

$\frac{11.45}{1.20} = 9.25$   
 $\frac{11.45}{1.20} = 9.25$   
 $\frac{11.45}{1.20} = 9.25$   
 $\frac{11.45}{1.20} = 9.25$

7: 75  
 59:270  
 66:745  
 78:25

$\frac{107.45}{1.20} = 89.54$   
 $\frac{107.45}{1.20} = 89.54$   
 $\frac{107.45}{1.20} = 89.54$   
 $\frac{107.45}{1.20} = 89.54$

$\frac{81.5}{4.30} = 18.95$   
 $\frac{81.5}{4.30} = 18.95$   
 $\frac{81.5}{4.30} = 18.95$

$\frac{4.30}{1.35} = 3.18$   
 $\frac{4.30}{1.35} = 3.18$   
 $\frac{4.30}{1.35} = 3.18$

$\frac{4.65}{1.15} = 4.04$   
 $\frac{4.65}{1.15} = 4.04$   
 $\frac{4.65}{1.15} = 4.04$

$\frac{30}{30} = 1$   
 $\frac{30}{30} = 1$   
 $\frac{30}{30} = 1$

from *Walden A. Willard*  
 1241 Brighton Dr.  
 Farmville, N.C. 27834

WILLIAMS 11  
 WILLIAMS 11

4:05	Sept 18, 1944	DAY	Low
0:45	Sept 20, 1944	NIGHT	Low
2:10	Sept 22, 1944	DAY	Low
3:05	Sept 24, 1944	DAY	Low
3:30	Sept 26, 1944	NIGHT	Low
6:00	Sept 30, 1944	DAY	Low
3:20	Oct 2, 1944	NIGHT	Low
0:25	Oct 6, 1944	DAY	Low
1:55	Oct 8, 1944	NIGHT	Low
0:30	Oct 8, 1944	NIGHT	High
3:00	Oct 8, 1944	NIGHT	High
0:35	Oct 10, 1944	DAY	High
0:55	Oct 10, 1944	DAY	High
4:05	Oct 10, 1944	DAY	High
5:40	Oct 12, 1944	DAY	Low
1:00	Oct 12, 1944	DAY	Low
0:55	Oct 18, 1944	DAY	Low
4:00	Oct 22, 1944	DAY	Low
1:35	Nov 1, 1944	DAY	High
1:30	Nov 3, 1944	DAY	High
2:30	Nov 3, 1944	DAY	High
4:00	Nov 5, 1944	NIGHT	Low
2:30	Nov 7, 1944	DAY	High
4:00	Nov 7, 1944	DAY	High
1:55	Nov 9, 1944	DAY	Low
2:15	Nov 9, 1944	DAY	Low
2:50	Nov 9, 1944	DAY	Low
1:50	Nov 15, 1944	NIGHT	Low
3:20	Nov 17, 1944	DAY	Low
4:25	Nov 21, 1944	NIGHT	Low
4:25	Nov 25, 1944	DAY	Low

Rec 1-9-84

Sumner Tomapah, New certified  
 by William S. Blacklowman 0-2057245  
 1st Lt. A.C.

Time	Date	Night	High/Low	Time	Combat	Day	Low/High
4:40	Nov. 27, 1944	Night	Low	8:00	Combat	Day	Low
3:35	Nov. 29, 1944	Day	High/Low	10:50	Combat	Day	Low
4:40	Dec. 3, 1944	Day	Low	10:20	Combat	Day	Low/High
3:35	Dec. 4, 1944	Day	Low E	10:30	Combat	Day	Low
1:45	Dec. 5, 1944	Day	Low	10:10	Combat	Day	Low
9:15	Tomapah Army Air Field			10:00	Combat	Day	Low
1:50	Feb 9, 1945	Day	Low	10:30	Combat	Day	Low
2:00	Feb 10, 1945	Day	Low	10:35	Combat	Day	Low
2:20	Feb 11, 1945	Day	Low	10:45	Combat	Day	Low
4:25	Feb 13, 1945	Day	Low	10:50	Combat	Day	Low
6:20	Feb 14, 1945	Day	Low	11:10	Combat	Day	Low
10:00	Feb 26, 1945	Day	Low	11:30	Combat	Day	Low
9:50	March 3, 1945	Day	Low	11:45	Combat	Day	Low
7:30	March 6, 1945	Day	Low	11:00	Combat	Day	Low
2:20	March 14, 1945	Day	Low	12:00	Combat	Day	Low
9:30	March 15, 1945	Day	Low	12:35	Combat	Day	Low
3:35	March 20, 1945	Day	Low	12:00	Combat	Day	Low
8:30	March 24, 1945	Day	Low	11:00	Combat	Day	Low
5:00	March 28, 1945	Day	Low	11:30	Combat	Day	Low
11:50	April 1, 1945	Day	Low				
9:40	April 6, 1945	Day	Low				
8:00	April 19, 1945	Day	Low				
8:45	April 19, 1945	Night	Low				
	April 9, 1945	Day	Low				
	April 11, 1945	Day	Low				
6:20	April 13, 1945	Day	Low				
6:25	April 17, 1945	Day	Low				
10:10	April 21, 1945	Day	Low				
10:40	April 22, 1945	Day	Low				
9:50	April 25, 1945	Day	Low				
10:15	April 25, 1945	Day	Low				

above reported missions and  
 are correct.  
 William S. Blacklowman  
 1st Lt. A.C.  
 0-2057245

## My Time Overseas

Dec 16, 1944. Well here I am at Hamilton Field, Cal. We processed today. We got here night before last. You that like finished processing, we are subject to going overseas anytime now. I believe that we will go to Hawaii by A.T.C. on a C-54. I supposed I should feel scared at the idea of going overseas but I don't. I only feel sort of excited but really am sort of looking forward to going over to see what combat is like.

December 17, 1944. Well here I lay on my back at Hickham Field, Hawaii. We left Hamilton at 11:15 last night on a C-54. Everyone was laughing, singing and cracking jokes as we left. But each knows the other felt the same. The last time we would see the good old 289, in a long time. We had a swell time. We slept on the floor & I slept fairly well. When I awoke in the morning, I had a bit of a headache and all I could see in any direction were flying into the rear of the plane with the blue smoke pluming from below. There it goes a fellow a peculiar feeling not to be able to see any land below. We watched the sun rise out of the ocean. We will wait here to catch a plane or boat for Honolulu, New Guinea, whatever it is assigned. It's time to stop now.

Dec 18, 1944. I hope we landed here at Hickham at 9:45 Hawaii time.  
 Dec 21, 1944. Buntan. Show to the  
 2000. Room. I'm not sure I have time here

It arrives. There is one place called Pacific  
 We'll take us go to Wise Bay. There is  
 as for. You go on a little bit. Then we brought  
 house and Linnia all the way the mountain along  
 the road back to Laysan. There is a top  
 of Pea. You can see way out on a small  
 and out only the Pacific. There are always ships  
 in sight. All the hills are just beautiful. It's all  
 green. There is grass. I say before yesterday we  
 went to Pearl Harbor. There we met through the  
 aircraft carrier Enterprise. That is really  
 flying village. It has a whole village, valleys  
 hills and everything. We were going through a  
 a submarine but it was being passed.  
 Today we went to Waikiki Beach. That is  
 really beautiful too. We took some pictures  
 there. We took a ride on a boat. We had a  
 boat out into the bay. You could see all  
 the different kinds of fish, blue green, black,  
 and white. We also saw a green-headed eel.

Well guess I'll stop  
 now and try a little work time.  
 January 12, 1945. Well I've been lying around  
 here at Nihoa. I've been in the old bed but  
 of reading and a little bit of writing. A few  
 days ago I saw a little bird. It was a small  
 B-5 airplane. We passed it today. Tomorrow  
 morning at 9:30 we leave for John Day's  
 field part of some of the islands. It's my  
 kind that will leave from here and C-46  
 sometime tomorrow afternoon.

January 13, 1945. In the morning I'm going on my  
 camera out at Rogers Field, stopping on  
 eight cent. I'm going to see a little bit.  
 We are scheduled to leave tomorrow morning  
 on a C-46 at about 4:00 AM. We will stop  
 tomorrow night at Christmas Island. Then  
 the next day we go on to Canton Island and  
 stay all night there. From Canton we go to  
 Henderson the next day. Then from there  
 to Swadlow and on to Midway.

January 14, 1945. We took off from Rogers Field  
 at 5:40 in the morning in a C-46. We landed at  
 Christmas Island at 11:05 in the afternoon. The  
 island is just covered with coconut palms.  
 It is 5 feet above sea level. It seems to be  
 composed of ground up coral and sea shells.  
 In the evening a truck took us to a small  
 beach and we went swimming in the Pacific.  
 I started swimming to a right hand island. I  
 didn't make it. There are great big birds here  
 called boobies. They have all many years  
 of about three feet. There are also great  
 big and small ones. One fellow had one  
 out of the taracha. It's a good bird. I was  
 the size of my foot. It had a bird on it about  
 two inches long. The fellow said he saw one  
 in a cage a day ago. After swimming and  
 went to a small little building that they call  
 a tent. It's about a year ago. It's a  
 Henderson night & expect to be on  
 Canton Island.

January 15, 1945 We took off from Christmas Island at 8:30 the morning but had to land again because of low hydraulic pressure. We took off again at 10:00 and landed at Canton Island at 3:00 in the afternoon. Boy what a hole. There is one single palm tree on the island. We walked along the beach picking up shells. I brought a small shell we believe

At night we went to the shore and "Hi Point Light". It is 1100 miles from Christmas to Christmas Island and 900 from Christmas to Canton.

January 17, 1945 We took off from Canton Island at 8:15 the morning and landed at Fanning Island at 1:45 in the afternoon. It was a little over 900 miles. It was an interesting trip. We crossed the International Date Line and lost Wednesday Jan 18. It was Thursday. Boy the Moorer really flew out of the sky and a little piece of your eye. The speck finally settled there in one bump of the nose and it kept me about five feet thick. From from the 2188 Tomcave knocked that out. On the east side of the atoll are two air myf pop guano that were fished out. On the West side are two ~~more~~ and English guano. The popo were running. One was buried but by a 1000 pound ~~the~~ supply from a live bomber. The other was fished out by the guano of the 2188 Q-bomber & got a pair of cement from one of those replacement flights. I spent on it. I think it was from a pair of ammunition boxes. Boy the place is just covered

with dry ants and fox holes. We found a popo shell beside one of the fox holes. There is all kinds of message lying out on the reef. All manner of bird's, turtles and ships. There are several kinds of other empty shells and other. We went out hunting at night out on the beach.

January 18, 1945 We left Canton at 6:35 AM and landed at Fanning Island at 1:45. We walked to the beach a distance of about two miles. I picked up a very fresh one. It was a little. We went to the shore and found a very nice one. We heard that the natives found a pop up on the hills and brought him up here to keep it safe today. It was a distance of about a thousand miles from Canton. Jan. 19, 1945 We took off from Fanning Island at 5:45 AM and landed at Fanning Island near sunrise at 10:30. There is a big place. We are living in tents.

February 13, 1945 Well in still at Fanning. We are down to a lot of about shooting and have returned to a lot of letters. We flew to Fanning on the 2188 Q-bomber on 2/11. This is the one. Tomorrow we go on our first flight. It will be at 11:00. There is a report of any opposition at all according to all reports. I don't feel very nervous about the situation because the only fear is a pull in. There like just another morning flight. We expect

to be making up to combat in a week on 20. We didn't. I will go to the Philippines I guess we are going to find of Friday Content, our ammo, gunner. The best of us just can't seem to get along with him. I am going to write down the names and dates. All back one of our crew members in promise I won't forget about them in years to come, when in a day-happy recall on again. Our pilot is William Blackman from Philadelphia; copilot is John Woodcock from Middlebury, Ohio; navigator is William Buntard from Denver Colorado; Bombardier is the Guide from Providence, Rhode Island. Radio operator is Donald Shaw from St. Holywood, California. Gunner is in Fred Entert from Grand Rapids, Michigan. Three gunners in Phillip Winkel from Bloomington, Illinois. Top turret gunner is Paul Pennie from around St. Paul and Scout Dakota and an Tail gunner in Berly. Gunner from Huntington South Carolina.

February 13, 1945. Well I flew my first combat mission today. Well we were built up for a bit more at the thought of going into combat for the first. When I got up the ship and up in the air again, concentrated on my job and I forgot all about being nervous. I was with the shooting team. We landed at Newark, N.J. We didn't hit the target right on the nose. We had a couple of explosions and the target being

February 14, 1945. Went on my second combat mission. Bombed Lakeland Township. This was a pair of operations. We had eight one thousand pound bombs. We hit the target right on the nose again today. We got our second five hundred pounder. February 15, Well we proceeded today. We landed tomorrow morning at 5:30 for Westchester, New York.

February 16, Got in on flying through New Britain area in a 041 on my way to Bunk. We got up at 3:15 the morning and took off at 4:35. We were to Bunk and then on to Morristown. That is the 1341st. You see but I don't know much more about it. I'll write my notes. I got there. Well it's 9:00 P.M. We got up at Bunk at 11:15. We got to be in a couple of days before we go on to Morristown. Now, Buntard and I went up with my words behind the ramp with my 45's. There are supposed to still be paper up there. Well they are just making around on the same reef while the tide runs out. We got a lot of sea shells, saw a lot of different kinds of fish & sea animals. Buntard got a star fish.

February 18, 1945. We left Bunk at 5:40 A.M. on the way to Morristown. Landed at 9:00 A.M. It was raining and we had to stop the way. We landed at a peninsula right on the beach. We got there at 9:00. We had to finish getting up

February 19, 1945. Well then went out with  
 long 100 lb. of heavy ammunition by  
 a couple of days before leaving. We  
 left next day we are leaving before  
 February 26, 1945. We left at 10:00 AM  
 morning from Moratti today. We left  
 through the dense forest in east  
 of Bafra. Light above Bafra today. We  
 left at 6:50 AM, we flew at an altitude of  
 18000 feet and hit target at 11:56 AM  
 we engaged and could only see a large  
 of smoke over the target and made over  
 break away if not the target. There was  
 no interception but 2 planes in front and  
 they were some flak. We saw a few  
 scattered showers on the way back and we  
 had a little trouble finding a hole in the sky  
 to get down when we got back. We saw  
 eight one thousand pounds. We landed at  
 9:50. The night today:  
 On the way we made at Moratti we saw  
 the line 500 pound bombs. The next day when  
 we hit Rabat we carried eight 1000 pound  
 bombs. We flew my second mission from  
 here today. We took off at 6:50 and flew to  
 Tamalouk at the northern part of Bafra on  
 the east coast. We landed from 18000 at 11:52. By  
 11:52 we had a few. We had 1000 pounds  
 in the sky. We left from the sky all  
 over. There was plenty of smoke over the  
 night. We saw a few of instruments  
 & smoke machine. We saw a few  
 we would have enough fuel to get back

with but there were close to 400 gallons  
 left when we landed. Landing was at 16:48  
 & total of 9:40. We saw the lead bomb. We saw  
 one lead bomb in the air.  
 March 6, 1945. We bombed again today on  
 the southern tip of Bafra. We  
 left at 6:50 AM. We flew at an altitude of  
 18000 feet and hit target at 11:56 AM  
 we engaged and could only see a large  
 of smoke over the target and made over  
 break away if not the target. There was  
 no interception but 2 planes in front and  
 they were some flak. We saw a few  
 scattered showers on the way back and we  
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 & smoke machine. We saw a few  
 we would have enough fuel to get back

To the "Snafu" target in the Palmarhas  
and drop our load. We went in on the bomb  
run of 5500 feet. We went over the target  
we climbed back a top of 100 ft. We got to  
watch those two small go-falling bombs.

For some reason the running wind died out  
out of the bombs and they didn't explode.  
We had 5000 one hundred pounds each. That  
was sort of failure of a mission. The main gun  
and night vision gun came down and landed  
along with us. We left gear. We landed  
at 8400 a total of two hours and twenty  
minutes.

March 15, 1945. We took off at 0645 for a  
run on Baker's Island on Megead Island in  
the Philippines. We had two hundred  
pounds of fragmentation bombs. When we got  
to the primary target we checked in. We made  
another run at the target at 1500 feet less than  
the first attempt of 10500 feet. There still  
was a total of 9000 - because we lost 2000 according  
to the ground crew on the same island. There was  
a total of 7000 also. We tried the rest of the  
bombing still on the same island. It was also  
checked in to see how fragmentation and some back  
country to see if we could get more or give  
them to see if we could get some help between  
Mabutan and Prudense. We got the target right  
by the nose. It was a personal area and on the  
island. We landed at 1615 a total of 930. The  
main gun light was in the ground crew. We  
got it in the ground crew. We got in the  
Ration. At 10:00 AM. 2000 pounds.

March 20, 1945. When my eighth mission. We  
took off at 0835 for each city on Calau island  
in the Philippines. We had forty 100 pound  
frag bombs, and a gas load of 2700 lbs.  
We got to the target at 10:30. We were to land  
from 9500 feet but there was cloud cover,  
it had altitude then we dropped down  
to 5000, 4500, 4000 and 3500. There were still  
cloud cover so we went in at 3000 over the  
target. The target was a supply and  
ammunition area. It got really hot in  
the hot the whole squadron did. You could see

see much because the weather was so hot  
we were all bitten by some bees but we  
saw some frag explosions & gas other things.  
The ground crew was at 3000 ft.  
we could feel the concussion and  
hear the bombs go off. They got hit by the  
plasma up. After the time they got hit  
could see a huge cloud of black smoke  
rise up. That is really a ground crew city.

It was a large model in the island. It  
was a large model in the island. It was  
what looked like white stone or cement. It  
was in the third part of city in the Philippines.  
There was no sea able to enter. The  
for us there was no sea able to enter. The  
so of the like. There at 3000. They could see  
it in the middle machine gun. We got back  
and landed at 1610 a total of 935.  
March 24, 1945. We took off at 7:40 for Calau.  
We had twenty 250 pounders. Bombing mission  
at about 11:30. It was an interesting mission.  
Bombing at 1500 ft. 920 ft. 1000 ft.



no Apples. I kept nearly all the way  
until we landed at 1610 making a total  
of 8:30.

March 25, 1945, We took off at 06:40 for  
another mission. We made to hit Sandakan  
Barracks. We had a gas leak on number  
two gas case. We should hit inside, whether

or not to come back because it wasn't too  
bad. Usually after two hours out we would  
go around hit more than 1000 ft. We  
lost the whole group. We landed from an  
altitude of 8500 ft. we put our plane  
on. But they finally dropped the bomb  
through a hole in the clouds. We landed at  
11:40 making a total of four hours. Please  
see report of 1st Mission Report  
of days found out that amount of  
fuel in report of the day.

April 1, 1945. We had a low level mission  
to hit the base at 1:50 for Sandakan, Borneo.  
We got at the target about 10:00. We made our  
first run + dropped our gas at 8500. We  
should see where they hit because of clouds.  
They made a second run at 5000 feet with  
incendiaries. But the target was closed in so  
we went under the clouds at 3000 on the third  
run and dropped them. We stayed on the run.

When we made our third run we could see  
large pillars of smoke rising and lots of  
explorations. Oh yes the target has a papaya  
tree. Gas drops were under construction and  
one was nearly completed. I guess we needed  
them all. I didn't get much of a good view of the

target. I could see smoke and explosions and  
there was smoke rising from in the harbor.  
I suppose it was from a ship that someone  
hit. I was at the right way of gun and I  
happened to land side at the right angle.  
There was a lot of terrain in the area about two  
miles long and about half a mile wide. The  
flame was upped for about 100 miles on  
both side of the hole. "Boy" thought he  
lost that hole through there. I was positive  
that I had hit my gun pointed that way.

I had thought thrown out some empty, saying  
just that and thought maybe that one of  
them had hit it but I lost believe one of them  
would hit it. Blackie came back and  
everyone started pointing their fingers  
at me. They seemed to think I was the guilty  
man. Well when we landed at 16:30 we were  
back to take a look. There was the most little  
round hole on the outside of the middle ground  
went through a gutter and some out making  
the report that I did. The hole must have  
just missed the tail stinger where the lines  
was. We investigated further and found  
with the hole through the lower side of the fuselage  
just below the engine inlet and the tail  
stinger. It went out through the top end  
although the horizontal stabilizer. We also  
found that the stinger through the stabilizer  
may be right under those duty little  
yellow so-and-so. There standing at me and  
we didn't even know it. Stand at middle

a guy link, ~~the~~ after we made a boat coming in a B 24. They really got a big chunk out of it. Blackie had to check but too co-pilot as first pilot. While we were up there were an air raid alert then on Norfolk. All the lights on the island went out and I had a climbing and look for the W almypharoid. The air line said there is a hell of a time for an air raid. Probably that was the bombing and we were back and landed. I got in at 7:30 pm.

April 11, 1945. Today Blackie, Buntard, Shaw and I started a 2500 lb bomb. There were 27 tons of mortar sent down. 27000 lbs and another one each took a way out of "down there to be sent back to the station. We then went down a ship down to Bringina road. We left Mortar at 7:35 AM. all landed at 1:45 PM. We took off from Rock at 5:15. I got in about a half hour of time on the way down. I got in 6:15 today but only 8:00 of sleeping.

April 13, 1945 - Today the 2nd Lt. M. L. M. Brown my former comrade in action today. We took off at 6:40 AM for Darwin City, Mindanao. I was a good pilot. We had seen 1000 pound bombs and two 5000 pound phosphorane bombs. We stopped at 1:00 PM at 1000 feet in Darwin. There were many of them in the way. Some we dropped in the sea. Some we dropped on a mountain of two thousand feet. We are at 1000 ft. There was no fire for shipping with us.

April 9, 1945 I flew my charlie with mortar. We got up at 12:30 in the morning and took off at 08:50 for Pely Island. We had eight one thousand pound bombs. We dropped one on Bombardier 10:38 pm landing at 11:00 am. I was 1500 feet. We could see the large port and landing island. Just after we left the island we could see about 2000 ft. Black Buntard and I were about 1:30 am. I had seen at 1:30 am of 8:15. I was 1500 feet. The questing region was very hard and we got till we had to fly. Buntard and I got off the tank of off at 10:40 and landed at 1:10 PM. Total of 10:30. The 2nd Lt. M. L. M. Brown was in the way for the side of the tank. The 2nd Lt. M. L. M. Brown was every day.

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We had an intention to pull out with me and under  
 he may be late he intended to turn toward  
 him. The prop took out like a second night  
 we'll be stopped by him and got to the airway  
 the formation. During this time I put off  
 the boat to go and killed another the  
 enemy. By the time I got back there the  
 whole squadron had been streaming toward  
 of him but he was not quite a match.  
 Contact had already gotten a couple of bursts  
 I took over them and about they were he  
 started on from boat five and right on  
 a forward turn. Everybody gave him every  
 thing they had to give he completely  
 attacked side of a valley he did a fast  
 drop well. I thought we were to come but  
 because somewhat white like smoke  
 streamed from in front he reversed and  
 landed into a cloud that was the last  
 thing we saw of him; he got a burst  
 out of it by himself and of a plane  
 being chased around by a bunch of six.  
 We landed at 12:55. A total of 18:40.

April 2 1945. I flew my night mission  
 today. We took off at 06:15. The night  
 command permission. We finished 2. We hit an  
 outcrop of Mt. Pin in the Old. We made  
 it. The 372 A. Lament was to land with  
 the other 371 A. Lament. O-3 Balance in  
 to come in the trap. The other 374  
 operators are not small. The first burst  
 was at 06:44. They got. Everyone dropped they  
 landed and we did the landing completely.

except we were about drop our bombs. We  
 started second burst. The squadron and were  
 all went into a cloud. When we came out  
 the other planes had happened down  
 started go in again above. Just after we  
 started on we landed on and landed. 371 ship  
 pulled up. He did us and we landed together.  
 We both missed the target completely. Bombs  
 were in at 11:45. We came back and  
 landed at 12:05. Making a total of 19:50.  
 May 1 1945. We took off at 02:45 on my first  
 mission. We hit position marked defense on down  
 in support of the mission by ourselves. We  
 carried a maximum load of forty pound  
 bombs. We bombed from 6500 feet and dropped  
 on bombs on the second run. Bombs were in  
 at 08:05. After bombs away we went down to 1200  
 in a combat atmosphere could take some pictures  
 of the mission. There are hundreds of airplanes.  
 the most just killing hub out of the head.  
 then were just killing all over. They were oil  
 fire where storage tanks had been hit. Boy that  
 was some mission. We landed at 13:00 a total  
 of 19:15 hrs.

May 6 1945. We took off at 5:30 for our  
 run for a convoy. We were to meet the enemy  
 at dawn near the Bangli Balance but when dawn  
 came we could just find them where they were  
 supposed to be. We looked for them but at 09:00  
 couldn't find them so we turned around and  
 came back looking for them. Finally we found them  
 about fifty miles from the Balmy house. We  
 started when we did the rest of the way. We

To Houston. We landed at 1:30 a total of

8:00

May 10, 1945. We landed at twenty past

midnight. We took off at 06:00. Three

missions Tom, Al, and me. Ben landing at the

area 11500 feet. We had 30-1000 pounds of fuel

and 3100 gallons of gas. Bombing area 11:30.

Just before we reached the target we were jumped

by an enemy and Betty. They made a few passes

around us and Betty. They made a few passes

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to accurate. After leaving the target on 4th

and down to Paris Paris Harbor and 2000 feet

some two million kilometers. They were used for

carrying cargo by the night. I didn't hit much but

my first night fell off. I know I must have

hit but a couple of them in some of the ships

because bullets were splashing all around some of

them. They were splashing back at us too. The

missile had been twenty-five or thirty of these

missions in the harbor. One of the missions

in our element started a fire on one. Smoking

fuel about 2700 rounds. We landed at 16:50

a total of 10:50. When we got down we found

a big hole through the bottom of our left

engine also a small hole through number 2

while engine running but that did no damage.

The ship that was flying A-3 got lots of shells

when it. They had lots of fuel holes through

the middle and tail engine. Sweeper holes.

Through the runway was about four inches in

diameter, when we were about 2000 feet from the plane

when we were flying. There was a big hole

through number two and three engines. There were

shots. The exhaust manifold. There were

some holes in the fuselage. B-3 got its

number four engine knocked out and some

shell on three engines. The ship got 71 gallons

and back on three. Every ship in our

mission had some holes in them. Every

mission.

May 14, 1945. Today I flew in. Twenty some

missions. We took off at 06:05 and had 3100 gallons

of gas and 62100 pounds of fuel.

a for base in Ballby paper in barbers from  
 Twenty thousand feet. We were flying 41  
 and the engine around squadron. We got  
 assembled into a column at the road  
 assembly point at 16000 feet. Then we  
 climbed up to 20000. Just about the  
 time we had gone altitude we all went  
 into a big thundery crash. When we were  
 out the explosion had broken up and very  
 few were visible. Most of the ships  
 could not be seen. They attacked and had  
 to go down lower. They came in crawling  
 those. It was even showing up those.  
 We then started trying to find our ships  
 as we could find only squadron again. But  
 we could not find them. Then we decided  
 to bomb the target alone. By the way they  
 have started fire heavy and we gave them  
 they were a big ship with many discovered. They  
 the target was well protected in, so we would  
 not to bomb the secondary which was  
 8000 ft. We were only about four miles north  
 of Salisbury plain. We dropped the  
 bombs from low altitude and got them  
 right on the target. We did not get any  
 shot at all and we fought some very long  
 but about eleven feet. We saw night sky ship  
 hit a target. We kept them in the night  
 and to them. We found and dropped  
 about five thousand feet. Thursday 11am  
 up to 17000 feet. Then up to 22000 feet.  
 As they stopped going down and started  
 to go up to 10000 feet. 10000 pounds

in the left near bomb bay. We were  
 and went through the bomb bay door. We  
 upped the door light off. We saw the  
 of 16:25 - 10:20.  
 May 19, 1945. Flew my thirty third mission  
 today. It was very easy one. We took off with  
 twelve two hundred fifty pound bombs. We found  
 a hill where there was a lot of vegetation  
 at Hamden. The hill had lots of grass and  
 will grow and some young trees. We saw a  
 lot of trouble in this adjoining on the tank.  
 So we had to bomb it out. We were flying  
 4-1 again and made a big aim over the  
 target at 5500 feet. The distance had a little  
 smoke shells. It indicates the target. We will  
 we were going around for the second time. The  
 paper started shake part in a different place  
 to try and make a sharp turn. We were in a  
 different place. Some would hit that  
 football field. Colonel Beer was going back  
 and he was not killed. Bombs away, more at  
 about 12:40 and we were at 10000 feet.  
 We took off at 10:10 and landed at 11:10.  
 A total of 10000 lbs.  
 May 20, 1945. Flew my twenty-fourth mission today.  
 We flew 41 and our squadron was in the lead. We  
 killed Hamden again. Major Dean was in the  
 10. We saw a pilot in the air as a copilot. We had  
 a captain navigating, 1st Lt. Bombardier, an engine  
 operator and a pilot as observers. We had a  
 of 05:45 and we were two fifty & P. We were at  
 to target at 5500 feet. Bombs away, and 11:30  
 the target was not hit. We had no luck. 11:30

on successful mission except that after the off the ...  
of 15:45 at 10:00

May 26, 1945 ...  
May 27, 1945 ...

May 28, 1945 ...  
May 29, 1945 ...

May 30, 1945 ...  
May 31, 1945 ...

June 1, 1945 ...  
June 2, 1945 ...

June 3, 1945 ...  
June 4, 1945 ...

June 5, 1945 ...  
June 6, 1945 ...

building One plane in our squadron had trouble with the number 1 prop engine so we went to Long's Range Island in the ...  
at 15:50. Later 10:35.

June 11, 1945 ...  
June 12, 1945 ...

June 13, 1945 ...  
June 14, 1945 ...

June 15, 1945 ...  
June 16, 1945 ...

June 17, 1945 ...  
June 18, 1945 ...

June 19, 1945 ...  
June 20, 1945 ...

June 21, 1945 ...  
June 22, 1945 ...

Bottom was as usual in deep. They went  
through the trees. They got down safely and  
they did lunch. We did a little.

June 14, 1945. I flew my thirty eighth mission  
today. I flew with a nice mission with eight missions.  
We flew away over. We took off at 11:30 and  
landed at 12:30. Total 5:00.

June 13, 1945. We did 11 missions today. I  
flew my thirty seventh mission today. I  
took off at 6:35 for Balikpapan. We  
took off at 13:00 from 12060 feet. There  
was quite a bit of fuel at shipment  
and fuel. Total 11:10.

June 13, 1945. I flew my thirty sixth mission  
today. We took off at 4:20 for Balikpapan.  
I mainly worked on the ground. I  
could hear me at 10:35. We were to fly  
and we did not. But it was closed in  
place of fuel. We had a very efficient  
low. We worked on Balikpapan from the  
air. Total of 1:40. Total 1:20.

June 12, 1945. I flew my thirty fifth mission. We  
took off at 7:40 for Balikpapan. We carried tanks  
up to danger to the ground. We landed at 11:30.  
We flew away over. We landed at 1:30.

June 22, 1945. I flew my thirty second mission. We  
took off at 02:00 for Balikpapan. It was on  
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took off at 02:00 for Balikpapan. It was on

June 28, 1945. I flew my thirty third mission.  
I flew with a nice job. We took off  
at 02:15. We carried tanks and supplies. We  
took off at 02:15. We carried tanks and supplies. We  
took off at 02:15. We carried tanks and supplies. We

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