

Bombing Altitude 21,000 feet.

Mission 15

Vienna, Austria. Ship #65. August 23, 1944

Target: Military Airfield. Bomb Load 4000 lbs fragmentation bombs. Fuel: 2700 gals. We had P-51s & P-38s to escort us. We were the third group to go over the target. Approximately 15 minutes before the IP the German fighters hit us again. They shot down ten B-24s in the group in front of us and one out of our squadron. We did not have any flak until we left the target. We lost our hydraulic system due to one of the accumulators

being hit with flak. Cottengain, our engineer repaired it sufficiently so we would have pressure to land safely. Time: 6 hours, 50 minutes. Bombing Altitude 21,000 feet.

Mission 16

Bucharest, Rumania. Ship # 68 August 26, 1944

Target: Military Airfield. Bomb load 8 each 500 lbs. Fuel: 2700 gals. We had P-51 escort, they did a good job. We were the second group over the target. No enemy fighters or flak encountered. Bomb pattern was very good destroying the field. Time: 7 hours, 55 minutes. Bombing Altitude 23,000 feet.

Mission 17

Budapest, Hungary. Ship #68 August 28, 1944

Target: Bridge on the outskirts of Budapest. Bomb load 4 each 1000 lbs. Fuel: 2700 gals. We were squadron lead and were supposed to have P-51 escorting us.

We saw no enemy fighters, but there was quite a bit of flak. Szolnok RR bridge was destroyed. Time: 6 hour 55 minutes. Bombing altitude 20,000 feet.

Mission 18

Ferrara, Italy Ship #68. September 1, 1944

Target: Rail Road bridge. Bomb load 9 each 500 lb. Fuel: 2300 gals. We were deputy lead of the group. Some flak was experienced, but no fighters were encountered. We hit the target, but it was found to be the wrong bridge. Time: 5 hours, 55 minutes. Bombing altitude 24,000 feet.

Mission 19

Belgrade, Yugoslavia. Ship # 68. September 3, 1944.

Target: Slips for barges. Bomb load 9 each 500 lb. Fuel: 2300 gals. We had no fighter escort, and did not encounter any enemy fighters or flak. We hit the target as briefed. Time 5 hours, 35 minutes. Bombing altitude 18,000 feet.

Rest Camp. September 4, 1944

We went to the Isle of Capri for a week's rest.

Mission 20

Lyon, France. Ship #72 September 13, 1944

Mission: Transporting supplies. Fuel 3600 gals. 2 each 55 gallons of oil. Ammunition and empty drums for motor fuel. The rail road and highway bridges over the Rhone river were destroyed by the Germans and the Allied Armies and Air Forces. It was difficult getting supplies to our armies who had moved up the Rhone River valley in the vicinity of Lyon.

Mission 21

Lyon, France. Ship #60. September 17, 1944. Fuel load 3600 gals. 2 each 55 gallons of oil, ammunition and empty fuel drums. We lost an engine on our way up to Lyon, the weather was bad, and getting worse as we flew north. We decided that we should land at the first available landing strip, and so informed the crew. We had to be careful as some strips were still being used by the Germans. One of the crew spotted a strip as we hit a break in the clouds. We started to circle and let down to get a better look. When we found it, it turned out to be a P-47 strip on a farm field. We decided to land in a driving rain storm on this short field. This would be extremely tricky even under ideal conditions. When we landed our main wheels locked and we slid the whole length of the runway across a concrete highway into the mud on the other side where we became stuck. We spent the rest of the day digging the plane out. In the afternoon a C-47 with a load of sailors on board slid down the runway just as we did and headed right for us. At the last possible moment he did a controlled ground loop avoiding a nasty wreck. We were in Valance, France for a week.

Mission 22

Athens, Greece. Ship #68. September 25, 1944

Target: Dock installations. Bomb load 8 each 500 lb. Fuel 2700 gals. We had no fighter escort as it was not needed. Flak was weak. Newton's crew went down and crash landed on an island that the British had just recaptured. They were returned to the squadron later. Time 6 hours, 40 minutes.