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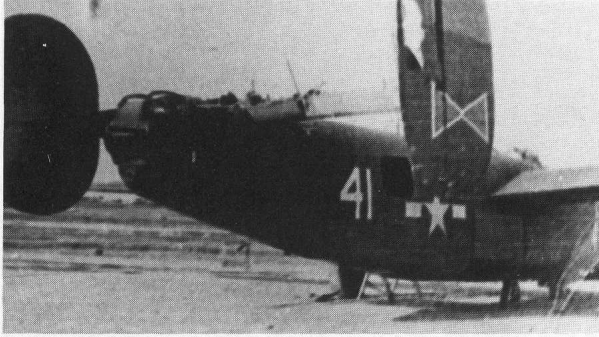


Photo 1) Battle Damage to ship #41



Photo 2) From left to right: Bill Johnson -E, Jim Pool-N, Don Anderson-E, Elvin Bush-P. The three ground crewmen shown kneeling and bending over are not identified.

Pampa, TX

Herewith is my story: Myron J. Porter graduate of Class 43G, Pampa Army Air Field, Pampa, TX Assigned to the 484th Bomb Group and deployed to Kjedi, Algeria

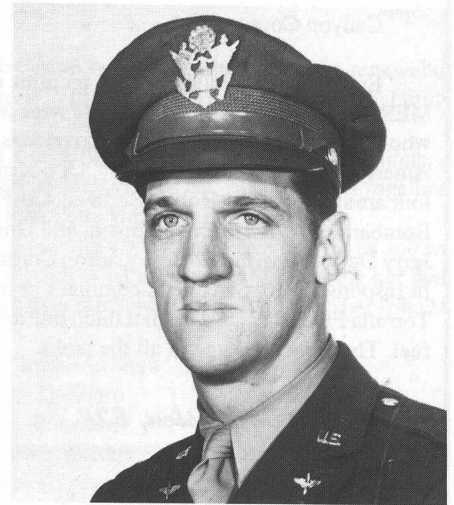
Of his war time experiences, Porter says, "We were flying missions nearly every day to somewhere in either Germany, Hungary, Yugoslavia France or Czechoslovakia. Some of the times after a long hard mission, the whole crew would spend 6-8 hours repairing the bullet and flak holes in their B24."

Lt. Porter while in combat landed five B24's with wounded aboard including himself one time. He landed his B24, at four different times, with flat tires. He landed his B24 with the tail half shot off and a wing tip gone. He landed three times with only 2 or 3 engines running. One time he landed on the runway and the fire trucks surrounded him immediately and put out an engine fire in one of his engines.

Porter flew five missions over Ploesti oilfields; six taking out the Marshaling yards at Munich, and also took one shot at Hitler's headquarters at Berchtesgaden, missing him because he had a flat tire and was late. He made three runs on refineries in Bucharest, Romania, three missions to Belgrade Marshaling Yards, two missions to Prague, Czechoslovakia, Marshaling Yards, three to the underground submarine drydocks at Toulon, Southern France and four to oil barges on the Blue Danube (which is not blue by the way).

The other missions were either support missions or missions that were carried out on smaller targets such as bridges, communication depots, troop concentrations and so on.

On a mission to Friedrichshafen (to knock out the ball bearing factory), the airplane was hit by heavy flak and Lt. Porter was struck in the

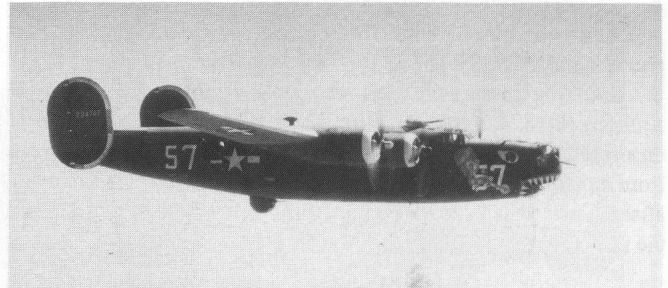


head and knocked unconscious. His co-pilot had flown only five hours in a B24 before this mission. When Lt. Porter came to, he was in a redout and could not see anything. With good first aid treatment by the navigator, sight was restored in his right eye. He took the controls and brought the plane back into formation, while the crew was shooting down two German fighters. With help of the co-pilot, radioman, and navigator, Lt. Porter was able to land the airplane back at the base before he was taken to the hospital to have the flak removed from the area around his left eye. Porter was told by his night surgeon that there would be a small piece of flak in the bone by his left eye forever.

After the mission to Friederichshafen, Lt. Porter was given a 10 day rest and recuperation time at the Isle of Capri. When he reported back for duty, he was made one of the very few ever to be selected as a combat instructor and flew crews on their 1st combat missions. On his 50th mission, he flew with Lt. Grose from Michigan. After having half of the tail shot off, he flew the plane back to the homebase. At the 484th Bomb Group Reunion in October, 1990, at the 826th Bomb Squadron meeting, Lt Grose introduced himself and said, "I am here today because of Porter. After we were hit I wanted to bail the crew out and leave the airplane; but Porter said, sit still, the farther we fly the less we walk."

Lt. Porter flew 50 missions from the 30th of April 1944, until the 6th day of September, 1944. During that time he was awarded the Bronze Battle Star for participation in the Southern France Campaign, the Unit Citation for the 484th Bomb Group, the European Theater Ribbon with 4 stars, the Air Medal with three Oak Leaf Clusters and the Purple Heart.

*Myron J Porter, 826 Sq*



Ship 42-94747