

THE JOURNEY OF CREW 10

A CASE STUDY OF WAR AND HUMAN CONSCIOUSNESS

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SaintMauricePublishing
Haleyville, Alabama

Sword of Destiny

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Sword of Destiny

This book is dedicated to the men of Squadron 712, Crew 10

Based on the Mission Journal of TSgt. Clyde Leon Baird, U.S. Army Air Corps, 8th Air Force, as well as notes, photographs, and observations released by the United States War Department

TSgt. Clyde Leon Baird



**8th Air Force, 20th Bombardment Wing, 448th Bomber Group, 712th Squadron, Crew 10
Seething, Norfolk, England: November 1943 – June 1945**

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Preface

The Formation of Crew 10

The men chosen for crews on each team of airmen who would become the men of the 8th Air Force were taken from all walks of life in the United States. Some were college educated, some were plucked from college to serve, and others were not even high school graduates. Most were very young, supposedly at least eighteen-years-old, but many not even that age, since birth certificates were not always available, and getting one's cousins to lie and tell the state a person was born a year or two before he really was did not seem to be much of a problem. At the time, all a man needed were two people who were alive and remembered his birth, in order to get a delayed birth certificate, and since so many Americans still were born at home who would be of the age to be eligible for service in World War II, once again there were those who were less than fifteen-years-of-age marching off to war.

Regardless of how the men arrived at training to be in the Air Corps, all were determined to become those who flew, bombed, and helped win the war against that most evil military regime that had been built by Adolph Hitler in Europe and the Japanese Emperor in the Pacific. The youngsters and young men who assembled to learn how to fight that great evil through the air, became what we now term "The Greatest Generation", and they were and are. They are leaving us every day now, so very few left with us to tell the stories of what happened.

That is part of the problem, so few were ever able to tell what happened. They came home and rebuilt the world from the United States, bringing to the next generation the best life ever known on earth, at any time, or any place in history. But they rarely talked of what they had seen, what they had done, and what they had endured. Those secrets took a great toll on them, and on human consciousness generally. What they endured caused a terrible loss in the rise of the human spirit, in the growth of human dignity and the growth of spiritual depth of human kind.

The men of Crew 10 were from the far corners of the country. Lt. Carroll Claude Key grew up in Oklahoma. Born in April of 1919, his mother died when he was an infant, and he was the youngest child of a long line. His father died when he was nine-years-old and he was living with his sister Stella in Ardmore, Oklahoma in 1930. He was the spiritual and actual leader of Crew 10, but due to a crash landing in Brazil on the way over to Europe, he lost an arm and was never allowed to go on with his "boys". This was extremely difficult for him, and seemed to have affected all aspects of his life after the war. He had multiple marriages, some problems with alcohol, and difficulties with having meaningful relationships with children and relatives. None of those problems were present in his personality prior to the War.

Clyde Leon Baird, a man with an eighth grade education from Winston County, Alabama, was also born in 1919, his mother died within a few months of his birth, and he was given to a barren aunt and uncle before he was a year old. He was well provided for and treated as an only child by the aunt and uncle, while also living less than a mile from his father and older siblings, with whom he also had very close relationships. After the war, he had several marriages, multiple sets of children, problems with alcohol and drugs, as well as difficulties in keeping jobs or working for long periods of time. He did receive a thirty-per-cent disability from the Air Corps for many years, due to post traumatic stress, or what was termed “shell shock” at the time. The disability stopped when he failed to appear for his annual medical check-up in 1961. Clyde kept in touch with most of the other men for several years, but abruptly stopped when he left his wife and family.

Lt. James Michael Susoeff was born in 1916 in San Francisco, California to Russian immigrant parents. He was the one first generation American in Crew 10. From historical records, it appears that he married once, returned to his home in San Francisco and wife, reared his children, and served as a teacher and principal of schools until he retired. He did not seem to have the same outward difficulties that Baird and Key had, and there are no published materials on private problems he may or may not have had. It is possible that his family’s history with immigration from Russia and difficulties of that nature may have allowed him to have more frustration tolerance for what he endured during the war. Perhaps he had more family support as he came back to civilian life. For whatever reasons, he seems to have been most successful of the group, in becoming a regular citizen once again. Susoeff kept in touch with most of the crew for many years, usually through Christmas cards, but they stopped after many years.

Robert W. McKinney, born in 1921 in Oregon, spent most of his life on a ranch in Washington. There are no reports of problems of depression or substance abuse after he returned from the war. He went back to life on the ranch and spent the rest of his life caring for animals and land. Perhaps the family support and open space work helped him overcome what he had seen. Bob kept in touch with many of the other men for several years, but then the cards and letters dropped off and eventually stopped.

Douglas Barker Dann was born in Canada in 1918, but soon moved with his parents to North Carolina and joined the Army Air Corps in 1943 there. He moved around the United States after the war, but seemed to only have one wife, Eula.

Richard L Auer was born in New York, of Polish parents, and spent most of his childhood in Connecticut. According to historical records, he was married at least twice and died in Maine, where his children were named in his obituary, but his stepchildren were only mentioned as just that, stepchildren. Their names were not given. His first wife continued to live and died in Connecticut.

Other men in the crew were Jack Williamson, James E. Anderson, John Brown, and H. Fisher, but their lives after the war were not searchable and identifiable by the author. It would have been

most advantageous to the book to be able to find these men; histories of their lives would have been important in working through what happened to each member of the crew, spiritually, emotionally, and psychologically, as the after-war years passed. Perhaps the histories and men that were found may give enough information for us to glean some idea of how all of them lived and died. There were others who joined the crew when someone was injured and moved out, but they also have not been identifiable by the current authors.

In order to better explain what happened to these men during their training and later during their many missions of bombing over Europe, it is important to understand the historical setting of their war lives. Part One gives that background.

Part One

The 8th Air Force and Mission



Insignia of the 8th Air Force during World War II

The 8th Air Force was established February 22, 1944 by reassignment of the VIII Bomber Command at High Wycombe, England. The 8th Air Force was a United States Army Air Corps combat group in Europe during World War II, positioned at Royal Air Force bases and other civil air strips in England. On 4 January 1944, the B-24s and B-17s based in England flew their last mission as a subordinate part of VIII Bomber Command. On February 22nd, a massive reorganization of American airpower took place in Europe. VIII Bomber Command and Ninth Air Force were brought under control of a centralized headquarters for command and control of the United States Army Air Forces in Europe, called the United States Strategic Air Forces (USSAF). VIII Bomber Command was renamed 8th Air Force, with VIII Fighter and VIII Air Support Commands being brought under that command as well.

The missions of these component forces were focused on all the strategies needed by the General's plans to weaken Germany in order for ground troops to invade. The VIII Bomber Command was assigned a mission of strategic bombardment, using heavy, 4-engine bombers. The Fighter Command was missioned to escort heavy bombers, and the Air Support Command provided reconnaissance, troop transport, and tactical bombardment using 2-engine medium bombers, before being combined in the 8th Air Force. The three were established in early 1942.

The organization and history of the 8th Air Force began on January 2, 1942, with initial activation at Savannah Air Base, Georgia. VIII Bomber Command, first activated at Langley Field, Virginia, was reassigned to Savannah Air Base, Savannah, Georgia, February 10, 1942, and shortly became the beginning of the 8th Air Force. On January 5th of that year, Major General Carl Spaatz became commander of the general Headquarters, Eighth Air Force, Bolling Field, Washington, D. C. The order activating the "U.S. Air Forces in the British Isles" (USAFBI) was announced on

January 8th, and on May 12th the first contingent of USAAF personnel arrived in England to join those already in the field. Major General Spaatz arrived in England on May 15th, immediately establishing the Headquarters of the 8th Air Force at Bushy Park, 15 miles SW of London.

General Carl Spaatz returned to England to command the USSTAF, Major General Jimmy Doolittle relinquished command of the Fifteenth Air Force to Major General Nathan F. Twining, and took over command of the Eighth Air Force from Lieutenant General Ira C. Eaker. Doolittle of course was well known to American airmen as the famous "Tokyo Raider" and former air racer. His directive was simple: 'Win the air war and isolate the battlefield'. Spaatz and Doolittle's plan was to use the US Strategic Air Forces in a series of raids, code-named *Operation Argument*, and coordinated with all other forces, supported by RAF night bombing, on the German aircraft industry and all war production.

Under the leadership of Generals Doolittle and Spaatz, the 8th incorporated the missions of the combined forces and engaged in operations mostly in Northern Europe; carrying out strategic bombing of enemy targets generally in France, Belgium, and Germany. It was the first U.S. designated "strategic" air force to be used in the war, rather than a "support" force that was focused on helping the ground troops in particular campaigns and battles. As mentioned in the above paragraph, the central mission of the 8th was primarily to destroy war production and munitions facilities deep behind the front lines of any area, but also to help the ground forces wherever possible.

The adopting of the mission to support an invasion of continental Europe originating from Britain was the final aim of the force, and carrying out strategic daytime and a few nighttime bombing operations in Western Europe from many airfields in eastern England was the backbone of this invasion. The 8th also engaged in air-to-air fighter combat against enemy aircraft until the general defeat of the German Luftwaffe in early 1945. It was the largest deployment of combat Army Air Forces in numbers of personnel, aircraft, and equipment, during the entire war.

An advanced detachment was stationed at RAF Headquarters, RAF Daws Hill, England, February 23rd, 1942 and those personnel were missioned to make preparations for units to arrive from the United States. The first combat group of VIII Bomber Command in England was the ground echelon of the 97th Bombardment Group; they arrived at RAF Polebrook on the 9th of June.

Regular combat operations began on August 17, 1942, when the 97th Bombardment Group flew 12 B-17Es on the first heavy bomber mission from RAF Polebrook, attacking the Rouen-Sotteville Marshalling Yards in France. This was the beginning of many runs into continental Europe and many lives changed forever. The 8th Air Force had the highest number of casualties and the largest losses of airplanes and equipment of any air mission group during the war. The 8th had 47,000 casualties with 26,000 KIA (killed in action) and more than 30,000 POW (prisoners of

war). The airmen earned 17 Medals of Honor, 220 Distinguished Flying Crosses (DFC), 850 Silver Stars, 7000 Purple Hearts, and 46,000 Air Medals.¹

As all parts of the 8th Air Force were put into place, major bombing campaigns were planned and executed, using 500-1000 bombers, or more, in formation together, as well as 300-500 or more fighters to defend them. It must have been an impressive sight to be in a German city and see them coming toward you, in broad daylight most of the time, knowing they were going to destroy everything in sight within a few minutes. “Big Week” was the first of these major campaigns of *Operation Argument*.

Big Week

Clear weather was predicted for the last week of February 1944, as well as very cold weather, and “Big Week” began. On the night of February 19th and early morning of the 20th, the RAF bombed Leipzig. The 8th Air Force put up flight more than a thousand B-17s and B-24s and over eight-hundred fighters. The RAF also provided sixteen squadrons of Mustangs and Spitfires. In all, twelve aircraft factories were attacked, with the B-17s heading to Leipzig, hitting the Allgemeine Transportanlagen-Gesellschaft, where Junkers Ju 88 (a German twin engine multi-role bomber) were produced. They also hit Erla Maschinenwerk, a production facility of Messerschmitt Bf 109’s (fighter planes, better known as the Me 109), Bernburg-Strenzfeld, which made Junkers Ju 88’s and Oschersleben, an AGO (a German aircraft manufacturing company) plant making Focke-Wulf Fw 190A fighters. The B-24s hit the Gothaer Waggonfabrik factory, which produced Messerschmitt Bf 110’s (the “Zerstörer”, a heavy fighter whose very name meant destroyer), as well as the Fw 190 (German single seat, single engine fighters) Arado company plant at Tutow, and the Heinkel firm’s Heinkel-Nord’s headquarters at Rostock, in production of He 111 (German medium bomber). These raids on the German aircraft industry, which was the focus of much of “Big Week”, caused so much damage that the Germans were forced to move aircraft manufacturing into eastern cities, to what they thought were much safer parts of the Reich.

The next day, over 900 bombers and 700 fighters of the 8th Air Force hit even more airplane production factories in the Braunschweig area. More than 60 Luftwaffe fighters were shot down. There was also a loss of 19 US bombers and 5 US fighters. Then, on February 24th, with the weather finally clearing over central Germany, the Eighth Air Force sent over 800 bombers, hitting Schweinfurt and attacking positions and factories on the Baltic coast, with a total of 11 B-17s being lost. At least 230 B-24s hit the Messerschmitt Bf 110 assembly plant at Gotha with a loss of 24 aircraft, a very good run of missions in anyone’s estimation. February 25th saw bright, clear skies in most of Europe and both the 8th and 15th Air Forces hit varied targets at Furth, Augsburg and

¹ <http://MightyEighth.org>

Regensburg, attacking Messerschmitt Bf 110 production facilities. The 8th Air Force lost 31 bombers, the 15th lost 33.

Berlin

Just a few days after "Big Week", in fact, less than a full week, the 8th Air Force made its first attack on the Reich's capital, Berlin. The RAF had been making night raids on Berlin since late 1940, but this was the first major daylight bombing raid on the capital city. The Germans were so proud of the defenses at Berlin; they seemed not to believe it was possible for it to be attacked during the day with anything other than what would be considered "nuisance" or "Mosquito" bombings.

March 6, 1944 was the beginning, when more than 700 heavy bombers along with 800 escort fighters of the 8th Air Force hit numerous targets within Berlin. This was the first time American bombs had been dropped on the German capital, which was known to be the general command center of the war effort for Hitler. March 8th saw more raids with 600 bombers and 200 fighters hitting Berlin again. They destroyed the VKF ball-bearing plant at Erkner as well. March 9th brought H2X ("pathfinder" radar developed by British scientists) radar-equipped B-17s in a third attack on the Reich capital through the clouds. This was extremely surprising to the Germans. During this one very special week of March, the 8th Air Force dropped over 4,800 tons of high explosives on Berlin, causing massive damage and chaos.

On 22 March, more than 800 bombers, led by H2X radar-equipped bombers, hit Berlin yet again, bombing targets though a thick rainy overcast. The result was more devastation to various industries, and main areas of the city. Because of the thick clouds and rain over the area the Luftwaffe did not attack the American bomber fleet, as the Germans believed that because of the weather the American bombers would be incapable of attacking their targets. However, the "pathfinder" bombers of the RAF Alconbury-based 482nd Bomb Group proved very capable of finding the targets and guiding the bombers to them.

Preparing for "Overlord", the Next Phase

Preparing for the ground invasion of France, American air attacks began in February 1944 against railroad yards, airfields, ports, and bridges in northern France and along the English Channel coastline. Fighters from both 8th and 9th Air Forces made wide sweeps over the area, strafing airfields and rail yards as well as rail lines. Bombers worked to destroy larger strategic targets deeper in France, Belgium, and Germany, especially German air fields in those areas. By the time of the Invasion of Normandy on June 6th, Allied fighter pilots and bombing missions had succeeded in damaging or destroying massive numbers of locomotives, motorized vehicles, and bridges.

May 1st brought over thirteen hundred 8th Air Force heavy bombers with a no-holding-back attack on the enemy's rail yards and lines, striking at targets in France and Belgium. Then, on May 7th, another one thousand bombers hit more targets along the English Channel coast, working on the fortifications, bridges and marshaling areas.

From May 13th onward, through D-Day and beyond, focus was turned to the German oil industry. These missions carried a very high price. As mentioned before, half of the U.S. Army Air Force's casualties in World War II were men in the 8th Air Force with more than 47,000 casualties, more than 26,000 of those killed. Many more awards were made to 8th Air Force veterans after the war. These are not included in the official account of medals. There were 261 fighter aces in the 8th Air Force during World War II, with thirty-one of these aces having 15 or more aircraft kills apiece. Another 305 enlisted gunners were also recognized as aces.

On D-Day, more than twenty-three hundred sorties were flown by 8th Air Force heavy bombers in the Normandy and Cherbourg invasion points, all aimed at neutralizing enemy coastal defenses and front-line troops. By the end of 1944, only three out of ninety-one refineries in the Reich were still working normally, twenty-nine were partially functional, and the others were completely destroyed.

20th Bombardment Wing

The 20th was a prewar bombardment wing based in the U.S. northwest, constituted as the 20th Bombardment Wing on October 19, 1940, and activated on December 18, 1940. On September 1, 1941, it was deactivated, only to be brought back on line on November 1, 1942. Then, it was redesignated as a "heavy" bombardment wing in February 1943, in preparation to be a part of the newly forming Eighth Air Force. The Wing was immediately moved to England, from May to June of 1943, and it received its first bomber groups and crews in November 1943. Those airmen served in combat in the European Theatre from December 1943 until April 1945, as part of the main mission to so cripple the continental forces that a land invasion could be achieved, originating in England. After the surrender of Germany in May, 1945, the Wing moved back to the United States, August 1945, and was prepared for B-29 Superfortress operations, although there were no combat components assigned at that time, so there were no missions assigned. Upon being reassigned to Strategic Air Command in May 1946 and elevated to VIII Bombardment Command, the Wing was on hold until November 1946. It was last based at MacDill Field, Florida, where it was inactivated on November 10, 1946 and later disbanded on October 8, 1948.

Units that were assigned to the 20th Wing of the Eighth Air Force in England:

<u>Dates:</u>	<u>Bomb Group</u>	<u>Airfield</u>
Sept. 13, 1943-June 12, 1945:	93 rd	RAF Hardwick, Norfolk, England
Nov, 1, 1943-June 1, 1945:	446 th	RAF Bungay, Suffolk, England
Nov, 30, 1943-July, 6, 1945:	448 th	RAF Seething, Norfolk, England
Aug, 14-Nov, 29, 1944:	489 th	RAF Halesworth, Suffolk, England

The 448th Bombardment Group

The 448th was assigned to the Eighth Army Air Force November 30, 1943. The combat aircraft used by this group were the B-24H, B-24J, B-24L, and B-24M. Activated May 1, 1943 at Gowen Field, Idaho, the 448th original crews trained there. The unit moved to Wendover Field, Utah on July 4, 1943, for the second phase of training, and final training was at Sioux City AAB, Iowa from September 16 to early November, 1943. The ground unit went on to Camp Shanks, New York, and sailed on the Queen Elizabeth, November 23, arriving at Clyde on November 29, 1943. The aircraft left Sioux City on the third of November 1943 for Herrington field in Kansas. The group aircraft flew for The United Kingdom via the southern ferry route from Puerto Rico, Trinidad, Belem, Dakar, and Marrakesh. Three aircraft were lost in route, one that my father, Clyde Baird, was on, in Brazil. The story of that crash is the first mission memory recorded in this book.

Returning to the United States during June and July 1945, the unit arrived by ship and air. The ground support group sailed from Greenock on the Queen Mary on July 6, 1945 and arrived in New York on July 11, 1945. Most personnel had 30 days R and R (rest and relaxation), but many needed psychiatric care and were treated for severe Post Traumatic Stress Syndrome, although it was not called so at the time. The group was re-established at Sioux Falls AAFD, South Dakota, where training began as a B-29 unit. The four squadrons that had been assigned to RAF Seething were disbanded or reassigned to other Bomb Groups. The 448th was dissolved in August, 1946.

Squadrons of the 448th Bombardment Group

712th Bombardment Squadron – Heavy	1 May 1943 – 4 August 1946
Post War	19 April 1947-21 March 1951
713th Bombardment Squadron – Heavy	1 May 1943 – 4 August 1946
Post War	19 April 1947-21 March 1951
	18 May 1955–16 November 1957
714th Bombardment Squadron – Heavy	1 May 1943 – 4 August 1946;
Post War	19 April 1947-21 March 1951
715th Bombardment Squadron – Heavy	1 May 1943 – 4 August 1946

Station:

RAF Seething, Norfolk, England, November 30, 1943- July 6, 1945

Group Commanding Officers:

Col. James M. Thompson 1 May 1943 to 1 April 1944 (MIA)

Col. Gerry L. Mason 3 April 1944 to 13 November 1944

Col. Charles B. Westover 14 November 1944 to 27 May 1945

Lt. Col. Lester F. Miller 27 May 1945 to July 1945

First Mission: 22 December 1943

Missions: 262

Total Sorties: 6,774

Total Bomb Tonnage: 15,272 Tons

Aircraft MIA: 101²

The 712th, 713th, 714th, and 715th Bomb Squadrons were all activated in early spring 1943, and all saw first combat in the European Theatre of Operations in December of that year flying the B-24 Liberator. In 1946 all of the squadrons transitioned to other needs, as the war effort became the recovery effort. The crews of these squadrons were scattered, many going home for 30 days of R and R, and many going to hospitals to combat the ever present nightmares and terrible memories. Traumatic Stress Syndrome then was not generally understood and the men involved were given very little help in dealing with their unseen war wounds. Their lives had changed forever, and the world seemed to just be going on about its business, ignoring that they were not ready to join the rush.

It is unfortunate that so many soldiers come home without the possibility of having much needed medical treatment for emotional and psychiatric wounds. It remains a silent problem because our society continues to see it as a problem of courage or just plain weakness. In thinking of how I would have reacted to having to board that airplane 30 times, knowing that the odds were I would not come back, I don't think I could have done it more than once.

In my father's case, he was the Crew Chief, and he was responsible to make sure everything on that plane was working correctly and well. If it did not work correctly, it was his fault. I am sure he was on those ships, going over every inch, when the other members of the crew were sleeping a little more, or socializing a little more, or just relaxing and resting from the stress of the war, a little more. My father knew it would be his fault if anything malfunctioned without being damaged by battle fire, and that alone would have caused me to be paralyzed when it was time to board the plane for a mission, as I am sure it did him. He had to ride on top, as the airplane went down the runway, telling the pilot where to place the plane, so as not to hit anything, including the

²Notes taken from released records of the United States War Department, 1941-1945.

other planes that were taking off. Just before the plane rose, he would drop down into the top gunner position, and then be responsible for anything above them for the entire mission.

For my father, and in the case of so many, the real damage of war is to the overall advancement of human consciousness. My father's growth emotionally, psychologically, and spiritually was stopped, or at least, stunted, by war. The spiritual damage done to each individual, with the cruelties and killing that is expected of each person in each mission, becomes a monumental problem for humankind as a whole. The holes left in the individuals and the loss of collective human dignity during each day of each war erodes and destroys the whole of human consciousness, causing humankind to move backward rather than forward in spiritual and emotional health. The question then remains as to why we, as human beings, continue to allow war, or continue to allow so much evil to take over in parts of the world, that war is necessary to stop the great evil it becomes.

Squadron 712, Some of Crew Ten:



From right to left, back row:

Clyde L. Baird, Jack Williamson, Robert. W. McKenny, James E. Anderson, Richard. L. Auer, Douglas B. Dann

Front Row: 2nd Lt. Carroll C. Key, 1st Lt. James M. Susoeff, Lt. John W. Brown, Lt. H. Fisher



Clyde L. Baird and Crew Member, getting ready to go on a mission.

Part Two

Clyde Baird's Early Life

In researching to understand the damage war does to an individual, we must look at what the person was before the war took him or her. In this case, we can only examine the childhood of the person the authors knew best, and so, we will look at the life of Clyde Baird, although in many ways, it is similar to the early lives of many of the men of Crew 10. The world to which Clyde Baird was born was very much like it had been for hundreds of years in the hills of Alabama. It was still a very primitive and wild area; hardly removed from the ways of the longhunters who first inhabited the place. According to my father's first cousin, Delma Baird, there was no electricity in the Wilson Bend area until after World War II, when he and the men of the Bend personally set the poles and strung the wire from Meek. One of Clyde's great-great grandfathers, James Blevins, who was a longhunter himself, as well as his father, Josiah, had claimed land in Winston County in 1832, and was the second man in the county to settle there.

As an illustration, the story about Papa Baird and Uncle Floyd Chaffin gives proof of this pioneering and hardy way of life. It seems Papa Baird had a business situation about 1916. Papa Baird told his step-son Floyd Chaffin, who was about twelve at the time, to do something that seemed sort of odd. They lived at Possum Trot, where the road that goes around the bend of Rock Creek [now Smith Lake] forked and began the journey round what is called Wilson Bend. There was a branch [small creek] in the Hollow below the barn, and Papa gave Uncle Floyd a 12-gauge shotgun, and told him to climb up to the loft of the barn, watch for any VISITOR's coming down the trail, and to shoot them on sight. Uncle Floyd, who later told this story to his nephew Jim Hendon, also said, "Jim, I guess I would have shot them". We won't try to imagine what the business down the branch might have been, where visitors would not have been welcome, but anyone who grew up in the hill country would have a pretty good idea of what the enterprise was. One must keep in mind that Floyd Chaffin later became a Baptist minister and a very high level official in the Southern Baptist Convention; this would have been a far reach for him to have shot someone for walking down a path, but Papa Baird had that personality that could convince you that something was needed and necessary, and Clyde Baird inherited that same personality.

Clyde was born in 1919, and the men in his crew had birth years from approximately 1912 to 1924, so there was a wide range of ages and previous experiences in the group. As the research progressed for this book, it became glaringly apparent that many of the men he knew in Europe experienced difficulty in becoming "normal" citizens again, after coming back from the War. There were multiple divorces and marriages for many of them, some petty criminal issues for some, and a couple just went back into their civilian world, without talking about the war to anyone, ever. As for Clyde, he married Mardie Mullinax Smith, my mother, almost immediately after returning home, and tried to begin again. His war experiences were fresh and painful, and he

could not sleep, which led to having a couple of alcoholic drinks at night, every night, which then led to more and more. My mother later told me that she thought the stress of the war caused his childhood abandonment anxieties to play heavily in the problems he had as time went on, or so it seemed to her. She always felt that a person could have endured the war, or they could have endured the childhood trauma that he had, but both together just would not allow him, or a person like him, to recover from both.

My biological grandmother, and Clyde's mother, Mary Elizabeth Marion Chaffin Baird, died in September of 1919, after he was born in July. (Very much like the mother of Lt. Carroll Key.) Although his sisters tried to care for him, he was a very small baby, and there was no mother's milk to keep him alive. His eldest sister was Flora, who was born in 1906, next was Arizona, born in 1912, and Stella, who was only two, born in 1917. They were doing all they knew to do, but Flora was only 12 and the other girls were 6 and 2. There were also several boys in the house, Floyd Chaffin who was 15, the full brother of Flora, both of whom were the biological children of the mother who had died, but were step-children to the father who was left, Francis Marion Baird, and George (19), Searcy (17), Cordes (10), Carl (5), and Clyde (0). It would have been an unimaginable task to try to care for all those children, for Pop Baird, for Flora and Arizona, for the boys, for anyone. And, they were grieving for a loving mother and a sister, May, who died with her. As I grew up, I came to know each of the people in that house, and there were no people more extraordinary in courage and heart, at that time or any other, so it was not because of not striving to keep Clyde alive that the situation was so dire. Papa Marion Baird even asked my grandmother Mary's younger sister, Ella Marion, to come and live with them. She came in and tried to keep my father alive, but he was already too ill and near death. The 1920 U.S. Federal census shows them all living there, at Possum Trot, on the road down from Meek to Wilson Bend, in Winston County, Alabama, a place that is still extremely rural, and must have been ever so much more remote at that time. Arizona told me stories of going to the bluff on their land across the road, to wash clothes in the falls that steadily came over in all seasons. That was where they were washing clothes routinely, in all weather, so it was still a very pioneer type life.

For anyone who has seen the movie "Sergeant York" or read the biographical information about Alvin York, the type place that was Winston County in 1919 is easy to imagine and understand. My people were like the people portrayed in that movie. Good, courageous, and caring, but very much accustomed to a difficult life like many never knew. Most of the people came from Scotland or Ireland due to difficulties with the English, and had been in the United States before it was the United States. They had come to these mountains early, and helped to carve out the country that was the envy of the world. My father's adoptive mother, Lucy Hendon Baird, told me stories of Bonnie Prince Charlie, and how our people all fought for him to have his throne again in Scotland, and fought for his father before that. She said that the "bonnie" Prince would always come to our aid, if I should ever find myself in a dire situation; and I do believe he led me out of the deep woods once, when I was so lost I would have never gotten home, as dark overtook the sky. I was about five and very afraid, but I digress and need to get back to the focus

of this story. Regardless, I will always believe it was he who helped me; although I am sure the modern world would not believe it possible.

Aunt Ella, whom we called “Auntie”, pronounced in the southern as “Aintie”, worked hard to reestablish clean clothes, cooked food, and order, to a household that really was not sure it wanted to have those things any longer. Flora told me years later that she resented her coming in; her mother had left her in charge, and she was quickly learning to take care of everything, but my Grandfather Baird was afraid Flora was going to try to take care of everyone until she neglected her own life and hopes. Flora was just such a girl; honest to a fault, good to a fault, caring beyond belief, and so hard-working, all the rest of the family was concerned that she might die next if she did not rest. Carl had been living with his grandfather Rueben Baird, and he was fetched home, Stella was with a neighbor, and she was brought home, and all went to work under Ella’s instructions, to put their lives back together. Clyde continued to decline, and on a cold winter night, Pop Baird wrapped him up and took him to the next farm, where his brother John and his wife, Lucy Hendon Baird, lived. Lucy was barren and wanted a child more than anything in life, but after 12 years of marriage, they still had none, being pretty sure there would never be any.

According to Lucy, whom we called “Ninnie”, Papa talked with them a long time, about crops, about stock, about hunting; while holding my father so close she was afraid he was going to crush him. She noticed that Clyde was just barely breathing, and was terribly clogged up, and asked several times to take him aside and give him some medication, or relief, or help him breathe better, but Papa could not let go of him. After a while, Papa Baird began to explain why he had visited on such a cold night, with such an ill baby. He broke down several times, Ninnie told us, and could not get words to form in his mouth, but finally she understood that he wanted her to take him as her own, and that he was promising not to ask for him back, if she could get him to live. Ninnie and Uncle John agreed to the terms of the contract, and so did Papa Baird, although he could not leave that night, he slept by the fire, so that he could be with my father one more night, as his father. It was only a verbal contract, between the three of them, but it was kept to the letter, for all the years until their singular deaths. Ninnie began immediately, and they all slept that night in turns, caring for my father, dropping medication and sugar water from a cloth into his mouth, one drop at a time, every minute of the night that he would take it.

Ninnie was an herbalist, or “YarbDoctor” as they were called in the foothills of Alabama, and she knew what herbs and plants would help most. She kept a full supply at all times, even when I was a child. She and I would go out to the woods to dig Ginseng, Sassafras, gather St. John’s Wort, Penny Royal, Fox Glove, and many other things I can no longer remember. She was a very good herbalist and made all sorts of plasters and bags for keeping germs away. Some of them smelled so badly that it would have been impossible for someone to contract any disease, since no other person would come anywhere close to them, they stank so! After Papa Baird went home the next morning, she worked with my father every minute of every day until he showed signs of recovering. She told me that she and Uncle John stayed awake for 48 hours at a time, taking turns feeding a drop at a time, or giving medicines, or using a new poultice or plaster she had devised,

to clear his lungs and give him strength. Finally, in about a month, he did seem stronger. Papa Baird had been by every day to see him, and find out if there was progress.

No one has ever been loved more than Clyde Baird; he was everything to Ninnie and Uncle John, to Papa Baird, to Flora, to Arizona, to Carl, Cordes, Stella, George, Searcy and Floyd, because he lived when no one thought he would. He was the living legacy of their mother's sacrifice to save him, and all made sure he grew stronger each day. When Clyde was about 8, Papa Baird decided he needed to move to Walker County, to make a better living. When he told Ninnie and Uncle John, they told him they would sell out and go too, so that Clyde would continue to be a part of the lives of everyone, not just them. Papa Baird cried openly when they told him this; it was the thing he dreaded most, leaving Clyde so far away.

The entire group that was left at home moved to Sumiton, in Walker County. There were many coal mines opening there, and lots of work for Papa and Uncle John. Papa continued to work in water wells, plumbing, and pumps, while Uncle John bought what was known as a "wagon mine". He owned the mine, and they would chip away with picks and shovels, and take one wagonload of coal to the buyers each day, paying the men who dug out the coal, set the pillars, and brought the wagon in, as each day's coal was sold. Some had more than one wagon, but most of these small operations used only one wagon, since that was about what they could mine in one day. There were many other Winston County people there, Henry Clay James and his wife, Rosa Glover, from Jones Chapel in Cullman County, and the Campbell's from Crane Hill, who were part of the Blevins relations, since Papa Baird's mother was a Blevins. The James' opened the *Mac James Sawmill and Lumber Company* in Dora, selling timbers for the mine shafts to the mine companies.

Meanwhile, in 1922, Flora had married Roy Sanford Hendon, Ninnie's brother (don't get startled, this is not the tale of inbreeding one might be used to laughing at we Alabamian's about, remember that Ninnie Hendon had married INTO the Baird family, and was no blood relation at all, as was not her brother Sanford.) Flora and Sanford moved onto a farm close by and immediately began a family. George had married Fairie Black from South Lowell in Walker County close to that time, and moved to Jasper. Searcy had married Pearl Peak from Double Springs and moved to South Lowell also. Floyd had become a Baptist Minister and had been called to a church in Jonesboro, Arkansas, so he was well on his way to the fame and fine career he had with the Southern Baptist Convention. Arizona had married Albert Myhand and was not a part of the main group in the 1930 census, showing the family living in Sumiton, Walker County. In fact, she was living in Mississippi with Albert's people. The biggest happening at the home place was that Francis Marion Baird (Papa Baird) had married Ella Marion in 1925, his children's aunt who had moved in and helped out after their mother died, so she was now a stepmother aunt. They married in Cullman.

Another reason they decided to move to Walker County in the mid 1920's was the problem a family member had with the state militia of Alabama, and the governor. Will Roosevelt Baird was

the middle son of Hiram Jeremiah “Jerry” Baird and Naomi King. They lived in Natural Bridge, on the western side of Winston County, not far from the Walker County line. Hiram Jerry was the son of the eldest son, George W. Baird, of old Dr. Hiram Baird, who moved his family to Winston County because he did not philosophically agree with there being a Civil War and did not want his sons to participate. Since there were many people in Winston County and many more moving in, who did not agree with the War, he came over from St. Clair County about 1862. The family continued to be highly philosophical about current issues in politics and life, and the 1921 incident was a part of that work. Clyde Baird was the grandson of Rueben Richard Baird, the youngest son of the old Dr. Hiram, and Will Baird was the grandson of George W. Baird, the eldest son of the old doctor. I believe that would make them second cousins, but their fathers were first cousins and Will Baird was Clyde’s father, Francis Marion Baird’s, first cousin, once removed.

Young Will Baird was 21 and had married Mamie Northcutt, the daughter of the Nazarene Minister in Nauvoo, on the border of Walker and Winston Counties, close to Natural Bridge. They had one son, Norman, and were expecting a second, who was later named William. Adrian Northcutt was Will’s father-in-law and they both worked at the Slick Lizard Coal Mine, an underground mine, in Nauvoo. Unfortunately, the mine was toxic, and the gases that were moving around down in the tunnels was lethal. Several men had died in the mine from breathing the gas and several had been made so ill they could no longer work; but the owners of the mine would not install safety equipment to tell the men when the gas was at a dangerous level. They would not even send down a canary at the beginning of shifts. Will and Adrian called in representatives of the United Mine Workers labor union, as well as many miners from other mines, because the conditions were so deplorable. The State of Alabama was still using convicts as some of the workers, with no safety measures and no pay for the work, and they were using mostly African-American workers who were not convicts, giving no attention to safety nor problems if anyone was killed. After a death or maiming, they just continued and acted as if nothing happened, barely bothering to bury the body of the man or consider notifying the next of kin. Many times the men were buried in mass graves and no one was ever told of their deaths.

The national union president, John L. Lewis, called for a general strike on September 7, 1920, and the Slick Lizard Mine complied, with Adrian Northcutt and Will Baird as leaders. The governor, Thomas Kilby, was not happy with their activities, and sent a battery of the Alabama State Militia, now the National Guard, to break up the union talk and work at Nauvoo. On December 22, 1920, soldiers of Company M knocked on the door of Adrian Northcutt and asked for him. They were told he was already feeding his cows in the pasture, and the men walked down to where he was. Willie Baird heard seven shots, looked out the back window of the kitchen, saw Northcutt lying on the ground with James Morris bending over him, and ran out to the pasture with his hunting gun. He swore he never shot anyone, but James Morris was not only bending over Adrian, he was also shot himself, from one of his own men. Will Baird saw this and ran into the woods and on to his father’s house in Natural Bridge in Winston County. After three days, he turned himself in to the Winston County Sheriff (his grandfather had been the sheriff during the

late 1880's), with the caveat that he would be tried in a neutral location. He was taken to Russellville, in Franklin County, for his own safety and because it would be neutral. This promise was made by the Alabama State authorities, but eventually, he wound up back in Walker County for trial. A jury trial ensued and Will Baird was found innocent, the verdict was that he shot the militiaman in self-defense. Because of the death threats he was getting, it was decided to keep him in the jail for protection the night of the verdict, January 12th, 1921. Early in the morning hours of January 13th, the militia was billeted at Carbon Hill, and Company M, led by Sgt. Lancaster, who reportedly had given the order to kill Adrian Northcutt in the pasture, and caused his own man Morris to be shot accidentally, pistol whipped the sheriff and took Baird out. They dragged him behind cars, beat him with clubs, lynched him, close to Manchester, outside Jasper, and filled him full of bullet holes, before leaving him there, hanging. Although there was a trial of all the men involved, they were ultimately found "not guilty". A former governor, Comer, said there was some evidence that they "acted in self-defense", but they were first found guilty and then during appeals, they were somehow allowed to be let off. Shortly after his death, Will's widow, Mamie Northcutt Baird, married Eutah Phylar, Will Baird's best friend, and moved to Illinois, rarely to return to Alabama. In fact, Mamie's mother and several of her siblings also moved to Illinois. Will's and Mamie's son William was born in Illinois.

Now, what would make men who had done nothing but farm all their lives move from Arley, or other parts of Winston County, down to Walker County, to get into the fray of unions and mines? Good jobs is one answer, the beginning of the Great Depression is another, but another is that it seems brutally murdering one of their family members and close friends made them pretty angry, and working to establish unions in the mines was one of the great objectives of the family. With the help of many men and women in Alabama, including many members of Will Baird's family, the Union finally won, and the mines became safer. Clyde L. Baird was born in 1919, and his family moved to Walker County by 1928, so the traumatic happenings of this time period were a very important part of his early life and affected him forever, as it does all children.

Clyde Baird's Teenage Years

The 1930's in Walker County brought prosperity to Uncle John and Papa Baird. They were able to afford many luxuries that others might not have had. Teenaged pictures of Clyde show him in fine suits and caps, with leather saddles on fine horses. One story came from Papa Baird himself, through Aunt Arizona Baird Myhand, Clyde's sister. Papa Baird wanted to cut the timber on the land he still owned in Winston County, but he did not have anyone to send up to watch the proceedings. He decided, since it was early summer, and school was out, he would send Clyde, who was fourteen, and Delma, his nephew, who was twelve, to watch the proceedings each day, and he would pay them a percentage of the day's logging totals. Papa told them to be sure the men worked, and did not take too many breaks. After about three days, Papa Baird showed up at the site. It seemed that Clyde had not been allowing the men to take bathroom breaks, or any other

kind, and the foreman had complained to Papa Baird. Clyde was just following orders, but the foreman said they were being harassed and treated like slaves, and things had to change, so Delma and Daddy lost their first job that day. To be fair, Papa did pay them for the three days' work, and the foreman said they were actually paid for eight days' work, since the men had been driven so hard! Maxine Baird Thomas, the daughter of Searcy and Pearlie Baird, related the same story to me recently, and said she remembered Clyde as a very handsome, kind, and thoughtful person, when they played together as children.

It seems this was not unusual for Papa Baird, as he always had some business deal going wrong, and about 1926, he found himself in a situation where he said "the value of money is subject to one's opinion". According to James Hendon, Clyde's nephew, Papa was in Wilson Bend, trying to buy a heifer from another farmer. The other farmer was being very cagy about what he wanted for the cow and Papa Baird began to grow impatient. Finally, the farmer asked him what he would give for it, and Papa Baird, very soberly, told him twelve dollars, figuring the man was not going to deal. To his surprise, the very irate farmer said, "Never, you old CUTTER Marion Baird, it will take a crisp new ten dollar bill to buy that heifer". Papa Baird gave him a ten dollar bill, took the lead of the cow, and walked home.

Business was in the blood of Marion Baird's sons also. Before World War II, Jim Hendon said that Clyde built chicken coops up the hollow from the house and raised pheasants in them. He told Jim that he got \$1.50 apiece for them at restaurants in Birmingham; that was a full day's wages for a man in that day. Hunting was one of the great pastimes of Clyde and his brother Carl, especially bird hunting, and they could release and hunt the ones they raised, if they could not sell them. Jim Hendon also remembers Clyde and Carl coming to his home in Meek, early in the morning, with Carl driving and Clyde shooting rabbits as they traveled; according to Jim, they were both very good shots and could manage to shoot while moving along a road. They would all go hunting all morning, and Jim's mother Flora would cook the rabbits for lunch and the birds they brought in too; or at least for supper. The hunting days were high times and great fun for all involved.

Another story of Clyde, when he was eighteen, came from the same Jim Hendon. Jim was about eight years younger than Clyde, but he tells of a day when he decided that he would not be a farmer, and it had to do with Clyde's way of life. It seems that Jim and his father, Sanford, were coming back toward Meek and their house, from somewhere down in Possum Trot, on the way to Wilson Bend. As they pulled close to Henry Hendon's house, where there is a turn-off road to the left, even to this day, Clyde passed them in a late-model coup. It was raining, and in Jim's words, "It was raining cats, if not cats and dogs, and the rain was blowing horizontally against his skin", as he rode with his father in the wagon. Clyde was in dry, warm, wool clothes, in a car with warm velour seats, and stopped to talk a minute, having been down to visit Doyle and Delma Baird, his first cousins. Jim was wet to the bone, about ten years old, with chill bumps as big as marbles, shivering until his teeth rattled. He says that he decided there and then that he would NOT be a

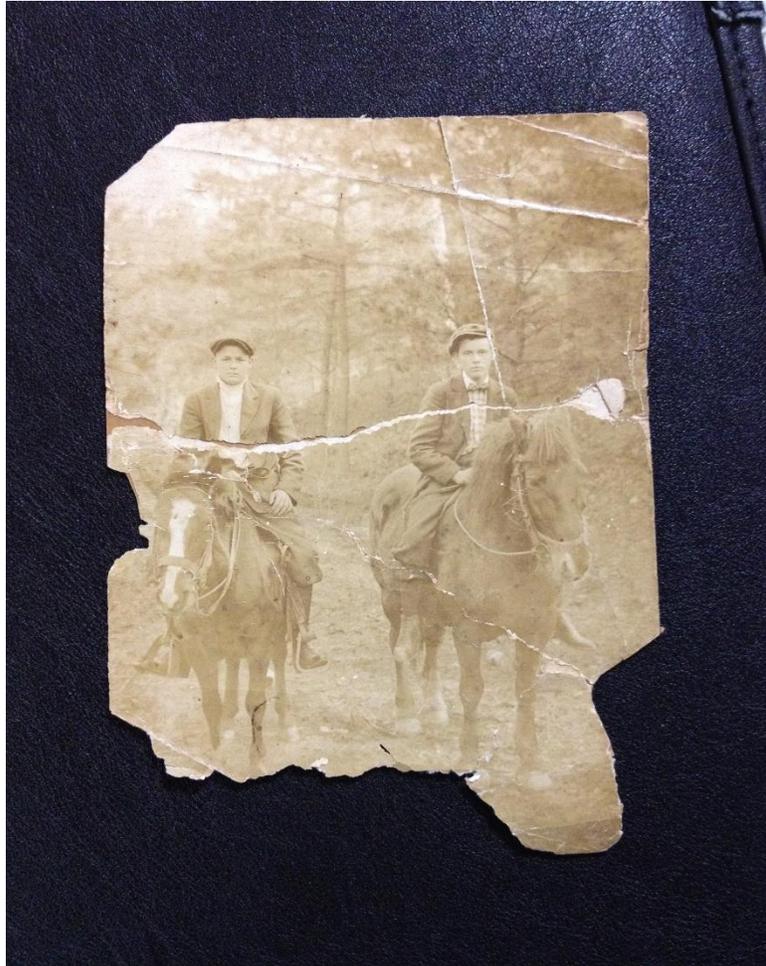
farmer, he would take Clyde's route, and have a nice warm car to ride in, as well as nice wool clothes, out of the rain. When Clyde moved on down the road, Jim and his father started up the wagon for the two-mile trip home. Jim wonders now why his Dad did not send him on with Clyde, but immediately we both knew that he never even thought about something like that. The life of a farmer included being wet to the bone like that day, and it would have never occurred to Sanford Hendon to allow the boy any other way home but the wagon. It would just not have been a part of his world view.

Jim also has stories about riding motorcycles before the war. One of the most interesting is about Clyde at a motorcycle race in Atlanta, Georgia. "Clyde loved to ride Motorcycles. He was at the Atlanta State Fair dirt track race and they had been running full throttle for quite a while. Someone lost it and piled a dozen bikes into a frenzied pile of bikes and men, with runaway motors (no safety dead-kill switches at that time). Dust was flying, reducing visibility to practically zero. Clyde found himself on the bottom of the pile with a bike rear tire spinning out of control about one foot from his neck. A rider came and started to pick up the runaway bike. Luckily Clyde could reach the rider's leg and pushed him away until he could reach up and turn off the switch." It seems the thrill of the adrenaline rush was already present in Clyde Baird, before the war started.

It is not widely known, but Clyde always had a very difficult time dealing with the fact that he was the only one that Papa Baird gave away when his mother died. It was not that he did not appreciate the fact that Aunt Lucy (Ninnie) and Uncle John took him in and saved him, he was very appreciative, but the pain of not really being one of his siblings' household was difficult for him. He always said that he would never do such a thing to his own children, but he did much worse; he left two sets of children high and dry, without sending any material, monetary, or emotional support whatsoever, at any time. It is one of the great mysteries of his life; why he would be such a good person for so long, and then, leave children in two states, with no means of support, and no father. It continues to be the big question in the lives of his children.

Clyde had married when he was seventeen, but he ran away to do it, and married a woman who was fifteen years older, Willodeen Pendley, from Lynn-Nauvoo. Ninnie and Uncle John had that marriage annulled immediately, in 1937, and although Clyde was upset with them, he allowed them to carry through. The next winter, Uncle John died suddenly, and Clyde had no wish to upset Ninnie anymore, so he kept clear of Willodeen and continued to work for Papa Baird and his older brothers in the water well, auto and machinery repair, and plumbing work, as well as coal mining. Not too long afterward, the threat of World War II came on, and he began to date my mother, Mardie Mullinax, who had recently divorced and moved to Jasper to work. They were engaged when he went to war in 1942, and she was living in Birmingham, working for *Bechtel McCone*, now *Hayes Aircraft*. She repaired and built the airplanes my father was flying in to bomb Europe. She said that the workers at the aircraft plant would paint their names in the interior of the wing

assemblies, hoping that those they loved would find the names when they flew the planes on missions. It was a long shot, but she said it made them feel closer to the men who were risking their lives every day, over there.



Clyde and Delma Baird at about 16 years-of-age. Clyde is on the left.

Part Three

Clyde Baird's War

On the Way Across

It has long been legend in our family that my father saved the life of his 2nd Lt. Carroll C. Key, during a crash landing in Brazil. Proof is found in a letter from Lt. Key to my grandmother, Lucy Baird, dated April 19, 1944 from Atlanta, Georgia.³ Lt. Key was still hospitalized from his injuries in the crash at the time the letter was written. This was one of the three planes that did not make it to England with that initial wave, as listed by the released War Department records from the United States Army/Air Force.

Lt. Key began the letter by reassuring my grandmother that my father was in a great crew and could not possibly have a better situation. What a wonderful person Lt. Key must have been, to try to help an old lady not worry more about her only son; the one she adopted and kept from dying when his biological mother died a few months after his birth. He then suggested that our faith in God would have to help us through, and that Crew 10 had already seemingly had the hand of God with them, referring to the plane accident and his injuries that kept him in the states instead of in England with his crew. There was a longing and resign ringing between the lines of his letter; it was evident that he felt great frustration that he was not a part of what they had all trained so hard to be and to do.

My grandmother used a National Oats TM box front to record dates of importance concerning my father's training and deployment⁴, and on that box front (the inside part, of course, nothing was thrown away, everything was reusable then), the color front part still has oats with spoons running across it, with the advertisement about the plate inside to get the ladies to buy the box. Her entries are these: "Clyde left here October 9th, 1943 at 11:00 O' Clock AM to join his crew. The last time we will see him for a long time." Then, she enters, "Clyde flew over Wednesday, November 24th, going across." That must have been a very hard day for her. The next entry is his APO address and my mother's address in Birmingham. They were not yet married, so I guess she had to help keep up with my mother also; not an easy job, to be sure.

Lt. Key's letter to her continues with an explanation of the plane accident. He also talks of the coming over the house as they left the states. First, he tells her about going over my Aunt Fairies' B-B-Q restaurant/store in Jasper, and almost taking it with them. It was called Bill and Bob's, just down below the old Collins Hotel. This part was legend for us as well; that Daddy had the plane fly so low over the store that George and his wife Fairie could see him inside the plane and feared they were going to take the top off the store. My brother Carroll also had a real fascination with seeing how low he could get a plane on a fly-by of my house in Arley, many years

³Appendix 1

⁴Appendix 2

later, but that is another war in a different era. My children would run out when they heard him coming, and wave to him. Yes, he was named for Lt. Key.

He goes on to talk about then coming over our house, and my father dropping a note to her; she cherished that note forever. They later left Florida and landed in Puerto Rico; then on to British New Guinea, and after much rain and stormy weather, Lt. Key told her that he emergency landed in Brazil. He said the landing was perfect, but because of the wet tarmac, the plane began to skid and the landing gear collapsed. When that happened, he could no longer control the plane, and a propeller came off, it came into the cabin, and severed his left hand and part of his arm.

His report is that my father did more to save his life than anyone else. He cut the battery cables so the plane would not burn, and immediately placed a tourniquet on the injured arm to lessen the shock and pain. Lt. Key went on to say “I don’t think anyone else on the crew could have acted so quickly and calmly as Clyde at this moment.” The end of the letter is to tell her how sorry he is that he is not with them, and that he did not know exactly where they were in England, since there was no way for him to know without enemy concerns. The letter gives up his disappointment and pain at not being with them, the first skipper, having to stay home while his men went on to fight. A hospital in Atlanta did not serve well at all, it seemed, from the tone of the letter. He had been left out of the most important part of the work he had prepared to do; the battles in Europe.

Those missions were outlined in my father’s typewritten journal, on Army Air Corps paper, it seems almost as soon as his feet hit the ground in England once again. It is sure that he mailed copies to Lt. Key at different times, but most of the real information would have been redacted, since no place names, or anything that could have been used by the enemy was allowed to be in the mail. Censors worked day and night, cutting out anything that could have caused a problem for the Allies.

The journal entries and the released records of the U.S. War Department are outlined below. The dovetailing of the individual journal entries and the war department reports are remarkable. My father’s reporting was of Crew 10’s small, but important, part in the overall missions. The war department gives the entire mission objectives and overall numbers. Clyde Baird’s accounts are given first, and then the account of the war department.

The Missions

Crew 10, Mission # 1, December 24, 1943

Airplane: Fat Stuff, # 591

Calais, France

Christmas Eve, a good time to get our baptism of fire; starting out over we didn't know what we were going into, and if we had, we would never have gone. Over France, we were on our bomb run when I found out that my turret Interphone was out, and as we were uncovering for the strike, another ship came in over us and as he came directly above us, we either rose or he let down. All I could do was sit there and look up and PRAY, as those four props came closer and closer. Pray and try to get the interphone to work which wouldn't.

As we came together, the other ship's props hit our #1 and #2 engines. Our #1 prop went spinning down, then #2 began to cut through his bombay, knocking his bombs, and the ball guns of the other ship went through our wing flaps, finally falling apart, we fell for about 1000 ft. and salvoed our bombs. The skipper called for us to prepare to abandon ship but I couldn't hear him, and the Channel looked pretty dam cold anyway, if I had. Then, I crawled out of the turret and he said stand by to ditch, but by that time we were almost to the English coast. The most beautiful sight in the world was the white cliffs of Dover, to us they meant life or death, if we could just reach them. After what seemed a year, we made it to a field and made a landing, it was a crash landing, but we were on God's Green Earth again and we weren't particular how we got there.

Could we live through 29 more??????

Mission # 1, Historical Comments from War Department records

Mission 8th AF 164

V-Weapon Sites in France

December 24, 1943

The plane *Fat Stuff* was badly damaged in the battle, as was described in the mission journal by T/Sgt. Baird. According to United States Air Force records, the damage rated a 3 on a scale of 1-5.

Accident Report⁵

Aircraft: B-24H (#42-7591).

Organization: 712BS / 448BG of Seething, Norfolk.

Pilot: Blum, William G.

⁵Aviation Archaeology <http://www.aviationarchaeology.com/>

Notes: mid-air collision.

Location: Seething, Norfolk England.

Damage (0-5 increasing damage): 3

8th Air Force Mission 164 records show that the target was twenty-three V-weapon sites in the Pas de Calais area of France. All were hit. All four-hundred-seventy-eight B-17s and one-hundred-ninety-two B-24s hit the targets at 1330-1510 hours; two B-24s were damaged beyond repair, three B-24's were damaged, and eighty-five B-17s were damaged. This was the largest number of aircraft carrying out attacks of any 8th Air Force mission to that date and the first of its major strikes against missile sites.

Casualties were four wounded in action (WIA).

Escort was by forty P-38s, four-hundred fifty-nine P-47s and forty-two 9th Air Force P-51s. Two P-38s were damaged beyond repair and two P-51s were damaged; no casualties were reported by the fighters. ⁶

The Crew 10 ship was taken in for repairs, and came back in time for the bombing of Berlin, April 22, 1944. Then, it was shot up again very badly; emergency landed in Switzerland on July 12, 1944 and was interned (imprisoned) along with the crew. Crew 10 was not the crew in the plane when it went down.



Fat Stuff, the plane used by the crew on December 24th, 1943, for their first mission. Clyde Baird's job was flight engineer/crew chief. This plane emergency landed in Switzerland 12 July 1944 and was interned along with the crew.⁷

⁶The Army Air Forces in World War II: Combat Chronology, 1941-1945 by Carter / Mueller, the Office of Air Force History.

⁷ Aviation Archaeology <http://www.aviationarchaeology.com/>



U. S. AIR CORPS.

Mission #, 1

12-24-43, . . .

Christmas Eve, A good time to get our babbtism of fire Starting out over, we didnt know what we were going into, And if we had we would never have gone,

Over France we were on our bomb run when I found out that my turret Interphone was out, and as we were uncovering for the strike, another* ship came in over us and as he came directly above us, we either rose or he let down, All I could do was sit there and lock up and PRAY, as those four props came closer and closer*Pray and try to get the interphone to work which wouldnt..

As we came together the other ships props hit our #1, & #2, engines** our #1, prop went spinning down then #2-begain to cut through his bombay, knocking his bombs, and the ball guns of the other ship went through our wing flaps, finally falling apart we fell for about*** 1000 ft. and salvoed our bombs,

The skipper called for us to prepair to abandon ship but I couldnt hear him, and the channel looked pretty dam cold anyway if I had, then I crawled out of the turret and he said stand by to ditch, but by that time we were almost to the English coast, The most Beautiful sight in the world was the white cliffs ** of Dover, to us they meant life or death if we could just reach them.

After a ~~long~~ what seemed a year we made it to a field and made a landing, it was a crash landing but we were on Gods Green Earth again and wearnt peticular how we got there.

Could we live through 29 more ** ??????

Crew 10 Mission # 2, January 4, 1944

Airplane: Sleepless Knights, 42-52-653

Kiel, Germany

After finding out there was a war on and that there were people getting hurt over here, we weren't so eager, but Crew 10 had never been beaten yet and now was no time to give up, so we were going to try it again.

This was our first long trip, but not our last by a long shot. We were briefed for about 100 flack guns in the target area, but someone must have counted them by twos, for there was a solid wall of flack and how an airplane could fly through that stuff, I still don't know, but we did it again with only a few holes . . . and no purple hearts. Another prayer lesson

Mission 2, Historical Comments from the War Department

Mission 8th AF 174

Kiel, Germany

January 4, 1944

8th Air Force Mission Number 174 with two targets in Germany. There were nineteen bombers and two fighters lost. One group of three-hundred-seventy-one B-17s and one-hundred-fifteen B-24s were dispatched to Kiel, Germany, as is referenced in the journal of T/Sgt. Baird. The mission was successful, with seven B-17s and thirty-four B-24s hitting targets of opportunity, claiming four confirmed destroyed German planes, twelve probably destroyed, and four damaged. Eleven B-17s and six B-24s were lost. Two B-17s and three B-24s were damaged beyond repair, one-hundred eleven B-17s and sixteen B-24s were damaged.

8th Air Force casualties were twenty-two killed in action (KIA), fifty-three wounded in action (WIA) and one-hundred-seventy missing in action (MIA).

Seventy P-38s and forty-two 9th Air Force P-51s escorted the bombers. Reported were one confirmed destroyed Luftwaffe aircraft and four probably destroyed. One P-38 and one P-51 were lost and one P-38 was damaged beyond repair. Casualties were one wounded in action (WIA) and two missing in action (MIA).⁸

Also, sixty-eight B-17s hit Munster, two B-17s were lost, one was damaged beyond repair and thirty-five damaged. Casualties were one WIA and twenty MIA. Four-hundred-thirty P-47s escorted the bombers. They reported seven destroyed and two damaged German aircraft, as well as one P-47 damaged.

⁸ *The Army Air Forces in World War II: Combat Chronology, 1941-1945 by Carter / Mueller, the Office of Air Force History.*

Sleepless Nights
145



U. S. AIR CORPS.

Mission # 2

Kiel Germany

1-4-44,

After finding out there was a war on and that there were people getting hurt over here we wearnt so eager, but crew 10, had never been beaten yet and now was no time to ~~##~~ give up so we were going to try it again,

This was our first long trip but not our last by a long shot, we were briefed for about 100 flack guns in the target aera, but someone must have counted them by twos, for there was a solid wall of flack and how an airplane could fly through that stuff I still dont know but we did it again with only a few holes,, and no ~~###~~ purple hearts,

Another Prayer Lesson,-----

Sleepless Nights

Mission # 3,-----St. Pol, France

2-6-44,

We were glad to see this one for it was a (no ball and nothing happened much but a little flack, no fighters, we were hoping for a lot more like that....

Mission # 4,-----St. Pol, France

2-11-44,

Another pilotless plane base, but it was better defended than the last one, although we made it O.K. mabey we could carry that D.F.C. back to Lt. Key yet if they kept us on the no balls enough.....

Crew 10 Mission # 3, February 6, 1944

Airplane: Sleepless Knights, #42-52-653

St. Pol, France

We were glad to see this one, for it was a no ball [code name for missions to bomb and knock out Hitler's rocket and secret weapons manufacturing plants], and nothing happened much but a little flack, no fighters, we are hoping for a lot more like that

Mission 3, Historical Comments from War Department Records

Mission 8th AF 212

Airfields in France

February 06, 1944

The 8th Air Force Mission Number 212 was to target the airfields in France. Weather forced four-hundred plus bombers to abort the missions and return to base camp. One-hundred-eighty-nine B-17s were dispatched against the Romilly-sur-Seine Air Depot and sixty hit St. Andre de LEure Airfield. Forty hit Evreux/Fauville Airfield. Three-hundred-three B-17s were dispatched to Nancy/Essey and Dijon/Longvic Airfields, but only sixty hit Caen/Carpique Airfield. There were also one-hundred-fifty B-24s dispatched to the St. Pol/Siracourt V-weapon site. They claimed three destroyed and three probably destroyed German aircraft, while four B-17s were lost. One B-17 and one B-24 were damaged beyond repair, with forty-three B-17s and seven B-24s damaged. Casualties were seven killed in action (KIA), three wounded in action (WIA) and forty-three missing in action (MIA).

Escorting were eighty-five P-38s, five-hundred-six Eighth and Ninth Air Force P-47s and forty-seven Ninth Air Force P-51s; they claimed eleven destroyed, two probably destroyed and three damaged Luftwaffe aircraft in the air, and two destroyed with seven damaged on the ground. As to the escort losses, three P-38s and one P-47 were lost, one P-38 and two P-47s were damaged beyond repair and one P-38 and one P-47 were damaged. The casualties were two WIA and four MIA.

There was also a sister mission on this date known as a *Carpetbagger mission*. Six B-17s dropped three-hundred-sixty-three leaflet bundles over Brussels, Antwerp, Ghent, Liege, and Monceau-sur-Sambre, Belgium at 2205-2225 hours. There were no losses.⁹

**Note: Carpetbaggers missions could have been any of the bombers included in the numbers for a particular day's missions. They were flying behind enemy lines, delivering supplies to resistance forces, evacuating downed allied airmen, scattering leaflets, and transporting allied spies. They had a secret air field in Ain, France, where they landed and took off.¹⁰*

⁹ *The Army Air Forces in World War II: Combat Chronology, 1941-1945* by Carter / Mueller, the Office of Air Force History.

¹⁰ <http://8tharmyairstforce.com>

Crew 10 Mission # 4, February 11, 1944

Airplane: Sleepless Knights, #42-52-653

St. Pol, France

Another pilotless plane base, but it was better defended than the last one, although we made it O.K. Maybe we could carry that D.F.C. [Distinguished Flying Cross] back to Lt. Key yet -- if they kept us on the no balls [code name for missions to bomb and knock out Hitler's rocket and secret weapons manufacturing plants] enough

Mission 4, Historical Comments from War Department Records

Mission 8th AF 218

Airfields in France

February 11, 1944

Ninety-four of two-hundred-one B-24s bombed the Siracourt V-Weapon site in France with PFF equipment. The remaining aircraft were assigned individual targets without PFF and were unable to locate the targets. Fog was a terrible problem. One B-24 was lost, one damaged beyond repair and seventeen damaged.

The primary target for two-hundred-twenty-three B-17s was the marshaling yard at Frankfurt, Germany. One-hundred-fifty-seven hit Frankfurt, thirty-two hit Ludwigshafen, nineteen hit Saarbrücken and four hit other targets of opportunity. Enemy planes destroyed were three, zero probably destroyed, and two damaged. Five B-17s were lost, three damaged beyond repair, and one-hundred-twenty-four damaged. The escort was by eighty-five Eighth and Ninth Air Force P-47s and forty-one P-51s without any losses. Casualties were one KIA, one WIA, and ten MIA on the V-Weapon site in France. Casualties on the Frankfurt run were one KIA, twenty-six WIA, and fifty-one MIA.

Escort to Frankfurt was given by eighty-two P-38s, four-hundred-eighty-six Eighth and Ninth Air Force P-47s and thirty-eight Ninth Air Force P-51s. The escort fighters claimed thirty destroyed, two probably destroyed, and twenty-eight damaged in the air, with two destroyed, one probably destroyed and four damaged on the ground. Eight P-38s were lost for the Allies, four P-47s, and two P-51s were lost, as well as two P-47s and one P-51 damaged beyond repair. Only two P-38s and four P-47s were damaged. Casualties for the escort to Frankfurt were fourteen MIA.

There was also a Carpetbagger mission 219 in which five of five B-17s dropped two-hundred-fifty bundles of leaflets on Ghent, Brussels, and Antwerp, Belgium, without any losses. ¹¹

¹¹ *The Army Air Forces in World War II: Combat Chronology, 1941-1945* by Carter / Mueller, the Office of Air Force History.



Sleepless Knights, the plane for Missions 2, 3, and 4, was lost 25 April 1945. Another one shot down, another crew gone.¹²

Crew 10 Mission # 5, February 21, 1944

Airplane: Hello Natural, # 41-29-191

Munster, Germany

Willie said someone has played hell with our milk runs[code word for short, four or five hour runs, close to the French coast with heavy escort and little flack] and he was right! On our way over we were introduced to the Abbeville Kids [also known as the Abbeville Boys]. Goering's boys in person, and it didn't take long to decide that someone in Europe doesn't like the Yanks.

Our formations closed up so close we could strike matches on each other's wing tips, and our escort played hell with the yellow-nosed kids. The Jerries were the kids from hell, they thought. If they were, there sure were lots of them that got a one way ticket home that day.

We went on to the target and did a good job for the guys that didn't get by the kids. A hell of a feeling to see one of your best pals sliding down in a chute, not knowing what he would find on the ground, and nothing you could do but sit and watch him float as long as you can see him, if

¹²<http://www.B24bestweb.com>

you have time and there are no Jerries on your tail. Another one made and all safe and sound in Crew # 10.

Mission 5, Historical Comments from War Department Records

Mission 8th AF 228

Airfields in Germany

February 21, 1944

Big Week continued with three areas in Germany targeted. There were heavy losses of sixteen bombers and five fighters. Three-hundred-thirty-six B-17s were dispatched to the Gutersloh, Lippstadt and Werl Airfields in Germany, but because of a thick fog and overcast, two-hundred-eighty-five hit Achmer, Hopsten, Rheine, Diepholz, Quakenbruck and Bramsche Airfields, as well as the marshaling yards at Coevorden and Lingen. The planes did the best they could in terrible weather conditions, having to close ranks to fend off heavy flack. They claimed twelve Luftwaffe aircraft destroyed, five probably destroyed, and eight damaged. Eight B-17s were lost, three damaged beyond repair, and sixty-three damaged. Casualties were four KIA, thirteen WIA, and seventy-five MIA.

Also, two-hundred-eighty-one B-17s were dispatched to Diepholz Airfield and Brunswick. One-hundred-seventy-five bombers hit the primaries and eighty-eight hit Alhorn and Verden Airfields and Hannover. They claimed two destroyed, five probably destroyed, and two damaged of the German planes. Allied planes lost were five B-17s, three damaged beyond repair, and thirty-six damaged. Casualties were twenty KIA, four WIA, and fifty-seven MIA.

Two-hundred-forty-four B-24s were dispatched to Achmer and Handorf Airfields, eleven hit Achmer Airfield and two-hundred-three hit Diepholz, Verden and Hesepe Airfields and Lingen. They claimed five destroyed, six probably destroyed, and four damaged of Luftwaffe aircraft. Three B-24s were lost, one damaged beyond repair and six damaged. Casualties were three WIA and thirty-one MIA.

The escort for the mission was provided by sixty-nine P-38s, five-hundred-forty-two Eighth and Ninth Air Force P-47s and sixty-eight P-51s. The P-38s had zero destroyed, one probably destroyed and zero damaged planes of the German Air Force. One P-38 was damaged beyond repair. The P-47s destroyed nineteen Luftwaffe aircraft, three probably destroyed and fourteen damaged. Of the escort planes, two P-47s were lost and two were damaged beyond repair. Only three were damaged. Two pilots of the fighters were MIA. Of the P-51s, three were lost and the pilots were MIA, but they took fourteen destroyed, one probably destroyed, and four damaged Luftwaffe planes.¹³

¹³ *The Army Air Forces in World War II: Combat Chronology, 1941-1945 by Carter / Mueller, the Office of Air Force History.*



Hello Natural in flight; the ship for Mission 5. It was involved in a forced landing at the Bulltofta Airport in Malmo, Sweden, 6 March 1944; just 6 days after Crew 10 used the plane in Mission 7. Any surviving crew members were able to be interned and held until the end of the war due to Sweden's official neutrality position, or at least, that was what was supposed to happen. In other words, if you had to go down somewhere in continental Europe, Sweden was a good choice, not perfect, but good.¹⁴

Crew 10 Mission # 6, February 22, 1944

Airplane: B.T.O. #42-10-000

Gotha, Germany

A rough mission on anyone's program.

We were leading the 8th [Air Force] that day and looking right down the Jerries throats, and we got all he had, but our little friends [fighters] were there and they gave him hell. What few got through were taken care of in a few minutes by the gunners.

We made a perfect bomb run and Gotha was taken care of for good, they said it was a perfect pattern of bombing, and we were given a citation star for a good day's work. Flack was almost as thick as Munster, but not as accurate. Thank the Lord; our prayer lessons are getting better.

Mission 6, Historical Comments from War Department Records

Mission 8th AF 230

Airfields in Germany

February 22, 1944

“Big Week” continued with seven-hundred-ninety-nine aircraft dispatched against Luftwaffe airfields and aviation fields. Forty-one bombers and eleven fighters were lost. Two-hundred-eighty-nine B-17s flew to aviation industrial targets at Aschersleben, Bernburg, and Halberstadt. Meanwhile, the Fifteenth Air Force raided Regensburg, Germany, with thirty-two hitting Bunde, nineteen hitting Wernegerode, and fifteen hitting Magdeburg. Another nine hit Marburg and seven

¹⁴Open source photographs released by U.S. War Department

hit other targets of opportunity. They claimed thirty-two destroyed, eighteen probably destroyed, and seventeen damaged German planes. Thirty-eight B-17s were lost, four damaged beyond repair, and one-hundred forty-one damaged. Allied casualties were thirty-five KIA, thirty WIA, and three-hundred sixty-seven MIA. In the second wave, three-hundred-thirty-three B-17s were dispatched to Schweinfurt but severe weather prevented the aircraft from forming properly and they were forced to abandon the mission prior to crossing the enemy coast. Two B-17s were damaged in this run.

On the third route, there were one-hundred-seventy-seven B-24s dispatched but they were also recalled at about one-hundred miles inland due to weather. Since they were already over Germany, they looked for other opportunities. Strong winds drove them over the Netherlands, and all they could find were Enschede, Arnhem, Nijmegen and Deventer. There were two destroyed Luftwaffe planes, with three B-24s lost and three damaged. Allied casualties were thirty MIA. A very bad run for this group.

The escort was by sixty-seven P-38s, five-hundred-thirty-five Eighth and Ninth Air Force P-47s, and fifty-seven Eighth and Ninth Air Force P-51s. The P-38s claimed one destroyed German plane, and one P-38 was damaged beyond repair, while six were damaged. The P-47s claimed thirty-nine destroyed Luftwaffe aircraft, as well as six probably destroyed and fifteen damaged. Eight P-47s were lost and twelve damaged, with eight pilots MIA. The P-51s claimed nineteen destroyed, one probably destroyed, and ten damaged, while Allied losses to the P-51s were three lost, three damaged, and three pilots were MIA. This was the date on which HQ VIII Bomber Command was re-designated as HQ Eighth Air Force.¹⁵



B.T.O. meant Big Time Operator, and there were several versions of it. This picture is claimed to be the one with the number on it that is on the materials in Clyde's papers. It made it through the war and was transferred to Altus, Oklahoma on 26 October 1945.¹⁶

¹⁵ *The Army Air Forces in World War II: Combat Chronology, 1941-1945* by Carter / Mueller, the Office of Air Force History.

¹⁶ *Open source photographs released by U.S. War Department*

Page # 3,-

Mission # 5,



Munster Germany,

Hello Natural 166

U. S. AIR CORPS.

2-21-44,

Willie says* someone has played hell with our milk runs, and he was right ,

On our way over we were interduced to the Abbyville Kids, Goerungs boys in person and it didnt take long to decide that someone in Europe doesnt like the Yanks, but our formations closed up so close we could strike matches on each others wing tips, and ourescort played hell with the yellow nosed kids, The jerries were the kids from hell they thought, If they there was lots of them that got a one way ticket home that day.

We went on to the target and did a good job * for the guys that didnt get by the kids, A hell of a feeling to see one of your best pals sliding down in chute not knowing what he would find on the ground and nothing you could do but sit and watch him float as long as you can see him, if you have time and there is no jerries on your tail,

Another one made and all safe and sound in Crew #10

B.T.O. 000,

Mission# 6,

Gotha Germany,

2-22-44,

A rough mission on anyones program,

We were leading the 8th. that day and looking right down jerries throat, and we got all he had but our little friends were there and they ***gave him hell, what few got through were taken care of in a few minutes by the gunners.

we made a perfect bomb run and Gotha was taken care of for good, they said it was a perfect pattern of bombing, and we given a cistation star for a good days work, Flack was almost as thick as Munster but not as accurate, thank **** The LORD our prayer lessons are ge geting better

Crew 10 Mission # 7, February 28, 1944

Airplane: Hello Natural, #42-29-191

Pas, Calais, France

Another milk run [code name for four or five hour runs, close to the French coast, with heavy escort], what a relief after the ones we have been getting. But the flack is getting a lot worse on the coast, although we didn't lose anyone today, but just a few more holes for the ground crew to patch, and they should know how by now. They have had plenty of practice.

Mission 7, Historical Comments from War Department Records

Mission 8th AF 238 (Also Missions 237 and 239 were flown the same day)

V-Weapons Sites in Pas De Calais, France

February 28, 1944

The Missions 237, 238 and 239 were flown on this date against targets in France. There were seven B-17s lost. Heavy clouds caused over half the bombers to return without dropping any bombs at all. It was a great mess, but for the Seething group, there were no losses.

In Mission 237, forty-nine of eighty-one B-24s hit the Ecalles sur Buchy V-weapon sites; one B-24 was damaged and escort was provided by sixty-one P-47s. Everyone else turned back.

Mission 238: Two-hundred-fifty-eight B-17s were dispatched against V-weapon sites in the Pas de Calais. One-hundred-nine hit the primary target, ten hit a round junction east of Yerville, seven hit a rail siding southwest of Abbeville and six hit targets of opportunity. Seven B-17s were lost and seventy-five damaged; there were five WIA and 63 MIA as casualties. Eighty-one P-38s, ninety-four P-47s and twenty-two P-51s provided escort for the bombers. Of those one P-38 was damaged beyond repair. Claims for downed Luftwaffe aircraft were by the P-51s, as one destroyed.

Mission 239: A Carpetbagger mission was also flown, with five of five B-17s dropping two-hundred-fifty bundles of leaflets on Amiens, Rennes, Paris, Rouen, and Le Mans, France at 2023-2055 hours without losses.¹⁷

¹⁷ *The Army Air Forces in World War II: Combat Chronology, 1941-1945* by Carter / Mueller, the Office of Air Force History.

Crew 10 Mission # 8, March 3, 1944

Airplane: Piccadilly Pete, #42-52-118

Orienberg, Germany

Berlin, Big, B . . .

Well, this is it, they say. There will be a hell of a lot of flack, but don't worry about that, for you will be pretty busy, they say. There are 6 fields that can put up fighters, maybe ... maybe we will get 500, maybe more.

We must have got more for we could count 18 chutes in the air at one time, our boys, or at least part of them. We lost pretty heavily, but I would have hated to be in the G.A.F. [German Air Force; Luftwaffe] that day.

Jerry got one of his costly surprises that day. He had been saying the A.A.F. [Army Air Force] couldn't put an escort of fighters over Berlin, but they were there and plenty of them. If they hadn't been we would have been in one hell-of-a shape. The 38's and 47's were cutting them to pieces as fast as they came up . . .

Another one made and we are still going.

Mission 8, Historical Comments from War Department Records

Mission 8th AF 246

Erkner, Oranienburg, and Berlin, Germany

March 3, 1944

For this mission, there were five-hundred-fifty-five B-17s and one-hundred-ninety-three B-24s dispatched to industrial areas and aviation industry plants at Berlin, Erkner and Oranienburg, but deteriorating weather and dense contrails forced the formation to abort or seek targets of opportunity, as listed.

Concerning the B-17s, nine were lost, sixty-one hit Wilhelmshaven and fourteen hit targets they found along the way. Casualties were two KIA, three WIA, and eighty-three MIA. There were too many losses and little damage done by the bombs, as well as too many had to turn back. Escort for both the B-17s and B-24s were eighty-nine P-38s, four-hundred-eighty-four Eighth and Ninth Air Force P-47s and one-hundred-thirty Eighth and Ninth Air Force P-51s. On this route, one P-38 was lost and one damaged. One Pilot was MIA.

In regard to the B-24s, two were lost and four hit targets of opportunity. The casualties were three KIA, eight WIA, and twenty MIA. The bombers claimed three destroyed, one probably destroyed and one damaged Luftwaffe planes. P-38s, P-47s, and P-51s escorted. Only one P-47

was damaged beyond repair on this run, and thirteen were damaged. One pilot was WIA. Of the P-51s, German planes claimed destroyed were eight, one probably destroyed and three damaged. Six P-51s were lost with five pilots MIA.

There was also a Carpetbagger mission on the night of the 3rd and 4th March where two B-24s were lost.

Crew 10 Mission #9, March 5, 1944

Airplane: Piccadilly Pete, #42-52-118

Mort. De Marsian, France

Another good one, nothing but flack and we are getting used to that by now or at least so we can look at it a little.

Mission 9, Historical Comments from War Department Records

Mission 8th AF 248

Airfields of Mont De Marsan, Cayeux, and Bordeaux/Merignac, France

March 5, 1944

The mission began with two-hundred-nineteen B-24s being dispatched to hit airfields at Mont De Marsan, Cayeux and Bordeaux/Merignac, France but terrible cloud conditions forced a target change and multiple turn-backs. Sixty-two B-24's hit Bergerac Airfield, sixty hit Cognac/Chateaubernard Airfield, forty-one hit Landes de Bussac Airfield and one hit La Roche Airfield. The German Air Force was damaged badly, our guys claimed fourteen destroyed, two probably destroyed, and five damaged Luftwaffe aircraft. For our side there were four B-24s lost, one was damaged beyond repair and twenty-three damaged. Casualties were lighter than had been in late battles, one WIA and thirty-five MIA. The escort was provided by thirty-four P-38s, one-hundred-eighty-five P-47s and eighty-eight Eighth and Ninth Air Force P-51s; two P-38s were lost, one was damaged beyond repair and one pilot was killed with another MIA; one P-47 was damaged and one pilot was KIA with the P-47s; the P-51s took fourteen destroyed, zero probably destroyed, and six damaged Luftwaffe aircraft in the air, and damaged six on the ground. We lost three P-51s, one was damaged beyond repair and one was damaged, one pilot was WIA and four MIA.

There was a Carpetbagger Mission 249, consisting of five B-17s dropping two-hundred-fifty bundles of leaflets on Le Mans, Paris, Orleans and Reims, France at 2132-2152 hours. We sustained no losses for this mission.¹⁸

¹⁸The Army Air Forces in World War II: Combat Chronology, 1941-1945 by Carter / Mueller, the Office of Air Force History.

Page #4

Mission # 7,



Pas, Calis.
France,

Hello, Natural 166

U. S. AIR CORPS.
2-28-44,

Another milk run, what relief after the ones we have been getting, but the flack is ~~gg~~ getting a lot worse on the coast although we didnt loose anyone today, just a few more holes for the ground crew to patch, and they should know how by now they have had plenty of practice.

Mission # 8

Orienberg, Germany

Piccadilly Pete 3-3-44-

Berlin, Big, B....

Well this is it they say, there is a hell of a lot off flack, but dont worry about that for you will be pretty buisy There is 6 fields that can put up fighters mabey we ~~***~~ will ~~gg~~ ~~gg**~~ get 500 mabey ~~mer~~ more, we must have got more for we could count 18 chutes in the air at one time, our boys, or at least part of them, we lost pretty heavily, but I would have hated to be in the G.A.F. that day .

Jerry got one of his costly supprises that day he had been saying the A.A.F. couldnt put an escort of fighters over Berlin, but they were there and plenty of them, ~~t***~~ If they hadnt we would have been one hell of a shape, the 38s and 47s were cuttin them to pieces as fast as they came up....

Another one made and we are still going.

Mission #9

Mort. De. Marsian

3-5-44-

Piccadilly Pete,

Another good one , Nothing but flack and we are getting used to that by now or at least so we can look at it a little

Copy of the original typed page of Missions 7, 8, and 9 from Clyde Baird's journal.

Crew 10 Mission # 10, March 8, 1944

Airplane: Piccadilly Pete, #42-52-118

Bremen, Germany

Long and high and rough.

Due to bad weather we missed our escort and were about 20 minutes late, so Jerry had a field day. They hit us over the Zyder Zee [Zuyder Zee, or southern sea in the northwest of the Netherlands, now much smaller through movements of dike structures] and went all the way in and out with us, but the gunners were on the beam and broke up all the attacks they made, even though there were Forts and Libs [B17s and B24s] going down every few minutes. We came in with holes, plenty of them, but still we were in and that was the best part. To see the good earth under foot again, that is. We bombed at 24,000 ft., so the flack wasn't too bad, even though he threw everything but the bath tub at us, most of it was too low.

Mission 10, Historical Notes from War Department Records

Mission 8th AF 252

Airfields in Germany

March 8, 1944

This day's mission had as the primary target the ball bearing plant at Erkner, a suburb of Berlin. Enemy opposition was extremely fierce and thirty-seven bombers and sixteen fighters were lost; three-hundred-twenty of four-hundred-fourteen B-17s and one-hundred-fifty of two-hundred-nine B-24s sent out hit the primary target; thirty-six B-17s hit Wildau and targets of opportunity, while thirty-three B-24s hit Berlin and other targets of opportunity. All together, the bombers claimed sixty-three destroyed, seventeen probably destroyed, and nineteen damaged Luftwaffe aircraft in the air. Heavy losses on our side were sustained also, with twenty-eight B-17s and nine B-24s lost, and one B-17 and two B-24s damaged beyond repair. Our casualties were four KIA, fourteen WIA and three-hundred-sixty-four MIA. The escort was provided by one-hundred-four P-38s, six-hundred-thirteen Eighth and Ninth Air Force P-47s and one-hundred-seventy-four Eighth and Ninth Air Force P-51s, with very heavy damage and losses, but they also reported that the German Air Force did not get off easily.

According to the journal of Clyde Baird, the target was Bremen, Germany. Since the men in the planes were only given their specific part of each mission, so that if they were shot down, they would have no information other than what they were doing particularly, they may have thought the main target was Bremen. There are many industries in Bremen, and the river leads to the port at Bremerhaven, so many important targets were along that route. Bremen is also to the extreme

west of what was Western Germany after the war, by air, not far from Berlin, so it might have been a target of opportunity, since Clyde's crew missed their escort, and they were doing the best they could to catch up. He did mention that the weather made them late, so they came in behind the group, in bad weather, so it would have been very hard to catch up.

The P-38s claimed nine destroyed, two probably destroyed and five damaged Luftwaffe aircraft, while three P-38s were reported lost, one was damaged beyond repair and two damaged; casualties for us were one KIA and four MIA. The P-47s claimed forty-nine destroyed, six probably destroyed, and eighteen damaged Luftwaffe aircraft, while ten P-47s were lost, thirteen damaged beyond repair and four damaged. Our casualties were two KIA, two WIA and ten MIA. The P-51s claimed twenty-nine German aircraft destroyed, four probably destroyed, and nine damaged, while five P-51s were lost, two damaged beyond repair and one damaged. The P-51 casualties were four MIA. An additional eight destroyed, four probably destroyed and seven damaged Luftwaffe aircraft were claimed on the ground by the P-51s.

As an historical note, the 786th Bombardment Squadron (Heavy), 466th Bombardment Group (Heavy), arrived at Attlebridge, England from the United States on this date, with B-24s. Their first mission was to be March 22nd. The newly refurbished or new B-24s were direly needed by this time in the bombing campaign, so were very welcome additions to the effort.

Crew 10 Mission # 11, March 13, 1944

Airplane: Piccadilly Pete, #42-52-118

St. Pol, Sir. France

Another no ball [the code word for Hitler's V-rocket manufacturing plants and materials for the blitz on London], but we are liking them better every time. They are getting the coast pretty well fortified but the missions are not so long. That makes them a lot better, even if the flack is thick as hell.

Mission 11, Historical Notes from War Department Records

Mission 8th AF 257

V-Weapon Sites in France

March 13, 1944

There were one-hundred-twenty-seven B-17s and one-hundred-forty-four B-24s dispatched to bomb V-weapon sites in the Pas de Calais, France area but the strike was cancelled due to extremely bad weather. Some crews did find places to bomb. There were seven B-17s that bombed Poix Airfield as a target of opportunity; two B-17s were lost, one B-24 was damaged beyond repair and sixty-one B-17s and thirteen B-24s were damaged. Our casualties were lighter than usual, six

KIA, one WIA and twenty MIA. Escort was provided by two-hundred-thirteen P-47s, and only one P-47 was damaged. There was also a Carpetbagger 258, where seven of seven B-17s dropped three-hundred-fifty bundles of leaflets on Reims, Orleans, Paris, Amiens, Rouen and Chartres, France at 2104-2137 hours, without any losses.¹⁹

Crew 10 Mission # 12, March 18, 1944

Airplane: Piccadilly Pete, #42-52-118

Friedrichshaven, Germany

[Friedrichshafen, Germany]

One of the longest ones we have had.

Up at 2:00 in the morning and taking off at dawn, we were in for it and knew it, but we had perfect navigation and missed all the flack until we were on the bomb run. Then, all hell broke loose, for they had the heaviest guns in Germany there. If we hadn't been expecting it, it would have been a lot rougher, but good evasive and God carried us through.

I got a piece of flack in the turret with me but no injury. I just lost a couple more hands full of hair trying to figure out how a piece could come through there and not hit me. . .

Mission 12, Historical Notes from War Department Records

Mission 8th AF 264

Aircraft Plants and Airfields in Germany

March 18, 1944

This mission was against the aircraft plants and airfields in Germany, so enemy fighters attacked in unusually heavy force and AA [anti-aircraft] fire was extremely heavy. The bombers claimed forty-five destroyed, ten probably destroyed and seventeen damaged Luftwaffe aircraft. There were also forty-three of our bombers and thirteen fighters lost.

On the first route, two-hundred-ninety B-17s went out, and two-hundred-eighty-four were able to hit their targets of the aviation industry at Oberpfaffenhofen, as well as air depots at Lechfeld and Landsberg, Memmingen Airfield and targets of opportunity; eight B-17s were lost and one-hundred-two damaged. Our casualties were one KIA, nine WIA and eighty MIA. The high number of planes dispatched to the number of planes that actually made the targets and dropped bombs was very high, so this route was extremely successful in the day's work.

¹⁹ *The Army Air Forces in World War II: Combat Chronology, 1941-1945* by Carter / Mueller, the Office of Air Force History.

The second route saw one-hundred-ninety-six of two-hundred-twenty-one B-17s dispatched, bomb Munich, the aviation industry at Oberpfaffenhofen, Lechfeld air depot and targets of opportunity. These were very important targets, since the aircraft industries in Germany were working twenty-four hours a day to keep Jerry planes in the air against us. Of those that were dispatched, seven B-17s were lost, one damaged beyond repair, and eighty damaged with casualties of three KIA, four WIA and seventy MIA.

The third route sent two-hundred-twenty-seven B-24s to aviation industry targets at Friedrichshafen/Lowenthal (seventy-seven bombers), Friedrichshafen/Manzell (thirty-eight bombers) and Friedrichshafen/Zeppelin (fifty-two bombers), the city of Friedrichshafen (twenty-two bombers) and nine hit targets of opportunity. This is where Clyde Baird's crew spent their day. There were twenty-eight B-24s lost, three damaged beyond repair and sixty damaged, while casualties were six KIA, nine WIA and two-hundred-eighty-six MIA.

The escort provided was one-hundred-thirteen P-38s, five-hundred-ninety-eight Eighth and Ninth Air Force P-47s and two-hundred-fourteen Eighth and Ninth Air Force P-51s. The P-38s claimed eleven destroyed, two probably destroyed, and one damaged German planes, while our own loss report was five lost and one damaged. There were four pilots MIA from the P-38s.

The P-47s reported they destroyed two German planes, with one probably destroyed and three damaged. Losses to the P-47s were two lost, one damaged beyond repair and six damaged, with two pilots MIA.

For the P-51s report, there were twenty-six destroyed, two probably destroyed, and six damaged Luftwaffe aircraft, while we had six lost, two damaged beyond repair, and three damaged. Our casualties in the P-51s were one pilot WIA and six MIA. The fighters also claimed three destroyed, two probably destroyed, and two damaged Luftwaffe aircraft on the ground.

There was a Carpetbagger Mission 265 that day, six of six B-17s dropped three-hundred bundles of leaflets on Cambrai, Lille, Paris, Amiens, Rouen and Caen, France at 2115-2139 hours without any losses.²⁰

²⁰*The Army Air Forces in World War II: Combat Chronology, 1941-1945 by Carter / Mueller, the Office of Air Force History.*

Piccadilly Pete was the ship for Crew 10 in Missions 8 through 15. The plane went down in a forced landing on 9 April 1944 on the safe haven airstrip in Sweden. The last mission with crew 10 was on 24 March 1944. There seems to be a pattern of Crew 10 moving on and the planes going down a few missions later.²¹



²¹ *Open source photographs released by U.S. War Department*

Page # 55

Mission # 10

Bremmen German



Piccadilly Pete 118

U. S. AIR CORPS.

3-8-44,

Long and high and rough

Due to bad wether we missed our escort and were about 20 minutes late, so jerry had a field day, they hit us over the zyder zee and went all the way in and out with us, but thegunners were on the beam and broke up all the attaches they made, even thogh ther were Forts and Libs going down every few minutes we came in with holes, plenty of them but still we were in and that was the best part , to see the good earth under foot again. * webombed at 24,000 that day so the flack wasnt to bad even though he threw every thing but the bath tub at us most of it was to low.

Mission # 11,

St. Pol, Sir. Fr

Piccadilly Pete 118 3-13-44,

Another no ball, we are likeing them better every time,, ,

They are getting the coast pretty well fortified but the missions are not so long that makes them a lot better, even if the flack is thick as hell

Mission #,12,

Friedrichshaven, Germany

3-13-44

Piccadilly Pete 118

One of the longest ones we had

Up at 2:00 in the morning and take off at dawn we were in for it and knew it, but we had perfect navigation and missed all the flac k until we were on the bomb run then all hell broke loose for they had the heaviest guns in Germany there if we hadnt been expecting it, it would have been a lot rougher but good evasive and * God carried us through

I got a piece of flack in the turret with me but but no injury I just lost a couple more hands full of hair trying to figure out how a piece could come through ther and not hit me...

Copy of the original typed page of Missions 10, 11, and 12 from Clyde Baird's journal.

Crew 10 Mission # 13, March 22, 1944

Airplane: Piccadilly Pete, #42-52-118

Basdorf Air Drone, Frankfurt

Number 13, the unlucky number, has caught us, so we named it 12-B, and to top it off its big B, on the outskirts of Berlin. With the secondary [target] the city itself, naturally to make it a little rougher, it was P.F.F. [Path-Finder Force]*, so we had to hit the secondary.

As usual, there was plenty of flack, but the G.A.F refused to come up and fight. “Maybe they were manning the guns,” Willie commented. If they were they should have hit a hole. We dropped everything we had, and we had plenty. There were Libs and Forts as far as you could see, all unloading on the Big B. Those P-38’s looked good playing around, waiting for the Luftwaffe to come up, but the Luftwaffe didn’t come and that suited us fine. The fighter pilots couldn’t find anything to shoot at so they took about going down on the deck, shooting up air fields, trains, flack towers and munitions dumps. They were having their fun now that the G.A.F was getting enough
...

**Note: British scientists developed the initial use of radio detection and ranging (RADAR) for airborne use. American scientists added their skill and knowledge to further improve the bombing techniques and attain a reasonable degree of accuracy. The end result of the combined effort of the scientists was initially known as BTO (Bombing Through the Overcast) and eventually referred to under the code name Mickey (PFF - Pathfinder Force). B-17’s were equipped with this system in the ball turret, and would lead a bombing expedition, even in overcast conditions. All bombers dropped where the lead B-17 dropped.²²*

Mission 13, Historical Comments

Mission 8th Air Force 273

Basdorf Air Drone, Germany

March 22, 1944

Mission 273 included four-hundred-seventy-four B-17s and two-hundred-fourteen B-24s dispatched to bomb the aircraft industry plants at Oranienburg and Basdorf, Germany but 8/10 to 10/10 cloud cover [cloud cover was measured in tenths, thus 1/10 would mean that the ground was 1/10 covered, or not very much, 10/10 meant the ground was completely covered and there was no visibility at all] prevented an attack there. This meant the bombers hit the secondary target, which was Berlin, and targets of opportunity. The bombers also dropped 6.368 million leaflets; one bomber was damaged beyond repair and three-hundred-forty-seven bombers were damaged; casualties were twenty WIA and one-hundred-thirty-five MIA. The details of the bombings were that four-hundred-sixty of four-hundred-seventy-four B-17s bombed Berlin. Seven B-17s were lost. Of two-hundred-fourteen B-24s, one-hundred ninety-six bombed Berlin and one bombed Heide, losing five total of the B-24s.

²²<http://8tharmyairforce.com>

Heavy escort was provided by one-hundred-twenty-five P-38s, four-hundred-ninety-six Eighth and Ninth Air Force P-47s and one-hundred-ninety-six Eighth and Ninth Air Force P-51s. There was no air combat and the only claim was for one destroyed Luftwaffe aircraft on the ground by P-47s.

The damage report for the escorts was three P-38s lost and seven damaged; three pilots were MIA. Five P-47s were lost to anti-aircraft guns, one damaged beyond repair and nine damaged; casualties were one WIA and five MIA. There were four P-51s lost and two damaged beyond repair; four pilots were MIA.

Carpetbagger Mission 274 included six B-17s dropping two-hundred-sixty-three bundles of leaflets on Paris, France; and The Hague, Amsterdam and Leeuwarden, The Netherlands at 2135-2207 hours without any losses.²³

Crew 10 Mission # 14, March 24, 1944

Airplane: Piccadilly Pete, #42-52-118

Nancy, France

Not a milk run, but fairly short. We had good weather for the first time in quite a while and the target was laying out as nice as you could ask for one to be, the flack didn't start until we were almost ready to drop our bombs. Then they gave it to us, heavy and close. We could hear the shells burst plainer than I have ever heard them before. There were a lot of ships going down, but we were having troubles of our own, for a piece of flack had hit an engine and it was losing oil like the devil, but she kept on shaking and running. Thanks to the guy who built that one. . .

Mission 14, Historical Comments from War Department Records

Mission 8th Air Force 277

Nancy, France

March 24, 1944

For Mission 277, The B-17 primary target was to be Schweinfurt, Germany, while the B-24 primary targets were the airfields at Metz and Nancy, France; the bombers made no claims of Luftwaffe aircraft, and the flack was heavy.

On the first route, two-hundred-thirty B-17s were dispatched, with sixty hitting Schweinfurt using blind-bombing equipment and one-hundred-sixty-two hitting Frankfurt/Main marshalling yard. On this route, three B-17s were lost, three damaged beyond repair and sixty-eight damaged; casualties were fourteen KIA, one WIA and thirty MIA. For the second route, two-hundred-six

²³The Army Air Forces in World War II: Combat Chronology, 1941-1945 by Carter / Mueller, the Office of Air Force History.

B-24s were dispatched; the primaries were overcast and one-hundred-forty-eight hit the secondary target of St. Diziere Airfield, while thirty-three hit Nancy/Essey Airfield. Twenty-four B-24s were damaged and the casualties were three WIA.

Escort was provided by eighty-four P-38s, three-hundred-one Eighth and Ninth Air Force P-47s and one-hundred-fifty-five Eighth and Ninth Air Force P-51s. There were two P-38s lost, with both pilots MIA. The P-47s claimed one destroyed Luftwaffe aircraft in the air and two destroyed with four damaged on the ground. This was done with no losses for us. The P-51s reported no enemy planes damaged, but three P-51s were lost and two pilots were MIA.

There was a Mission 278 for five B-17s dropping two-hundred-fifty bundles of leaflets on Tours and Lorient, France; and Charleroi, Brussels and Antwerp, Belgium at 2133-2210 hours without loss.²⁴

²⁴ *The Army Air Forces in World War II: Combat Chronology, 1941-1945* by Carter / Mueller, the Office of Air Force History

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Mission # 13,???????



Basdorf Air Drone Fra

Piccadilly Pete 118

U. S. AIR CORPS.

3-22-44,

No 13 The unlucky no. has caught us so we named it 12-B, and to top it off its big B, on the outskirts of Berlin with the secondary the city itself naturally to make it a little rougher it was P.F.F. so we had to hit the secondary,

As usual there was plenty of flack but the G.A.F. refused to come up and fight maybe they were manning the guns Willie commented. if they were they should have hit a hole, we dropped every thing we had and we had plenty, there were Libs. & Forts as far as you could see all unloading on the big B,,, Those 38s looked good playing around waiting for the Luftwaffe to come up but the Luftwaffe didnt come and that suited us fine, the fighter pilots couldnt find anything to shoot at so they took about going down on the deck shooting up air fields & trains, flack towers and ammunitions dumps they were having ***their fun now that the G.A.F. was getting enough... ..

Mission # 14-

Nancy France

3-24-44,

Not a milk run but fairley short. Piccadilly Pete we had good weather for the first time in quiet a while and the target was laying out as nice as you could ask for one to be, the flack didnt start until we were almost ready to drop our bombs then they gave it to us heavy and close, we could hear the shells burst plainer than I have ever heard them before there was a lot of ships going down but we were having troubles of our own, for a piece of flack had hit an engine and it was loosing oil like the devil but she kept on shaking and runing, thanks to the guy that built that one .,.,.

Copy of the original typed page of Missions 13 and 14 from Clyde Baird's journal.

Crew 10 Mission # 15, also on March 24, 1944

Airplane: Piccadilly Pete, #42-52-118

Moyenneville, France

An Air Drone with little protection. We had very little trouble over the target but there was plenty of flack going in over the coast, and coming out, but there were no losses so another good one made.

Mission 15, Historical Comments from War Department Records

Mission 8th Air Force 280

V-Weapon Sites in France

March 24, 1944

Mission 280 was a short and successful run on V-weapon sites in France. Two-hundred-thirty-four and one-hundred-thirty-eight B-24s in one group hit nine sites in the Pas de Calais area; four B-17s and one B-24 were lost, one B-17 was damaged beyond repair, one-hundred-thirty-four B-17s and thirty-eight B-24s were damaged somewhat. Casualties were two KIA, fifteen WIA and fifty MIA. One-hundred-twenty-eight of one-hundred-forty-five B-17s hit seven sites in the Cherbourg area; sixty-four B-17s were damaged. A fighter escort was provided by two-hundred-sixty-six P-47s; they destroyed one German ship, probably destroyed one, and damaged four on the ground; one P-47 was lost (pilot was MIA) and five were damaged.

There was a Mission 281, six B-17s dropped three-hundred bundles of leaflets on Caen, Rennes, Amiens, Paris and Rouen, France at 2114-2206 hours without any losses.

Crew 10 Mission # 16, March 29, 1944

Airplane: Little Sheppard, #41-28-711

Watten, France

The first half made, going downhill now. There was very little flack and no fighters, another long one into southern France, but no opposition to amount to anything. Some of the ships got with the wrong outfit and had fighters in and out, but we missed them. The flack was very light, and we had another perfect bomb pattern.

Mission 16, Historical Comments from War Department Records

Mission 8th Air Force 284

Cities in Germany and V-Weapons Sites in Watten, France

March 29, 1944

The flight of Mission 284, set up to make hits on German cities and V-Weapon Sites at Watten, France, was quiet. There were two-hundred-thirty-six B-17s dispatched; one-hundred-ninety-three

hit the secondary target (Brunswick), twenty hit Unterluss, eighteen hit Stedorf and two hit other targets of opportunity; the B-17s claimed eight destroyed, three probably destroyed, and six damaged Luftwaffe aircraft; nine B-17s were lost, one damaged beyond repair and sixty-six damaged; casualties were two KIA, five WIA and ninety MIA.

For the German cities, escorts were fifty P-38s, two-hundred-forty-two P-47s and one-hundred-thirty-six Eighth and Ninth Air Force P-51s. There were forty-four destroyed, four probably destroyed, and thirteen damaged German planes in air, with thirteen destroyed, seven probably destroyed and fourteen damaged on the ground, by the escort. Our losses were two P-38s, with three damaged beyond repair, and one damaged. There were two pilots KIA and two MIA. One P-47 was lost, two damaged beyond repair, and eight damaged; two pilots were WIA. For the P-51s, nine were lost, one damaged beyond repair and three damaged, with one pilot WIA and eight MIA. There was a second route for seventy-seven B-24s, to Watten, France, with the target of V-weapon sites. Only thirty were able to bomb because of PFF (radar) failures; two B-24s were damaged beyond repair and six were damaged with reported casualties of eighteen KIA and one WIA. The escort for this route was provided by thirty-seven P-47s; no claims or losses.²⁵



Little Sheppard saw Crew 10 through the 16th mission. It went down in Sweden on 20 June 1944.²⁶

²⁵ *The Army Air Forces in World War II: Combat Chronology, 1941-1945* by Carter / Mueller, the Office of Air Force History

²⁶ *Open source photographs released by U.S. War Department*

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Piccidally Pete 118

U. S. AIR CORPS.

Mission #15,

Moynville France

3-24-44,

An Air Drone with little protection

We had verry little trouble over the target but there was plenty of flack going in over the coast ~~***~~ and coming out but there was no losses so another good one made....

Mission # 16

Watten France

Little Shepard 711 3-29-44,

The first half made, going down hill now

~~And the **** pi****s *****~~

verry little flack and no fighters,

Another long one Southern France, But no opisition to amount to any thing some of the ships got with ~~the~~ the wrong outfit and had fighters in and out but w missed them, the flack was very light, and we had another perfect bomb patern,

Mission # 17,

Rathnow Germany,
The Menace

4-18-44

A rough one again, Airplane Componants Plant Bombinb was G.H. but the results were supposed to have been good , there was plenty of flack verry heavy and accurate as hell, we had a few half heard attacks but our little friends were there** as uasual and took good care of them, The Luftwaffe is begaining to play it safe and pick only the stragglers,

Mission # 18, . . .

Hamm, Germany,
Carol Marie

4-22-44-

The Rail Yards, in Hamm . Begining of the battle to tear up Jerries communications and we were glad to hear that, for we knew we would have some help on the ~~the~~ ground as soon as we could get our job done, this time.

A good day for flying, and another good run although the flack was almost as heavy as big B... and he put all he could into the air he never got

Copy of the original typed page of Missions 15, 16, 17, and 18, from Clyde Baird's journal.

Crew 10 Mission # 17, April 18, 1944

Airplane: The Menace, #41-29-232

Rathenow, Germany

A rough one again, Airplane Components Plant bombing was G.H. [bombing navigation system that told the pilot when he was approaching the bombing site and when to drop; a type of British radar system, G.H. or Gee H], but the results were supposed to be good. There was plenty of flack, very heavy, and accurate as hell. We had a few half-hearted attacks, but our little friends were there as usual and took good care of them. The Luftwaffe is beginning to play it safe and pick only the stragglers.

Mission 17, Historical Comments from War Department Records

Mission 8th Air Force 306

Airfields and Aviation Industry, Germany

April 18, 1944

There were two parts to Mission 306. First, seven-hundred-seventy-six bombers and six-hundred-thirty-four fighters were dispatched to hit airfields and aviation industry targets in Germany; we claimed thirty-three destroyed, five probably destroyed, and nineteen damaged Luftwaffe aircraft, with nineteen bombers and five fighters lost. Poor weather caused several units to bomb targets of opportunity in the Berlin area. The following details were given by the units.

The first route dispatched two-hundred-seventy-five of two-hundred-eighty B-17s hit aviation industry targets at Oranienburg, Perleberg Airfield, Wittenberge and targets of opportunity; three B-17s were lost and ninety damaged; twenty-nine airmen were MIA. The second route sent two-hundred-ten of two-hundred-twenty-one B-17s to hit Oranienburg, Brandenburg, Luneburg Airfield, Rathenow and targets of opportunity; fourteen B-17s were lost and ninety-four damaged; two airmen were KIA, twelve WIA and one-hundred-thirty-nine MIA. The third route dispatched two-hundred-forty-eight of two-hundred-seventy-five B-24s hitting Brandenburg, Rathenow, Cuxhaven, Wittenberge and targets of opportunity; two B-24s were lost and twenty damaged; five airmen were WIA and twenty MIA.

Escort for this first part of Mission 306 was provided by one-hundred-nineteen P-38s, two-hundred-ninety-six P-47s and two-hundred-nineteen Eighth and Ninth Air Force P-51s. Losses to fighters were one P-38, one P-47 and three P-51s. There were three P-38s damaged beyond repair, as well as seven P-38s. Only three P-47s and eighteen P-51s were damaged; four pilots were MIA.

The second part of Mission 306 was to send twelve B-24s to V-Weapon sites in Watten, France again. One B-24 was damaged. The escort was provided by thirty-six P-47s without loss.

There was a Mission 307 for leaflet drops. Five B-17s dropped 2.56 million leaflets on Stavanger, Oslo, Bergen and Trondheim, Norway at 2336-0041 hours, without losses.

Historically, Headquarters (HQ) 492nd Bombardment Group (Heavy) arrived at North Pickenham, England from the United States. More reinforcements at a time when they were desperately needed.²⁷



Mission 17 saw the crew in "The Menace". This plane did numerous bomb runs, as evidenced by the tally bombs painted on the side showing tally marks. It was damaged beyond repair in a landing accident 23 July 1944.²⁸

Crew 10 Mission # 18, April 22, 1944

Airplane: Carol Marie, #42-51-079

Hamm, Germany

The Rail Yard, in Hamm. [This is the] Beginning of the battle to tear up Jerries communications and we were glad to hear that, for we knew we would have some help on the ground as soon as we could get our job done, this time.

A good day for flying, and another good run although the flack was almost as heavy as big B, and he put all he could into the air, he never got through our fighter cover. The 47's got a good bag of his best pilots and by now he seems to have very few of them to spare.

The Jerries must have had a lot of fighters there for the defense of their largest rail center, they put up a lot of planes, but they were mostly night fighters. They had been expecting the R.A.F. to

²⁷*The Army Air Forces in World War II: Combat Chronology, 1941-1945 by Carter / Mueller, the Office of Air Force History.*

²⁸ *Picture from Open Source Release, U.S. War Department*

do the job, evidently, but Jerry should be getting used to surprises for he has been getting plenty of them lately.

The mission was the latest one we had made and we were to get back to the field after dark. That was bad, for flying formation is very hard in the dark. We had a good target run and we did a good job again, but Jerry began his work after we left the target. He made his first run on us in the new attack, the first time we had faced this threat and it was pretty good for he got quite a few of our boys the first sweep. We recovered before they could make the second run and broke our formation up so his concentrated attack was no good. One of the Jerries made a pass at a ship in our flight and with his attention on his shooting, he got too close to us. Everyone was looking for them, but he came in in front of us.

I called him out, and the Bombardier, but he said don't shoot, it's a P.51. As he came in over our wings, I saw the crosses on his wings, and started shooting. I got a few shots at him, but could not claim him because everyone was shooting at him by then. He went down, that was the most important part.

The Bombardier was plenty scared after the 109 came so close to getting us, the boys were pretty mad, and it looked kinda funny seeing one of the Sergeants give him, a Lt., an eating out, but he took it for he knew he should have one. His comment was "Famous last words like to have been, I thought it was a P.51".

Mission 18, Historical Comments

Mission 8th Air Force 311

Marshalling Yard at Hamm, Germany

April 22, 1944

A total of eight-hundred-three bombers and eight-hundred-fifty-nine fighters were dispatched to hit marshalling yards at Hamm, Germany. The bombers did an excellent job and claimed twenty destroyed, six probably destroyed and eight damaged Luftwaffe aircraft, and the fighters did as well, claiming forty destroyed, two probably destroyed and sixteen damaged. Losses for us were fifteen bombers and thirteen escort fighters.

For route one, four-hundred-fifty-nine of five-hundred-twenty-six B-17s bombed the primary, twenty hit Bonn, nineteen hit Soest, fifteen hit Hamm City and one hit a target of opportunity, with eight B-17s lost, one damaged beyond repair and one-hundred-thirty-eight damaged. Human casualties were seven WIA and eighty-nine MIA. On the second route, one-hundred-seventy-nine of two-hundred-seventy-seven B-24s hit the primary, fifty hit Koblenz and thirty-six hit targets of opportunity. Seven B-24s were lost, fourteen damaged beyond repair and fifty-nine damaged, with casualties at forty-six KIA, twenty-eight WIA and sixty-four MIA. The escort was given by one-hundred-thirty-two P-38s, four-hundred-eighty-five Eighth and Ninth Air Force P-47s and two-

hundred-forty-two Eighth and Ninth Air Force P-51s. Of those, two P-38s, five P-47s and six P-51s were lost, one P-38 was damaged beyond repair and twenty-two aircraft were damaged. Human casualties were one WIA and twelve MIA.

There was also a leaflet drop, mission three-hundred-twelve, five of 5 B-17s dropped 1.44 million leaflets on Orleans, Tours, Paris, Nantes, Lille, Reims, Chartres and Rouen, France at 2251-2344 hours without losses.

Reinforcements arrived in the form of new units in England from the United States: Headquarters 398th Bombardment Group (Heavy) and 600th, 601st, 602nd and 603rd Bombardment Squadrons (Heavy) at Nuthampstead with B-17s (first mission was 6 May); 844th, 845th, 846th and 847th Bombardment Squadrons (Heavy), 489th Bombardment Group (Heavy), at Halesworth with B-24s (first mission was 30 May).



The Carol Marie was the favorite ship of Crew 10. She flew 21 missions and was forced to land in Sweden, flown back to England on 20 June or July 1945 and then transferred to Altus, Oklahoma after the war ended. My brother, Carroll Leon Baird, had the only wooden model Clyde brought home from the war with him, and it was the Carol Marie. It was in my brother's possessions when he died in a mid-air collision bringing the major back to Fort Leavenworth from Fort McClellan, Anniston, Alabama. Carroll was a helicopter pilot instructor with the Army when he died. He was flying, and that was what was most important in life to him; truly his father's son.²⁹

²⁹ Picture from Open Source Release, U.S. War Department



****...



U. S. AIR CORPS.

CONTINUING MISSION, # 18,,,
To Hamm Germany,,,,,

The Jerries must have had a lot of fighters there for the defence of their largest rail center, they put up a lot of planes, but they were mostly night fighters, they had been expecting the R.A.F. to do the job evidently, but Jerry should be getting used to suprising* for he has been getting plenty of them lately,

The mission was the latest one we had made and we were to get back to the field after dark, that was bad for flying formation is very hard in the dark,

We had a good target run ~~on the ****~~ and we did a good job again, but Jerry began his work after we left the target.

*** he made his first run on us in the new attack the first time we had faced this threat and it was pretty good for he got quiet a few of our boys the first sweep, although we recovered before they could make the second run and broke our formation up so his concentrated attack was no good, one of the Jerries made a pass at a ship in our flight and with his attention on his shootin he got to close to us,,,,, every one was looking for them but he came in in front of us

I called him out and the Bombidier* but he said dont shoot its a 51 as he came in over our wing I seen the crosses on his wings, I got a few shots at him but couldnt claim him because everyone was shooting at him by then, he went down that was the most important part.

The Bombidier was plenty scared after the 109 came so close to getting us the boys were pretty mad and it looked kinda funny seeing one of the Sargents give him a Lt. an eating out but he took it for he knew he ~~****~~ should have one.

His comment was (my ~~****~~ famous last words like to have been I thought It was a P.51)

Crew 10 Mission # 19, April 29, 1944

Airplane: The Crud Wagon

Berlin, Germany

Not our first time to be over the big B, but the first time we had it for a primary target and it looked pretty rough, but over the target we had an under cast of about .9 or .10 clouds so the flack wasn't so effective.

Just off the target, he sent up a few fighters and they were using a new approach from the front. About 50 fighters lined up and came in head on, 20 mm. shells were breaking all around us and a ship on our wing began to slide off. Then, he went into a slow spin, the boys couldn't have jumped for the ship spun until she blew up.

The Jerry fighters got 3 of our ships on the sweep and he didn't get the chance to make another one, for about 15 P-47's and P-38's took on the whole gang and kept them off us, some of Goering's boys gone to hell . . .

Mission 19, Historical Comments from War Department Records

Mission 8th Air Force 327

Berlin, Germany

April 29, 1944

There were six-hundred-seventy-nine bombers and eight-hundred-fourteen fighters dispatched to bomb Berlin, concentrating on railway facilities for Mission 327. Damage was ninety-five destroyed, thirty-three probably destroyed and forty-eight damaged Luftwaffe aircraft. For our part, sixty-three bombers and thirteen fighters were lost. There were three routes taken after split off. The first was two-hundred-twenty-eight B-17s that bombed the city of Berlin; ten B-17s were lost and one-hundred-fifty were damaged. One airman was KIA, and seven were WIA, with one-hundred MIA. For the second route, two-hundred-eighteen B-17s are dispatched to Berlin; one-hundred-fifty-eight hit the primary, twenty hit Magdeburg, ten hit Brandenburg and four hit targets of opportunity; twenty-eight B-17s were lost and one-hundred-sixty-one damaged; one airmen was KIA, twenty WIA and two-hundred-sixty MIA. Coming in on the third wave, two-hundred-twelve of two-hundred-thirty-three B-24s bombed Berlin; twenty-five B-24s were lost, two damaged beyond repair and one-hundred-twenty-one damaged with thirteen airmen KIA, eleven WIA and two-hundred-forty-six MIA. The fighter escort was provided by one-hundred-seventeen P-38s, four-hundred-sixty-three Eighth and Ninth Air Force P-47s and two-hundred-thirty-four Eighth and Ninth Air Force P-51s. Losses were three P-38s and ten P-51s; one P-47 damaged beyond repair; seven P-38s, sixteen P-47s and seven P-51s damaged and one pilot WIA, with twelve MIA. Four B-17s dropped 1.06 million leaflets on twenty-one towns in Northern France and The Netherlands, and fourteen B-24s on Carpetbagger missions without loss.³⁰

³⁰ *The Army Air Forces in World War II: Combat Chronology, 1941-1945 by Carter / Mueller, the Office of Air Force History*



The Crud Wagon being shot down, 04 April 1945, over St. Pol, France, more than a year after Crew 10 used the ship in Mission 19. The co-pilot survived and was captured/imprisoned until the end of the war. He wrote a book about his experiences.³¹

³¹ *Picture from Open Source Release, U.S. War Department*



U. S. AIR CORPS.

through our fighter cover, The 47s, got a good bag of his* best pilots and by now he seems to* have * very few of them to spare. The Crud Wagon

Mission 19, 4-29-44 BERLIN: Germany, Not our first time to be over the big B. but the first time we had it for a primary target and it looked pretty rough, but over the target we had a undercast of about .9 or .10 clouds so the flack wasnt so effective.

Just off the target he sent up a few fighters and they, were using a new approach from the front about 50, fighters line up and came in head on, the 20 m.m. shells were breaking all around us and a ship on our wing began to slide off, then * he went into a slow spin, the boys couldnt have jumped for the ship spun until she blew up,

The Jerry Fighters got 3 of our *ships on that sweep and he didnt get the chance to make another one, for about 15 47s and 38s took on the whole gang and kept them off of us, some of Goering boys gone to hell . . .

Carol Marie Mission # 20 Brussels Belgium
5-1-44

Out after the railroads ~~****~~ again

The marshalling yards in Brussels the ~~*****~~ hottest flack in the Reich, but we were lucky again and didnt get very much of it, we were the first ones over the target and the flack gunners didnt get their little pop gas started until we * were over the target, the boys behind us caught hell and plenty of it, our route carried us out of enemy territory before he could get any of his kids in the air, if he had any to put up...

Mission # 21, Munster, Germany,
5-7-44,
Rail Yards Again....

Crew 10 Mission # 20, May 1, 1944

Airplane: Carol Marie, #42-51-079

Brussels, Belgium

Out after the railroads again. The Marshalling Yards in Brussels, the hottest flack in the Reich, but we were lucky again and didn't get very much of it. We were the first ones over the target and the flack gunners didn't get their little pop guns started until we were over the target. The boys behind us caught hell and plenty of it, our route carried us out of enemy territory before he could get any of his kids in the air, if he had any to put up. . .

Mission 20, Historical Comments from War Department Records

Mission 8th Air Force 332 and 333

Operation CROSSBOW, German Missile Launching Sites

May 1, 1944

Mission 332 began *Operation CROSSBOW* (operations against German missile launching sites). The targets were France in the early morning; five-hundred-thirty-one bombers and two-hundred-nine fighters were sent, but weather caused a good number to turn back, so only three of twenty-three V-weapons sites targets were bombed. On route one, one-hundred-sixty-one B-17s were sent. Eighteen hit Poix Airfield, eighteen hit Roye/Amy Airfield and fifteen hit Montdidier Airfield, with one B-17 damaged beyond repair and twenty damaged. Regarding route two, there were twenty-two of one-hundred-eighty-seven B-17s and fifty-seven of one-hundred-eighty-three B-24s hitting the Pas de Calais area, with one B-17 and one B-24 damaged beyond repair, nineteen B-17s and fifteen B-24s damaged, and five B-24 crewmen KIA. The escort was one-hundred-nineteen P-47s and ninety P-51s without any losses or claims of enemy planes destroyed.

For Mission 333, which began in the afternoon, three-hundred-eighty-six bombers and five-hundred-fifty-eight fighters were sent to hit marshalling yards in France and Belgium. Three bombers and three fighters were lost. On the first route, one-hundred-ten B-17s were dispatched to Troyes, where fifty-two sites were hit. Fifty-seven were bombed at Reims, France. One B-17 was lost with fifty-two damaged, and ten airmen MIA. Route two saw one-hundred-twenty-five B-17s dispatched to Saarguemines, where sixty-four sites were bombed. Fifty-two sites were bombed at Metz, France, as well as thirteen at Brussels, Belgium. Losses were two B-17s, one damaged beyond repair, and forty-three damaged, with twenty airmen MIA. On the third route, one-hundred-fifty-one B-24s flew to Brussels and hit fifty-nine sites. Forty sites were hit at Liege, Belgium, twenty-one B-24s were damaged, without losses or casualties.

Escort was provided by one-hundred-twenty P-38s, two-hundred-seventy-two P-47s, and one-hundred-sixty-six P-51s. The P-51s claimed five destroyed and two damaged. Two P-38s, one P-51, and four P-47s were lost. One P-51 was damaged. Four pilots MIA.

Mission 334 was the only leaflet flight that day, five B-17s dropped 1.55 million leaflets on twenty-five towns in France and The Netherlands without losses. Twenty-five B-24s were dispatched on Carpetbagger operations without losses.³²

Crew 10 Mission # 21, May 7, 1944

Airplane: Carol Marie, #42-51-079

Munster, Germany

Rail yards again; Munster is a very heavily protected area and we knew it, but it was also a very important rail center, so . . . There wasn't as much flack as we had expected, but it was pretty heavy in the target area.

No fighters ever got to us, although the boys got a few that were trying to get through. The Luftwaffe is in a hell of a shape. If they come up, we all get a shot at them, and if they stay on the ground, the fighters go down on the ground and strafe them. This war is getting rough for someone besides the English now . . .

Mission 21, Historical Comments from War Department Records

Mission 8th Air Force 342

Airfields and Aviation Industry, Germany

May 7, 1944

Mission 342 began as a morning mission with nine-hundred-twenty-two bombers and seven-hundred-sixty-four fighters sent to Germany; nine bombers and four fighters were lost; one Luftwaffe aircraft was claimed shot down. The first route sent six-hundred B-17s on a PFF attack on Berlin, with five-hundred-fourteen bombing the primary target, while thirty hit targets of opportunity. Of those, eight B-17s were lost, two were damaged beyond repair, and two-hundred-sixty-five were damaged. There were eight airmen KIA, fourteen WIA, and eighty-three MIA. The second route out split off, and three-hundred-twenty-two B-24s were dispatched to Munster. One-hundred-forty-seven planes bombed Munster and one-hundred-sixty-five bombed Osnabruck. One B-24 was lost, one damaged beyond repair and twenty-two damaged. One airman was KIA, two WIA and six MIA. The escort for all was provided by one-hundred-fifty-three P-38s, three-hundred-seventeen P-47s and two-hundred-eighty-four P-51s. Two P-38s, one P-47 and one P-51 were lost, one P-51 was damaged beyond repair and five P-38s, three P-47s and one P-51 were damaged. Three pilots were MIA.

³² *The Army Air Forces in World War II: Combat Chronology, 1941-1945* by Carter / Mueller, the Office of Air Force History

In the afternoon, twenty-nine B-24s bombed the Marshalling Yard at Liege, Belgium without losses. The escort was provided by twenty-four P-47s and fifty-one P-51s without losses. There was also a mission 343, where three of four B-17s dropped 1.6 million leaflets on sixteen towns in France, without losses. Fourteen B-24s were sent on Carpetbagger missions without losses.³³

³³ *The Army Air Forces in World War II: Combat Chronology, 1941-1945* by Carter / Mueller, the Office of Air Force History



Carol Marie 118

U. S. AIR CORPS.

Munster is a very heavily protected aera and we knew it, but it was also a very important rail center so, . . . There wasnt as ~~heavy~~ much flack as we had expected but it was pretty heavy in the target aera.

No fighters ever got to us although the boys got a few that were trying to get through, the Luftwaffe is in a hell of a shape if they come up we all get a shot at them, and if they stay on the ground the fighters go down on the ground and strafe them, this war is getting rough for someone besides the English now.

Mission # 22 Brunswick Germany,
5-8-44, Carol Marie 118

Willie is Groaning again, they are coming rough but as long as we can get a shot at the railyards we can stand it, -??-I hope.

A very good day for operations and a good result again, the flack was thick again and we got a few holes for reminders that the gunners hadnt left there yet but we didnt lose ~~too~~ very many and the mission was a great success.

Mission # 23- Brunswick Germany
5-19-44 Carol Marie 118

(AGAIN)?? ??

Who said the Luftwaffe was all gone, ??? WE were late about 22 mins. and most of our escort had left us or didnt make contact at all, so we were sitting ducks for the Luftwaffe, and they didnt miss a chance to give us hell

Over Dammers Lake we had our first attack of about ~~75~~ 125 or 150, M.E. 109s and F.W. 190s, caught us, They lined up and came in head on as they had been doing, if we hadnt been used to his type of attack by now we would have been dead ducks that time.

Crew 10 Mission # 22, May 8, 1944

Airplane: Carol Marie, #42-51-079

Brunswick, Germany

Willie is groaning again, they are coming rough but as long as we can get a shot at the rail yards we can stand it, I hope. A very good day for operations and a good result again, the flack was thick again and we got a few holes for reminders that the gunners hadn't left there yet, but we didn't lose very many and the mission was a great success.

Mission 22, Historical Comments

Mission 8th Air Force 344 and 345

Airfields and Aviation Industry, Germany

May 8, 1944

In the morning, eight-hundred-seven bombers and seven-hundred-twenty-nine fighters were sent to hit targets in Germany in a PFF mission; the bombers claimed seventy-seven destroyed, sixteen probably destroyed and sixteen damaged, while the escort fighters claimed fifty-five destroyed, four probably destroyed, and twenty damaged. For the morning, thirty-six bombers and thirteen fighters were lost. On the first route, five-hundred B-17s were sent to bomb Berlin. Three-hundred-eighty-six B-17s hit the primary, forty-two bombed Brunswick, seventeen bombed Brandenburg and eight bombed Magdeburg. Twenty-five B-17s were lost on this route, one was damaged beyond repair, and one-hundred-sixty-nine were damaged. Casualties were one airman KIA, seven WIA and two-hundred-sixty-one MIA. On the second route, three-hundred-one B-24s were dispatched to Brunswick; two-hundred-eighty-eight hit the primary and one hit a target of opportunity. Eleven B-24s were lost, seven were damaged beyond repair and twenty-eight were damaged. Our human losses were seven airmen KIA, eight WIA and one-hundred-twelve MIA.

The escort was provided by one-hundred-fifty-two P-38s, two-hundred-ninety-five P-47s and two-hundred-eighty-two P-51s. The P-38s claimed six destroyed and three damaged Luftwaffe aircraft, the P-47s claimed nine destroyed, one probably destroyed and five damaged, and the P-51s claimed forty destroyed, three probably destroyed and twelve damaged. Our losses were four P-38s, four P-47s and five P-51s, with one P-47 and one P-51 damaged beyond repair, three P-47s and one P-51 damaged, and one pilot WIA, with thirteen MIA.

In the afternoon, for Mission Number 345, one-hundred-sixty-four bombers and ninety-seven fighters were dispatched against targets in France and Belgium. Five bombers were lost. Of the total, ninety-two of one-hundred-one B-17s bombed V-weapon sites at Glacerie and Sottevast, France. Five B-17s were lost there, one damaged beyond repair and twenty-nine damaged, with twenty-eight airmen MIA. Of the overall total, fifty-seven of sixty-three B-24s hit Brussels/Schaerbeek Marshalling Yard, Belgium. Twenty-nine B-24s were damaged; two airmen

were KIA, two WIA and nineteen MIA. The escort for the afternoon mission was provided by ninety-seven P-47s without losses.

Mission 346: Three of four B-17s dropped 1.6 million leaflets on ten towns in France without losses.³⁴

**Note:*

Unknown to any of the men in the 8th Air Force, or at least those doing the bombing in the planes, on May 8, 1944, General Dwight D. Eisenhower set D-Day for the Normandy invasion as 5 June 1944, but as history worked out, the date subsequently was changed to 6 June 1944.

Crew 10 Mission # 23, May 19, 1944

Airplane: Carol Marie, #42-51-079

Brunswick, Germany

AGAIN???

Who said the Luftwaffe was all gone? We were late about 22 minutes and most of our escort had left us or didn't make contact at all. So, we were sitting ducks for the Luftwaffe, and they didn't miss a chance to give us hell.

Over Dumers Lake we had our first attack of about 125 or 150 M.E. 109's, and F.W. 190's, catching us. They lined up and came in head on as they had been doing, if we hadn't been used to this type attack by now we would have been dead ducks that time.

Jerry came in as fast as he could and was shooting the 20 mm. at us so fast you could hardly see the ship in front of you, every gunner in our outfit must have started shooting at the same time, for the Jerries began to fall off before they were within five or six hundred yards of us. But part of them came on through; the first wave got five of our ships.

One Jerry got his mind on shooting the ships behind us down, and came up over our wing, right in my face. That was his last shot. . .

The next wave hit us just before the target but the P-47's had gotten to us and they didn't do much damage, they got two or three of our ships, but we got quite a few of theirs.

³⁴ *The Army Air Forces in World War II: Combat Chronology, 1941-1945 by Carter / Mueller, the Office of Air Force History*

As we were going into the target, the flack was very heavy and the enemy came through his own flack to attack us. He got 6 more of our ships that time, but we literally cut him to hell. Jr. got an F.W. 190 and another M.E. 109 got in my sights, and we chalked up two more.

As we were making our first run over the target, a piece of flack got the Bombardier in the leg, and he let out a yell that he was hit, that helped me more than anything else could have, for I was almost scared to death until he let out that yell. Then, I got madder than I have ever been before, and it brought me back to realization. The groups made three runs over the target, but we were so damn mad it didn't make any difference to us, if they stayed there all day. We didn't pay a lot of attention to the flack from then on.

Mack come out with a yell that the bombay was full of gasoline or something, but he said it was red, so I knew it was hydraulic fluid. A piece of flack had gone through the bottom of our main hydraulic tank, letting all our fluid leak out. Where were we going to get pressure for our brakes and flaps? That was my first thought, but we had to worry about getting back to England, then we could bail out or try to get the systems to work.

Over the Channel, Mack took my guns and we started to try to fix her up. With a piece of wood for a peg, Willie Duhering and I patched the system, filling it with the fluid from the fluid of the turrets, and she worked fine, or at least enough. Our roughest one yet, and we were still living. Maybe we would make it after all. One Purple Heart on Crew 10, and Mack was about to make Willie another one for swiping his flack helmet.

Mission 23, Historical Comments from War Department Records

Mission 8th Air Force 358

General Targets in Germany

May 19, 1944

Eight-hundred-eighty-eight bombers and seven-hundred fighters were put up for Mission 358. Targets were in Germany. A very heavy cloud cover caused problems, and caused the bombers to use the H2X PFF radar. The German resistance was heavy and very deadly, with twenty-eight bombers and nineteen fighters lost. The fighters did claim seventy-seven destroyed and thirty-three damaged enemy planes.

Over route one, five-hundred-eighty-eight B-17s went on to Berlin. Four-hundred-ninety-five hit the primary target, forty-nine hit the port area at Kiel and one hit a target of opportunity. Of those who made the flight, sixteen B-17s were lost, two damaged beyond repair and two-hundred-eighty-nine damaged. We had three airmen KIA, sixteen WIA and one-hundred-thirty-seven MIA. Route two sent three-hundred B-24s to the industrial area at Brunswick. Two-hundred-seventy-two hit the primary and one bombed a target of opportunity. Twelve B-24s were lost and sixty-four damaged. Our human loss was one airman.

The escort for all was provided by one-hundred-fifty-five P-38s, one-hundred-eighty-two P-47s and three-hundred-sixty-three P-51s of the Eighth Air Force and two-hundred-sixty-four Ninth Air Force aircraft. The P-38s claimed two damaged German aircraft in the air and one destroyed on the ground. The P-47s claimed twenty-nine destroyed and sixteen damaged in the air with two destroyed on the ground and the P-51s claimed forty-one destroyed, five damaged in the air, four destroyed and ten damaged on the ground. Four P-38s, four P-47s and eleven P-51s were lost. Two P-38s were damaged beyond repair; five P-38s, four P-47s and seven P-51s were damaged, and seventeen pilots were KIA, eight WIA and one-hundred-nineteen MIA.³⁵

³⁵ *The Army Air Forces in World War II: Combat Chronology, 1941-1945* by Carter / Mueller, the Office of Air Force History



U. S. AIR CORPS.

Jerry came in as fast as he could and was shooting the 20 mm. at us so fast you could hardly see the ship in front of you, every gunner in our outfit must have started shooting at the same time, for the Jerrys began to fall off before they were within ~~at~~ five or six hundred yards of us, but ~~they~~ part of them came on through, the first wave got five of our ships,

One Jerry got his mind on shooting the ships behind us down, and came up over our wing, right in my face, That was his last shot.....

The next wave hit us just before the target but the 47s had gotten to us and they didnt do much damage, they got two or three of our ships, but we got quiet a few of theirs.

As we were going in on the target the Flack ~~was~~ was very heavy and the enemy came through his own flack to attack us, he got 6 more of our ships that time, but we literly cut him to hell, Jr. got a F.W. 190 and another M.E. 109 got in my sights, and we chalked up two more.

As we were making our first run over the target a piece of flack got the Bombar in the leg, and he let out a yell that he was hit, that helped me more than anything else could have, for I was almost scared to death until he let out that yell, then I got mader than I have ever been before, and it brought me back to realizatíon,

The groupe made three runs over the target, but we were so dam mad it didnt make any difference to us if they stayed there all day, and we didnt pay a lot of attention to the flack from them on.

Mack came out with a yell that the bombay was full of gasoline or something, but he said it was red so I knew it was hydrolic fluid, a piece of flack had gone through the bottom of our main Hyd. tank letting

Copy of the original typed page of Mission 23 Continuation from Clyde Baird's journal.



U. S. AIR CORPS.

all of our fluid leak out, where were we going to get pressure for our brakes and flaps,?? that was my first thought, but we had to worry about getting back to England, then we could bail out or try to get the system to work,

Over the Channel Mack took my guns and we started to try to fix her up,##

With a piece of wood for a peg Willie Duhering and I patched the system, filling it with the fluid from the fluid from the turrets, and she worked fine or at least enough,

Our roughest one yet and we were still living maybe we would make it after all,

One Purple Heart ON Crew 10

And Mack was about to make Willie another one for swiping his flack helmet.

Mission # 24,

St. Pol, France

Carol Marie

5-22-44

A milk run again, it was swell to have short one again, and nothing happened but a little flack and it wasn't bad.

Mission # 25-

Orley France,

Carol Marie

5-24-44

Another rail yard and a short one boy we are getting lucky, two milk runs in a row, we are keeping our fingers crossed for the next FIVE.

We hit that target good, and they say we won't have to go back there anymore, Is that good,???

Carol Marie Mission # 26,

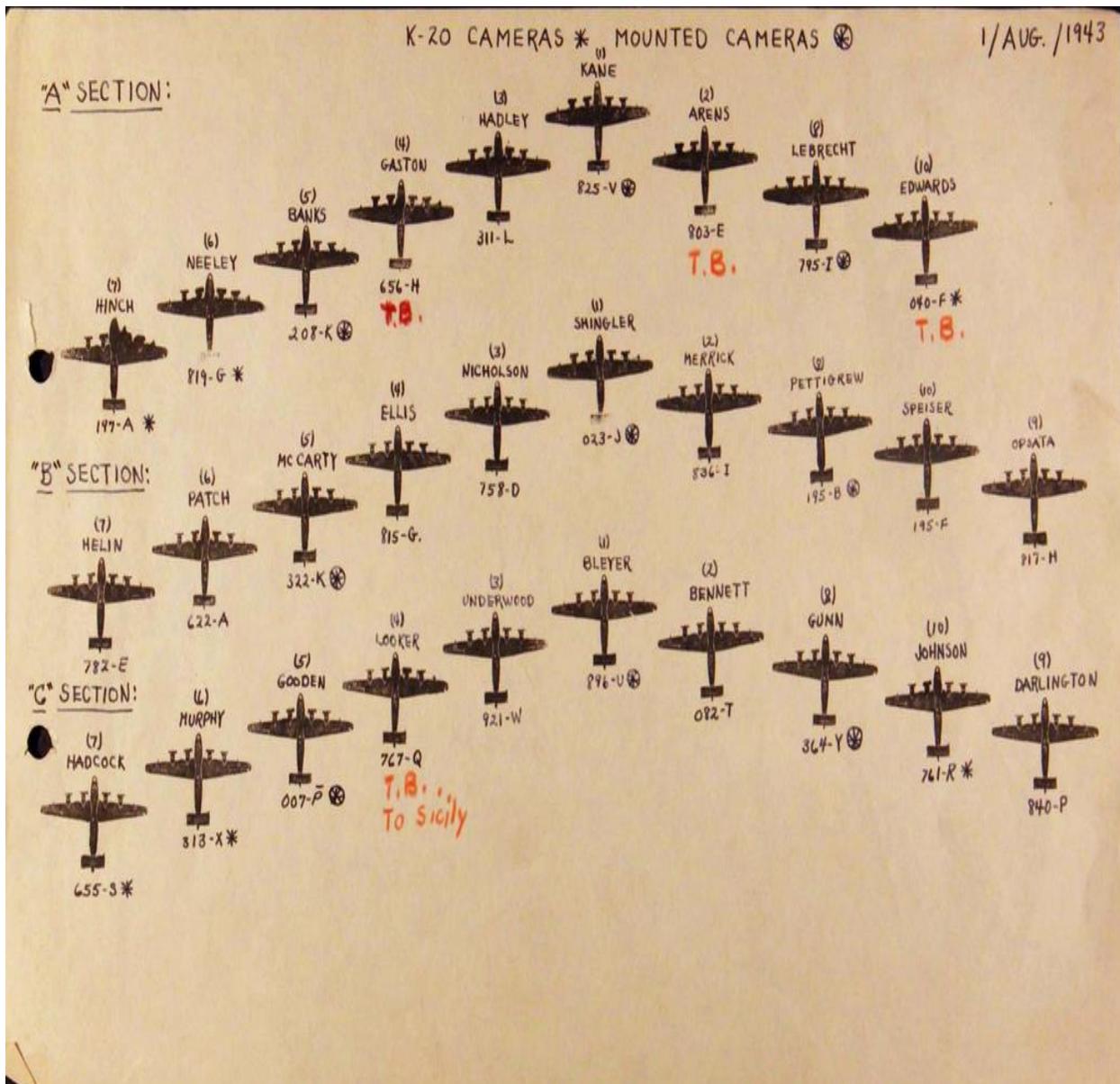
Trier Germany,

5-19-44,

Not a milk run but pretty good,

We had quiet a lot of flack, but not very accurate, the coast has been giving us pretty good flack and we were wishing we could drop a few on some of the guns down there.

We picked up a few Jerry fighters but the little friends took care of them.



Example of flight formation map, used in briefing the crews as to where they were going and what they would be doing.³⁶

³⁶<http://b24bestweb.com>

Crew 10 Mission # 24, May 22, 1944

Airplane: Carol Marie, #42-51-079

St. Pol, France

A milk run again, it was swell to have a short one again, and nothing happened but a little flack and it wasn't bad.

Mission 24, Historical Comments from War Department Records

Mission 8th Air Force 361

General Targets in France and Germany

May 22, 1944

Mission 361 came early on May 22nd, 1944. Total ships in the air were four-hundred-thirty-eight bombers and five-hundred-sixty-eight fighters dispatched on PFF attacks to targets in Germany and France; a total of five bombers and seven fighters were lost.

The first peel off was for three-hundred-forty-two bombers dispatched to the port area at Kiel, Germany; two-hundred-eighty-nine hit the primary and five bombed targets of opportunity; five B-17s were lost, one damaged beyond repair and two-hundred-nine damaged. Human losses were four airmen KIA, three WIA and seventy-eight MIA. On the second route, ninety-four of ninety-six B-24s hit V-weapon sites at Siracourt, France. One B-24 was damaged.

The escort was provided by one-hundred-forty-five P-38s, ninety-five P-47s and three-hundred-twenty-eight P-51s. The P-38s claimed eight destroyed, one probably destroyed and five damaged Luftwaffe aircraft. The P-47s claimed twelve destroyed, one probably destroyed and two damaged. The P-51s claimed two destroyed, two probably destroyed, and one damaged. Three P-38s, three P-47s and one P-51 were lost. One P-38 and two P-47s were damaged beyond repair; one P-38, two P-47s and a P-51 were damaged. There were six pilots that were recorded as MIA. One-hundred-thirty-eight P-47s were dispatched on a fighter-bomber attack on railroad bridges at Hasselt and Liege, Belgium; one P-47 was lost and one damaged.

Mission 363: Four B-17s dropped 320,000 leaflets on The Hague, Haarlem, Rotterdam and Utrecht, The Netherlands without losses. Twelve B-24s were dispatched on Carpetbagger missions without losses.

**Note: By this date, occupancy of all planned Eighth Air Force stations in Britain was completed with the transfer of the airfield at N Pickenham from the RAF to the Eighth; total stations on this date numbered 77, including 66 airfields, occupied by 82 operational or headquarters units.³⁷*

³⁷The Army Air Forces in World War II: Combat Chronology, 1941-1945 by Carter / Mueller, the Office of Air Force History.

Crew 10 Mission # 25, May 24, 1944

Airplane: Carol Marie, #42-51-079

Orley, France

Another rail yard and a short one. Boy we are getting lucky, two milk runs in a row. We are keeping our fingers crossed for the next FIVE. We hit that target good, and they say we won't have to go back there anymore. Is that good????

Mission 25, Historical Comments from War Department Records

Mission 8th Air Force 370

Railroads in Belgium and France

May 24, 1944

The Mighty Eighth put up four-hundred-six bombers and six-hundred-four fighters to make visual attacks on rail installations and airfields in Belgium and France. Four bombers and twelve fighters were lost; the fighters claimed thirteen destroyed, two probably destroyed, and three damaged Luftwaffe aircraft in the air, as well as three destroyed with five damaged on the ground.

Most of the targets hit were in France. Three-hundred-seven B-24s were dispatched to marshalling yards at Belfort and Mulhouse. Also, twelve hit the Tonnere marshalling yard and thirty-seven bombed Bretigny, with one bombing the Dijon Airfields. There were two B-24s lost, with fifty-seven damaged. Twenty airmen were MIA. Three-hundred-twenty B-17s were sent to the Nancy/Essey Airfield and marshalling yards at Metz, Saarguemines, and Blainville; fifty-six B-17s hit Thionville marshalling yard and three bombed Liege Airfield, Belgium; fourteen B-17s were damaged from this group.

One-hundred-three B-24s bombed Montignies sur Sambre marshalling yard and nine bombed Alos marshalling yard, with three B-24s damaged. In Belgium two-hundred-forty-seven B-17s were dispatched against marshalling yards at Brussels/Schaerbeek, Brussels/Midi, and Leige/Guillemines. The other marshalling yards hit were Brussels/Melsbroek and Liege/Renory; with two B-18s lost, one damaged beyond repair and seventy-one damaged. One airman was KIA, six WIA and twenty-eight MIA. Eighteen of thirty-eight B-17s and eighteen of eighteen B-24s hit Fecamp gun battery without losses. There were also fifteen B-17s that hit St. Valery gun battery without losses.

The escort was provided by one-hundred-thirty-six P-38s, one-hundred-eighty-one P-47s and two-hundred-eighty-seven P-51s. The P-38s claimed three destroyed and one probably destroyed German aircraft. Nine P-38s, whose pilots were reported MIA, were lost and eight damaged. The

P-47s hit four destroyed, one probably destroyed, and two damaged Luftwaffe aircraft in the air, with three destroyed and five damaged on the ground. Only six P-47s were damaged. The P-51s claimed six destroyed and one damaged German aircraft, while three P-51s were lost with the pilots MIA, and only one was damaged.

Crew 10 Mission # 26, May 29, 1944

Airplane: Carol Marie, #42-51-079

Trier, Germany

Not a milk run, but pretty good. We had quite a lot of flack, but not very accurate, the coast has been giving us pretty good flack and we were wishing we could drop a few on some of the guns down there. We picked up a few Jerry fighters, but the little friends took care of them.

Mission 26, Historical Comments from War Department Records

Mission 8th Air Force 379

Aircraft Plants and Oil Installations in Germany and Poland

May 29, 1944

There were nine-hundred-ninety-nine bombers and six-hundred-seventy-three fighters in the crossing formation, sent to attack aircraft plants and oil installations in Germany and Poland. The total reported hits were one-hundred-seventeen destroyed, thirty-eight probably destroyed, and forty-nine damaged in the air. Losses were thirty-four bombers and ten fighters.

In the first route, four-hundred-forty-three B-24s hit an oil terminal at Politz, as well as an airfield and aircraft assembly plant in Tutow, while fourteen hit Rensburg Airfield, nine hit Misdroy, and one hit Schwerin. This run reported twenty-nine destroyed, fifteen probably destroyed, as well as ten damaged German planes. Losses to the Allies were seventeen B-24s, three damaged beyond repair, and one-hundred-fifty damaged with two airmen KIA, ten WIA, and one-hundred-sixty-one MIA.

As part of this route, two-hundred-fifty-one B-17s were sent to aviation industry targets at Leipzig/Mockau, and Leipzig/Heiterblick, while four others hit targets of opportunity. They reported eleven destroyed, four probably destroyed, and five damaged. Nine B-17s were lost and eighty damaged, while three airmen were WIA and ninety were MIA.

There were also two-hundred-ninety-nine B-17s sent to hit aviation industries at Krzesinki, and Posen, Poland, as well as Sorau and Cottbus, Germany. There were nineteen others that hit Schneidemuhl Airfield and two hit targets of opportunity. Their reported claims were twenty-two destroyed and eighteen probably destroyed of Luftwaffe aircraft, with eight B-17s lost and ninety-seven damaged. Five airmen were reported as WIA and sixty-seven MIA.

Escort was provided by one-hundred-eighty-four P-38s, one-hundred-eighty-seven P-47s and three-hundred-two P-51s. The P-38s reported three German planes damaged and no Allied planes lost. The P-47s reported one destroyed and one damaged Luftwaffe aircraft, with the loss of four P-47s and three pilots MIA. For the P-51s, thirty-eight German planes were reported destroyed, with one probably destroyed, and fifteen damaged in the air. There was also a report from the P-51s that sixteen German planes on the ground were destroyed and fifteen damaged. Losses were six P-51s, six damaged, with five pilots MIA. Five-hundred-ninety-two Ninth Air Force fighters also supported the mission; they reported one destroyed Luftwaffe aircraft and they lost two fighters.

Twenty-three B-24s were sent on Carpetbagger Missions and one was lost.

Crew 10 Mission # 27, May 30, 1944

Airplane: Carol Marie, #42-51-079

Rottenburg, Germany

Railroads again, someone is going to have to walk if they go anywhere. A visual target, and there are no more rail yards in Rottenburg. Our bombs hit the M.P.I on the nose right in the bottle neck of the yards. Very little flack, a good ride, and a good mission.

Mission 27, Historical Comments from War Department Records

Mission 8th Air Force 379

Aircraft Plants and Marshalling Yards in Germany, France, and Belgium

May 30, 1944

A total of nine-hundred bombers and six-hundred-seventy-two fighters were sent, in six forces, to hit aircraft industries in Germany and marshalling yards in France and Belgium. They claimed sixty-five destroyed, eight probably destroyed, and six damaged Luftwaffe aircraft. Allied losses were twelve bombers and nine fighters.

Aviation industry targets at Dessau, Halberstadt, and Oschersleben were hit. Aviation depots at Oldenburg, Rotenberg, and Zwischenahn were also hit. Munster/Handorf Airfield and Diepholz Airfield were hit with no losses. French marshalling yards were hit by one-hundred-twenty-two B-17s. Twenty-four of the ships were damaged. The Brussels/Schaerbeck marshalling yard in Belgium was also hit. Seventy-six B-17s hit V-weapon sites in Pas de Calais, France, with the loss of three airmen KIA, two WIA, and ten MIA.

One-hundred P-47s were sent to bomb four rail bridges in NW France. Thirty-seven hit Longueil Bridge, twenty-six hit Beaumont-sur-Oise Bridge, twenty-three hit Canly-le-Jouque Bridge, and twelve hit the Creil Bridge. One P-47 was lost with the pilot listed as MIA.

Note: On this date the loading of assault forces for Operation OVERLORD (invasion of Normandy) began.



U. S. AIR CORPS.

Mission # 27,

Rotenburg ~~Germany~~
Germany

Carol Marie

Railroads again, Some one is going to have to walk if they go anywhere,

A visual target. and there is no more rail-yards in Rotenburg, our bombs hit the M.P.I. on the nose right in the bottle neck of the yards.

Very little flack a good ride, and a good mission.

Mission # 28-

Moippy France,

Dead End Kids 5-31-44,

Another short one, boy, I hope this keeps up for two more missions,

An air field, and we did another good job of swatting hell out of Jerries Luftwaffe and he has been keeping it hid pretty well.

The fighters couldnt find any thing to shoot at up stairs, so they took time about watching after us, and the others would go down on the deck and have their selves some fun,

We watched the 51s, shoot up a train and they were having plenty of fun doing it, You could see the tracers going through the engine and the steam coming out the holes in great white streames,

Then one of them made a pass at a car of gasoline or ammunition and the train just seemed to disappear in a cloud of smoke...

Willie said (well thats all she wrote for that train,)

Mission # 29, **6-4-44**
Happy Hangover

San. Gette ~~France~~
France,

Another milk run and just over the coast of France, Say this looks like an invasion, could be, but we have been waiting so long for that we cant believe it but we came in beting each other that

Copy of the original typed page of Missions 27, 28, and 29 from Clyde Baird's journal.

Crew 10 Mission # 28, May 31, 1944

Airplane: Dead End Kids, #42-94-992

Moippy, France

Another short one, boy, I hope this keeps up for two more missions. An air field, and we did another good job of swatting hell out of Jerries Luftwaffe and he has been keeping it hidden pretty well.

The fighters couldn't find anything to shoot at upstairs, so they took time about watching after us, and the others would go down on the deck and have themselves some fun. We watched the P-51's shoot up a train and they were having plenty of fun doing it. You could see the tracers going through the engine and the steam coming out the holes in great white streamers. Then, one of them made a pass at a car of gasoline or ammunition and the train just seemed to disappear in a cloud of smoke . . .

Willie said "well, that's all she wrote for that train".

Mission 28, Historical Comments from War Department Records

Mission 8th Air Force 382

Aircraft Plants and Rail Yards of France, Belgium and Germany

May 31, 1944

One-thousand-twenty-nine bombers and six-hundred-eighty-two fighters attacked the marshalling yards and aircraft industry targets in Germany and railways in France and Belgium. The fighters reported four destroyed, and one damaged German plane on the ground. One bomber and three fighters were lost. Two-hundred-forty-six B-17s were sent on the first route, thirty-six hit Luxeuil Marshalling Yard in France. Thirty hit Florennes/Juzaine Airfield and four hit Namur Marshalling Yard in Belgium. Twenty-three hit Gilze-Rijen Airfield and twelve hit Roosendaal Marshalling Yard in the Netherlands. Three hit targets of opportunity. Forty-five B-17s were damaged, with one airman KIA, and four WIA. Two-hundred-eighty-seven B-17s were sent to hit marshalling yards in Germany. Eighty-eight hit Osnabruck, fifty-four hit Schwerte, and fifty-two hit Oeske. Fifty also hit Hamm. One B-17 was lost and fifty-eight were damaged. Human losses were one airman WIA and ten MIA.

The second route sent four-hundred-ninety-one B-24s to hit rail targets in France and Belgium, but these were recalled due to heavy clouds. One B-24 was damaged beyond repair and seven were damaged.

A third group, four of five B-24s dispatched, went on to hit rail bridges at Beaumont-sur-Oise and bridges at Melun without any losses. Azon radio-controlled bombs were unsuccessfully used against the bridges.

The escort provided was one-hundred-ninety-three P-38s, one-hundred-eighty P-47s and three-hundred-nine P-51s. The P-38s claimed one destroyed German plane on the ground with one P-38 damaged. The P-47s reported one P-47 lost with the pilot MIA and three others damaged. For the P-51s, reported German planes destroyed were three and one damaged on the ground. Two P-51s were lost and the pilots were MIA. Six-hundred-seventy-four Ninth Air Force fighters provided support without claims or losses.

Twenty-two B-24s carried out Carpetbagger missions over France without losses.



U. S. AIR CORPS.

On the way back, it was dark before we got over the french coast and we had to turn on our running lights to keep our ships from running together,

The Jerries were waiting for that, for he sent every night fighter he could get and they followed us home, and as we began to land they came in on us as the skippers would turn on the landing lights they were going to shoot us down,

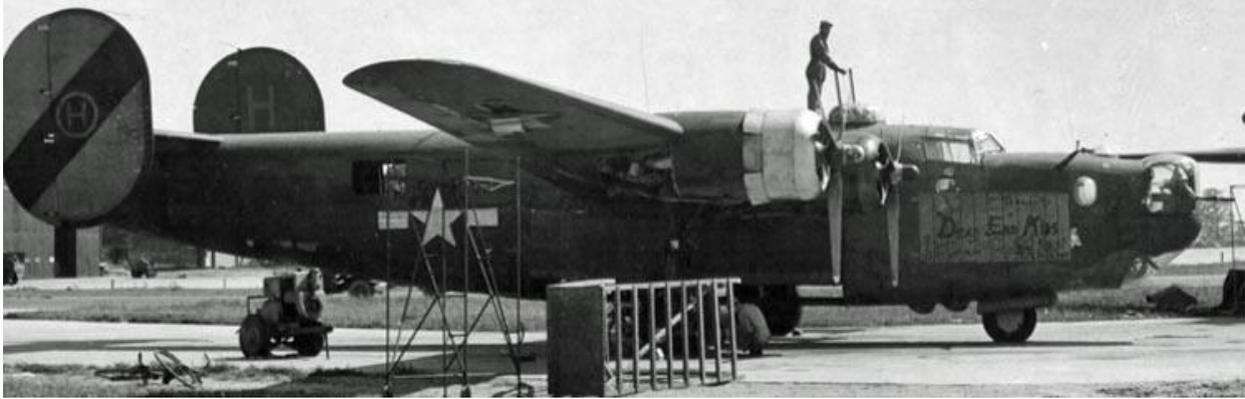
Jerries got by with that for a while but then the British flack gunners opened up and we were in a mess for Jerry was shooting us up stairs and we were having hell from the ground guns, we learned how a tennis ball feels. getting knocked around from both sides.

There were at least 12 ships burning in sight of us, the boys were using the shortest runway on the field and there was a ship burning off to the side of it so the field was easy to find but we had our lights off by now so we just circled the field until everyone had gone in but a few to keep from running into someone else.

We finally made a landing and the crew chief came to our ship, I have never seen a guy so glad to see anyone before, he even had tears in his eyes as he shook my hand, and said I couldn't do anything for you but pray but I did my best at that.

(That's my last night flight)

I hope



The Dead End Kids ship was badly damaged over Munich and the crew flew her over 400 miles, without escort, to Italy, rather than land in Switzerland, where they would have been interned until the end of the war. The Crew returned to Seething 13 days after arriving in Italy, to continue the fight.

Crew 10 Mission # 29, June 4, 1944

Airplane: Happy Hangover, #42-95-075

Sangatte, France

Another milk run, and just over the coast of France. Say, this looks like an invasion, could be, but we have been waiting so long for that we can't believe it, but we came in betting each other that on the way back.

It was dark before we got over the French coast and we had to turn on our running lights to keep our ships from running together. The Jerries were waiting for that, for he sent every night fighter he could get and they followed us home, and as we began to land they came in on us as the skippers would turn on the landing lights, they were going to shoot us all down.

Jerries got by with it for a while, but then the British flack gunners opened up and we were in a mess, for Jerry was shooting us upstairs and we were having hell from the ground guns. We learned how a tennis ball feels, getting knocked around from both sides.

There were at least 12 ships burning in sight of us, the boys were using the shortest runway on the field and there was a ship burning off to the side of it so the field was easy to find. But we had our lights off by now, so we just circled the field until everyone had gone in but a few to keep from running into someone else.

We finally made a landing and the crew chief came to our ship, I have never seen a guy so glad to see anyone before. He even had tears in his eyes as he shook my hand, and said "I couldn't do anything for you but pray, but I did my best at that."

(That was my last night flight, I hope!)

Mission 29, Historical Comments from War Department Records

Mission 8th Air Force 389 and 390

Coast of France

June 4, 1944

The mission effort plan was to divide the bombers between the Pas de Calais (COVER) area and the Normandy assault (NEPTUNE) area, however, D-Day was postponed for twenty-four hours and the NEPTUNE force was cancelled. With that happening, one-hundred-eighty-three of two-hundred-one B-17s and fifty-one of fifty-six B-24s attacked seven targets in the Pas de Calais area. Ten B-17s were damaged with no casualties. Escorting were one-hundred-thirty P-47s and forty-two P-51s, with two P-51s lost but with no casualties.

The Mission 390 plan was for the B-17s and B-24s to bomb coastal defenses. Two-hundred-twenty-two of two-hundred-forty-six B-17s and fifty-three of sixty-eight B-24s bombed eight coastal defense positions in the same area using PFF. One B-17 was damaged beyond repair and twelve B-17s, as well as six B-24s were damaged with one airman KIA.

Two-hundred-sixty-three B-17s and one-hundred-eighty-five B-24s hit airfields, railway junctions and railroad bridges at Massey/Palaiseau, Versailles/Metelots, and the Villeneuve/St. George. Other air fields and railroads of opportunity were also hit.

Note: to date, a picture of Happy Hangover has not been located. The ship went down in March 1945 and the crew was listed as MIA, but has never been found.

Crew 10 Mission # 30, June 5, 1944

Airplane: Daisy Mae, #42-78-404

Sangatte, France

The one we have been looking for since we came over here. Another short one for the last. To the same place now, we know there is something in the wind but we have to keep it to ourselves, so we just wait to see.

The mission is the best one we have made. Mack is acting as a waist gunner. Willie is top turret and I am radio operator for the last trip, just to see the fight from the other guy's position.

A good safe landing and a lot of the guys were out to meet us, and congratulations were given to all by the fellows.

The red-cross girl gave us a big cake with “Hooray for Crew 10” on it, boy they couldn’t have been half as glad to see us finish as we were ourselves. . .

WELL, CREW 10 MADE THEIR 25 MISSIONS AND THE FIVE EXTRA FOR (JIMMIE [Dolittle])* AND THEY ARE ALL STILL KICKING.

6-6-1944, (D) Day

But we are finished, so we can go on the ground crew to help the guys that are in the jobs we were. We hope and PRAY that they have the good luck we did.

**General Dolittle asked the men to do five extra missions because they were running out of men due to casualties, and this was a means to take up the slack.*



Note: Daisy Mae crashed in the mountains of Croatia in January 1945. The wreckage was discovered after the war, and identified by the serial numbers on the guns. Everyone in the crew was killed except the Pilot and the Flight Engineer. They were prisoners of war.

Mission 30, Historical Comments from War Department Records

Mission 8th Air Force 392 and 393
Coast of France
June 5, 1944

Four-hundred-twenty-three of four-hundred-sixty-four B-17s and two-hundred-three of two-hundred-six B-24s hit coastal defenses in the Le Havre, Caen, Boulogne, and Cherbourg, France areas. Four B-17s and two B-24s were lost, one B-24 was damaged beyond repair and thirty-seven B-17s were damaged, as well as thirty-nine B-24s.

One airman was KIA, ten WIA, and forty-seven MIA.

Escorts were one-hundred-twenty-seven P-47s and two-hundred-forty-five P-51s. One P-47 and one P-51 were lost, and there was one damaged P-47, and one P-47 damaged beyond repair.

For Mission 393 in France, seven of eight P-51 fighter-bombers attacked a truck convoy near Lille, and the eighth P-51 bombed Lille/Vendeville Airfield. There were no losses. In preparation for D-Day, three B-17s flew weather reconnaissance over the UK and the Atlantic Ocean.

During the night, eleven B-24s flew Carpetbagger missions, one B-24 was lost over Belgium.

Page # 13



Daisie Mae

U. S. AIR CORPS.

MISSION #30,

6-5-44,

SAN. GETTE FRANCE

THE ONE WE HAVE BEEN LOOKING FOR EVER SINCE WE
CAME OVER HERE, ANOTHER SHORT ONE FOR THE LAST
TO THE SAME PLACE NOW WE KNOW THERE IS
SOMETHING IN THE WIND BUT WE HAVE TO KEEP IT TO OUR
SELF, SO WE JUST WAIT TO SEE.

THE MISSION IS THE BEST ONE WE HAVE MADE
MACK ~~IS~~ ACTING AS A WAIST GUNNER~~S~~ WILLIE IS TOP
TURRET AND I AMM RADIO OPERATOR FOR THE LAST TRIP
JUST TO SEE THE FIGHT FROM THE OTHER GUYS POSITION

A GOOD SAFE LANDING AND A LOT OF THE GUYS
WERE OUT TO MEET US, AND CON GRATULATIONS WERE
GIVEN TO BY ALL THE FELLOWS

THE RED CROSS GIRL GAVE US A BIG CAKE
WITH HOCRAV FOR CREWLO ON IT / BOY THEY COULDNT
HAVE BEEN HALF AS GLAD TO SEE US FINISH AS WE WERE
OURSELVES.....

WELL CREW 10 MADE THEIR 25 MISSIONS AND
THE FIVE EXTRA FOR (JIMMIE)

AND THEY ARE ALL STILL KICKING,

6-6-44,

(D) Day

But we are finished so we go on the ground crew
to help the guys that are in the jobs we were
WE~~R~~ HOPE AND PREY THAT THEY HAVE THE GOOD LUCK
WE DID

Copy of the original typed page of Mission 30 from Clyde Baird's journal.

Part Four

Clyde's War Accomplishments and After the War

My father went into the service in August 1942 and separated from the Army Air Corps on August 28th, 1945 at Fort McPherson, Georgia. He wanted to be a pilot, but his lack of a high school diploma stopped that dream. According to my cousin, Jim Hendon, my father told him that he really worked hard at being a pilot, pulling all night study sessions almost every night, but his eighth-grade education stopped him; he could not deal with the Algebra and Geometry because he did not have the background, so he became the Crew Chief, which is now called a Flight Engineer. He became the flight engineer for bombers and was trained to work with B-17's and B-24's. He flew those missions with courage and determination, was commended heavily by both officers and fellow crewmen, and decorated for his heroics. Part of his problem with mathematics was because he suffered from what we now call dyslexia. His was severe, but he could read and do some math. His brother Carl, and his cousin Delma, had such terrible dyslexia that they struggled daily, with tasks that most of us take for granted. All three men were extremely intelligent, and could build anything for any use or need, but they did not do well at traditional paper and pencil schooling.

He did earn, as an enlisted man, the Distinguished Flying Cross. He was one of the 220 men in the 8th Air Force who earned this honor. The citation, dated June 8, 1944, reads as follows:

For extraordinary achievement, while serving as a Gunner of B-24 airplanes on many bombardment missions over enemy occupied Continental Europe. Displaying great courage and skill, this enlisted man, fighting from his gun positions, has warded off many enemy attacks and has materially aided in the successful completion of each of these missions. The courage, coolness and exceptional skill displayed by this enlisted man on all of these occasions reflect the highest credit upon himself and the Armed Forces of the United States. 448th Bombardment Group (H), Clyde L. Baird, 14131280, T/Sgt. Sumiton, Alabama. By command of Brigadier General Hodges: Charles B. Westover, Colonel, Chief of Staff, and George L. Paul, Major and Adjutant General.

There are also four commendations for four oak leaf clusters included in his war papers, as well as several other awards and medals, such as multiple bronze stars.

The entire list from his last pocket card of January 19, 1945 reads as follows:

T/Sgt. Clyde L. Baird is authorized to purchase and wear as part of his uniform, the following ribbons:

Distinguished Flying Cross

Air Medal with 4 Oak Leaf Clusters

E.A.M.E. Theatre with 5 Bronze Stars

American Theatre

Good Conduct

Overseas Service Bars (2)

Distinguished Unit Badge

Aerial Gunnery Badge

Clyde came home from the war seeking that thrill and adrenaline that so many men felt they needed, after living through what they experienced in the air over Europe. Many people do not realize that the motorcycle group, “The Hell’s Angels,” was formed by ex-8th Air Force men who continued to need that rush of thrill and could not find it in the ordinary world they had fought so hard to keep for others and they thought, themselves. As most know, they became a roving, wild, hard-living group, continuing to seek the thrill of war.

In researching the “after war” lives of the men in Clyde’s crew, it is apparent that many of them could not settle, had multiple marriages and divorces, problems with alcohol, problems with violence, problems in life in general. The war could not be set aside or laid down by them; and there was little help offered for them to deal with the problems. Those who gave so much could not come up with a way to ask for and get the help that would have made their lives work again.

After the war, according to my mother, it seemed that my father could not settle down, and could not do without that adrenaline rush that came with being in those bombers with flack and shells going off all around. She also said he would awake at night, screaming and talking to people who were long dead in the war; or have nightmares where he raved about killing women and children all over Europe, while still completely asleep. Sometimes he remembered nothing about the “night terrors” the next day. The War Department did release him with 30% disability for “shell shock”, now called post-traumatic stress disorder, but little was done to help him adjust, as little continues to be done to help returning soldiers who have seen so much horror. The 30% disability ran out very quickly, the government was more than happy to find a way to end it, and my father was on his own to handle all that was going on inside.

Jim Hendon, his nephew who supplied so many stories included in this book, tells of my father's building of boats in 1946. Jim wrote, "We loved Uncle Clyde like a brother. After the war he would build small boats. At that time he was welding them. They were about 10 feet long, flat bottom. He bought a 10-horse mercury outboard motor. With that he would pull my sisters and myself all over the Warrior River on week-ends." Between 1947 and 1954, my father built wooden "Cris-Craft TM" type boats and friends and family would race them on the Tennessee River close to Wheeler Dam. In one such race, the boat his brother Carl was racing turned over at a high speed and Carl's son Jimmy (now called Jim), who was about ten at the time, could not be located after the crash. Everyone dove deeply into the water, looking everywhere, but the water at the Wheeler Dam is muddy and murky, and visibility was very low. Finally, Clyde thought to look under the boat, and there was Jim Baird, in the airlock that is usually under an overturned boat in the water. He brought him out and saved Jim's life. The racing was severely curtailed after that accident, but it continued in other ways.

Clyde went back and forth between speed boats and motorcycles as the 1940's ended, and began to ride his Indian on the banks around Walker and Winston Counties, halfway up the bank, so that the motorcycle was essentially horizontal to the bank, and his head was just above the road surface. Of course, he did not wear a helmet or any type protective clothing, other than his leather bomber jacket. As his need for the thrill of adrenaline rush increased, he became increasingly wild. He began to drink too much, work too much, stay away from home and family too much, and see other women too much. As he spiraled into the cycle of thrill seeking and late remorse for his behavior, his and my mother's relationship became more than strained, and it finally broke. He left home and then left completely, without telling anyone where he was. After a while, his brothers found him in Haleyville, but he refused to come back or give any support to his children, his wife, or mother, Ninnie.

When Ninnie was dying, seven years after he had pretty much vanished, Carl and George, Clyde's brothers, asked her if she wanted them to try to find him, and she simply, and very elegantly, told them no. She said he had abandoned her, and his children, and she did not want to see him again, he was not the same son that she sent to war. My mother used to tell us that under no circumstances were we to say anything derogatory about him publicly, we could say what we wanted at home, to her. She also said that he was not the same person she knew before the war, and that he was our father, so we had to love him. When someone in town would make a remark to her about his absence, or say something about how she should feel about him, she would simply tell them that they had no right to judge him, they did not understand what he had been through, and that he was still her husband. That was the truth, he was still her husband; he had simply left and had not divorced her. It was sixteen years before he returned and they managed to agree to a divorce. Regardless of how we felt at any time, or what others said to us, our stock and only acceptable answer, according to our mother, was to tell people he was our father, and that we had to love him, no matter what. I never heard her say one ugly, bitter, mean-spirited, or unkind thing

about him in all my life. She just did not. She said how she felt about the way he had treated us; she said how hurt and angry she was, and how she did not understand it all herself, but nothing mean-spirited or bitter.

One day toward the end of her life, when she had cancer and knew she was dying, we were riding in our car along a road in southern Walker County, where she grew up. I was asking her how she felt about all that happened, being left to care for three children and my father's mother, in a house that was sold on the auction block in Jasper because she could not pay the last mortgage my father placed on it to buy another water drill truck, and she just simply stated, "I still love him, and I always will". Few people knew that it was she, who had saved all the money she earned during the war to build that house, and it was essentially hers, but she had allowed him to mortgage it anyway. Of course, we had stayed in the house, and my Uncle Carl had bought it at the auction, so we would not be thrown out. Mother had paid him for it, little by little, until it was fully paid for when I was seventeen. I took the last payment to him, and received the cancelled mortgage and deed from him, just before I left to live in Europe for two years, as the wife of a Navy communications technician. I was dumbfounded and I am still not sure I understand love that strong. My father left when I was three-days-old. All the things she went through, trying to take care of us, and yet, all there was in her heart for him was love.

My brother Carroll was eight when Daddy left, and began to write his name on his school papers as "Clyde L. Baird", instead of "Carroll L. Baird". His teachers and Mother and Ninnie were very concerned about him, but did not know what to do. He had always been fascinated by airplanes, and spent most of his school days drawing them in flight on anything he could find. He designed them, he made models of his designs; he lived and breathed airplanes. All he wanted to do was fly them. Annually, he, my sister Jane, and I would build a set of wings in the summer, and just before the reopening of school, he would "test" the new wings, by jumping off our Daddy's old "shop". It was about 25 feet high, so the fall was not an easy one. The wings never worked, and he did not ever get to fly, then.

Carroll had to work from the age of 10, first peeling telephone poles at night with a straightened out hoe, for Freeman Ballenger at B&F Lumber Company, in order to pay for our school lunches. My mother would not allow us to have a "free" lunch; she was philosophically opposed to it, and it seems we had a lot of philosophy in our family that made life difficult, generationally. I still to this day, do not accept a free lunch. Once learned, one cannot go back from that idea, so Carroll worked his whole childhood, paying for our school lunches. In turn, we did his chores at home, ironed his clothes, and made sure he had what he needed to go to school. As he got older, he changed jobs some. He graduated from peeling poles to unloading train boxcars of sand; with a shovel. It took all night, but he went to school anyway the next day. He then

sacked groceries at the Piggly Wiggly every afternoon and evening, so no sports or extracurricular activities for him. Finally, he worked at Lazenby's store before and after school, as a clerk, until he graduated from high school.

He grew up hard, joined the Air Force during the Viet Nam War, learned to fly airplanes on his own (he only had a high school education, since he had no means of going to college, and could not be a pilot, as he had dreamed of all his life), spent two years in England, on U.S. Air Force Bases, and then talked the Army into accepting him as a Warrant Officer and helicopter pilot/instructor. He died at age 40 in a mid-air collision, piloting a military plane, bringing the General over the Southeast back to his home base in Kansas. A private plane had failed to turn on its radar, came up under Carroll's plane, and they all blew up in the air over Independence, Missouri. There were no survivors. I am sure he was happy; he was in the air, and flying.

My sister, Jane, was 6-years-old when Daddy left, and she thought he was everything. In all the pictures we have of her first 6 years, if Daddy is in the picture, she is hugging his leg, or holding his hands, or being held by him in his arms. It is clear that he was her hero, and he let her down. She is the best person I have ever known; kind beyond belief, good to everyone, honest, just because that is the right thing to do, and would help anyone, anytime, anywhere. She married at 18 because there were no other choices open to us to make our way in the world.

College was not possible for Jane because there was no money for her to go, and mother needed a lot of help by then. The house was about to fall down; no repairs had been made since Daddy left. So, Jane took on caring for the whole family and our needs.

The Monday after graduation from high school, Jane took a job with the First National Bank in Birmingham, and car-pooled with a group of her friends to work every day. It was not long until she was promoted to the wire department, and began being trusted with the movement of large sums of money. Professionally in later years, she became a court reporter, and has made a very good life and much money in that business, running her own company and working for others.

Not long after she began working at the bank, she bought a new car; the first one I had ever seen up close. I was twelve at the time, and I was allowed to remove the plastic covering from the seats. I thought it was such an elegant thing to do; who knew that new cars had plastic covers to protect them until someone bought them! I know now that Jane was so excited she would not leave the car at the dealership long enough for them to prep it for pick-up, and that is why it still had the plastic on the seats. At the time, I thought everyone took their own plastic off! When Jane married later that year, she left the car with mother and me, so that I would not have to ask people for rides to band practice, and other school events; as she had had to do. She also continued to pay the payment on the car, so that mother and I would have a dependable means of transportation. Before she married, she bought my mother an indoor washing machine and dryer; we were still

using the wringer washer on the back porch every Saturday morning until then. She also had a new roof installed on our house, and had the kitchen floor redone. There was a sill in the back corner of the house that was rotten, and Jane paid for that to be replaced, repainted, and repaired, so that the house was sound again. There were so many projects on the house, they are too many to name, but it is safe to say that Jane kept the house from falling in on us.

What she did for me was to let me know that I could go to college, that I could be more than a poor child without a father; doomed to a life of “less”. As I wrote earlier, she left the car for me to use, while she paid the payments on it. She would also bring dozens of outfits, dresses, and accessories, from Parisian’s and Pizitz Department Stores in Birmingham, which she had bought on approval during her lunch hour. She would place them on my bed, and tell me to choose what I wanted to keep and she would return the rest. Jane made sure I had the clothes, the car, and the money to spend, so that I could fit in with the other students who were college bound. It set me on the path to go to college, and to become a professor. She even bought a piano, and had it installed in our house, as well as paid for she and I to take the lessons we always so desperately wanted during our earlier years, but no one could afford. I owe everything I have to her; I would not have had the confidence to do what I have done in life without all she did for me then.

It has always been my contention that Daddy could have divorced my mother, stayed close by, been a part of our lives, and married his new-found girlfriend, June. We would have grown up in a divorced home situation, but at least we would have had a father and we would have known our sisters, Marsha and Marilyn. We did not even know they existed until they were already 10 and 8-years-old, respectively. We now have relationships with them, but that is because we, as adults, found each other, and made the effort to do so, not because anyone helped us to be family. When he returned to our town when I was sixteen, he left them as he had left us, and then he died when they were 14 and 12. We lost touch with them because of hurricanes and their mother’s illness, and only found them again in 2006. Now that I have talked with Marilyn and Marsha as adults, I know that their life, with him there for the first few years, was no better than ours was without him. In fact, I am not sure that we had not been given the better part; not having to go through all the turmoil and hardship of his being in the house on a daily basis. At least our life at home was calm and peaceful, with mother and Ninnie living there, in the same house where they had all lived, and caring for us with such love and devotion.

Most of my life, I never understood why he had to disappear as he did, but I think I understand better now, after doing the research for this book. When he came back to our town from wherever he had been, and I was 16, I asked him why he had left and done what he had to us; he had no answer, and said he did not know himself. My thoughts are that when he left, he was doing things he knew would never be accepted by his mother Ninnie, nor my mother. He knew his friends and family would not accept the thrill-seeking, crazy, wild behaviors, and so he left, to save us from watching him totally come apart, or to keep from seeing the horror in our eyes at what he was

doing. Two of his friends from boyhood had tried to talk with him when he was still in Haleyville, just before he disappeared. They came back to my mother and told her it was best to let him go; he was not who he had been, and they did not recognize him any longer. Freeman Ballenger and Glen Yarbrough had been through every boyhood experience with him, in fact, Daddy had saved Glen from drowning when they were 14, and Glen credited his being alive to my father, but they were absolutely convinced there was no hope to ever see the real Clyde Baird again, and according to my mother, terribly hurt and bewildered by what they had seen in Haleyville. This, I have learned, is the story of many who suffered through the war of the 8th Air Force.

Jim Hendon told me that Daddy showed him his pistol under his pillow while he lived in Haleyville, during the time that Freeman and Glen had tried to talk with him about coming home. A man keeping a pistol under his pillow, after returning from war, is one of the most basic and first signs of post-traumatic stress syndrome, but back then, there was no help for my father. The war had taken his soul; and no one was paying attention.

I am not sure why it was the men of the Mighty 8th who had such difficulty in civilian life. It is good that most of them are finally at peace now, and can rest from the night terrors; so few are left who made such a difference for the lives of the rest of us. I guess my mother was right; my father did more than most fathers do for their children, by participating in the horror of those thirty missions over Europe; and we could not and should not ask for more. He had given all he had to give, by living through those thirty flights.

Part Five

And so the War Ended and the Heroes Returned

The horror and terror of these missions can never be completely understood nor felt by those reading about them on paper; the men who lived them will forever carry those memories alone. Clyde Baird told his nephew Jim Hendon, as Jim was leaving for aviation cadet school in 1950, “Don’t be in the top of your class, or the bottom, just stay in the middle, and you won’t have any trouble getting through”. Jim told me that he took his advice, and did just that, graduating somewhere in the middle. The top fellow washed out, because of an over-zealous instructor, the bottom fellows, as usual in most classes, did not pass muster, and did not finish the training, but the middle guys did just what my father said, they moved through pretty well, without too many bumps in the training. Jim told me he was forever grateful for the advice.

I sincerely hope my father is resting in peace, and the daily nightmares while sleeping, along with the daily awake horrors of memories about what he did over Europe, are forever ceased. I hope this is true for all the men in his crew; who, according to my research, have all passed on and left this life. I hope it is true for all the men who fought in that war. According to what I have been told by his friends, his enemies, and his family, my father was a good, intelligent man, and a good father; he just could not deal with what happened to him, over there. That does not excuse anything, because many men came home and took care of their families as if they had never gone; it is just what I believe to be the truth of the matter, in the case of T/Sgt. Clyde L. Baird, Crew 10 Crew Chief. He did the best he could in life, with the emotional, psychological, and physical capabilities he had at any given time; no more can be asked of any of us.

The toll on the sum total of human consciousness is the real problem. The individual stories are painful, and full of lives not fully lived, not fully reflected upon or inspected for good, but it is the loss of the collective growth of the human consciousness that is the most difficult problem for the world. It is the regression of progress made by the collective consciousness for good, it is the backing up, the destruction of art, and music, and all that is good in the world, that war takes from us. It is we, those who stand by and allow evil to enter our small worlds, and spheres, that then allow evil to grow and cause wars, who are at fault. We are all guilty bystanders; we are all responsible for the destruction of the human consciousness each day, just as much as we are responsible for any additions to its growth. The spiritual growth of the individual is the spiritual growth of the whole; it can never be done in any other way.

APPENDIX

Appendix I: Letter from Lt. Carroll C. Key to Mrs. Lucy Hendon Baird

Atlanta, Georgia
April 19, 1944

Dearest Mrs. Baird:

It was so nice to hear from Clyde's mother. You have a wonderful son, Mrs. Baird, a boy to be truly proud of.

I wouldn't worry about his safety; he is in a wonderful crew. In fact, I received a letter from the Group Commander stating that my crew, (Crew 10) was most efficient and was of the highest caliber.

Since we both desire Clyde's safe return home, I suppose we must trust in God and pray for his safety because regardless of a person's training, I am afraid the Power above must be with you in time of war as well as in time of peace. And we most certainly shall say that God has been with Crew Ten thus far.

I hope you don't think I am just a religious fanatic, but I know that boys over there are really going through a lot, and I do believe if they have faith and believe in all the things that every boy has been taught they will return. I am just a young man but still I pray for my boys.

I received a letter from one of the boys yesterday, and he said they had completed 16 missions--they only need nine more missions and then they will get to return home; that will be really a day of celebration.

You ask me to tell you of my aircraft accident and injury. Well, I will start out by telling you when we left the U. S. and then what happened. I wonder if you remember we flew over Jasper and almost took the grocery store that belongs to Clyde's brother with us. Then we came down over your house and Clyde dropped a note to you. Well, we were on our way to England then, but we didn't know it. We left Florida and landed in Puerto Rica; then we went to British New Guinea which is in South America. Then after flying through rain and stormy weather, I landed in Brazil; that is where I was injured. I made a perfect landing but the plane started skidding due to rain and I could not control the ship. The landing gear collapsed and a propeller came off. It came into the cabin and severed my left hand off.

I believe that Clyde contributed more than anyone else to the saving of my life. Although he has received no citation for that piece of work that he did, I can assure you that I will always be grateful to him. I will try to tell you exactly what happened and then you will know just how fast your son thought and acted. Where most men would have been too stunned and afraid to do anything, Clyde did a wonderful thing.

Just as soon as the plane stopped skidding and he saw I was injured, he cut the battery cables so the plane would not burn us to death; then he immediately placed a tourniquet on my injured arm to ease the pain and lessen shock. I don't believe anyone else on the crew could have acted so quickly and calmly as Clyde at this moment. That is the main reason that I think you have such a wonderful son.

My crew had to go on without me, Mrs. Baird, but they still write me and although I am out of the fight, I like to feel that maybe the first skipper helped to make Crew Ten what it is at this time---a wonderful fighting combat crew.

I do not know where they are in England; they are not allowed to write that because the enemy would find out but in closing, I will say again-- Don't worry too much because God doesn't make men like that without taking care of them.

Sincerely yours,

Carroll E. Key
2nd Lt., A/C

Appendix II: National Oaks Box and Ninnie's Notes on Clyde's Movements

Clyde left Oct 9th 1943 - 11 o'clock a.m.
Clyde flew over Wednesday Oct Nov 24th going across
S/Sgt Clyde Baird
14-131280
A.P.O. 9000
90 Postmaster ny ny -
2712-21 ave n
B. ham 7 alabama

NATIONAL OATS

MADE IN U. S. A.

ASK YOUR GROCER FOR
The ROYAL RUBY
DINNER PLATE



DINNER PLATE

NET WEIGHT

2 LBS. 8 OZ.

MANUFACTURED BY NATIONAL OATS COMPANY, CEDAR RAPIDS, IOWA, U. S. A.

SQUADRON LL
PROVISIONAL TRAINING WING IV
ARMY AIR FORCES PREFLIGHT SCHOOL
SAN ANTONIO AVIATION CADET CENTER

RMR/mja

San Antonio, Texas
1 June 1945

SUBJECT: Efficiency Rating

TO : Personnel Officer
AAAFS, SAACC
San Antonio, Texas

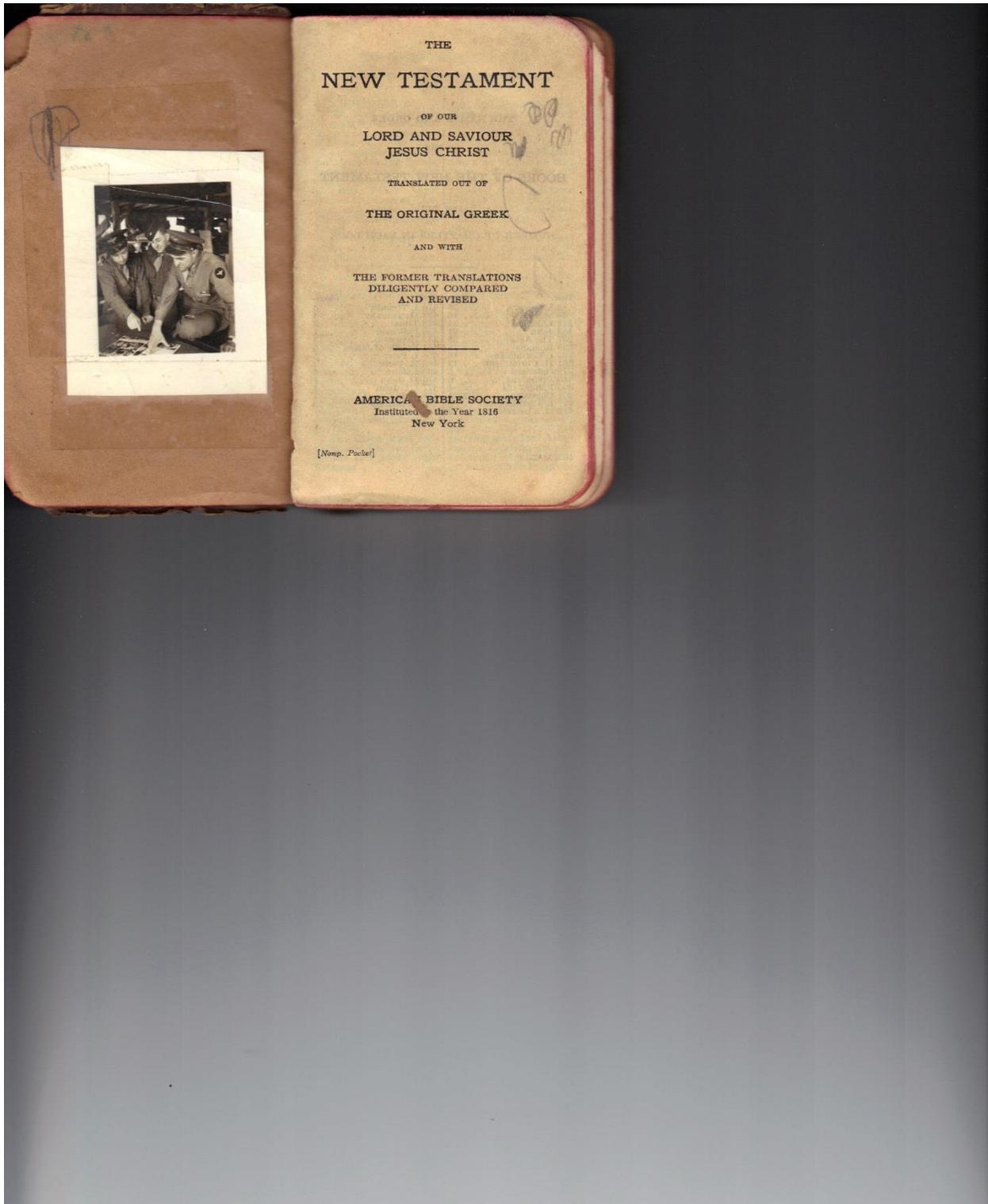
1. It is requested that the Service Record of T/Sgt Clyde L. Baird, ASN 14131260, be indorsed Efficiency Superior, Character Excellent.

2. Attached hereto is a letter of commendation.

RANDOLPH M. ROSE, JR.
1st Lt., Air Corps
Former Commanding Officer
Squadron NN, now Executive
Officer Squadron LL.

Appendix IV: Efficiency Rating when Clyde returned to the United States.

Appendix V: The Bible my father took with him on every mission. The picture on the right is of he and some of his crew, taken during briefings for a mission. Other pictures are of documents related to Crew 10 and my father's release from the Army Air Corps, with his signature.



HEADQUARTERS
448TH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of the Group Commander

AAB, Herington, Kansas,
5 November 1943.

SPECIAL ORDERS)

NUMBER . . 134)

E X T R A C T

2. Under provisions of AR 35-1480 and in accordance with AAF Regulation 35-27, the following named EM, this organization, squadrons and crews as indicated, are hereby required to participate in regular and frequent aerial flights, eff 1 November 1943, and will remain on said status until reld by competent authority, the VOCC of 1 November 1943, hereby confirmed:

712th Bombardment Squadron

Crew # 1

S/Sgt Joseph J Buschek
S/Sgt Jerome A Hass
Sgt Walter D Garland
Sgt Charles L Hutton
Sgt Jay R Dempsey
S/Sgt Thomas W Abbott

Crew # 2

13056598 Sgt James V Noble
36261526 Sgt Robert S Sale
36556774 Sgt William V Biles
35661741 Sgt Kenneth W Ebaugh
13145844 Sgt James J Plazio
33162501

37218528
38283629
17129606
13136486
13012943

Crew # 3

Earl R Myrick
Oliver L Bidne
Herman B Johns
Clarence W Schrader
Jacob M Lebovitz
Russell E Flamion

Crew # 4

31152194 T/Sgt Clarence L Campbell
39452901 S/Sgt Paul (NMI) Krasney
35588210 Pvt George F Henderson
36069204 Sgt Walter K Bickle
11072772 Cpl James J Cregon
35715492 S/Sgt Harold R Mattice

16035515
36324023
70058228
35611165
33193078
12138414

5

Frank E Boula
Joseph A Chioca
Leonard J Snell
Edward N Schroeder
Harold L Auker
Sgt Edward A Odiorne

Crew # 6

36619461 Sgt William L Quigley
11102704 Sgt Ralph S Callahan
16021987 Sgt Albert C Padilla
36285186 Sgt Ernest J Schulz
37115617 Sgt Jack L Cooper
35582659 Sgt Stanley J Sarna

12159166
12207911
39117760
32405166
35595779
16147485

Crew # 7

Sgt George H Chapman Jr
Pvt Mack J Hudson
Sgt Edward J Lies
Sgt James M Donley
Sgt Robert J McCormick
Sgt Donald F Ranson

Crew # 8

32559122 Sgt Rector B Cockings
15102653 Cpl Doming (NMI) Rosas
33318133 Sgt William M Barbarito
17077488 Sgt William E Lees
36421148 Sgt Charles A Heaton
12194131 Sgt Sammy (NMI) Edwards

18053195
38386754
31280111
18192905
18226363
32738225

Par 2, SO 134, 448th Bomb Gp, AAB, Herington, Kansas, dd 5 November 1943 (cont'd)

Crew # 9

Sgt Clyde L Baird
Sgt Robert W McKinney
Sgt Richard L Auer
Sgt James E Anderson
Sgt Jack C Williamson
Sgt Douglas B Dann

Crew # 10

14131280 Sgt Gerald E Carroll 19055027
39454131 Sgt Oclotian U Richmond 39263863
31278064 Sgt Bill J McCullah 37413477
35639566 Sgt Norbert M Duginske 16008632
34474011 Sgt Raymond C Giwojna 16133964
34599839 Sgt Benjamin (NMI) Means 3342464

Crew # 11

Sgt Harvey E Smith
Sgt John M Hilton
Sgt Willard R Malwitz
S/Sgt Conrad (NMI) Holzgraf
S/Sgt James V Newton
Sgt Isaac H Odell

Crew # 12

34516429 Sgt Thurston E Johnson 13135079
36281759 Sgt Herbert C Bloom 39101187
19175397 Sgt David A Gustafson 16088710
18015585 Sgt Lyle W Steinberg 32579409
16034264 Sgt Fay L Jeffers 32369841
39279598 Sgt Paul F Grewe 35679564

Crew # 13

Sgt Richard (NMI) Getz
Cpl Robert W Rigg
Sgt Thomas R Hogan
Sgt Paul E Brown
Sgt Miltiades C Gikas
Sgt Clarence R Mashall

Crew # 14

12034631 Sgt Clarence H Stark 16131107
39549975 Sgt Edmond A Rock 32635184
13116127 Sgt Joe P Ford 39407846
33380722 Sgt John (NMI) Stemmerman 12155113
31258989 Sgt William D Hackney 36539204
33231924 Sgt William C Walker 18200358

Crew # 15

Sgt Charlie L Dugosh
Sgt Billy J Espich
Sgt Jack W Porter
Sgt Edwin H Pixley
Cpl Kenneth L Dyer
Sgt Robert A Cook

Crew # 16

18201733 Sgt Edmund J Kudnicki 35300453
15354024 Cpl Simon (NMI) Cohen 11130339
36181194 Sgt John A Lutka 31277387
17107052 Sgt Joseph M Redditt 34427597
35568310 Sgt Kazmierz (NMI) Pochopin 32591233
15330812 Sgt Harvey R Davis 33340771

* * *
All orders in conflict with this order are revoked.
* * *

By order of Colonel THOMPSON:

HUBERT S. JUDY, JR.,
Major, Air Corps,
Deputy Group Commander.

OFFICIAL:

/s/ Hubert S. Judy, Jr.
HUBERT S. JUDY, JR.,
Major, Air Corps,
Deputy Group Commander.



A TRUE EXTRACT COPY

ANTON F. ZAVERL,
1st Lt., Air Corps.

HEADQUARTERS, 1378th AAF BASE UNIT
NORTH ATLANTIC DIVISION, AIR TRANSPORT COMMAND
FORT TOTTEN, LONG ISLAND, NEW YORK

16 Dec 1944
(DATE)

SUBJECT: Instructions for Reporting at Embarkation-Debarkation Division.

TO :

1st Lt Baird
(GRADE) (NAME) (SERIAL NO)

1. Under authority contained in Restricted War Department letter, AG 370.5 (10 Aug 44) OB-S-SPMOT-M, subject: "Procedure for Return by Air of Individuals to the United States", you are hereby directed to report to the Debarkation Officer, Embarkation-Debarkation Division, Fort Totten, New York.

2. You will report at the time and on the date indicated below:

IMMEDIATELY - BILLETING OFFICER

3. You will be quartered at:

FORT TOTTEN

By order of Colonel GILLESPIE:

JAMES H. GARVIN
Captain, Air Corps
Adjutant

I have received a copy of, and understand,
the foregoing instructions:

[Signature]

DISTRIBUTION:
cy Individual
cy DTSS File

DTSS/1

Appendix VII: Clyde L. Baird, Return to United States Letter

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