

The B-24 - Lest we Forget

After my Army Air Corps training first as Aviation cadet at Nashville, pre flight Santa Ana, primary flight training at Santa Maria with a PT-13 - a bi-plane named a Stearman, washed out.

From there to Fresno for reclassification - having practice radio code at KDKA in Pittsburgh I was sent to Sioux Falls, S.D. for radio school - nine months of school - radio code and mechanics - lots of night school - we were pulled out for army basic training - [all day marching and shooting practice - then to SD university night school - on completing we shoveled our way (?) - heavy snow and then transferred to Yuma aerial gunnery school. On completion delay enroute to Salt Lake City - ten nice days at home in Pgh [Pittsburgh] area. At Salt Lake City assigned to a crew and sent to DM [Davis-Monthan] Tucson for B-24 operational training. On the first night on pass, went to All Saints Church on S 6th Ave - there I met Phyllis A. Rittman. Then spent six weeks of flying and dating. Left Tucson by train to Topeka, KS. to pick up a new B-24 - ferried to England by way of Grenier, Hampshire refueled to fly ? to England by way of Goose Bay, Iceland and left the plane at Valley, Wales. From there to an assignment pool at Stone? in England - ours was one of eight crews sent to the 93rd at Hardwick. I flew 37 missions over Europe - 6 over France (later years bought 6 Citroëns), 1 over Poland the rest over Germany -

McCabe our first pilot shot up over Orly field in Paris. Lt H.H. Cook took over crew - he finished on my 22nd mission - Cepl took over for 6 missions. Briefed to fly to Bay Biscay to form - weather so bad in England - On the way got caught in hurricane winds aloft and threw us around like a leaf in a windstorm - Twisted rear fuselage to a 45° angle and knocked up our upper right vertical stabilizer - made an emergency landing at Woodridge - When Cepl saw the damage to the plane he swore he would fly in our contraption?? again - he didn't - went home by boat. Flew six missions as replacement crew member - On my last mission I flew nose gunner with Holt and his crew - #3 plane to lead the group to Magdeburg - flew at altitude around it - then turned and dived to 10,000' to drop - railroad ties were coming up to our height - didn't bomb this target again. I quit combat flying at 34 missions - so I could stay with the group. Served as squadron radio operator check and train recruits. With the name Orient I didn't like the idea to go to the Orient (Japan).

I flew home with the group - a 30 day (R & R) Rest and Recuperation leave. Phyllis came to Pgh for a visit - nice 20 days.

On return to Sioux Falls I was sent to Pyote, Texas for operational training in B-29's. The A Bombs were then dropped on Japan - end of VJ.

Then sent to Ft. Bliss, TX for discharge. On discharge and travel pay to Pgh - jumped a bus to Tucson - overnight.

Arrived Tucson - still the 13th not propitious but had a hard time waiting until the 14th. Then with bended knee asked Phyllis to marry me. Her only question was "when". I said as she and All Saints Church would marry us.

Father Gramer officiated - Mary Pat Cosgrove and Matty Raguso (my barber) stood with us. After a nice breakfast and a piece of wedding cake we caught a bus to Nogales - honeymooned at Rancho Grande -

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From there to #12 ESN A
for rec classification - having
practice in codes at KBA
in high I was sent to
5100x Falls, S.D. for coded
school - nine months of
school - radio code and
mechanics - lots of night
school - we were pulled out
for Army basic training -
old day marching and
shooting practice - then to
30 hours of night school - on
completing we should be over
way - heavy show and
then transferred to Gunn

areal summer school. On
competitive delay enroute
to Salt Lake City & ten nice
days at home in Pop area.

At Salt Lake City assigned to a
crew and sent to B-17 TUSON
for B-24 operational training.

On first night en route
to All Saints Church on 56th St -
there I met Phyllis A. Pittman.

Spent several weeks of
flying and dating. Set
freedom by train to BOEKO, KS
to pick up crew B-24 -

perish to England by way of
Greenica, HAMPTON and Capelle
ply to England by way of
Boose Bay, IRELAND and left
the plane at Valley, Wales.

From there to an assignment
pool at Stone in England -
crew was one of eight crews
sent to the 93rd at Hardwick.

1 year 37 MISSIONS over Europe -
6 over France (later years fought
6 LITERONS) 1 over Poland the
rest over Germany -

Wrote our first pilot shot
up over Chilly field in
Paris. Lt H.H. Cook took
over crew - he finished on my
22nd mission - Capt took
over for 6 missions. ~~He~~
Wanted to fly to BAY BICAY
to zone - weather bad
in England - On the way
got caught in hurricane winds
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like a leaf in a wind storm.
Twisted rear fuselage to
45° angle and knocked up our
upper right vertical stabilizer -
made an emergency landing at
WOODRIDGE - When Capt saw the
damages to the plane he swore
he would fly in on our
compass alone again - he
didn't - went home by boat.
Flew six missions as
replacement crew member - On my
last mission I flew nose gunner
with Hout and his crew #3
plane to lead the group to
Magdenburg - flew at altitude
around it then turned and

dropped to 10,000 to drop -
railroads telegraph coming up
to new heights. Didn't bomb
this target again. I quit
combat flying at 34 missions -
so I could stay with the group.
Served as squadron policy
operator and checked train
records. With the name
Overt I didn't like the
idea up to the U.S. (Japan)
I flew home with the
group a 30 day (12 + 12) Rest and
Reorganization leave. My first home
to go for a visit since 20 days.

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operational training in B-29's.
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