

Chuck Ladage's History

Feb.4,44 to apr 24,44

Left Grand Island, Nebraska 2/4/44, Arrived at Presque Isle the same day, total time -10 hours and thirty minutes, 1300 miles.

Left Presque Isle and arrived at Goose Bay, Labrador the same day, 700 miles and time of 3 hours and 45 minutes, stayed at Labrador 2 days and 2 nights, Crew was dead tired and glad to have a chance to rest up. We received extra flying clothes (electrically heated type). Weather was very cold and there was a heavy snowfall, went skating on the ice pond, got quite a kick out of it.

Left Goose Bay Labrador 2/9/44 and arrived at Nutt's Corner, Ireland, eleven hours and forty minutes later, a distance of 2000 miles, some of this was flown at 18,000 feet, this was quite a long hop over the ocean, was not very impressed with our quarters here— nissen huts, damp climate and itchy blankets.

(Note: Chuck did not mention the trip across the ocean. Our other waist gunner, Paul, went to sleep in the bomb bay on the load of cargo we were carrying, and accidentally kicked the valve for the spare gas tanks, causing us to lose a lot of gas. When we finally made it to Ireland we were almost out of fuel and couldn't find a hole in the clouds to land. The Pilot gave us instructions to put on our chutes and to prepare to jump in case we did run out of gas. A few nervous moments but we finally got through and landed safely with about a half hour of gas left over.)

Left Nutt's Corner 2/10/44, where we gave up our plane "Ali Baba". We all hated to leave it. ( We believed when it was assigned to us at Grand Island, it would be the one we would fly on our missions, and our ball-turret gunner, Flores, had performed the art work, with a pin-up girl and a picture of Jose Caroca, and all our names at our stations.) Proceeded by truck to Crumlin where we caught the train to Larne, Ireland. Arrived there at ten o'clock AM the same day, Left Larne by ferry boat across the North Channel to Stranrer, Scotland. Trip was about 3 hours.

Stayed at Stranrer, Scotland until 12:30 that night, was glad to leave there. Left Stranrer, Scotland and proceeded by train to Beatty Hall, a short distance from Stone. Stayed at Beatty Hall from 2/10/44 to 2/16/44, and even pulled KP one day there. Our Crew went into Stone one night where we came into contact with rigid blackout (pitch dark) and very confusing to get around. Visited our first Pubs and started to get acquainted with the English money system, very trying.

Left Beatty Hall 2/16/44 and proceeded to Hemel Hempstead by troop train, took about 5 and one half hours time, was assigned to barracks which were colder than cold. Wrangled a pass from 5:30 PM 2/17/44 to 2/19 Visited Watford, stayed all night at A.R.C. dormitory. Very clean, even had clean sheets, pillow and towel, only cost about two shillings (40 cents ).

Visited London the next day and saw many places,

Buckingham Palace, Trafalgar Square, White Hall, Big Ben, Westminster Abbey, Thames, Pall Mall road etc.

This was very interesting to me, also saw Picadilly Circus.

The German Luftwaffe came over that night and we experienced our first air raid, most of this took place in London but we were far enough to be safe. we could see the action very clearly and was awed by it all.

2/19/44 Loafed around most of the day, had to participate in a baggage detail in the morning, We might start school in the morning, but it looks doubtful, being Sunday, but who knows?

2/20/44 Sunday, started school today, was mostly a series of lectures, was interesting though as it took in some actual experiences. Another raid took place about 10:30 PM . This in London and vicinity, slept through the whole show, some of the fellows who saw it said it was similar to the other night with a little less damage.

2/21/44 School again today. Another series of lectures on equipment, etc. Seats got pretty hard at the end of the day.

2/22/44 Last day of school, had a few exams and a lecture on frostbite and first aid, had another air raid at midnight. Terrific Barrage was sent up, reports were not too bad on damage, some of the bombs dropped close enough to shake our barracks, but we were safe.

2/23/44 Left Hemel Hempstead today on our way to more gunnery practice at the wash, passed through Cambridge, had two hour layover there, this is the site of the University of Cambridge, the town appeared Okay. Arrived at the Wash about 7 PM , trucks took us to the Base, we were quartered in Nissen huts, cold and damp, stove small and inadequate, six blankets and still cold. Had hot shower and then to bed.

2/24/44 Started school, two hours flexible gunnery, machine gun lab, aircraft recognition, and skeet in the afternoon. Got 14 out of 22, weather very unusual today. Sunshine today.

2/25/44 School again today, usual routine, machine gun range, skeet, classes, etc. got 15 out of 22 in skeet, weather was cloudy and damp, went to the show in the evening, saw " Girl In Coveralls" Ann Southern and "my Kingdom for a Cook" Charles Coburn etc., pretty good and a lot of laughs.

2/26/44 Third day of school, rained all day and sure was discusted with the weather, classes as usual, had an exam in aircraft recognition, shot skeet in the morning, got 6 out of 14, not very good, machine gun range called off on account of rain, rest of the day was just ordinary.

2/27/44 Fourth day of school, rained most of the day, almost turned to snow, it was so cold, shot skeet in the morning-10 out of 22, pretty lousy, also had machine gun range in the AM, classes in the PM, some of it was OK, and some of it was boring as the dickens.

2/28/44 Fifth day of school, skeet again this morning,

was snowing and very cold, was not very enthusiastic about it, got 10 out of 22 (not very good), machine gun range in the morning, the rest of the day was just ordinary, sun was coaxed out in the afternoon, had alternate changes of snow and sunshine in the afternoon, Flores, our ball turret gunner arrived last night. Was sure glad to see that he had got out of the hospital from the last place.

2/29/44 Last day of school, machine gun range and skeet as usual, same old score 10 in skeet, exams in the afternoon, and the day was finally over. Needless to say, we were glad we were through and to leave the next day, even the sun came out to say goodbye.

3/1/44 Departure from the Wash was awakened at 6:45, ate and got baggage ready prior to leaving. Loaded on trucks and arrived at station at 8:30 AM. Left Snettisham at 9 AM and arrived at Cambridge at 11:10, left at 11:30, arrived at Kettering at 1:12 PM. Stopped at a cafe and had a snack, then went back and caught the 2:45 train and arrived at Sharnbrook at 3:24, A G.I. truck then took us to our new home (368th Squadron, Eager Beavers), 306th Bomb Group, was assigned to barracks, ate supper, sat around and talked a little. I developed a fierce headache and later got very sick to my stomach. Really felt very rugged.

3/2/44 Slept in this morning. Got up about nine o'clock and we all went over and signed the supplementary payroll. Ate lunch and then had our pictures taken in civilian clothes for identification purposes. I looked like a sad sack. Some of the Squadron went on a mission today. They bombed Frankfurt and returned safely. We sweated them out. Went to the show tonight and saw "Whats Buzzin Cousin" Freddy Martin, Ann Miller, etc. It was, in my opinion, a poor picture. And so ended the day.

3/3/44 Nothing very exciting today, just an ordinary day. Loafed around most of the day. Beasley, our engineer and our co-pilot, our radioman and several others made a flight to Liverpool for some parts. All returned safely. Wrote 4 letters, went to the show tonight and saw "A Dangerous Night", Warren Williams, etc. A pretty good picture. Well, thats all for today.

3/4/44 Was awakened at 3:30 AM, breakfast at 5:00 AM, was quite impressed. we were supposed to bomb a target 16 miles East of Berlin (A large ball bearing factory). Was supposed to stand by but was later assigned to #363, Tucker flew as tail gunner and I was left waist. We took off at 8:33, got well over the coast of France, encountered flak, had to abort, this was a let down. We landed about 11:30, had trouble clearing my right ear, went to lunch and then hit the sack and that is it for today.

3/5/44 Well, here it is Sunday, slept late this morning, cleaned up later and went to lunch, had a meeting at 1:00 PM and then we flew a gunnery mission over the North sea and then back, total time was 3 hours and 25 minutes, was up in the nose of the ship and operated the chin turret, was quite pleased with it and also a grand view of th whole flight, and

thats that for today.

3/6/44 Was awakened at 3:30 AM and was assigned to #556, breakfast at 4:00 AM and briefing at 5:00. The target was the same as Saturday ( The Ball Bearing works, 16 miles east of Berlin. #556 was later scrubbed and #969 substituted, reported to the ship and found out I was the Toggler( bombardier). I was really sweating it out, as I was green as heck, we finally took off and got as far as the English coast, number 1 engine started to throw oil, so we had to abort, and turned back. We arrived at the field about 11:30 AM, my right ear would not clear as we came down, loafed around the rest of the day and sweated out Tucker and Paul, who flew in other ships as spares. The Squadrons started to come back over the field about 4:00 PM, we ate supper about 5:15. When we came back later we heard that the ship Paul was on went down, seven chutes were seen going down over Germany, we were sure down hearted over this. Tucker finally came in later and we were sure glad to see him, he said it was quite an event. Flores arrived from the Wash so our crew was complete again with the exception of Paul, and so ends the day.

3/7/44 Was awakened at 5:00 AM, briefing at 6:30, the target was Hanover via Munster where the J U 88 are modified and repaired, was estimated to be a 5 hour flight. Tucker and I were slated to fly on #765 but the mission was later scrubbed due to weather conditions, went to sick call later to see about my ear and was grounded til it gets better, also got three shots and a vaccination. Arms are sure sore now, loafed around the rest of the day. Went to the show in the evening and saw "Her comes Mr. Jordan" a pretty good show but rather odd and that's that for today.

3/8/44 Well another day slept in this morning, felt sort of lousy, ear is still stopped up, went to sick call and still am grounded, getting behind in my missions, Tucker went on his second today, came back and said it was a milk run. They really pulverized the ball bearing plant in Berlin. that's about all the news for today.

3/9/44 Well it's just another day, Flores and I were the only ones left behind today, worked in the dry room handing out equipment, etc. Beasley, Libby and Tucker got back about 5:00 PM, all crews returned safely. Flores and I went to the town of Bedford in the evening and looked it over, took in a dance. Not bad. Got back to the Base about 12:30 PM and then to bed.

3/10/44 Slept in this morning, got up at 9:45 and was paid, went to the 1:00 PM meeting where they later gave out air medals and oak leaf clusters to some of the crews, heard that Smith's crew that went down were all interned in Switzerland, this was the plane that Paul was on, this was good news to us, went to sick call and was put back on flying status, expect to go up tomorrow, played blackjack for a little while and did pretty good and then to bed.

3/11/44 Woke up at 6:30 A.M., went to breakfast, then

to the meeting at 8:30, had to go to Hunt Trainer which is range estimation, never had that type of trainer before. Had

another meeting at 1 P.M.; same old stuff. Went to the movie and saw "Joey Brown in the Daring Young Man", a lot of laughs, turned in early about 8:30 P.M.

3/12/44 Sunday; slept in this morning until about 9:30 A.M. This is my birthday, but just another day here. Tucker is in the hospital with a bum ankle. Had a meeting at 1 P.M. again. Flores and I went to Bedford in the evening, took in a few pubs, even had a scotch, then to a dance at the Rendezvous; pretty lousy; got back to the base about 12:30 A.M., and then to bed.

3/13/44 Was awakened at 6 A.M., ate breakfast and then went to briefing at 6:45 A.M. Went to the drying room and got my equipment, was almost ready when the word came that the mission was scrubbed. Meeting as usual, another one at 1 P.M., and gunnery lecture at 1:30 P.M. to 2:30 P.M. Washed clothes in the evening, quite a bit, and then to bed.

3/14/44 There was a mission planned this morning, was not called however, was glad that I was not. Mission was later scrubbed. Usual meeting at 8:30 A.M. Shot skeet and hit 17, not too bad. Turned in our 45's last night. Wonder why they were ever issued. Went to the town of Bedford in the evening, was browned off at all as they say here. Got back to the base at 12:30 A.M., so ends the day.

3/15/44 Was awakened at 6:15 A.M. (Reveille) believe it or not. Had the usual meeting at 8:30 A.M. Had combat pictures at 11 A.M., aircraft recognition and actual combat films. Flew as engineer in Beasley's place in the afternoon on a formation flight. Flight was about 2 hours and 40 minutes. Used #776, everything went all right. Took in the movies in the evening. "Texas" was pretty good. Washed and cleaned up, wrote one letter home and then got ready for bed. Forgot to add that I made a Money Order for \$100.00 and sent it home.

3/16/44 Was awakened at 4:15 A.M. Breakfast at 4:30 A.M. and briefing at 4:45 A.M.. Targets were deep into Germany; Landberg, and secondary Augsburg. I flew in #700 as left waist gunner; we were second element; low squadron; missed our rendezvous with the first group; were well into France, but thought it unwise to continue on into Germany with just five ships. We were forced to turn back; trip was uneventful; no flack, no fighters. Landed at 11:40 A.M. Nothing much important. The rest of the day did a big laundry, turned in early in the evening.

3/17/44 Ceiling zero; no mission today. Had the usual morning meeting. Took films over to be developed at the photo lab. Wonder when I will get them back? Went out to #776 and cleaned up ship and guns. That balanced off the morning. Had a gunnery mission in the afternoon. Flew as

right waist; colder than heck. All of our crew was on this flight. Ate supper, washed and shaved, and went to bed.

3/18/44 Just another day. All of the fellows except our crew went on a mission today. We had no meetings either. We took it easy most of the day. Cleaned up and Flores and I went to town to eat; took in a few pubs; had a few beers; went to the dance at Dujohn's. It was sure hot; had a few drinks there; had a few dances; lost my heel right in the middle of the dance floor. This really embarrassed me. Met a girl there towards the later part of the evening; just suited me fine; I really like her. Took her home and met her mother; had a nice chat then took off for the base. Got back about 2 A.M.

3/19/44 Sunday; slept until 7 A.M. Went to breakfast; had fresh eggs, sausage coffee, etc. Really enjoyed the eggs; first fresh eggs I've seen since I left the States. meeting was at 1:30 P.M.; another gunnery mission. Really poured out the lead this time; got back about 6:30 P.M., cleaned our guns, ate, and came back to the barracks. Washed, shaved and went to bed.

3/20/44 Was awakened at 4 A.M., ate and went to briefing at 5 A.M. Target was Frankfurt; took off at 8:30 A.M. and left the coast and headed across France and into Germany. Seen a lot of flack; our ship was hit several times; was about 40 minutes from the target when we had to turn back on account of the weather. Seen a lot of flack on our way back. It took a long time getting back; we really sweated it out; total time was about 7 hours and 30 minutes. This was my first mission.

Went to town; took June to the show at the Granada. We saw "San Demitrio of London", a British picture; pretty good. Took her home and came back to the base.

3/21/44 No mission today; weather bad, meeting at 9:30 Am. Had a clothing inspection prior to the meeting. Loafed around most of the afternoon. Nothing very unusual happened today. Turned in early in preparation for tomorrow's raid.

3/22/44 Was called out early; about 4:30 Am. Ate breakfast and went to briefing; was assigned to #776. We were to bomb a target 16 miles North of Berlin. Took off, but had to abort; bomb bay doors were screwed up and compass was off. Got back to the base about 12 o'clock. Got dressed and the crew (five of us) took off for London on a two day pass. Arrived in London about 6:30 PM and found a nice place to stay at 132 Gloucester Place. Got caught in a blackout and had to take to the shelters. What a panic! Finally got to bed about 1 AM.

3/23/44 Well here we are in London. Got up late; breakfast was served in our room (some class). Walked around town; visited a few pubs; saw a state play at the Palladium; pretty good. We later ate and had a few drinks and went to bed about 1 AM. Another air raid. All clear was sounded; no damage done. I forgot to mention that we took in the Wax Works that afternoon.

3/24/44 Slept until 11 AM. Had breakfast in our room

again; later took a bath; shaved and we took off for town. Took in Madam Touddades Wax Works; was really impressed by it all. This place is internationally known. Ate again and got ready to go back to Bedford. Got back about 6:30 PM; ate in town (steak believe it or not); took a taxi back to the base, wrote this entry and to bed. Trip cost about 8 1/2 pounds.

3/25/44 No operations today; loafed around most of the morning. School in the afternoon. Went to bed early in preparation for the next day.

3/26/44 Called us this morning for mission. Ate and went to briefing; target was St. Omer in France. Flak gun placements; encountered much flak. It was really accurate. Flak knocked a hole in the fuselage next to the waist gun where I was crouching; not much armor protection here; too close! I have the souvenir; flak which penetrated the live box of 50's next to my gun. We were sure glad when we landed. This was really rough, and too close for comfort.

3/27/44 Called early this morning for another mission. Ate, went to briefing; target was La Rochelle, France. Did not take off until 11 AM; sorry, that was 58 minutes later; used #145; hit our target at altitude of 20,000 feet, developed trouble with engines and had to drop out of the formation. Ground speed was as low as 50 MPH; hardly enough to keep us in the air; we were prepared to bail out. It was a slow struggle, but we finally reached our home base. We had good fighter escort for which we were thankful (believe me). We really sweated this one out. We finally landed and ate then took off for the barracks. Cleaned up, wrote this entry and off to bed. I'm dead tired.

3/28/44 Was awaked at 4:45 AM; ate breakfast and had briefing at 5:45 AM. Sky was overcast. We waited until almost noon before takeoff. Target was Dijon, France; another airport. We finally got over the target, dropped our load and really plastered the target. Saw some flak; was quite close; but we weren't hit. Got back to the base safely, ate, washed, and went to bed.

3/29/44 Nothing doing today. No meetings either. We are off operations. Spent the day loafing around and resting. Was glad of the chance to take it easy; turned in early.

3/30/44 Short arm early this morning. What a way to wake up! No meeting this morning; had a meeting in the afternoon; a gunnery lecture and escape lecture. Took June to the Plaza where we saw "King's Row"; a really good picture. Took June home and had tea and sandwiches; chatted a while with her folks and came to the base. So ends the day.

3/31/44 Was awakened at 3:30 AM. Ate and went to briefing at 4:30 AM. Target was supposed to be Ludwigshaven. Started out at 8:30 AM; was later scrubbed; landed at base; right brake went out and we ended up in the mud. Had another escape lecture in the afternoon; was supposed to be paid but missed formation. Looks doubtful now. Took in a show on the

base in the afternoon; was so bad that it was not even worth mentioning. Wrote this entry and to bed.

4/1/44 No mission today. Went to breakfast; fried eggs (believe it or not), what a treat. Was paid at 8:30 AM, f8-5-6. Had another lecture on gunnery at 10:00 AM. Started on a gunnery mission after the 1:30 PM meeting. Had to come back however as the weather was too bad. Flores and I went to town in the evening; ate steak and chips (fries); took in a few pubs and came back to the base and to bed.

4/2/44 No mission today (rain). Meetings and school as usual. Turned in early in the evening.

4/3/44 Woke up at 6:30 AM, ate and went to the meeting, classes, ate lunch, more classes. Rained most of the day, in fact, it's still raining. Went to the show and saw "Manhattan Tales"; pretty good. Writing this entry and to bed.

4/4/44 No mission today. Weather is still unsettled. More rain; usual classes; just another day. Nothing of importance; a dull day.

4/5/44 Repetition of yesterday; same routine. Went to town in the evening; had a steak then took in a few pubs. What a life! What I wouldn't give to be back in the good old U.S.A.

4/6/44 Another day of bad weather. No mission today. Classes as usual in the morning. Had the afternoon off; turned in early in the evening.

4/7/44 Called some of the crews this morning for a mission. Our crew was not called however. Just as well, as the mission was later scrubbed. We had the usual morning meeting; shot sheet in the morning; 10 out of 22; nothing to brag about. Had the afternoon off; took a short nap, later got up; ate supper and went to the base show; writing this and to bed.

4/8/44 Went on a two day pass. Flores, Tucker, Libby, Beasley and myself went to the town of Luton; a nearby town; got a nice room; took it easy for a few days. Went to church Easter morning; really enjoyed it believe it or not. Things were pretty dull over the holidays. All the stores were closed over the holidays; was glad to get back to the base though. Got back at 10:30 PM Monday evening.

4/11/44 I almost made an error on this entry as we were gone for two days. Called us this morning at 3:30 AM; another mission. Ate and went to briefing at 4:30 AM; take off was at 7:30 AM; target was Stettin, Germany. Ran into stiff fighter opposition and heavy flak; quite a few of our planes were knocked down; one that I saw went down in flames. The plane seemed to fall apart and drifted down. I believe that they never had a chance. Our ship was hit several times by flak; three hits in the waist. Went back by way of Denmark; a long way. Finally across the North Sea and home. It took us 11 hours and 15 minutes; a long grind; but we are back safe. This was my fifth mission. Finally qualified for the Air Medal. I sure earned it too. Combat mess was good; even had a glass of scotch; it was good too. Well, that is



it for today.

( Note: On this mission we had to break up our formation on the way back to save on fuel. I was asked by the navigator to get a "fix". A fix is a radio detection of our location. The radio operator calls for a fix and when given the correct signal, holds down on the "key" for 30 seconds. This gives two different stations a chance to home in on the signal giving the location at the place the lines cross. I tried and tried to reach them to get them to give me a fix, but no answer. The Pilot would not authorize me to use the trailing wire antenna, due to the danger to the other planes, so I never did get through. It wasn't until after I got bawled out by everyone, and forced to go on additional training missions that they discovered my main antenna was grounded. This was a relief to everyone including myself, to know that I wasn't making the mistake.)

4/12/44 Started out on another mission this morning. Target was Schwienfort, took off but had to abort due to engine trouble on #4, feathered it, and came back.

4/13/44 No mission today, pay day (flying pay ). This came in handy, not much else to do the rest of the day.

4/14/44 No mission this morning, weather was unsettled. Had an 8 o'clock meeting at the Post Theater. Lt Colonel Reagan said goodbye, we thought he was all right, he was for the crews all the way. He was leaving for the States. Met the new C.O., had it easy the rest of the day, went to town in the evening, ate a steak and later came back to the Base.

4/15/44 weather still bad, an 8 O'Clock meeting as usual, went out to #776 and cleaned our guns, shot skeet at 11:00 O'Clock until 12:00, 9 out of 25. I should not have even made this admission. Had a gunnery mission after we ate, tool off, sighted the tow target, really poured out the lead. Finally came back and landed, ate and went to bed early.

4/16/44 Sunday, slept in this morning, got up late, went to dinner, had ice cream and cake for dessert—believe it or not. Had the usual afternoon meeting, presentation of the awards were made. Tucker, our tail gunner got his Air Medal today. They missed the rest of us. Loafed around the rest of the day, turned in early tonight, that's thirty for today. ( I wonder what he meant by "thirty")

4/17/44 Weather was very unsettled in the morning. Stood by at operations until noon then ate, 1 O'Clock briefing, went out to ship later, got guns ready, mission was later scrubbed due to weather. Turned in early.

4/18/44 called us at 5:30 AM, ate and went to briefing at 7 AM. Target was Oranienburg, 20 miles north west of Berlin. Took off at 9:46, headed towards German coast. Bombed target, no fighter opposition encountered.

4/19/44 Called us at 3:30 AM, target was Kassel, Germany. Took off at 6:00 AM over the North Sea across Holland and into the Reich, started for our target, flak was very intense over the target, a solid layer of flak. I really sweated this out. However, our Squadron got out without mishap. Had a little more flak on our way out at the French Coast. No

fighter opposition. Got back to the Base about 1:20 PM, total time was 7 hours and 20 minutes. A good combat mess and more whiskey, cleaned up and then took a good nap, writing this entry and then to bed.

4/20/44 Arose about 8:30 AM, went to operations where we stood by for a mission. Went to eat at 11:00 then took #454 finally, and made a mission to France near St Omer. This was a "no ball" target, a short distance from the French Coast, flak was moderate, although we were hit three times, no injury to the crew, finally got back to the Base, a good mess, but no whiskey, cleaned up and to bed.

4/21/44 Woke up at 3:00 AM, ate and went to operations, other crews were slated for a mission but our crew was not, loafed around most of the morning and afternoon, went to town early, had a good steak and some scotch, walked around town a little, visited a few pubs and came back to the Base.

4/22/44 Another standby, had 1 O'Clock briefing, target was Ham . Was assigned as a spare crew, flew over the channel 11 minutes, no abortion, so we turned back. The other ships continued on to the target. Turned in early.

4/23/44 Well, its Sunday and they woke us up at 3:30 AM, breakfast at 4:00 AM and briefing at 5:00. Target was Merseburg, got my equipment ready and the word came that the mission was scrubbed. Went back to bed and slept for a while, got up later and loafed around most of the day, so that is that for today.

Well I guess we all Know what happened the next day!! How could we forget!

Typed these Pages from notes that I had kept, excuse the errors that i might have made, a little rusty at typing.

Charles D. Ladage  
Chuck

( Additional notes added by Orville Libby, Radio Operator on Chucks crew, are in parenthesis throughout the text.)

( Our Mission on the 24th of April Started to give us trouble as we passed over the French Coast, as one of our planes took a direct hit from flak. Later as we got deeper into Germany we were hit with Me 109's , Three at a time at 10 O'Clock, and at 2 O'Clock high, peeling off one at a time from each side and attacking us from the nose, one after another, keeping us under continuous attack. Our escort didn't show up. The Germans got 10 ships out of our group of 18 that fateful day. Tucker, Ladage and Libby all ended up in Stalag XVIIB and that is another story.)