

tower by the time we stopped. If I had been a drinking man, it would have been a night for that sort of celebration.. Lucky us!! Lucky them !!

Mission #18

January 15, 1945. Marshalling yards, Vienna, Austria.

Mission #19

January 20, 1945. Marshalling yards, Linz, Austria.

Mission #20

January 31, 1945. Oil refineries, Moosebierbaum, Austria.

Mission #21

February 8, 1945. Central repair shops (Loco), Vienna, Austria.

Mission #22

February 16, 1945. Marshalling yards, Rosenheim, Austria.

Mission #23

February 19, 1945. Marshalling yards, Graz, Austria.

Mission #24

February 22, 1945. Marshalling yards, Danauworth, Germany.

Mission #25

February 25, 1945. Marshalling yards, Linz, Austria, North Main.

Mission #26

February 28, 1945. Marshalling yards, Bressanone, Italy.

Mission #27

March 4, 1945. Marshalling yards, Graz, Austria.

Mission #28

March 12, 1945. Marshalling yards, Vienna, Austria.

Mission #29

March 14, 1945. Marshalling yards, Weiner Neustadt, Germany.

Mission #30

March 16, 1945. Marshalling yards, MBM, Amstettin, Austria

Mission #31

March 20, 1945. Marshalling yards, Wels, Austria

Mission #32

March 21, 1945. Marshalling yards (Villack) Bruck, Austria.

Mission #33

March 22, 1945 Oil refineries, Vienna, Austria. Took near misses, several 88 mm shells over Vienna on last mission, knocking out our #1 & #2 engines, our hydraulic system.

Flew to Hungary on the right engines, crabbing all the way...Not all of the shells were misses.. I cranked down the landing gear by hand, and kicked out nose gear, tied my chute and harness to waist gun mount to stop the plane on the ground at the Russian airbase, Kecskemet, Hungary.

Total combat time:255 hours

Mission No # Go Home

After my return from Hungary, and with my pilot and assigned co-pilot, we test hopped planes at Torretta, aimed at ferrying them to U.S.A. They were to be used in Pacific war eventually.

I was assigned as engineer of B-24L for return to the (ZI) U.S.A. We left Gioa Field, June 19, 1945 to arrive in Tunis, June 20, 1945, then on to Marrekech, June 21, 1945.

We arrived at Dakar, June 22, 1945 and took the big hop over to Fortaleza, Brazil, and on to Georgetown, British Gianna. On June 24, 1945 we arrived at San Juan, Puerto Rico, and finally hit stateside June 25, 1945 at Savannah, Georgia. We flew a total distance of 8590 miles., the end of our ferry assignment. I was sent to Charleston, South Carolina. by C-54., 11 months from the date we took off from Hamilton Field, California.

Went by train to Beale Air Base, Marysville, California in 7 days in a chair

car. It was pulled by a dirty coal burner from Savannah across Carolina, Tennessee, Arkansas, Missouri, Kansas, and Colorado.

We were in Denver for 20 hours, and given permission to leave the depot for a maximum of two hours when we asked, but had to report back at the end of this period, so we couldn't get any distance from the troop train, which was waiting for the next train west to hitch hike a pull.

From there we went to Utah, Nevada, and finally to California. Never again..so dirty, we all threw away our filthy khaki uniforms.

The crew on the last mission included eleven members as follows:

Pilot, Robert E Fritts

Co/Pilot, Alva M Schick or James Calvert,

Bombardier, Robert C. Mills,

Ball turret gunner, Emilio Marchese, Engineer, Roy A Nichols.

Tail gunner, Ervan Hestad.

Waist gunner ,Gerald Roach,

Radio operator, Vernon Oldfield.

Nose gunner, David L Leap

The End

Authors Note:

On page 21, left column, of the Torretta Flyer 10, reference is made to Alva M Schick, whose aircraft was shot down 7 February, 1945.

He crashed and walked out when shot down on a mission to the Florodorf refinery, near Vienna.

Above was written by W.M. (Milo) Henderson, 824th squadron. Lt. Schick filled in as co-pilot on our crew for a few missions after Lt. Dianne was taken off combat and transferred to C-54's. Our pilot was Robert E Fritts from that point to end of our tour.