

DRAFT (2)

July 2, 2013

LIFE IN THE SERVICE

“Echoes of the Army”

by

T. Michael Sullivan

Army Air Corps

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CHICAGO

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Transcribed by Terrence Michael Sullivan, II, (TMSII) September 2013 – July 2013 from original diary of T. Michael Sullivan.

ENLISTMENT RECORD

| | |
|----------------------------|---|
| Date Entered onto service | <i>April 7, 1942</i> |
| Place | <i>Chicago, Ill</i> |
| Registration Number | <i>16077683</i> |
| Branch of Service | <i>Army Air Corps.</i> |
| Where sent after induction | <i>Santa Ana, California</i> |
| To what outfit assigned | <i>Squadron #91</i> |
| Nature of service | <i>Bombardier</i> |
| Rank | <i>Aviation Cadet</i> |
| Serial Number | <i>16077683</i> |
| Other information | <i>Graduated from U.S. Army Airforces Flexible Gunnery School at Kingman, Arizona on May 26, 1943. Rated as Aerial Gunnery Specialist</i> |

Personal Description

| | |
|-----------------------|--|
| Age | <i>18</i> |
| Date of Birth | <i>Nov. 14, 1923</i> |
| Height | <i>5' 11"</i> |
| Weight | <i>165 (stripped)</i> |
| Color of Hair | <i>Bronze</i> |
| Complexion | <i>Freckled</i> |
| Color of Eyes | <i>Big and Brown</i> |
| Hat Size | <i>7 1/8</i> |
| Collar Size | <i>14 1/2</i> |
| Blouse | <i>38</i> |
| Shoes | <i>9-D</i> |
| Gloves | <i>8 1/2</i> |
| Sleeve Length | <i>34</i> |
| Waist | <i>30</i> |
| Trousers Size | <i>30-34</i> |
| Length | <i>34</i> |
| Marks and Scars, etc. | <i>4 in. scar on inside upper right arm Due to an injury incurred while boxing</i> |

Civilian Notes

| | |
|----------------------------|---|
| Home Address | <i>369 Hickory St.</i> |
| City | <i>Elgin</i> |
| State | <i>Ill.</i> |
| Latest Place of Employment | <i>Merrick Meat Co. Elgin, Ill</i> |
| Social Security Number | <i>336-14-3508</i> |
| Hobbies and Sports | <i>Track</i> |
| Father | <i>J.P. Sullivan, Elgin, Ill</i> |
| Mother | <i>Ann Sullivan, Elgin, Ill</i> |
| Other Relatives | <i>Mirtle Becker – 2740 Redick – Omaha</i> <i>Dick Bennett 216 N. Iowa, Oak Park</i> |

SERVICE RECORD – TRANSFERS

| Date | From | To |
|----------|--------------------------|--------------------------------|
| 12/12/42 | Santa Ana Army Air Base | Victorville Army Flying School |
| 3/15/43 | Victorville, Calif. | Kingman, Az |
| 4/26/43 | Kingman, Az | Pyote, Tx |
| 6/31/43 | Pyote, Tx | Dalhart, Tx |
| 9/1/43 | Dalhart, Tx | Grand Island, Neb |
| 9/10/43 | Grand Island, Neb | Hampton Roads, Va |
| 10/13/43 | Hampton Roads, Va | Casablanca, North Africa |
| 10/16/43 | Casablanca, North Africa | Algiers, North Africa |
| 10/18/43 | Algiers, North Africa | Tunis, North Africa |
| 12/10/43 | Tunis, North Africa | Foggia, S. Italy |
| 5/26/44 | Foggia, S. Italy | Cacerta, Italy |
| 6/6/44 | Cacerta, Italy | Newport News, Va |
| 6/20/44 | Newport News, Va | Ft. Sheridan, Ill |
| 6/21/44 | Ft. Sheridan, Ill | Elgin, Ill |
| 7/21/44 | Elgin, Ill | Ft. Sheridan, Ill |
| 7/23/44 | Ft. Sheridan, Ill | Atlantic City, N.J. |
| 8/7/44 | Atlantic City, N.J. | Hampton Roads, Va. |
| 8/14/44 | Hampton Roads, Va. | Naples, Italy |
| 8/29/44 | Naples, Italy | Foggia, S. Italy |

| | | |
|----------|-------------------|------------------------------|
| 10/1/44 | Foggia, S. Italy | Rome & Return |
| 10/9/44 | Foggia, S. Italy | Naples, Italy |
| 10/12/44 | Naples, Italy | Newport News, Va. |
| 10/24/44 | Newport News, Va. | Ft. Sheridan, Ill |
| 10/26/44 | Ft. Sheridan, Ill | Elgin, Ill |
| 11/1/44 | Elgin, Ill | Santa Ana, Calif. |
| 1/21/45 | Santa Ana, Calif. | Midland, Tx. |
| 2/19/45 | Midland, TX. | Brooks Fld., San Antonio, Tx |
| 3/3/45 | Brooks Field, Tx | S.A.A.C.C., San Antonio, Tx |
| 4/17/45 | S.A.A.C.C., Tx | Garnet Field, Uvalde, Tx |
| 6/29/45 | Garnet Field, Tx | Moore Field, Mission, Tx. |
| No Date | Mission Field, Tx | Randolph Field, Tx. |
| | DISCHARGED | |

Promotions & Dates

Aviation Cadet to 2nd LT. A.C. March 6, 1943

2nd Lt. to 1st LT March 7, 1944

First Time Under Fire, Date, Place and Comment

October 24, 1943. Bomber raid on Wiener Newstadt, Austria. Large fighter plane factory (ME 109 F.&G.) Over 200 heavy bombers took part. 50 – P-38's as escort. Impossible to see target because of cumuli-nimbus clouds at 5,000. Flew at 25,000. Jettisoned bombs en route home. Heavy flack, no fighters. A 1,000 mile mission. Based in Italy.

Transcriber's Note: 2nd BG Mission #89. See "The Second Was First" by Charles W. Richards, Copyright 1999, Maverick Publications, Inc., Library of Congress Card Number: 98-75082, page 58.

Familiar Phrases

“T.S. Mister – But that’s the way it goes”

“It’s a Sad Sack”

Famous Last Words Quote: “But I was synchronized Sir!”

“Did you see that last bomb Sir?”

“When I die bury me deep,
Put an E-6B at my feet,
Lay a 12C Form upon my chest,
And tell my instructor I did my best.”

“Trusty”

“Now I lay me down to sleep,
I pray the lord my soul to keep,
I hope to die before I wake,
So I won’t have any more of this “crap” to take.”

“Adversity is the tonic for the right hand of *channiter*.”

J.P.S

Transcriber’s Notes:

-“*channiter*” is the best I could do as the actual word in my Father’s diary is unreadable.

-*J.P.S* is Julius P. Sullivan

Snaps, Scraps & News Clippings

Sullivan Special

He skims 'ore the barriers

With such grace and ease,

With his red wavy hair

Flying out in the breeze,

Yes, Sullivan's running

For old Elgin High,

Good old Irish Mike

Bidding records, Good Bye,

Those smooth running legs,

Carry him to the line,

So swift is his stride,

And his form is so fine,

That the fans in the stands,

Must all rise and scream,

For a young Irish star

Who is sure on the beam.

Mike Hickey, Jr. '41

Ode To A Mess Kit

So very often do poets write
Of flowers, birds and such,
That one gets tired of seeing them,
And reading them so much;
Now I've a thing more dear to me,
Romantic and Divine, It's shining face a symbol of
That appetite of mine.
God bless each rivet,
The knife, the fork and spoon,
Forever may they render forth,
Their sweet, metallic tune.
And when these days of corned beef hash are memories all aglow,
There'll be a place for it somewhere
Where all good mess kits go.

The Stars and Stripes

Italy 1/10/44

COMBAT MISSIONS

Transcriber's Notes: Mission #'s are taken from "The Second Was First" by Charles W. Richards, Copyright 1999, Maverick Publications, Inc., Library of Congress Card Number: 98-75082.

Spelling of the names of several targets are exactly as found in my Father's diary, he never was much of a speller! Correct spellings are in parentheses and are taken from "The Second Was First."

Mission # 89 Oct 24, 1943 – Weiner Newstadt (*Neustadt*), Austria – ME-109 plant.

Mission # 101 Nov 29, 1943 -Viano (*Fiano*) Romano, N. Italy – Railroad bridge

Mission # 103 Dec 1, 1943 – Tourin (*Turin*), N. Italy – Ball bearing works

Mission #104 December 6, 1943 – (*Grizzano*) R.R. bridge – Reno River – N. Italy

Mission #107 December 14, 1943 – Eleusis A/D – Greece, Athens

Mission #109 December 16, 1943 – Pauda (*Padua*), N. Italy – Marshalling yards

Mission #110 December 19, 1943 – Augsburg, Germany – ME-109 plant & proving grounds

Mission #111 Dec 20, 1943 – Eleusis, Greece, air drome, Athens

Mission #113 Dec 28, 1943 - Rimini, N. Italy. Marshalling yards.

***** Dec 29, 1943 – Fannia, N. Italy. Marshalling yards

(This mission did not appear in Mr. Richard's book.)

Mission #115 Ravenna N. Italy. Marshalling yards.

Mission #116 Jan 3, 1944 – Villar Pato, (*Villar Perosa*) N. Italy SA. Ball bearing factory.

Mission #118 Jan 7, 1944 – Meribor (*Maribor*), Yugoslavia. M/Y & Fctys.

Mission #119 Jan 8, 1944 – Reggio Emilia. M/Y & A/C fct. N. Italy.

Mission #120 Pola M/Y. Shipping & docks, N. Italy.

Mission #121 Sofia Bulgaria. Town.

Non-Mission Guidinia A/D Rome, Italy

Mission #123 Jan 14, 1944 – Mostar, Yugoslavia (*Yugoslavia*). A/D & Dispersal.

Mission #124 Jan 15, 1944 – Poggibnsi N. Italy M/Y

(Certaldo, Italy was the primary target on this mission. Poggibonsi was a secondary target bombed by 10 aircraft, (See page 122 of “The Second Was First”).

Mission #125 Jan 16, 1944 - Villaorba A/D & L/G, N. Italy.

(L/G = Landing Ground, see page 128 of “The Second Was First.”)

Mission #126 Jan 17, 1944 – Prato. RR Juct & M/Y. N. Italy

(Mr. Richard’s book lists the mission to Villaorba on Jan 16, 1944 and the mission to Prato on Jan 17, 1944 as Mission #126.)

Mission #127 Jan 18, 1944 - Certaldo, RR Bridge M.Y. (*marshalling yard*), N. Italy

Mission #129 Jan 20, 1944 – Ciampiano (*Ciampino*) A/D (*airdrome*), Rome, Italy

Mission #131 Jan 23, 1944 – RR Junct & Bridge South of Rome (*Staz Di Campoleone*)

Mission #133 Jan 24, 1944 - Sofia Bulgaria – weathered out

Mission #136 Jan 29, 1944 – Rimini – RR Bridge N. Italy

Mission #138 Jan 31, 1944 – Udine – A/D N. Italy

Mission #140 Feb 4, 1944 – Toulon S. France. Sub Pens Harbour (*Harbor*)

Mission #144 Feb 15, 1944 – Abby West of Cassina (*Cassino*), Italy-Fortress

Mission #148 Feb 22, 1944 – A/D, Maribo, Yougoslovia

(Mr. Richard’s book lists this mission as Zagreb, Yugoslavia)

Mission #152 March 2, 1944 – Beach Head, Anzio, Italy, troops

Mission #154 March 3, 1944 – Rome Littorio M/Y (*marshalling yard*) S. Italy

Mission #156 March 7, 1944 – Harbor Toulon S. France

Mission #162 March 18, 1944 – Villaorba A/D & L/G. N. Italy

Mission #163 March 19, 1944 – Klagenfurt A/D & L/G. Austria

Mission #164 March 22, 1944 – Verona Main M/Y N. Italy

Mission #174 April 5, 1944 – Ploesti (*Ploesti*) Oil Fields Rumania (*Romania*)

Mission #176 April 12, 1944 - Fischamend Makt. A/C Fact. (*factory*) Austria

Mission #181 April 17, 1944 – M/Y & A/C fct. Belgrade Yougoslovia (*Yugoslavia*)

Mission #185 April 24, 1944 – Ploesti Rumania (*Romania*) South M/Y

Mission #188 April 29, 1944 – Toulon South France – Harbor

Mission #189 April 30, 1944 – Reggio Emilia A/D N. Italy

Mission #193 May 6, 1944 – Brasov Roumania (*Romania*) – A/C Fctry.

(Mr. Richard's book, page 268, lists this mission on May 7, 1944)

Mission #195 May 10, 1944 – Wiener Neustadt Austria. A/C Facty

FINI

Gifts Received

Military Brush Kit – Mom & Dad

This Book – Pat & Johnnie

5 lbs. Candy – “Sis”

Candy – Dad

Cookes (*Cookies*) – Coo

Candy – The Family

Pants Presser – “Sis”

Transcriber’s Notes:

(Mom & Dad = Julius P. Sullivan and Anna V. Sullivan)

(Pat & Johnnie = His sister Patricia Sullivan Badgerow and her husband John Badgerow)

(“Sis” = Patricia Sullivan Badgerow)

(Coo = His sister Camille Sullivan Morfoot)

TMSII

Popular Songs

World War – Number Two

“Cow – Cow Boogie”

Birthdays & Anniversaries to Remember

Pat's Anniversory (*Anniversary*)– Jan 10

Mom & Dads Anniversory (*Anniversary*) – Feb 10

Herb's Birthday – March 8

Transcriber's Note: Herb is Herbert P. Sullivan, his younger, and only, brother.

TMSII

Calendar Of Events

January 23. '43 – Week end in LA.

February 21' 43 – Weed end in LA

March 4-6 – and 6 to 11 In Hollywood, More fun then (*than*) a barrel of Monkeys

Diary

Thurs. Sept 23. First day at sea. Cramped quarters, two meals per day. So far no one sick. 700 men and officers on board. 50 A.C. officers.

Friday 24th. Laying out at sea waiting for more ships from New Orleans & Key West. Very calm water. Uncomfortable beds.

Saturday 25th. Convoy at full strength, 65 ships, 1 aircraft carrier, 3 destroyers, 6 corvettes, 2 tug boats. Sailing on S.S. Benjamin Huntington 6,000 tons. 2-3 inch guns, 6 or 7 20 MM cannon.

Transcriber's Note: From Wikipedia, September 21, 2012:

SS Benjamin Huntington: Liberty Ship

Hull No.: 107

Ship Type: Standard

Laid Down: 4 July 1942

Launched: 11 Sept 1942

Scrapped: 1971

TMSII

Sunday 26th. Raided ice box last night. Food still rottin. Rumor has it we go to India or Africa.

Monday 27th. Positive N. Africa. Gun crews threw some flack for practice.

Tuesday 28th. 45 miles N. of Bermuda at noon. Rough water, fear a storm brewing. There is now a ice box guard.

Wednesday 29th. Lost 2 ships last night in storm. No one sea sick, every one hungry.

Thursday 30th. Stormy all day. Sun burned to a crisp, can't say anything good about the Navy.

Friday Oct. 1st. Broke into "C" rations today. Sighted sub this AM.

Saturday Oct. 2nd. Sun burn peeling, have no idea of position, sighted a P.B.Y today.

Sunday Oct. 3rd. Believe we sight "the Rock" in one week. "C" rations clamped down on. Won \$10.00 at Black Jack.

Monday Oct. 4th. Uneventful day at sea. Rosary services on deck each day. Pretty late to start thinking about God.

Tuesday Oct. 5th. Scared to death this AM by fake sub alarm. Yanks took first game of series. Tightened formation.

Wednesday Oct. 6th. Stood guard 0400 to 0800. Nothing cookin. Washed cloths, believe storm brewing.

Thursday Oct. 7th. 2 weeks at sea, should dock inside 1 week. Spotted what I believed to be a German recon.

Friday Oct 8th. Lost \$100 Black Jack. DD dropped 5 depth charges on sub.

Sat Oct. 9th. Sighted P.B.Y. this P.M. Believe we are 800 to 1000 miles off shore.

Sun Oct 10th. Sighted another P.B.Y this A.M. Believe we dock tomorrow night. Can't wait to get off this garbage scow.

Monday Oct. 11th. Sighted Casablanca North Africa at 10:15 this A.M. Docked at 0400. Crew began unloading operations. Natives on dock begging money & smokes. One of the most unusual sights I've ever seen.

Tuesday Oct 12th. Via truck to Camp Alan B. Passage, Tents and uncomfortable beds. Changed money to francs. 1f = 2 cents.

Wed Oct. 13th. Go to town tomorrow. Saw open air show this P.M., Casablanca, Ingrid Bergman, Humphrey Bogart. Should leave soon for Onan via rail.

Thurs Oct. 14th. Went to Casablanca today. Saw town, drank wine. French spoken. A few officer's clubs. Street vendors & sidewalk cafés.

Fri Oct 15th. Continued sight tour. Bought D.M a purse. Saw show.

Transcriber's Note: "D.M." would be my Father's future wife and my Mother, Beulah Ruth Schultz, nicknamed "Daisy Mae."

TMSII

Sat Oct. 16. Packed ready to move. Raining. Everyone POed.

Sunday Oct. 11th. Took off at 0800 in DC-3 transport, 14 men and baggage. Storm on route. Flew 17,000' no CO2. Forced down in Algeria at 0500 P.M. Went to town, ate I drank wine. Just like the movies. Large town, the most up to date I've seen in Africa. Harbor littered with sunken ships. Town torn up a bit.

Monday Oct 18th. Arrived Tunis. Came by truck to my bomber base. Burned planes & tanks all over. Live in tents. No conveniences, only 2 of the 40 crews here, a nice place. 16 planes, short on bombardiers.

Tuesday Oct 19th. Wrote letters home. Straightened out paper work. Talked so Sqd. Bombardier. Met & talked to Sqd. C.O. Can't fly combat mission for a week or so.

Wed. Oct 20th. Going to night school every night. 35 B-17s & 35 or 40 B-26's and B-25's took off and bombed northern Italy 12-500 lb. bombs. Nothing new.

Thurs. Oct 21st. Damn good food so far. Attended classes in meteorology and navigation at night. Nothing new.

Fri. Oct 22nd. Flew practice mission today. 15 ships over Italy. Saw Italy and Pantellera for the first time. I fly my first combat mission tomorrow.

Sat Oct 23rd. Took off at 1300 with bed roll, mess kit and equipment for a 3 day stay. Flew over Sicily to heel of Italian boot near Toranto. Landed at B-25 base. AAF & RAF there. Ate a rottin supper and briefed again at 8 o'clock. Slept on marble floor in operations.

Sun Oct 24th. (*Aircraft: B-17F #42-29515, Wolf Pack*) Up at 5:30 took off at 8 for 1000 mile mission over Weiner Neustadt ME109 plant in Austria. Over 200 heavy bombers on raid & 50 P-38's as escort. Sky 10/10ths covered with cumulo nimbis clds (*cumuli nimbus clouds*). Impossible to see tgt. Washout mission. Flak heavy & intense. No fighters. Jetsoned (*jettisoned*) my 12 – 500 lb bombs & returned. Country seen: Austria, Italy Pantellria, Sicily (*Sicily*), Hungary, Czechosloviaka (*Czechoslovakia*) and Yugoslavia (*Yugoslavia*) + Africa. Returned to Italian base and stayed overnight.

Transcriber's Note: "The Second Was First" lists the October 24th mission as No. 89 to Wiener Neustadt, Austria.

TMSII

Mon Oct. 25. Took off at 0930 for home arrived Tunis at 1300. Interrogated by intelligence at Italy so went home to tent. Logged some time and wrote letters home. Observed all hilly country in Italy small farms & villages unlike Africa. Friendly people. Visited small town yesterday. Liked it O.K.

Tues Oct 26th. Glad I have one combat mission over. 49 to go. Censored mail this A.M. Rigged up misqueto (*mosquito*) netting. Malaria feaver (*fever*) setting in.

Wed Oct. 27. Combat mission tomorrow. Went to gunnery class tonight. Good food. Nothing new.

Thurs Oct 28th. Flew a practice mission today to El Ayocha, Africa. Uneventful mission.

Fri Oct 29th. (*Aircraft: B-17F #42-30134*) Flew a combat sortie to Turin North Italy. German ball bearing factory. Failed to reach tgt due to engine trouble. 1 ship went down.

Transcriber's Note: Although my Father does not take credit for this sortie as one of his combat missions, the 2nd Bomb Group Association web site, www.2ndbombgroup.org, lists him as a participant on Mission # 90 to Turin, Italy.

TMSII

Sat Oct 30. Did not get in on combat mission to same tgt as yesterday. Inspection this A.M. Was appointed Squadron Decorations Officer. A big and thank-less job. Received letters from Dad, Coe and D.M.

Sun Oct 31. Went the church, confession & communion. Wrote letters.

Nov 1, 1943. Censored mail. Went to Binzinate (*Bizerte*) this A.M. to get the dope on a bombardier shot down in action. Will award him medals. Stopped at Red Cross in Tunis for a snack.

Nov 2, 1943. More work on decorations at Group Hdqs. Missed the truck to town, wrote letters.

Nov 3, 1943. Absolutely nothing cooking.

Nov 4, 1943. We moved today, a lot of work. Drove a jeep all over the mountains. Rained all day. I'm up for a combat mission tomorrow.

Nov 5, 1943. Raid called off. Bad weather. Group Officers meeting. Decided to have a club down town.

Nov 6, 1943. Another combat mission called off. Bad weather. Slept, read and wrote letters home. Worked on awards & decorations.

Nov 7, 1943. Raid again called off, bad weather. Consintrating (*concentrating*) on ball bearing factory n Tourin, South Italy. It will be a bitch to get at. Learned of Frank McGinleys death today. It cut me deeply. He was an old friend, and a swell kid. I'll pray for him. Went down over

Weiner Neustadt, Austria Nov. 2. We lost our rear gunner too. Howard Rees. Another Mission tomorrow.

Transcriber's Notes:

- 1) *Mr. Richard's book does not record Frank McGinley as among the KIA of the 2nd BG.*
- 2) *Howard L. Rees was listed on page 92 of Mr. Richard's book as the tail gunner of A/C #42-30133 – "Raggedy Ann" – 429th Squadron, shot down on Mission #92, November 2, 1943. Sgt. Rees was listed as a POW.*
- 3) *On September 20, 1981, the Shreveport Times, Sunday Magazine, published a story titled: "The War Diary of Lt. Terrence Sullivan." Within the article was a crew picture of taken in Dalhart, Texas in 1943. Among the pictured crewmembers were Lt. T. Michael Sullivan, Elgin, Ill and Sgt. Howard L. Rees, Bronxville, NY and Lt. Marshall McKew, Troy, NH. Within days of the publication of this article, I received a phone call from a Mr. Durham, Shreveport, Louisiana, who said Howard L. Rees was his wife's Brother-in-Law and that Mr. Rees lived in Cheyenne, Wyoming. Later that year, Mr. Rees visited Shreveport and joined myself and my wife Barbara for lunch at the Shreveport Petroleum Club. As per Mr. Rees, upon his arrival in North Africa, he was transferred out of the crew he trained with which included my Father (Lt. Sullivan), and onto another aircraft due to the shortage of tail gunners in the Group. His first mission was the Weiner Neustadt mission on November 2, 1943 when his aircraft was shot down. He spent the rest of the war in a German POW camp.*

TMSII

Nov 8, 1943. More work on decorations. Took a warm shower. 1st one of its kind in N. Africa. Took a walk and practiced with .45. Mission tomorrow.

Nov 9, 1943. Flat tire on ship, no take off. Operational tomorrow. Food terrible. Cold as hell in tents. Mac (Lt. Marshall McKew, Pilot, Troy NH) flew today. First time under fire. Plenty of flack.

Transcriber's Notes:

- 1) *According to data contained at www.2ndbombgroup.org, my Father flew 23 of his 50+ missions between December 28, 1943 to March 7, 1944 aboard B-17F, S/N 42-29584, "Sad Sack" which was shot down on Mission #162 to Villaorba, Italy on its 120th mission (he was not on that mission). Lt. Marshall (Mac) McKew was the Aircraft Commander.*
- 2) *Notes on my telephone conversation with Marshall McKew, 2 Tekakwitha Drive, Lewiston, Maine on November 29, 1984: "Sad Sack" was an olive drab B-17F with yellow*

wheels and prop tips, white stripe on the rudder. Mr. McKew could not remember a black stripe on the rudder but did remember a white circle with a "Y" in it for 2nd BG and a black split arrow for 429th SQ on the tail. He could not remember the serial number of the plane. The Nose art was a picture of a comic character. The aircraft had no stripes on the wings but did have black deice boots on the wings, tail and vertical fin. The elevator may have been all black. Pictures of bombs and German swastikas were painted on the nose. 2 50 caliber machine guns were in the nose. When asked if there existed any photos of "Sad Sack" Mr. McKew remembered an advertisement by Boeing in one of the major magazines (Look, Time, Life) where a picture existed. The aircraft had a large circle with a white star on the waist but no other stripes or numbers. During bomb raids over Europe the 15th AF was given partial credit for destruction of German Luftwaffe airfields. In honor of this accomplishment, the wheels of "Sad Sack" were painted Yellow to match the noses of German fighters. Lt. McKew's crew trained in Pyote, Texas and then in Dalhart, Texas and flew 20 or more missions in "Sad Sack." After training, my Father went to Pilots School and the rest of the crew flew a B-17 named "Jessabelle" over to England. This aircraft had a dirty picture as nose art which had to be covered over prior to a visit by the Queen of England. Dad later joined up with the crew in North Africa.

TMSII

Nov. 10, 1943. (Aircraft: B-17F #42-30134) Mission O.K. but plane did not get off, engine trouble. Went to town, saw 2 movies & French "unknown soldier parade." Got home late, plenty cold.

Transcriber's Note: Although my Father does not take credit for this sortie as one of his combat missions, the 2nd Bomb Group Association web site, www.2ndbombgroup.org, lists him as a participant on Mission # 94 to Balzano, Italy.

Nov. 11, 1943. No flying today, school and meetings all day long. The colonel chewed tonight about inefficiency and formation flying. He is trying to reorganize the group.

Nov. 12, 1943. Wrote reports all day on decorations. Went to a show this P.M.

Nov. 13, 1943. Endeavored to hitch hike to town the afternoon. Rode in a Limey truck. The damn thing tipped and rolled over 4 times. McKew and I in the rear end. Sprained my left leg and right arm. Mac got a bash on the bean, bled terribly, probably fractured skull.

Nov. 14, 1943. Great day. I'm out of my teens. Today I'm 20. I feel as if someone beat me with a baseball bat. Can scarcely walk. Saw a show tonight, "Sons of Montie Cristo"

Nov. 15, 1943. Wrote reports on decorations all day long. Went to see McKew this P.M. He's O.K. with 6 stitches in his bean. They took all our airplanes away that had wing tip tanks and replaced them with ships with no wing tip tanks. All our missions are at least 1500 mi. long. Can't make it with these ships.

Nov 16, 1943. 100 ships to Southern France today. Destroyed an air field. U.S.O. show this P.M. not very good. Wrote letters. Feeling better now.

Transcriber's Notes:

- 1) *"The Second Was First" lists the November 16th mission as No. 95 to LeTube Airdrome in France.*
- 2) *The 2nd Bomb Group Association web site does not list my Father as a participating in this mission.*

TMSII

Nov. 17, 1943. Mission called off today. Went to a show today.

Nov. 18, 1943. Went to town. Saw a show. Nothing cooking.

Nov. 19, 1943. Rather a dull day. Played solitaire and wrote citations. Saw "This is the Army" – Not Bad.

Nov. 20, 1943. Flew a practice mission this P.M. Got a whole bar a candy at the P.X.

Nov. 21, 1943. Flew another practice mission today. We fly a combat mission tomorrow, "Tail End Charlie." Show tonight. "Ox Bow Incident" with Henry Fonda.

Nov. 22, 1943. (*Aircraft: B-17F, #42-5344, "Belching Buzzard"*) Combat mission today, 12 x 500 lb. bombs. Weather front above Corsica, 50,000' high, 200 mi. long. Couldn't penetrate it, tried for 6 hours.

Transcriber's Note: "The Second Was First" lists the November 22nd mission as No. 97 to bomb the Naval Base at Toulon, France. Due the weather conditions none of the 39 planes that took off reached the target.

Nov. 23, 1943. Went to hosp. to see Mac. He's O.K. then to Tunis, ran into some buddies from gunnery school from Italy. Ate supper in the new club. Combat mission tomorrow.

Nov. 24, 1943. Forced back from raid on Toulon, France. Mission successful. No. #3 engine threw oil.

Transcriber's Note: "The Second Was First" lists the November 24th mission as No. 98 to Toulin, Italy. The 2nd Bomb Group Association website does not list my Father as participating in this mission.

TMSII

Nov. 25, 1943. Thanksgiving Day. I gave 5 pilots an A.F.C.E. check this A.M. Excellent dinner, with wine & all. Supper rottin, as usual. Wrote letters home. Had shots today.

Nov. 26, 1943. Went to town, got my laundry & got stinpaed. (*Not sure what that means but that's the way my Father spelled the word. TMSII*)

Nov. 27, 1943. (*Aircraft: B-17F #42-29619, "Road Hog"*) Flew today on target in France. Couldn't get to it because of heavy weather. Flew formation near Corsica at 65' above sea. Too damn close for this chicken. 12 x 500 lb. bombs.

Transcriber's Note: "The Second Was First" lists the November 27th mission as No. 100 to Vergato, Italy to bomb two bridges across the Reno River. Ten aircraft were early returns due to weather.

Nov. 28, 1943. Non-operational. Wrote letters & went to church & communion. Show tonight – "Intermezzo." Very good.

Nov. 29, 1943. (*Aircraft: B-17F, #42-29619, "Road Hog"*) Raid on Viono Romino (*Fiano Romero*), Italy. 39 x 100 lb. bombs. 10/10 coverage at 5,000'. Impossible to see tgt. Returned to base, no opposition, flak or fighters. Tried out new heated & flak suits, very good.

Transcriber's Note: "The Second Was First" lists the November 29th mission as No. 101 to Fiano Romani, Italy.

TMSII

Nov. 30, 1943. Pay day. Sent home \$245. Raid on sub pens at Marsellie, France. 12 x 500 lb. bombs. Turned back over Corsica by base orders. Same mission tomorrow I believe I fly.

Dec. 1, 1943. (*Aircraft: B-17F, #42-5131, "Hun Pecker"*) Combat mission today. Ball bearing factory – Turin, Italy. 12 x 500 lb. bombs. 80 B-17's – 15 P-38's. Most accurate flak I've ever seen. 15 enemy fighters, ME's & FW 190's, our ship shot & flaked in several

places. Toughest mission I've ever been on or hope to be on. Stopped at Decimmmamie, Sardinia to gas up on way home. 10 hr. mission

Transcriber's Note: "The Second Was First" lists the December 1st mission as No. 103 to Turin, Italy and states that some of the planes were forced to land in Corsica for fuel due to the length of the mission. Sardinia is located in the center of the island of Corsica.

TMSII

Dec. 2, 1943. Non-operational. Moving to Italy soon. Packed this A.M. and dry cleaned with 100 oct gas. Ground crew & co-pilot already gone to Italy. Loaded frag. Bombs & guns till late at night.

Dec. 3, 1943. Briefed for mission on Fiano Romero air base in Italy. Called off-weather. Wrote home. Same mission tomorrow. "Tail End Charlie."

Dec. 4, 1943. Mission off again. Calibrated my sack – wrote home. Will move the 10th.

Dec. 5, 1943. Bad weather, mission off. Mac back from Hosp. Mass this P.M.

Dec. 6, 1943. (*Aircraft: B-17F, #42-5131, "Hun Pecker"*) Raid on R.R. bridges in N. Italy. Rugged weather from Africa all the way across Italy. Ducked down Adriatic coast, did not see target. Most of formation landed in Foggia as weather closed in. Our ship went to Boni. Very nice. Beautiful town. Slept on floor in Red Cross. Clouds all the way from 200 to 50,000'.

Transcriber's Note: "The Second Was First" lists the December 6th mission as No. 104 to Grizzano, Italy to bomb bridges and marshalling yards. MapQuest shows that Boni, is in the Province of Ferrara, Italy northeast of Bologna.

TMSII

Dec. 7, 1943. Breakfasted in Boni. Walked down to the harbor. Bombed on the 2nd. 8 ships in harbor sunk. Ammo ship hit, broke all the windows in town, glass all over. Ships still burning. Ate twice at Base & took off for home. Terrible bad weather all over. Rec. letters from D.M. and Co.

Transcriber's Note: "D.M." was my Father's girlfriend, Beulah Schultz, later his wife and my Mother. Her nick name was "Daisy Mae." "Coo" was my Father's older sister, Camille Sullivan Morfoot.

TMSII

Dec. 8, 1943. Mission called off at 0700. Some of the boys bombed N. Italy at 2,200' – suicide mission. Slept & answered letters from Co and D.M.

Dec. 9, 1943. Another 2,000' suicide mission. Nothing new. Preparing to move.

December 10, 1943. Struck tent & packed completely this A.M. Took off at 1300 for new base in Italy, 13 mi. N-E of Foggia. We are dispersed 5 mi. from air field. Set up camp in rain. Field has P-38's, P-39's, P-40's, P-47's, B-26's, B-25's, B-24's, B-17's and spitfires & captured enemy ships. 65 mi. from front lines. Can hear big guns day and night.

Dec. 11, 1944. Gallagher & McKew not here yet. Explored area. We are near a land baron's estate. He has an underground network of grain stores & wine cellars (carved) out of underground limestone. It covers acres underground. Continued setting up camp. Food unbearable, constant rain, our tent leaks, expect to be bombed and strafed any minute.

Transcriber's Note: 2nd Lt. Leslie Gallagher, Co-Pilot, Buffalo, NY

TMSII

Dec. 12, 1943. Les & Mac finally arrived. Went to Manfredonia today, had a good meal. Everything in entire town taken by Germans. Mass & Communion in a very beautiful church. Combat tomorrow. Loaded 12 x 500 till 0100.

Dec. 13, 1943. Mission off. Weather bad. Fixed up stove out of oil can & pieces of tin. Letter from Dad. Food unbearable.

December 14, 1943. (*Aircraft: B-17F, #42-5131 "Hun Pecker"*) Mission today. 8 heavy groups + 1 – P-38 Gp 1 – P-47 Gp. Eleusis, Greece. Flak heavy & intense. 15 fighters (ME 109's). Shot down 4 of them. Lost 1 – B-17 & 1 – B-24. Blew up 5 targets. Dammed rough mission, they will all be tough from here on. 12 x 500.

Transcriber's Note: "The Second Was First" lists the December 14th mission as No. 107 to Athen/Kalamaki, Greece to bomb the primary target of the Eleusis Airdrome. The target was overcast so the Hassani Airdrome (Kalamaki) was bombed instead.

TMSII

Dec. 15, 1943. (*Aircraft: B-17F, #42-3066 "Betsey"*) Combat mission to Balzano, Italy XX Bridge & M/Y. Turned back just short of the tgt. Objective destroyed. Letters home, operational tomorrow. Carried 12 x 500 today.

Transcriber's Note: "The Second Was First" lists the December 15th mission as No. 108 to bomb the rail road bridges at Bolzano, Italy.

Dec. 16, 1943. (Aircraft: B-17F, #42-5131 "Hun Pecker") Combat mission over Pauda, N. Italy. RR M/Y. Destroyed objective 12 x 500 bombs. Alt = 21,500'. Made 2 passes at tgt. ME 109's dropped incendiary paper on us. No one hurt. Light Flak. Shot down 2 ME's.

Transcriber's Note: "The Second Was First" lists the December 16th mission as No. 109.

Dec. 17, 1943. Non-operational. Nothing new.

Dec. 18, 1943. Non-op. Censored mail. Sqd officers meeting. Planning group mess hall.

Dec. 19, 1943. (Aircraft: B-17F, #42-5773) Raid on Augsburg, Germany. ME plant & hdqs of German aircraft proving grounds. The most important target to the 15th air force has ever gone after. 250 B-17's & B-24's plus all the fighters in the 15th AF to give us cover coming out. Bad weather. Never saw target. Plenty of heavy & intense flak at 3 towns on our course. Jumped by 35 fighters at Bolzone, N. Italy. FW 190's, ME-110's, ME-109's & ME-210's. A running fight for an hour. 3 B-17's shot down. Vogel & all of Harry Ludwig's crew went down. It was Vogel's last raid. No. 3 engine on fire, all of crew out, I think. 12 x 500.

Transcriber's Note: "The Second Was First" lists the December 19th mission as No. 110 to "Towns-Vicinity of Innsbruck, Austria." On page 107, Mr. Richards notes a "Missing Aircrew Report" where he sets out the names of the crew of B-17 #42-3065, 429th Squadron. 1st Lt. Henry S. Vogel, Pilot (POW), 2nd Lt. Harry R. Ludwig, Co-Pilot (KIA) were members of that crew.

TMSII

Dec. 20, 1943. (Aircraft: B-17F, #42-29845 "Nutcracker II") Raid on Eleusis Airdrome, Greece. 12 x 500. 15 enemy fighters, we shot down 5. Flak got 3 17's. 17 on our right wing broke in half from flak that was heavy, intense & very accurate. Destroyed objective. Our ship badly shot up. Raid tomorrow.

Transcriber's Note: "The Second Was First" lists the December 20th mission as No. 111.

TMSII

Dec. 21, 1943. Forgot to mention, lost our 2nd rear gunner on the 19th. Mission called off. Moved into Harry Ludwig's tend today, much better. Chicken for supper.

Dec. 22, 1943. Non-operational. Wrote home. Nothing new.

December 23, 1943. Non-op. No mail for 10 days now. Coffee & donuts by Red Cross this P.M. Nothing new. Mission tomorrow. Warm weather.

Dec. 24, 1943. Non-op. Washed clothes in 100 octane. Wrote letters home. This is a hell of a Christmas Eve with a combat mission tomorrow.

CHRISTMAS DAY. Briefed for a mission. Engine out. Didn't get off. Fair dinner. Slept this aft. Mass in Manfredonia Cathedral this morn. Very beautiful. Raid tomorrow.

Dec. 26, 1943. Briefed for a raid on N. Italy. Cancelled acct. of weather. Mass & communion at B-25 Hdqts. Ran across an old buddy form pre flight. O'Toole. Feeley & Bell are in 25's here. Non-op tomorrow.

Dec. 27, 1943. Briefed for a mission, called off on T.O. Went to Foggia. Saw stage show and movie. Nothing new.

Dec. 28, 1943, (*Aircraft: B-17F #42-29584 "Sad Sack"*) Raid on Rimini M/Y in N. Italy. Terrible bad weather. Almost impossible to see tgt. Destroyed about 1/2 of it. Lead 99th Group in. Had P38's & P47's escorting. Carried 12 x 500 bombs. Trouble with No. 4 engine.

Transcriber's Note: "The Second Was First" lists the December 28th mission as No. 113. Mr. Richards's comments: "Nineteen aircraft dropped 57 tons of 500-lb GP bombs with strike photos showing the Yards were missed."

TMSII

Dec. 29, 1943. (*Aircraft: B-17F #42-29584 "Sad Sack"*) Raid on A/C factory in N. Italy. Tgt. Closed. 12 x 500 – 4 heavy groups, P38's & P47's escort. A nerve wracking raid. Bad weather all the way out & back. Expect Augsburg tomorrow. Appointed Flight Bombardier. Lousy food.

Transcriber's Note: Mr. Richard's book, page 118, skips this mission, jumps from Mission No. 113 to Rimini, Italy to Mission No. 115, Ravenna, Italy.

TMSII

Dec. 30, 1943. (*Aircraft: B-17F #4-25344 "Belching Buzzard"*) Raid on M/Y in N. Italy. Complete cloud coverage on all targets. Bombed a R.R. junction in a small Italian village on Italian side of the Adriatic. 12 x 500. Attacked by 40 to 50 fighters. We got one. Aerial bombs & rockets dropped on us. Believe a couple of 17's went down. Raid tomorrow.

Transcriber's Note: "The Second Was First" lists the December 30th mission as No. 115 to Ravenna, Italy.

TMSII

Dec. 31, 1943. Raid off. Went to a show in the cave. Wrote awards & decorations. New Years Eve. Non-op tomorrow. Pay day, sent home \$225.

Jan. 1, 1944. First day of 1944. Terrible rain and wind storm last night & today. Went to Foggia this A.M. to mass. Raid tomorrow.

Jan. 2, 1944. Raid off. Went to Foggia for 6 gallons of fuel oil for stove. Mass at B-25 base. Raid tomorrow. Pretty cold here now!

Jan. 3, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Raid on Villar Perosa, N. Italy ball bearing works. Flak moderate, intense & accurate. Jumped twice by about 15 fighters. 6 x 1,000 bombs. Destroyed target. 20 mm in left gas tank. Rear gunner got a ship (M.E. 109).

Transcriber's Note: "The Second Was First" lists the January 3rd^h mission as No. 116. Mr. Richards comments: "Gunnery credited with downing one each Me-109 were S/Sgt John J. Kilgallen, TG (tail gunner) and S/Sgt Anthony R. Mancuso, TG, both from the 429th Squadron."

Jan. 4, 1944. Ship out of commission. Didn't get up on mission. Went to Foggia, show, etc.

Jan. 5, 1944. Raid off, bad weather. Lay around, wrote home. Terrific wind & rain. Tomorrow non-op.

Jan. 6, 1944. Dry cleaned with 100 oct gas. Went to Foggia for fuel oil. Now have 150 gals on hand. Raid tomorrow.

Jan. 7, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Briefed for Wiener Neustadt. Bad weather over primary target. Went to Maribor, Yugoslavia, bombed M/Y & factories. 12 x 500 bombs. Few fighters today. Raid tomorrow.

Transcriber's Note: "The Second Was First" lists the January 7th mission as No. 118.

Jan. 8, 1944. (Aircraft: B-17F #4229584 "Sad Sack") Raid on Reggio-Emilia M/Y and A/Factory in N. Italy. 12 x 500 bombs. No flak or fighters. It's too calm & unusual. Something's cookin!

Transcriber's Note: "The Second Was First" lists the January 8th mission as No. 119. Mr. Richards's comments: "No flak, no fighters."

Jan. 9, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Briefed for Fiume oil ref & torpedo works, N. Italy. Weather bad hit alternate at Pola, N. Italy at 16,000 ft. 28 H. flak guns. We didn't get hurt other groups had the hell shot out of them. Can't understand the lull in fighter opposition. Raid tomorrow.

Transcriber's Note: "The Second Was First" lists the January 9th mission as No. 120.

Jan. 10, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") 160 B-17's over Sofia, capital of Bulgaria. Bombed town. Heavy flak. 50 fighters, aggressive as hell. Lost 1-17, remainder badly shot up. Rear gunner shot in face by explosive 20 mm. Will live. Lost 1 engine. Our ship shot to shreds. This is our 3rd rear gunner. They don't seem to last long this season. 12 x 500.

Transcriber's Note: "The Second Was First" lists the January 10th mission as No. 121. Mr. Richards comments: "Thirty-nine aircraft dropped 116 tons of 500-lb GP bombs....."The wounded were.....S/Sgt John J. Kilgalen, TG, 429th Squadron, laceration of face, around the eyes by shattered Plexiglas".....A/C #42-5811, piloted by 2nd Lt. Thomas E. Finch, 20th Squadron, was lost to enemy fighters."

Jan. 11, 1944. Raid over Greece. Did not go, ship out. Wrote home. Nothing new. Prices going up here. All out tomorrow.

Jan. 12, 1944. Raid called off. Visited buddies from school in B-25 outfit nearby. Dale Sharpe went down over Sofia. Raid tomorrow. Expect Augsburg or Weiner Neustadt.

Jan. 12, 1944. Raid on Guidonia A/D, Rome. Dodged flak. P-38's took fighters off us ME-109's. 12 x 500. Saw Show. Raid tomorrow.

Transcriber's Note: "The Second Was First" lists the January 12th mission as "Non-Credit Missions" due to the group taking a wrong turn at the I.P. and bombing to the right of the target.

Jan. 14, 1944. (Aircraft: B-17F #42-5773) Raid on Mostar, Yugoslavia A/D and dispersal area. Shortest mission yet. Flak heavy, intense and accurate. Frags. No fighters. Rough mission. Rumored 15 B-24 groups moving in near Basi. Wrote home. Saw show. "Coney Island" Betty Garble. Mission tomorrow.

Transcriber's Note: "The Second Was First" lists the January 14th mission as No. 123.

TMSII

Jan. 15, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Raid on Poggibonsi M/Y Italy. Primary target was Certaldo RR bridge – hit by 1st wave on route to tgt. Heavy, intense & extremely accurate. 15 holes in our ship. Peterson went down. Carried 6 x 1000's. Ship in tough shape. Wrote letters home. Raid tomorrow.

Transcriber's Note: "The Second Was First" lists the January 15th mission as No. 124. Mr. Richards notes that the B-17 #42-24364, commanded by 1st. Lt. William I. Pederson, Pilot, was shot down on this raid.

TMSII

Jan. 16, 1944. (Aircraft: B-17G #42-31429) Raid on Villaorba A/D & landing ground. Rode as Sqd. Leader. Completely destroyed target, encountered flak near Venice. 1 plane missing. No fighters opposition. Rode in new B-17G with another crew, our own ship grounded for repairs. Wrote home. Raid tomorrow. Wish we would have a day off. So tired I can't sleep. Carried 12 x 500.

Transcriber's Note: "The Second Was First" lists the January 16th mission as No. 126. Mr. Richards comments: "...No flak, no encounters with E/A." Mr. Richards made no mention of a missing ship on this raid.

TMSII

Jan. 17, 1944. (Aircraft: B-17F #42-29579 "Baby") Raid on Prato RR junction & M/Y in N. Italy. Destroyed target. No enemy fighter opposition, can't understand the lull. They are going to hit us one of these days, but good. Highly successful raid. No 17's lost for a change 12 x 500 bombs. Mission tomorrow.

Transcriber's Note: "The Second Was First" lists the January 17th mission as No. 126.

TMSII

Jan. 18, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Raid on Certaldo M/Y and RR bridge, N. Italy. Destroyed tgt. 12 x 500 bombs. Easy mission, plenty of P-47 & P-38 escort. 4-17 groups. Blew hell out of all military tgts in area. Officers meeting tonight. Raid tomorrow. Frags. Did not get credit for sortie on Guidonia A/D on 13th. I'm POed!

Transcriber's Note: "The Second Was First" lists the January 18th mission as No. 127. Mr. Richards's states: "Photos show that the bridge was missed and there were few hits in the Yards. There were hits and explosions on commercial and residential buildings adjacent to the Yards."

The January 13th mission to Guidonia was deemed a "Non-Credit Missions" due to "The group taking a wrong turn at the I.P. and bombing to the right of the target....General Atkinson, Commanding General of the 5th Wing, ruled this to be a non-mission. Many crewmen were angered by this decision."

TMSII

Jan. 19, 1944. Raid on A/D's in Rome. Ship out of commission, didn't get off. Lazied around all day. Raid tomorrow.

Jan. 20, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Raid on Caimpino A/D Rome, Italy. Expect big infantry push soon plus some tough targets in Germany & Austria. 12 x 500. Raid tomorrow, 12 x 500 again.

Transcriber's Note: "The Second Was First" lists the January 20th mission as No. 129.

TMSII

Jan 21, 1944. Raid on M/Y in N. Italy. Ship out, did not take off. Traded a pair of GI shoes for 60 eggs & a bucket full of nuts. Saw show tonight. Bob Hope "They Got Me Covered." Raid tomorrow.

Jan. 22, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Raid on RR junct & bridge South of Rome. Hit coast at 10:00 and saw beginning of invasion by allies south of Rome. Hundreds of ships and thousands of men landing in barges. Cutting off 150,000 men in German armies North of Naples. The beginning of the end is here for the war in Italy. Every available A/C was in the area to soften it up of the invasion. Raid tomorrow.

Transcriber's Note: "The Second Was First" lists the January 22nd mission as No. 131 to Staz De Campoleone. Mr. Richards's comments: "Returning crews could see the landing of Allied troops at Anzio."

TMSII

Jan. 23, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Bombed R.R. junct N. of Ancona, N. Italy. Forced back from primary target by clouds after making 4 bomb runs on it. American air superiority proving itself. 12 x 500. Beach head set up by paddle feet S. of Rome. Raid tomorrow.

Transcriber's Note: "The Second Was First" lists the January 23rd mission as No. 132 to Siena, Italy. Mr. Richards's comments: "Thirty nine aircraft got over the primary target, which was obscured by clouds. The formation circled....." "Thirteen aircraft dropped 39 tons of 500-lb GP bombs on rail lines at a point north of Ancona."

TMSII

Jan. 24, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Raid on M/Y at Sofia, Bulgaria. 10/10's cumuno nimbus at all altitudes'. Jumped by fighters as groups and waves separated en route home. Flak & fighters literally tore our aircraft to shreds. Scarcely enough gas to get home. 1/2 of our group mission. 12 x 500. Non-operational tomorrow.

Transcriber's Note: "The Second Was First" lists the January 24th mission as No. 129. Mr. Richards's comments: "...one plane was lost to enemy action, one in an accident, and four planes were forced to ditch in the Adriatic Sea due to fuel shortage."

TMSII

Jan. 25, 1944. Non-op. Meeting this P.M. Show tonight.

Jan. 26, 1944. Non-op. Weather bad, raining. Went to Foggia. Shower, haircut, shave, etc. Went to new Officer's P.X. Good deal. Bad storm still in area. Show tonight. Raid tomorrow.

Jan. 27, 1944. Did not fly. Ship out. Went to Foggia. Sat around Officer's Red Cross. Nothing new. Mission tomorrow. Carrying frags.

Jan. 28, 1944. Ship still out. Ate at framer's house today. Mission tomorrow. 12 x 500??

Jan. 29, 1944. (Aircraft: B-17F #42-5344 "Belching Buzzard") Raid on Rimini R.R. bridge & M/Y N. Italy 12 x 500. Successful raid. Invasion successful, Rome bottled up. 8th limey's stopped. Believe we are in for a long war yet, gerries fantiflying Poe Valley.

Transcriber's Note: "The Second Was First" lists the January 29th mission as No. 136.

TMSII

Jan. 30, 1944. (Aircraft: B-17F #42-5233 "Rigor-Mortis") Flew in 96th Sqd. Ship. Turned back, engine trouble. Easy mission. Rumor has it our crew may go to England to complete up to 40 missions. Raid tomorrow. 6 x 1000'.

Transcriber's Note: "The Second Was First" lists the January 30th mission as No. 137 to Lavariano, Italy.

TMSII

Jan. 31, 1944. (Aircraft: B-17F #42-5233 "Rigor-Mortis") Raid on Udine A/D N. Italy. Accurate flak, aggressive fighters (25 to 30). Missed death by inches by 20 M.M. 7 guns

out on ship we were in. Wrote a hot armament report that got me in a hell of a jam. Everybody P.O.ed at me. Chances of advancement slapped down. It will be the biggest day of my life when I get out of the 429th Sqd. 2nd bomb group. Raid tomorrow. 12 x 500.

Transcriber's Note: "The Second Was First" lists the January 31st mission as No. 138.

TMSII

Feb. 1, 1944. Failure to take off. Bad weather. Scheduled to go to Budapest, Hungary. M.E. 109 plant. Wrote home.

Feb. 2nd, 1944. (Aircraft: B-17F #42-5777 "The Gin Mill") Whole group recalled from mission, reason unknown. I "unreadable word" La Tube, France. Non-op tomorrow? Sent home \$90 plus \$125 allotment. Officer's Club being rapidly constructed. Food terrible as usual. Weather warm during the week especially in the day time.

Feb. 3, 1944. Non-op. Our ship the ol "Sad Sack" repaired. Test hopped it this P.M. Works OK.

Transcriber's Note: "Sad Sack" was a B-17F, #42-29584. Shot down on Mission #162 to Villaorba, Italy on March 18, 1944. My Father flew 21 missions in this aircraft. He and his crew were not aboard the aircraft when it was shot down.

TMSII

Feb. 4,5, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Raid on Toulon Harbor, Southern France. Bad weather, wing formation separated, 2nd Bomb only group that hit target. Hit fighters just at "bombs away" ME 109's, FW 190's very aggressive. Lost 2 ships. Shot down 2 – ME's. Stopped at Chisonaccia, Ajaccio, Corsica, P-39 field, to refuel, stayed overnight. Raining, cold. Slept in ship. Took off for home at noon, bad weather all the way. Corsica very beautiful. Strain of combat telling on all crew members. Tempers are short. Opposition tougher all the time. Raid tomorrow, weather bad.

Transcriber's Notes:

- 1) *"The Second Was First" lists the February 4th mission as No. 140. Mr. Richards comments: "...30 aircraft dropped 90 tons of 500-lb GP bombs on the Toulon Harbor area.....Between 20 to 30 enemy fighters started their attack at bombing time.....Terrific headwinds were encountered en route and only four A/C got back to base. One A/C went to Ajaccio and the remainder landed at Chisonaccia, Corsica to refuel."*

2) *Mr. Richards records on page 138 that only one B-17 lost on this raid, #42-29903 – “High Tension II” of the 429th Squadron piloted by 1st Lt. Rutherford G. Bingham. All crew members were KIA.*

TMSII

Feb. 6, 1944. Raid on Verona E. M/Y called off – weather. Caught up on sleep lost in Corsica. Mass & communion at 97th briefing room. Wrote home. Weather still bad. Raid tomorrow.

Feb. 7, 1944. Non-op. Tomorrow bad weather. Bombardier meeting tonight. New tactics. Saw show this P.M. Aloce Faye.

Feb. 8, 1944. Censored mail, slept, wrote home. Weather lifting. Raid tomorrow. Manfredonia for supper.

Feb. 9, 1944. Weather bad. Raid on Ragensberg ME 109 plant off. Saw show in cave. Rec. Box of “T” shirts & newspapers from home. Heavy weather & rain – Mission tomorrow..

Feb. 10, 1944. (*Aircraft: B-17F #42-29584 “Sad Sack”*) Radio & elec. System out turned back from raid on Albano, Italy just over Rome beachhead. Boys crossed front lines & were shot up terribly bad. Group lost 2 ships plus a tail gunner that used to ride with us. Scheduled for 2 raids today in same area. Our Rome beachhead being forced back?? Raid tomorrow, same area I fear. 35 x 100 bombs “Tail End Charlie.”

Transcriber’s Note: Mr. Richards records on page 139 & 140 that two B-17’s were lost on this raid, #42-5773 – “Scrubby Ol’ Goat” of the 429th Squadron piloted by 2nd Lt. Raymond W. Bosmans, and #42-31422 of the 20th Squadron piloted by Capt. Fred R. Licence. All crew members of both aircraft were KIA.

TMSII

Feb. 11, 1944. “Stood by” in ships for raid on convoy at new beachhead all morning. Raid off – weather. 100# bombs. Saw show. Wrote letters. Raid tomorrow. “Tokyo” ships only?????

Transcriber’s Note: “Tokyo” ships were B-17’s with long range fuel tanks.

TMSII

Feb. 12, 1944. Raid off – weather. Went to Foggia, shower, haircut, shave, etc. Mission tomorrow. Saw McGee in Red Cross.

Feb. 13, 1944. Briefed for raid on Verona M/Y N. Italy. Stood by in ships for 6 hrs. Raid off – weather. Mass & communion at 97th Group. Raid tomorrow.

Feb. 14, 1944. (Aircraft: B-17F #42-29584 “Sad Sack”) Briefed and took off for raid on Verona M/Y N. Italy. Engine trouble, turned back off coast of Naples. Got 8 letters today. Raid tomorrow. Ploesti oil fields???????

Feb. 15, 1944. (Aircraft: B-17F #42-29584 “Sad Sack”) Briefed at 0400 for raid on monastery just over lines. Germans using it to shell our infantry. 12 x 500. I.P. on our side of lines. Target 100 yds in front of our lines. A real pin point job. Base altitude 17,000’. Blew it all to hell. Flak heavy, intense & accurate especially at rally. Did some good evasive action. Received boxes & letters from home. Officer’s meeting tonight.

Transcriber’s Note: “The Second Was First” lists the February 15th mission as No. 144. Mr. Richards’s comments: “The target was the Monte Cassino Monastery.....Later, the Allies learned that the Germans had never occupied the Monastery.”

TMSII

Feb. 16, 1944. Non op. Meetings & classes all day plus “Dingy Drill.” One crew from 20th sqd shot down over Athens on Dec. 20 returned today. They walked 300 miles. Went from Athens, Greece to Cairo, Egypt. (Went by way of Turkey). Germans machined gunned them in their chutes and hunted them like dogs on the ground. But they made it OK. Raid tomorrow – frags???

Transcriber’s Note: “The Second Was First,” page 109 lists a Missing Air Crew Report: A/C #41-24345 – 20th Squadron. This aircraft, piloted by 2nd Lt. William A. Slaughter “...was hit by flak just after bombs away.....”The crew was on Mission #111, December 20, 1944. Statements from this crew after evading did not mention being machined gunned in their chutes.

TMSII

Dec. 17, 1944. (Aircraft: B-17F #42-29584 “Sad Sack”) Took off for raid on beachhead. Toney went nutz on route, crazy as a loon, too much combat strain. Returned to base. Lost a ship, flak. The Colonel wants to bust Tony & Mac too for not pressing charges against him. Toney failed a Schneider tonight???? Raid tomorrow. Frags.

Transcriber’s Notes:

1) *“The Second Was First” lists the December 17th mission as No. 145 to Staz Di Campoleone, Italy. Mr. Richards notes the missing aircraft as A/C #42-38067 –*

"Maiden USA" – 49th Squadron piloted by 2nd Lt. Adrian D. Cooper. Six crewmen, including Lt. Cooper, were listed as "KIA."

2) *According to my Father's notes, Tony was 2nd Lt. Celestine J. Antonie, Navigator, Two Rivers, Wisconsin. "Mac" was 2nd Lt. Marshall McKew, Pilot, Troy, New Hampshire.*
TMSII

Feb. 18, 1944. Briefed for raid on beachhead. Weathered in at field. No take off. Wrote home, saw show. Raid tomorrow.

Feb. 19, 1944. Raid off – weather bad & getting worse. Kicked hell out off (of) "Ginzoos" in area/ Raid tomorrow. Toney suspended from flying status & up for court marshal. Raid tomorrow.

Feb. 20, 1944. Tokyo ship mission. Weathered in. Met flying evaluation board for Tony. Everything OK, I think. Raid tomorrow. 12 x 500.

Feb. 21, 1944. Briefed for 8 targets from Germany to Yugoslavia & Italy. Weathered in. Saw show. Mickey Rooney. Regensburg tomorrow.

Feb. 22, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Raid on Graz, Yugoslavia to divert fighters from main formation en route to Regensburg, Germany, ME-109 plant. Bombed an A/D 12 x 500. Flak – no fighters. Honeycutt, who lives with us went down today in flames. ????

Transcriber's Note: "The Second Was First" lists two missions on February 22nd. No. 147 was to Olching, Germany which was an alternate target as the primary, Regensburg was covered by clouds. Mission No. 148 was to Zagreb, Yugoslavia to bomb the Airdrome at Graz, Austria. Mr. Richards's comments on page 143: "Missing Air Crew Report: A/C #42-38134 – "Blow It Out Your..." 429th Squadron." The Co-Pilot on this aircraft was listed as 2nd Lt. Arliegh C. Honeycutt. All members of this crew were listed as "DED" (Deceased).

TMSII

Feb. 23, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Honeycutt who lives with us went down in flames over Adriatic yesterday. Salvaged a bit of his equipment. Raid today. Steyr, Austria. M.E. plant. Impenetrable weather 1/2 way up Adriatic. Turned back. Raid tomorrow. Meeting for me at Wing Hdqs.

Transcriber's Note: "The Second Was First" lists the February 23rd mission as No. 149 to bomb the Daimler-Puch Aircraft Components Parts Factory at Steyr, Austria. Page 144.

TMSII

Feb. 24, 1944. Attended meeting of decorations officers at Wing. Cracking down on awards. Group flew to Steyr, Austria today. M.E. plant. Attacked by 150 fighters 1 hour before tgt time. 49th Squadron annihilated in its entirety. Group lost 17 ships 180 men. Raid tomorrow 12 x 500. Aircraft & train factories are No. 1 priority now. The Luftwaffe must be destroyed.

Transcriber's Note: "The Second Was First" lists the February 24th mission as No. 150. Mr. Richards's comments on page 144: "The mission was a most disastrous day for the Group, losing 14 aircraft.....the 49th lost all seven of its aircraft....."

TMSII

Feb. 25, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Weather very bad. Forced back from raid on Klagenfurt, Austria M.E plant. Flew formation all the way home with a P-47. Show tonight, wrote home.

Transcriber's Note: "The Second Was First" lists the February 25th mission as No. 152 to Zara, Yugoslavia, page 207.

TMSII

Feb. 26, 1944. Non-op. 301st Gp cut in half yesterday. A lot of enemy fighters in our area now. Got a box from home. Non-op tomorrow.

Feb. 27, 1944. Mass & communion this A.M. Wrote awards. Colnel talked to us this A.M. Last week we took 60% of Germany's single engine fighters, 40% of her bombers & 50% of twin engine fighters at their factories. We shot down 200 to boot. Weiner Neustadt, Wien Vienna, Budapest & Buckerest fighter plants left.

Feb. 28, 1944. Non-op. Flew a practice mission locally. Wrote letters home. Raid tomorrow. It's bound to be a tough one.

Feb. 29, 1944. Raid off – weather. Got paid. Toney went away today. Hope they send him back home. I've still got 18 missions to go. Mission tomorrow.

Mar. 1, 1944. Raid on Anzio beachhead called off. We stood by all day. Frags. Food getting worse. Same mission tomorrow. I believe frags.

Mar. 2, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Bombed troops in Anzio beachhead area, frags. P-47 escort. Heavy & accurate flak. Lost 2 ships. Mass &

communion tonight. Raid tomorrow. Mac (2nd Lt. Marshall R. McKew) laid up with sprained ankle. Wrote Home.

Transcriber's Note: "The Second Was First" lists the March 2nd mission as No. 152 to Anzio Beach-Head, Italy. Mr. Richards comments on page 215 "Flak was moderate to intense and accurate resulting in the loss of #42-5779 – "Leakin Lena" – 96th Squadron" piloted by 1st Lt. Thomas R. Degan.

TMSII

March 4, 1944. (Aircraft: B-17F #42-30169) Weather forced wing back from raid on Breslau, Germany, a 1400 mile mission, pretty tough. All Tokyo ships. We flew a 97th Gp. Ship. 12 x 500, a poor ship too. Raid Tomorrow.

Transcriber's Note: "The Second Was First" lists the March 4th mission as #155 to Breslau GE (aborted).

TMSII

March 5, 1944. Raid off – weather. Mass & communion this A.M. Saw show, "Gentlemen Jim" with Errol Flynn. All Reet (???) Wrote letters home, mission tomorrow.

March 6, 1944. One year a "shavetail." Will I ever get a 1st? Briefed for Toulon, Southern France & Udine, N. Italy. Both raids off – weathered in. Wrote letters home. Issued a new British heated suit today. Raid tomorrow.

Transcriber's Note: "Shavetail" is slang for a 2nd Lt. It is a custom in the military, all branches, that a new officer serves one year as a 2nd Lt. (Ensign in the Navy) and is then promoted to 1st Lt. (Lt. JG in the Navy).

TMSII

March 7, 1944. (Aircraft: B-17F #42-29584 "Sad Sack") Briefed at 0430 for raid on Toulon, Southern France, harbor. Flew on oxygen till it was exhausted. Jumped by 30 fighters. Weathered out of target area. 12 x 500. Landed at Sardinia to gas up. Stayed all night. Tried to get home #2 went bad.

Transcriber's Note: "The Second Was First" lists the March 7th mission as No. 156 to the submarine pens at Toulon, France. Mr. Richards's comments on page 218: "...Group attacked by Me-109s and FW-190s.....Several planes ran short of fuel and were forced to make emergency landing at fields on Corsica and Sardinia."

TMSII

March 8, 1944. Uncomfortable night of it. Took off 1000 for base with a P-38 escort. Bad weather all the way. Did not get credit for sortie.

March 9, 1944. Raid off – weather. Went to Foggia, shower, etc.. Meeting this aft. A/C fct's still 1st priority on our list. Vienna & Budapest area. Tough targets. Mass & communion this P.M. Raid tomorrow. The 7th U.S. Army is on the move from Sardinia??????

March 10, 1944. Mission to France off – weather. Went to Foggia, etc. for shower. Got a touch of the flu. Grounded temporarily. Raid tomorrow.

March 11, 1944. Grounded. The crew flew to Padua M/Y in N. Italy. Jumped by 50 fighters. Group lost 2 ships. Sad Sack shot to hell. Gholson top turret, hit in the head by an explosive 20 MM. Knocked him out of his turret. Hurt bad. Kilgalen, rear gunner, shot up for the 3rd time, through the knee. Both are washed up in combat. Gallagher remembers whispering “wow” to himself and sliding down in his seat as sheets of cannon & mach. Gun fire screamed past. Lost 2 ships.

Transcriber's Note: “The Second Was First” lists the March 11th mission as No. 157 to Padua, Italy. Mr. Richards comments on page 218: “T/Sgt Shelbourne M. Cholson, (Gholson) Upper Turret Gunner from the 49th Squadron, suffered a moderately severe scalp laceration from 20mm cannon fire. S/Sgt John J. Kilgalen, Ball Turret gunner, also from the 49th Squadron, suffered moderately severe lacerations on the left knee from 20mm cannon fire.”

TMSII

March 12, 1944. Non-operational. Went to Foggia. Saw the boy in the hosp. Their (*they are*) doing O.K. Ran out to the 301st Group to see E.V. Sullivan. He's the only officer left on the crew. Raid tomorrow.

March 13, 1944. Raid off. Went to fly a test hop this aft. Bombardier meeting tonight. Raid tomorrow.

March 14, 1944. Briefed for Sofia M/Y, Bulgaria. Raid off – weather. Flew one of their damn practice missions. McKew (2nd Lt. Marshall McKew, Pilot), Gallagher (2nd Lt. Leslie Gallagher, Co-Pilot), Anderson (S/Sgt Junior L. Anderson, Waist Gunner), R.W. (unknown), Lavigne (T/Sgt Fred J. Lavigne, Radio Operator), R.G. (unknown), Magyar (S/Sgt John L. Magyar, Ball Gunner), B.T. (unknown) are going to England to finish up. Leaving the 16th. I can't go, I've got too many raids in. It breaks my heart to lose the boys. We had the best combat crew in the business. If I don't get finished here soon I'll

lose my mind sure as hell. The combat isn't bad, but it's getting knifed by the ground bastards that sending me. I'm grounded tomorrow.

March 15, 1944. The remnant of the crew leaves tomorrow at 0800. I'm going to feel all alone around here now, no one to fight with, or have fun with. I guess that's life. Raid tomorrow, I'm not on it. The boys pulled a milk run today. Cassino City.

Transcriber's Note: "The Second Was First" lists the March 15th mission as No. 158 to Cassino, Italy.

TMSII

March 16, 1944. Mac & Pat have to wait a day for the trip to England. Good deal. Auto pilot school at 99th this P.M. Examined a wrecked He 111. Mission tomorrow. Hope I'm on it.

March 17, 1944. (Aircraft: B-17G #42-31446 "Lil Pete") Mac & Pat left today for good. Flew to Vienna, Austria. M.E. fact. Weathered out of tgt. No sortie. Ate supper in new club. It's really O.K. Saw show. Flying tomorrow???

Transcriber's Note: "The Second Was First" lists the March 17th (the book actually says March 27th, I believe this is a typo) mission as No. 161 to Fischamend Market, Austria on page 224.

TMSII

March 18, 1944. (Aircraft: B-17G #42-31446 "Lil Pete") Raid on Villaorba A/D & L/G N. Italy. Frags. Destroyed numerous A/C on ground. Hit by 60 fighters 30 min before tgt time. Lost 2 ships out of sqd. Including our own old "Sad Sack." It was its 120th mission. Good flak from over 20 (H) guns. 20 mm's were as thick as hair on a dogs back. Raid tomorrow.

Transcriber's Note: "The Second Was First" lists the March 18th mission as No. 162 to Villaorba, Italy. Mr. Richards's notes that the two 429th Sq. B-17's lost were: A/C #42-29584 – "Sad Sack" – 429th Squadron piloted by 1st Lt. Clifford E. Magnuson (EVADED) and A/C #42-24435 – "Yankee Do Dit" – 429th Squadron piloted by 1st Lt. Theodore (NMI) Griffith (KIA). One other aircraft was lost on this mission from the 20th Squadron, A/C #42-31749 piloted by 1st Lt. Willard O. Butler, Jr. (KIA).

TMSII

March 19, 1944. (Aircraft: B-17 #42-31804 "Lil Pete") Briefed for the Walzlagenwenk ball bearing works at Steyr, Austria. Weathered out of target. Bombed Klagenfurt A/D

Austria. #500 incd. Jumped by 40 fighters 30 min before target time. Rockets pretty close. Escort of P-38's took care of them but good. 2 – 17's collided in mid-air, 2 shot down from flak, 2 from fighters. Good flak, "BUKU." Lost Marshall, a good buddy. Mission tomorrow.

Transcriber's Note: "The Second Was First" lists the March 19th mission as No. 163 to Klagenfurt, Austria. Mr. Richards comments on pages 227, 228, 229 & 232: "The original target had been to bomb a ball bearing plant at Steyr.....B-17 #41-24405, 96th Squadron, was hit by fighters and went down.....B-17 #42-31446, 49th Squadron, was reported hit by rockets. Ten men bailed out.....B-17 #42-38143, 49th Squadron, collided with a plane from the 97th Group. Both planes crashed in the Bay of Manfredonia....."

TMSII

March 20, 1944. Raid on Sofia, Bulgaria cancelled. Logged sack time, went to Foggia, show, Red Cross, etc. Wrote letters home, mission tomorrow.

March 21, 1944. Mission cancelled, weather. Got rid of a lot of G.I. equipment to supply. Saw road show – U.S.O. " Hay Rookie." Pretty good. Wrote letters home. Raid tomorrow.

March 22, 1944. (Aircraft #42-31527, B-17G, "Brown Nose") Took off at 1200 for raid on Verona main M/Y. Destroyed objective 6 x 1000. Flak heavy, intense, accurate & tracking. P-38's took care of attacking enemy fighters. Lost 3 ships, John Cravath was one of them. Raid tomorrow.

Transcriber's Note: "The Second Was First" lists the March 22nd mission as No. 164 to Verona, Italy. Mr. Richards does not record the loss of three aircraft but does mention on page 233: "B-17 #42-29579, 429th Squadron, piloted by 1st Lt. John Cravath, caught fire in the No. 3 engine and was forced to ditch in the Adriatic Sea, 47 miles north of Foggia, Italy. The crew was in the water one hour and then picked up by a British torpedo boat. The crew returned to the Squadron the following day."

TMSII

March 24, 1944. (Aircraft #42-31527, B-17G, "Brown Nose") Briefed at 0300 A.M. for raid on ball bearing plant at Styer, Austria. Wing hdqs called mission off 100 miles short of tgt. Had a peach of an opportunity to wipe out Zagreb A/D but didn't. Bad weather all the way. A little flak on route. Enemy fighters grounded. Didn't get a sortie out of the deal. Mission tomorrow.

Transcriber's Note: "The Second Was First" lists the March 24th mission as No. 166 to Steyr, Austria.

TMSII

March 25, 1944. Weather – solid front forced us back from raid on ball bearing works at Steyr, Austria. Flak but no fighters encountered. Wish to hell the wing meteorology dept. would get on the ball. Believe I go to rest camp Sunday. Raid tomorrow.

March 26, 1944. Raid on Turin M/Y called off. Weather. Started packing for trip to Naples.

March 27, 1944. Went to Naples by G.I. truck. Cold as hell. City beautiful. Looked over town, saw opera this evening, "Force of Destiny." Will try to see Pompeii tomorrow.

March 28, 1944. Not enough time to see Pompeii. Looked over town, took some pictures of (*Mount*) Vesuvius erupting. Took 2:00 boat for Capri, upon landing took Funicular R.R. straight up to top of mountain to Quisisana Hotel. Here we stayed. Looked around, saw sights, very beautiful.

March 29, 1944. Shopped around, attended lecture by Russian archeologist whose home is on top of ruins of the Palace of Augustus, one-time ruler of the world. Went to top of highest peak, saw one of the 12 palaces of his son, Tiberius, 2000 years old. Island covered by dust & ashes from Vesuvius. Visited Red Cross library, hunted around in general, will sure hate to go home.

March 30, 1944. Lazied (*lazed*) around hotel, dance but wimmem (*women*) scarce. Went to Blue Grotto, one of the most beautiful sights in the world. Juan, our boat man, very good, took a photo of himself & wife. Show tonight.

March 31, 1944. Having portrait made of D.M. (*Daisy Mae, nickname for my Father's then girlfriend, Beulah Schultz, later his wife and my Mother*) from snap-shot, didn't turn out so good. Lazied (*lazed*) around, dance, music, etc. Visited R.C. Library.

April 1, 1944. Played ping pong & horsed around, will leave for Naples tomorrow morn. Will sure hate to go home, had a wonderful time here, hope to come back some day. Packed this P.M. Believe we have to fly an unlimited number of missions now.

April 2, 1944. Layed (*laid*) around, played re??? do. Took walk, visited library, etc. Having the time of my life. Packed my bags, will go to Naples tomorrow.

April 3, 1944. Left for Naples. Arrived at noon. I really like Naples and hated to leave Capri. Cam back to the base by truck. Sure hate to get back in the harniss (*harness*).

April 4, 1944. Didn't fly raid on Bucharest. Slept, read, show tonight. Raid tomorrow.

April 5, 1944. (*Aircraft #42-31806, B-17G, "Kraut Chaser"*) Carried a gag of incendiaries to Ploesti, M/Y & oil stores. Did a good job. Flak, heavy, intense, accurate & tracking. Encountered flak in Yugoslavia en route. The first team hit us hard. Groups behind us hit by fighters, tough too. 50 missions off, fly an unlimited number now. Operational tomorrow.

Transcriber's Note: "The Second Was First" lists the April 5th mission as No. 174 to Ploesti, Romania.

TMSII

April 6, 1944. Non-op. Censored mail, went to Foggia. Saw opera this evening "Madam Butterfly," pretty good. Better than "The Force of Destiny" I saw in Naples. Raid tomorrow, I'm not on it, being slowed down so I won't over run my quota of missions.

April 7, 1944. Was not on flight to N. Italy. Lazied (*lazed*) around, wrote letters. Raid tomorrow.

April 8, 1944. Flew 1 1/2 hrs. then called back to base. Bad weather. Target, aircraft plant Vienna, Austria. Saw show this P.M. Flying tomorrow.

April 9, 1944. Mission cancelled, weather. Nothing cooking.

April 10, 1944. Non-operational.

April 11, 1944. Raid on Vincenza (*Vicenza*) M/Y cancelled. Flew practice mission. Raid tomorrow.

April 12, 1944. (*Aircraft #42-31527, B-17G, "Brown Nose"*) Raided A/C component factory at Fischamend Market, Austria. Flak heavy, intense, accurate & tracking. Encountered flak twice en route (*en route*) to target. Fighters shot hell out of the B-24's. Not flying tomorrow.

Transcriber's Note: "The Second Was First" lists the April 12th mission as No. 177 to Fischamend Market, Austria.

TMSII

April 13, 1944. Read Magnificent Obsession. Excellent piece of literature. Show tonight. Not flying tomorrow.

April -14-15-16, 1944. Reading The "Rohe" by Douglas. Very good.

April 17, 1944. Flew a mission to Belgrade, Yugoslavia. Bombed M/Y, A/D & A/C fact. Heavy & accurate flak. P-38 –P-47 – P-51 took care of enemy fighters. Got home early. 8 more to go. Woo-Woo. Tony came up to see me today. He's grounded but O.K.

Transcriber's Notes:

- 1) *"The Second Was First" lists the April 17th mission as No. 181 to Belgrade, Yugoslavia. I'm not sure who "Tony" was but my assumption is 2nd Lt. Celestine J. Antonie, Navigator on his original crew.*
- 2) www.2ndbombgroup.org does not list my Father being on Mission #181.

TMSII

April 18-19, 1944. No flying – Beat the 96th Sqd. In baseball. Raid tomorrow.

April 20, 1944. Flat tire on takeoff, mission incomplete. Group bombed Villa Franco, N. Italy M/Y.

April 21 – 22, 1944. Nothing Cooking!

April 23, 1944. (*Aircraft: B-17G, #42-39999, "Bataan Avenger"*) Weathered out of raid on A/C fact. Wiener Neustadt, Austria. No sortie.

April 24, 1944. (*Aircraft: B-17G, 42-97490*) Briefed at 0530 for another crack at Ploesti, Romania, the South M/Y this time. Flak heavy, intense, accurate and tracked us for 35 miles. Fighters, ME 109's & F.W. 190's jumped us at target 30 strong & followed us to Yugoslavia. Heavy flak en route (*en route*) home at Nice, Yugoslavia. Lost 2 ships. Dobson, my tent mate, made a 1 wheel landing. Raid tomorrow. 6 more to go.

Transcriber's Notes:

- 1) *"The Second Was First" lists the April 24th mission as No. 185 to Ploesti, Rumania. Mr. Richards did not mention any aircraft lost by the 2nd Bomb Wing on this mission.*
- 2) *The second Bomb Group Association website lists a William H. Dobson, Pilot of B-17 #42-31470, "Old Shep," 429th Squadron, as being on this mission.*

TMSII

April 25 – 26 – 27 – 28, Not flying, nothing new. Reading all the books I can get hold of. 5 more to go after tomorrow.

April 29, 1944. (*Aircraft – B-17G #42-39999, "Bataan Avenger"*) 500 ships to Southern France, Toulon Harbor. Escort P-38's – P-51's, 200 in all. An 8 hr. over water raid. Carried

6 x 1000 bombs. Flak – 71 heavy guns pretty hot for a spell. Enemy fighters taken care of by escort. Target mostly obscured by smoke screen.

Transcriber's Note: "The Second Was First" lists the April 29th mission as No. 188 to Toulon, France. Mr. Richards's comments on page 267: ".....led 35 aircraft to bomb submarines in dry-dock.....Strike photos indicated that none of the assigned dry-docks were hit....."

TMSII

April 30, 1944. (Aircraft #42-31527, B-17G, "Brown Nose") Raid on A/D at Reggio Emilia, N. Italy. Negligible flak encountered twice. No fighters????? Carried frags. Rec. letters from home for a change. Weather bad, terrible wind blowing tents down all over.

Transcriber's Note: "The Second Was First" lists the April 30th mission as No. 189 to Reggio Emilia, Italy.

TMSII

May 1 – 2 -3 – 4 – 5. Not flying, nothing new. A few parties at the club, a couple of good shows. All the old timers are finished now. I'm about the only one left with any flying to do. Raid tomorrow.

May 6, 1944. (Aircraft – B-17G #42-39999, "Bataan Avenger") Raid on last big air craft factory in Balkans. Brasov, Romania. 7 1/2 hr. trip – 6 hrs. on oxygen. Lead Squadron again. 12 x 500 bombs. Did one of the most beautiful jobs of my entire career. Flak negligible. B-24's caught the brunt of the fighter attacks Not flying tomorrow.

Transcriber's Note: "The Second Was First" does not list a mission on May 6th. Mr. Richards does, however, does list Mission #193 on May 7th to Brasov, Romania on page 268. I suspect the May 7th date is a typo as Mission #194 was also listed as being on May 7th, 1944 on page 272.

TMSII

May 7, 1944. Group raided Bucharest. Would have finished if I'd flown. Hope to finish tomorrow if it's a double header. Went to Foggia today, saw a show "Private Hargrove." Tomorrow?????????

May 8, 1944. Briefed for Ploesti Refinery raid called off en route to ships – bad weather. Logged some sack time, censored mail, went to Foggia, sat around Red Cross. Nothing new. Raid tomorrow. Hope I finish O.K.

May 9, 1944. Mission cancelled, bad weather. Wrote letters home. Mission tomorrow.

May 10, 1944. (*Aircraft – B-17G #42-38084, “100 Mission”*) Today was “The” DAY. Briefed at 0500 for raid on A/C factory. At Wiener Neustadt, Austria. Finished up on the same target I started on 7 months ago. Flak was terrible. Heavy, intense, accurate & tracking. In flak for 7 minutes. Lost 3 ships to flak. Enemy fighters 150 strong jumped us & were mostly taken care of by our P-38’s. They have changed tactics, the enemy does. 12 x 500, 22,000’. Lead the squadron. A 97th ship came back with 6 ft. of the right wing gone & 3 men dead. The ball gunner had a leg shot off.

Transcriber’s Note: “The Second Was First” lists the May 10th mission as No. 195 to Wiener Neustadt, Austria. Mr. Richards makes no mention of any ships lost on this mission only “Flak was very intense, accurate and heavy, resulting in damage to 31 aircraft and injuries to three men.”

TMSII

May 14, 1944. Flew to Naples this morning to look the place over. Staying at 12th A.F. transit hotel.

May 15, 1944. Arose early this morning for a trip to Pompeii. Went by rail to ruins, and really had a splendid time looking over the place. Chariot wheel marks can still be seen in the streets and paintings in the houses 2500 years old. Would like to spend more time there.

May 16, 1944. Tramped around town, bought souvenirs & went to a show this P.M. where I met two British intelligence officers. Will go up to see them tomorrow.

May 17, 1944. Horsed around town, Red Cross, P.X., etc. Went to see the British officers tonight, had an excellent discussion on the German propaganda situation. Also got hold of some Kraut propaganda. Excellent wine they have.

May 18, 1944. Waited for Larry Brennon this morning to do the town, but he didn’t come around, so McKenzie & I began preparations for going to Foggia and left at 0100 by G.I. truck. Arrived at Foggia at 0600, ate supper with Lt. Asuton at the M.P. station. Saw USO show, & came home.

TIME STAGGERS ON!!!

A lot of agua under the bridge. Left Foggia 26, May 1944 for a camp – 19th replacement Battn – 4 miles W. of Caserta (*Caserta*) on the North Naples Road. Waited till the 1st of May, and loaded on the army troop ship – U.S.S. Cristobal of Grace Lines, formerly a

luxury liner between N.Y.C and Panama. 2500 officers and men. Many wounded & sick from infantry, artillery, air corps, etc. Food excellent, quarters cramped but O.K. Saw "The Rock" Gibraltar on the 4th of June. Impressive sight indeed, my first look at Spain. Re-fueled the destroyer escort this A.M. Water smooth. Good trip so far.

NO OTHER ENTRIES

TMSII