

CONTINUATION

2 October 1944
to 10 October 1944
at 631 - 6/67
at Fort, N.Y.

2 October 44

2 October 44 thru 10 October 44

etler, a "fusilier pilot," indeed, for the 35th Bomb Squadron.

Events occurred quickly. On 2 October, plans were made to send four of our planes over the hills to drop a load of 20,000 pound bombs. At the last minute, however, it was decided to load 40 bombs on the three heavier planes. The round trip was made without any untoward occurrences.

On 3 October, seven of our planes took off for the forward base preparatory to what was to be a most important mission. They flew in a scheduled 12 plane formation.

Captain Howard, in 306, aborted takeoff cutting out, but replaced the blown rocker boxgasket and took off about thirty minutes after the formations. Again, it aborted, about two hours out, this time for good. One engine had to be feathered because a cylinder was lost.

The next morning, after an approximate 15 hour engine change, 303 took off for A-1. Captain Ball, in 527, took off also, but had to salvo his bombs in the river just beyond the runway after take-off. This #3 engine was cutting out, and he had to feather it and return.

Captain Cooley and his crew were called upon to fly 206, the "Photo Joe". They took off early in the morning, only to have to turn back around Imphal when one of their engines began cutting out in a climb. For the next two mornings, Captain Cooley took off in 206, only to return each time as his engine cut out during climb. Finally, the engineering section decided to change the engine. So, on 15 October, the Captain finally arrived at A-1.

On 11 October, Captain Ball took off once more, but had to salvo his bombs for the second time — not far from the same spot he had salvoed them the day before. This time, when he came back in, they began to change engines. Luckily, they were able to get an engine that was already set-up, and were able to accomplish a rush job. He was able to slow time on the 12th and take-off for A-1 on the 13th. This time he made it.

On 10 October, while checking the other engines on 306, three cylinder changes were found which had to be made in addition to the complete engine change. We were able to slow time it for 55 minutes during the night of the 11th, but had to come back in because all flight instruments on both the pilots and co-pilots were out and only the Engineers A.D. and altimeter were functioning. Since the power plants could not be checked, the following morning we took off and did not slow time. Then the Engineers checked and found no trouble and we took off again the 12th.

$$(x_1, x_2, \dots, x^{(k)}, x^{(k+1)}, \dots, x^{(m)})$$

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and so had taken it up again to Australia. It did not have enough time on the market there, so he had to sell it on the spot to a certain tea by the name of J. C. P. who had referred to it.

Following this, we discovered that the influence tire on the left wheel was flat, so while there is usually about 10 hours to go before night to secure a new tire, we had to get the tire off in 10 minutes. The 10 jacks which were the heaviest we were able to procure almost tore up the jetties when we had to move them to take weight off the aircraft by lifting it off the ground. We weren't able to complete the tire change until two hours to account for this. So, we turned back to Chubut to reload bombs and gas. Finally, on 11 October, we arrived at Punta Arenas — just a few minutes before the first planes returned from the first raid.

All this time that a few of us were having enormous difficulties and headaches in Cebulka, those crews at 1100 were freezing and taking things easy. The weather was so bad that the planes were unable to take off on the first raid over 500,000 until 1400 hours. No bombing was seen in the afternoon sector.

We are quite proud of our recent record if I'm out of 34 planes on the field, we had 34 airborne. Two got stuck in the mud and took off slightly late, and we had two early returns due to engine trouble. 28 of our group's planes bombed the primary target, and all but two of our Squadron's planes bombed the primary target.

At 1000, 26 October, there was a critique for flights, the navigators drew their A&D for the next mission, and the Radar operators had a briefing. At 1500, the general briefing was held which was very short -- the same information as the last mission. Mass and Protestant services were held immediately after the briefings.

After the evening meal, a notice was posted for all bombardiers and gunners to report to the plane to have dinner. At 030, the next morning some of the planes still weren't loaded or gassed. So, our group did not get off on the mission with the other three groups.

Bomber Command ordered our Group to remain behind today in order that they might accomplish a special mission on the 17th. Briefing was held at 1500 for lead crews and at 1630 for all.

Even though, some of us had trouble starting our engines all of the Company planes got off except 306, both 363 and 342 had difficulty in starting. We thought so they both were later getting off than their specified time.

Captain Turner in 362 came back over the field not long after the smoke spreading from his engine. Just south-west of Buntingford he saw in the sky and he saw his own plane flying towards him. The engine nacelle had been blown off and he was flying with one engine. He was flying straight and level at 10,000 feet. The engine was still running but it was not powerful enough to move the plane. The plane went into a heading of 270 degrees and he was flying away from the field.

(Sq "Int, 34th Bomb Sq, Cont'd)

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All of the crews returned with glowing accounts of flak and fighters which, even though both were moderate, were pressed close home. The official score for fighters destroyed and damaged has not yet been tabulated, but all of our squadrons did quite well for itself.

Captain Vagoff caught a lot of bullets in parts of his plane which partially destroyed the pressure, started a fire in the cockpit and shot out the hydraulic system. He landed with no usable brakes.

Captain Sanders, flying in 303 with Colonel Lass's crew, could not transmit gas, so he bombed a tertiary target at 6000' and over 1000' on the same course.

Captain Lowry and his crew in 466 lost an engine over the target and landed at an emergency field in south-eastern China.

The target was still in Formosa — the repair and depot facilities at the airfield near Tidian. But, it was closed in so the planes bombed shipping and harbour installations at Taku — the secondary target.

The importance of these missions was realized later. Our B-29s, in conjunction with a terrific naval carrier assault, had almost completely neutralized the air strength of Formosa. This must have aided in the subsequent American forces which triumphantly returned to the Philippines.

There was just one effort on a secondary mission, which was to cover and neutralize the 395th Bomb Squadron. Several bombers were shot down, but the survivors, flying headlong, did not drop their bombs.

They nevertheless accomplished their objective by getting out of the way before they could be hit again. They had to fly low to avoid being hit again.

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