

Lowe's Missions

MISSION

RECORD

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Finish

1. Szolnok, Hungary 8 hours
Target - Bridge Target destroyed
Light flek off to right about 2+3 o'clock
Bombing altitude 20,000 ft.
No fighter opposition
Escort - 50 P-51's 18 guns at target
I flew right waist gun
Date - Aug. 28, 1944

Szolnok captured by Russians week of Nov.

2. Szeged, Hungary 6½ hours
Target - Marshalling yards
No flek - no fighter opposition
No escort Bombing altitude 20,000 ft.
Szeged captured by Russians Oct. 11
Date Aug. 29, 1944

3. Mitrovica, Yugoslavia 6 hrs
Target - Bridge No flek
No fighter opposition No escort
Bombing alt. 20,000 ft.
Date - Sept. 2, 1944

4. Belgrade, Yugoslavia 6 hrs.
Target - Bridge
Flek - Heavy intense inaccurate
No fighter opposition P-38 escort (35)
55 guns at target Bombing alt. 23,000 ft
R.O. Ant. 20

We flew Sod-Buster - mission number 71
+ last. Feathered no. 3 just after we
left the target. I delivered ammo
to lighter plane - struggled back
Date. Sept 6 - 44

5.

Lyon, France 9 hours
Ferry mission - carried gas, oil
ammo (50 cal) + 500 lb. bombs
Sept. 13 - 44

6. ~~Lyon~~

Lyon, France 9 hrs.
Same as above
Sept 16 - 44

7.

Munich, Germany 7 hrs.
Target - Marshalling yds.

Escort
was
taps

Flak - Heavy, intense accurate
No fighter opposition - Escort P-38 (50)
Bombing alt. 23,000 ft. 262 guns
56 holes in plane - cut gas line -
last quantity of gas Temp. 32° below
Note Oct 4, 44

8.

Komarno, Hungary 7 hrs.
Target - Marshalling yds. Oct. 7-44
Flak - Light, inaccurate No escort
No fighters Bomb. alt. 22,000 ft.
8 guns at target 24° below We could
see very heavy flak over Vienna, 60 miles west.

9. Cestli-Franco, Italy 7 hrs.
Target - Marshalling yards
Heavy overcast - no bombs dropped
Light flak picked up at 3 places
No fighters - no escort
Bombing alt. 23,000 ft. Plenty cold
Oct. 18 - 44

10.

Bologna, Italy 6 hrs.
Target - German barracks
Flak - scant at target - moderate
over coast - inaccurate 60 guns at
target Bombing alt. 22,000 ft.
No escort - no fighters
Oct. 12, 44

11.

Blechhammer, Germany 5 hrs
Target - Oil refinery
We aborted over Lake Balaton -
turbo went out No escort
No fighter opposition No flak
Oct. 14. 44

12.

Linz, Austria 7½ hrs
Target - Goering's tank works
162 guns at target
Flak heavy & ~~very~~ fairly accurate

No fighters Escort - P-38's (30)
Bomb. alt. 22,000 ft. 6 holes in
plane - We saw one crew bail out
out over Alps - plane crashed there
Oct. 16 - 44

13.

Milan, Italy 8 hours
Target - oil refinery
No flak - no fighters - no
escort 4 guns at target
Bomb alt. 22,000 ft. Bomb run
meased up - poor results
Date Oct. 20 - 44

14.

Milan, Italy 7 hrs
Target - oil refinery.
No flak - no fighters - no
escort No bombs dropped
because of overcast
Bomb. alt. 22,000 ft.
Oct. 23, 1944

15.

— Yugoslavia 5½ hrs
Target - Troop concentrations
No flak, no escort, no fighters
No bombs dropped because of
extremely bad weather

Bombing alt. 20,000 ft.

Date - Oct 31 - 44

16.

Vienna, Austria 7 hrs.

Target - Florensdorf oil refinery

Flak - Heavy, intense, inaccurate

320 guns Bomb. alt. 27,000 ft.

Temp. 43° below P-38 escort (50)

Overcast Date Nov 17-44

17.

Vienna, Austria 7 hrs

Target - oil refinery 320 guns

Flak - Heavy, intense, inaccurate

No bombs dropped at primary
because of overcast

Dropped at Maribor, Yugoslavia

Flak - 27 guns - Moderate, very
accurate 12 holes in plane

Bomb. alt 25,000 ft. 32° below

No fighter opposition C-escort

P-38's (96) Nov. 19-44

18.

Munich, Germany Nov. 22-44

Target - West marshalling yards

Flak - Heavy + inaccurate 8 hrs.

Scent + inaccurate in N. Italy

Bombard on PFF - overcast

277 guns at target

Single enemy plane (Me 262
jet propelled) made one pass
Escort - P-38's Bomb. alt 25,000 ft.

Temp. 38° below 190 P-51's 90 P-38's
in area Nov. 22 - 44
19.

Maribor, Yugoslavia 8 hrs.

Target - Marshalling yards

Flak - Moderate + accurate at target

We also flew over Graz

Flak at Graz - Moderate + inacc.

Lost our sqdn. + tacked on to
another which hit Graz.

27 guns at Maribor 46 guns at Graz.

Bomb. alt 25,000 ft. ~~to~~

Escort - P-38's - No fighters

Flak at Maribor shot out our
hydraulic system - had to
bail out over field - jumped
from 9,000 ft. Everyone ok

42° below Date. Dec 6 - 44

20.

Lienz, Austria 6 hrs

Target - Industrial area

We hit 4th alternate (used too
much gas in assembling).

Villach, Austria - 2M marshalling yds.
No flak - no fighters Escort
P-38's + P-51's

Few bursts of flak at Venice
going up (to the left) + at Trieste
on return. Bomb alt. 25,000 ft.
440 below Date Dec. 9-44

21.

Linz, Austria $7\frac{1}{2}$ hrs.
Target - Marshalling yds.
Flak - Moderate, inaccurate
Low + to the left. 155's mostly
No fighter opposition
Small Escort - 36 P-38's We bombed
on PFF - overcast
Bombing alt. 26,000 ft. 45° below
Date - Dec. 15-1944

22.

Blechhammer, Germany 8 hrs.
Target - South oil refinery Bombed PFF
Very long bomb run - 160 yards at target
Flak - Intense, heavy + accurate
Piece hit pilot in shoulder - pretty well
spent - didn't hurt him (about 5 holes in plane)
Bombing alt. 25,000 ft. No fighters
60 P-38's 50 P-51's Escort
Date - Dec. 19, 1944.

23. Wels, Austria 7 hrs.

Target - Marshalling yards

Flak - None at target - 4 or 5 bursts
to the left near target (air field)

No fighter opposition Escort by P-38's
+ P-51's which was tops.

Bombing alt. 26,000 Temp. 40° below

Very good bombing. Weather was bad
at base. we assembled over the

Adriatic Sea. Weather enroute & at

Wels was clear. Ceiling on return

was about 1,000 ft. Poor visibility

Position E-2. We were briefed on

Brest - Wels - 3rd alternate. Bomb load - 6 50's

Date - Dec. 25, 1944

~~23~~ 24. Udine, Italy 8 hrs.

Target - Locomotive Works

We were briefed on the Passau, Austria
marshalling yards - no bombs dropped

because of cloud coverage. On the way
to Udine (5th alternate) we hit flak

at Brenner Pass (some town off to left

above us - white ^{155's} bursts. Bolzano - intense,

^{very} accurate, heavy Verona - intense & accurate,

heavy Udine - intense, accurate, heavy

Bomb. alt. 20,000 ft. Temp. 32° below.

No fighter opposition - Escort by P-51's
Approximately 50 flak holes in plane.
A large piece came up thru radio
table - severed gun gear switch in my
turret + ricocheted out thru Plexiglas near
base of dome - another piece hit my
interphone jack box. Neck was hit by
small fragment in back of head. Ok.
We aborted over Adriatic + came in
early - fired double red flare on approach -
pulled into first empty revetment - am-
bulances met us. Ceiling on return
was about 1,000 ft. - no burns.
Position - A-4 ship no. 7
Remarks - most accurate flak I've
ever seen. Bomb load - 8 500's
Date - Dec. 29, 1944

25. ~~Target~~ Zagreb, Yugoslavia - 6 hits.
Target - Marshalling yards
Made 2 bomb runs - turned short of
target on first - went over target
on second but didn't drop because
of cloud coverage.
Flak - Slight, inaccurate
No fighters - Escort P-51's

Bombing altitude 25,000 ft.
41° below at 25,000 ft. Bomb load - 8 500's
Position D-1 Ship no. 16
Joe Worell flew left waist gun
for us. Date - Jan. 5 - 1945

26. Ling, Austria 7 hours.

Target - Marshalling yards
Flak - Heavy Intense accurate 155's.
No fighter opposition P-38 Escort
Escort was pretty fair - didn't cover
as close as usual tho.

Bombing altitude - 26,000 ft. 50° below
Target - CAVU. Bomb load 40 100's
Position - D-2 Ship no. 12

5 holes in plane - got a small hole
in dome. George didn't fly - sick.
Stresky's engineer (Arnold) flew as
~~engineer~~ as replacement
Date - January 20, 1945

27. Moosbierbaum, Austria 8 hrs.

Target - oil refinery
Flak - Intense, heavy & ⁱⁿ⁻accurate
Very heavy in front & behind (between
groups ahead & rear - multi flak. Was
mostly behind us after bombs away.

Bombing altitude - 25,000 ft. Dropped
by mickey-target overset. Temp. -30°
Bomb load - 8 500's. Position C-1
Ship no. 5. Escort - P-51's & P-38's.
Capt. Fenton flew as co-pilot. La Pointe
from Mariabe's crew flew left waist.
Date - February 1, 1945

Bretzlawa - docks & quays Briefed
28. (Vienna, Austria) ← 7 hours

Target - Koneberg oil refinery)
Flak - Intense, heavy & accurate
No fighter opposition
Escort - 35 P-38's

Bombing altitude - 24,000 ft. 8 500's
Target CAVU Position C-2 Ship
no. 15. We came back on 3
engines - flak cut oil line on no.
3 - feathered it just after we left the
target. Flak at Győr on way back - 8
or 10 bursts out at 9 o'clock
Date - February 7~~th~~ - 1945

29. Vienna, Austria 6 hours
Target - Freight Yards
Flak - Light on return (Klagenfurt)
Escort - P-38's & P-51's
We started 11 miles from IP.

No. 2 turbo went out - engine
throwing oil - couldn't get any
altitude or keep up with formation.
Dropped 2 bombs in effort to
catch up - no good. Dropped the
remaining 4 & aborted. Swept
out enemy fighters all way back
to Adriatic.

Ship no. 16 Bomb load - 6 500's
Position B-2

Date - February 13, 1945

30. Neubeig, Germany 8 hrs.

Target - We 262 Airframe

Flak - None at target - 4 or 5 bursts
on route up (7. mine) ^{pretty} accurate too

No fighter opposition - P-38 escort - well

Made two bomb runs - dropped on
second - target pretty well hit.

Bombing alt. 24,000 ft. 6 500's

Position D-1 Ship no. 5

We assembled above clouds. Returned to
field at about 500 ft. - weather bad

Captain Word flew as co-pilot - W. Jones
flew left waist gun.

Date - Feb. 16, 1945

31. Pola, Yugoslavia 6½ hours
Briefed on Bolzano, Italy - Pola 4th alt.
Target - Shore installations
Flak - Moderate, inaccurate intense
to moderate, accurate, intense.
No fighters - P-51 escort
No bombs dropped on first trip
across target - our flight flew
(6 ships) over target a second time
+ dropped bombs.

Bombing alt. 23,000ft. 8 500 lb. a
Position C-1 Ship no. 5. We got
about 10 flak holes (large too), one
piece cut gas line - bomb bags filled
with gas. Captain Salt flew as
bombardier. 12 mess on plane
Cameraman & extra waist g. (Mac)
Bolzano was overcast so we couldn't
drop there. (Good deal).
Date - February 20, 1945

32. Knittelfeld, Austria 7 hrs
Target -
No flak - no fighter opposition
Knittelfeld was 3rd alternate. We
were briefed on Amstetten, Austria
Marshalling yards - it was overcast

so we didn't drop. Made three
bomb runs at K. Mittel feld - dropped
on the 3rd. Target was demolished
Best bombing I've seen. P-51 Escort
Position A-2 Ship no. 71 (miskey)
Bomb load 6 500's (miskey only)
Bombing alt. 18,000 ft. Temp. -25°
Captain Word flew co-pilot again. Lee
didn't fly - navigator in nose turret.
Weather multi. bad at field. I flew left
waist gun - dispensed window.
Date - Feb. 23, 1945

33. Augsburg, Germany $7\frac{1}{2}$ hours
Target - Marshalling yards
Flak - Intense, heavy, inaccurate
No fighter opposition - Escort - P-38's + P-51's
Bombing altitude 25,000 ft. Bomb load 4-1000's
Position F-1 Ship no. 12 Temp. -35°
Couple of holes in plane. Ron Ulahofen flew
left waist. 12 men on ship - camera
man (Raney) Target - pretty clear
weather - ok. up & back
Date - Feb. 27-1945

34. Hegyeshalom, Hungary $\frac{1}{2}$ hour.
Target - Marshalling yards

Flak - None No fighter opposition
P-51 Escort
Position D-1 Ship number 5
Bomb load 8-500's Bombing alt.
20,000 ft. Weather bad at base
at take off - ok enroute + clear
over target. 12 men aboard (Yoko
Cameras) Rally left - boy what
a rally - vertical bank almost
Date - March 8, 1945

35. Budejovice, Czechoslovakia 7 hrs
Target: Marshalling yards
No flak - No fighter opposition
No escort Bomb load 20 100's
Position A-2 Ship no 75 (18)
Mickey ship - I flew waist gun
Bomb. alt. 20,000 ft. W zohar Carter
Swell mission - target hit pretty
well. Date - March 24, 1945

And so ends my tour
of combat duty.

We flew another mission to Caprag, Yugoslavia but didn't receive credit for it.

No bombs dropped because of soup & target could be attacked visually only. We led the flight.

Date - Feb. 26, 1945

On another to Lienz, Austria we aborted enroute - couple of turbos went out - couldn't climb or keep up with formation. Aborted near Pola, Yugoslavia. Ship no 69 - Position D-2.

Date - ~~Feb~~ March 2, 1945