

Daily's Norman L. Brown
100. ...

After 14 months of training
we are off at last.

FEB
The morning of February
7th, 1944. We are taking
off from Grand Island,
Nebraska to fly the
North Atlantic Route to
England. We took off
last Saturday but had
to return with one
engine feathered out
on account of a runway
supercharger.

We landed here at
Presque Isle, Maine after
a record flight from
Grand Island. We
took off at 4:20 P.M. and
got in here at 12:10 P.M.
about 2 hours ahead.

of schedule. Had a nice trip but could not see much of the ground on account of clouds. Must be 20° below and some snow here. Some difference after Texas and Nebraska.

We were woken up at 5:00 A.M. this morning, the 8th-44. We were given a hurried briefing and readied for take off as there was a storm coming and they wanted to get us off on the leg to Goose Bay, Labrador before it hit. It was ~~10:00~~^{9:30} A.M. before the plane was ready for take off. We

off at 4:57 A.M. and made another record flight, landing at Goose Bay at 12:03 P.M. We flew over some mighty rough country in northern Maine. Mountains, snow, timber, lakes and rivers. All the lakes and rivers were frozen over and the snow kept getting deeper the further north we traveled. We crossed the St. Lawrence River just west of Perroquet Island. It was a little over 90 miles acrossed at this point and was frozen all the way. From here up over eastern Labrador and into Labrador

every few feet. Plenty of
A.A. Batteries scattered all
over. Large oil dumps that
are well protected. Some one
says it is the largest air
field in the world and I am
inclined to agree with them.

Friday 11th -

We are unable to take
off as the ceiling has not
lifted yet. It is raining in
squalls. It seems funny,
there we are 400 or 500 miles
further north than Labrador
and it's warm and
rainy. When we took off
from Goose Bay it was
39° below zero. While
preheating the engine
before take off at

Bay, Roy Beyers froze his nose
about three times. It looks
like a nice ripe tomato now.
Saturday 12th -

It cleared off a little and
quit raining but there is
a wind that must be close
to 100 m.p.h. blowing. Can't
take off in a wind like that.
Not much to add. The wind is
going down as it gets dark
and it is getting quite a bit
colder. Starting to freeze.

Sunday 13th.

Still grounded at this place.
Sun shining one minute and a
blizzard blowing the next.
It changes from sun shine
to blizzard in less than two
minutes. The mail boat

They took our ship away from us here to modify it for combat.

We are leaving here by train for the south of England this afternoon. We are to get some more training and by that time our ship will be ready for us. We leave here at 2:30 P.M. S.M.T. From here on all time marked down will be Greenwich time which is ^{four} ~~five~~ hours faster than Central Standard Time.

Friday 18th -

We arrived at this town called Stone, 12 miles from Stafford, at 2:00 P.M. this morning. The English engines and coaches may look funny but they sure can make time. From Glasgow in

Scotland to Stone in England in about five hours running time.

We left Glasgow at 6:30 P.M. and had a layover of 1 1/2 hours at Crewe arriving here at 1:50 P.M. Saturday 19th.

Very little to do today. We attended a series of lectures this forenoon and I managed, as usual, to slip through most of them. You would think the whole army was a bunch of seamaniacs the way they keep lecturing us on disease prevention. Also had another "short-arm" inspection which makes about 12 in practically the same number of days. It's really a joke as none of us have been out of camp since we

left the states. Wrote a couple of
letters to dad and Sid at the
Aero Club this evening.

Sunday 20th.

Started the week off right by
getting up in time for breakfast
for a change. Probably wouldn't
have but I have a touch of the
S.F.s. and had to get up.

Thought I had graduated above
doing K.P. but found I hadn't
when I caught it this evening.
Wasn't too bad as I only worked
from 6 PM to 3:30 AM.

Monday 21st

I either gained or lost a day
some place here so I guess I
better start all over. The calendar
says its Monday and I say its
Tuesday. I still think I'm right

but I'll go by the calendar.
Nothing doing yesterday anyway -
outside of dodging details. I

got caught up with this A.M.
though and put on a baggage
detail unloading some W.A.C.
baggage from a train. I wish
they would put a back door
in the library or else open
the black-out curtains so a
fellow could see who was
coming. Think I'll speak to
the captain about it. I'll
find a place yet where they
won't be able to find me. The
barber shop is out for a few
days as I've used that two
days in a row. Oh well! I
got a pass for tonight so I
guess I'll see what the town

looks like - so if you could
see anything at night with
the black coat - and see what
English men looks like. Do
better yet, some dark figures
if I can find it.

Sunday 22nd -

Well I saw the towns. Got
of beds, beer and human but
not for me. After walking the
3 1/2 miles from camp to town
a fellow went for like bread -
every through the dark streets
and they are really dark - bump
ing into people and getting
along from part to part. After
a moment of W.A. B. arrived at
this part and what does the
old man do but put on a
dance for them. He was

right the bar and the W.A. B.
got the flag. All they are in
a hurry to prostitute and
gang hinders the English
judging in uniforms really
was but there W.A. B. could
even make up their own
It takes two W.A. B. to pick up
after one W.A. B. and they are
disposed to relieve them for
fighting.

Monday 23rd -

Nothing new today. Managed
to keep off of all detail by being
about all the night time.

Sunday 24th -

Got word that we are
shipping out of the tomorrow.
Someplace near Toronto
but don't know just where

Kept out of detail again to-day.

Friday 25th -

Came down to Hume - Hampstead today. More school for me. Also the navigator. We go to school for 14 days and then ship to a permanent base.

Saturday 26th -

We are only 20 miles from London here and the boys say you can get quite a show when the Jerries bomb the big towns. They disappointed us last night by not bombing. Start school Monday. Maybe the Jerries will accommodate us tonight.

Sunday 27th

Drew my 'Lu Diem' for the trip today. Clearing off so the Luftwaffe will probably be over today or tonight.

Clouded up again - no luck tonight. This camp is scattered over about 250 acres of ground with only 6 or 8 barracks or buildings to a group. It looks a mess out going to mess and school as the buildings are so far apart. We are billeted in Site 3 and it must be 1/4 one mile to the mess hall and slightly farther to the school.

Monday 28th -

Signed the regular pay roll today for a partial pay of

2/40⁰⁰. Still no raids.

Tuesday 29th.

Saw a flight of 42 jets start off for the continent this A. M. A British Mosquito on a picture and reconnaissance mission over Berlin made the return to London - 670 miles - in 1 hour and 10 minutes.

Wednesday March 1st

Had an air raid warning last night but that's all it amounted to. Of the 700 jets that went out on the raid yesterday only one was lost. It is as clear as a bell tonight so maybe the Luftwaffe will try a raid. The only time it clears off here is at night.

Thursday March 2nd

How I've waited to see an air raid and when they finally put one on - specially for me - last night, I slept all the way through it.

Friday 3rd -

Nothing new to add except that I would almost be tempted to return to Texas to get some good weather. This gloomy, cloudy, damp weather here is getting us all. Everyone is going around with a cold.

Saturday 4th -

Still the same old thing. Colds, colds and more colds. All we get to burn is cake and if some one don't

Keep at it all the time it
goes right out. We are sup-
posed to burn it in soft
coal stoves. No hot water
to wash or shave in. We
have to heat it in one of the
fire pails on the stand and
wash in the barracks. It's
against the rules to do it
but we do anyway. The
jerries are very unaccom-
modating. They have been
over for the past three
nights and I've slept
through them all. Wish
they would put on a show
when I can see it some
time.

Sunday 5th

When I left gunnery

school I thought all of the
old gang that had gone throu-
gh radio school with me, was
broken up. Most of us are
back together again. They
have come in from all
over. Some came acrossed
by the southern route, some
by the northern and some
by boat. Finished radio
school today. Start two or
three days of machine guns
tomorrow.

Monday 6th.

If anyone says beans to me
taken and if this is over, I
will commit justifiable homici-
de. Once in a while in O.K.
but when it gets to where
they feed you beans twice

in one day and only half cooked, Its time to draw the line. At lunch today they gave us baked beans and for a vegetable they had cut green beans. The baked beans were so hard we could have loaded them in the 50's for armor piercing shells. More beans for supper but they did have them two-third cooked.

Tuesday 7th.

Not much news. Another raid last night. Didn't wake up.

Wednesday 8th.

Learned today that we have been assigned

to the suicide squadron. The 100th Bomb Group. It has wiped out clean three or four times.

Thursday 8th.

Finished the school here today. We ship to Dias, England tomorrow morning to join the 100th Bomb Gr. Red dog game was good to me this evening and I made a few ponds.

Friday 9th.

Took the train from Himple Hemstead to Dias. Supposed to arrive at Dias some time around 3 o'clock in the P.M. but we got lost. Don't know what happened to the pilot

with the shipping orders but we ended up at Stowmarket at about 4:30. Called the field for transportation and finally got there around 9:30 tonight.

Friday 10th -

Assigned to the 100th Bomb Group, 350th Squadron and given the new A.P.O. number of 634.

This is known as the suicide squadron as it's been wiped out three times in the past two months. All of the Berlin raids to date have been by this group.

Saturday 11th

Lost a few pounds at

black jack. Made a practice flight for a couple of hours this P.M.

Sunday 12th

Supposed to fly again today but got scrubbed at the last minute.

Monday 13th

Flew again today for four hours. Awful rough up to 10,000 to 12,000 feet.

Tuesday 14th

Flew again today. Still awful rough.

Wednesday 15th

The jerrils sure game & passed a pasting last night. Ijerrilch is between 15 and 20 miles north of here. It gives one a funny feeling to have a crew

go out with you in the morn-
ing and see them blown to
D while flying along side
of you. One did burst out
this morning and took a flak
hit in the bomb bay just
as they came over the target.
The ship literally disintegrated.

Thursday 16th

We drew our first big raid
today on the town of Rugsburg,
Germany. It's located 40 miles
N. E. of the Swiss border.

No flak until we came in
on the D. P. saw one 17
blow up when flak hit
the Junker tanks and it
caught fire just before it
dropped its bomb load.
We had good fighter

support all the way. Had
one poor shot at a ME 110
that made a pass at ~~me~~
but a P 51 came in and
knocked him out before
I could see if I made a
hit or not. I would like
to have seen what our load
of 10 five hundreds done but
that was clouds at about
5000 and we were bombing
from 20,000 feet. It gives
you an awful feeling to see the
flak come up and explode and
maybe hit one of the ships.
If it wasn't for the fighter
support it would be just
about suicide to go out with
the heavies. They sure knock
the ME's and FW's for a

loop. Very few get through to
batteries.

Friday 17th -

We were briefed to go to
Munich today but it was so
foggy we couldn't take off.
We were supposed to hit
the Dornier works at Munich
with incendiaries. We had
42 of them in the ship.
After canceling the Munich
trip they tried to get us off
again later for a short
trip to Frankfurt but it
was still too foggy.

Saturday 18th

Briefed for Augsburg trans-
ition school again this AM
with Munich as a secondary
target in case of poor bomb-

ing weather. It was overcast
at Augsburg so we hit Munich.
Got plenty of flak over the
French coast and was hit
several times. Jumped by four
FW 190s over the coast but
beat them off until the
fighter escort took care of
them. Heavy flak over the
target.

Sunday 19th -

Alerted for 2 AM but it
was raining so it was called
off. We were alerted again
for 1 PM and made a short
run acrossed to some
new construction work
south east of St. Omer.
The flak was terrible and
very accurate. We got

though O.K. but
brought another ship
back full of holes and
with the hydraulic system
shot out. If they keep
sending us out with a
new ship every day they
will soon run out of ships.
This is the second one in
two days. No enemy fighters
around today. The Germans
retaliated tonight by hitting
^{Horn}Spewich again. They lost
17 planes doing it tho and
we didn't lose any altho
we did have one that
just made it acrossed
the channel before crash
landing. We have been
damn lucky that none

of us have been hurt. I
had a piece of flak glance
off the center column of
the ball turret and hit me
in the hip. The navigator
had a piece of flak go through
his leg as he was writing on it
and hit him on the stomach.
Lucky he had his flak suit
on as it stopped it. This aer-
ial war would not be so bad
if it was not for the flak. You
can at least shoot back at
the fighters and its very seldom
one of them knock out a fort
but the flak makes it hell.

Monday 20th

Not much doing today.
The weather was bad and we
did not fly. I went to

The Kings Head Inn this evening and had a few scotch and soda's

Tuesday 21st.

Weather still bad, so no flying but we are alerted for tomorrow P.M.

Wednesday 27nd

Target Berlin. We hit it with three waves of 17's and three waves of 24's. Two waves of 17's carried 500 pounders. We were in the third wave, with incendiaries. 42 of them. It was not as bad as some of our flights. There was plenty of flak but it was very inaccurate. It was still plenty tough though.

Thursday 23rd

Target today was Braunschweig. The flak was not too bad although we had several holes in the ship when we landed including one through the left Jaki tank. We lost several parts to fighters. We came into the target 28 minutes ahead of schedule and our escape was not there to keep them off our neck while we made our run. They didn't bother us much as we were in the high element and pretty well protected.

Friday 24th -

Ceiling zero this morning so no flights. Yesterday gave me five successful missions so we get the Air Medal

for it. I was pretty glad to
sleep today. These missions
take a lot out of a fellow,
especially - they had no hotel
for a practice flight this P.M.
but we packed out that we
had a 45 hour pass starting
at five o'clock so we spent
a little and got off at one
o'clock.

Saturday, Sunday, 25th & 26th
Spent the whole day in garden
during the night and the
partially surrounded. More
about them later.

Monday, 27th.
The tin ran out & we had
no Camp tonight.

Tuesday, 28th
Got back in time to pull

a measure today. I finally
got what they call a mission
run. No flyers and very
little talk. We didn't have
a plane in our garden and
didn't get a flat rate in the
air. I threw a airfield and
putty dump at Chattanooga,
Spades. We really hit it to
some 5000 and some - in the
market up to 10,000 to 15,000 feet.

Wednesday, 29th

No mission today. I can't
figure it out, a day's without
taking for it. I think the
major reason was because
the runway we going to
prices and they had got to
gate them up. I don't think
they were built for B-17's

in the first place. Anyway we are sure pounding them to pieces. At least I can catch on some of the mail which finally caught up with me.

Thursday 30th -

Alerted for this A.M. but it was raining so they scrubbed it.

Drove a little practice flight this P.M.

MAR-4 Friday 31st -

We were briefed for Ludwigshafen this A.M. but Jerry got the jump on us by bombing the field just before we were ready to take off. Didn't do a bit of damage and we took off on schedule. Weather made us cancel the mission when we were about half way there.

Jettisoned our bomb load in the channel. Got paid in full today.

April 1st.

April Fool. We were briefed for the same mission and the same thing happened. Jettisoned our bombs again. None of us saw enemy fighters but we had some hate when we landed. Got credit for a mission out of it. The bombardier says the reason we did not drop our bombs on our target was because it was Saturday and none of the kids were in school. It was his idea that we call the ship the Constipated Kitten. He said we were

all round - every
time so we might have
some 200 sheep that. He
has a new idley now. He is
going to save his sandy water
and take it along over the
next trip. Indeed he got over
the tank he is going to drop
it out and sink the traps
was apt to pick it up he
will drop the barrels.

Sunday 2nd

Rain today - no miasmas.
Went 10 pounds playing
today. The strike continues
of the Regular gang have up
and the Regular says
that by the time I get out
and the laws of privacy
he got his barrels inside

The city limits of Berlin.

Monday 3rd

All raining - No miasma
today

Tuesday 4th

More rain today. Regular

spring water. The country -

Birds is getting really pretty.

The grass is green all winter

but it seems to be getting

greener all the time. All we

went now is a little rain -

shine. Of course no more as

it starts to clear we will

start to draw miasmas

again so I guess we all

prefer the rain. There

playing a little pop ball
between themselves for the
part week. That's all same

and a thumb the size of a
gun barrel.

Wednesday 5th

More rain. We were going to
fly to Bovingday this P.M. but
could not get clearance. Altered
for tomorrow.

Thursday 6th

Scrubbed this A.M. Raining
again.

Friday 7th

Scrubbed. Still raining.

Saturday 8th.

Sat the milk run at
last. We bombed the air
field at Quakenbrück. No
fighters and best of all
no flak. Hit dead on the
target. Visibility good
from 21,000 feet. Slight

ground haze but not enough
to hinder visibility.

Easter Sunday 9th

They had a dandy briefing
and for us this A.M. A Mess-
erschmidt plant in Poland. A 12
hour trip. We got out over the
North Sea and the ceiling came
down to zero and we had to return
to base. Ceiling zero at base so had
to go to Chelmsow until this P.M.
when it lifted enough to get
back. Altered again for tomorrow.

Monday 10th

Had a run to an airfield
and Heinkel assembly plant
4 1/2 miles north of Heins. 25
miles or so northwest of Paris.
Hit hard by fighters but very
little flak. Saw the Eiffel

Lower as we passed Paris.
Last one got to canyon fire
when the fighters hit us

Tuesday 11th

Supposed to hit a Messerschmitt plant at Passau in Poland but the fighters hit us hard over the Baltic and the weather was bad so we dumped our bombs on Rostock in Northern Germany. We were hit by JU 88's, ME 110's, Me 210's, He 111's and 109's and FW 190's. They knocked out quite a few Jants. They used rockets, cannon and machine gun fire as well. I had a burst cut the antenna just over my

head. Got mad and put a burst in a JU 88. Got a confirmed tho. Boy its really tough. You are awakened at 2 o'clock in the A.M. Eat at 3:00, brief at 4:00 take off at 6:00 after assembling and loading guns then come back and land at a quarter of six. Have to be interrogated, disassemble and clean guns and eat so you finally get to bed at 9:00 or so so tired you dont even use drugs they repeat the whole thing the next day. Its a hell of a way to earn a living. You have to know how you are lucky enough

to have a mission scrubbed which is seldom. Today's was 7/10 which means we are 1/3 through. Also means a cluster to the air medal which we haven't got yet.

Wednesday 13th -

We were supposed to raid Schweinfurt but the weather stopped us about half way to our target so we raided a couple of airfields in northern France. An alert again for tomorrow. A. M. Flak was pretty rough over Duppé on the way out and to top it, all off the d- English opened up on us as we came over Klaston. I to a

good thing they are d-
Gears shots as they didn't
hit any of us. We had the
J. J. I on too

Thursday 13th -

Had a good one today. Raided the Messerschmitt works at Augsburg, the scene of our first raid. The Japs hit us hard with flak and fighters in spite of the fighter escort we had. They had all kinds of ships in the air. About the only thing we didn't see was a Junk 52 trainer. Several of our ships were hit by flak but our group didn't lose any although

Several limped back on
two and three engines.
We had a hole through
number four and an-
other through the right
Japio tank. This is the
second or third time the
Japios have been hit.
One of these times they
are going to catch fire
then they going to be
tough for some one.
So far we have been
lucky, damn lucky. I am
afraid it won't last too
much longer. 18 more to
go and believe me that
I enaugh.

Friday 14th -
Rain and grounded

Saturday 15th
Still raining and still
grounded.

Sunday 16th
On pass to London

Monday 17th
On pass to London

Tuesday 18th

Due back today. Came in
early as I wanted to get a
good nights sleep as I
expect to be called for a
mission in the C.M.
Looked London over for
some kind of a souvenirs
to send home but they
are hard to find. There are
some things about England
that make big impressions
on Americans. One is the

tremendous amount of rats. Every ditch bank and field is full of rat burrows. Another is the number of crows only over here they are called rooks. There are thousands and thousands of them. They are not a bit afraid of you. They follow you around like a flock of chickens. The rats are the same. If one is in the path ahead of you he will turn and want to fight instead of running. The government hires men to go around and exterminate the rats. They put out enough poison to kill off an army and, like in the States, the rats get fat on

it. The English sanitary system is awful poor. The bath rooms that they do have are all old fashioned. In the country the sewers are all open ditches. I think every man, woman and child in England that is not in the Army has a garden plot. Just about every square inch of ground, arable ground, is planted. Even the railroad right of ways beside the tracks are cleared and planted where it is possible. Yards are spaded up, fields are plowed and all corners are planted. There is very little waste ground in the U. K. The main question in the mind of the people

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seems to be - will America take
over England and her provin
res when the war is over. I
haven't been able to figure out
whether they want the states to
take them over or not. Some
do and some don't. The impress
ion is that everyone in
the states is a millionaire.
The working class over here
are brain beat and walked
on so bad by the class system
over here that they would try
most anything for a change.

Wednesday 19th

The lucky 13th today. We
hit an airfield and I think
assembly plant at Lappstadt,
Germany. Did we hit it? I'll
bet there was not a spot 10

foot square in the building
area that was not hit. One of
the best ones I saw was a
port that had trouble dropping
his bombs and he pulled off
to one side and salvaged his
load. I think every one of his
500's hit square on a rail-
road junction a few miles
from the target. Just plain
luck as all he wanted to do
was get rid of his bombs. We
had all kinds of fighter escort
and the closest the enemy
fighters got to us was a couple
of dog fights four or five
miles out where the P-38's
caught them before they
could get near us. Even
the flak was very light and

inaccurate so we got in our
13th mission today.

Thursday 20th

Alerted for this AM but it was
raining so we were scrubbed.
Called us out at noon and
briefed us for a target at
Sherbourne, France. We

made it O.K. but flat -
Wow - I don't think we flew
over the target. We targeted
on the flat. The only hit
we had tho was a piece
knocked out of the blade
of the prop on number
two engine.

Friday 21st

Alerted for 11 A.M. Don't
know what the target is yet
but if we make it it

will be the half way mark.

Mission number 15 for us.

Started for a synthetic oil
works on the Polish border but
the weather closed in on us
and we had to come back
after we got over the continent.
Ent.

Saturday 22nd - APR 1

Took off late at 3 PM and
made a run to Hamm in the
"Happy Valley." Hit the marshalling
yards. We must have caught
them napping as we went
through with the first firing
without getting much flat.
but the second and third
divisions caught us. The
fighters made one pass
at us and then our escort

nailed them. I never hope to see as many fighters fall in all at once again. About 50 hit us and between facts and the fighter escort I think they got them all.

Sunday 23rd

For some reason we were not called for today's mission. This is the first time since we have been here that we haven't been called unless we were on pass. As long as they wouldn't put in a mission we made upon our own. I found all the jets within a 5-mile radius.

Monday 24th

They didn't miss us today. We went to a Dornier plant

at Friedrichshafen and we got our bombs in Germany and not Switzerland. We also got flat. The Heavies I think, that we have had. Brought back another ship full of holes. Had our wing ship blow up along side of us as we went over the target. Direct flat hit in the bomb bay just before he released his load.

Tuesday 25th

Didn't have to fly today

Wednesday 26th

Not called this AM

either. Somethings wrong.

Thursday 27th

Left alone again. I believe

Some one is sick. Three days in a row. Sash -

Friday 27th - Thursday 27

Made it today. Hit an airfield and assembly plant at Sarrebou, France. Hit it too. Demolished the place. Flak was terrible tho and we lost quite a few ships. Sent us out on two shifts today and we caught the second one.

Friday 28th

Made a run on Cherbourg, France. Made a dry run over the target and didn't get any flak. The target was hid by clouds so we made a 300 and came back over it. We caught h - the second

time. It gave them time to get all the post graduate planners in Germany a chance to open up on us. We lost plenty. Our ship had about 25 or 30 holes. We got a flat leave starting tomorrow. Its about time. Another one like today and we would all be in a padded cell. Guess to nine days leave should help a lot. Guess I'll spend it in London.

Saturday 29th

Flw to weather ship this A.M. Postponed our flat leave until tomorrow so we could get paid before we leave.

Sunday 30th

Pay day today and as soon as we get paid we are leaving on our flat leave.

Monday, May 1st to May 8

Away on flat leave.

Spent it in London, instead of at the flat home. Had a wonderful time.

Tuesday May 9th

Officers are not back from their leave yet so flying.

Wednesday 10th.

Officers still not back.

I flew a practice mission with the C.O. this afternoon.

Thursday 11th

Wake us up to fly as

air spere but canceled it after we were up.

Friday 12th-

Well we are screwed now. They need a new group lead so we are elected. Here we get in 18 missions in less than 6 weeks and now we will spend six months trying to get in the other 12. As it was we were all planning on getting home some time in July or early August but that's all that now.

Saturday 13th

Practice missions - we are flying them again. I guess we will never finish them.

Sunday 14

More practice missions.

Monday 15th

Supposed to fly a mission today and it would have been a good easy one but the weather closed in. Flew practice again this afternoon.

Tuesday 16th

Still loyng around no doing anything.

Wednesday 17th

Nothing new. Tried to practice bomb today but the flussgate complex went haywire and the navigator got lost. I had to bring the ship home by radio. I was off 10 in 147 miles and got quite a spanking for it. Photo close navigation by radio tho.

Thursday 18th

Still loyng around and its getting harder to sweat out the other boys than it would be to fly them ourselves.

~~Saturday~~ Friday 19th

Still loyng around getting lazier or more scared every day.

Saturday 20th

We finally drew a mission for today. We started to take off and nearly scattered a B-17 and a certain air field clear off the map when the mag quit or something two just as we started to lift. Made a nice three point landing. Wing tip

one wheel, and tail. Only had
16 x 500's in the old girl. She
ground looped but the
Chief kept her right side up
Maybe we can try again
tomorrow.

Sunday 21st.

Well I guess we have had
it or maybe we got it now.
Operations officer came in
and said we had just been
made a tactical squadron
That means we will be
bombing from 12,000 feet.
At that range I don't see
how we can last very long.

Monday 22nd

Nothing new except another
practice mission this after-
noon. Getting sick of them.

Tuesday 23rd

Finally pulled another
mission today. Hit the rail
yards at Strasbourg on the
German-French border. Used
2000 pounders. Made five runs
over the target at 16000 feet
and for once I had the cor-
rect dope when they said there
were no heavy guns near the
target. It was duck soup with no
flak and at 16000 feet. Didn't
have to use much oxygen.

Wednesday 24th

Another big one. Hit big "B"
again and got h-knocked
out of us by fighters. We
knocked down three. The
bombadier, the ball turret
and the tail gunner, the

right waist and myself
ganged up on the third one
and blew him up. We had
the end of the right wing
shot off by 20 mm's. No. 2
engine was shot out and the
supercharger knocked out
on #3. We had to hit the
deck coming back in order
to use #3 and as a result
we had to leave the formation
and travel alone. Did we
have fun? Ten more to go.

Thursday 25th

An easy one today. We hit
the railroad yards at Brunel
and had an easy time of it.

They must be afraid of an
invasion over here as they
gave us all orders to carry

our side arms at all times
and to carry them loaded.

That's a job for me as I never
have any ammo. The captain
has threatened to court
martial me about six
times now for shooting up
all my ammunition on rats.
The whole country is overrun
by them. I've shot about
15 or 30 around the barracks.
I get bawled out for shooting
around the camp but the
captain admits I get more
rats that way than they
do with the traps. He usually
manages to get out of sight
some place where he hears
me shooting so he won't
have to bawl me out for it.

Saturday 27th

Friday 26th

Had a run on the 2589

field and assembly works at
Strausburg today. It wasn't
too hard but it was quite
long. We are all getting tired
now and it's a hard job to
get up at one or two o'clock
in the morning and
not get back until 4 to 8
in the evening with
nothing to eat or drink
in all that time. They
do give us a candy bar and
a package of gum to take
along but you can't eat
candy at 26,000 feet with
an oxygen mask on. It's
even hard to chew gum.
After 4 or 5 hours the

oxygen mask is one of the
worst instruments of torture
that was ever devised. It
gets wet inside and freezes
to the face, it cuts off the
circulation and wears the
face sore where it rubs.

O.K. well! Eight more and
we are keeping our fingers
crossed. We are the oldest
crew left on the field now.

Sunday 28th -

I lost a day some place.

It rained one day last week
and I slept all day so I guess
that's where it went.

We went to Magdeburg today.
A d. long hard one. The way
we had to go and I sure as
hell like to have had

the - - - - that says the
Luftwaffe is ~~not~~ ^{not} ~~hided~~
along with me. We had a
running fight that lasted
for 47 minutes in which
they must have thrown
some 300 to 400 Me 109s,
FW 190's, and Me 410s at us.
We only lost one ship tho as
we did have fairly good
escort. There was too many
of them for the escort to
take ^{care of} them all. We didn't
knock any down or at least
we didn't put in claims for
any as there is too much
red-tape to trying to put in
a claim. Sure more and
bayer are we starting to scare
them now. If they don't

give us a rest soon we will all
crack. I to harden on the pilot
and copilot than anyone. We
get so tired that we sleep
right through flat areas.

Monday 29th

Well we finally talked them
into a day off. Done some
swimming in the creek and
tried to catch some fish with
a bent pin. Also tried out
the camera.

Tuesday 30th

Hit the marshaling yards
at Troyes in France. Not a
very hard run. I only hope
we can get six more like
it. Light flat and no
fighters except our escort
but there were hundreds

of them. They are beautiful babies to see out there along side of you.

Wednesday 31st

Hit the Marshalling yards at Orsnabuck with 1000 pounders today. Not too bad. Of course its in flat happy valley and we got lots of it but we changed our altitude to 25,000 feet and as we were in the high squadron today we spent in at 26,000 and the flat was all low or high. There was very little on our level. Today make 25. Five more to go.

Thursday 1st of June

No mission for us today as the weather is bad with

some rain today. We can stand the rest.

Friday 2nd

Had a very nice milk run today. It was really a snap. We tried out our new tactical procedure today and caught the Jerrico Crapping. We bombed the big guns south of Pas de Calais. These are the guns that fire acrossed the Straits of Dover. There is plenty of flat guns there but they must have expected us to go right on over as they didn't fire on us until we had dropped our bombs and were on our way out again. The flat was all short and behind us.

Only four more to go but they are talking now of taking the limit off of the number of missions you pull. If they do they have got ten new K.P.s.

Saturday 3rd

Rain and bad weather so we didn't get any missions in today.

Sunday 4th

Had another one of the milk runs today. In and out before they could get the flak gun going. It was too good to last. Had a couple of new crews on their first mission along and it was really funny to hear them

talk about the flak they had to go through. None of it was closer than a half a mile away.

Monday 5th

Went down to see Herman Eerings famous Abbeyville kids today but they disappointed us by not showing up in very big force but they made up for it with flak. Two more to go.

Tuesday 6th

This was it. D day. We were in the first wave of heavies over the coast. It was the greatest sight a person could see and if I lived to be a thousand I could never forget it. We went in with P-38's and P-47's

flying top cover for us and P51's
and P48's under us straffing
the flak batteries so we came
in on the deck and laid our
eyes right down the barrels
of the heavy coast defense guns.
The concussion of the 2000
pounders nearly threw us
out of control at 10,000 feet.
The 38's and 51's had to keep
away from them too. Boats
in the channel by the
thousands. Big boats, little
boats, fast boats, slow boats,
destroyers, cruisers, battle
ships, aircraft carriers, trans
ports and any other kind
you could name. The entire
heavy bombardment group
was out. They clanked over

15,000 heavies and mediums of
the U.S. N. A. F. and the R. A. F.
took part. I don't know how
many fighters were in it
but there were thousands.
There were so many planes
in the air that we had
to go in on one route and
come out on another. The
planes went out, came back,
were fueled, reloaded and
went out again. Some made
five trips. We only got in
one. It seems that for some
reason they don't want us
to finish the day. We still got
the one to go. They must
have a tough one lined up
and are saving us for it.
Every time they get one that

no one else wants they
give it to crew 17. Let
Kearny's crew do it. We
can't say anything so we have
to take it. I guess we can
for one more.

~~Sunday~~ Wednesday 7th

We got it today. A railroad
bridge at Mantle which the
Jerries have to use to move
supplies to the front. We
caught hell all right both
in the air and on the
ground. The flak was terrific.
We went in and got the target
the. It was number 30.

After we got back we were
taken to interrogation. As
we came out of the inter-
rogation building five

M.F. 109's came in ground
hopping and strafed us -
out of us. Byers was creased
side of the head and fell
in the middle of the
road. Meade and I went
after him to get him in
the ditch. About that time
the Jerries came back for a
second run and one of
them laid my leather
grip on my shoulder from the
shoulder to the elbow
and just barely scraped
my arm. We got Byers into
the ditch and I put a first
aid dressing on his head
but couldn't stop the bleeding
so I grabbed a jeep to take
him to the hospital.

Came in today and I guess
its the first one that came
in in a month so some
of the permanent personnel
received 20 to 25 letters. Getting
plenty of sleep for a change.

Monday 14th

We attempted to take off this
morning. We had the ship ready
to go at 3 AM. Take off was to be
at 4 AM but ~~at~~ a blizzard
came up before we could get off
the ground so we are here for
another day at least.

Tuesday 15th

Not much news - still grounded.
Had my first taste of an air raid
last night but the P.A. guns
drove them off before they
got near us.

Wednesday 16th

Well here it is. We just
pasted our sternway on the
Isle of Lewis. We were awaken-
ed early this morning and
finally took off. It is now
2:15 P.M. ~~at~~ S.M.S.

Nothing exciting happened after
crossing the Isle of Lewis.
Instead of stopping at Stornoway
we were ordered on to Preswick,
Scotland. What little I've had
a chance to see is beautiful
country. Looks a lot like our
northern country only not as
cold. It isn't freezing here.
I don't know if it does or
not but the grass is
still green.

Thursday 17th

Got him in the jeep O.K.
Then the jerris came back
for their third run. I pushed
that jeep the hardest it
was ever driven. They man-
aged to put one nick in the
left front fender. Byers is
O.K. after they put a few
stitches in his head. Every-
thing is quiet again now. I've
been bombed, machine gun-
ned, strafed and shot at
but they havnt managed to
touch me yet. We are all
hoping and praying that
this is our last mission
we've had enough. There is
a rumor now that we
won't finish up at the end
of 30 missions.

Thursday ?

We made it. We are all
through with combat. We
are assigned to the 95th
Bomb Squadron on
detached service. Moved
over to the 95th today.

Friday 9th

They made us a commu-
nication relay ship today.
We don't have to go over
enemy territory at all. We
relay all communications
from the mission to the
base. Should be a good
deal. As we understand
it we pull this for 90 days
then go back to the States.

Saturday June 10th

This is the life. I think

I could stand about six months of this kind of life. We are the parrot ship crew along with two other crews. We only have to fly every third mission. We go as far as the coast and relay radio communications from the mission back to the base. Havil had to do any thing since I've been over here to the 335th except sleep and eat. We are due to go out on the next mission the.

~~Sunday~~
Saturday 11th

Flew this morning. Went upstairs and sat there for four hours relaying message. Nothing to it. Same life.

Monday

~~Sunday~~ 12th

Rained today so no mission. Nothing to do.

Monday 13th

Drew a good one today. Some Major had to go over to Liverpool and back in a hurry so he run a taxi service. Must be nice to be a big shot and order out a B-17 for a taxi. He was a good f--- the

~~Tuesday~~
Tuesday 14th

More rain and no mission. It's starting to get tiresome. 90 days of it and we will be really for the flak house again. Thurs.

Wednesday 15th

Here parrot ship again

today. Jerries are giving us
some fun lately with their
radio controlled planes. It
being 20 feet long, a small
fuselage and 300" of I.K.J.
Powered by a small engine
and controlled by radio. We
manage to get radio control
of one once in awhile and
land it or send it back

~~Friday~~
Thursday 16th

Caught the devil from
strafing and pilotless planes
early this P.M. These jerry
tried a fast one and tried to
land paratroops and gliders.
It was nearly dark before
we got them all rounded
up. Most of them had to be
blasted out. They wouldn't

surrender.

Saturday 17th

Supposed to fly this morning
but the mission was scrubbed
on account of the weather.
They asked for volunteers to fly
C-54's into Carantou with a
load of supplies and bring
back a load of wounded
this P.M. Only a four man
crew so the Chief, co-pilot
second engineer and myself
took one. Navigation was to
be all by radio. 16 crews
were made up and I was
picked for the goat. We led
so I had to navigate for
them all. Took them all in
O.K. tho. We took in a full
load of supplies and while

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Then the jerries came back
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to be damn sure where the
stuff landed. Ernie hit
it right on the head. We
came in at two thousand
feet with about 500 escorts.

Mostly 38's and 47's. A few
Spits gave us top cover
but they don't like to
get too close to us. They
say the Yanks - (Bloody
Yanks) shoot first and
look for markings.

Afterwards if they don't
recognize a ship right
off. I don't know what
they expect. When a
jet comes boiling
at you at around 100
miles per hour you only have
about 5 seconds in which

to try and recognize him
and to shoot. The Yanks
will tip up a wing so
you can see what they
are but the damned
dumb Finns like to
show off and they will
come in and start
stunting or make a
pass at us or some
thing and finds him-
self trying out his
chute. They have lost
nearly as many to the
boys in the Forts as
they have due to enemy
action. They are learning
now tho. Landed at
Carigan twice with
supplies and brought

Keep this up to day date. We
have flew parrot ship, taxi,
hospital ship and any thing else
that's been needed. Run to France
Ireland and Scotland. Sure
seeing this part of the country
but I've seen all I want to
of it. We have flown 33 1/2 hours
in the last 48.

Thurs 28 to July 10

Still flying us to death. I've
been on a five day leave since
I wrote anything in here but
that's all the leave we have
had. Even flew us the same
day we got back from leave.
They tell me Jerry came
over and bombed us last
night but you couldn't
prove it by me. I slept

right though it. There were
some new holes on the
field this morning so I
guess the fellows werent
kidding me.

July 11th to July 17th

Some son - - stole my
gun today while I was in the
air. Since the 11th I've
been in Italy and France
twice. Flew Gen. D. Ke down to
Italy where he had a confab
with Gen. Clark and then
brought him back to England
was gone 32 hours. Dropped
supplies to the French
patriots that are rebelling
back of the German lines.
Got some darn clever
navigation as we had

the ship was being unloaded we had a little time to look the battle damage over. There was plenty of it. The worst of it was I forgot to take my camera along. The only souvenir we got was a bottle of damn nice wine which a couple of nice looking French gals brought out to us. The Yanks can have the whole country if they ask for it. Even the kids have learned to say "Any Chewum Gum?" We loaded it 27 wounded boys and two nurses and brought them back. The return trip was easy. We had more escort than we ever did on a mission. P380 + P37

also a few pitfires.

Sunday 18th

Flew parrot ship today. I am getting a good rep as an operator. I am going to see if I can't get a commission out of it.

Monday 19th

Flew parrot again as our relief crew pilot was sick. Nothing new except we were in the air for 11 hours. Too long a time all in one bunch.

Tuesday 20th

Day off today. Boy its good to be able to sleep in for a change.

Wed 21 to Thu 27

Have not had time to

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~~Tuesday~~
Tuesday 14th

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Wednesday 15th

Three parrot ship again

back wounded. Don't know much more about when we will be sent home. The rumor is now that the heavies are about through over here and the whole eighth air force is going home. Received the D.F.C. and a Presidential Citation with two oak leaf clusters. The Citation was for the raid on Regensburg, 35 missions without a loss of a ship, and for the last Berlin we were on.

July 17 to July 27th.

entry. Been to five different bases, broke in two new parrot crews and have been taken off of detached service and returned to the 100th Bomb group where we are awaiting our orders to return to the states. Had my back muscles torn when we blew a tire and ground looped as we were landing the other day. Damned awful sore and painful every time I try to move. The C.O. at the 75th pulled a shake down and got my jaw back for me. I refused to press charges but I hear the guy got 4 years and a D.D. on the government stuff he had. The ind. had was carrying me

pen in his pocket. He didn't even
know my name was engraved
on it. We understand we
are to get our orders Friday so
we are getting our stuff packed,
and what we don't need, turned
in to supply.

July 27 to 31st

Spent this time getting cleared
from combat status. Starting for
12th R.C.D. today. More trouble try-
ing to leave than it is to get in.

Aug. 15th

Sailed from Glencannon
on the fifth of Clyde this
evening. The ship is the
Princess Elizabeth the
sister ship of the Queen
Mary. It's taking me all
this time to get cleared

from the E.I.O.

Aug 16th

I am glad I learned how
to operate a 40mm Bofors gun
now. They were short of
ack ack gunners on the
ship so I volunteered for
gun duty. The rest of the
boys pull R.P. and other
detail. I stand my four on
and eight off. Being all day

Aug. 17th

Still raining. Had two
air raid alerts today - but
didn't see either plane.
Visibility very poor.

Aug 18

So foggy all day that
you couldn't see the
length of the ship

touching either Greenland
or Iceland: Our destination
is Prestwick, Scotland.

Thursday the 10th.

Well here we go. After a
briefing last evening we finally
managed to get the plane
warmed up enough to start.
It was somewhere around 40°
below zero. We took off for
Musk's Field at Reykjavik,
Iceland. That's a lot of
water to fly over but by 10:00 A.M. I haven't seen any
of it yet. We have been
flying above clouds ever
since we reached our
flight level of 11000 feet.
We just climbed to 21000
to go over a snow

We took off at Goose Bay,
Labrador at 3:34 A.M. Still
wish I had a camera along.
Well we made it. Can't see
much of Iceland yet as the
ceiling is around 3000 feet
and we are above the clouds.
Can see a few mountain
peaks sticking up and they
are pretty tough looking.
We were the last ship that was
allowed to set down. The ceiling
had closed in to 200 feet and
they sent the rest of the ships
back to Labrador. As it was we
were skimming the tops
of the waves as we came in
on our approach. This is
some field. Runways all
with dispersal runs

Still chilly and damp. We
are traveling the northern
curve a few times and are
somewhere around 250 miles
south of Greenland this
evening. Just learned the
place we sailed from was
Suaek not Blucannon

Norman L. Brown. Tech Sgt
Radio-Man
100th Bomb Group
Cleveland, Ohio -
This cop's courtesy of
Jeffrey Brown of Lakewood
PO. Box 771896
Lakewood, Ohio 44107
521-7939