

A HISTORY OF THE 306th BOMBARDMENT GROUP - EIGHTH AIR FORCE
Russell A. Strong Rt. 1, Turnpike Rd. Laurinburg, NC 28352

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Service Record:

Enlisted in Cadets June 1943
Before joining the 306th: Basic at Reeder Field - Biloxi Miss.
Air Force College Training at Penn State College - then
to Nashville for classification - washed out of cadets (90% of class)
and went to Buckley Field (Wenar) for Aviator School
training. Had gunnery training at Kingman, Arizona. Crew
formed at Plant Park in Tampa Fla. Crew went to
Savannah, Ga where we flew a new plane over and landed
at Valley Wales and then ~~over~~ to Thurleigh.
After leaving the 306th:
After my last mission I came back to Alico
Field, Texas and finished out my time there.
Was discharged at Ellington Field.

306th Record

Arrival date at Thurleigh December 1944
Squadron or other unit(s) 423rd Squadron
MOS # _____ Specialty Aviator Gunner
Missions Completed (and date of last) 34 Missions - Last April 16, 1945
Promotions Made Bomb, Staff + Tech Sgts while overseas.
Decorations AM olcs DFC olcs SS DSM DSC MH SM PH Battle Stars
1 5 3

(On unusual DFCs, and Silver Stars and above would like to see a copy of the citation)

Other personal data:

Flew my first mission on New Year Day
1945. Hit Kassel Germany

Description of Air Missions:

(What were the highlights of your combat career? What was your role? What heroics did you witness? What events were there of which you have special knowledge?)

All Missions over Germany - The one that I remember most is the Feb 3, 1945 mission over Berlin. We had been briefed two days for this but weather too bad so the third day we got it. Weather was good - good bomb results. As I remember the 423rd lost 3 planes and the Group lost 19 according to my diary. This was a lot of effort and we were told when all planes finally got in the air we had a string of Bunkers 300 miles long.

I thought maybe you might get some more names from this list of crews. You don't have to return this to me. I enjoyed talking to you on the phone and I hope to see someday. I can't get away to much as I'm still working and won't retire for another 5 years. I worked for Std Oil Co for 26 1/2 years and then bought the business and am on my own now.

Add additional pages, if necessary

Columbus A. Whitener - Radio
Deceased

Wilmer P. Strawn - Waist
Present address Box 18 Home, Tee 61932

Ground Crew

Vernal H. Whitney
Home address Brownsville, Oregon
Present address unknown

Clarence Cranmer
Home address Box 691 Lander, Wyoming
Present address unknown

Michael N. Cifelli
Home address 191 So. Main St
Lambertville, N.J.
Present address unknown

New Names + addresses

Earle Schafer - Pilot

Home address Calvin N. Dakota

Present " Unknown

Hugh C. Hostetter - Co Pilot

Home address 602 Stanton St. Ames, Iowa

Present " Unknown

Richard Hillbrand - Bombardier

Home address 280 Bleacher St. Brooklyn 27 N.Y.

Present " Unknown

Clayton R. Meyer - Navigator

Present address 2349 Riverside Dr.

Beloit, Wis. 53511

Kenneth D. Marison - Engineer

Home address 107 Reno Ave Temple City, Calif

Present " Unknown

Urban J. Lewis - Tail

Present address R2 Box 46

Camden W. Virginia 26338

Jason C. Hurd - Ball Inset

Present address 6007 W. Gate Blvd

Austin, Texas 78745

No 37
April 16th
Ship No 585
FILOFAX REGD.

Logfile
"Plattling"

9hr. 10min

Pilot - Lt. Dorsey
Cypilot - Lt. MAHONY

Bombed marshaling yards with good results. No flak on whole trip.

Crossed Belgium France & into S. Germany. Bank out across France. Visual all the way & we bombed from 18,000 ft.

Sixth mission as target area & we carried nickels. Flew with a new crew & got along fine.

P-47's & P-51's as support but not as good as usual.

One more to go & I'll be through. Have to sweat out tech now before I can finish.

This was my last one & I made Tech. Sgt. after St Mastetter went to bat for me.

copy file

No. 33
April 10th
Ship No. 153
ILOFAX REGD.

ORANIENBURG

9hr. 10min.

Pilot - Lt. Jones
Cupilot - Lt. Minnick

Bombed an airfield 16 mile N. of Berlin with excellent results. No flak over target but had quite a bit just before the target. Came close to us & but Wood's plane in the low sqd. behind us. Guess the tail gunner was hurt badly & probably killed - don't know for sure yet. About all the tail was blown off. Two ships collided ahead of us just off the target.

Saw good fighter support all the way in from the lines. Was only in enemy territory about two hours & we flew in sight of Big 'B'. The bomb line is really moving these days.

Crossed France, Belgium & across N. Germany. Visual all the way & we could see plenty of action on the ground. F-5's shot my instruments they came too.

Fifth mission as "top" and just as with someone else other than Lt. Schaper or Lt. Holsten.

~~Just before~~

No 32
April 7th
Ship No. 397
RAF/RAF REGD.

Wesendorf"

Sgt. SOMIN

Pilot Lt. Hostetter

Copilot Lt. Minnick

Got up at two o'clock and they kept delaying it till it was 10:30 before we took off. Weather not so good on take off.

Had a jet aircraft land nearby had good results. Bombed from 11,000 ft and it was visual. Two M.E. 202's went right over our plane before bombs away and Lewis saw three more behind us. We had a good tight formation & it must have helped.

Crossed France & back out the same way. Enjoyed the trip. Cannon caps & everything going on, on the ground. Saw convoys, pontoon bridges, and bridges that had been wrecked.

Flew left wing of the lead & it was really slick up there. Lt. Hostetter really does a good job.

Fourth mission as "toey".

RAF/RAF REGD. LONDON FORM NO. 9

Joseph

"FASSBERG"

No. 31
April 4th
Ship No. 518
MLOFAX REGD.

9 hr. 40 min

Pilot - Lt. Hostetter

Copilot - Lt. Lord

Third mission as "tog" and it was a 12,000 ft. job. I saw no flash from the plane but ~~some~~ saw some gun trail. Heavy clouds all the way & we had to make a 360 over the target. Some of the boys had to bring their bombs back. Hit airfield hangars & some saw good hits on the hangars.

Went in across N Sea, over Denmark & down through Germany. Came back out across Jutland Zealand & Holland.

Good support & carried 4-1000 lb bombs & 16-500 lb bombs.

Easy mission except for a long ride

This was a Jet Field & supposed to have had 140 jets there. It had to be bombed visual or bring them back.

Flare left wing of low element in the high sqd.

BC/MILOFAX LONDON FORM NO. 9

W. H. H. H.

170 50
April 3RD
Ship No. 397
PILOFAX REGD.

"Kiel"

8hr.

Pilot - Lt. Hostetter

Copilot - Lt. Kutchins

Hit sub pens at Kiel and had rough weather all the time. Moderately flak but not accurate. Guess we had good results.

My second mission as target four bombs hung up but got them out right away.

Went across N Sea, across N Germany and back out across Denmark.

Got us up at 1:30 + scrubbed it about 4:30. Slept till 11:00 + took off at 10 o'clock. Have dark when we landed.

Had good fighter support. Carried 62 - 500 lb. bombs.

Thought I'd never reach 30 but finally made it.

1099/2/10

No 29
MAR. 31ST
Ship No 598
FILOFAX REGD.

"Halle"

8hr. 40min

Pilot - Lt. Hostetter
Coyilot - Lt. Kibble

My first mission as top plane and I like it fine. Hit manufacturing yards at Hell - used instruments to locate it was 10/10 on target. Pretty heavy flak - bombd from 26,000. Gunned 14 - 500 G.I. + dropped them - in train; 50 ft apart.

Got fighter support. Went through France & saw the same way. Saw the Remagen Bridge coming down across the Rhine and two spans were down in the water. The front lines are really moving fast these days.

Lt. Hostetter really did swell to day. Had a good mission for his first one as pilot. Hildebrand & Macnair finished up to day.

Got us up at 1:30 took off at 5:10 & landed at 2:00.

SCM/FILOFAX LONDON FORM NO. 9

1/2

No. 28
MAR. 30th
Ship No. 598
FILOFAX REGD.

"BREMEN"

8hr. SMIN

Pilot - Lt. SCHAFER
Cupilot - Lt. HOSTETTER

This was Lt. Schaffer's last one
& I'm sure died for him. Just wish
I was ready to go home with him.
Told him that was to the day to
finish up.

Had a bidne at Bremen &
it was visual. Had very good
results and bombed thru 26,000.
- 40 - and I ain't forge my friend
off.

Had P51's all around us -
best support we've had yet.

Flier was heavy and pretty
accurate but we were the real
group over the target and the ones
behind us got more flak than
we did.

Went in N. route & back the
same way.

Carried two 500s and two 100s
in. home.

I flew in the tank again &
I have several more to do.

DCM/FILOFAX LONDON FORM NO. 9

Final

"Vechta"

NO 21
MAR. 24th
Ship No 598
PILOFAX REGD.

6hr. 30 min

Pilot - Lt. SCHAFER
Copilot - Lt. Hostetter

Hit an airfield at Vechta and there isn't any airfield there anymore. We really did a good job & could see everything cause it was clear as a crystal. Never saw a burst or flash.

Bombed from 2:30 & went in N route & right back on again. Was a good short mission.

Surprised to have good fighter support but they weren't here too long anyway out cause we only saw a few!

Got us up at 2:30 and we thought we'd hit it but turned out ok. Took off about 4:30 & got back about eleven.

I flew tail again in Lewis place & I like it better all the time.

Some of the boys turned around & went again - wished I could have done that myself.

Hard finished (had to lay & Lt. Schaper, Sarge & Lt. Hildebrand) only have one left. Wish it was me. Carried 14, 50 lb bombs.

SCM/PILOFAX LONDON FORM NO. 9

7/2/42

"FLAVEN"

No. 26

MAR 19th

Ship No 012

F.L.O.F.A.X. REGD.

9 hr. 40 min

Pilot - Lt. Schaffer

Copilot - Lt. Hostetter

Started out for a power plant close to Leipzig but weather was so bad we hit secondary at Plauen. Contrails were so thick you couldn't see anything. Also had a ground haze. Weather bad on takeoff + landing both. Had to rendezvous over France - saw Paris for first time.

No flak over target but saw some as we crossed the line coming back. Bumbled from 26,000 ft but wasn't so cold to day.

Crossed France + back the same way. Fair fighter support. Jones reported in area but we didn't see any - thank god!

I flew in tail + landed in the tail for the first time.

To sick to get out.

Winst

"BERLIN"

No. 25
MAR. 18th
Ship No. 598
GLOFAX REGD.

9hr. 45min.

Pilot - Lt. SCHAFER
Co. Pilot - Lt. Hostetter

Big "B" for the third time & I hope like the last. We thought we had it but express we're just lucky. There was so thick you could hardly see through it & I was expecting "it" anytime. Had about 30 min of haze and it was impossible to fly a plane through the damn stuff. We were briefed for it to be 10/10⁰⁰ but just before we got to the target it was clear as a bell. The whole 8th hit Berlin & our division went in first & we were the eleventh group. Couldn't see the results so good cause contrails were so thick & besides I had my flak helmet down as far as it would come.

Went in N route & back the same way. Landed from 25,000 ft & was ~ -40°. Had pretty good support & I guess they got some Japs.

Took off (alt 6:31) & landed at 4:00. Was a long treasure ride. Some of the boys had had luck on the way back & we had lots of fun over it!

SCM/PILOFAX LONDON FORM NO. 9

Final

"Zossen"

No. 24
MAR. 15th
Ship No. 598
FILOFAX REGD.

9 hr. 10 min

Pilot - Lt. Schaefer

Co-pilot - Lt. Hostetter

My second mission in the
tail & I like it fine - even
better than the waist. We hit
the German General Staff H.Q.
at Zossen 20 miles south of
Berlin. We carried G.P.'s and
incendiaries and by the way
the smoke & fire rolled up we
did a damn good job of it

No look over target but passed
by some on the way over & back.
Had a ground haze but was still
visual & we effected fighters
Bombed from 123500-36.
went in the N. route & back the
same way.

Had good fighter escort & they
were shooting up everything on
the ground

Got off at 10:30 & landed about
seven. Burning & incense side,
Most of the H.Q. was under
ground but then thought we could
at least get 6 or 8 generals to our
credit

ECM/FILOFAX LONDON FORM NO. 8

Day

"Hildesheim"

VVO 23
MAR. 14th
Strip No 598
FILOFAX REGD.

8hr. 30min

Pilot - Lt. Schaffer
Co-pilot - Lt. Hostetter

Hit marshaling yards and metal works and really had good results. Bombed from 11,300 and was visual. Blew the whole town up and we could see bombs bursting everywhere. Smoke came up to 16 or 8 thousand feet. Had a ground haze all day long & it was pretty difficult seeing anything on the ground. We could see action when we crossed the Rhine. Also P47 & P51 were shooting up everything they came to.

Climed to 16,300 ft over line & then dipped down to 11,300 & bombed & then took up & came out the W route.

Sight flak but it was really in there. We changed our altitude where hit. I could feel the tail shake when it burst & hear it hitting the sides of the plane.

It was my first mission in the tail & I like it fine. Had good fighter escort all the time.

Fighters were in the area & later we found out there were 20 of them.

but the P51's took care of them before they got into our bomber formation.

Went

"UIM"

No 22
MAR. 4th
Ship No 598
ILOPAX REGD.

8hr. 50min

Pilot - Lt. Schaffer
Co Pilot - Lt. Hostetter

Went ^{after} marshaling yards & storage dumps again today. G.H. bombing caused the controls were so heavy and there was also clouds & haze. Up at 26,000 ft & 40° below. Weather was bad all day, couldn't hardly get into formation. Remotely over Paris France to day. Crossed over France & into S. Germany & took the same way.

Had a little flak when we crossed the lines. I took four pounds of film from the waist.

Carried 8 - 500 lb lbs & 4 - 500 membranes. Don't know the results of our bombing.

We flew in the lead sqn. today.

Had good fighter escort all the way in & out.

Waist.

No. 18
Feb. 23RD
Ship No 598
FILOFAX REGD.

"HAUEN"

9 hr. 50 min.

Pilot - Lt. Schaffer
Co. Pilot - Lt. Hostetter

Don't know for sure what we hit but we went after marshaling yards at Plauen in S. E. Germany. Was 10/10 the all the way to our target & then we had clear weather all the way back to the channel. Saw other groups bomb towns all the way back and 51's shooting up everything they came to.

Bombed from 15,000 ft this time & about 15° below. No flak over our target but saw lots of it on the way over & back on other groups.

Bardats were reported in the area & we saw one plane go down. Thought it was a F. 119 but don't know for sure.

Went over the N. route and came out through southern Germany along Alps & through France. Sky was beautiful along the Alps & as we crossed the Rhine by Strasbourg we could see our tropical shellington town.

Ran into soup at the channel & it was so thick we couldn't hardly see our own wing tips. Left the

formation and came home alone. Came out of the soup at about 500 ft so we rode home on the tree tops. Kept us all busy looking out the windows for Lt. Schaffer. He really did a good job & brought us out right over the field. We beat the rest of the formation in

What

"NECKARSULM"

No 21
MAR. 1
Ship No 549
FILOFAX REGD.

Thr. 50 min

Pilot - Lt. Schaffer
Co Pilot - Lt. Hostetter.

Went after marshaling yards
in small towns ageing to day.
Bombed with instruments & had
no flash. Dropped from 20,000
ft. with good results cause we
could see through the clouds.

Went through France & back
some way. Saw the alps again
in a distance - they were standing
up through the clouds.

Weather not so good on take off
& heavy on return.

Left formation after we crossed
the line & came home alone.
Beat the rest in an hour.

The nav. we had today finish-
ed up & he wanted to come back
by ourselves. Done a good job of
navigating.

7th left wing of the low
element in the bomb sq.

Carried 8,500 lbs & 4,500 lbs
incendiary.

Winst

"HAGEN"

No. 20
Feb. 28th
Ship No. 598
FLOFAX REGD.

8hr

Pilot - Lt. Schaffer
Co Pilot - Lt. Hostetter

Had marshaling yards in the small town of Hagen. Had 10/10th so instruments were used.

We had no flak at all but Lewis saw some from the tail after we crossed the target. Bombed from 26,000 ft. Was a minus 30°.

St. Griffith flew with us & took pictures from the waist. Had lots of fun cause St. Hostetter was kidding him all the time.

Took off at 10:30 & got back at 6:30. Weather not so good on return.

We lead the high element in the high edn. & St. Schaffer really did O.K.

Went

"Berlin"

No. 19
Feb 26th
Ship No. 598
FILOFAX REGD.

9hr

Pilot - Lt. Schaffer
Co-Pilot - Lt. Hostetter

Beij "B" again today and it wasn't near as bad as we expected. I sure dreaded it & I'm glad its over. Had 10/10ths all the way & the flash over the target didn't bother us any. Target was marshalling yards.

Bombed from 27,500 ft + 40°. Had trouble with two engines & we had to drop out of formation & we went in with other groups. Made it back O.K. & beat the formation in. What ever Lt. Schaffer does is O.K. with me cause he's got me back so far.

Went in the N. route & back the same way. Had good fighter support all the way.

Weather pretty good on take off but not so good on return. Low clouds coming back & it was really rough flying.

We supposed to fly in the hole for the first time. Whole crew flew together & we sure get along better as a crew.

On oxygen 6 1/2 hours.

Wittstock

"Wittstock"

110. 17

Feb. 22nd

Ship No. 598

FILOFAX REGD.

9hr. 10min

Pilot - Lt. Schaffer

Co Pilot - Lt. Hostetter

This was really a big day over here and we put on a good show. This was the 306th, 306th mission + all the 8th + R.A.F. went after marching yards all over Germany. Wittstock was a very small town N.W. of Berlin + we blew the whole town up. I don't see how there could be a person living in that small place. It was visible all the way + we bombed from 12,000 ft. Heber ~~saw~~ one burst of flak + we were briefed for no flak. 10 minutes over the target. I ~~saw~~ our bombs all hit in the town + smoke roll up hundreds of feet in the air.

The groups behind us were attacked by fighters + the 51's got one F.W. P-90 cause we saw it blow up. There were also some ME 262's in the area. We had good escort all the way around + it woulda good thing we had them.

We carried 12,500 lb. P's so we should have done some damage.

Crossed channel, over Holland, Zee + through N. Germany. Came out the same way.

Our group lead the whole 8th high front + we were in the lead sq. We had the low element in the lead sq. + Lt. Schaffer really did a good job.

Just Bmore + I'll be done if that time ever comes.

P-51's shot up everything they came to and we saw fire all the way out of Germany.

SCM/FILOFAX LONDON FORM NO. 8

Wink

"NUREMBERG"

No. 16

Feb. 21st

Ship No. 598

FILOFAX REGD.

9 hr. min

Pilot - Lt. Schaffer

Co. Pilot - Lt. Hostetter

Bombed railroad shops and yards but don't know how good the results were. Used instruments cause we had 10/10th over the target.

Light flak + very little damage to planes. One bay died from lack of oxygen.

Bombed from 27,500 ft and 42° below. Very odd + I noticed it more in day.

Looked weather on take off but haze on return. Took off about 7:45 + landed 7:45.

Easy trip except for long ride + so damn cold.

Carried 5-500 lb G.P.'s and 5-500 lb M.I.'s.

Had P-51's for close support all the way around.

Crossed channel through Belgium + Germany + back same way.

On Bremen 4 1/2 hours + our whole crew flew together.

Wax

"Bochum"

No. 15
Feb. 19th
Ship No. 598
FILOFAX REGD.

Thr.

Pilot - Lt. Schaffer
Co. Pilot - Lt. Hostetter

Bombed Bochum in the Ruhr Valley. Used instruments came well. Had 49,100th Moderate flak and not so accurate. Hit synthetic oil plant.

altitude 26,000 ft. + 44° delay.
Weather fair on take off and we ^{had} clouds all the way up. Foggy on return + we came in over tree tops again.

Went in North route + back the same way.

Got up late again - 6:30. Took off 10:17 and landed about 5:30

Carried 12-500 lb B.P.s so if we hit we should have done some damage.

Had P.51's for escort + they really stayed close by.

Whole crew flew together.

DCM/FILOFAX LONDON FORM NO. 9

Worst

"DORTMUND"

No. 14

Feb. 16th

Ship No. 598

FILOFAX REGD.

Thr. 40 MIN

Pilot - Lt. SCHAFER

Co. Pilot - Lt. CLARK

Hit synthetic oil plant in center of town and really had good results. We could see smoke and flames miles away. Lots of flak but not so accurate. Several holes in ships and I got a flak souvenir.

Bombed from 26,000 ft and 42" below. Target was visual - had 10/10th about all the way to the target.

Weather bad on take off and some on landing. Made a S.P. let down + Lt. Schaffer was really on the ball.

Went in the North route and bade the same way.

Got up late for once - Breakfast 6:45 - Briefing 7:45. Took off 10:05.

This is the mission that the tail wheel was jammed by flak + I had to crank wheel down by hand to land.

Waist

No. 13
Feb. 14th
Ship No. 474
PILOFAX REGD.

"Dresden"

Thr. 40 MIN.

Pilot - Lt. SCHAFER
Co. Pilot - Lt. CLARK

Bombed marshing yards with good results. Light of ole over target but had lots of it at other places. Several holes in ship.

Bombed from 25,000 ft, 42° down, 7/10 coverages + used instruments.

Took off in 616 but blew near 9 cylinder head and almost crashed up on take off. Lt. Schaffer really did a wonderful job + we made it back to the field + change ships.

Dropped out of formation + came home alone cause gas supply was low.

Crossed over N. Sea, over Holland, Ziler Sea + down through Germany. Came back through Belgium + by Dunkirk.

Were briefed if a good job was done that the war would be shortened so guess we did it.

Good fight escort but 3,400 ft. downed 1 plane in low fog.

On oxygen five hours. There were four FW's and one down for me and the rest probably destroyed.

Lost me 17 from "low fog".
Got another little frost-bite on right cheek but not bad.

DCM/PILOFAX LONDON FORM NO. 9

Wausk

"FULDA"

No. 10
Feb. 6th
Ship No. 598
FILOFAX REGD.

9 hr.

Pilot - Lt. SchAFER
Co. Pilot - Lt. Hostetter

Havent been able to find out for sure what we hit - don't think any one know. Had a long free ride over Germany in some rough weather. Couldn't hardly get into formation on account of clouds + col. Had three targets to pick from but didn't hit any of them.

Had plenty of flak from a four gun battery going over enemy coast + they damaged some planes. I was had to come back. Also ran into some light flak deeper into Germany. Bad weather all the way.

Bombd from 20,000 ft. and out oxygen at least six hours. Not so cold to day.

Gas supply ran low coming back + we left formation at enemy coast + started home alone. Ran into some about 14,000 ft. + had it clear to the ground. Came in right over the tree tops + still couldn't see anything. Myer was really on the ball + he was right on the field. Landed at Savenham about 50 miles N.E. of London. It.

SchAFer really done some good flying + I have more confidence in him ever in him. He really judged his altitude, gas supply, + feet right to the "T". Had 45 gal left when we landed + 2,800 when we took off.

Stayed there all night + came home next morning at noon. Everyone was really p.o.'ed about the whole thing.

About all the planes had to land at some other base, some in France.

10 groups of 5's escorting.

Dresden was secondary P.F.F. target. Also had Berlin on "B" plan.

This is the mission we had

to make the second pass to land because of the. Ball Swetts guns being pointed down.

RCM/FILOFAX LONDON FORM NO. 9

W. K.

"BERLIN"

No. 11
Feb. 3RD
Ship No. 598
FILOFAX REGD.

8hr. 10min

Pilot - Lt. Schaffer
Co. Pilot - Lt. Hostetter

Today was the big day - this made the third time we'd been briefed for Berlin. Now we hit the target cause it was right in the middle of the town & we blew the hell out of everything. The target was visual so we could see very plainly. Had lots of flak but not as bad as expected. Had clouds most of the time till we got to the target. Good weather for take off & landing. 48° below but didn't notice the cold so much. Probably too scared!

Bombed low - 26,500 ft. and we were the sixth group over the target in the first division. Planes very close & I guess there were around 1400.

Had 10 groups of P-51's & one of P-47's. We were good escort & stayed close by.

We know one ship went down for sure - was all in flames & saw two chutes open. Guess there were more that went down. Three for sure (official)

Crossed N Sea, cross Netherlands,

over Zee and over to Berlin. Back the same way. Were only 30 miles from the Russian lines.

On oxygen fire hours

Three planes down for sure - one over Berlin, one in Sweden, and one ditched in channel. 19 down out of 8th Air Force.

Some waist gunner shot at a P-51 and I guess he put some holes in a maj. plane.

Saw pictures of bombing results & we really did a good job.

Carried 10 - 500 lb bombs.

11/11/41

No. 10
Feb. 1st
Ship NO. 598
FILOFAX REGD.

"MANNHEIM"

8hr. 50min

Pilot - Lt. Schaefer
Co. Pilot - Lt. Hostetter

Bombed marshaling yards at Mannheim but don't know the results. Had light flash but not accurate. 10/10th coverage and bombed by instruments.

Weather was very poor today. Had an overcast up around 20,000 feet and it was 42° below.

Bombed from 26,000 ft. and was on oxygen five hours. One of the most tiring trips I've had yet.

We were supposed to have P-51's for escort but I never saw a fighter all day. Some of the guys claim they saw four or five.

Crossed channel through France, & down into South western Germany.

Came back the same way.

Land at five P.M. - took off at 8:10 A.M.

W/ant

"Coblenz"

11.9
JAN. 29th
Ship No. 598
FILOFAX REGD.

8 hr. 10 min

Pilot - Lt. Schaefer
Co. Pilot - Lt. Hostetter

Bombed marshaling yards at
Coblenz but don't know how good the
results were. Briefed that the whole
trip would be visual but turned out
to be 10/10th about all the way.
We bombed P.F.F. from 25,000 ft.

Never saw one burst of flash
on the whole trip and we really
covered Germany from one end to the
other. Had ten groups of P.O.'s
most of the way.

Had good weather aloft but was
about 50° below and it was pretty
hazy when we got back to the base.

Crossed N. Sea, through Iceland Ziler
Zea & down through Germany. Came
out through France & across the channel.

We were expecting fighters & by
the way they had the trip mapped out
they were trying to get Jerry up.

On approx 4 1/2 hours

Waco

"Clogene"

No. 5
JAN. 10th
Ship No. 813
PILOFAX REQD.

6hr. 30 min

Pilot - Lt. Schaffer
Co. Pilot - Lt. Hostetter

Bombed Clogene and hit a fighter base there. Rough mission cause we had lots of flak. Lost two planes from our group. I saw one go down with one + two engine on fire. Guess they got the fire out and landed safely at Brussels. Guess our results weren't too good cause we bombed by instruments and had 10/10th coverage. Had a few holes in plane but not too bad. Lead Bom got hit.

We crossed channel, through France + back the same way. Weather was bad and a minus 4th alt. Bombed from 26,000 feet.

This the first mission we flew together as a crew.

Wacht

"Clogene"

No. 3

JAN. 3RD

Ship No 153

FILOFAX REGD.

6hr. 30min

Pilot - Lt. Quint
Co. Pilot - Lt. Schafer

Bombed marshing yards just outside of Clogene. P.M. job but guess we had good results. Not much flak.

Had bad weather coming back over England + we had to hide the tree tops. Even scared the cows + horses + me too.

Crossed channel through France + back the same way.

Dived from 24, 600 ft.

Flew from 200 to 300 ft + still couldn't see the ground so good. Weather worse than the flak.

W. R. 2

"KILBURG"

U.S. 2
JAN 2ND
Ship No. 153
PILOFAX RECD.

6hr. 15min

Pilot - Lt. Quint
Co. Pilot - Lt. Schaffer

Bombed tunnel at Kilburg and had very good results. Were told it was one of the best bombings the 8th had ever done. Carried six 500 lb. high explosive and six paper bombs.

Not much flak but pretty accurate & kept you wondering where the next burst would hit.

Bombed from 26,000 ft and a minus 40°.

Crossed channel through Belgium & back the same way.

Wass.

"KASSEL"

NO. 1
JAN. 1st 1945
Ship No. 807
FILOFAX REGD.

9hr. 50min

Pilot - Lt. Quint
Co. Pilot - Lt. Schaffer

Bombed Kassel marshalling yards and tank works. Had three targets to pick from + flak was heavy. Several holes in plane.

Bombed from 26,500 ft and a minus 42°. Used instruments for bombing cause we had 10/10^{ths}.

Flew over N. Sea and down through Denmark. Came back through Belgium and across channel.

Not bad for my first mission but I was scared stiff anyway. I'll never forget Jan 1, 1945 as long as I live.

On oxygen five hours.

OK

57.50

10-

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306 Bomb Gp. 423 Bomb Sq.....

H.P.O. 557 90 P.M., N.Y.....

Waist	23	Mission) 34 Total
Paul	5	"	
Togglere	6	"	

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