

CHRONOLOGICAL LISTING - COMBAT MISSIONS WW II

MAY 7, 1944 THROUGH SEPTEMBER 27, 1944

These missions were flown by Ned Childs Whitmore as a Bombardier with the 8th Air force, 3rd Division, 92nd Wing, 487th Bomb Group, 838th Bomb Squadron from Station #137, Lavenham, Suffolk, England.

1. May 7 - B-24H. Liege Belgium. Target overcast. Little flak. You must start somewhere!! 12 500# G.P. bombs. 5 hrs. 45 min.
2. May 9 - B-24H. Leon Couvron Airfield, France. Quiet. 52 100# incendiary bombs. 5 hrs. 45 min.
3. May 11 - B-24H. Chateaudun (Chaumont), France. Intense accurate flak at Chateaudun. 3 planes lost, including that of Group Commanding Officer Lt. Col. Bierne Lay, Jr. who parachuted safely. He was author of "Twelve O'Clock High". 12 500# G.P. bombs. 6 hrs. 15 min.
4. May 23 - B-24H. Etampes Mondesir, France. Little flak. 12 500# G.P. bombs. 7 hrs.
5. May 25 - B-24H. Montignes Sur Sambre, Belgium. Little flak. 5 1,000# G.P. bombs. 5 hrs.
6. May 27 - B-24H. Metz (Woippy), France. Little flak. 10 500# G.P. bombs. 7 hrs. 30 min.
7. May 29 - B-24H. Politz (Stettin), Germany/Poland. Intense, accurate flak, many fighters. Longest raid. Lost 1 plane. We "force landed" on return for lack of fuel as battle damage slowed us. Very good bombing accuracy - we did some damage today!! 10 500# G.P. bombs. 10 hrs. 15 min.
8. June 6 - B-24H. Caen, France. D-Day Landing, a historic day! Overcast at target, little flak. Orders were to "exit" heading west out into the Atlantic, then turn north to England. We had been in the air since midnight; ran low on fuel and made emergency landing in southeast England to re-fuel. Lost 1 plane, probably in the ocean from lack of fuel. 52 100# bombs. 9 hrs. 35 min.
9. June 7 - B-24H. Angers, France. Moderate flak. 12 500# G.P. bombs. 6 hrs. 15 min.
10. June 8 - B-24H. Tours, France. Little flak. 12 500# G.P. bombs. 5 hrs. 30 min.
11. June 12 - B-24H. Beauvis Airfield, France. Little flak. 52 100# incendiary bombs. 7 hrs.

12. June 14 - B-24H. Lille Airfield, France. Moderate flak. 312 20# "cluster" incendiaries. 5 hrs. 25 min.
13. June 20 - B-24H. Hannover, Germany. Very intense, accurate flak. Many holes in poor "Satch", but none in the crew! 1 plane lost. Best bombing in 8th today - way to go! 10 500# G.P. bombs. 6 hrs. 45 min.
14. June 20 - B-24H. St. Omer, France. 2nd mission in one day. Target overcast. Little flak. 10 500# G.P. bombs. 5 hrs. 20 min. We logged 12 hrs. 5 min. of combat time today - how's that for a days work!
15. June 25 - B-24H. Bourges Airfield, France. Little flak. 52 100# G.P. bombs. 7 hrs. 10 min.
16. June 30 - B-24H. Evereaux Airfield, France. Little flak. 12 500# G.P. bombs. 5 hrs. 25 min.
17. July 4 - B-24H. Creil Airfield, France. Intense, accurate flak. Hydraulic system badly damaged. Four large holes in Bombardier's "office", but none in our favorite Bombardier! Hole in the center of the instrument panel, between Pilot & Co-pilot; slight "knick" on Co-pilot's knee. On landing approach, wires burned from hydraulic damage causing much smoke. Pilot gave "bail out" alert, but we did not have to jump. Landed without brakes and "ground looped" in the mud to stop. Lots of fireworks for the 4th of July. 52 100# G.P. bombs. 6 hrs.
18. July 14 - B-24H. St. Jean (Robot Installation), France. No flak. Overcast. 52 100# G.P. bombs. 2 hrs. 55 min.
19. July 17 - B-24H. Gein (R.R. Bridge), France. No accurate flak. Very good bombing accuracy. 1 plane crashed on landing. 6 1,000# G.P. bombs. 6 hrs. 50 min.
20. July 19 - B-24H. Russelsheim (Frankfurt), Germany. An aircraft component factory, very heavily defended. Very, very intense accurate flak at target. 6 1,000# G.P. bombs. 6 hrs. 15 min. This was our last mission in good old "Satchel Lass" - we've been together a long time; all the way back to Alamogordo, NM in January. We will miss her; we have been thru a lot together.
21. August 8 - B-17G. St. Sylvan, France. First mission in our new B-17 which shall not be named. This was a troop support mission - an attempt to help the Brits & Canadians break thru south of Caen so that Patton's troops don't get "cut-off" as they swing rapidly southeast. We flew at 12,000 on a 7 minute "straight & level" bomb run - what a "dumb" idea! Needless to say, we were pounded by 88's for the entire 7 min. Two hits in my "office", one tearing my flying boot, but not scratching me. Hope this first trip

in a B-17 isn't a portent of things to come. 10 500# G.P. bombs. 4 hrs. 45 min.

22. August 14 - B-17G. Mannheim (Sandhofen Airfield, Ludwigshafen), Germany. Target heavily defended with everything; another tough, tough day! 10 500# G.P. bombs. 7 hrs. 50 min.
23. August 15 - B-17G. Twente Airfield, Netherlands. No accurate flak. 10 500# G.P. bombs. 5 hrs. 30 min.
24. August 16 - B-17G. 3rd mission in 3 days; that's enough to give one the "shakes". Zeitz (Leipzig), Germany. Very heavy flak in target area. Another long hard day! 10 500# G.P. bombs. 8 hrs. 30 min.
25. August 24 - B-17G. Freital (Dresden), Germany. We led the high squadron, and we clobbered the target, hooray for us! Moderate flak on the way; a little heavier at the target. 10 500# G.P. bombs. 9 hrs. 10 min. We are going to "stand down" for a couple weeks of needed R & R.
26. September 10 - B-17G. Nurnberg, Germany. We've been on "Flak Leave", a luxury given after 25 missions - a bonus for being alive! We were at Buchanan Arms in Drymen, Scotland, at the south end of Loch Lomond - all 10 of us. Intense, accurate flak enroute and at target; welcome back sucker! They don't get any easier as the end now begins to seem possible - now only 7 to go. 10 500# M-1 incendiaries. 7 hrs. 45 min.
27. September 13 - B-17G. Darmstadt, Germany. No flak at the target, and not much enroute. 12 500# G.P. bombs. 7 hrs. 5 min.
28. September 17 - B-17G. Schouwen Island, Netherlands. Troop support mission, no flak. 30 260# M-81 fragmentary bombs. 3 hrs. 50 min.
29. September 19 - B-17G. Limburg, Germany. Little flak enroute and at target. 20 250# G.P. bombs. 7 hrs.
30. September 22 - B-17G. Kassel, Germany. Intense flak enroute, slightly less at target. 6 500# M-17's, plus 6 500# G.P. bombs. 6 hrs. 50 min. When we started all this nonsense back in May, this would have been the end at #30, but we were "pro-rated" to 33 - so still 3 to go!
31. September 25 - B-17G. Ludwigshafen, Germany. Our second trip here; not much flak at target, unusual! 12 500# G.P. bombs. 8 hrs.
32. September 26 - B-17G. Bremen, Germany. Very intense flak at target. Unusually high altitude on this one, over

30,000 feet because this is one "mean" target. At 30,000 feet, our B-17 was just "wallowing" in the air. 12 500# M-17's. 7 hrs. 20 min.

33. September 27 - B-17G. Ludwigshafen, Germany. Again! Intense flak at the target - they did not want us to forget them, and we never will! This was our 3rd trip here - not a favorite of ours, but this time it's our last! 20 250# G.P. bombs. 7 hrs.

SO IT ENDS!

SUMMARY

NUMBER OF MISSIONS

France	16
Germany	13
Belgium	2
Netherlands	2
Total	33

COMBAT HOURS - AIRCRAFT

B-24H	128 hrs. 15 min.
B-17G	90 hrs. 35 min.
Total	218 hrs. 50 min.

COMBAT HOURS - COUNTRY

Germany	99 hrs. 45 min.
France	99 hrs. 00 min.
Belgium	10 hrs. 45 min.
Netherlands	9 hrs. 20 min.
Total	218 hrs. 50 min.