

417th Night Fighter Squadron

An Illustrated History of One of the First USAAF
Nighfighting Squadrons Serving In-
England, North Africa, Corsica, France, Germany



Bristol Beaufighter



Northrop P-61 *Black Widow*



Edited by Daniel D. Whitney

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417th Night Fighter Squadron

An Illustrated History of WWII



Table of Contents

1. 50 Years of Service to the Nation

- Introduction
- Historical Overview
- WWII Bases
- Wartime Addresses
- Commanding Officers, Medical Officers, Historians
- Dedication
- 417th NFS Following WWII

2. 417th Night Fighters-The Unsung Heroes

- Unsung Heroes
- Awards and Decorations
- Fatalities
- Air Victories

3. Pilots Log-North Africa Operations

4. Official Squadron History-Illustrated

5. Conquering the Night--Army Air Forces Night Fighters at War

6. Recollections

Appendices

- A1 - Original Squadron Roster
- A2 - Final WWII Roster
- A3 - Bristol Beaufighter
- A4 - Northrop P-61 "Black Widow"
- A5 - Aircraft Flown by the Squadron
- A6 - RT Vocabulary

Introduction

This compilation of material has come together nearly 60 years after the formation of the 417th Night Fighter Squadron. It is the result of a number of independent efforts to capture and tell the stories of a few hundred men who were brought together for a purpose that most of them had never imagined, flying combat at night and in the worse of weather.

Some of this material has been sought out by several of us who were not there, but we have heard of what our fathers and grandfathers had done and wanted to better understand.

Rich Ziebert, 417th NFS member, acting as the Squadron Historical Officer, has collected and organized a lot of this material. It has been gleaned from official Air Corps archives, the National Archives, and most importantly, from the scrapbooks of Squadron members. All together it tells the story of the men in the 417th NFS during WWII in a very unique way. It is hoped that the families and friends of those who participated in this pioneering endeavor will better understand what they were facing, the camaraderie they developed, and the contribution that they made.

My own involvement in this story comes through admiration for my Father-In-Law, Joseph M. Van Laecken, who was one of the original ROs in the 417th. Because of availability and relevance a number of his artifacts are included in this volume.

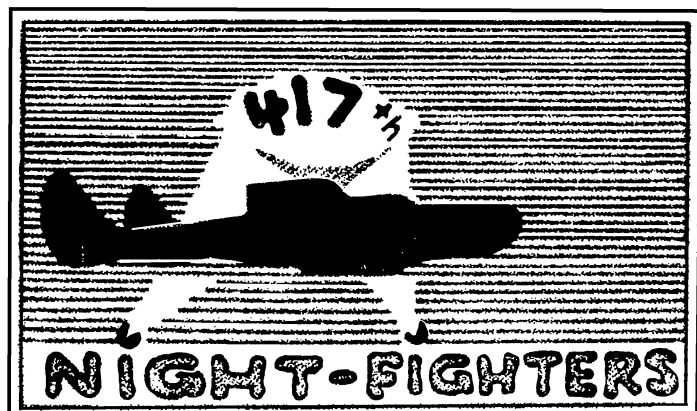
We have not "written a book". What you will find in the following pages are annotated chronologies and histories, just as they were written during the war, and utilizing photos and materials contributed by squadron members as a form of illustration. Unfortunately, much of the material only whets the appetite for more, but it appears that a lot that would be desirable has either been lost, or never was produced in the first place. Maybe someone reading this compilation will know of additional material and will make it available for future generations.

You will also find appendices with a wide range of information, relative to understanding the ways and times. We hope that you enjoy and learn from these pages.

Editor,

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417th Fighter Squadron

50 Years of Service to the Nation

The 417th Fighter Squadron has a long and distinguished lineage dating back to 17 February 1943 when it was constituted as the 417th Night Fighter Squadron (NFS) one of the first four specialized new squadrons (414th, 415th, 416th, and 417th NFS) organized to operate the then secret airborne interception Radar. At the time the word Radar was classified, and could not be mentioned to anyone without a need to know. Training was in the Douglas P-70, a quick adaptation of the twin engine A-20 attack bomber fitted with a US built copy of the British Mark IV Airborne Interception (AI) radar. The squadrons formed at Kissimmee Airfield, Florida, in preparation for reassignment to the European Theater. Specialized training for the ground crews, R/Os, and pilots, in the intricacies, use, and operation of this new technology was crammed into ninety days or less from the first time they heard the term RADAR.

During WWII, the 417 NFS conducted operations from Scotland, England, Algeria, Corsica, France, and Germany mostly flying Britains Bristol *Beaufighter* and in the last month of the war, the Northrop P-61. The 416th and 417th NFS Squadrons followed the first two squadrons when they departed for Europe on the troopship *Queen Elizabeth* with 241 men in May 1943. Upon reaching England the 417th was dispersed for further training and familiarization as Night Fighters with the RAF. For three months the pilots, R/Os, and ground crews were schooled and indoctrinated in the operation of the *Beaufighter*, its Mark IV radar, and given the benefit of the considerable experience the British had gained in nearly four years of air war. For most of the next two years the 417th NFS would work closely with the British night fighter system in the Mediterranean region.

With 18 qualified Pilot/RO flight crews, and twelve reconditioned Beaufighters, the 417th NFS entered the theatre of operations in early August 1943, following a flight by the twelve aircraft to Gibraltar and on to North Africa, and their first station at Tafaroui, near Oran, Algeria. The rest of the crews and squadron personnel came by slow ship, arriving in September. In addition to night patrols and defense of the area the primary operation was to provide protection and cover for the many convoys transiting the Mediterranean. The Squadron was soon relocated about twenty miles to La Senia, Algeria, a field shared with both Free French and British flying squadrons.

During the fall of the year the Squadron began exchanging their Beaufighter Mk VIs for newer aircraft fitted with the improved Mark VIII radar. This began a long rotation and exchanging of Beaufighters, all Mark VIs, coming from overhaul with fresh engines and renewed for another round on operations. With Allied operations moving into Italy the Squadron was notified to prepare for operation out of Corsica. A major component of the ground echelon moved on to Ghisoniccia, Corsica, but the flying component was retained in La Senia for an extended period. It was summer 1944 before the move was completed and the Squadron began operations as a unit again, though the site was Borgo Airfield on the north end of the island, far from Ghisoniccia.

Each pilot was teamed with an R/O, and the pair worked hard to develop their skills and confidence to a point that they could operate for their mutual success. Their lives and futures were as one. They lived, trained, played, fought, and died, together. A tour of duty for the flight crews was not as clearly defined as it became for the bomber crews in Europe. Squadron commanders worked hard to get their men rotated home, usually after 200 to 250 hours in combat, but this was contingent upon availability of qualified replacement crews. Missions were another thing. Under the rules established by the 12th Air Force, five combat "sorties" were counted as one "mission", and the "missions" were then counted for comparison to the 25 or 30 missions required for a combat tour by a bomber crewman. Looking at the 417th aircrew individual flight logs shows many with well over a hundred missions. These missions could be less than an hour duration, if scrambled after a nearby "bogie" by ground control, or four to five hours if on long range interdiction or convoy patrol missions. And these were all at night, often in bad, very bad, weather and with only the most rudimentary of homing and blind flying instruments.

Following the Allied invasion of southern France the 417th NFS was relocated to Le Vallon, France, north of Istres, between Arles and Salon-De-Provence, just inland from the Mediterranean. This became the long-term home of the 417th, which included living in tents during the bitterly cold winter of 1944-45. The length of the stay, and the difficulty of the conditions conspired to make this the most costly period in the history of the Squadron, thirteen men were lost while in France.

During the last full month of the war in Europe, April 1945, the Squadron focused on transitioning into the long awaited P-61 while at Le Vallon. Near the end of hostilities the Squadron began moving toward and into Germany. They left Le Vallon for St. Dizier, France, and then to Giebelstadt, Germany (Y-90). Following the end of hostilities they became a part of the occupation forces, moving first to Biblis, Germany (Y-78), and then on to Darmstadt, Germany (Y-72), and hence to Rothwesten, near Kassel, Germany (R-12). In 1946 the Squadron moved again, this time to Fritzlar, but this did not last long before they again moved, this time to Schweinfurt, Germany. This was the final station for the initial formation of the 417th NFS. The Squadron was officially inactivated as of 30 November 1946.

Of the 241 men who shipped for Europe on the *Queen Elizabeth* in May 1943 14 lost their lives. In all 31 men were lost by the Squadron, 25 on operations, four in non-aircraft accidents, one to illness, and one was murdered. No complete record of the number of aircraft operated and lost exists. A look at one 18 week period in the fall of 1944 and through January 1945, twelve of twenty *Beaufighters* flown by one of the squadron's crews were lost, four were fatals. Only one of the *Beaufighters* lost during the war might have been lost to combat action, while the squadron extracted a steady and deadly toll on the Axis.

The Squadron had established an outstanding record during the war.



The original, and unofficial, badge of the 417th NFS shows a caveman protecting the skies from the enemy in the night by spouting lightning bolts, and a heavy hammer; reflecting the fire-power and Radar night light of the *Beaufighter*. Clifford "Chief" Morton was the person responsible for this, the first logo used by the 417th NFS.



With the transition to the P-61 "*Black Widow*" night fighter a new badge was in order for the 417th. Squadron member Noel Howard designed and drew the Broom Stick and Crystal Ball logo, continuing the stars and moonlit night theme, and showing the close coordination of the crew. The magi directing the gunfighter captured the Squadron's purpose and the essence of the mission.

WWII Bases of the 417th NFS

Station	Activity	Dates
Kissimmee, Florida	Formed Squadron	February 20, 1943 to May 5, 1943
"Queen Elizabeth"	Transport	May 5, 1943 to May 12, 1943
Twinwood, England, RAF Cranfield, Bedfordshire	Sqdn HQ and Pilots, Tng.	May 14, 1943 to June 10, 1943
Usworth (Sunderland), England	ROs Training w/RAF	May 14, 1943 to June 10, 1943
Ayr, Scotland	Balance of Personnel	May 14, 1943 to June 10, 1943
RAF Scorton, England	Full Sqdn, OTU duty	June 10, 1943 to August 10, 1943
Tafaraoui, Algeria, No. Africa	Combat Operations	August 8, 1943 to January 9, 1944
Ghisonaccia, Corsica	Ground Echelon, w/125 men	December 30, 1943 to February, 1944
Borgo, Corsica	Ground Echelon	February 1944 to September 12, 1944
La Senia, Algeria	Flight Echelon, Combat Ops	January 10, 1944 to April 25, 1944
Borgo, Corsica	Full Squadron Combat Ops	April 25, 1944 to September 12, 1944
Le Vallon, France	Combat Operations	September 12, 1944 to April 3, 1945
St. Dizier, France	Combat Operations	April 3, 1945 to April 24, 1945
Giebelstadt, Germany (Y-90)	Combat Operations	April 24, 1945 to May 21, 1945
Biblis, Germany (Y-78)	Stand-down & Training	May 21, 1945 to June 26, 1945
Braunschardt, Darmstadt, Germany (Y-72)	Occupation Force	June 26, 1945 to August 9, 1945
Kassel/Rothwestern, Germany (R-12)	Occupation Force	August 9, 1945 to April 10, 1946
Fritzlar Army Air Base, Germany	Occupation Force	April 10, 1946 to August 20, 1946
Schweinfurt Army Air Base, Germany	Occupation Force	August 20, 1946 to November 30, 1946

Wartime Addresses

Address	Dates
APO No. 525	FEB 20, 1943 TO FEB 1944
APO No. 650	FEB 1, 1944 TO APRIL 30, 1944
APO No. 374	MAY 1, 1944 TO JANUARY 1946
APO No. 171	FEBRUARY 1946
APO No. 110	MARCH 1946 TO JUNE 1946
APO No. 171	JULY 1946 TO SEPTEMBER 1946
APO No. 62	SEPT 1946 TO DECEMBER 1946

Wartime Commanding Officers

Joseph T. Ehlinger	February 20, 1943 to June 16, 1944
William A. Larsen	June 20, 1944 to May 30, 1945
C. Richard Mc Cray	April 19, 1945 to September 30, 1945
Theodore A. Deakyne	September 30, 1945 to May 1946
John M. Konosky	May 1946 to November 30, 1946

Wartime Medical Officers

Dr. Arthur Katzberg	March 11, 1943 to November 14, 1944
Dr. Marvin Weinberg	November 14, 1944 to Sept 30, 1945

Wartime Historians

Robert E. Jackson	February 20, 1943 to March 1945
Herbert Rudlin	April 1945
Joseph Gonzales	May 1945 to September 1945
Ralph C. Jauch	Oct and Nov. 1945; April and May 1946
Thomas G. Hart, Jr.	December 1945 to March 1946
Paul E. Benoit	June 1945 to December 1946

Sorties Flown

The 417th NFS operated as a component of the 12th Air Force, and its administrative requirements dictated the content and methods used for reporting operations. A picture of the intensity of operations can be gained by looking at the number of "Sorties" flown by the squadron. A sortie is a dispatch into combat conditions by one or more of the squadron's aircraft. Confusion regarding sortie count, mission count and patrols remains. It is believed that "missions" refers to a combat operation involving a number of aircraft, and may extend over more than one flight, so the result is that the sortie and mission count may not reflect the actual number of aircraft dispatched. Also confusing the situation is the way in which "missions" were credited to aircrew for the purpose of establishing their rotation status. Each of the Air Forces had rules appropriate to their theatre of operations, and for the 12th AF fighter crews got credit for a "mission" after completing five "sorties". Supposedly this was to provide a balance between the number of hours in combat being accumulated by bomber crews (long range multi-hour missions) and fighters (most single-engine fighter missions in 1943-44 were less than two hours). This was not quite fair to the Beaufighter crews who often ended up on four-hour patrols, sometimes being vectored toward combat several times on a single sortie. When the history tells of a 417th crewman with "40 missions", this really means as many as 200 flights into combat. The official squadron history provided the following compilation of sorties flown by the squadron, amounting to a total of some 1,197 from the official listing and another 261 sorties listed in the 1171 flights tabulated in the Pilot's Log for the period September 26, 1943 to March 1944.

Date	Sorties
Sept 26-30, 1943	60 flights, 9 Sorties
October 1943	382 flights, 42 Sorties
November 1943	166 flights, 39 Sorties
December 1943	178 flights, 59 Sorties
January 1944	170 flights, 87 Sorties
February 1944	144 flights, 65 Sorties
March 1944	40 Missions and 128 Patrols
April 1944	87
May 1944	124
June 1944	110
July 1944	132

Date	Sorties
August 1944	171
September 1944	53
October 1944	94
November 1944	84
December 1944	72
January 1945	11
February 1945	66
March 1945	None
April 1945	24
May 1945	NA

DEDICATION

This history is dedicated to the many men and women who have served in the 417th NFS and its subsequent manifestations. We include the families who have sweated out the nights, the missions, and the months, the years. They lived with the considerable uncertainty of not knowing which corner of the world or danger their loved one was facing. With skill they have all served their Country. For those who paid the ultimate price we can only give thanks; and hope that in some small way this history reflects the experiences of a dramatic period, one that demanded so much.

417th NFS Following WWII

The Squadron was reactivated as the 417th Fighter Bomber Squadron (FBS) on 1 January 1953, flying the F-51 at Clovis AFB, New Mexico.

The squadron converted to the F-86 Sabrejet and was transferred to Hahn AB, West Germany, where it was commanded by Maj Charles E. Yeager (future Brigadier General "Chuck" Yeager). In 1958, the 417 FBS turned in all of its F-86 Sabrejets and deployed to Wheelus AB, Libya, where it transitioned to F-100 aircraft.

The squadron was redesignated as the 417th Tactical Fighter Squadron (TFS) on 8 July 1958 and served as part of the 50th Tactical Fighter Wing (TFW) at Hahn AB, West Germany, until July 1968. During the fall of 1968, the 417 TFS converted to the F-4 Phantom. The squadron was reassigned to Tactical Air Command as part of the 49 TFW at Holloman AFB, NM.

The 417 TFS deployed to Takhli, Thailand, on 10 May 1972 for a short combat tour in support of the Vietnam war effort. The 417th terminated its flying operations in the F-4 at Holloman AFB on 30 April 1977.

The unit's activation at Tonopah Test Range, Nevada, on 5 October 1989, saw it tasked with providing all replacement training for F-117A Stealth Fighter pilots. Additionally, during Operation DESERT STORM, the 417th deployed six aircraft and pilots to Khamis Mushayt, Saudi Arabia, where the 417th pilots flew numerous combat missions with pin-point accuracy in support of United Nations' mandates.

In June of 1992, the 417th Fighter Squadron (FS) returned to Holloman AFB, New Mexico, as part of the



Commander Bruce Phillip's F-117 Stealth fighter after redesignation from 417th to 7th FS, Holloman AFB, NM, December 3, 1993.



Rich Ziebart, original 417th NFS member, in cockpit of Commander Bruce Phillips F-117 Stealth Fighter, Holloman AFB, NM, December 3, 1993.

49th Fighter Wing. As the only Stealth Fighter training squadron in the Air Force, the 417 FS proudly continues its important mission. As a result of USAF restructuring the Squadron has been once again redesignated, this time retiring its historic 417th nemesis. On 2 December 1993 the F-117A Stealth Fighter equipped 417th FS became the 7th Fighter Squadron.

EMBLEM of the BANDITS

The "Ghost" is identical to the "Ghost" in the historical squadron emblem, with the exception of the mask (for "BANDITS"), and suggests an apparition or hard-to-see-being and represents the element of surprise. The black stylized aircraft is representative of the unit's Stealth Fighter mission. The elongated weapons suggest the pin-point accuracy and perfection of the F-117A's discretionary weapons. The descending aircraft (attack position) signifies unit readiness and determination. The moon, cloud, and night environment depict the squadron's primary mission to teach pilots how to employ the ideally suited Stealth Fighter at night. The mountains represent the total environment the 417 FS operates in.

Squadron Name: The Bandits.

Each and every upgrading pilot in the F-117A Stealth Fighter receives a Bandit number after their initial solo flight. The Bandit number tradition started with the first Tactical Air Command pilot, Maj. Al Whitley, receiving Bandit #150. The newest Bandit earned Bandit #434 on 12 November 1993, continuing the 417th's four year tradition of providing the Air Force with quality F-117A pilots.

Section II

417th Night Fighter Squadron

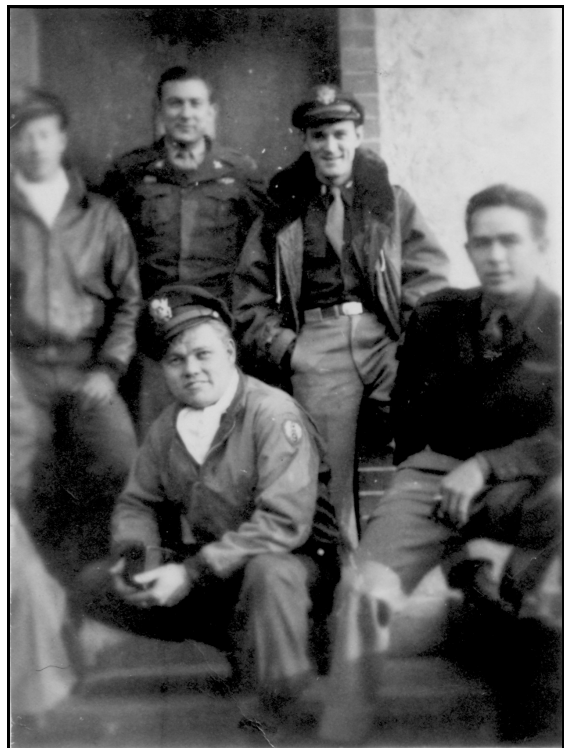
Unsung Hero's, and their Awards and Decorations

A member of the 417th NFS if believed to be the author of a overview of the Squadron he entitled "Unsung Hero's". It is presented here to give the reader perspective for viewing the actions and experiences of the 417th NFS during WWII.

The Squadron was not one of the highest scoring or most glorious from the perspective of those who have chronicled the USAAF in WWII. This is not to belittle the experience or contributions of the Squadron and its men, but rather to put into perspective their considerable achievements. This section lists Squadron members and the awards and decorations they received during the war. Recognition received as a result of their untiring efforts and persistence in the face of operating under the most adverse conditions, including the darkest nights, and most treacherous weather. All done while flying Beaufighters that at best were worn out when they received them.

Thirty-one men lost their lives while in Europe, assigned to the 417th NFS. The dates, locations, and causes leading to their loss are provided.

The official USAAF victory tabulation credits the 417th with destroying eight German aircraft during the war. Study of the Squadron History and other available documents tell us that the Squadron Destroyed 7, Probably Destroyed (Probables) 4, and Damaged another 11 aircraft. The standard for receiving credit for destroying an aircraft was extremely rigorous, typically requiring visual observation of a crash, or at least a fire sufficient to be non-recoverable. All claims were then reviewed by an independent panel, which often deigned the victory. Even so the Squadron demonstrated considerable expertise and perseverance in carrying out their mission of deigning the night skies to the enemy. A tabulation of these missions and the crews who accomplished them is provided in Section 2.



Some of the Unsung Hero's. Jim Graham, "Dirty" Dalton, J. Dowd in rear; Carl Gronberg and Bob King in front. Taken by Don Murdock

417th Night Fighter Squadron

Unsung Hero's

No one knew anything about it, only that they were being assigned or re-assigned to a brand new unit. "What's it all about, where is this place?" These and many other questions confronted the myriad personnel assigned to the 417th Night Fighter Squadron.

Organization of the 417th Night Fighter Squadron under the Command of Captain Joseph T. Ehlinger was accomplished during the early part of 1943. Kissimmee, Florida, was our Base, way out in the boonies. It is needless to say that confusion reigned. Veteran soldiers, recruits newly out of Service Schools, new Pilots, the then new and unknown Radar Observer; all were melded into a new "tent city" organization. The usual rumors were rife; what were we, where were we going, new P-38 type airplane (this was before the P-61 in the "Cap'n Easy" comic strip). It was one awful lash-up!

It wasn't long before we were equipped with the P-70, The Night Fighter (*Havoc*) version of the Douglas "*Boston*". Man, did it bristle with Antenna! With all Radar gear aboard and the four 20mm cannon in the belly it was supposed to be well nigh unflyable. Center of gravity I suppose but I wouldn't know. Our Pilots were a superb bunch though. We had neither accident nor fatality while training at Kissimmee.

Eventually "Mother Bird" the Brass, kicked us out of the nest in early May of 1943. It was decided that we should entrain for Camp Kilmer. What a kick out of the nest that was! Our arrival there was uneventful but how windy and dusty, so close to New York City and stuck on one of the extreme edges apparently due to our specialty training for isolation. But some of the fellows found the hole under the fence and took advantage of it too! Big heads the next morning. Next, the usual mistrust of Medical Records and repeated shots, clothing survey and issue of items that didn't fit turning in of unneeded paper work because of the ignorance of a Martinet type Officer, and extra close scrutiny and security due to our technicians' Radar knowledge. All these were endured and they served to make us one of the finest type unit - NIGHT FIGHTERS!

I don't recall how long we stayed at Camp Kilmer although it seemed interminable but finally one evening - "Pack Up, we're moving out!" Welcome words! The trip to the Queen Elizabeth was uneventful but on arrival, "My Gosh, how can it hold all these guys?" We soon found out! Being late arrivals, we were lucky. We were in cabins and soon found out about those below decks. My hat off and respect to those who endured those "accommodations". There were 20,000 of us aboard!

Off the Irish Coast, RAF Spitfires took up escorting the Liner to Greenock, Scotland. Debarkation was what I assume the usual boring chore; "Hurry up and wait" and then we transported to a military site near Ayer, Scotland. Of our Pilots and Radar Observers we knew nothing. Other "rows of corn to hoe" one figured. We soon found out that they were retraining from P-70's to the Bristol "Beaufighters".

The 417th was shortly later stationed at the RAF Station, Cranfield, not too far from London, later moving to the RAF Station at Scorton in Yorkshire. It was in this area that the 417th suffered it's first fatalities. Pilot, R/O and Armorer. The aircraft was taking part in a gunnery mission "up at the 'Wash'" on the East Coast of England.

Conversion training to Beaufighters completed, the ground echelon embarked on the Durban Castle (troop ship) and again, "hurry up and wait". Just for kicks, I'll ask, "Have you ever breakfasted on Kipperd Herring and Tea"? My advice, don't! Not unless you have a strong constitution, especially when aboard a pitching and rolling ship!

Finally someone roused us out of the sack because, "Gib" (Gibraltar) was on the Port side and

what a sight So who wants to go back to the "sack"? Not too long later, great heavens, look at all the lights, Tangiers! It didn't seem believable.

After a mistaken and abortive trip to Phillipville, North Africa, the 417th was finally debarked Mer-Sheil-Kaybar just outside of Oran, Algeria. We had our troubles of course, but finally managed to establish order out of chaos. Our destination? Tafaraoui Airfield, well known to most veterans of WWII North African flying fields. It's fame stemmed from the extremely "gumbo" quality of it's adobe mud.

Here at Tafaraoui we suffered our second aerial mishap. Fortunately it wasn't fatal but Lt. Joe Leonard certainly thanked the "Big Man" up above. Lt. Leonard wound up with one of the "Beau's prop tips not too far from his foot. Beaufighter engines were ahead of the pilot but the engine apparently twisted in its mount to allow this to happen. The third mishap involved an engine failure on take-off with visiting Nurses aboard for a "joy-ride". This was a common practice by more units than one! Fortunately, the pilot was skilled and succeeded in completing the take-off and returning all aboard safely to the field.

So far, all has pertained to other than Night Flying Operations. Night Operations were conducted on a continuous and over-lapping basis, from dusk through early daylight. Fighter sweeps, Intruder missions or boring Patrol. More than once on pitch black nights our Pilots would get caught in the slip-stream of a "Bogey" that they were vectored onto. I know! I know because going along as "baggage" to observe night identification problems I experienced the rolling sensation.

When vectored onto a "Bogey", chases quite frequently dropped down to just above water level over the Mediterranean and Tyrrhenian Sea. Of course, the advantage lay with the pursued since he could choose his altitude and our Night Fighters had to get some sort of positive identification. In this respect, the odds were against us. If anyone thinks that night can't be black as ink, they have another "think" coming! The majority of our missions were flown under Instrument conditions and were guided by a Sector Controller who guided out aircraft by Radar. The only other assist apart from normal flight panel instruments was the Absolute Altimeter. The Radar Observer came into action when Sector Control was able to direct the Pilot into effective Airborne Radar ranges. Coming up from behind and beneath to observe the silhouette of the "Bogey" and exhaust pattern gave opportunity for positive identification. If one thinks it's easy to see and to identify, they can try again. Practice of this type was consistently conducted by Pilots and R/Os of the 417th in order to maintain or sharpen proficiency. Upon overtaking a fellow Squadron plane in practice, the landing light was flashed to advise the over-taken Squadron mate that he had been "found" and "killed".

One of the more amusing incidents while at Tafaraoui was the "trading" with the local Arabs. A fellow would lie out Khaki's sox, etc., while a buddy stood back with a duplicate bundle of worn-out clothing. The Arab, having struck a bargain, another buddy would pull the Arab over to his pile and commence to haggle. While this was going on the fellow with the duplicate bundle of worn-out clothing would make a fast substitution of the worn-out clothing for the good. It was really hilarious inasmuch as we very often got taken too.

Now, lest anyone give credence to the myth that Night Fighter Pilots got a special diet to improve their night vision-forget it! At least it didn't happen in our Squadron! "C" Ration hash for days on end, boiled chicken, you name it As a matter of fact, we wound up swapping cigarettes for eggs. A dozen eggs to the carton (and not meaning to give an advertising plug) a Bakers Dozen for a carton of "Luckies"!

I mentioned the Tafaraoui mud it's tenacity previously. What a surprise one morning when our aircrews went out onto the field and found one of our "Beau's" with it's wing on the ground. Seems as though me hard-stand just couldn't support its ten and one half tons of weight after it's having been rain-soaked for a few days.

Next move for the 417th was to La Senia Airfield, just outside of Oran. More spacious quarters, better maintenance facilities, better everything. Here we suffered our first actual battle damage. Perhaps this sufficed to inject a measure of caution into our aircrews. One of our aircrews had the hell shot out of one engine but was able to return to La Senia without injury or further incident. This, I think may have been one of our first physical contacts with enemy aircraft. These men, after all, had been on endless and repeated boring patrols for so long. When the battle-lines moved up in Italy and Sardinia and Corsica were secured and the Oran Harbor was considered safe. The 417th was moved up to Corsica!

And then the move to Borgo Airfield in Corsica. Again, windy, dusty and did we get taken! I guess it was a matter of convenience between the two Supply Officers concerned but at any rate, we wound up with some "holy" tents. Patches galore had to be applied to make them habitable. Ours, which were still packaged, were exchanged for those that were already erected inasmuch as we had to become operational as soon as possible. Oh well, you live and learn!

I believe that it was in Corsica that we first encountered the Me 210, 310 and 410 series of Night Fighters and they did give us trouble because of their superior performance. Too, we were troubled with glowing exhaust collectors on our engines but the British Air Ministry soon corrected that problem. Up until this time, our "Beau's" were sitting ducks as far as the enemy Night Fighter gunner was concerned. Who could want a better target?

I don't recall all of the details but along about this time a Pilot of a neighboring Fighter Group brought a "Jug" to our field for standby escort, the idea being that where the "Beau" might be left behind in a chase, the "Jug" could overhaul and shoot down the "Bogey". As far as I know, it didn't work but it was an interesting experiment

It was while in Corsica that the 417th was *far* North of the allied lines in Italy. If you were on any kind of promontory, you could look South and East and see the flashes of Artillery blasts. On the night of 13/14 May 1944, a batch of He 177's bombed the "Hell" out of Poretta Airfield to the South of us. For some reason, with tent flaps rolled up, I happened to be on the visible side, spotted the string of Pathfinder flares and gave a yell! Then all-hell broke loose. Scared? You bet but we were, but we suffered no casualties. Needless to say, we were a chastened bunch the next morning.

Unfortunately, sometime during our tour in Corsica, we lost Lt. Joe Leonard and his R/O. I'm sorry that I can't recall his name. They had been vectored onto a "Bogey" and whether they flew into the water or were shot down was never determined at the time. Having flown as "baggage" many times with Lt. Leonard, I suspect the later. They were both gallant airmen. In a way, we were somewhat hamstrung in-as-much as enemy airmen could dodge behind the Isle of Pianosa or Isle of Elba to escape radar detection.

And then the invasion of Southern France with our Unit providing night air cover. St. Tropez, St. Rafael and eventually, Le Vallon Airfield not too far from Avignon or Aix-en-Provence. It might be worthy of note to mention that the rolling of



The best of the 417th NFS Beaufighters were in the new Hangar at LeVallon when the Mistral Wind tore it apart in March, 1945.

the LST, loaded with umpty-ump-ump hundreds of Spitfire auxiliary fuel tanks created one horrendous racket for those quartered in the Hold on bulk-head type bunks. Again, my hat off and deepest respect for those who endured the "unendurable!"

Immediately following our arrival in Southern France, hard on the heels of the Invasion Forces, night operations were assumed, particularly over the harbor of Marseille to protect vital supply shipping and the harbor installations. This was fine but it didn't *take* the 417th too long to find out what a "bitch" of an operational base they had been handed. Situated at the mouth of the Rhone Valley, the fierce, gusty "Mistral", 50 to 70 mph, made night let alone day operations a continual hazard since the wind periods often lasted up to a week and more of gusting.

I feel that it was here that the 417th earned its distinction. The "Mistral" was blowing continuously and me 417th had been advised that an attempt was going to be made to fly a shipment of gold bullion and art treasures from Germany to Spain. This was from our Intelligence sources. All Units were given the charge of intercepting this aircraft, including the 417th. Maintaining a ceaseless vigil despite the gale-like-winds; our Pilots and R/O's intercepted the aircraft that had slipped past two more Northerly based Night Fighter Units. If anyone wants the bullion and art, they can find them in the Mediterranean - somewhere. For this successful interception, personnel on the Unit were awarded the Presidential Unit Citation, to wear as a permanent part of their uniform. I still wear mine on occasions honoring our servicemen.

Of course, this overseas military life wasn't without it's occasional moments of humor. Our commissioned personnel were having rat trouble. That's right, Rat's! Our living area was located in an area of alfalfa with the attendant checks (for water) and the Officer area happened to be infested with rats that swiped goodies or destroyed clothing and other articles. Well, nothing but that an extermination should be conducted. When this was decided, 100 Octane gasoline and flares were commandeered, gasoline poured into the rat holes and a flare sent into the fuel. You guessed it!! What started out as an extermination would end up as destruction - of the tents by the burning rats running out of their holes seeking shelter in the very tents that they had



The new Hangar at Le Vallon was a real mess after Mistral Wind.



Tent Fire in February 1945 at Le Vallon, France resulted in Bob Condon being appointed Squadron Fire Inspector.

been pilfering. Laugh? I'm surprised that I survived the pain of the excruciating laughter and lived to come home - and remember. Bob Condon was assigned "Fire Inspector".

As was me infrequent custom, personnel were rotated home for rests. One such was Captain John S.M Lee. Returning, he and his R/O went out on an NFT (Night Fighter Training) mission. Regrettably, they never came back, having unaccountably gone into the "drink" in the harbor of Marseille. Both were highly regarded, respected; truly Officers and Gentlemen!

So then, the *war* in Europe progresses and the 417th moved up to St. Dizier where the Airfield was shared with "Crazy" Frenchmen flying B-26 Marauders. Must have been hell for our Pilots. This was another muddy "tent-city" for us and then the heart-tearing day when we received the news that President Roosevelt had been called on to another "job". While our own grief was bad enough, the expressions of grief and sadness of the local populous was most profound.

But we were not too long in St. Dizier, just long enough to make a trip to Paris, then the inevitable order, "we're moving out"! Of course the Air Echelon had it's own problems but we on the ground had to compete with other moving Units for a piece of highway. The famed "Dragons Teeth" of the Siegfried Line and other landmarks of the time; the Basque Dells, rolling stretches of green fields and forests. The Insignia of the Rainbow Division affixed on a castle over-looking Wurzburg, more rolling hills and at last our base, Tauberbischofsheim. Displacement of some of the local citizenry to make quarters available for our Squadron personnel. Again, out in the boonies but not too bad. After all, we were with another Fighter Group on the same Airfield, some of whom we were acquainted with from prewar days "back-home", from Army Air Corps days.



Bob Condon with Beau KW274

Here I'll interject a word about our *Beaufighters*. Perhaps they were War-Weary and had to be over-hauled time and again, but dog-gone it, they were a good workhorse. These aircraft more than filled the gap in time of need and gave dependable performance. It seems to me that somewhere I read that it, the Beaufighter, had originally been designed as a racer but due to the exigencies of war had been pressed into service as an RAF Fighter, adapted to Night Fighter duties. If so, a fine job; a fine aeroplane!

At this point my memory is somewhat hazy but I do know that we didn't have too much activity other than one night when a sentry challenged us on the way to the Flight Line and almost blew our heads off until we remembered the counter-word. Phew, talk about being scared of a heavy finger on a light trigger!

The 417th was then moved back to Biblis Airfield near Bensheim for a short period, thence to Gieblestadt, almost just across the Autobahn from Darmstadt. It was here I believe that we received our first P-61 "Black Widow" plane and it wasn't brand new. Well you pay your nickel and take what you get!

Now, I don't know how it was done in the Pacific Area, doubtless they had their problems, but our Units aircraft were crewed with Pilot and R/O only. The turreted .50's were locked in forward firing position along with the four 20mm cannon in the belly. "Baggage" could ride along sitting on the nose-

wheel covering behind my Pilot.

I never experienced it but from reports, the 20mm cannons made one hell of a roar when fired in the Beaufighter. If so, me roar must have been thunderous with the 20mm cannon under the Pilot of a "Widow" and the four .50's just behind and above him. It must be remembered too that the Beaufighter's .303 's were located out in the wings.

From Giebelstadt the Unit was moved to Kassel/Rothwesten (Germany) but at this time it was occupational duty and it was finally from Kassel that I returned home. What other incidents occurred I cannot say but until my departure from the 417th we had participated in seven major Campaigns: Southern France, Naples-Foggia, Rhineland, Central Europe, Rome-Amo, North Appenines and the Po Valley. I am proud that I was able to be a part of those operations!

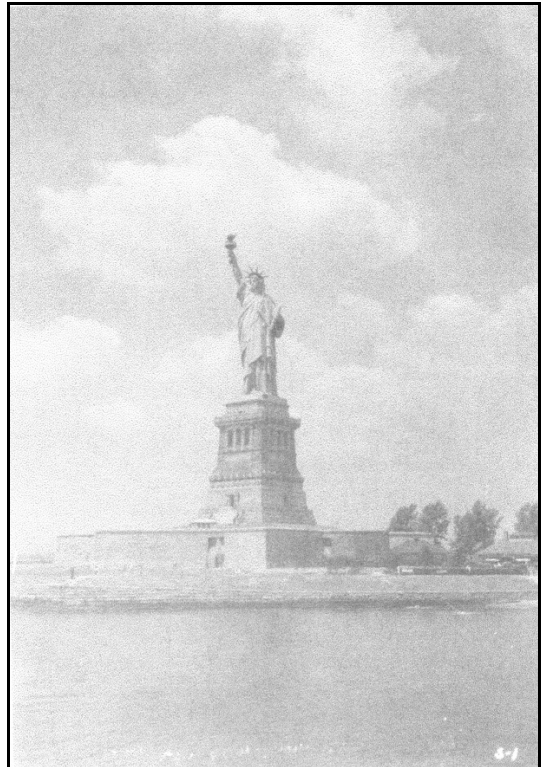
Return home was via air to Tidworth, Wilts, England and what seemed another interminable delay with eventual embarkation on me *Queen Mary*; 5 days of being crowded but it was different this time!

Arriving in New York Harbor, me WAC contingent aboard really covered the water with O.D. Slips, Stockings, Panties, you name it!

The Dock in Staten Island, the Red Cross girls with the milk and doughnuts; and then the flux caused by being without milk so long. Man, it was miserable. But back to Camp Kilmer and a chance to finally get on the "horn" at a miserable hour and say, "Hi, Honey, I'm *finally* home".

Perhaps I haven't done too well in recounting the story, the adventures, the exploits of a Unit but I'm proud, very proud, to have served with a gallant Unit of Gallant Men!

Author-*Unknown*



Coming Home!

AWARDS AND DECORATIONS TO PERSONNEL OF 417TH NIGHT FIGHTER SQUADRON

LEGION OF MERIT

Capt. G.E. Nelson
M/Sgt. E. A. Wetherald

DISTINGUISHED FLYING CROSS

Maj. C. R. McCray	Capt. T.A. Deakyne
Capt. R. D. Hamilton	1 st Lt. M. D. Campbell
1 st Lt. D. B. Cordell	1 st Lt. W. A. Henderson
1 st Lt. R. W. Jeffrey	1 st Lt. R. E. Perkins
1 st Lt. W. R. Williamson	2 nd Lt. R. J. McCullen
2 nd Lt. R. W. Inglis	F/O T. A. Hearn

DISTINGUISHED FLYING CROSS (British)

1st Lt. R. W. Jeffrey

ALSO RECOMMENDED FOR BRITISH D.F.C.

Capt. T.A. Deakyne

RECOMMENDED FOR CROIX DE QUERRE (Fr)

Capt. T.A. Deakyne	1 st Lt. M. D. Campbell
1 st Lt. R. E. Perkins	2 nd Lt. R. J. McCullen

AIR MEDAL WITH SIX CLUSTERS

Maj. C. R. McCray

AIR MEDAL WITH FIVE CLUSTERS

Capt. T.A. Deakyne
Capt. R. D. Hamilton

AIR MEDAL WITH THREE CLUSTERS

Maj. W. A. Larsen	1 st Lt. O. F. Allen
1 st Lt. R. J. Gebler	1 st Lt. H.H. Heinecke
1 st Lt. W. A. Henderson	1 st Lt. R. W. Jeffrey
2 nd Lt. W. M. Roble	

AWARDS AND DECORATIONS (Continued)

AIR MEDAL WITH TWO CLUSTERS

Capt. J. E. Davis	Capt. J. F. Draper
Capt. J. W. Kirwan	Capt. J. S. M. Lee
Capt. A. L. MacQueen, Jr.	Capt. H. A. Stirnus
1 st Lt. E. R. Berry	1 st Lt. E. H. Bowman
1 st Lt. D. B. Cordell	1 st Lt. R. W. Hall
1 st Lt. T. A. Hill	1 st Lt. T. C. Kulpinski
1 st Lt. L. G. Moldrem	1 st Lt. R. E. Kperkins
1 st Lt. L. R. Potter	1 st Lt. A. A. Speier, Jr.
1 st Lt. W. R. Williamson	1 st Lt. G. G. Woods
2 nd Lt. E. F. Packham	

AIR MEDAL WITH ONE CLUSTER

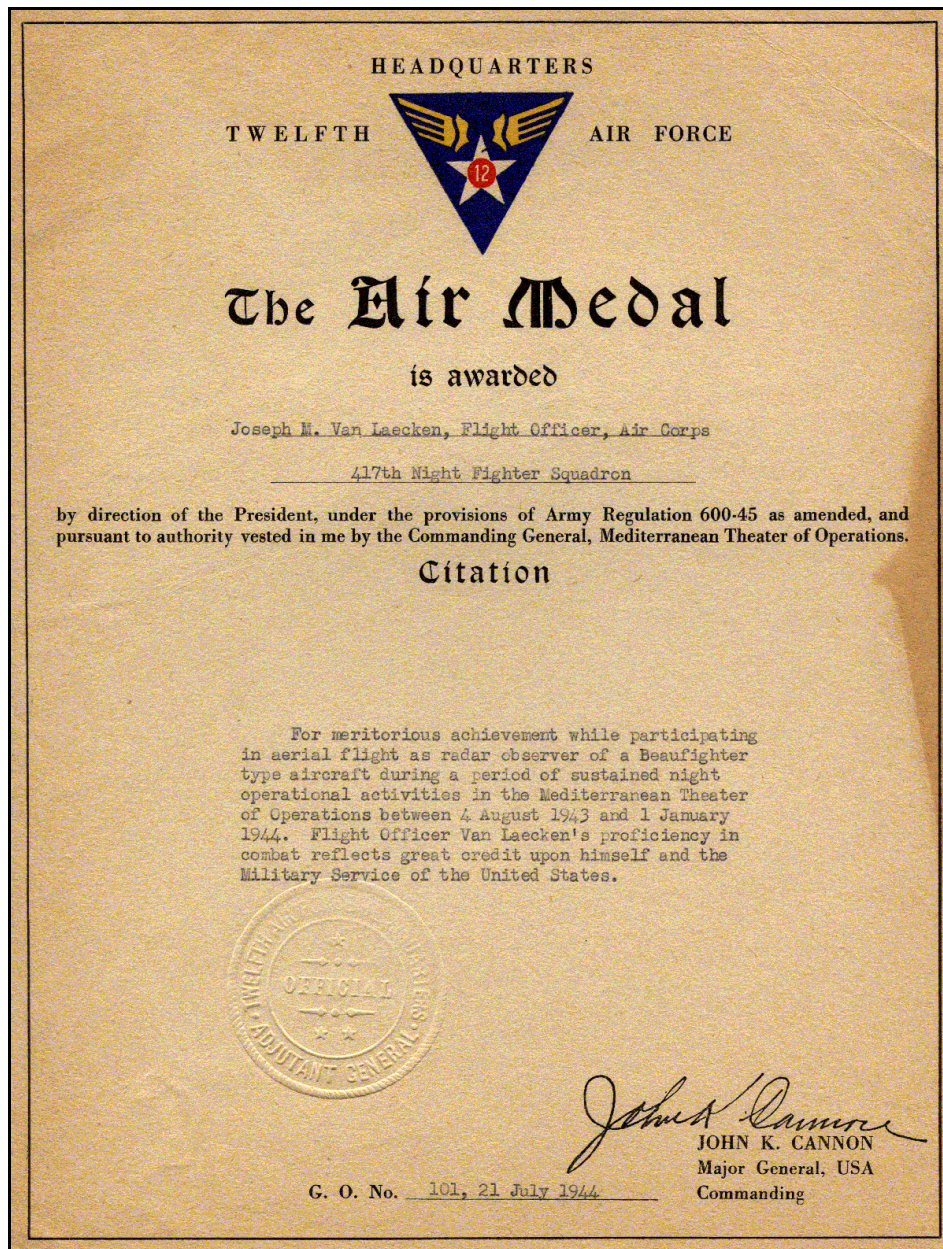
Maj. J. T. Ehlinger	Maj. K.K. Nelson
Capt. G. N. Wilson	1 st Lt. H. J. Allen
1 st Lt. R. C. Anderson	1 st Lt. M. D. Campbell
2 nd Lt. J. J. Fenimore	2 nd Lt. J. M. Van Laecken
2 nd Lt. T. L. Welfley	

AIR MEDAL

Capt. A. J. Katzberg	1 st Lt. J. W. Grange
1 st Lt. W. G. Groom	1 st Lt. N. Howard
1 st Lt. J. E. Leonard	1 st Lt. J. K. Pence
1 st Lt. S. C. Rial	1 st Lt. R. O. Swift
2 nd Lt. F. S. Campbell	2 nd Lt. J. W. Chelf
2 nd Lt. R. W. Condon	2 nd Lt. R. M. Cornwall
2 nd Lt. J. DeVore	2 nd Lt. W. E. Grinnell
2 nd Lt. R. P. Mangone	2 nd Lt. R. J. McCullen
2 nd Lt. H. L. Roth	2 nd Lt. S. E. Ruscell
2 nd Lt. J. A. Sunyar	F/O R. Christensen
F/O J. F. Clemmens	F/O C. K. Fuller

BRONZE STAR

1st Sgt. C. G. Hockman
M/Sgt A. M. Christensen
T/Sgt M. B. Cross



An example of the Award document accompanying the various awards and decorations.

R E S T R I C T E D

HEADQUARTERS TWELFTH AIR FORCE
APO 650

GENERAL ORDERS) 18 January 1945
:
NUMBER 11)

E X T R A C T

* * *

Section II - AWARDS OF DISTINGUISHED FLYING CROSS

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular 89, Hq NATOSA, 10 July 1944, the Distinguished Flying Cross is awarded to the following named personnel Air Corps, United States Army, citation and residence as indicated.

ROBERT J. McCULLEN, 0551406, 2d Lt, 417th Night Fighter Squadron. For extraordinary achievement while participating in aerial flight as an observer of a Beaufighter type aircraft. On 28 December 1944, while flying on patrol off the coast of southern France, Lt McCullen contacted a JU 290. Displaying superior professional skill and resourcefulness as he directed his pilot in attack, Lt McCullen enabled him to close within range and destroy one engine on the hostile plane. Continuing to maintain contact as the JU 290 dived to near water level, Lt McCullen again brought the Beaufighter within range and as his pilot's accurate fire struck the enemy aircraft, it was seen to fall from control and crash into the sea. His outstanding proficiency in combat and steadfast devotion to duty have reflected great credit upon himself and the Armed Forces of the United States.
Newark, N.J.

* * *

By command of Major General CANNON:

CHARLES T. MYERS
Brigadier General, USA
Chief of Staff

HI,

WELL DUFF AND I GOT A JERRY, AND A BIG ONE. WE ARE VERY HAPPY INDEED I'VE NEVER BEEN CONGRADULATED SO MANY TIMES IN MY LIFE. WHAT AN EXPERIENCE, JUST LIKE A BASEBALL GAME CHASING HIM. IMAGINE RIGHT IN BACK OF A GERMAN AIRPLANE. DEADER THAN A DEAD MACKEREL. WISH I HAD A COKE SO I COULD CELEBRATE. OH WELL I'LL DRINK TWO GLASSES OF WATER...HAD DINNER THE OTHER NIGHT WITH MADAM DAVID AND HER FAMILY. THEY TOO TREAT ME SWELL. I'M INVITED TO A NEW YEARS PARTY THERE. NATURALLY I HAVE ACCEPTED. WILL HAVE A GOOD TIME I'M SURE...HOPE I'M ABLE TO SLEEP TONIGHT. PROBABLY WON'T. HAPPY IS THE DAY THAT DUFF AND I GOT A JERRY...NATURALLY I CANNOT DATE THIS LETTER. BUT I'LL REMEMBER IT ALWAYS. IT'S IN MY LOG BOOK TOO. THE PROOF,..ENOUGH SAID...SEND ME JOHNNIE MAHON'S ADDRESS AS SOON AS YOU GET IT, AND I'LL LOOK HIM UP. I THINK THAT I CAN ARRANGE A DOUBLE DATE. OH YEA SAY'S HICKEY. WELL HAVE A DOUBLE DATE AND I'LL BE WITH BOTH GIRLS. NO I'LL TAKE HIM OUT AND INTRODUCE HIM TO MY NICE FRIENDS, BELIEVE ME I'M LUCKY I KNOW SOME OF THE NICEST PEOPLE ON EARTH. I CAN'T KEEP MY EYES OPEN.

LOVE AND 4 KISSES.

BOB.

CENSORED BY HICKEY I'M SURE.

(Date of action was December 28, 1944. This action led to the 417th NFS being awarded the Presidential Unit Citation./editor)

417th FATALITIES DURING WWII

NAME	DATE	CAUSE	LOCATION
F/O FRANK MC CLAIN (P) CPL WALTER T. DYER (CREW CHIEF)	MAY 22, 1943	CRASH IN BEAUFIGHTER	OFF COAST OF ENGLAND
1ST LT. CHESTER E. WATSON (P) F/O TELLO DE SANTIS (RO)	AUG. 9, 1943	CRASH IN FOG- BEAUFIGHTER	CRASH IN TAFAROU, N. AFRICA
CPL BONNIE L. BENEFIELD PVT CHARLES M. YERICO	UNKNOWN UNKNOWN	TRUCK ACCIDENT TRUCK ACCIDENT	AFRICA AFRICA
LT R.C. SWIFT (P) F/O H.A. KOHRMAN (RO)	DEC. 27, 1943	CRASH IN BEAUFIGHTER	MID-MEDITERRANEAN COAST OF N.AFRICA
F/O C.K. FULLER (P) F/O J.F. CLEMENS (RO)	JAN. 20, 1944	CRASH ON TAKE OFF- BEAUFIGHTER	LA SENIA, N.AFRICA (INTO SALT LAKE) (ALGERIA)
CPL E.A. GRIFFITH (COOK)	APR. 16, 1944	UNKNOWN ILLNESS	LA SENIA, N.AFRICA (ALGERIA)
SGT HARRY E. TUCKER (COOK)	MAY 25, 1944	OVERTURNED WEAPONS CARRIER	ISLAND OF CORSICA
1ST LT J.E. LEONARD (P) F/O R. CHRISTENSEN (RO)	MAY 13, 1944	SHOT DOWN ENEMY AND CRASHED IN BEAU	OFF ISLAND OF MONTE CRISTO
2ND LT R.W. INGLIS (P) F/O T.E. HEARNE (RO)	JULY 20- 21, 1944	SHOT DOWN "BED CHECK CHARLIE" AND THEN BOTH CRASHED	COAST OF CORSICA
LT. BERRYHILL (P) LT. R.L. RODGERS (RO) S/SGT ANDERTON (CREW CHIEF)	NOV. 2, 1944	CRASH IN BEAUFIGHTER	DIJON TO LYON, FRANCE
CAPT. JOHN S.M. LEE (P) 2ND LT LEONARD R. POTTER (RO)	NOV. 7, 1944	BEAU MM839 (SPUN IN- CRASH IN SEA)	MARSEILLE, FRANCE
2ND LT JACK DEVORE (P) 2ND LT WILLIAM E. GRINNELL (RO)	NOV. 16, 1944	BAILED OUT OF KW197 WHILE ON CHASE, NO TRACE FOUND	EAST OF NICE, FRANCE
2ND LT E.C. GRAYBILL (P) F/O H.L. KLEIN (RO)	DEC. 9, 1944	HIT POWER LINE IN BEAUFIGHTER	LE VALLON, FRANCE
CAPT. ALEXANDER L. MACQUEEN (P)	JAN 14, 1945	MURDERED	NIMES, FRANCE
PVT. R.S. MELANCON (COOK)	FEB. 6, 1945	MISTAKENLY DRANK CARBON TET	LE VALLON, FRANCE
LT T.E. CARTMELL (P) LT H.A. ANDERSON (RO)	APR. 26, 1945	SHOT DOWN IN P-61 BY FRIENDLY FLACK	ST. DIZIER, FRANCE
1ST LT MALCOMB D. CAMPBELL (P)	MAY 18, 1945	CRASHED IN ME-109	PILSON, CZECHOSLOVAKIA
LT COOLEY (P)	JUNE 28, 1945	PORT ENGINE LOST OIL FEATHERED STARBOARD PROP P-61 (CRASHED)	DARMSTADT, GERMANY

EDITORS NOTE: 417th NFS initial members noted in **BOLD** type. There are 241 men on the initial roster.
SUMMARY: Thirty-one men were lost during the war and occupation. Twenty-nine during the twenty-five months the 417th NFS was in active combat in Europe and North Africa. They were:

PILOTS	14	LOSSES IN BEAUFIGHTERS	21	LOSSES IN ENGLAND	2
ROs	10	LOSSES IN P-61	3	LOSSES IN NORTH AFRICA	9
CREW CHIEFS	2	LOSSES IN GERMAN Me 109	1	LOSSES IN CORSICA	5
COOKS	3	IN NON A/C ACCIDENTS	4	LOSSES IN FRANCE	13
OTHERS	<u>2</u>	MURDERED	1	LOSSES IN GERMANY	<u>2</u>
TOTAL	31	ILLNESS	<u>1</u>	TOTAL	31
		TOTAL	31		

417th NFS Victory Summary

Destroyed 7 /Probable 4 /Damaged 11

2/0/0 F/O R.W. JEFFREY, NAVIGATOR F/O HENDERSON
1/0/0 1ST LT THEODORE A DEAKYNE
1/0/0 1ST LT MALCOM D. CAMPBELL AND 2ND LT ROBERT J.
MCCULLEN
1/2/2 CAPT MCCRAY AND F/O HAMILTON
1/0/0 LT. GROOM AND F/O ROTH
1/0/0 LT. INGLIS AND F/O HEARNE
1/0/0 LTS WILLIAMSON AND CORDELL
0/1/0 LT. H.J. ALLEN AND LT W.E. GRINNELL
0/1/0 LT. H.J. ALLEN AND LT FRANK S. CAMPBELL
0/1/0 2ND LTS R.W. CONDON AND R.M. CORNWALL
0/0/2 LT. J.F. KIRWAN AND F/O J.M. VAN LAECKEN
0/0/1 CAPT. J.S.M. LEE AND F/O L.R. POTTER
0/0/1 2ND LTS ANDERSON AND WELFLEY
0/0/1 1ST LT. J.E. LEONARD
0/0/1 LT. HILL AND F/O HEINECKE

417th NFS Airborne Victories

Sqdn His- tory Para#	Date of Action	Action	Aircraft Type	Location	417th NFS Crew
81	9/3/43	Damaged	Ju 88		2ND LT. JACK KIRWAN AND F/O VAN LAECKEN, RO
	11/11/43	Damaged (Probable?)	Do 217	Convoy	LT. C.R. MC CRAY
	1/10/44	Damaged	Ju 88	Coast of Spain	1ST LT. J.E. LEONARD
105	3/28/44	Destroyed	Ju 88	40 MILES N-E OF CAPE PALOS, SPAIN	F/O R.W. JEFFREY, F/O HENDERSON, NAVIGATOR
108	3/31/44	Destroyed	Ju 88	55 MILES N-W OF CAPE TENES	F/O R.W. JEFFREY, F/O HENDERSON, RO
112	4/9/44	Destroyed	Ju 88	Anzio Beachhead, w/416th NFS	LT. GROOM AND F/O ROTH
121	5/1/44	Damaged	Ju 88		LT. J.F. KIRWAN AND F/O J.M. VAN LAECKEN
124	5/9/44	Damaged	Bed Check Charlie		CAPT. C.R. MCCRAY AND F/O R.D. HAMILTON
126	5/12/44	Probable (Destroyed?)	He 177	Borgo	CAPT MCCRAY AND F/O HAMILTON
126	5/13/44	Damaged (Probable?)	He 177	Borgo	CAPT MCCRAY AND F/O HAMILTON
128	5/14/44	Damaged	Bed Check Charlie		CAPT. J.S.M. LEE AND F/O L.R. POTTER
146	7/8/44	Damaged			LT. HILL AND F/O HEINECKE
	7/19/44	Damaged	Ju 88	20 MILES TO 40 MILES NORTH OF CAPE CORSE	To be determined
149	7/21/44	Destroyed	Ju 88		LT. INGLIS AND F/O HEARNE
154	8/3/44	Destroyed	Ju 188		LTS WILLIAMSON AND CORDELL
180	10/18/44	Probable	Ju 188	Cremona, Italy	LT. H.J. ALLEN AND LT W.E. GRINNELL
195	11/19/44	Probable	Ju 188		2ND LT HYRUM J. ALLEN AND FRANK S. CAMPBELL
199	11/29/44	Destroyed	Ju 188	Marseilles-Toulon	1ST LT THEODORE A DEAKYNE
200	11/30/44	Damaged	Ju 188	70 MILES EAST OF NICE, GULF OF GENOVA, ITALY	2ND LTS ANDERSON AND WELFLEY
206	12/16/44	Damaged	Ju 188	OVER WATER, NEAR SPEZIA, ITALY	MAJ C.R. MCCRAY AND 1ST LT R.D. HAMILTON
212	12/28/44	Destroyed	Ju 290	80 miles SE of Hyeres Island.	1ST LT MALCOM D. CAMPBELL AND 2ND LT ROBERT J. MCCULLEN
234	2/17/45	Probable	Me 210/410	Over water	2ND LTS R.W. CONDON AND R.M. CORNWALL

Section 3

417th NFS Pilots Log

This Section presents a document unique to the 417th, a description of each mission, done by the pilot and often including a certain degree of editorializing on his part. The Log is made even more tantalizing as it only covers the period of September 26, 1943 through March 19, 1944. During this period the Squadron was operating from North Africa.

The existence of the log is due to the initiative of the Squadron Operations Officer of the time, Captain K.K. Nelson. He directed that the pilots take the time to record the summaries. From a historical perspective we get to see in their own words the frustrations, hazards, excitement, and sometimes joy of flying.

Pilots names are not usually mentioned, rather they are identified by their radio call sign, which was a number greater than 50 assigned to each pilot, preceded by the Squadron call sign, "BISHOP". When the first replacement pilots joined the Squadron they were given numbers beginning with "70". The following tabulation was extracted from the log, and only shows the level of activity for each during that very specific 171 day period. When the Squadron moved to Corsica they were issued a new call sign, "WASTENOT". The pilots retained their earlier assigned number.

Pilot	Call Sign	Typical Aircraft	No. Missions	Flight Hours	Flights per Day	Hrs per Day
MAJOR J.T. EHLINGER	BISHOP 50	KV911	14	28.98	0.08	0.17
1ST LT. WM. A. LARSEN	BISHOP 51	KV913	68	86.17	0.39	0.50
1ST LT. H.A. STIRNUS	BISHOP 52	KV941	54	81.72	0.31	0.47
LT. J.S.M. LEE	BISHOP 53	V8743	81	143.67	0.47	0.83
1ST LT. C.R. MC CRAY	BISHOP 54	V8831	89	138.35	0.51	0.80
1ST LT. A.L. MACQUEEN JR.	BISHOP 55	V8743	99	158.83	0.57	0.92
1ST LT. J.E. LEONARD	BISHOP 56	V8822	104	183.57	0.60	1.06
1ST LT. S.B. HOOTON	BISHOP 57	V8760	65	95.07	0.38	0.55
2ND LT. J.F. KIRWAN	BISHOP 59	V8834	76	141.75	0.44	0.82
2ND LT. R.C. SWIFT	BISHOP 60	V8806	60	77.87	0.35	0.45
2ND LT. W.G. GROOM	BISHOP 61	V8760	100	159.52	0.58	0.92
2ND. LT. GEORGE D. HUGHES	BISHOP 62	KV913	4	2.92	0.02	0.02
F/O R.W. JEFFREY	BISHOP 63	V8806	81	134.83	0.47	0.78
2ND LT. W.R. WILLIAMSON	BISHOP 64	V8819	67	88.98	0.39	0.51
F/O C.K. FULLER	BISHOP 65	V8822	35	63.77	0.20	0.37
F/O T.A. DEAKYNE	BISHOP 70	ND168	90	165.93	0.52	0.96
CAPT. KENNETH K. NELSON	BISHOP 71	V8760	38	78.98	0.22	0.46
LT. GEBLER	BISHOP 72	KV961	31	34.58	0.18	0.20
LT. HILL	BISHOP 73	ND164	15	21.25	0.09	0.12
Total			1171	1886.74		

Note: The assessment of missions, number flown, number of flight hours, flights per day and flying hours per day are taken from the log. They give some perspective as to the demands and intensity experienced by the men of the 417th NFS. *Editor*

PILOTS LOG

417TH NIGHT FIGHTER SQUADRON

North Africa Operations

September 26, 1943 to March 19, 1944

SEPTEMBER 26, 1943

CAPTAIN KENNETH K. NELSON,
BISHOP 71, V8743, TIME
0930 -, GUNNERY FLIGHT.
DIDN'T GET OFF THE
GROUND BECAUSE THE
RIGHT PROPELLER WAS
SOMEHOW DISCONNECTED
FROM THE PROP PITCH

Captain K.K. Nelson, Squadron Operations Officer, directed that a short summary of each flight be made, beginning September 26, 1943. The emphasis faded after mid-March 1944. The collected summaries that follow offer unique insight to 417th NFS operations and the times.

CONTROL. ALSO THE RIGHT ENGINE ONLY PUT OUT 2600 RPM, AT FULL THROTTLE.
THOUGH THE SHIP WAS MARKED IN, VHF HAD TO REPLACE PORT SET.

CAPTAIN KENNETH K. NELSON, BISHOP 71, V8834, TIME 1530 - 1645, GUNNERY FLIGHT. FIRED AT GROUND TARGETS ON SALT LAKE. ALL GUNS FIRED, NO STOPPAGES. NOTED IN FORM 1A THAT THE BRAKE FOR THE LEFT THROTTLE WAS TOO LOOSE.

CAPTAIN KENNETH K. NELSON, BISHOP 71, V8834, TIME 2020 - 2320, GCI WITH STALECRUST. THOUGH THE SHIP WAS ON THE GROUND FROM 1645 UNTIL 2020, ARMAMENT WAS STILL RELOADING THE CANNONS AND MACHINE GUNS WHEN I ARRIVED TO TAKE OFF. THEY HELD ME UP APPROXIMATELY TEN MINUTES, AND IN THEIR HASTE TO GET THE SHIP READY, THE HOLD DOWN SCREWS ON THE LEFT SIDE OF THE LEFT CANNON PANEL WERE NOT TIGHTENED, AND CONSEQUENTLY THE LEFT CANNON PANEL BLEW OFF ON TAKE-OFF. BECAUSE THE LOSS OF THIS PANEL DIDN'T SEEM TO AFFECT THE FLYING OF THE AEROPLANE, I CONTINUED WITH MY MISSION. I STOOGED AROUND FOR THE FIRST HOUR WAITING FOR PLAYMATE. BISHOP 56 CAME UP AND WORKED AS MY TARGET FOR FOUR UNSUCCESSFUL INTERCEPTIONS: (1) GOT VISUAL BUT RO BROUGHT ME IN TOO FAST AND TOO LOW. I OVERSHOT TARGET AND LOST VISUAL. (2) GOT VISUAL BUT RO BROUGHT ME IN TOO FAST AND AGAIN TOO LOW. STALLED TRYING TO STAY BEHIND TARGET AND HAD TO PUT NOSE DOWN AND GIVE IT THE GUN TO KEEP FROM SPINNING. (3) RO BROUGHT ME IN TO 800 FT. NO VISUAL. HAVE A HUNCH I WAS TOO LOW AGAIN. (4) STALECRUST PUT ME IN FRONT OF TARGET. FINGER TROUBLE. V. H. F. WAS EXCELLENT ON BOTH SETS ALL EVENING. A.I. WENT OUT AT 2245. MADE ONE SUCCESSFUL INTERCEPTION AS TARGET. REQUESTED SEARCHLIGHT HOMING AND RECEIVED IT WITHIN FIVE MINUTES. HAD TO ASK BRADSHAW TO TURN OFF SEARCHLIGHTS THREE TIMES BEFORE THEY WERE TURNED OFF. WROTE UP RATE OF CLIMB SHOWING 200 FT. DESCENT IN LEVEL FLIGHT.

2ND LT. GEORGE D. HUGHES, BISHOP 62, V8743, TIME 1615 - 1625, GUNNERY FLIGHT. TOOK OFF. RIGHT MOTOR WAS VIBRATING EXCESSIVELY. LANDED AND MARKED THE SHIP UP AS U/S. DURATION OF FLIGHT 0:10.

2ND LT. GEORGE D. HUGHES, BISHOP 62, V8450, TIME 1700 -, DID NOT TAKE OFF AS RIGHT ENGINE SHOWED MAG DROP.

1ST LT. J. S. M. LEE, BISHOP 53, V8450, TIME 2100 - 2130, TOOK OFF TO REPLACE BISHOP 56 ON MISSION WITH STALECRUST. RETURNED TO BASE 15 MINUTES AFTER T.O. WITH ROUGH STBD. ENGINE OIL PRESSURE 70 LBS.

1ST LT. J. E. LEONARD, BISHOP 56, V8819, TIME 1600 - 1630, GUNNERY MISSION, SHADOW, BUT PLAYMATE FAILED TO TAKE OFF SO I STOOGED

Gen:

- Each pilot was given a unique "call sign". "BISHOP" indicated the 417th NFS, and was followed by a two digit number. The initial pilots were assigned numbers 50 (Major Ehlinger) to 65. The replacement pilots began with number 70.
- GCI is Ground Controlled Intercept
- V.H.F., or VHF, refers to the Very High Frequency communications "R/T", or radio Receiver/Transmitter.
- A.I. or AI is Airborne Intercept Radar, the eyes of the night fighting Beaufighter.
- Gen-British for information, data, the General picture.
- "BRADSHAW" was the call sign for the Tafaroui RAF aerodrome control.
- "PI" is Practice Intercept.

AROUND AND DID SOME GROUND GUNNERY BUT THE GUNSIGHT WENT OUT AND SINCE THE R/T WAS BAD I RETURNED TO BASE AND PANCAKED.

1ST LT. J. E. LEONARD, BISHOP 56, V8819, TIME 2015 - 2050, TOOK OFF ON P.I. WITH PLAYMATE TO FOLLOW. BRADSHAW VECTORED ME OUT AND THEN MY R/T WENT OUT AND I RETURNED TO BASE AND PANCAKED.

1ST LT. J. E. LEONARD, BISHOP 56, KV911, TIME 2130 - 2310, P.I. MISSION AFTER BISHOP 53 PANCAKED WITH BAD ENGINE. MY R/T SEEMED WEAK ON TAKE-OFF BUT I FLEW THE MISSION AND MY R/T TRANSMISSION WAS WEAK. I FLEW TARGET ON FOUR MISSIONS IN WHICH BISHOP 71 FAILED TO GET CONTACTS ALTHOUGH MY OBSERVER GOT BACK-BLIPS ON EACH ONE OF THE ATTEMPTED INTERCEPTIONS. MY R/T WENT OUT DURING AN INTERCEPTION I MADE ON BISHOP 71 AFTER HE FAILED TO MAKE CONTACT. I THEM TRADED HEADSETS WITH MY OBSERVER AND STALECRUST MADE A VERY GOOD INTERCEPTION WITH BISHOP 71 AS TARGET. ON LANDING I BOUNCED THE FIRST ONE AND PULLED AN OVERSHOT. GOT VISUAL AT 1000 FT.

F/O DEAKYNE, BISHOP 70, V8814, TIME 1500 - 1640, GUNNERY MISSION. ALL BUT ONE CANNON JAMMED PRIOR TO COMPLETION OF EXERCISE. NFT SUCCESSFUL. A/C OK, BUT PORT R/T WEAK.

F/O DEAKYNE, BISHOP 70, V8814, TIME 2030 - 2335, PI WITH BISHOP 60, (1) CONTACT BROKEN THEN REGAINED AND VISUAL OBTAINED AT 300 FT. (2) CONTACT OBTAINED AFTER SOME TIME, BUT AS TARGET WAS RETURNING TO BASE, NO VISUAL OBTAINED WHEN CIRCUIT WAS REACHED. 75 MAG DROP ON STARBOARD ENGINE.



Map showing several of the key bases and destinations of the 417th NFS in the Mediterranean area, 1943-1944.

2ND LT. SWIFT, BISHOP 60, V8743, TIME 2030 - 2330, GCI PI WITH BISHOP 70. ONE VISUAL FROM THREE CONTACTS. BROUGHT IN TOO FAST BY FISHBONE. VISUAL ABOUT 500 FT. "F" CHANNEL BAD.

2ND LT. SWIFT, BISHOP 60, KV911, TIME 1530 - 1700, GUNNERY AND NFT. ONE GUN JAMMED (SHELL WOULD NOT FIRE). R/T REPORTED U/S. TAIL WHEEL SHIMMY ON LANDING.

SEPTEMBER 27, 1943

1ST LT. J.E. LEONARD, BISHOP 56, KV913, TIME 1200 - 2230, TEST HOP ON 913 AFTER 160 HR. INSPECTION. THE A/C WAS IN VERY GOOD SHAPE AS WAS THE R/T.

1ST LT. J. S. M. LEE, BISHOP 53, V8743, TIME 0030 - 0330, MISSION WITH STALECRUST. SIX FIGHTER INTERCEPTIONS COMPLETED - ALL THE SAME TYPE - PORT ABOUT.

CONTROLLING WAS SATISFACTORY PLUS. VISUAL AT 400 FT.

1ST LT. STIRNUS, BISHOP 52, V8834, TIME 1030 - 1350, CROSS COUNTRY TO REGHAIA AND RETURN. AFTER TAKE-OFF THE PORT UNDERCART WOULD NOT STAY RETRACTED UNLESS THE HYDRAULIC PRESSURE WAS MAINTAINED. THE OPERATION OF THE GEAR FUNCTIONED PROPERLY. ON THE RETURN TRIP THE PORT WHEEL LOCKED PROPERLY AND NO DIFFICULTY WAS ENCOUNTERED. THE FLIGHT WAS UNEVENTFUL, AVERAGE HEIGHT 3000 FT. DURATION OF BOTH LEGS 02:45.

2ND LT. S. B. HOOTON, BISHOP 57, V8760, TIME 1425 - 1610, 15 MINUTES FORMATION, GROUND GUNNERY - STOPPAGE, NFT. STARBOARD HATCH STICKS, STARBOARD CYL. H. TEMP. U/S. STARBOARD FUEL WARNING LIGHT U/S. PORT ENGINE THROWING OIL. V.H. F., V. D. SWITCH WORKS.

2ND LT J. F. KIRWAN, BISHOP 59, KV913, TIME 1430 - 1605, FORMATION AND GUNNERY. GUNS NOT HARMONIZED. SHIP OK. "C" CHANNEL PISS POOR.

1ST LT. C. R. MCCRAY, BISHOP 54, V8834, TIME 1430 - 1730, FORMATION AND GUNNERY. MADE 1 TURN IN FORMATION WHEN BRADSHAW CALLED AND DIVERTED 54 AND 64 TO SEARCH FOR A P-39 PILOT WHO BAILED OUT 20 MI. N. OF LAPASSET. MADE RECTANGULAR SEARCH AT 500 FT., BEGINNING EAST OF ASSIGNED POINT AND WORKING WEST. HAD TO WORK OVER CONVOY - CALLED TWICE. PLESSEY GUN DIDN'T WORK SO HAD TO USE VERY PISTOL. V. H.F. VERY GOOD, EVEN AT 500 FT.



F/O WILLIAMSON, BISHOP 64, V8819, TIME 1430 - 1730. FORMATION AND GUNNERY. MADE 1 TURN IN FORMATION WHEN BRADSHAW CALLED AND DIRECTED BISHOP 54 AND 64 TO SEARCH FOR A P-39 PILOT WHO BAILED OUT 20 MILES N. OF LAPASSET. MADE RECTANGULAR SEARCH ON THE DECK. WORKED OVER CONVOYS. FINALLY BRADSHAW CALLED AND SAID TAKE HEADING 210 DEGREES AND RETURN TO BASE AFTER 3:00 HRS. OF SEARCH. THEN LANDED AT 1730 AND HAD TO STAND OUT AND WAIT FOR RIDE BACK TO OPS. SO WHY CAN'T WE HAVE SOME TRANSPORTATION.

F/O WILLIAMSON, BISHOP 64, V8819, TIME 1930 - 2030. TOOK OFF FOR GCI BUT WAS INFORMED LATER TO WORK AT OVER FIELD UNTIL FISHBONE WAS READY, THEN WHEN TIME CAME, MY RADIO WAS VERY DISTORTED AND TRIED TO CALL THEM, BUT COULDN'T CONTACT THEM, SO TRIED BISMUTH AND WAS VERY DISTORTED, AND WHEEL INDICATOR ON PORT WOULDN'T GO DOWN, SO PUMPED THEM DOWN AND LANDED, AND WROTE RADIO AND WHEEL INDICATOR UP.

F/O WILLIAMSON, BISHOP 64, V8450, TIME 1054 - 1124. TOOK OFF AND RIGHT ENGINE WAS ROUGH AND OIL PRESSURE DROPPED DOWN TO 70 AND FLUCTUATED BETWEEN 70 - 90 SO LANDED, AND PUT IT IN HANGAR AND FOUND FOUR PISTON RINGS BROKEN. WROTE IT UP IN FORM 1A.

2ND LT. HOOTON, BISHOP 57, KV911, TIME 1920 - 2010. TOOK OFF FOR GCI MISSION BUT RADIO WAS DISTORTED AND COULD NOT CONTACT BRADSHAW OR STALECRUST. HAD TO CIRCLE BASE FOR 55 MINUTES WAITING FOR FLARE PATH TO BE LIGHTED. THERE WERE 5 SHIPS IN

One of the 417th NFS Mk IV equipped Beaufighters in flight over Oran, Algeria

Gen:

- "Pancaked", a British term for "landed"
- "PI", Practice Intercept
- References to "Mag Drop" refer to the required runup check of the engines prior to takeoff. One set of the dual sparkplugs in each of the cylinders was switched "off" for a short period and the resulting drop in engine rpm noted. A drop greater than 50 rpm was cause to abort the takeoff.
- "Angels" refers to the altitude of the aircraft. Angels 7 being 7,000 feet.

PATTERN AND CONTROL MADE NO EFFORT TO STACK US. WHEN WE TRIED TO STACK OURSELVES, BISMUTH TOLD US TO MAINTAIN RADIO SILENCE BECAUSE THEY HAD SOME P-39'S IN PATTERN IN DISTRESS. WHEN I DID GET A CHANCE TO LAND, THE FLARE PATH WAS IMPROPERLY LIGHTED SO I USED THE LANDING LIGHTS. MY BRAKES WERE WEAK AND I ALMOST RAN OFF THE RUNWAY. WROTE UP BRAKES AND RADIO IN FORM 1A. FIN.

1ST LT. STIRNUS, BISHOP 52, V8819, TIME 2215 - 2315. TOOK OFF FOR GCI MISSION. HAD DIFFICULTY CONTACTING BRADSHAW. AFTER REACHING PROPER ANGLES I SWITCHED TO STALECRUST AND HAD THE SAME TROUBLE. MY PLAYMATE LOST CONTACT WITH STALECRUST AND AFTER DIFFICULT ATTEMPTS AT COMMUNICATION I REQUESTED PERMISSION TO PANCAKE.

1ST LT. C. R. MCCRAY, BISHOP 54, V8834, TIME 2030 - 2200. NO TAKE OFF AT 1930 BECAUSE 57 RETURNED WITH BAD R/T. OFF AT 2050 TO REPLACE 64 PLAYING WITH 59 ON STALECRUST. ONE INTERCEPTION EACH - LOST TARGET ONCE, FISHBONE PUT US RIGHT BACK ON HIS TRAIL. VISUAL AT 800 FT. IDENTIFICATION AT 350 FT. RETURNED TO BASE AT 2200. STBD. WHEEL WOULD NOT INDICATE DOWN AND HORN BLEW. TRIED EVERYTHING I KNEW AND DECIDED TO TRY 3-POINTING TO SNAP LOCK IN PLACE, SINCE I COULD SEE STBD. TIRE FROM COCKPIT. THEN ADVICE BEGAN POURING IN FROM THE GROUND. BY THE TIME I TRIED IT ALL AND RO WORKED UP TWO BLISTERS FROM USING HYDRAULIC PUMP, WITH HYDRAULIC SYSTEM IN EMERGENCY AND HAND PUMP FAIRLY STIFF, CAME IN AND LANDED. HIT HARD IN 3-POINT ATTITUDE AND FELT STBD. WING SINKING. BUT IT DIDN'T GO DOWN. TAXIED TO END OF RUNWAY AND WAITED FOR GROUND CREW TO RETURN FROM SCENE OF EXPECTED CRASH TO LEAD ME IN. CUSSSED CRASH TRUCK AND AMBULANCE DRIVERS (MENTALLY) FOR SHINING HEADLIGHTS UP RUNWAY WHILE MAKING MY APPROACH. AFTER STOPPING FOUND BENT CONTACT SPRING ON STBD. INDICATOR SWITCH. FISHBONE'S V.H.F. WAS VERY CLEAR, R/T PROCEDURE INCLUDED SOME PERSONAL MESSAGES AND INDIVIDUAL'S NICKNAMES.

2ND LT. W. G. GROOM, BISHOP 61, KV911, TIME 2215 - 2300. FLEW FOR APPROXIMATELY 15 MINUTES THEN STBD. R/T SET WENT U/S. PORT SET VERY, VERY WEAK. RETURNED TO BASE AND ORBITED FOR 15 MINUTES WAITING FOR BISHOP 54 TO PANCAKE. FINALLY PANCAKED. SHIP VERY GOOD EXCEPT FOR R/T FAILURE. BRAKES SLIGHTLY WEAK.

2ND LT. J. F. KIRWAN, BISHOP 59, KV913, TIME 1930 - 2230. SHIP OK. AI WITH 64 TILL HIS SHIP WENT OUT. PATROL UNDER FISHBONE UNTIL 54 CAME UP TO PLAY.

SEPTEMBER 28, 1943

2ND LT. SWIFT, BISHOP 60, KV913, TIME 1030 - 1400. SHIP OK OTHER THAN HORN BLOWS WHEN UNDERCART DOWN - STARBD INDICATOR STAYS AT NEUTRAL. X-COUNTRY TO LAPASSET - HAD WEINERS AND SOURCROUT THEN RETURNED

F/O FULLER, BISHOP 65, V8834, TIME 1330 - 1445. FLEW PRACTICE GUNNERY WITH 50 ROUNDS OF H.E. CANNON AMMO. FIRED TWO BURSTS AT SHADOW TARGET AND TWO AT GROUND TARGET MADE A PRACTICE INTERCEPTION WITH BISHOP 63. AI WASN'T VERY GOOD. SHIP OK EXCEPT LEFT THROTTLE CREEPS AT 2300 RPM. OR BETTER.

F/O JEFFREY, BISHOP 63, V8814, TIME 1325 - 1450. GUNNERY AND NFT MISSION. GUNNERY VERY GOOD THREE BURST AT SHADOW TARGET HITTING TWO. REST WAS FIRED AT GROUND TARGET. NFT AT 8000. AI SET VERY GOOD. HAD LT. APOSTLE OF BRADSHAW AS PASSENGER - ENJOYED RIDE VERY MUCH. ONE CANNON JAMMED. STARBOARD OUTBOARD. SHIP OK. PARTNER IN CRIME BISHOP 65.

1ST LT. LARSEN, BISHOP 51, KV913, TIME 1405 - 1515, GUNNERY AND NFT. ALL GUNS FIRED ON GUNNERY MISSION SUCCESSFUL. AI OK. HAD LT. WIDNER OF BRADSHAW AS PASSENGER. CAME HOME EARLY BECAUSE OF ROUGH ENGINE IN CLIMB. PORT ENGINE HAD 75 MAG DROP. WHEEL INDICATOR OUT. GOOD FLIGHT.

1ST LT. A. L. MACQUEEN, BISHOP 55, V8760, TIME 1400 - 1520, GUNNERY, NFT, FORMATION. (POLE ON ROOF KNOCKED OFF). GOOD TRIP UNEVENTFUL EXCEPT THAT WE CAUGHT AND PASSED SILVER P-39 AT 265 MPH. PILOT'S RIGHT EAR U/S.

2ND LT. W. T. GROOM, BISHOP 61, V8819, TIME 1300 - 1550. TO REGHAIA, LANDED REGHAIA 1415. TRIP UNEVENTFUL. T.O. REGHAIA 1430, RETURNED TO BASE. CLEANED UP OPERATIONS A BIT. HOLE IN PORT WING OTHERWISE TRIP AND SHIP OK.

F/O JEFFREY, BISHOP 63, V8806, TIME 1830 - 1855, TEST HOP. NEW STERN FRAME, RUDDER STRUT, AND TAIL TIRE. SHIP OK. SHORTEST TEST HOP I EVER MADE 25 MINUTES FLAT. CREW CHIEF S/SGT PEYRON AS PASSENGER. LANDED EARLY SO CANNONS COULD BE LOADED FOR PI AT 1930.

1ST LT. LARSEN, BISHOP 51, HV649, TIME 1700 - 1740, TEST FLIGHT. BATTERY WAS NOT BEING CHARGED. THE STARBOARD WHEEL INDICATOR DID NOT SHOW UP. ENGINES OK.

1ST LT. LARSEN, BISHOP 51, KV911, TIME 1930 - 2005, GCI WITH STALECRUST. THE RADIO WAS TOO NOISY TO USE. IT WOULD HAVE DRIVEN US OUT OF THE COCKPIT IN 21/2 HOURS.

2ND LT. W. G. GROOM, BISHOP 61, V8760, TIME 1900 - 2130, PI. BISHOP 51 RETURNED TO BASE BECAUSE OF R/T FAILURE. STOOGED AROUND FOR ABOUT 30 MIN. INSTRUCTED TO RETURN TO BASE. GOT IN PATTERN, WHEELS DOWN, PREPARED TO PANCAKE. INSTRUCTED TO GO BACK AS 51 WOULD BE AIRBORNE SOON. WAITED ANOTHER HOUR. FINALLY 51 ARRIVED MADE 1 GOOD INTERCEPTION ON 51. HIS R/T FAILED AND BOTH OF US RETURNED TO BASE. "PANTHER PISS" PERCOLATED PERFECTLY THROUGHOUT PERIOD.

1ST LT. WM. A. LARSEN, BISHOP 51, KV911, TIME 2025 - 2135, GCI WITH STALECRUST. PLAYMATE 61, 61 MADE 1 GOOD INTERCEPTION ON ME AND MY R/T WAS SO BAD THAT I COULD NOT BE CONTROLLED BY GCI SO I PICKED UP 61 ON MY OWN AND STAYED WITH HIM. COULD NOT INTERCEPT BECAUSE 61 WAS GOING TOO FAST. IT WAS GOOD WORK ON PART OF MY RO CONSIDERING THAT 61 WAS TRYING TO GET ON ME TO TAKE ME HOME. THE PLANE WAS OK BUT R/T WAS WEAK ON PORT SET AND DISTORTED ON STARBOARD.

F/O C. K. FULLER, BISHOP 65, V8814, TIME 1930 - 2200, WORKED WITH FISHBONE. ON TAKE OFF RIGHT ENGINE CYL. TEMP. WAS UP TO 285 DEGREES C. BUT NOT ROUGH. RAN 3 INTERCEPTIONS. FISHBONE WAS PRETTY HOT. TRIED ONE HEAD ON AND WORKED OUT OK. GOT VISUALS AT 1000 FT. UPON RETURN TO FIELD RIGHT ENGINE WAS SO ROUGH IT NEARLY VIBRATED US OUT OF THE PLANE ON DOWN WIND LEG. JUST BEFORE I TURNED ON APPROACH RIGHT ENGINE QUIT BUT FOR ONCE I HAD PLENTY OF ALTITUDE AND CAME IN WITH FULL LEFT RUDDER, NO TRIM. YOU CAN'T TAXI WITH ONE ENGINE EITHER.

F/O JEFFREY, BISHOP 63, V8806, TIME 1035 - 2235, WORKED WITH FISHBONE. PLAYMATE 65. MADE 3 INTERCEPTIONS, EACH ALL GOOD. ELEVATION SQUINT OH AI SET CROSSED. RO FIXED SET. CAME BACK TO BASE. CIRCLED BASE FOR 20 MINUTES WAITING FOR 65 TO CLEAR. SHIP OK.

SEPTEMBER 29, 1943

1ST LT. WM. A. LARSEN, BISHOP 51, TIME 0400. ALL FLYING STOPPED BECAUSE ONLY AVAILABLE CRASH TRUCK WAS STUCK ON FIELD. FLYING CONTROL WILL NOT LET US FLY WITHOUT A CRASH TRUCK. IT'S COLD AS HELL. LT. MACQUEEN AND I ARE STAYING AWAKE SO WE CAN SLEEP ALL DAY TO-DAY.

2ND LT. G. D. HUGHES, BISHOP 62, KV913, TIME 1525 - 1640. MADE A NFT. PLAYED WITH BISHOP 70. EACH MADE TWO INTERCEPTIONS. SET WORKED VERY WELL. TAIL SHIMMY ON LANDING. ('T WAS A GOOD LANDING TOO - BY DAMN)

F/O DEAKYNE, BISHOP 70, V8760, TIME 1520 - 1655, DID NFT WITH BISHOP 62, 2 INTERCEPTIONS, BOTH OK. DID RUN ON BABY, ALSO OK. CUT OFF ON APPROACH BY P-39. MADE HARD LANDING SECOND TIME AROUND.

2ND LT. G. D. HUGHES, BISHOP 62, KV913, TIME 1830 - 1840. STBD. GILL MOTOR U/S.

2ND LT. W. G. GROOM, BISHOP 61, KV911, TIME 1050 - 1915., FOR GIBALTAR. SCARED HELL OUT OF A C-47. LANDED AT GIB 1230 WITH LT. FRANCES AS PASSENGER. PRIME PURPOSE OF TRIP TO PICK UP "FROG". MAIN CARGO COMING BACK "WHISKEY". FROG WAS IN HOSP. T.O. GIB. 1745. LANDED TAF. 1915. WEATHER PERFECT, SHIP PERFECT, EVERY DAMN THING PERFECT.

1ST LT. J. E. LEONARD, BISHOP 56, V8760, TIME 1850 - 2050, CONVOY PATROL ON "MANICURE". BRADSHAW VECTORED ME OUT AND I SIGHTED THE CONVOY AT 1903. THE PATROL WAS UNEVENTFUL. THE WEATHER WAS PERFECT. WE CAME IN ON "MOTHER" FOR ABOUT 60 MILES. THE PLANE WAS IN DAMNED GOOD SHAPE.

2ND LT. G. D. HUGHES, BISHOP 62, KV913, TIME 2005 - 2125, PI WITH BISHOP 70. CYL. HEAD TEMP. WENT UP TO 280 DEGREES VERY FAST ON T.O. OIL TEMP. STAYED DOWN AT 15 DEGREES AND OIL PRESSURE DROPPED ONCE FROM 105 LBS. TO 85 LBS. BUT CAME BACK UP. AFTER ONE INTERCEPTION EACH BOTH 70 AND MYSELF RETURNED TO BASE. PORT ENGINE WAS ROUGH ALL THE TIME. DURATION OF FLIGHT 1:20 HRS

Gen:

- "Panther Piss" was the squadron name for Beaufighter V8760.
- "Weapon Bent" means that the aircraft or some of its equipment is not fully operational or combat ready, and will require repairs.
- NFT, Night Fighter Training

(ANOTHER GOOD LANDING - SOMETHING MUST BE WRONG!)

F/O DEAKYNE, BISHOP 70, TIME 2000 - 2125 PI WITH BISHOP 62. RAN ONE INTERCEPTION OBTAINED VISUAL AT 300 FT. NO OXYGEN IN AIRCRAFT AND R/T TRANSMISSION DISTORTED (LATER FOUND THERE WAS OXYGEN BUT RO HAD FINGER TROUBLE). BISHOP 62 HAD TO RETURN WITH ENGINE TROUBLE SO RETURNED TO BASE ALSO. PP LANDING AGAIN.

SEPTEMBER 30, 1943

LT. J.S.M. LEE, BISHOP 53, A/C KV913, TIME 2245 - 0110, WEAPON BENT SO RAN TARGET - 15 MINUTES AFTER TAKE-OFF THERE WAS STRONG ODOR OF GASOLINE, ON INNER TANK AT THE TIME (LOST ABOUT 50 GALS. IN EACH TANK) SWITCHED TO OUTER AND CONDITION CEASED, RADIO ON G - NOISY AND TOWARD END OF RUN VERY WEAK ON TRANSMISSION. REC LOUD AND CLEAR - SHIP OK. TEMP. OIL L 30 - R 60.

F/O DEAKYNE, BISHOP 70, KV911, TIME 2245 - 0105. DID PI WITH BISHOP 53 MADE FOUR CONTACTS; 1. CLOSED TO MINIMUM RANGE WITHOUT VISUAL. 2. LOST AT MAXIMUM RANGE, 3. VISUAL AT 300 FT. AND 4. OBTAINED VISUAL AT 300 FT. BUT OVERSHOT DUE TO VERY LOW SPEED OF TARGET. LOST TWO INTERCEPTIONS DONE WITHOUT USUAL R/T ACKNOWLEDGEMENT OF VECTORS. TRANSMISSION ON BOTH SETS VERY ROPEY.

LT. HOOTON, BISHOP 57, KV911, INTENDED TO TAKE OFF AT 0230 BUT HAD MAG DROP AND RAN ROUGH ON PORT MAG OF STARBOARD ENGINE, COULD NOT BURN IT OUT, BRAKES WOULD NOT HOLD. RETURNED TO LINE.

LT. SWIFT, BISHOP 60, V8670, STARBOARD ENGINE MADE STRANGE VIBRATION NOISE THAT COULD BE FELT ON CONTROLS AFTER STARTING UP. CHECKED WITH MECHANIC AND DECIDED TO SWITCH OFF 0230.

LT. WILLIAMSON, BISHOP 64, KV913, TIME 0945 - 1000. TEST HOP. EVERYTHING CHECKED PERFECTLY. HAD ENG. OFFICER AND CREW CHIEF WITH ME.

LT. MCCRAY, BISHOP 54, V8831. TAKE OFF 1000. TEST HOP AND CALIBRATION OF PERFORM. R/T GOOD. FOUND STBD. AIR FILTER LOOSE. NO TRANSPORTATION -AFTER 38 MINUTES, INTELLIGENCE CLERK ARRIVED IN 2 1/2 TON TRUCK SWIPED FROM COMMUNICATIONS - YOU CREEPS CAN EAT FASTER THAN THAT.

LT. KIRWAN, BISHOP 59, V8806, TAKE-OFF 1345. I TOOK OFF AT 1345. PRIOR TO TAKE OFF I ENTERED THE AIRCRAFT. PLACING MYSELF COMFORTABLY ON TOP OF MY CHUTE I WAS AIDED BY THE CREW CHIEF, STRAPPING MYSELF IN. I STARTED MY LEFT ENGINE AND A CLOUD OF DUST RAISED AND GRADUALLY DIMINISHED TO THE SOUTH. AFTER WAITING FOR A SPITFIRE TO PANCAKE, I TAXIED TO THE WEST END OF THE RUNWAY. I GRADUALLY ADVANCED MY THROTTLES. THE SHIP GAVE A LURCH FORWARD AND RAPIDLY GAINED SPEED AS WE STREAKED DOWN THE RUN-WAY. ONCE AIRBORNE, I TOLD BISMUTH SO. I SPIRALLED UP TO 8000 FT. THE SKY WAS BEAUTIFUL, AS I GAZED INTO THE EAST I THOUGHT OF THE THOUSAND WONDERS HELD THEREIN. BUT NO, I MUST CONCENTRATE ON MY JOB AT HAND. NOW I FELT A RAGING INFERNO AT MY FEET. THE HEATER WAS BROKEN AND NO TURN OFF. OH THE IRONY OF IT ALL. AFTER RECEIVING SEVERAL INSIGNIFICANT VECTORS FROM STALECRUST, POP PALMER REMINDED ME THAT MY WALLET WAS AT THE RED CROSS. I THANKED HIM AND PLACE THE TRANSMITTER IN THE OFF POSITION. NOW BISHOP 60 CAME INTO MY VIEW. WE TESTED OUR AI AND HE TESTED HIS. WE BOTH GOT ON VERY WELL. I RATHER OUTDID MYSELF ON A PEEL OFF AND BUILT UP THE TERRIFIC SPEED OF 280 MPH OH HORRORS! WE THEN TRIED THREE RUNS ON BABY WHICH CONVINCED ME I WASN'T A FAMILY MAN. WE PANCAKED ON THE THIRD RUN. I TAXIED BACK TURNED OFF MY ENGINES AND CLIMBED FROM MY BEAUTIFUL BEAUFIGHTER. THE NFT WAS A SUCCESS AND EVERYONE WAS HAPPY.

CAPT. K.K. NELSON, BISHOP 71, V8760, TIME 1115 - 1850. CROSS COUNTRY TO REGHAIA. UNEVENTFUL. WROTE UP A BAD COLD AIR DRAFT THROUGH FRONT LOWER HATCH. ALSO THE LEFT STRAP OF THE HARNESS WAS DISCONNECTED. ENGINES ARE SMOOTH. TRIED FLAT OUT FOR ONE MINUTE AND GOT 280 OUT OF IT.

LT. SWIFT, BISHOP 60, V8831, NFT. FOUND INTERCOM STILL U/S AND AIR INTAKE SCOOP FOR PORT CASF LOOSE. TAXIED OUT AND STARTED TO TAKE-OFF WITH HATCH DOWN BUT NOT LOCKED CUT THROTTLES AND RETURNED TO TAKE-OFF POINT -LOCKED HATCH AND CARRIED ON WITH FLIGHT.

LT. SWIFT, BISHOP 60, V8831. DID COVER FOR "GLADSTONE" CONVOY. JUMPED BY THREE P-39'S WHICH BROKE AWAY AFTER WE FIRED VERY PISTOL.

LT. MCCRAY, BISHOP 54, V8806. TAKE-OFF 1815 - WAITED FOR 60 TO PANCAKE. FOUND RUDDER PEDALS UNEVEN WITH PLANE TRIMMED FOR LEVEL FLIGHT. CONTACTED BRADSHAW.

PICKED UP "UNTRUE" ABOUT 30 MI SE OF ALOURAN. SAW HUDSON AND 2 P-39'S WHICH LEFT SHORTLY AFTER OUR ARRIVAL. AFTER DARK, FLEW FIGURE 8'S NORTH OF CONVOY BY USING AI. LEFT "UNTRUE" AT 2030. PICKED UP MOTHER AT MORE THAN 30 MILES. BRADSHAW CALLED AND OFFERED SEARCHLIGHTS HOMING, SO I TOOK ONE. WORKS OK, ONLY TAKES TOO LONG TO TURN THEM OFF AFTER REACHING BASE. PANCAKED AND TAXIED IN WITH GROUND CREW'S FLASHLIGHT SHINING IN MY EYES. WROTE UP PLESSEY GUN WHICH WOULDN'T FIRE.

LT. KIRWAN, BISHOP 59, V8743, PI, TAKE-OFF 1915. EVERYTHING ROSEY UNTIL I TOOK OFF. PITCH CONTROL OFF MORE THAN USUAL. ANGELS 9 AND PLAYED WITH BISHOP 57 ON STALECRUST. FIRST INTERCEPTION WENT OK. SECOND TOOK FAR TOO LONG. TROUBLE I WON'T SAY AS I DON'T QUITE KNOW. PANCAKED AND TAXIED IN. GOOD NIGHT.

LT. HOOTON, BISHOP 57, V8760, TAKE-OFF 1920. SUTTON HARNESS WAS BROKEN BUT FIXED IT WITH A NAIL. ANGELS 9 WITH STALECRUST. TARGET FIRST THEN MADE A PRETTY GOOD INTERCEPTION. SET HAD A SQUINT AND TARGET WAS NOT WHERE I EXPECTED. TARGET AGAIN, BISHOP 59 TOOK 45 MINUTES AFTER CONTACT SO RETURNED TO BASE.

OCTOBER 1, 1943

F/O WILLIAMSON, BISHOP 64, V8806, TAKE-OFF 2300 GCI MISSION. STALECRUST HAD INTERFERENCE AND RETURNED AFTER A COUPLE OF INTERCEPTIONS.

F/O FULLER, BISHOP 65, V8831, TAKE-OFF 2310. TRIED TO MAKE SOME INTERCEPTIONS WITH STALECRUST BUT THEY COULDN'T WORK BECAUSE OF INTERFERENCE. RETURNED AND PANCAKED AFTER A SEARCHLIGHT HOMING.

2ND LT. SWIFT, BISHOP 60, V8831, TIME 1005 - 1235. CALIBRATION WITH PERFORM. NOTHING TO REPORT.

2ND LT. W. G. GROOM, BISHOP 61, V8831, TIME 1320 - 1500, GUNNERY AND NFT. SLOW ROLLED THE B--D 5 TIMES.

F/O JEFFREY, BISHOP 63, V8806, TIME 1320 - 1500, GUNNERY AND NFT WITH BISHOP 61. TWO GUNS JAMMED, PLANE OK. SLOW ROLLED ONCE.

F/O JEFFREY, BISHOP 63, V8450, TIME 1900 - 1930, ENGINEERING TEST HOP. NEW ENG. - PURRED LIKE A KITTEN. OBSERVER HATCH CAME OPEN ON TAKE OFF, BREAKING HINGE. CREW CHIEF S/SGT. KOSICK AS PASSENGER. SHIP OK.

F/O FULLER, C.K., BISHOP 65, V8806, TIME 1819 - 2115, WENT OUT TO CONVOY "UNTRUE" TO PATROL. TWO FRENCH P-39'S FLEW FORMATION WITH ME FOR ABOUT FIVE MINUTES. PRETTY DAMN CLOSE TOO. CONVOY WAS ABOUT 100 MI. NE OF BASE. STOOD BY ON PERFORM. ON THE WAY HOME BRADSHAW GAVE ME A SEARCHLIGHT HOMING BUT WOULDN'T TURN THE DAMN THINGS OFF WHEN I CAME IN TO PANCAKE. THEY'RE A HINDRANCE. CAME IN TOO HIGH AND LANDED ON THE METAL STRIP ON THE END OF THE RUNWAY. INTERCOM OUT.

1ST LT. MACQUEEN, A. L. JR., BISHOP 55, V8743, TIME 1545 - 1725. GUNNERY, NFT. PLAYMATE BISHOP 51. SHADOW GUNNERY, AIR/GROUND ON FIXED TARGETS. ALL GUNS FIRED EXCEPT ONE WING GUN. NFT CALLED OFF BECAUSE OF POOR R/T.

1ST LT. MACQUEEN, A.L., JR., BISHOP 55, V8831, TIME 2030 - 2230. SECOND TAKE-OFF, STALECRUST VERY POOR AFTER FIRST TWO INTERCEPTIONS, MADE ONE OF THEM OUR ONLY ONE FOR THE EVENING. VISUAL AT 500 - 700 FT. BAD OXYGEN LEAK, 1 BOTTLE LASTED 20 MIN. SET FOR 15,000 FT. WITH NONE BEING USED BY OBSERVER. VERY HAPPY TO BE DOWN. HALL'S SINUS U/S.

1ST LT. MACQUEEN, A.L., JR., BISHOP 55, TIME 1945 - 2010, AREA PATROL, PI. RETURNED IMMEDIATELY BECAUSE PORT SET SQUEELED ON XMISSION. SET CHANGED. VERY LATE.

1ST LT. LARSEN, WM. A., BISHOP 51, KV913, TIME 1600 - 1725. GUNNERY, NFT. PLAYMATE BISHOP 55. SHADOW GUNNERY AND AIR TO GROUND ON FIXED TARGET. SHOT HELL OUT OF AN OLD TRUCK ON LAKE. THEY DID NOT CUT OFF 50 ROUNDS SO I HAD THE WHOLE 250 TO GO BUT DIDN'T SHOOT THEM. NFT WAS CALLED OFF BECAUSE MY RADIO WENT TO HELL.

1ST LT. LARSEN, WM. A., BISHOP 51, KV913, TIME 1925 - 2225, AREA PATROL, PI WITH STALECRUST. WE WERE ALONE FOR THE FIRST HOUR BECAUSE 55 HAD A BAD RADIO. THE FIRST INTERCEPTION WAS GOOD. I HAD VISUAL AT ABOUT 800 FT. 55 TRIED THE NEXT ONE AND HAD A LITTLE TROUBLE WITH STALECRUST. I TRIED THE THIRD INTERCEPTION BUT IT TOOK ALMOST AN HOUR. LONG DRAWN OUT STERN CHASES. FINALLY HAD VISUAL AT ABOUT 600 FT. CAME HOME AND MADE GOOD LANDING.

2ND LT. W.G. GROOM, BISHOP 61, V8760, TIME 2205 - 0045. PI WITH BISHOP 63. DAMN GOOD NIGHTS WORK. NEW CONTROLLER ON, SCREWED UP TWICE THO 3 CONTACTS AND VISUALS, ONE VISUAL 1000 FT. ROTH WORKED HARD AND WELL.

F/O JEFFREY, BISHOP 65, V8606, TIME 2205 - 0035. PI WITH BISHOP 61. GOOD NIGHT 3 INTERCEPTIONS EACH. OUR OWN CONTROLLER LT. PALMER VERY GOOD. SHIP OK.

1ST LT. LEONARD, BISHOP 56, V8743, TIME 0130 - 0345, RAN PI WITH BISHOP 70 AND FISHBONE. LT. PALMER PULLED A COUPLE GOOD INTERCEPTIONS AND THEN ANOTHER CONTROLLER TOOK OVER AND GOT ABOUT TWO INTERCEPTIONS. I WROTE UP THE PROP PITCH CONTROL, THROTTLES AND DAMNED BOLT THAT KEEPS STICKING IN YOUR CHEST ON THE SUTTON HARNESS.

F/O DEAKYNE, BISHOP 70, V8831, TIME 0135 - 0355, PI WITH BISHOP 56. RAN TWO INTERCEPTIONS. (1) NO CONTACT. (2) 1ST CONTACT FADED AND DISAPPEARED. 2ND OK. VISUAL AT 600 FT. LOST 1 CONTACT WHEN 56 WAS BROUGHT IN IN FRONT. GOT HAIR PARTED AND NERVES FRAYED BY 56'S PROP. SUPERCHARGER ON STARBOARD ENGINE FAILED TO WORK IN S RATIO. LEAK IN OXYGEN SYSTEM.

Gen:

- The Beaufighter Mk VI was powered by two Hercules VI sleeve-valve engines, each equipped with a two-speed, gear driven, single-stage supercharger. British practice was to call the high speed gear, used for high altitude flight, the "S" gear, and the lower gear ratio, used for takeoff and low altitudes the "M" gear, for "Moderate" supercharge.

OCTOBER 2, 1943

1ST LT LEONARD, J.E., BISHOP 56, V8806, TIME 1350 - 1540. FORMATION WENT OK AT 500 YDS. BUT WAS SPREAD OUT TOO FAR SO WE CLOSED IN TO 150 WHICH WAS TOO CLOSE. THE SLIP-STREAM WAS TOO CLOSE WHEN TURNING SO WE TRIED 250 - 300 YDS, WHICH WAS MUCH BETTER. AT THE CLOSE OF THE EXERCISE WE TRIED SOME FORMATION OVER THE SALT LAKE AT 500 FT. AND THEN MADE A RUN OVER THE FIELD AT THAT ALTITUDE. BISHOP 70 AND I RAN AN NFT AND HIS WEAPON WAS BENT SO I RAM TWO INTERCEPTIONS AND THEN WENT OVER TO FISHBONE FOR A COCKREL AND CANARY CHECK. I ENDED UP BY BUZZING THEM A COUPLE OF TIMES. I CAME INTO THE CICUIT CUT SOMEBODY OUT AND LANDED. A 3-POINT!!!!

F/O DEAKYNE, BISHOP 70, V8834, TIME 1320 - 1520. FORMATION WITH 56. OK BUT HIT SLIP STREAM WHEN IN TOO CLOSE. FIRED ON 56'S SHADOW. 1 GUN JAMMED. NFT ALSO WITH 56 BUT AI OUT.

MAJ. EHLINGER, BISHOP 50, V8760, TIME 1415 - 1600. CHECK CANARY WITH FISHBONE. OK. 2 BABY RUNS, 1 PRETTY GOOD. 2ND VERY GOOD, BY F/O CORDELL. SHIP'S THROTTLES AND PROP PITCHES NEED ADJUSTING, OTHERWISE OK.

1ST LT. MC CRAY, BISHOP 54, V8831, TIME 1325 - 1525. BOX FORMATION WITH 56, 59, AND 70. RAPID IMPROVEMENT. CLOSE FORMATION AT END DEFEATED PURPOSE -TOO MUCH PROP WASH. BROKE OFF FOR GUNNERY WITH 59. FIRST BURST GOOD, REMAINDER FAIR. PORT OUTER GUN MISSED FIRED WITH 2 SHOTS REMAINING. CONCUSSION IS BEGINNING TO CAVE IN NOSE PIECE. RAN NFT - SLIGHT STBD SQUINT. CANARY DIDN'T WORK.

2ND LT. KIRWAN, BISHOP 59, KV913, TIME 1330 - 1545. BOX FORMATION, THEN SHADOW GUNNERY WITH MC CRAY, CLIMBED TO 8000 AND CHECKED AI ELEVATION SQUINT, STARBD SET OUT WHEN I WAS APPROACHING FIELD, WAITED TILL 3 BEAU, A C47 AND A HUDSON LANDED THEN BOUNCED MYSELF IN. SHIP OK.

1ST LT. MC CRAY, BISHOP 54, LB595, TIME 1720 - 1750, CHECK OUT FLIGHT. GOT INTRODUCED TO A/C BY MAJ. EHLINGER. STARTED OUT AND FOUND SHE TAXIS PRETTY WELL. CROSS WIND ON TAKE-OFF SO I OVER CORRECTED. CLIMBS ALMOST AS FAST AS BEAU. TRIED POWER OFF STALL, GEAR AND FLAPS UP. GOT DOWN TO 85 LOSING 1000 FT/MIN BUT NO BREAK TO STALL. POWER OFF, GEAR AND FLAPS DOWN, GOT DOWN TO 60 MPH, WITH NO BREAK, BUT 1200 FT/MIN DESCENT. CAME BACK TO BASE. MADE APPROACH AT 95. BREAKING GLIDE OVER ROAD, LOST TRACK OF AIRSPEED. CUT THROTTLE, CAME BACK ON STICK AND SHE LANDED HERSELF. TAXIED BACK AMD CUT ENGINE. FOUND NICK IN PROP BLADE FROM STONE. MAYBE WE CAN GET IT ON A HARDSTAND, HUH?

F/O WILLIAMSON, W. R., BISHOP 64, KV911, TIME 1600 - 1625. TEST HOP AMD FOUND ALTIMETER AND AIR SPEED BOTH OUT SO USED THE RO'S WITH THE HELP OF CREW CHIEF S/SGT R. O. NEEL.

1ST LT. LEE, J. S. M., BISHOP 53, V8450, TIME 1110 - 1945. XC - REGHAIA. PASSENGERS

THE EMINENT CRITIC AND QUACK DOC KATZBERG ALONG WITH "CAPPIE JOE" DOUGHERTY, NAVIGATOR. PICKED UP TOOTHLESS FRAZEE WEARY OF 414th NURSING. FLIGHT WITHOUT INCIDENT.

CAPT. KENNETH K. NELSON, BISHOP 71, V8760, TIME 1945 - 2200. FLEW SEARCHLIGHT MISSION AT 8000 FT. LIGHTS DID A GOOD JOB AFTER THE FIRST RUN. WROTE UP GYRO COMPASS PRECESSING ABOUT 15 DEGREES ON EVERY 180 DEGREE TURN.

2ND LT. KIRWAN, BISHOP 59, KV913, TIME 1930 - 2230. TOOK OFF AND CLIMBED TO 8000 ON VECTOR 060 CONTROLLED BY PERFORM, WHO DID A GOOD JOB. 54 AND I DID 2 INTERCEPTIONS EACH. VISUAL AT 800 FT. PANCAKED AT 2230 AND MY WORLD'S WORST LANDING.

1ST LT. MC CRAY, BISHOP 54, V8831, TIME 1925 - 2220. TOOK OFF AND VECTORED TOWARD PERFORM BY BRADSHAW. TURNED OVER TO PERFORM AND RAN PI'S. VERY SUCCESSFUL, ONLY VISUAL WAS HARD TO GET. RADIO (RECEIVER) WAS WEAK AT DISTANCE FROM STATION. MAG NOISE FROM RT MAG, PORT ENGINE, IN R/T. CAME BACK TO BASE, BOUNCED IN AND TAXIED BACK TO LINE WITH FLASHLIGHTS SHINING IN MY EYES.

1ST LT. J.E. LEONARD, BISHOP 56, V8806, TIME 1920 - 2250. TOOK OFF ON VECTOR 280 FOR A MISSION WITH STALECRUST. PLAYMATE WITH BISHOP 70. I CLIMBED TO 11,000 FT. AND JOE LONG

TOOK OVER. LT. LONG MADE 14 INTERCEPTIONS IN 3 HOURS AND ALL WERE GOOD. THE RADIO TRANSMITTER ON THE STBD SET WAS RATHER WEAK. THE LANDING WAS LOVELY BUT SOMEONE DROPPED THE RUNWAY ABOUT FIVE FEET.

F/O DEAKYNE, BISHOP 70, V8834, TIME 1930 - 2340. PI'S WITH BISHOP 56. MADE 7 INTERCEPTIONS. LOST ONLY ONE CONTACT. OVERSHOT ONCE. ON THE WHOLE AN EXCELLENT EVENING WITH STALECRUST REALLY ON THE BALL. AIRCRAFT OK, WITH PILOT ALSO WORKING WELL.



Hurricane LB595 was furnished to the 417th for pilot proficiency, which they seemed to relish. Here it is being fueled and prepared for its next outing. Note the aircraft was fitted with the tropical sand filter, required on single engine British aircraft operating in the desert. The Beaufighter was not so equipped and as a result dust and sand could quickly ruin an engine.

OCTOBER 3, 1943

1ST LT. LEE, J.S.M., BISHOP 53, V8834, TIME 0015 - 0145. STALECRUST WITH BISHOP 60. 1 FIGHTER RUN WITH CONTACT TRUE 90 DEGREES OR BETTER. HELD CONTACT ALL NIGHT THRU. CONTROLLER GOT MIXED UP ON CODE, GAVE US RANGE OF 2 MILES (SIS "53") BISHOP 60 ASKED TARGET ANGELS AND REPLY WAS "ANGELS 15 1/2". RETURNED TO BASE DUE TO WEATHER WHICH REGRETTED DEEPLY. THE GLOSS ON MY BEAVER COAT WAS SOMEWHAT DULL THIS EVE.

2ND LT. SWIFT, BISHOP 60. V8743, TIME 0020 - 0150, GCI, PI WITH STALECRUST AND BISHOP 53. TWO CONTACTS - TWO VISUALS. CALLED IN BECAUSE OF WEATHER. VERY UNHAPPY ABOUT THE WHOLE EVENING.

F/O WILLIAMSON, BISHOP 64, KV911, TIME 0915 - 1000. EVERYTHING CHECKED, SHIP OK.

MAJ. EHLINGER, J.T., BISHOP 50, KV911, TIME 1300 - 1430, PRACTICE RUMS ON BABY. 8 VERY GOOD BY CORDELL. DID LITTLE GUNNERY. HIT TARGET!!! PLANE STILL IN GOOD CONDITION.

1ST LT. C.R. MC CRAY, BISHOP 54, V8831, TIME 1425 - 1620. GUNNERY MISSION FOR COMBAT ENGINEERS. GAVE 'EM STRAFING RUNS, DROPPED A FEW FLOUR BOMBS, AND SHOT AT GROUND TARGET. CAUGHT TROOPS FLAT-FOOTED BUT THEY CAUGHT ON AFTER THE THIRD PASS. RETURNED AND PANCAKED. SHIP OK.

2ND LT. SWIFT, R.C., BISHOP 60, V8806, TIME 1425 - 1625. GUNNERY MISSION, JUST 2 CANNONS FIRED. V.H.F. U/S AFTER TAKE-OFF. STBD RPM WENT U/S DURING MISSION. HORN BLEW WHEN WHEELS INDICATED DOWN.

F/O WILLIAMSON, W.B., BISHOP 64, V8834, TIME 1425 - 1630, GUNNERY MISSION, EVERY CANNON FIRED, DROPPED ALL OF THE FLOUR SACKS AND BLEW HELL OUT OF THE TARGET.

2ND LT. HOOTON, S.B., BISHOP 57, V8819, TIME 1430 - 1635. STRAFED AND BOMBED 1ST ARMORED DIVISION. MADE 4 PASSES AT TARGET. ALL CANNON FIRED. NFT SHOWED AI OUT. RADIO DISTORTED. GYRO COMPASS DISENGAGED. DON'T EVER LET THOSE GUYS PLACE ANOTHER TARGET!!!

1ST LT. LARSEN, BISHOP 51, KV913, TIME 1410 - 1545. X-C REGHAIA AND BACK. THE TRIP WAS UNEVENTFUL. WE TOOK COAST ROUTE WHICH WAS VERY BEAUTIFUL. HAD 4 PASSENGERS GOING UP, 5 COMING BACK. LT. SIMPSON, M/SGT CHRISTENSEN. REGHAIA IS MUDDY AS HELL. I SCRAPED A WING TIP TAXIING OUT OF REGHAIA. LOGGED 2:50.

OCTOBER 4, 1943

F/O FULLER, C.K., BISHOP 65, V8819, TIME 1325 - 1435. TONY WAS IN TOWN SO I USED JOHNNY CLEMENS AS MY RO. WE FLEW A LITTLE BOX FORMATION. ON TAKE OFF I NOTICED I HAD NO AIRSPEED. PITOT COVER WAS OFF, TOO. AFTER FORMATION WE FLEW OVER TO THE LAKE AND HAD SOME GROUND GUNNERY AND THEN BUZZED A LITTLE. RETURNED TO BASE AND PANCAKED WITH NO READING OFF AIRSPEED FOR ME. "A" CHANNEL RECEIVER OUT. LOGGED 1:10. REAR A/S OK.

F/O JEFFREY, BISHOP 63, V8834, TIME 1325 - 1500, FLEW BOX FORMATION THEN DONE SOME GUNNERY. NO GUNS JAMMED. THEN RUN NFT WITH BISHOP 61. COME IN TO MAKE RUNS ON BABY. BABY WAS NOT WELL. THROTTLES CREEPING. OTHERWISE SHIP OK.

2ND LT. W.G.GROOM, BISHOP 61, V8831, TIME 1320 - 1445, FLEW BOX FORMATION THEN GUNNERY. WEAPON BENT. NO NFT. 1 GUN JAMMED. OTHERWISE EVERYTHING OK.

1ST LT. J.S.M. LEE, BISHOP 53, LB595, TIME 1545 - 1635, LOCAL. AH ME SUCH ROUTINE.

1ST LT. LARSEN, BISHOP 51, KV911, TIME 1320 - 1445. BOX FORMATION, THEN GUNNERY. THE FORMATION WAS GOOD. IT MUST BE KEPT LOOSE. HAD TWO GUNS JAM. MADE "HASH" OUT OF TARGEY. MADE RUNS (4) ON 'BABY'. THEY WERE NOT VERY GOOD. COULD NOT DISTINGUISH DOTS FROM DASHES.

1ST LT. A.L.MACQUEEN, BISHOP 55, LB595, TIME 1800 - 1830. THIS MUST BE LOVE. HOW CAN ANY SHIP FLY SO EASY AND GO SO FAST?

2ND LT. W.G.GROOM, BISHOP 61, LB595, TIME 1650 - 1735. MOST BEAUTIFUL AIRPLANE I'VE YET SEEN. CAUGHT HELL FROM TOWER FOR PEA-SHOOTER PATTERN.

F/O FULLER, C.K., BISHOP 65, V8819, TIME 1915 - 1040, SCRAMBLED BY SECTOR. ON ARRIVING AT AIRPLANE COULDN'T GET A CREW TO START ENGINES AND HAD TO USE RO. ON TAKE OFF PLANE MADE NOISE THAT SOUNDED LIKE THE NOSE HAD COME OFF. CLIMBED AT +4 AND 2400 RPM, PORT RADIO SET WAS OUT AND COULDN'T RECEIVE ON ANY CHANNEL. FINALLY BRADHAW MANAGED TO CONTACT ME AND I RETURNED TO BASE. CEILING AT 2000 AND LOWERING STEADILY.

1ST LT. LARSEN.WM. A., BISHOP 51, KV911, TIME 1915 - 2015. SCRAMBLED BY SECTOR. NO DELAY IN GETTING OFF. CLIMBED AT +2 AND 2400. PORT MOTOR BACKFIRED TWICE WHILE CLIMBING SO I CUT MOTORS BACK TO 0 BOOST. WAS TOLD TO RETURN TO BASE AS THE "FLAP" WAS OVER WHEN WE GOT THERE. I GUESS THE FROGS GOT A COUPLE. HELL! WE WERE TOO LATE. WE SHOULD HAVE GOTTEN AT LEAST SIX I HELL!!! AGAIN I SAY DAMN!!

OCTOBER 5, 1943

2ND LT. W.G. GROOM, BISHOP 61, V8760, TIME 0915 - 0950. TEST HOP AND BABY RUNS. BABY OK. ATTACKED 4 P-39'S IN BOX

Gen:

- +4 and 2400 rpm refer to an engine power setting. The +4 means 4 pounds per square inch boost pressure in the intake manifold, pressurized by the supercharger, while the engine is running at 2400 rpm. Maximum allowed power for climbing the Beaufighter in "M" gear was +6 and 2400 rpm, and for takeoff +8 and 1/2 at 2900 rpm was available.
- Reference to "the Frogs" means the Free French operating P-39s in the area.

FORMATION. WHO SAYS A BEAU CAN'T OUTTURN A P-39?

F/O JEFFREY, BISHOP 63, LB595, TIME 1015 - 1105. TIME 1015 - 1105. FIRST TIME IN SINGLE ENGINE SINCE ADVANCE IN AT-6A. SURE DOES FEEL NICE. SHIP OK. A 3 POINTER TOO, BELIEVE IT OR NOT.

1ST LT. LEE, BISHOP 53, V8450, TIME 1420 - 1510, TOOK OFF AND RETURNED TO TAKE PITOT COVER OFF. BOX FORMATION WITH 56, 59, AND 70. FORMATION AS A WHOLE POOR. NOT TAKING UP NEW POSITIONS PROPERLY. PRACTICE NEEDED. RETURNED TO BASE WITH ROUGH CUTTING OUT STBD. ENGINE. 50 MIN. FLIGHT. STAYED DOWN. WEATHER SOUR.

1ST LT. J.E. LEONARD, BISHOP 56, V8819, TIME 1420 - 1540. GOT INTO A/C 806 AND STARTED THE ENGINES BUT THEY COULDN'T CLOSE THE BACK HATCH SO I CUT THE ENGINES AND PUT MY CHUTE IN 819 AND TOOK OFF ON FORMATION WITH 53, 59, 70. THE FORMATION WAS "PISS-POOR" AND WHEN 53 RETURNED TO THE FIELD WE CLIMBED UP BUT DIDN'T RUN AN NFT BECAUSE OF TOO MANY BUMPY CLOUDS. THE V.H.F. WAS VERY NOISY AND MY TRANSMISSION WAS WEAK. A/C WAS IN GOOD SHAPE.

F/O T.A. DEAKYNE, BISHOP 70, V8760, TIME 1420 - 1610. FORMATION WITH REST OF B FLIGHT. PRETTY STINKY. WENT UP TO 11,000 WITHOUT BREAKING CLOUD SO ABANDONED NFT. FOOLED AROUND WITH BABY AWHILE AND LANDED. BABY NOT WORKING WELL, 50 MAG DROP ON PORT ENGINE AND INTER-COM OUT.

2ND LT. KIRWAN, BISHOP 59, V8831, TIME 1415 - 1600. FORMATION WITH "B" FLIGHT WHICH WASN'T TOO GOOD. NO AI CHECK BECAUSE OF LOW CLOUD BASE. CHECKED CANARY WITH STALECRUST. PANCAKED WITH A LITTLE TROUBLE. ONE TIRE DIDN'T HAVE ENOUGH AIR IN IT AFTER WE GOT ON THE GROUND.

1ST LT. H.A. STIRNUS, BISHOP 52, KV911, TIME 1440 - 1640. SHIP FEELS LIKE IT WILL FALL APART ANY DAY NOW. THE INSTRUMENTS HAVE PLENTY OF LAG TO MAKE IT MYSTERIOUS AND INTERESTING. ATTACKED THE FORMATION TWICE BUT WAS UNOBSERVED AND IGNORED.

OCTOBER 6, 1943

2ND LT. HOOTON, BISHOP 57, V8760, TIME 1315 - 1350. TOOK OFF, MADE ANGELS 2. 57 SAID MAKE ANGELS 7 1/2. 7 1/2 STILL POPEYE, SO MADE 5 1/2. REST OF A/C RETURNED TO 2 1/2, BUT MY VHF WAS OUT. RETURNED AND PANCAKED.

F/O JEFFREY, BISHOP 63, V8450, TIME 1350 - 1405. TEST HOP. ENGINE STARTED CUTTING OUT IMMEDIATELY AFTER TAKE-OFF AND RUNNING ROUGH. RETURNED TO PANCAKE. ENGINE CUT OUT JUST BEFORE TOUCHING GROUND WHICH LIKE TO HAVE CAUSED CRACK-UP

F/O WILLIAMSON, W.R., BISHOP 65, V8819, TIME 1315 - 1440. GUNNERY MISSION AND BOX FORMATION. EVERYTHING WAS FINE. SHIP OK.

2ND LT. SWIFT, R.C., BISHOP 60, V8806, TIME 1315 - 1455. FG FORMATION AND GUNNERY. SHIP OK EXCEPT CYLINDER HEAD TEMP GAUGE U/S. I NOTICED TOO MUCH CHATTING ON R/T.

1ST LT. STIRNUS, H.A., BISHOP 52, KV 913, TIME 1330 - 1600. FORMATION AND ACTED AS TARGET FOR 64 ON SHADOW GUNNERY. WENT UP TO ANGELS 10 AND COMPLETED NFT. WAITED FOR STALECRUST TO COME ON THE AIR TO CHECK CANARY. CANARY OK.

1ST LT. MC CRAY, C.R., BISHOP 54, V8834, TIME 1315 - 1600. FORMATION WITH 57, 62, AND 64. 57'S R/T U/S SO 52 TOOK HIS PLACE. FORMATION NOT TOO HOT. DID SHADOW AND GROUND GUNNERY. SPENT ABOUT 25 MINUTES WAITING FOR BRADSHAW TO GET STALECRUST OUT OF BED SO WE COULD CHECK CANARY. R/T ON 834, STBD SET, KEPT CUTTING OUT. RETURNED TO BASE AND MADE VERY GOOD LANDING.

2ND LT. HOOTON, BISHOP 57, V8760, TIME 1845 - 2145, PI WITH FISHBONE. ONE INTERCEPTION. AI SETTING POOR. NEXT INTERCEPTION, TARGET DISAPPEARED FROM 8000 TO 7000. TARGET FOR 60 FOR A FEW, THEN RETURNED TO BASE.

F/O W.R. WILLIAMSON, BISHOP 64, V8819, TIME 1845 - 2145. PI WITH STALECRUST. FEW INTERCEPTIONS BUT WAS VERY VERY PISS POOR AND BOY WHAT A TIME. BLEW OUT EXHAUST RING AND CYLINDER EXHAUST COVER ON PORT ENGINE. WROTE IT UP AND RADIO INTER-COM U/S AND RADIO VERY PISS POOR.

1ST LT. LARSEN, WM.A., BISHOP 51, KV913, TIME 1845 - 2145. PI WITH STALECRUST. FOUR INTERCEPTIONS BUT WERE VERY POOR. STALECRUST RANGES WERE VERY POOR. IT WAS A BEAUTIFUL NITE. MOTHER WAS VERY WEAK. INTER-COM WAS OUT. AI, IFF INTERFERENCE. LEFT GILL MOTOR OUT. OH HELL!

1ST LT. H.A. STIRNUS, BISHOP 52, V8831, TIME 2020 - 2340. FLEW SEARCHLIGHT FOR 3

LAPS. GOT ME EVERY TIME. WENT UP TO PERFORM, MADE ONE CONTACT AND HAD DIFFICULTY HOLDING THE VISUAL. GOT A CLEAR VISUAL AT 600 FT. RETURNED TO BASE. NOTICED ELECTRICAL SYSTEM ON LIGHTS HAYWIRE.

CAPT. NELSON, KENNETH K., BISHOP 71, TIME 2015 - 2350. HAD MAG DROP, CLEARED BY OPENING THROTTLE. SEARCHLIGHTS MADE A POOR SHOWING. PERFORM TRIED 5 TIMES TO GET ME LINED UP WITH BISHOP 52, UNSUCCESSFUL. FINALLY GAVE UP AND SENT US HOME. ASKED FOR CANOPY AND DIDN'T GET IT. R/T TRANSMITTER WAS VERY WEAK ON PORT SET. WAS GENERALLY PISSED OFF BY THE TIME WE LANDED.

F/O FULLER, C.K., BISHOP 65, V8834, & KV911, TIME 2310 - 0300. AFTER TAKE OFF COULDN'T GET WHEELS UP AS CATCH WAS TOO TIGHT. GOT THEM UP AFTER FIVE MINUTES. STARTED OUT TO PERFORM BUT SHIP WAS RUNNING ROUGH, SO RETURNED TO PANCAKE. UPON PANCAKING STARBOARD ENGINE CAUGHT FIRE. FIRE EXTINGUISHER WOULDN'T WORK SO I CUT SWITCHES OFF AND FIRE WENT OUT. TOOK OFF IN 834 AFTER WAITING FOR CREW TO START THE PLANE. SUGGEST THEY LEAVE MORE THAN ONE MAN ON LINE WHEN THEY GO TO SMOKE. PATROLLED WITH FISHBONE AND PERFORM FOR THREE HOURS, THEN PANCAKED.

1ST LT. A.L. MACQUEEN, BISHOP 55, V8760, TIME 0200 - 0540. NOTHING TO SAY EXCEPT - HO HUM. OH YES, WISH CREWS WOULD POLISH WINDSCREEN AND PERSPEX ONCE IN A WHILE.

OCTOBER 7, 1943

F/O JEFFREY, BISHOP 63, V8806, TIME 0415 - 0735, PI WITH BISHOP 61, FAIRLY GOOD NIGHT. ENGINE RUNNING ROUGH (STARBOARD). MADE 3 INTERCEPTIONS EACH.

2ND LT. W.G. GROOM, BISHOP 61, TIME 0420 - 0735, KV913, CONVOY PATROL WITH 63. GOOD NIGHTS WORK. SUGGEST CREWS BE SNAPPED UP ABOUT CLEANING WINDSCREENS. VERY PISS POOR HAVING TO DO IT OURSELVES EVERY TIME.

2ND LT. W.G. GROOM, BISHOP 61, V8760, TIME 1300 - 1500. BOX FORMATION WITH 55, 63, 65. NOT SO HOT. NFT AND GUNNERY.

F/O JEFFREY, R. W., BISHOP 64, V8806, TIME 1305 - 1500. FORMATION WITH FLIGHT. 51 ACTING AS BANDIT. FAIRLY GOOD. TOO MUCH R/T. GUNNERY WITH 65 AND NFT. SHIP OK. PANCAKED 1500.

1ST LT. Wm. A. LARSEN, BISHOP 51, KV913, TIME 1300 - 1455, ACTED AS BANDIT ON BOX FORMATION OF 55, 63, 65, 61. FORMATION WAS NOT SO HOT. TOO MUCH R/T. GUNNERY ON GROUND TARGET. THEN TOOK PLANE UP TO 20,000. SHIP WAS OK. RADIO NOISY AND AI VERY POOR.

F/O C.K. FULLER, BISHOP 65, V8834, TIME 1305 - 1500, TOOK OFF AND FLEW BOX FORMATION AND A LITTLE ECHELON. DID GROUND AND SHADOW GUNNERY THEM NFT. SHIP OK.

1ST LT. A.L. MACQUEEN, BISHOP 55, V8743, TIME 1305 - 1505, FLEW BOX FORMATION WHICH SEEMED FAIRLY EFFECTIVE AGAINST ATTACK BY SINGLE BEAUFIGHTER. FLEW SOME ECHELON, CHASED B-17 WITH NURSE AS CO-PILOT, DID NFT, GUNNERY, AND LANDED FOUR TIMES.

1ST LT. A.L. MACQUEEN.JR., BISHOP 55, V8743, TIME 1800 - 1845, FISHBONE U/S, SENT US HOME, WEATHER LOOKED WORSENING. STARBD RADIO NOT TOO GOOD. LANDED 3 POINT.

F/O JEFFREY, BISHOP 63, V8814, TIME 1805 - 1855. FISHBONE STATION WAS OUT, SO NOTHING HAPPENED. TAIL WHEEL SHIMMY, OTHERWISE SHIP OK.

CAPT. NELSON, KENNETH K., BISHOP 71, V8819, TIME 1915 - 2215. SCRAMBLED AFTER BOGEY. PLOT WENT BELOW 4000 FT. AND LATER WAS AGAIN VECTORED ON BOGEY AT 7000 FT. PLOT FADED. RETURNED TO WORK SEARCHLIGHT. PORT SET WENT DEAD AT CLOSE OF MISSION. STARBD SET WEAK. INTERCOM OUT, HORN BLOWS WHEN MAKING A TURN ON GROUND. SEARCHLIGHTS PUT ON A GOOD SHOW.

1ST LT. STIRNUS, H.A., BISHOP 52, V8834, TIME 2110 - 2330. MADE THREE VERY GOOD INTECEPTIONS. THE LAST INTERCEPTION WAS A 90 DEGREE AFFAIR THAT WAS TOO CLOSE FOR COMFORT. R/T WAS VERY GOOD AND GENERALLY A VERY GOOD EVENING WAS HAD BY ALL.

1ST LT. LARSEN, WM. A., BISHOP 51, KV913, TIME 2115 - 2335, MADE THREE INTERCEPTIONS. THEY WERE FAIR. MY AI WAS PISS POOR, BUT DRAPER MADE THE MOST OF IT. PLANE WAS VERY GOOD BUT IS GOING INTO HANGAR FOR 200 HR INSP.

OCTOBER 8, 1943

1ST LT. LEONARD, J.E., BISHOP 56, V8834, TIME 0015 - 0300. THREE INTERCEPTIONS WITH STALECRUST, BISHOP 65 AS PLAYMATE. FIRST VISUAL AT 1200 AND OTHERS AT 600 - 900. AI WAS POOR AND PLANE AND VHF WERE OK. INTERCEPTIONS WERE GOOD.

F/O FULLER, C.K., BISHOP 65, V8743, TIME 0015 - 0305, MADE THREE INTERCEPTIONS WITH STALECRUST WITH 56 AS PLAYMATE AND WE MADE SOME DAMN GOOD RUNS. VISUAL FROM 500 - 800 FT. STALECRUST GOOD AND SO WAS PLANE EXCEPT FOR RIGHT PROP CONTROL.

OCTOBER 9, 1943

1ST LT. MACQUEEN, A.L. JR., BISHOP 55, LB595, TIME 0920 - 1010. MAGNIFICENT SHIP. 150 - 200 RPM MAG DROP IN AIR.

2ND LT. KIRWAN, J.F., BISHOP 59, LB595, TIME 1100 - 1145, I'M IN LOVE AGAIN. SLOW ROLLS SWEET.

1ST LT. LEONARD, J.E., BISHOP 56, LB595, TIME 1215 - 1245. CAN'T SLOW ROLL IT, BUT I LOOPED HER TWICE. RAN ROUGH WITH LEFT MAG OFF.

2ND LT. W.G. GROM, BISHOP 61, KV911, TIME 1250 - 13330, FOR NFT. WEAPON BENT. RETURNED TO BASE.

1ST LT. LARSEN, WM.A., BISHOP 51, V8834, TIME 1300 - 1330. NFT. WEAPON BENT. RETURNED TO BASE.

2ND LT. WILLIAMSON, W.R., BISHOP 64, V8819, TIME 1400 - 1500, NFT, EVERYTHING FINE, SHIP OK, INTERCOM U/S.

2ND LT. GROOM, W.G., BISHOP 61, LB595, TIME 1410 - 1450.

1ST LT. MC CRAY, C.R.,
BISHOP 54, V8831, TIME
1405 - 1445. NFT,
SWINGING BLIP.
CLEARED TO LAND BEHIND
WALRUS. WALRUS TURNED
AROUND AND TAXIED BACK
RUNWAY, SO HAD TO GO
AROUND. TAXIED BACK
ON TAXI STRIP AND JUST
MISSED 500 SQ BATTERY
CART LEFT ON EDGE OF
STRIP.



OCTOBER 10, 1943

1ST LT. HC CRAY, C.R.,
BISHOP 54, V8831, TIME
0440 - 0655, CONVOY
PATROL INSTRUMENT
FLYING CONDITIONS.
CHASED BOGEY WHICH
TURNED OUT TO BE B-24.

2ND LT. GROOM, W.G., BISHOP 61, V8831, TIME 1500 - 1550. NFT. SHIP AND SET OK.

1ST LT. LARSEN, WM.A., BISHOP 51, V8834, TIME 1450 - 1520. NFT. SHIP AND SET OK.

1ST LT. MACQUEEN, A.L. JR., BISHOP 55, V8745, TIME 1500 - 1545. NFT, SHIP AND SET OK. LANDED ON METAL STRIP AT EAST END OF RUNWAY.

F/O FULLER, C.K., BISHOP 65, V8814, TIME 1505 - 1600. WEAPON BENT, THEN RETURNED TO BASE.

2ND LT. SWIFT R.C., BISHOP 60, V9760, TIME 0943 10/9/43, RETURNED 10/10/43, 1510. TO REGHAIA AND RETURN. WEATHERED IN. SPENT NITE AT ALGIERS.

MAJOR EHLINGER, J.T., BISHOP 50, KV911, TIME 2045 - 2110. FIELD SWITCH FIXED. R/T COMPLETE FAILURE THIS TIME.

1ST LT. MACQUEEN, A.L. JR., BISHOP 55, V8745, TIME 1900 - 2150, GCI, OR RATHER CAL. ON FISHBONE, RAN 4 INTERCEPTIONS. ALL OK-WITH BISHOP 65. JOE HOWARD PRETTY GOOD TONIGHT.

2ND LT. GROOM, W.G., BISHOP 65, V8831, TIME 1850 - 2150. PI'S WITH BISHOP 51.

The 417th NFS shared both the La Senia (six miles from Oran, Algeria) and Tafaroui airfields with Lockheed *Hudson* bombers operated by RAF No. 500 "County of Kent" Squadron. They flew both the Lockheed *Hudson III/V* and *Ventura V* bombers. This photo was taken at La Senia, which is the modern Oran Es Senia International airport.

WEAPON OUT, BUT MADE 3 INTERCEPTIONS ANYHOW.

F/O FULLER, C.K., BISHOP 65, V8814, TIME 1915 - 2200, BEAUTIFUL NIGHT, 4 INTERCEPTIONS WITH VISUALS AT 7,000, 2000, AND 6,000. PANCAKED WITH BISMUTH AFTER THEY GOT THEIR HEADS OUT.

CAPT. NELSON, KENNETH K., BISHOP 71, V8760, TIME 1915 - 2215, WAITED FOR BISHOP 50 TO PLAY WITH UNTIL 2100 AND THEN WENT FROM STALECRUST TO BRADSHAW TO WORK SEARCHLIGHTS. CANARY NOT WORKING. WROTE UP LEFT HYDRAULIC GAUGE FLUCTUATING. SEARCHLIGHTS DID A GOOD JOB.

1ST LT. LARSEN, WM.A., BISHOP 51, V8834, TIME 1915 - 2150. HAD A VERY GOOD NITE WITH PERFORM. THEY WERE ON THE BALL. HAD 5 INTERCEPTIONS, 61'S WEAPON BENT SO HE FLEW TARGET FOR ME. BEAUTIFUL NITE, SHIP OK.

1ST LT. LEONARD, BISHOP 56, V8743, TIME 2300 - 0110. RAN A PI WITH BISHOP 70 AND MADE TWO INTERCEPTIONS. BOUNCED TWICE ON FIRST ATTEMPT TO LAND, SO I WENT AROUND-STARBOARD ENGINE THREW FIRE WHEN I GAVE IT THE GUN. THE MECHANICS CHECKED UP AND FOUND TWO STACKS OUT.

F/O JEFFREY, R.W., BISHOP 63, V8806, TIME 2245 - 0115. RAN PI WITH BISHOP 59, VERY GOOD NIGHT. VIOLENT EVASIVE ACTION LOST ONE CONTACT OUT OF FOUR. SHIP OK.

2ND LT. KIRWAN, JOHN F., BISHOP 59, V8760, TIME 2300 - 0015. PI WITH BISHOP 63. BEAUTIFUL NIGHT. CONTROL AND EVERYTHING ELSE WENT FINE. MADE 3 INTERCEPTIONS.

F/O DEAKYNE, T.A., BISHOP 70, V8814, TIME 2340 - 0115, RAN PI'S WITH BISHOP 56, RAN 1 INTERCEPTION, VISUAL AT 1200. RETURNED DUE TO SOUR ORANGES.

OCTOBER 11, 1943

1ST LT. LEONARD, J.E., BISHOP 56, V8806, TIME 1405 - 1505, NFT WITH BISHOP 70 WHO RAN INTERCEPTIONS.

F/O DEAKYNE, T.A., BISHOP 70, V8814, TIME 1415 - 1505, NFT WITH BISHOP 56. TWO INTERCEPTIONS OK.

1ST LT. HOOTON, S.B., BISHOP 57, V8760, TIME 1415 - 1510., NFT WITH BISHOP 55 AND 59. AI U/S.

2ND LT. KIRWAN, J.F., BISHOP 59, V8834, TIME 1415 - 1530. TAKE OFF ON NFT WITH BISHOP 55. THEY LIT A FLARE POT TO SHOW US THE DIRECTION FOR LANDING. THEY SENT US OUT TO SEARCH FOR A PLANE IN THE HILLS. PANCAKED.

2ND LT. WILLIAMSON, W.R., BISHOP 64, LB595, TIME 1400 - 1500, BOY, WHAT A PLANE! EVERYTHING WONDERFUL.

2ND LT. WILLIAMSON, W.R., BISHOP 64, V8822, TIME 1615 - 1645, TEST HOP. SHIP OK.

1ST LT. STIRNUS, H.A., BISHOP 52, KV913, TIME 1630 - 1700, TEST HOP OK. STARBD OIL TEMPERATURE 10-15 DEGREES HIGHER THAN PORT BUT IS BEING ADJUSTED. EVERYTHING ELSE OK.



Steve Perry at Tafaroui Air Base, Algeria, North Africa, with Beaufighter V8822, the "Kissimmee Cowgirl". In the 1940s Kissimmee, FL was in the heart of Florida's cattle country.

1ST LT. MC CRAY, C.R., BISHOP 54, LB595, TIME 1700 - 1730. GOOD TAKE OFF, COULDN'T LOOP, SHE STALLED OUT UPSIDE DOWN AND TRIED TO SPIN. NO TROUBLE RECOVERING. SLOW ROLLED PRETTY WELL. PANCAKED TAIL LOW.

1ST LT. LEE, J.S.M., BISHOP 53, KV911, TIME 1415 - 1630. NFT WITH 59. CIRCLED BASE DUE TO PRANG, LATER TO THE HILLS TO LOOK FOR REPORTED PRANG.

F/O DEAKYNE, T.A., BISHOP 70, LB595, TIME 1825 - 1855, SOLOED HURRI-VERY PECULIAR. A/C AND R/T OK. PILOT FAIR.

1ST LT. STIRIRNUS, H.A., BISHOP 52, KV913, TIME 1900 - 2130. STARTED PI WITH STALECRUST, BUT FOUND WEAPON BENT. FLEW TARGET FOR 50 AND AFTER 2 HRS STALECRUST STILL COULD NOT MAKE CONTACT. BELIEVE BOTH WEAPONS BENT. VERY BORING !!! MADE GOOD LANDING.

1ST LT. LEE, J.S/M., BISHOP 53, V8743, TIME 1900 - 2130, FISHBONE WITH 56-OKLAHOMA AGGIES ON THE BALL-AFTER CONTACT GOOD EVASION-PORT ENGINE AT 1900 RPM GAVE OUT HELL OF A DEAFENING HUM-STACK BLOWN ON STBD. DEFLECTION ON WALRUS ON LANDING TOO GREAT SO WENT AROUND.

1ST LT. LEONARD, J.E., BISHOP 56, V8822, TIME 1905 - 2145. PI ON FISHBONE WITH 53, MADE 5 INTERCEPTIONS AND CONTROLLER WAS PRETTY DAMNED GOOD. 822 IS STILL THE BEST SHIP ON THE LINE EXCEPT THAT THE THROTTLES ARE OUT A LITTLE. BEAUTIFUL NIGHT!!

MAJOR EHLINGER, J.T., BISHOP 50, KV911, TIME 1900 - 2130. PI WITH STALECRUST. PLAYED WITH BISHOP 52-HIS WEAPON BENT. RETURNING HOME PICKED UP CONTACT, IDENTIFIED IT AS FRIENDLY TWIN ENGINE. WATCHED LT. LEE TRY TO PLAY PIGGIE BACK ON A WALRUS.

F/O DEAKYNE, BISHOP 70, V8806, TIME 2120 - 2255. PI WITH BISHOP 59. RAN ONE INTERCEPTION THEN HAD TO RETURN AS BISHOP 59'S R/T WAS OUT. BOUNCED LANDING AS WINDSCREEN FOGGED UP AND COULD SEE NOTHING.

2ND LT. KIRWAN, J.F., BISHOP 59, V8834, TIME 2115 - 2245. PI WITH BISHOP 70. BEAUTIFUL NIGHT. STARBD. TRANSMITTER OUT SO DID TWO INTERCEPTIONS WITHOUT TALKING TO FISHBONE, USED CANARY TO ANSWER FISHBONE. FINALLY RECEIVER WENT OUT SO CAME HOME.

2ND LT. SWIFT, R.C., BISHOP 60, V8806, DID NOT TAKE OFF, WEATHER U/S.

1ST LT. MC CRAY, C.R., BISHOP 54, KV911, TIME 0010 - 0030. FOUND PILOT'S O₂ VALVE TURNED ON, FUEL SWITCH ON. TOOK OFF AND FOUND FOG SNEAKING UP ON THE FIELD. RETURNED AND LANDED. BISMUTH GAVE PERMISSION TO TAXI BACK ON RUNWAY WITHOUT ASKING FOR IT. BUT WHEN I DID CONTROL TENT ON RUNWAY USED ME FOR TARGET PRACTICE WITH ALDIS LAMP. WROTE UP LEAKY CONNECTIONS ON #3 O₂ BOTTLE.

CAPT. NELSON, KENNETH K., BISHOP 71, V8831, TIME 2110 - 2230. GCI WITH STALECRUST. EVRYTHING WENT SMOOTHLY. STALECRUST - SEVERAL GOOD INTERCEPTIONS. GANESTAT HOMING GOOD; DOGLEG LIGHT FROM WEST POINTS SOUTH OF BASE ABOUT A MILE. HOMING TO FIELD BY SECTOR VERY GOOD. RT GEAR IND. READS NEUTRAL DURING FLIGHT WHEN HYD. SELECTOR IS TURNED OFF. HYD. SQUEAL.

1ST LT. HOOTON, S.B., BISHOP 57, V8760, TIME 0020 - 0030, PI OUT. FOG NEAR BASE. 760 RAN WELL.

OCTOBER 12, 1943

1ST LT. MACQUEEN, A.L.JR., BISHOP 55, LB595, TIME 0915 - 1015. FLEW FOR 1/2 HOUR WITH HEAD UP AND LOCKED AND LANDING GEAR HALF UP AND UNLOCKED.

2ND LT WILLIAMSON, W.R., BISHOP 64, V8822, TIME 1400 - 1445, NFT EVERYTHING FINE. SHIP OK.

2ND LT. SWIFT, R.C., BISHOP 60, V8806, TIME 1401 - 1506, NFT WITH BISHOP 64, CLIMBED TO 21,000. NO MOTHER. TOLD BISMUTH. SHIP OK.

1ST LT. HOOTON, S.B., BISHOP 57, V8760. TIME 1445 - 1600, NFT WITH 54. AI U/S AGAIN FOR THE FOURTH TIME

1ST LT. LARSEN, WM.A., BISHOP 51, KV913, TIME 1600 - 1635. NFT WITH 55, AI SET U/S. RADIO ON PORT SIDE HAS NO SIDE TONE.

1ST LT. MC CRAY, C.R., BISHOP 54, V8834, TIME 1500 - 1530, NFT. FOUND 10 DEGREE ELEVATION SQUINT-POOR MINIMUM RANGE (1000 FT). CHECKED CANARY AND PANCAKED.

1ST LT. MACQUEEN, A.L.JR., BISHOP 55, KV911, TIME 1545 - 1645. TAIL WHEEL SHIMMIED

BADLY, LEFT ENGINE SHOWED 300 DEGREES ON CLIMB, WAS OK LATER
 2ND LT. GROOM, W.G., BISHOP 61, LB595, TIME 1550 - 1650.
 2ND LT. WILLIAMSON, W.R., BISHOP 64, V8822, TIME 1850 - 2150. GCI WITH STALECRUST
 WAS VERY GOOD. (PALMER) EVERYTHING WAS FINE, SHIP AND ALL.
 1ST LT. MC CRAY, C.R., BISHOP 54, V8834. TIME 1850 - 2155, GCI WITH FISHBONE.
 SUCCESSFUL EVENING-VISUALS AT 1500 FT. OR MORE. CONTROLLER TALKED TOO MUCH
 WHEN HE SHOULD BE MERELY GIVING VECTORS, THEN SAT BACK AND KEPT QUIET SO LONG
 WE HAD TO CALL FOR RADIO CHECK TO BE SURE R/T WAS STILL WORKING. RETURNED TO
 BASE AND SWEATED OUT BISMUTH WHILE HE GOT 3 AIRPLANES ON THE GROUND IN FIFTEEN
 MINUTES.
 1ST LT. HOOTON, S.B., BISHOP 57, V8760, TIME 1900 - 2210. PI WITH FISHBONE. FOUR
 INTERCEPTIONS GOOD. LOST TWO 180 DEGREE HEAD ONS. WE WERE TOO CLOSE
 TOGETHER. PRETTY GOOD NIGHT. RETURNED AND MADE A GOOD LANDING.
 2ND LT. SWIFT, R.C., BISHOP 60, V8806, TIME 1915 - 2155. GCI WITH STALECRUST AND
 BISHOP 64. SHOULD HAVE DONE A LOT BETTER.

OCTOBER 13, 1943

F/O JEFFREY, R.W., BISHOP 63, V8814, TIME 1330 - 1420. NFT WITH BISHOP 61. NOTHING
 HAPPENED NOT EVEN BUZZING. SHIP OK.
 F/O FULLER, C.K., BISHOP 65, V8822, TIME 1330 - 1420. WORKED INTERCEPTIONS WITH 51.
 NOTHING HAPPENED. RETURNED AND PANCAKE
 1ST LT. LARSEN, WM.A., BISHOP 51, KV913, TIME 1350 - 1430, NFT WITH 65, AI OUT -
 SWINGING BLIP. PLANE OK.
 F/O JEFFREY, BISHOP 63, V8814, TIME 1900 - 2145. PI WITH BISHOP 65. EVERYTHING WENT
 OFF OK. PI FAIRLY GOOD. INTERCEPTIONS-5. AFTER ONE INTERCEPTION AND AS WE
 WERE STARTING ANOTHER WE ALMOST HAD A HEAD ON COLLISION BEFORE INTERCEPTION
 STARTED. SHIP OK. PANCAKED.
 F/O FULLER, C.K., BISHOP 65, V8822, TIME 1900 - 2145. PI WITH 63. MY WEAPON WAS
 BENT BUT MANAGED TO WORK WITH IT. MADE FOUR INTERCEPTIONS WITH POP AT
 STALECRUST. MADE LAST TURN ON APPROACH AT 500 FT, THEN HAD TO CUT BOTH
 THROTTLES AS I WAS DOING 180 MPH AND CAME IN, IN THE YELLOW ALL THE WAY. AFTER
 ZIG-ZAGGING I GOT LINED UP WITH RUNWAY AND PANCAKED. RADIO OUT ON PORT SET.
 CAPT. NELSON, KENNETH K., BISHOP 71, KV911, TIME 1500 - 1615, 1915 - 2030. CROSS
 COUNTRY TO REGHAIA. WROTE UP TAIL WHEEL SWIVEL TOO STIFF.
 CAPT. NELSON, KENNETH K., BISHOP 71, TIME 2115 2215. GCI WITH STALECRUST-RETURNED
 BECAUSE OF WEATHER.
 1ST LT. MC CRAY, C.R., BISHOP 54, V8834, TIME 1130 - 1350. TOOK LT. COL. YOUNG TO
 CASABLANCA. INTELLIGENCE GAVE ME WRONG CALL SIGN FOR CASA BUT FINALLY GOT IN.
 SMOOTH FLYING WEATHER AND GOOD NAVIGATION.

OCTOBER 14, 1943

1ST LT. MC CRAY, C.R., BISHOP 54, V8834, TIME 1310 - 1520. RETURNED FROM CASA.
 UNEVENTFUL TRIP. HAD TO CALL BISMUTH 4 TIMES BEFORE GETTING AN ANSWER,
 CHECKED WITH BRADSHAW TO MAKE SURE R/T WAS WORKING.
 1ST LT. LEONARD, J.E., BISHOP 56, V8822, TIME 1330 - 1530. FORMATION WITH 53, 59, 70
 AND IT STUNK. NFT WITH 70. SHIP OK.
 1ST LT. LEE, J.S.M., BISHOP 53, V8743, TIME 1330 - 1530. FORMATION WITH 59, 56, 70
 AND IT STUNK!. RAN NFT WITH 59 AND CHECKED CANARY WITH STALECRUST. A/C FINE.
 2ND LT. KIRWAN, J.F., BISHOP 59, KV913, TIME 1550 - 1530. FORMATION WITH 53, 56, 70
 AND IT STUNK! RAN NFT WITH 53 AND CHECKED CANARY WITH STALECRUST. A/C FINE.
 F/O DEAKYNE, T.A., BISHOP 70, KV911. TIME 1320 - 1550, FORMATION WITH 53, 56, 59, AND
 IT STUNK! RAN NFT WITH 56. CHECKED CANARY. A BIT WEAK. A/C AND R/T OK.
 1ST LT. HOOTON, S.B., BISHOP 57, V8814, TIME 1535 - 1645, NFT WITH 60. SHIP AND
 EQUIPMENT OK. BOOST GAUGE STICKS. BABY NO GOOD. COCKREL OK.
 2ND LT. SWIFT, R.C., BISHOP 60, V8760, TIME 1545 - 1645, NFT WITH 57. EVERYTHING OK
 AS CAN BE EXPECTED.
 CAPT. NELSON, KENNETH K., BISHOP 71, V8814, TIME 1858 - 2155, GCI WITH STALECRUST.
 STALECRUST DID A VERY GOOD JOB TONIGHT. WROTE UP LEFT BOOST GAUGE STICKS,

RIGHT WHEEL INDICATED DOWN, CYLINDER HEAD TEMPT BOTH AT 250 IN RICH MIXTURE, AND BAD DRAFT IN BACK COCKPIT.

1ST LT. LEONARD, J.E., BISHOP 56, V8822, TIME 1850 - 2205, PI WITH 70 AND FISHBONE AND THEY MADE 6 INTERCEPTIONS--ALL GOOD BUT ONE. BOTH 70 AND I WENT OVER TO S/L AND FLEW FOR ABOUT AN HOUR. WE BOTH HAD S/L OFFICERS AS PASSENGERS. S/L CAN REALLY HOLD ON TO YOU IF THEY FIND YOU.

F/O DEAKYNE, T.A., BISHOP 70, KV911. TIME 1850 - 2210, PI'S WITH 56. VISUALS ON 3 INTERCEPTIONS OBTAINED AT 1500! SEARCHLIGHT COOP LAST HOUR. ONCE LIGHTS GOT GOING THEY WERE GOOD. BAD OIL LEAK ON STBD ENGINE. R/T OK.

2ND LT. SWIFT, R.C., BISHOP 60, V8760. TIME 1855 - 2205, PI WITH 71. VERY SUCCESSFUL EVENING, KORMAN DID JOLLY WELL.

1ST LT. LEE, J.S.M., BISHOP 53, V8743, TIME 1900 - 2230, PI WITH PERFORM, WITH EIGHT INTERCEPTIONS. WHEELER CONT.--GOOD SESSION--GAVE FIGHTER HARD EVASION--TAIL WHEEL SHIMMY. INTERCOM U/S. TAIL LIGHT OUT.

2ND LT. KIRWAN, J.F., BISHOP 59, KV913, TIME 1900 - 2230. AIRBORNE AND FLEW FORMATION WITH 53 OUT TO PERFORM CONTROLLED BY WHEELER, HARD EVASIVE ACTION. WEATHER AND SHIP GOOD.

OCTOBER 15, 1943

1ST LT. MC CRAY, C.R., BISHOP 54, V8831, TIME 1400 - 1435, NFT--OK. GAVE UP TRYING TO CONTACT BISMUTH. JUST COULDN'T WAKE 'EM UP.

2ND LT. GROOM, W.G., BISHOP 61, V8760, TIME 1350 - 1435, NFT. TOWER VERY MUCH ASLEEP OR--

F/O FULLER, C.K., BISHOP 65, TIME 1350 - 1435. WORKED NFT WITH BISHOP 54 AT 7000, THEN RETURNED TO BASE.

F/O WILLIAMSON, W.R., BISHOP 64, V8822, NFT, EVERYTHING OK. TIME 1355 - 1450.

2ND LT. SWIFT, R.C., BISHOP 60, TIME 1350 - 1430. NFT WITH BISHOP 57. EVERYTHING SATISFACTORY.

2ND LT. SWIFT, R.C., BISHOP 60, V8834, TIME 1930 - 2115. GCI WITH 64. WEAPON SLIGHTLY BENT.

1ST LT. HOOTON, S.B., BISHOP 57, V8814, TIME 1345 - 1450, NFT WITH 60, OK.

F/O WILLIAMSON, W.R., BISHOP 64, V8822, TIME 1930 - 2200, GCI WITH STALECRUST, AND CONTROLLER WAS PISS POOR. THEN WENT TO S/L MISSION. SHIP OK.

OCTOBER 16, 1943

1ST LT. MC CRAY, C.R., BISHOP 54, V8831, TIME 0620 - 0720, SCRAMBLED AFTER BRADSHAW SPENT 10 MINUTES GETTING WEATHER CHECKED. BANDIT TOO FAR AWAY BY TIME AIRBORNE. PATROLLED UNDER FISHBONE FOR AWHILE. RETURNED TO BASE AND PANCAKED.

F/O FULLER, C.K., BISHOP 65, V8822, TIME 1430 - 1525, WORKED NFT WITH 63. EVERYTHING OK. CHASED DC-3--OVERSHOT. HE WAS DOING 155 MPH. LOOKED FOR FRENCH TANKS.

F/O JEFFREY, R.W., BISHOP 63, KV911, TIME 1425 - 1530. WORKED NFT WITH BISHOP 65. EVERYTHING OK. SET, OK.

2ND LT. GROOM, W.G., BISHOP 61, V8760, TIME 1425 - 1535, NFT, ALL OK.

F/O DEAKYNE, T.A., BISHOP 70, V8834, TIME 1425 - 1530, NFT WITH BISHOP 53. AIRCRAFT AND R/T OK.

1ST LT. MACQUEEN, A.L., JR., BISHOP 55, V8743, TIME 1415 - 1525. NFT ALL OK. NICE DAY.

1ST LT. LEONARD, J.E., BISHOP 56, V8831, TIME 1500 - 1550, NFT. FINALLY FOUND BISHOP 55 FOR TARGET AND RAN ONE INTERCEPTION. SET WAS VERY GOOD. BEAUTIFUL CLOUDS ABOUT 6500 FT. SO I DID A FEW STEEP TURNS AND A BUZZ JOB ON THEM, STOOGED AROUND FOR AWHILE, THEN CAME IN. AT LAST--A GOOD LANDING.

CAPT. NELSON, K.K., BISHOP 71, V8814, TIME 1900 - 1930. GCI WITH FISHBONE. WAS CLIMBING TO 7000 WHEN RIGHT ENGINE CUT OUT AT 5000. RIGHT ENG PRESSURE LIGHT CAME ON AND CYL. TEMP STARTED DROPPING. AFTER CUTTING AND SPITTING TWICE, ENGINE RAN ROUGH ON THE WAY HOME. CHECKED THE MAG. ON THE GROUND AND EVERYTHING SEEMED ALL RIGHT. GROUNDED THE SHIP TO HAVE THE CARBURETOR CHECKED OVER.

MAJ. EHLINGER, J.T., BISHOP 50, KW911, TIME 1900 - 2115. GCI WITH STALECRUST. 2 INTERCEPTIONS MADE. PLAYED WITH BISHOP 61. RADIO WENT OUT ON STARBOARD SET. RETURNED TO BASE AND LANDED WELL-ALMOST.

2ND LT. GROOM, W.G., BISHOP 61, V8760, TIME 1845 - 2140. PI'S WITH 50. TWO INTERCEPTIONS THEN 50 WENT HOME WITH R/T TROUBLE. THEN 55 CAME UP AND WE HAD ONE HELL OF A TIME.

1ST LT. MACQUEEN, A.L.JR., BISHOP 55, V8745, TIME 1900 - 2140. FLEW S/L, WENT ON TO STALECRUST AS PLAYMATE FOR BISHOP 61. HAD GOOD SESSION - LAST INTERCEPTION TURNED INTO RAT RACE.

1ST LT. LEONARD, J.E., BISHOP 56, V8831, TIME 1850 - 2200. PI WITH PERFORM WITH BISHOP 65 AS PLAYMATE. AL WITHERS DID A VERY GOOD JOB OF CONTROLLING, MAKING 7 INTERCEPTIONS. VISUALS ON THE FIRST 3 WERE AT ABOUT 800 FT. R/O AND AI BOTH VERY GOOD.

F/O FULLER, C.K., BISHOP 65, V8822, TIME 1900 - 2200. PI WITH PERFORM AND BISHOP 56. SET WAS BENT A LITTLE AND I HAD ONE HELL OF A TIME TRYING TO MAKE INTERCEPTIONS. PERFORM ON THE BALL. (AL WITHERS). PANCAKED AT 2200.

1ST LT. LEE, J.S.M., BISHOP 53, V8814, TIME 1400 - 1515, NFT WITH BISHOP 70. SET AND SHIP OK. WORKED WITH PUNCTURE. FIRST STEER AWAY FROM BASE. CORRECTION MADE ON NEXT TRANSMISSION. BROUGHT IN RIGHT OVER BASE.

1ST LT. LEE, BISHOP 53, LB595, TIME 1630 - 1725, TEST HOP. SHIP OK.

1ST LT. LEE, BISHOP 53, V8743, TIME 2300 - 0140. FISHBONE WITH BISHOP 59. CONTROL A BIT SPOTTY. ABOUT 8 INTERCEPTIONS, ALL WORK. SOME IN CONFINED AREA OUTSIDE ORAN HARBOR, NECESSITATING CHANGING TARGET'S COURSE. SHIP OK. BLEW STBD STACK.

2ND LT. KIRWAN, BISHOP 59, V8831, TIME 2300 - 0150. FISHBONE PI WITH BISHOP 53, CONTROL NOT TOO GOOD. 7 OR 8 INTERCEPTIONS. LOST ONE INTERCEPTION AFTER TAKING --- ON FIGHTER. SHIP OK.

F/O DEAKYNE, BISHOP 70, KV911, TIME 2305 - 0200, PI WITH BISHOP 71. RAN TWO INTERCEPTIONS. VISUALS AT 1500 FT. SEARCHLIGHT CO-OP LAST HOUR. LIGHTS GOOD WHEN THEY GOT STARTED. STARBOARD R/T FAILED TO TRANSMIT. OIL LEAK ON STARBOARD ENGINE.

CAPT. KENNETH K. NELSON, BISHOP 71, V8760, TIME 2305 - 0200. GCI WITH STALECRUST AND SEARCHLIGHT. GOOD JOB DONE BY BOTH. RADIO WEAK. RIGHT STACK FLAMED BADLY.

1ST LT. LEONARD, J.E., BISHOP 56, V8831, TIME 0410 - 0710, PI WITH FISHBONE. BISHOP 63 AS TARGET. 65'S SET WENT OUT SO HE FLEW TARGET FOR ME. THE CONTROLLER MADE 5 INTERCEPTIONS THAT WEREN'T TOO HOT. CLOUD LAYER AT 10,000. PLANE AND AI OK.

F/O JEFFREY, BISHOP 63, V8822, TIME 0430 - 0635. S/L AND PI WITH BISHOP 56. WEAPON BENT. PICKED UP A LOT OF ICE IN CLOUDS. RAINING WHEN I PANCAKED. SHIP OK.

OCTOBER 17, 1943

F/O DEAKYNE, BISHOP 70, KV911, TIME 1505 - 1605, NFT WITH BISHOP 59, STARBOARD SQUINT ON AI, AIRCRAFT OK.

2ND LT. HOOTON, S.B., BISHOP 57, V8814, TIME 1505 - 1535. TEST HOP. SHIP OK FOR ABOUT 35 MIN. THEN RIGHT ENGINE BEGAN TO VIBRATE. DECIDED TO PANCAKE. WHEN THROTTLED BACK, ENGINE QUIT VIBRATING. WHEN DROPPED WHEELS AND INCREASED BOOST ON BASE LEG, ENGINE VIBRATED SO MUCH I HAD TO THROTTLE BACK. HAD PLENTY OF HEIGHT SO PANCAKED OK. 100 MAG DROP ON RIGHT ENGINE. WROTE UP WHEEL IND., HYD SQUEAL, MAG. DROP, AND ENGINE BUSINESS.

2ND LT. SWIFT, R.C., BISHOP 60, V8743, TIME 1510 - 1615. NFT WITH BISHOP 57. EVERYTHING SATISFACTORY.

2ND LT. KIRWAN, J.F., BISHOP 59, V8822, TIME 1530 - 1620, NFT WITH 70. AI POOR, SHIP OK. CHASED WALRUS AND HURRICANE, NEITHER VERY SOCIABLE.

1ST LT. MC CRAY, C.R., BISHOP 54, LB595, TIME 1600 - 1630. GOOD TAKE-OFF. DID COORDINATION EXERCISES AND STEEP TURNS, THEN WENT FOR LEISURELY SUNDAY AFTERNOON DRIVE AT 1500'. FOUND THE COUNTRYSIDE SO OF BASE RATHER ATTRACTIVE. IT'S TURNING GREEN AND BEGINS TO LOOK CIVILIZED, IF YOU STAY TOO HIGH TO SEE THE ARABS. RETURNED TO BASE AND LANDED AFTER FAILING TO CONTACT BISMUTH. IT WAS A/C'S R/T THIS TIME INSTEAD OF BISMUTH'S.

2ND LT. SWIFT, R.C., BISHOP 60, V8745, TIME 1830 - 1930. GCI WITH FISHBONE AND BISHOP 53. RETURNED TO BASE BECAUSE OF ROUGH PORT ENGINE WHICH WAS SPASMODICALLY LOSING 3-7 HUNDRED RPM.

1ST LT. LEE, J.S.M., BISHOP 53, V8760, TIME, 1850 - 2045, PI WITH FISHBONE AND BISHOP 60 WHO RETURNED TO BASE. CONTINUED ON PATROL. R/T TRANSMISSION OUT. FISHBONE COULD NOT HEAR ME. RIGHT TACH OUT, OTHERWISE OK. THREE PI'S.

CAPT.K.K. NELSON, OUTWITTED THE 2609'S IN A BRILLIANT CONTESTED GAME. SCORE UNKNOWN. VISIBILITY GOOD.

1ST LT. MC CRAY, C.R., BISHOP 54, V8822, TIME 1900 - 2210, PI WITH STALECRUST. WHAT A NIGHT! WEAPON NONE TOO GOOD, STUDENT CONTROLLERS, AND DEAKYNE TO CHASE. LET THE CONTROLLERS CHASE ME AFTER MY OWN BLIP WHILE DEKE FLEW AWAY STRAIGHT AND LEVEL, BUT AFTER I DIDN'T CATCH ME IN 15 MINUTES, IT GOT TIRESOME, SO WE GOT AN EXPERIENCED CONTROLLER AND FINALLY MADE AN INTERCEPTION. RETURNED TO BASE AND BORED DOWN THRU THE CLOUDS. USED THROTTLE ON LANDING TO KEEP FROM STALLING IN.

F/O DEAKYNE, T.A., BISHOP 70, KV911, TIME 1850 - 2205, PI WITH BISHOP 54. RAN 3 INTERCEPTIONS. FIRST TWO OK. LOST CONTACT ON 3RD. FAILED TO GET VISUAL. SPENT MOST OF EVENING WAITING FOR CONTROL TO GET 54 ON US. BAD OIL LEAK ON STARBOARD ENGINE. COULDN'T TURN OFF FLASHLIGHT WHICH CONFUSED ME SO AS TO FORGET TO LIFT FLAPS AND OPEN GILLS AFTER LANDING.

1ST LT. J.E. LEONARD, BISHOP 56, V8743, TIME 2305 - 0140, PI ON STALECRUST WITH BISHOP 59 AND HAD THREE INTERCEPTIONS APIECE. MY STBD TRANSMITTER HAD A SQUEAL IN IT SO I USED IT TO SIGNAL THE CONTROLLER WITH. THE PORT TACHOMETER WAS FLUCTUATING FROM 200 - 700 RPM. AND AFTER LANDING IT WENT OUT. BEAUTIFUL NIGHT.

2ND LT. KIRWAN, BISHOP 59, V8806, TIME 2300 - 0130, PI WITH BISHOP 56 ON STALECRUST. 75 MAG DROP BEFORE TAKE-OFF BUT THOUGHT IT MIGHT CLEAR UP. STBD. ENGINE ACTED UP ALL NIGHT AND CUT OUT ONCE IN A STEEP TURN-AGED TWO YEARS. EVERYTHING ELSE OK. PRETTY NIGHT TO PLAY IN THE CLOUDS.

OCTOBER 18, 1943

2ND LT. GROOM, BISHOP 61, LB595, TIME 0935 - 1050, FIRED CANNONS, BOTH WORKED PERFECTLY. BEST DAMN SHIP I'VE SEEN YET.

2ND LT. R.C. SWIFT, BISHOP 60, LB595, TIME 1310 - 1400, CHECK FLIGHT. VERY ENJOYABLE HAD A JOLLY TIME - REALLY.

1ST LT. LARSEN, BISHOP 51, KV913, TIME 16TH 1340 - 18TH. RETURNED FROM CASABLANCA. AFTER A NICE STOP OVER. TAIL WHEEL BLEW ON LANDING AT CASA. WEATHER HELD ME BACK THE 17TH. CAME HOME MORNING OF 18TH. HAD TO GO TO 15,000 TO CLEAR CLOUDS IN PASS. SHIP BEAUTIFUL, CASA BEAUTIFUL - WELL BEAUTIFUL.

2ND LT. HOOTON, S.B., BISHOP 57, V8814, TIME 1230 - 1420, NFT WITH HURRICANE BUT HE LEFT ME. CHECKED CANARY, OK. 71 SHOWED UP SO RAN NFT. WROTE UP I/C SWITH U/ S. ENGINE ROUGH AT 1900 - 2000 BUT SMOOTHER ABOVE, STBD WHEEL IND. DOES NOT IND. UP, HYD. SQUEAL.

CAPT. KENNETH K. NELSON, BISHOP 71, V8822, TIME 0930 - 1045, 1300 - 1430, CROSS COUNTRY TO REGHAIA. DID NFT ON WAY HOME. ANTENNA ON LEFT WING BROKEN.

1ST LT. MC CRAY, C.R., BISHOP 54, V8819, TIME 1410 - 1435, TEST HOP. LOUD EXCESSIVE MAG NOISE. TRIMS UP NICELY. STBD U/C INDICATOR DOESN'T SHOW UP WHEN HYDRAULIC SYSTEM IS OFF.

1ST LT. MACQUEEN, A.L.JR., BISHOP 55, LB595, TIME 1100 - 1210, GOOD, GOOD. DOG FOUGHT DC-3'S.

2ND LT. R.C. SWIFT, BISHOP 60, V8806, TIME 1605 - 1705. NFT WITH 54. SATISFACTORY.

1ST LT. MC CRAY, C.R., BISHOP 54, V8831, TIME 1640 - 1700, NFT, EVERYTHING BEAUTIFUL 1 WEAPON AND A/C BOTH.

2ND LT. HOOTON, BISHOP 57, A/C V8814, TIME 1810 - 1850. TOOK OFF FOR PI BUT WHEN ON CHANNEL G THERE WAS SO MUCH NOISE ALSO VHF. COULD NOT USE VHF INTERCOM AND REG I/C WAS OUT SO RETURNED TO BASE. GOT INTO KV913 AND STARTED TAXIING OUT AT 1900. THE FRENCHMEN STARTED COMING IN. I TAXIED DOWN THE DIRT BESIDE THE RUNWAY BUT WHEN I GOT NEAR THE END THE LITTLE MAN IN THE TENT BEGAN FRANTICALLY FLASHING A RED LIGHT IN MY EYES. SO I STOPPED AND EVERY TIME I

STARTED TO MOVE HE WOULD FLASH AGAIN. SIX P-39'S AND ONE HUDSON LANDED TAKING 30 MINUTES. THEN I CALLED BISMUTH AND ASKED IF I MIGHT TAXI ON. THEY SAID TO HOLD ON, THEY HAD MORE A/C TO GET DOWN. MY EYE, HEAD TEMPERATURE WAS 270 DEGREES AND GOING UP AND OIL TEMPERATURE WAS ALMOST OFF THE GAGE SO I GOT PISSED OFF AND RETURNED TO LINE. THERE WERE A HUNDRED YARDS OR MORE OF RUNWAY NOT LIGHTED. RATHER THAN TAXI AGAINST THE P-39'S I TAXIED DOWN THE LIGHTED TAXI WAY.

2ND LT. SWIFT, BISHOP 60, A/C V8806, TIME 1815 - 1945, CONVOY COVER WITH 54, VHF INTERCOM HAD NOT BEEN FIXED THAT I REPORTED ON MY NFT.

CAPT. K.K. NELSON, BISHOP 71, A/C V8822, TIME 1815 - 2000, RETURNED EARLY WITH BAD RADIO. WEATHER NOT TOO GOOD.

1ST LT. MC CRAY, C.R., BISHOP 54, A/C V8831, TIME 1815 - 2010, GOT OUT TO SHIP ABOUT 1810 AND WAS AIRBORNE ON TIME. VECTORED OUT TO "WASTINGS" BY BRADSHAW, THEN PATROLLED UNTIL AFTER DARK. RETURNED TO BASE AND LANDED.

2ND LT. W.G. GROOM, BISHOP 61, A/C KV913, TIME 2250 - 0100. DID PI WITH 65. GOOD NITE FOR A CHANGE. ROTH WAS RIGHT IN THE GROOVE. A/C OK.

F/O C.K. FULLER, BISHOP 65, A/C V8822, TIME 2250 - 0110. TOOK OFF FOR AREA PATROL WITH 61, 3UT SET WASN'T WORKING. HEATERS WENT OUT, NO OXYGEN AND GYRO WAS SPINNING ON TURNS SO I RETURNED TO BASE AND LANDED.

OCTOBER 19, 1943

1ST LT. W.A. LARSEN, BISHOP 51, V8831, TIME 0430 - 0530. GCI WITH STALECRUST. RETURNED BECAUSE OF WEATHER. GOOD SET AND GOOD PLANE.

1ST LT. A.L. MACQUEEN, JR., BISHOP 55, V8822, TIME 0420 - 0520. GCI SET NG. 1500 - 3000 FT. RECALLED BECAUSE OF WEATHER. COULDN'T BELIEVE IT. SPOTTED FIELD FROM 7000 FT WITH LIGHTS NOT OPERATING. REPORTED SAME TO STALECRUST. REPORT IGNORED. PANCAKED 10 FT OFF THE GROUND. WHY IN HELL I SHOULD GET UP AT 0315 TO FLY ONE HOUR WITH A BENT WEAPON IS MORE THAN I CAN SEE - ENOUGH TO SPOIL A MAN'S GOOD DISPOSITION.

2ND LT/ W.G. GROOM, BISHOP 61, V8814, TIME 1450 - 1550, NFT WITH 55. GOOD SET AND AIRPLANE SURPRISED THE HELL OUT OF ME. IT'S BETTER THAN I THOUGHT.

1ST LT. A.L. MACQUEEN, JR., BISHOP 55, V8831, TIME 1455 - 1555, NFT, GOOD SET SHIP OK. LEFT MAG - LEFT ENGINE DROPPED 75 - 100 RPM IN AIR.

1ST LT. W.A. LARSEN, BISHOP 51, V8834, TIME 1530 - 1600. BOTH MOTORS ROUGH. AILERON CONTROL VERY POOR. I DIDN'T LIKE IT.

1ST LT. J.E. LEONARD, BISHOP 56, LB595, TIME 1610 - 1710, ONE HOUR OF LOCAL TRANSITION - IT IS A BEAUTIFUL AIRCRAFT. BISMUTH ASLEEP AS USUAL.

F/O JEFFREY, BISHOP 63, A/C V8806, TIME 1455 - 1605, NFT WITH BISHOP 65, EVERYTHING OK.

F/O C.K. FULLER, BISHOP 65, V8819, TIME 1855 - 2055. PLAYED WITH 63 UNTIL RADIO WENT OUT ALTOGETHER. THEN TRIED ORBIT FOR SEARCHLIGHT HOMING, AND TRIED TO FIND WAY HOME BUT COULDN'T. MOTHER WASN'T WORKING AND I COULDN'T TALK TO R.O. THEN I WENT NORTH TO COAST AND FOUND OUT WHERE I WAS AND STARTED IN THE GENERAL DIRECTION OF BASE, THE SEARCHLIGHTS CAME ON FOR A SEARCHLIGHT HOMING. I PANCAKED WITH SEARCHLIGHT AT END OF RUNWAY.

F.O JEFFREY, BISHOP 63, V8806, TIME 1855 - 2135. TOOK OFF ON PI WITH BISHOP 65. AFTER TWO INTERCEPTIONS EACH BISHOP 65'S RADIO WENT OUT THEN I STARTED TRYING TO CATCH BISHOP 65 - GOT A BUM STEAR. WENT 80 MILES SOUTHWEST OF BASE THEN FOUND 65 HAD PANCAKED USING SEARCHLIGHT HOMING AS MOTHER WAS SICK. SHIP OK

1ST LT. J.E. LEONARD, BISHOP 56, TIME 1840 - 2220, V8831, PI ON PERFORM WITH BISHOP 51 AND REALLY HAD A GOOD NIGHT - EVERYONE WAS ON THE BALL. HALL TOOK MY OBSERVERS PLACE AND DID A BEAUTIFUL JOB. WE RAN THREE INTERCEPTIONS APIECE AND IT WAS BLACK AS HELL. SHIP AND AI WERE PERFECT.

1ST LT. W.A. LARSEN, BISHOP 51, KV913, TIME 1840 - 2220, PI ON PERFORM WITH BISHOP 56, GOOD NIGHT. PERFORM WAS IN GOOD SHAPE. WE LOST A COUPLE OF INTERCEPTIONS BUT THERE WAS PRETTY TOUGH EVASION. BEAUTIFUL NIGHT BUT BLACK AS HELL. THREE HOURS IS TOO LONG FOR ONE FLIGHT.

1ST LT. A.L. MACQUEEN, BISHOP 55, V8831, TIME 2340 - 0240, S/L'S DID NOT GO OUT WHEN

MY NAVIGATION LIGHTS CAME ON. SECTOR VECTORED ME ON TO BOGIE BUT IDENTIFIED IT AS FRIENDLY BEFORE I MADE HEADING. WENT TO FISHFACE FOR PI'S AND HAD VERY GOOD EVENING.

1ST LT. J.S.M. LEE, BISHOP 53, KV913, TIME 2340 - 0235, S/L PICKED UP OK. THREE RUNS, OVER TO FISHBONE, WHEELER RAN ONE AND LONG FINISHED OFF 2 HOURS. GOOD CONTROL. DID SOME MERRY EVASION AS TARGET WITH FLAPS DOWN 129 MPH, 55 HELD. R/T GOOD, SHIP LOOSE AND OK.

OCTOBER 20, 1943

F/O DEAKYNE, BISHOP 70, V8831, TIME 0400 - 0615. PI'S WITH BISHOP 59. RAN 3 INTERCEPTIONS, ONE VISUAL AT 1000 FT. SECOND VISUAL 800 FT. THIRD CONTACT LOST. THEN RETURNED TO BASE AS STALECRUST RECEIVER U/S.

2ND LT. KIRWAN, J.F., BISHOP 59, KV913, TIME 0400 - 0700, PI WITH BISHOP 70. 3 INTERCEPTIONS. CONTROL COULD NOT RECEIVE US SO 70 RETURNED TO BASE AND I PATROLLED UNTIL 0700.

1ST LT. LEONARD, J.E., BISHOP 56, V8831, X-C REGHAIA AND RETURN TIME 1430 - 1740. HAD TWO PASSENGERS GOING UP AND CAME BACK WITH OBSERVER ONLY. THE TRIP WAS UNEVENTFUL AND CAME BACK THE WATER ROUTE WHICH IS PRETTY NICE SCENERY. RADIO AND A/C BOTH IN GOOD SHAPE. LOGGED 2:30

Swift and Ehlinger: There actually were Jerries in the air. See *Squadron History*, page 23, and *Conquering the Night*, page 13 for relevant details on this night's action. Editor

F/O T.A. DEAKYBE, BISHOP 70, KV913, TIME 1430 - 1755, REGHAIA AND RETURN. TOOK TWO PASSENGERS UP AND RETURNED EMPTY. 30 MAG DROP BURNED OUT ON WAY BACK. A/C AND R/T OK.

2ND R.C. SWIFT, BISHOP 60, V8806, TIME 1635 - 1755, ENGINE CUT TWICE WHILE DOING CONVOY PATROL. OIL PRESSURE DROPPED UNTIL IT WAS 30 LBS. WHEN I PANCAKED. REALLY PISSED OFF. IMAGINE ALL THIS AND ACTUALLY JERRIES IN THE AIR.

2ND LT. S.B. HOOTON, BISHOP 57, V8814M TIME 1625 - 1935, CONVOY COVER OVER "RADNER". 23 SHIPS, NO ACTION. CYL HEAD SO HIGH HAD TO FLY WITH GILLS OPEN. THEN THEY READ 230 ON RT AND 230 ON LEFT.

MAJ. J.T. EHLINGER, BISHOP 50, KV911, TIME 1800 - 1940, CONVOY COVER ON "RADNER" - 25 SHIPS.

WHAT PISS POOR EYESIGHT, FLEW OVER CONVOY WITHOUT SEEING IT. GOD HELP THE HUN IF HE SHOWED UP TONIGHT. THE TERRIBLE "B" FLIGHT WAS THERE. VIS. GOOD, WEATHER GOOD, RADIO IN MY SHIP STILL AWFUL, BUT OTHERWISE AFTER 240 HR. INSPECTION OK PLENTY GOOD SGT. NEEL.

2ND LT. J.F. KIRWAN, BISHOP 59, V8834, TIME 1630 - 1945. CONVOY COVER OVER "UNTRUE". 47 SHIPS. STAYED WITH CONVOY UNTIL AFTER DARK. SHIP OK EXCEPT FOR 75 MAG. DROP IN PORT ENGINE.

1ST J.S.M. LEE, BISHOP 53, V8819, TIME 1630 - 2005, CONVOY PATROL ON UNTRUE, WITHOUT INCIDENT. RETURNED AT DARK. SHIP OK, R/T GOOD.

F/O WILLIAMSON, BISHOP 64, V8760, TIME 1845 - 2015, GCI MISSION WITH FISHBONE. PULLED 2 INTERCEPTIONS, RETURNED, WROTE UP RATE OF CLIMB.

1ST LT. C.R. MC CRAY, BISHOP 54, V8831, TIME 1855 - 2125, TOOK OFF WITH 64 FOR PI



Sgts Richard O. Neel and L.R. Peters with a British Spitfire while at Borgo, Corsica. Both are original members of the 417th NFS.

WITH FISHBONE. RAN COUPLE OF INTERCEPTIONS, THEN 61 CAME HOME. WAITED FOR A WHILE AND PLAYED WITH 70. MADE THE FOOLISH MISTAKE OF ASKING FOR MILD EVASIVE ACTION. BUT WE GOT HIM EVENTUALLY. RETURNED AND PANCAKED ONLY TO HAVE THE GAS TRUCK SHINE HIS HEADLIGHTS IN MY EYES.

CAPT. KENNETH K. NELSON, BISHOP 71, KV911, TIME 2045 - 2300. PI WITH FISHBONE, BAD VISIBILITY. MADE TWO INTERCEPTIONS. VISUAL AT ABOUT 500 FT. BAD AI NOISE CHANNEL F.

F/O T. A. DEAKYNE, BISHOP 70, KV913, TIME 2000 - 2305, PI WITH BISHOP 71 AND EARLIER WITH BISHOP 54. RAN FOUR INTERCEPTIONS. POOR VISIBILITY, VISUAL AT 500 - 600 FT. LOST ONE CONTACT AFTER VISUAL WAS OBTAINED, BUT UNABLE TO GET INTO FIRING POSITION. MADE BEAUTY OF LANDING. A/C AND R/T ALRIGHT.

1ST LT. J.E. LEONARD, BISHOP 56, V8831, TIME 2255 - 0140, PI WITH BISHOP 60 AND STALECRUST. THEY WERE BREAKING IN SOME NEW CONTROLLERS AND THINGS WERE RATHER ROUGH. MY INTERCEPTIONS WERE WITHOUT INCIDENT AS THE TARGET DID NOT USE ANY EVASIVE ACTION. A/C AND R/T OK.

2ND LT. R.C. SWIFT, BISHOP 60, V8819, TIME 2315 - 0145, GCI WITH STALECRUST AND BISHOP 56. PISS POOR EVENING. IF LEE HADN'T HELD A GUN AT MY BACK I WOULDN'T HAVE GONE UP.

1ST LT. J.S.M. LEE, BISHOP 53, KV913, TIME 0510 - 0710, PI WITH STALECRUST. SOME AMATEUR TALENT TRIED HIS BEST AFTER PALMER DID HIS STUFF. WORKED WITH BISHOP 71, R/T GOOD A/C SHADE ROUGH ON STBD.

CAPT. KENNETH K. NELSON, BISHOP 71, V8831, TIME 0510 - 0710. GCI WITH STALECRUST. GOOD SHOW. TWO INTERCEPTIONS IN TWO HOURS. BLOWN TAIL WHEEL TIRE.

OCTOBER 21, 1943

1ST LT S.B. HOOTON, BISHOP 57, KV911, TIME 1325 - 1355, TEST HOP. SHIP OK EXCEPT FOR OIL LEAKS. CUNO WAS BROKEN.

2ND LT R.C. SWIFT, BISHOP 60, KV913, TIME 1435 - 1540. NFT WITH BISHOP 64. SHIP IN FAIR CONDITION.

F/O WILLIAMSON, BISHOP 64, TIME 1430 - 1540.

F/O W.R. WILLIAMSON, BISHOP 64, V8819, TIME 1945 - 2315. GCI MISSION. EVERYTHING WENT LOVELY. STAYED WITH BISHOP 71. SHIP IN FINE SHAPE.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, KV913, TIME 2315 - 0125. AREA PATROL. NO 1 MAG PORT ENGINE SHOWED 100 RPM DROP WHEN CUT IN AIR AND ON GROUND. EVERYTHING ELSE OK EXCEPT I EXPECTED A 3 HOUR PATROL AND GOT ONLY 2. MADE GOOD 3 POINT LANDING FIFTEEN FEET ABOVE RUNWAY.

OCTOBER 22, 1943

2ND LT. W.G. GROOM, BISHOP 61, V8819, TIME 0430 - 0715. PI'S WITH 65. NAVY ARE STILL LOUSY SHOTS. THEY COULDN'T COME CLOSE TO FULLER.

F/O C.K. FULLER, BISHOP 65, V8834, TIME 0450 - 0725. PLAYED WITH 61. STALECRUST PISS POOR. U. S. NAVY TOOK A FEW SHOTS AT US BUT THEY AREN'T SO HOT WITH THEIR GUNS. SHELLS WERE BURSTING MILES TO THE PORT. PANCAKED WITH BISMUTH WITH THEIR HEAD UP WELL INTO.

2ND LT. W.G. GROOM, BISHOP 61, V8760, TIME 1340 - 1440. NFT. EVERYTHING OK I GUESS.

F/O R. W. JEFFREY, BISHOP 63, V8831, TIME 1330 - 1440, NFT EVERYTHING OK.

F/O C.K. FULLER, BISHOP 65, V8834, TIME 1340 - 1445, NFT WITH 61, EVERYTHING OK EXCEPT AIRSPEED AND ARTIFICIAL HORIZON.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, V8819, TIME 1405 - 1515. NFT. NO CANARY, PISS POOR PORT RADIO, TOO NOISY, ACTUALLY SAW A DEWOITINE IN THE AIR. PRETTY SLOW.

1ST LT. H.A. STIRNUS, BISHOP 52, V8822, TIME 1605 - 1630. TEST HOP AND NFT. SLIGHT PORT AND ELEVATION SQUINT. SHIP OK, EACH WING KEEPS COMING UP AND ITS THE FUNNIEST THING.

1ST LT. J.E. LEONARD, BISHOP 56, KV911, TIME 1555 - 1625, NFT WITH BISHOP 52. AI WAS PISS POOR AND SINCE DRAPER HAD TO EAT EARLY I CAME IN. THE A/C AND R/T WERE BOTH OK—A THREE POINT!!!

1ST LT A.L. MACQUEEN JR., BISHOP 55, V8819, TIME 1715 - 2015. CONVOY PATROL—NO FUN, INVESTIGATED SAIL BOAT, RED CROSS SHIP. BOTH LOOKED OK. LOTS OF R/T ON "F",

BLACK AS A WELL DIGGERS "A" HOLE ON WAY BACK, PISS POOR PORT RADIO STILL IN SHIP, ALTHOUGH IT PROBABLY IS #2 MAG PORT ENGINE THAT IS CAUSING TROUBLE, AS NOISE STOPPED WHEN IT WAS CUT OFF.

1ST LT. W.A. LARSEN, BISHOP 51, KV911, TIME 1715 - 2015. CONVOY PATROL-VERY UNEVENTFUL-SAW SPAIN, HOSPITAL SHIP AND CANOE. THEY PROMISED BUSINESS BUT NO SOAP. DOES IT EVER GET BLACK AROUND HERE!

2ND LT. W.G. GROOM, BISHOP 61, V8760, TIME 2030 - 2230. PI'S WITH 65. GOOD NIGHT'S WORK. SUGGEST TRANSPORTATION MEET PILOT AT SHIPS.

F/O C.K. FULLER, BISHOP 65, V8822, TIME 2045 - 2230, WORKED INTERCEPTIONS WITH 61. EVERYTHING OK. FLEW WITH LIGHTS ON TO CHECK CONTROLLER AND RO. BUT RO PEEKED OUT BACK WINDOW. PANCAKED WITH BISMUTH-USING GOOD FRENCH LANGUAGE.

F/O T.A. DEAKYNE, BISHOP 70, KV911, TIME 2300 - 0130. PI'S WITH BISHOP 53. RAN TWO INTERCEPTIONS.

VISUALS AT 600 FT.
BAD FOG CLOSING IN ON DROME. BEAUTIFUL LANDING. A/C OK. HAD HEADSET CHECKED FOR INTERFERENCE ON R/T AND INTER-COM.



1ST LT. J.S.M. LEE, BISHOP 53, V8831, TIME 2300 - 0130, PI WITH FISHBONE AND BISHOP 70. TWO INTERCEPTIONS, VERY DARK AND WITH LIVELY WARRIOR. SPENT GOOD BIT OF THE TIME ON INTERCOM-FIELD ONLY PART OF VICINITY OPEN. SHIP OK. R/T ALSO.

2ND LT. J.F. KIRWAN, BISHOP 59, V8834, TIME 0145 - GOT IN SHIP TAXIED OUT, CHECKED MAGS, TAXIED BACK. WEATHER U/S.

Operations area at Tifaroui Air Base, near Oran, Algeria. Beau in foreground is V8834 flown by 2nd Lt. Jack Kirwan and his RO F/O Joe Van Laecken on many sorties.

CAPT. K.K. NELSON, BISHOP 71, V8760, TIME 0145-WAS HAPPY TO HEAR BISMUTH TELL ME TO TAXI BACK BECAUSE OF WEATHER.

1ST LT. J.E. LEONARD, BISHOP 56, V8822, TIME 0055 - 0340. ON PATROL WITH PERFORM AND WAS TOLD TO RETURN TO BASE. 80 MILES FROM BASE BRADSHAW TOLD ME TO GO TO BLIDA AND PERFORM VECTORED ME FOR THERE BUT BLIDA HAD ME GO TO REGHAIA. NO DAMN SLEEP AND A LOUSY BREAKFAST. SECTOR SAID OUR FIELD WAS CLOSED IN AND I FINALLY GOT FED UP AND TOOK OFF ANYWAY.

OCTOBER 23, 1943

1ST LT. J.E. LEONARD, BISHOP 56, V8822, 0940 - 1100, REGHAIA TO TAFARAOU, VERY UNEVENTFUL. CEILING 1200 FT. OVER FIELD.

1ST LT. J.E. LEONARD, BISHOP 56, V8822, TIME 1350 - 1450, NFT WITH BISHOP 59. VERY UNEVENTFUL. MY CANARY CHECKED VERY WEAK WITH STALECRUST. A/C AND R/T BOTH OK.

2ND LT. J.P. KIRWAN, BISHOP 59, V8834, 1335 - 1505. NFT WITH 56. RELAXING TO SAY THE LEAST (AND LET'S DO). TACH OUT.

F/O T.A. DEAKYNE, BISHOP 70, KV911, 1335 - 1510, NFT WITH 53. AN ENJOYABLE SIGHT-SEEING-TOUR. OH! SCENIC AFRICA! A/C OK, DISTORTION ON R/T AND INTER-COM.

1ST LT. J.S.M. LEE, BISHOP 53, V8819, 1330 - 1515, NFT WITH 70 CHECKED OK. LOW ALTITUDE FORMATION, MADE ACQUAINTANCE WITH MY FIRST CAMEL.

1ST LT. S.B. HOOTON, BISHOP 57, V8760, 1500 - 1615, NFT WITH 60, OK.

2ND LT. R.C. SWIFT, BISHOP 60, V8743, 1510 - 1620. NFT WITH 57, PANCAKED WITH NO AIR PRESSURE. PRODUCES A GREAT HOWL OVER 200 MPH. LEE SHOULD FLY THIS PERMANENTLY.

MAJ. J.T. EHLINGER, BISHOP 50, KV911, 1845 - 2030. GCI WITH STALECRUST, RETURNED

BECAUSE OF ROUGH ENGINE, CAUSED BY FOULED SPARK PLUGS. MADE A PISS POOR LANDING.

1ST LT. H.A. STIRNUS, BISHOP 52, V8822, 1855 - 2205, GCI WITH STALECRUST AND ONE HOUR SEARCHLIGHTS. STARTED IN V8834 READY TO TAXI OUT AND THE BACK HATCH WOULDN'T CLOSE. GOT INTO V8760, REPEATED SAME PERFORMANCE WITH SAME RESULT, BACK HATCH WOULDN'T CLOSE. FINALLY I GOT INTO V8822 AND MUCH TO MY RELIEF ALL PERTINENT EQUIPMENT WORKED SATISFACTORILY.

F/O W.R. WILLIAMSON, BISHOP 64, V8743, 2130 - 2330, GCI WITH FISHBONE AND MADE ONE INTERCEPTION FOR PALMER HAS HIS TROUBLE WITH HIS EQUIPMENT.

1ST LT. J.S.M. LEE, BISHOP 53, V8819, 2115 - 2325, PI WITH FISHBONE AND MADE ONE INTERCEPTION. A VERY DARK NIGHT. A/C AND R/T OK.

1ST LT. S.B. HOOTON, BISHOP 57, V8760, 2245 - 0030, PI WITH STALECRUST. OK.

F/O T.A. DEAKYNE, BISHOP 70, V8822, 2245 - 0045, PI WITH BISHOP 57, ONE INTERCEPTION. VISUAL 600 FT. MADE WEATHER CHECK, LOOKED BAD, LANDING FAIR. 50 MAG DROP ON STARBOARD ENGINE. HORN BLOWS WHEN TAXIING.

CAPT. K.K. NELSON, BISHOP 71, V8760, 0115 - 0155, GCI WITH STALECRUST. CAME BACK EARLY BECAUSE OF THREATENING WEATHER.

2ND LT. J.F. KIRWAN, BISHOP 59, V8834, 0115 - 0155, PI WITH 71, NO INTERCEPTIONS, RETURNED EARLY BECAUSE SOMEBODY (MET OFFICE) THOUGHT THE WEATHER BAD.

OCTOBER 24, 1943

2ND LT. J.F. KIRWAN, BISHOP 59, V8834, 0530 - 0730, PATROL WITH FISHBONE, PISS POOR WEATHER AT ANGELS 6,7,8,9,10,10.5. SHIP OK, I'M U/S.

1ST LT. C.R. MC CRAY, BISHOP 54, V8760, 0530 - 0600, TOOK OFF FOR PI WITH 59. COULDN'T CONTACT FISHBONE, SO RETURNED AND SWAPPED PLANES. NOW I SUSPECT MAYBE THE MIXER SWITCH WAS IN THE WRONG POSITION.

1ST LT. C.R. MC CRAY, BISHOP 54, V8822, 0620 - 0745, OFF AGAIN FOR PI. GOT ALMOST INTO POSITION FOR PI WHEN FISHBONE SAID HE HAD A BOGEY AND ASKED IF I WANTED TO LOOK AT IT. I SAID YES AND STARTED FOLLOWING VECTORS, BUT DIDN'T GET A LOOK AT ANYTHING BUT A CONVOY WHICH WAS TWO MILES DIRECTLY AHEAD WHEN I BROKE THROUGH CLOUDS. TURNED NORTH AND FLEW 2/3 OF THE WAY TO SPAIN, BUT FISHBONE COULDN'T SEE US ANY MORE. SAW A BEAUTIFUL GOLDEN SUNRISE WITH CUTE LITTLE STRATO-CUMULUS CLOUDS POKING AROUND THE SKY AND LOTS OF RAIN SQUALLS, BUT STILL NO BOGEY, SO, AFTER TELLING FISHBONE WHERE I WAS AND GIVING THEM MY VECTOR FOR BASE, RETURNED & PANCAKED.

2ND LT. R.C. SWIFT, BISHOP 60, LB595, TIME 1355 - 1410, TESTED THE HURRICANE WHICH WAS QUITE SATISFACTORY. WEATHER SEEMED BAD OVER 500 FT. SO DECIDED TO LAND. LANDED WITH STARBOARD TIRE FLAT.

1ST LT. S.B. HOOTON, BISHOP 57, V8760, 1800 - 1945, ON FIRST TAKE-OFF REAR HATCH CAME OPEN. GOT THAT FIXED THEN TAXIED AROUND PERIMETER TRACK, AT END OF N-S RUNWAY A LINE OF BARRELS PREVENTED MY PASSAGE. OBSERVER GOT OUT AND MOVED THEM. TOOK OFF AND WENT TO PERFORM. WORST WEATHER I EVER FLEW IN. RAIN AND CLOUD BLACKER THAN HELL. LEARNED A HELL OF A LOT ABOUT INSTRUMENT FLYING. NO JERRIES.

1ST LT. C. R. MC CRAY, BISHOP 54, V8822, 1745 - 1935, TOOK OFF IN THE RAIN, WONDERING WHETHER I WAS CRAZY OR NOT. SET OUT FOR PERFORM AND GOT VECTOR FROM BRADSHAW. WENT INTO SOUP AT MOSTAGANEM AND AFTER TEN MINUTES OR SO GOT TIRED OF IT, SO HEADED NORTH AND DROPPED DOWN OVER THE SEA. HIT POINT RIGHT ON THE NOSE. CONTACTED PERFORM AND GOT VECTORED NORTH, THEN FLEW EAST AND WEST. AFTER DARK GOT SENT HOME. CAME HOME ON GROUND STATIONS THRU BLACK CLOUDS THAT WERE BUMPY INSIDE. HEARD 4 GROUND STATIONS CALL BRADSHAW AND ASK IF THEY COULD GO OFF THE AIR WHEN I CALLED BISMUTH. PANCAKED AND PARKED WITHOUT SINKING IN MUD.

OCTOBER 25, 1943

2ND LT. R.C. SWIFT, BISHOP 60, LB595, 1155 - 1215, PRACTICE TOWING. SHIP OK, CABLE BROKE.

F/O C.K. FULLER, BISHOP 65, V8834, 1215 - 1420, NFT WITH 51, EVERYTHING OK, FINE CLOUDS.

2ND LT. W.G. GROOM, BISHOP 61, V8760, 1317 - 1417, NFT WITH 55, EVERYTHING OK.

1ST LT. W.A. LARSEN, BISHOP 51, KV913, 1305 - 1415, NFT, EVERYTHING OK, MUCH FUN!! !
 F/O R.W. JEFFREY, BISHOP 63, V8743, TIME 1240 - 1550. X/C REGHAIA TO GET LT. NELSON.
 NFT AFTER I RETURNED, SHIP AND SET OK, TRIP UNEVENTFUL.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, V8819, 1315 - 1425, NFT. SET NOT TOO GOOD,
 SHIP OK, SOUTH OF SIDI BEL ABBES.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, LB595, 1500 - 1525, 1540 - 1550, 1610 - 1720,
 TWO ATTEMPTS AT TARGET TOWING, THEN GOOD FLIGHT. CAPT. STALLINGS OR SOMETHING
 CALLED INQUIRING ABOUT AN AMERICAN HURRICANE. WONDER WHICH ONE HE WAS?

CAPT. K.K. NELSON, BISHOP 71, V8822, 1732 - 2000, PATROL OVER CONVOY "BAINCROFT".
 SHIP IN GOOD SHAPE, BASE OF CLOUD 2,500' OVER CONVOY. LEFT WHEEL SHOWS DOWN
 ALL THE TIME.

1ST LT. H.A. STIRNUS, BISHOP 52, V8831, 1733 - 2000, PATROL OVER BAINCROFT, SHIP ON
 GOOD SHAPE. WINDSHIELD DIRTY, CLOUD BASE AT 2,500 FT. CLOUD DISSIPATING. PORT
 TACH FLICKERS.

2ND LT. W.G. GROOM, BISHOP 61, V8760, 1830 - 2045, PI WITH 65, PRETTY GOOD NITE,
 CONTROLLER SEEMED SLIGHTLY NERVOUS. 3 INTERCEPTIONS. PORT ENGINE ROUGH.
 OTHERWISE EVERYTHING OK.

F/O C.K. FULLER, BISHOP 65, V8834, 1845 - 2100, ANOTHER PI WITH 61. STALECRUST NOT SO
 HOT. BLACK AS HELL AND MISTY OUT. MADE THREE INTERCEPTIONS WITH 61. PLANE
 OK EXCEPT FOR SLOPPY ARTIFICIAL HORIZON.

F/O T.A. DEAKYNE, BISHOP 70, V8822, 2104 - 2320, PI'S WITH BISHOP 63. WEAPON IN BAD
 SHAPE BUT RAN FIVE INTERCEPTIONS OF 63 WHO'S WEAPON WAS U/S. FISHBONE'S
 INFORMATION ALSO POOR. DIRTY WIND SCREEN.

F/O JEFFREY, R.W., BISHOP 63, V8743, 2050 - 2310, CONVOY PATROL AND PI WITH BISHOP
 70. WEAPON BENT SO I RAN TARGET FOR 70. SHIP OK.

1ST LT. J.E. LEONARD, BISHOP 56, V8822, 2320 - 0240. CONVOY PATROL WITH PERFORM
 GIVING THE VECTORS. RAN TWO INTERCEPTIONS BUT NEITHER BISHOP 59 OR MYSELF WAS
 ON THE BALL SO WE CALLED THE WHOLE THING OFF. LOTS OF ORANGES.

2ND LT. J.F. KIRWAN, BISHOP 59, V8831, 2320 - 0235, PI AND PATROL WITH BISHOP 56 AND
 PERFORM. EVERYBODY WAS OFF THE BALL-AS A MATTER OF FACT COULDN'T EVEN FIND
 THE BALL.

1ST LT. A. L. MACQUEEN JR., BISHOP 55, V8819, 0115 - 0525, PI AND PATROL AT PERFORM,
 RED WHEELER SURE WAS OK. PORT ENGINE ICED UP REPEATEDLY AND HAD DIFFICULTY IN
 GETTING ENOUGH HEAT TO MELT HER OUT, WENT TO 5,000 AND SHE CLEARED, WENT BACK
 TO 12,000, SHE ICED AGAIN, FINALLY SHE CLEARED. MORE FIGHTING SNOW AND RAIN
 CLOUDS, SHIT IN GENERAL THAN I'VE SEEN IN A LONG WHILE. ALL TOGETHER AN
 INTERESTING EVENING. WINDSHIELD FOGGED WHILE LANDING.

1ST LT. W.A. LARSEN, BISHOP 51, KV913, 0125 - 0525, PI AND PATROL WITH PERFORM. VERY
 GOOD, DRAPER WAS ON THE BALL AND WE HAD A VERY GOOD SET. LIGHTNING, SNOW, RAIN
 AND COLD, LOTS OF CLOUDS, HAD A VERY GOOD EVENING. PISS POOR LANDING. I'M
 ASHAMED OF ME.

OCTOBER 26, 1943

1ST LT. H.A. STIRNUS, BISHOP 52, V8834, 1315 - 1405. NFT. COCKEREL DIDN'T REGISTER.
 STBD MAG PORT ENGINE ABOUT 75 RPM DROP, OTHERWISE OK.

2ND LT. J.F. KIRWAN, BISHOP 59, KV913, 1300 - 1430, NFT WITH BISHOP 70, A BEAUTIFUL
 DAY. EVERYTHING GOOD BUT CANARY.

1ST LT. J.E. LEONARD, BISHOP 56, V8822, 1340 - 1440, NFT WITH BISHOP 53. CHECKED
 CANARY WITH STALECRUST AND FISHBONE. UNSATISFACTORY ON BOTH STATIONS. HAD A
 PRACTICE HOMING BY PUNCTURE WHICH TURNED OUT OK. RADIO, AI AND R/T WERE OK.

F/O T.A. DEAKYNE, BISHOP 70, V8831, 1310 - 1455, NFT WITH BISHOP 59, SQUINT ON SET,
 A/C OK, R/T OK, HOMING WITH PUNCTURE, CANARY WEAK.

F/O W.R. WILLIAMSON, BISHOP 64, KV911, 1458 - 1606, A/C TO GO IN FOR PLUGS, SHIP OK.

1ST LT. AS.B. HOOTON, BISHOP 57, V8760, 1315 - 1404, NFT WITH 52, EQUIPMENT OK,
 PLANE'S STBD ENGINE ROUGH.

1ST LT J.S.M. LEE, BISHOP 53, V8743, 1810 - 2010, NFT WITH 56, SET OK, A/C AND R/T
 OK. CANARY WEAK WITH FISHBONE AT 50 FT. OVER WATER. PORT TACH OUT.

2ND LT. J.F. KIRWAN, BISHOP 59, KV913, 1810 - 2010, PI WITH BISHOP 50, VERY MUCH AN AVERAGE NIGHT, CONTROL OFF THE BALL. SHIP PURRED LIKE A KITTEN.

MAJ. J.T. EHLINGER, BISHOP 50, KV911, 1815 - 2011, GCI WITH STALECRUST. CONTROLLER NOT SO GOOD, HIS TIMING OFF, KV911 DUE FOR JUNK PILE. PLUGS HAVE TO BE CHANGED. PLAYED WITH BISHOP 59.

MAJ. J.T. EHLINGER, BISHOP 50, KV911, 10/25/43 1242 - 1026/43 1235. ALGIERS AND RETURN. SHIP OK. TOOK OFF BOTH WAYS WITH 150 AND 200 MAG DROP. POOR OLD "PRETTY" JUST ABOUT SEEN HER DAY. THE GENERAL SHOULD RETAIN BOTH PILOT AND PLANE. HOW ABOUT THAT!!! ALGIERS WAS NOT SO GOOD! ASK LT. CAMPBELL.

1ST LT. H.A. STIRNUS, BISHOP 52, V8834, 2025 - 2315. GOOD INTERCEPTIONS WITH 70, 3 APIECE. BLACK AS HELL, VISUALS AT 800 FT. ON LANDING STBD U/C SHOWED NEUTRAL AND HORN BLEW. HORN STOPPED BLOWING JUST BEFORE LANDING. MUST BE DEFECTIVE SWITCH.

F/O T.A. DEAKYNE, BISHOP 70, V8831, 2030 - 2315, PI WITH BISHOP 52. RAN THREE INTERCEPTIONS. FIRST TWO OK, BUT LOST TWO CONTACTS ON LAST. VERY DARK, PORT UNDERCARRIAGE FAILS TO INDICATE UP POSITION.

1ST LT. S.B. HOOTON, BISHOP 57, V8760, 2245 - 2315, ENGINE ROUGH, LANDED, TOOK OFF AGAIN IN V8806, I/C OUT - TARGET.

1ST LT. J.E. LEONARD, BISHOP 56, V8822, 2240 - 0110, PI WITH STALECRUST, BISHOP 57 WAS PLAYMATE BUT WENT BACK WITH A ROUGH ENGINE SO I STOOGED AROUND UNTIL HE GOT ANOTHER PLANE. 57'S I/C WENT OUT ON THE FIRST INTERCEPTION SO HE RAN TARGET FOR ME. THE CONTROL WAS VERY GOOD, VISUALS AT 1000 FT. LANDING POOR, VERY POOR SHOW.

CAPT. K.K. NELSON, BISHOP 71, V8834, 0100 - 0345, GCI WITH FISHBONE, PRETTY SLOW, ONLY TWO INTERCEPTIONS MADE. HAD TO WAIT ONE HOUR FOR BISHOP 64 TO GET OFF. AIRPLANE OK.

F/O W.R. WILLIAMSON, BISHOP 64, KV913, 0130 - 0345, GCI WITH FISHBONE. ONLY ONE INTERCEPTION, SHIP OK.

1ST LT. J.S.M. LEE, BISHOP 53, V8806, 0510 - 0725, PI WITH STALECRUST AND 60. OKLAHOMA AGGIES ON THE TUBE WAS HOT. GOOD SHOW. A/C AND R/T OK

2ND LT. R.C. SWIFT, BISHOP 60, KV913, 0505 - 0710, GCI WITH STALECRUST AND 53. SATISFACTORY. SHIP OK.

OCTOBER 27, 1943

2ND LT. W.G. GROOM, BISHOP 61, LB595, 0950 - 1115.

2ND LT. R.C. SWIFT, BISHOP 60, LB595, 1310 - 1425, HEIGHT TEST, 30,000, VERY SATISFACTORY.

2ND LT. S.B. HOOTON, BISHOP 57, V8806, 1320 - 1425, NFT WITH 64, OK.

2ND LT. W.G. GROOM, BISHOP 61, V8760, 1340 - 1440, NFT WITH 51, I STILL THINK THERE SHOULD BE TRANSPORTATION FOR PILOTS AND EQUIPMENT.

1ST LT. W.A. LARSEN, BISHOP 51, KV913, 1320 - 1440, NFT WITH 61, EVERYTHING OK.

F/O W.R. WILLIAMSON, BISHOP 64, V8743, 1330 - 1530, NFT, EVERYTHING OK.

F/O JEFFREY, BISHOP 63, LB595, 1435 - 1535, LOCAL FLIGHT, DONE A FEW ROLLS. TRIED IMMELMAN TURN BUT STALLED OUT. EVERYTHING OK.

2ND LT. KIRWAN, BISHOP 59, V8822, 1015 - 1600, REGHAIA AND RETURN. SHIP AND WEATHER FINE.

F/O W.R. WILLIAMSON, BISHOP 64, V8450, 1500 - 1540, TEST HOP. SHIP OK.

1ST LT. C.R. MC CRAY, BISHOP 54, LB595, 1600 - 1705, WANDERED AROUND COUNTRYSIDE AND ENJOYED THE SCENERY. RUNS ROUGH ON #1 MAG.

2ND LT. S.B. HOOTON, BISHOP 57, V8806, 1815 - 2030, AREA PATROL, PI WITH STALECRUST. DID A COUPLE OF INT. AND 71'S WEAPON BENT. DID A FEW MORE AND RETURNED TO BASE. A GOOD NIGHT. ALMOST GOT A WALRUS ON LANDING.

CAPT. K.K. NELSON, BISHOP 71, V8743, 1800 - 2100, GCI WITH STALECRUST. AI WENT OUT SO I FLEW TARGET FOR WHILE AND THEN WENT OVER TO SEARCHLIGHTS. THERE WERE NO FLARES OF THE RIGHT COLOR IN THE SHIP.

2ND LT. R.C. SWIFT, BISHOP 60, V8822, 2100 - 2110, INTERCOM AND VHF SEEMED JAMMED.

STBD ENGINE CAUGHT FIRE ON TAKE-OFF, MADE SHORT CIRCUIT AND LANDED.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, KV911, 2200 - 0015, LEFT THROTTLE STUCK AT 4" AFTER TAKE-OFF, COULDN'T STEP HER UP, FINALLY CAME BACK, SOMETHING HAPPENED ON LAST INTERCEPTIONS, BRAKES WERE WEAK, RIGHT ENGINE ROUGH, GOOD EVENING AS FAR AS PI'S WERE CONCERNED.

F/O W.R. WILLIAMSON, BISHOP: 64, KV913, 2145 - 0015, AREA PATROL WITH 55, PULLED FOUR INTERCEPTIONS, EVERYTHING FINE, AFTER A PROCESS OF ELIMINATION OF SHIPS. SHIP OK.

F/O JEFFREY, BISHOP 63, V8806, 2340 - 0200, AREA PATROL AND PI WITH BISHOP 54, VERY GOOD NIGHT, VISUALS AROUND SIX TO EIGHT HUNDRED FEET, PORT ENGINE CUT OUT, MADE A GOOD S/E LANDING, PANCAKED AT 0200.

1ST LT. C. R. MC CRAY, BISHOP 54, V8831, 2340 - 0200, AREA PATROL AND PI WITH 63, SWELL NIGHT FOR FLYING AND FOR VISUALS ABOUT 800 - 1000, SAW LIGHTS ON SPANISH COAST FROM POINT ABOUT 20 MILES OFF ORAN, 63 HAD ENGINE GO ROUGH BUT IT WAS TIME TO RETURN ANYWAY.

OCTOBER 28, 1943

LT LARSEN, BISHOP 51, V8831, 0445 - 0730, AREA PATROL AND PI WITH 52, GOOD NIGHT WITH STALECRUST.

LT STIRNUS, BISHOP 52, V8834, 0445 - 0730. AREA PATROL AND PI WITH 51, GOOD NIGHT, FOUR APIECE, 1 MAG IS OK.

LT R.C. SWIFT, BISHOP 60, LB595, 1015 - 1050, EVERYTHING SATISFACTORY.

MAJ. J.T. EHLINGER, BISHOP 50, 1345 - 1445. KV913, NFT WITH 61, EVERYTHING OK, 1 MAG DROP OF 125 IN PORT ENGINE.

LT. J.F. KIRWAN, BISHOP 59, V8743, 1430 - 1625, SHIP AND EVERYTHING OK. NFT.

LT J.S.M. LEE, BISHOP 53, V8450, 1430 - 1435, TEST HOP. STBD, HOP, SKIPS AND JUMPS, R/T OK.

LT W.G. GROOM, BISHOP 61, V8760, 1330, 1500, PANCAKED 1500, NFT WITH 50, SHIP OK AS USUAL.

LT. W.A. LARSEN, BISHOP 51, V8831, 1435 - 1540, NFT EVERYTHING OK, PORT TACH FLUCTUATES EXCESSIVELY.

LT. MACQUEEN, BISHOP 56, V8806, 1320 - 1340, 1340 - 1455, 1505 - 1525, WHADDA DAY, WHADDA DAY, WHADDA SHIP.

LT. J.E. LEONARD, BISHOP 56, V8806, 1430 - 1600, NFT WITH 59, HIS WEAPON WAS BENT, SHIP, R/T AND AI OK.

F/O C.K. FULLER, BISHOP 65, V8819, 1325 - 1650, WENT TO REGHAIA TO PICK UP ONE OF OUR MEN, WENT BY THE COAST. PRETTY SIGHT BUT NOTHING HAPPENED. FLEW A LITTLE FORMATION WITH 63, SHIP OK.

F/O JEFFREY, BISHOP 63, 1325 - 1435, WENT TO REHAIA TO GET AI MEM, PULLED NFT ON WAY, SHIP OK.

LT. W.A. LARSEN, BISHOP 51, V8831, 1800 - 2015, PI AND PATROL WITH STALECRUST, WITH BISHOP 50, GOOD NIGHT, 50 WAS PISS POOR, GOOD LANDING FOR ONCE.

MAJ. J.T. EHLINGER, BISHOP 50, KV913, 1800 - 2020, PI WITH 51, WITH STALECRUST. LOOKED FOR A "FROG" THAT WENT DOWN. ONLY "39,999,999" FRENCHMEN TO GO.

LT. MACQUEEN, BISHOP 55, V8743, 1955 - 2125, 2225 - 0005, COASTAL PATROL, LANDED AT REGHAIA ALL WITHOUT INCIDENT. HIT THE GROUND FULL 11 TONS-WORTH ON RETURN HERE. SMART ASS BASTARD AT "MUNSY".

F/O JEFFREY, BISHOP 63, V8806, 2125 - 2355, COASTAL PATROL, NOTHING HAPPENED. THE DAMNDEST MISSION I EVER FLEW; SIT ON MY ASS FOR THREE HOURS, NOTHING TO DO; WILL SOMEONE ENLIGHTEN MY SOUL BY TELLING ME THE PURPOSE. SHIP OK.

LT. J.F. KIRWAN, BISHOP 59, KV913, 2230 - 0100, PATROL UP TO REGHAIA, VERY DULL, SHIP SWEET AS EVER.

LT. J.S.M. LEE, BISHOP 53, V8819, 0020 - 0250, WITHERS CONTROLLING DID GOOD JOB, STIFF EVASION WITH 71, NO GUY TO FLY FIGHTER FOR!! R/T TRANSMISSION GOOD TO BRAKES. A/C OK.

CAPT. K.K. NELSON, BISHOP 71, V8831, 0020 - 0240, GCI WITH FISHBONE, GOOD NIGHT,

FISHBONE REALLY ON THE BALL, HYDRAULIC SQUEAL AND RIGHT WHEEL SHOWS DOWN ALL THE TIME. LEFT TAC FLUCTUATES BADLY.

OCTOBER 29, 1943

LT J.F. KIRWAN, BISHOP 59, LB595, 1345 - 1430, 45 MINUTES FROM HEAVEN, WHAT RELAXATION.

LT. W.G. GROOM, BISHOP 61, V8760. 0445 - 0700, LONG WAS REALLY ON THE BALL, SO WAS ROTH, ALL IN ALL IT HAS A GOOD NIGHT. A/C WAS PERFECT.

F/O C.K. FULLER, BISHOP 65, V8819, 0500 - 0710, DAWN PATROL WITH 61, COLD AS HELL, FISHBONE WAS REALLY GOOD, WENT BY TO SEE SALLY ON THE WAY HOME.

LT. R.C. SWIFT, BISHOP 60. LB595, 1325 - 1410, TRIM SEEMED A LITTLE OFF.

LT. J.E. LEONARD, BISHOP 56, LB595, BEAUTIFUL SHIP. EVEN THOUGH MY ROLLS AND LOOPS AREN'T SO HOT, THINK I'LL STEAL IT.

LT. J.S.M. LEE, BISHOP 53, LB595, 1620 - 1705, THE USUAL SORT OF TRIP, IN A ROLL AFTER RIGHTING, THE ENGINE CUT TWICE AND DID NOT CATCH FOR 10 OR 15 SECONDS, IN OTHER WORDS QUITE NOTICEABLE IF NOT UNUSUAL IN ITSELF, THE ROLLS CERTAINLY WERE, A/C OK, R/T ?

LT. J.S.M. LEE, BISHOP 53, V8450, 1720 - 1740, STBD MUCH BETTER, SLIGHT PERIODIC RUMBLE NOTICEABLE, SO PROP TO BE CHANGED. AN EL RAUNCH BUMP-SGT MAHON LEANED OVER SHOULDER TAXIING BACK AND ASKED IF A RETRACTION TEST MIGHT NOT BE IN GOOD ORDER. A GOOD SUGGESTION 1 FULL GAS LOAD AND TWO PASSENGERS DON'T INCREASE THE FLOATING QUALITIES OF A BEAU.

LT. J.F. KIRWAN, BISHOP 59, V8760, 1830 - 2045, PI WITH BISHOP 70, THREE INTERCEPTIONS, EVERYTHING OK.

F/O DEAKYNE, BISHOP 70, V8806, 1825 - 2100, PI'S WITH BISHOP 59, MAG DROP BURNT OUT, RAN 4 INTERCEPTIONS LOST TWO CONTACTS ON THIRD ONE, BUT OTHERWISE OK.

LT. J.S.M. LEE, BISHOP 53, V8743, 2115 - 2350, S/L FOR 45 MIN, AT 4000 FT. WEST OF TOWN, OK. LAST RUN OVER EAST AND THOUGH LIGHTS DIDN'T GET CONTACT, PI WITH 56. WEAPON BENT, SO TARGET. EVASION, DROPPED DOWN TO 6000 AND STALECRUST DIDN'T CATCH IT. THEY REALIZED AND CALLED ANGELS 8. A/C OK, R/T NOISY.

LT. J.E. LEONARD, BISHOP 56, V8814, 2110 - 2150, FLEW S/L WITH BISHOP 53, A/C SEEMED TO RUN ROUGH-CONTROL CABLE CAUGHT WHEN TURNING PORT, R/T VERY BAD SO RETURNED TO BASE.

LT. J.E. LEONARD, BISHOP 56, V8760, 2200 - 0000, FLEW PI WITH BISHOP 53 WHOSE WEAPON WAS BENT SO HE FLEW TARGET. JOE HOWARD DID A PRETTY GOOD JOB OF CONTROLLING BUT THE NIGHT WAS DARK AS HELL AND I LOST THREE VISUALS THE FIRST INTERCEPTION. COMPLETED ABOUT 4 WITH TARGET'S ALTITUDE VARYING FROM 10,000 - 7,500. A/C OK, R/T NOISY.

LT. W.G. GROOM, BISHOP 61, 1235 - 1335, LB595.

OCTOBER 30, 1943

2ND LT. R.C. SWIFT, BISHOP 60, V8806, 1345 - 1415, NET WITH BISHOP 64, AI U/S, SHIP FAIR.

LT. S.B. HOOTON, BISHOP 57, V8760, 1345 - 1415, NFT WITH BISHOP 64, STBD SQUINT, 200 MAG DROP ON THE TAKE-OFF, 100 MAG DROP ON LANDING, OIL LEAKS FROM ALL SNIFTERS. ENGINE 268 HOURS.

F/O W.R. WILLIAMSON, BISHOP 64, V8743, 1345 - 1430, NFT WITH 60, EVERYTHING FINE, SHIP OK.

LT. C.R. MC CRAY, BISHOP 54, LB595, 1410 - 1510, DID COUPLE OF LOOPS-SUCCESSFULLY AND WENT FOR "SUNDAY" DRIVE.

LT. W.R. WILLIAMSON, BISHOP 64, V8450, TEST HOP, OIL PRESSURE STAYED AT 115, EVERYTHING ELSE FINE.

LT. C.R. MC CRAY, BISHOP 54, V8806, 1800 - 1930, PI'S WITH 64. HE HAD A BENT WEAPON SO STARTED USING HIM FOR TARGET. WEAPON HAD BLIND SPOTS WHICH MADE INTERCEPTIONS MATTER OF LUCK INSTEAD OF SKILL(?). BLEW TAIL WHEEL TIRE WHILE PARKING.

F/O W.R. WILLIAMSON, BISHOP 64, V8743, 1800 - 1930, PI WITH 54, WEAPON U/S, SHIP OK.

OCTOBER 31, 1943

LT. R.C. SWIFT, BISHOP 60, LB595, 1120 - 1150, EVERYTHING SATISFACTORY. LT.W.G. GROOM, BISHOP 61, LB595, 1415 - 1505, 50 MIN OF GOOD FUN.

1ST LT. H.A. STIRNUS, BISHOP 52, V8743, 1750 - 1905, SHIP OK, SKY KIND OF JUICY, RECALLED BY SECTOR.

F/O R.W. JEFFREY, BISHOP 63, V8806, 1750 - 1910, PI WITH 52, WEATHER PRETTY THICK, COULD EAT IT WITH A SPOON, FLIGHT RECALLED BY SECTOR. SHIP OK.

LT. A.L. MACQUEEN JR., BISHOP 55, LB595, 1540 - 1625, WEATHER MEDIOCRE, ENGINE ROUGH, CUT OUT ON RIGHT MAG., SO RETURNED TO BASE. OH WELL, IT'S STILL A SWEET SHIP.

NOVEMBER 1, 1943

LT W.G. GROOM, BISHOP 61, LB595, 0950 - 1100, WEATHER LOOKS LIKE IT MIGHT RAIN, SHIP PERFECT AS USUAL.

LT R.C. SWIFT, BISHOP 60, LB595, 1300 - 1340, STBD MAG DROP, OTHERWISE SATISFACTORY.

F/O T.A. DEKYNE, BISHOP 70, V8834, 1350 - 1625, TEST HOP AND SIGHT SEEING TOUR, FEW SIGHTS, BUT WATCHED GOOD HORSE RACE. 50 MAG DROP ON STBD ENGINE.

LT. J.F. KIRWAN, BISHOP 59, V8834, 1800 - 2030, BLACK AS HELL. I WASN'T 3XACTLY ON THE BALL. SHIP FAIR, CONTROL FAIR.

LT. J.S.M. LEE, BISHOP 53, V8450, 1805 - 2035, PI WITH STALECRUST AND BISHOP 59, RUN OVER LAND INTERCEPTION CRAMPED BUT OK. DARK, VIS POOR, SHIP OK. R/T OK, WARNING HORN BLEW ON GROUND.

LT.J.E. LEONARD, BISHOP 56, V8806, 0500 - 0700, DAWN PATROL AND PI WITH STALECRUST AND BISHOP 70, RAN ABOUT 7 INTERCEPTIONS IN ALL THRU THE CLOUDS, JOE HOWARD WAS A LITTLE OFF THE BEAM, RAN INTO SOME LOW CLOUD, 700 FT, EAST OF FIELD, SHIP, R/T AND AI OK.

F/O T.A. DEAKYNE, BISHOP 70, V8834, 0500 - 0735, PI'S WITH BISHOP 56, RAN 4 INTERCEPTIONS, CONTROL AND SET POOR, SO NOT TOO GOOD A TIME, BAGS OF ORANGES, 200 MAG DROP ON STBD ENGINE. R/T OK.

NOVEMBER 2, 1943

LT.J.F. KIRWAN, BISHOP 59, LB595, 1545 - 1630, NOTHING ELSE LIKE 45 MIN IN THE HURRICANE TO BREAK THE MONOTONY OF CONFINEMENT.

LT J.E. LEONARD, BISHOP 56, LB595, 1650 - 1720, 200 MAG DROP ON #1, OTHERWISE OK, IT UCANU BE BOUNCED ON LANDING.

LT. S.B. HOOTON, BISHOP 57, V8743, 1730 - 1745, 250 MAG DROP ON STBD ENG. BUT BURNED IT TO 200. TOOK OFF, PORT ENGINE BEGAN TO VIBRATE. MAGS OK, BUT OIL PRESSURE 0. WITH THE HELP OF BISMUTH I GOT A WIMPY AND 3 GANGSTERS OUT OF THE WAY. THERE WAS OIL ALL OVER THE PORT ENGINE.

LT H.A. STIRNUS, BISHOP 52, V8450, 1051 - 1755, TRIP TO ALGIERS UNEVENTFUL, PROPS CHANGED RPM ALL BY THEMSELVES, RETURN-INSTRUMENT TAKE-OFF ABOUT 45 MIN. ON INSTRUMENTS. SHIP OK, BUT NO BRAKES.

LT. C.R. MC CRAY, BISHOP 54, V8806, 0030 - 0130, WEATHER CHECK-FOUND HEAPS OF CUMULUS OVER WATER AND STRATUS OVER SALT LAKE. MAG DROP ON BOTH ENGINES.

F/O W.R. WILLIAMSON, BISHOP 64, V8743, 1800 - 1930, PI WITH 54, WEAPON U/S SHIP OK.

NOVEMBER 3, 1943

F/O JEFFREY, BISHOP 63, V8806, 1335 - 1435, NFT WITH BISHOP 51, SET AND SHIP OK, HAD A GOOD RAT RACE, NICE VAPOR TRAILS.

LT. LARSEN, BISHOP 51, V8450, 1335 - 1435, FUNNY AIRPLANE BUT OK. LOTTA FUN. NICE CLOUDS.

LT. GROOM, BISHOP 61, V8760, 1640 - 1730, TEST HOP AND WEATHER CHECK, PORT ENGINE #2 MAG ROUGH AS HELL, I THINK IT IS MAG TROUBLE AND NOT IGNITION HARNESS. WEATHER P- POOR OVER WATER. VISIBILITY 0 MOST OF THE TIME. RAIN SQUALLS ALL OVER THE PLACE, NO NIGHT TO BE FLYING.

NOVEMBER 4, 1943

LT. W.A. LARSEN, BISHOP 51, LB595, 1030 - 1055, MOTOR ROUGH AS HELL, STILL A GOOD AIRPLANE, BETTER LUCK NEXT TIME.

F/O T.A. DEAKYNE, BISHOP 70, V8760 & V8450, 1810 - 1820, CLIMBED INTO 8760 BUT UNABLE TO START IT DUE TO WEAK BATTERIES. INTO 8450 AND INTO THE WILD BLUE YONDER

BUT NOT FOR LONG. HAD TO PANCAKE IMMEDIATELY AS HEADSET MIKE WENT U/S. GOT NEW HEADSET, TAXIED OUT, BUT WAS TOLD NOT TO TAKE OFF AS WEATHER WAS BAD. WANT TO KNOW WHY THE HELL IT WAS GOOD ENOUGH FOR 56 AND NOT FOR ME.

LT. J.E. LEONARD, BISHOP 56, V8806, 1805 - 1925, PI WITH 70, BUT THE ORANGES WERE SOUR SO 70 STAYED ON THE GROUND. PATROLLED WITH FISHBONE GIVING THE VECTORS. CLOUD BASE AT 7000 BUT 5000 OVER SEA, A/C OK.

NOVEMBER 5, 1943

F/O W.R. WILLIAMSON, BISHOP 64, A/C LB595, 1300 - 1340, LEFT MAG DROP BUT SHIP SURE IS LOVELY. I KEPT UP LOUIE'S SPIRIT, KIRWAN.

LT. A.L. MACQUEEN, BISHOP 55, LB595, 1420 - 1535, MAG STILL BAD, SWEATED HER OUT FINALLY.

F/O W.R. WILLIAMSON, BISHOP 64, V8806, 0108 - 0144. PATROL BUT ORANGES WERE TOO POOR. SHIP OK. WHY THE HELL CAN'T WE GET ANY BATTERY CARTS FOR 760 IS ONLY GIVING 5 VOLTS AND THAT'S FAR FROM 24 VOLTS. STILL SAY THE HURRICANE IS MUCH BETTER.

LT. C.R. MC CRAY, BISHOP 54, V8450, 0100 - 0150, WENT OUT TO PATROL ON PERFORM, ORANGES GOT BITTER BY LAPASSET SO TURNED AROUND AND RETURNED TO BASE, MADE VERY ROUGH LANDING.

NOVEMBER 6, 1943

F/O C.K. FULLER, BISHOP 65, V8760. 1805 - 1915, WORKED TWO PI'S WITH 51, UPON RETURNING TO BASE CEILING 1500 OR LESS, BIG SHOW OVER END OF RUNWAY. HAD TO GO AROUND ON FIRST APPROACH BECAUSE OF A STINKY WALRUS, AGED TWO YEARS ON GO AROUND, THEN MADE RIGHT HAND PATTERN AND PANCAKED IN THE MIDDLE OF A SHOWER.

LT. WM. A. LARSEN, BISHOP 51, V8450, 1805 - 1905, TWO INTERCEPTIONS WITH 65, ALL KINDS OF WEATHER, UPON RETURN TO BASE I RAN INTO A STORM, MADE PATTERN AT 500 FT. AND LANDED OK.

NOVEMBER 7, 1943

LT. E.G. GROOM, BISHOP 61, V8760, 0935 - 1445, PANCAKED REGHAIA 1103, STOPPED AT BLIDA, TOOK OFF REGHAIA 1300, STOPPED AT BLIDA FOR 2 CREW CHIEFS, GOOD TRIP.

LT. J.S.M. LEE, BISHOP 53, V8450, 1350 - 1440, NFT CHECK, OK. INTERCOM SOUR. SHIP OK SAVE TERRIBLE MELLOW HOWL HASN'T CHANGED CHARACTERISTICS.

F/O T.A. DEAKYNE, BISHOP 70, V8806, 1355 - 1440, NFT CHECK WITH 53, A/C AND R/T OK.

F/O T.A. DEAKYNE, BISHOP 70, V8806, 1815 - 2040, DUSK PATROL AMD PI'S WITH BISHOP 53, TWO INTERCEPTIONS, LOST ONE CONTACT, SEARCHLIGHT CO-OP, GOT RED LIGHT INTENDED FOR 53 AND DID OVERSHOOT, BLEW OUT STACK ON PORT ENGINE, ON LAST CIRCUIT 3 SEPARATE AND DISTINCT LANDINGS EACH WITH A POTENTIAL GROUND LOOP ATTACHED. PHOOEY!

LT. J.S.M. LEE, BISHOP 53, V8450, 1815 - 2040, PI WITH FISHBONE AND 70, CONTROL WAS OK BUT SLOW, THEY CLAIMED TO BE HAVING TROUBLE AND RETURNED US EARLY. REQUEST S/L AND GOT IN HALF-HOUR ORBITING ORAN. S/L ON WEST SIDE DID NOT COME UP. #403 PUT UP BUT DIDN'T SEEM TOO CONCERNED, R/T AND A/C OK.

LT. J.E. LEONARD, BISHOP 56, V8760, 0500 - 0730, PATROL WITH FISHBONE AMD 59, PATROL, PATROL, PATROL, TOO TIRED TO DO PI'. 59, DAMN HIM, SHOT ME DOWN WHEN COMING BACK TO BASE. A/C IN GOOD SHAPE.

LT J.F. KIRWAN, BISHOP 59, V8450, 0500 - 0730, PATROL WITH FISHFACE AND 56. NO PI WE WANTED TO SLEEP. SLIGHT DOG FIGHT WITH 56 ON WAY HOME, SHIP OK.

NOVEMBER 8, 1943

LT. A.L. MACQUEEN, BISHOP 55, LB595, 1520 - 1635, NOVEMBER 5, 1943, 1420 - 1535, RUNS BETTER, GOOD FLIGHT.

LT. W.G. GROOM, BISHOP 61, LB595, 1545 - 1600, MOST UNCOMFORTABLE 15 MINS. I EVER HAD. ENGINE ROUGHER THAN ROUGH.

MAJ. J.T. EHLINGER, BISHOP 50, V8450, 1410 - 1600, TOOK A TRIP SOUTH, SHOT OFF THE GUNS AND THE DAMN "DOC" WENT TO SLEEP DREAMING ABOUT HIS WIFE, VERY NICE DAY, WEATHER GOOD.

LT. C.R. MC CRAY, BISHOP 54, V8450, 1500 - 1600, NFT (?) TOOK OFF AND CHECKED CANARY. WAITED FOR HOOTON, BUT HE HAD 760 SO DIDN'T GET IT STARTED. RAN INTERCEPTION

ON ATC LOOKHEED ELECTRA. WAITED FOR GRUMPY TO BRING THE HURRICANE IN, THEN LANDED.

LT. R.C. SWIFT, BISHOP 60, V8806, 1800 - 2000, GCI WITH BISHOP 57 AND FISHBONE, COMPLETED 5 PI'S AND CHASED 1 BOGEY AND IDENTIFIED AS WALRUS. MY R/T PLUG WAS TAPED SO MUCH I HAD TO REMOVE TAPE TO MAKE CONNECTION. EVERYTHING OK.

LT. S.B. HOOTON, BISHOP 57, V8450, 1815 - 2000, GCI WITH FISHBONE AND 60, AI U/S SO WAS TARGET ALL NIGHT. SOMETIMES I WONDER WHY 450 FLIES AT ALL.

NOVEMBER 9, 1943

F/O JEFFREY, BISHOP 63, V8806, 1750 - 1000, PI WITH BISHOP 55, 4 INTERCEPTIONS ALL WERE GOOD. 55 HAD TO LAND WITH BAD ENGINE. SHIP AND SET OK.

LT. A.L. MACQUEEN, JR., BISHOP 55, V8760, 1745 - 1945, SOME DAYS IT JUST DOESN'T PAY TO GET UP.

NOVEMBER 10, 1943

LT. J.E. LEONARD, BISHOP 56, V8806, 1745 - 2015, PI WITH BISHOP 59 ON STALECRUST WITH JOE HOWARD INTERCEPTING, MADE 5 INTERCEPTIONS APIECE AND GOT A BEAUTIFUL WORKOUT FROM 59. MY KNEES ARE STIFF FROM KICKING RUDDER, BEAUTIFUL NIGHT, BEAUTIFUL A/C GOOD R/T AND AI OK.

LT. J.F. KIRWAN, BISHOP 59, V8760, 1745 - 2010, PI WITH BISHOP 56 AND STALECRUST, 5 INTERCEPTIONS, HELLOVA GOOD WORKOUT, SHIP, R/T AND CONTROL GOOD.

F/O T.A. DEAKYNE, BISHOP 70, V8806, 0615 - 0820, SCRAMBLED FOR A JU-88 THAT FAILED TO SHOW UP, AT LEAST NOT WHERE I WAS. PATROLLED CONVOY. WEATHER OVER SEA SCRUFFY, AIRCRAFT AND R/T OK.

NOVEMBER 11, 1943

F/O W.R. WILLIAMSON, BISHOP 64, V8450, 1030 - 1115, TEST HOP, SHIP OK, EVERYTHING FINE BUT THE FLYING CONTROL LIMEYS.

F/O W.R. WILLIAMSON, BISHOP 64, V8806, 1430 - 1525, NFT WITH 57, EVERYTHING FINE.

LT. S.B. HOOTON, BISHOP 57, V8760, 1420 - 1550, NFT WITH 64 AND 54, FUEL WARNING LIGHT COMES "ON" ON TAKE-OFF. CANARY SICK. OTHERWISE OK.

LT. C.R. -AC CRAY, BISHOP 54, V8450, 1430 - 1545, IT'S COLD UP THERE, SET OK, CANARY WEAK, VHF INTERCOM TRANSMITS, PILOT'S AIRSPEED READS 15 MPH ABOVE OBSERVER'S BETWEEN 100 AND 150 INDICATED,

LT. W.G. GROOM, BISHOP 61, LB595, 1500 - 1610, HAD SWELL TIME WITH 55, SHIP RAN SMOOTH AS A CAT.

LT. A.L. MACQUEEN, JR., BISHOP 55, KZ488, 1520 - 1620, TEST HOP, ENGINE ROUGH ON #1 MAG, RAT RACE, FORMATION, DOG FIGHT, GOOD FLIGHT.

F/O W.R. WILLIAMSON, BISHOP 64, 1900 - 1945, SCRAMBLED FOR CONVOY, WAS ATTACKED AND SEEN PLENTY OF ACK-ACK, THEN RETURNED.

LT. S.B. HOOTON, BISHOP 57, V8760, 1720 - 1950, COVERED UNTRUE OFF FISHBONE, LOTS OF ACTION BUT DIDN'T DO ANY GOOD, GOT TWO FLEETING CONTACTS BEHIND, CAN'T UNDERSTAND THE CONTROL, THEY WERE VECTORING SNOWBALLS AND US NORTH WHEN THE AMMO SHIP WENT UP.

LT. C.R. MC CRAY, BISHOP 54, V8450, TIME 1720 - 1930, CONVOY PATROL UNDER BRADSHAW. CHASED 2 DO-217, DEFINITELY DAMAGED ONE, POSSIBLY OTHER, 20MM'S JAMMED AFTER ABOUT 50 ROUND WERE FIRED FROM EACH GUN, CONVOY PUT UP A GOOD SHOW OF FIREWORKS, CAME HOME ON ACCOUNT OF GUNS, THE SHOW WAS OVER ANYWAY.

LT. R.C. SWIFT, BISHOP 60, V8806, 2030 - 2245, CONVOY PATROL AND SEARCH FOR DINGIES, SAW 1 SHIP I BELIEVED TO BE BURNING AND ONE RESCUE CRAFT, SHIP SATISFACTORY.

NOVEMBER 12, 1943

LT. R.C. SWIFT, BISHOP 60, LB595, 0940 - 1100, EVERYTHING SATISFACTORY.

F/O JEFFREY, BISHOP 63, V8806, 1300 - 1400, NFT WITH BISHOP 61, HAD A GOOD TIME, CELEBRATED MY BIRTHDAY BY FINISHING MY FLYING TIME FOR THE MONTH. SHIP OK.

LT. A.L. MACQUEEN, JR., BISHOP 55, KZ488, 1500 - 1540, CHECKED OUT OK, GOOD DOG FIGHT, POOR PATTERN.

LT. W.G. GROOM, BISHOP 61, V8760, 1300 - 1400, NFT WITH 63, SHIP AND RADIO OK. BRAKES SLIGHTLY WEAK, OTHERWISE ALL OK.

LT. W.G. GROOM, BISHOP 61, LB595, 1415 - 1530, DAMN GOOD FLIGHT, BUT GUESS THEY THOUGHT I WAS SCREWING UP AGAIN. PLAYED WITH 55 AGAIN.

CAPT. K.K. NELSON, BISHOP 71, CONVOY PATROL 100 MILES NORTH OF DUNNOCK, A VERY UNEVENTFUL BUT SMOOTH FLIGHT, SHIP IN GOOD SHAPE.

LT. WM.A. LARSEN, BISHOP 51, LB595, 1300 - 1400, FLEW HURRICANE AND HAD A GOOD FLIGHT. LOTS OF FUN.

LT. WM.A. LARSEN, BISHOP 51, V8760, 1645 - 1820, VERY UNEVENTFUL, NO FUN.

NOVEMBER 13, 1943

LT. A.L. MACQUEEN, JR., BISHOP 55, V8760, TIME OFF ALMOST I GET UP IN THE EARLY MORN, HALF FROZEN, EYES HALF OPEN, IRKED AT GETTING OUT OF MY WARM BED. I GO TO OPS. GET MY EQUIPMENT WHICH I HEAVE IN AND OUT OF TRUCKS AND AIRPLANES. GET IN AN AIRPLANE (SO-CALLED) START THE ENGINES, CHECK THE MAGS AND BLOOEY, NO NUMBER OF MAG ON THE PORT ENGINE, NATURALLY I WAS MORE THAN SOMEWHAT PERTURBED AND BEING A CAUTIOUS TYPE, PARKED THE SHIP AND AM MOW ON MY WAY BACK TO BED, IRKED AND IRKED AGAIN. SAME DAMN THING AND SAME DAMN MAG.

LT. W.G. GROOM, BISHOP 61, V8450, 0915 - 1000, TO TEST GUNS, 1 CANNON BLEW UP, TORE HOLE IN GUN PANEL ON PORT SIDE, 3 GUNS NO GOOD, PORT OUTER FIRED DRY, MACHINE GUNS OK.

F/O R.W. JEFFREY, BISHOP 63, 1505 - 1610, NFT WITH BISHOP 55, UNEVENTFUL, SHIP AND SET OK.

LT. A/.L. MACQUEEN JR., BISHOP 55, V8743, 1510 - 1610, NFT, WEAPON BENT, NO JOY, G/C CAHILL PATTERN, WHAT A WIND!!

F/O C.K. FULLER, BISHOP 65, V8743, 1800 - 1945, PI WITH 61, EVERYTHING OK, A MILD GALE WAS BLOWING UP THERE. IT WAS SO BUMPY 40 MILES OUT THAT THE WINGS ON THE ARTIFICIAL HORIZON WERE FLAPPING.

LT. W.G. GROOM, BISHOP 61, V8760, 1745 - 1000, PI'S WITH 65, PORT SET U/S, #2 MAG PORT ENGINE ROUGH, FUEL WARNING LIGHT BLINKS BETWEEN 0 AND +4 ON PORT ENGINE, P-POOR LANDING, 3 INTERCEPTIONS.

NOVEMBER 16, 1943

F/O R.W. JEFFREY, BISHOP 63, KV941, 0855 - 0935, TEST HOP, SURE IS A NICE SHIP, POWER PLUS, CLIMBS LIKE A HOME SICK ANGEL. ARTIFICIAL HORIZON OUT, OTHERWISE SHIP OK.

F/O T.A. DEAKYNE, BISHOP 70, V8814, 0045 - 0250, PI'S WITH 53, PISS POOR ALL AROUND, SET BAD, LOST ABOUT 4 CONTACTS, MADE ONE HEAD ON. LACKING THIRD HAND TO WIPE WINDSCREEN AND HAVING NO FLOOD FUCKED UP LANDING JUST TO FINISH THINGS UP CONSISTENTLY.

LT. J.S.M. LEE, BISHOP 53, V8743, 0045 - 0250, PI'S WITH STALECRUST AND 70, THREE RUNS EACH, CONTROL GOOD, VERY GOOD. TRIED TO SREW HIM ON TARGET ELEVATION AND HE CAUGHT IT! A/C & R/T AND AI SET OK.

LT. J.F. KIRWAN, BISHOP 59, V8743M 0545 - 0800, PATROL & PI AND DOG FIGHT WITH 56, HE



Hank Englehardt with one of the new Mk VIII (AI) equipped Beaufighter Mk VIs. Note the "thimble" radome on the nose and that all of the external antenna have been removed. The earlier Beaufighters were continually upgraded and repaired by the British and returned to operations. This is Beau V8875.

SHOT ME DOWN (HE SAID) A/C GOOD, R/T AND WEATHER GOOD.

LT. J.E. LEONARD, BISHOP 56, V8760, 0545 - 0750, PATROL WITH 59, RAN A COUPLE OF IMPROMPTU INTERCEPTIONS, HAD A DOG FIGHT, R/T, A/C OK. WEATHER FINE.

NOVEMBER 17, 1943

F/O T.A. DEAKYNE, BISHOP 70, V8743, 1000 - 1600, TO REGHAIA AND RETURN, A/C OK, R/T TRANSMISSION OUT, LANDING CRUMBY.

LT. J.F. KIRWAN, BISHOP 59, KV941, 1000 - 1115, FERRIED SHIP TO REGHAIA, EVERYTHING FINE.

LT. J.E. LEONARD, BISHOP 56, KV961, 1005 - 1125, FERRIED NEW MK VIII (AI) TO REGHAIA, NICE SHIP, ALL OK, R/T AND A/C OK.

LT. J.E. LEONARD, BISHOP 56, HV649, 1640 - 1715, TEST HOP TO SEE IF U/C WORKED. HORN BLEW AND LIGHT INDICATOR WOULDN'T WORK, SO BUZZED THE TOWER A COUPLE OF TIMES AND CAME IN FOR A LOUZY LANDING, OTHERWISE OK.

F/O T.A. DEAKYNE, BISHOP 70, V8814, TIME 1705 - 2005. DUSK CONVOY PATROL WITH BISHOP 59. A/C AND R/T OK. LANDING A BEAUTY OF A 3 POINTER, MAKING UP FOR BAD ONE IN DAY. AI SET BURNT OUT FOR NO APPARENT REASON.

2ND LT. J.F. KIRWAN, BISHOP 59, V8743, TIME 1705 - 2005. DUSK PATROL OM CONVOY OFF CAPE TRES FORCAS. AVERAGE NIGHT, EVERYTHING WORKED GOOD. P- POOR LANDING.

1ST LT. J.S.M. LEE, BISHOP 53, V8450, TIME 1400. TEST HOP CANNONS-1 JAMMED, OTHERWISE OK. SENT DOWN TO PERFORM BY BRADSHAW-ONSEAR NOT AVAIL. SHIP OK, R/T OK.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, LB595, TIME 1400 - 1650. CASABLANCA VIA RAS-EL-MA. BEAUTIFUL DAY, PLENTY OF GAS LEFT AT RAS. GOOD NAV. PRACTICE. VERY ROUGH LANDING AT CASA.

NOVEMBER 18, 1943

1ST LT. A.L. MACQUEEN JR., BISHOP 55, LB595, TIME 1500 - 1750, RETURN FROM CASA VIA OUDJDA. WX NOT BAD AT START, GOT WORSE AS I CAME EAST. SWEATED OUT OUDJDA AS IT WAS POURING AND I WAS 10 MILES OFF COURSE TO THE N. AND HAD 20 GAL. OF GAS BETWEEN ME AND THE GROUND. FLEW LAST PART OF TRIP ON INSTRUMENTS AT 4500. PRETTY BLACK AT TAFARAUI, BUT GOOD OLD SEBRA D'ORAN POINTED THE WAY HOME. LOST "LUX" AT OUDJDA.

NOVEMBER 19, 1943

1ST LT. A.L. MACQUEEN JR., BISHOP 55, HV649, TIME 1405 - 1450. LEFT LANDING GEAR HAD TO BE PUMPED UP BY HAND. OIL PRESSURE SHOWED 0#. RAN INTO BLIZZARD, BROKE OUT AT 14,000, AND COLD WHEW WHOW. PANCAKED AT TAFARAUI.

NOVEMBER 20, 1943

F/O R.W. JEFFREY, BISHOP 63, V8743. TIME 1005 - 1100, TEST HOP. WENT OVER AND SEEN IT WITH MY OWN EYES. SNOW IN AFRICA. SHIP OK.

1ST LT. J.E. LEONARD, BISHOP 56, V8819, TIME 1430 - 1530. TEST HOP. PORT ENGINE WAS UP TOO HIGH ON TAKE-OFF, PROP PITCH CONTROLS OUT OF SYNCH, PORT OIL PRESSURE RAN AT 155#. DOC WENT ALONG AND GOT SOME SHOTS OF THE SNOW AND MACQUEEN IN THE HURRICANE - LOVELY DAY - LOVELY, LOVELY.

1ST LT. J.E. LEONARD, BISHOP 56, V8819, TIME 0525 - 0709, PI WITH BISHOP 53. STALECRUST DID A FAIR JOB. MY PORT ENGINE WENT A LITTLE HAYWIRE AND CUT OUT SEVERAL TIMES. INSTRUMENTS ALL CHECKED UP BUT IT USED ABOUT 100 GALLONS MORE GAS THAN THE STARBOARD. VERY COLD, AND THEY SAY AFRICA IS HOT!

1ST LT. J.S.M. LEE, BISHOP 53, V8745, TIME 0530 - 0720. PI WITH STALECRUST AND BISHOP 56. TWO RUNS WITH SEVERAL FLAWS. JUST NOT A PARTICULARLY GOOD NIGHT TOPPED OFF WITH 56'S ENGINE GOING SOUR. STOOGED AROUND FOR 15 MIN. TILL CHICKENS CAME UP. AI AND A/C OK.

NOVEMBER 21, 1943

2ND LT. W.G. GROOM, BISHOP 61, V8814, TOOK OFF 1130 NOV 19 FOR GIBRALTAR, PANCAKED THERE 1314. PATROLLED CONVOY BOTH NIGHTS. TOOK OFF GIB 1345 NOV 21 PANCAKED 1530 TAP. ALL UNEVENTFUL.

1ST LT. J.S.M. LEE, BISHOP 53, V8819, TIME 1500 - 1515, TEST HOP, PORT ENGINE CUTTING OUT AND ROUGH. PANCAKED. R/T OK.

1ST LT. WM.A. LARSEN, BISHOP 51, V8450, TOOK OFF 1150 NOV 19 FOR GIBRALTAR, PANCAKED THERE 1315. PATROLLED FOR TWO NIGHTS, UNEVENTFUL, COLD AND BLACK. LOT OF FUN - TO TALK ABOUT. PANCAKED HERE NOV 21, 1520.

2ND LT. J.F. KIRWAN, BISHOP 59, V8814, TIME 1750 - 1945, PATROL WITH 70 AND STALECRUST. SAME OLD CRAP - SHIP AND WEATHER FINE.

F/O T.A. DEAKYNE, BISHOP 70, V8450, TIME 1755 - 2000. C-C-C-COLD P-PATROL WITH 59, A/C OK BUT DRAFTY, R/T OK.

1ST LT. J.E. LEONARD, BISHOP 56, V8745, TIME 1720 - 2015, PATROL WITH PERFORM DOING THE VECTORING. UNEVENTFUL AS ALL HELL. SHIP, AI, AND R/T OK. THE NIGHT WAS BLACK, AND HAZY AND BLACK!

NOVEMBER 22, 1943

1ST LT. J.S.M. LEE, BISHOP 53, V8743, TIME 0530 - 0720, PI WITH STALECRUST AND 59. AI WENT OUT ON 3RD RUN. WEATHER U/S. CONTROL QUITE SATISFACTORY. A/C AND R/T OK.

2ND LT. JOHN F. KIRWAN, BISHOP 59, V8814, TIME 0530 - 0715, PI WITH BISHOP 53 AND STALECRUST. RAINED ALL MORNING. SHIP OK.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, V8743, TIME 1750 - 1900. I AM AT LOSS FOR WORDS.

NOVEMBER 23, 1943

1ST LT. WM.A. LARSEN, BISHOP 51, HV649, TIME 1715 - 1800. GOOD FLIGHT. LOTS OF FUN. SHIP OK.

NOVEMBER 24, 1943

1ST LT. J.S.M. LEE, BISHOP 53, V8450, TIME 0940 - 1425. MB TO TAF. PORT ENGINE ROUGH. R/T OK.

1ST LT. J.E. LEONARD, BISHOP 56, HV 649, TIME 1445 - 1535. DOES A BEAUTIFUL IMMELMAN - BEAUTIFUL SHIP - BEAUTIFUL - POOR LANDING. LOGGED 50 MINUTES.

2ND LT. J. KIRWAN, BISHOP 59, HV649, TIME 1600 - 1630. JOY RIDE. ENGINE ROUGH AS A COB.

NOVEMBER 25, 1943

1ST LT. C.R. MC CRAY, BISHOP 54, V8819, TIME 1540 - 1610, TEST HOP. NEW PORT ENGINE OK.

1ST LT. J.S.M. LEE, BISHOP 53, ND177. LEFT MB 1630 LANDED BLIDA. TOOK OFF BLIDA 1730 LANDED TAF. 1845 WITH PORT ENGINE IN A HALF RUNAWAY ATTITUDE. HELD 1800 RPM. SWUNG RIGHT, PAYED RESPECTS TO HUDSON AND WIMPIE. NO MATERIAL EFFECTS. R/T OK.

1ST LT. J.E. LEONARD, BISHOP 56, V8814, TIME 1345 - 1910. TAFARAOU TO MB WITH 4 PASSENGERS AND IT FLEW LOVELY. MB TO BLIDA - BLIDA TO TAF. WAITED ON SOME FRENCHMEN TO PANCAKE AND FINALLY MADE IT.

1ST LT C.R. MC CRAY, BISHOP 54, KV941, TIME 1740 - 1940. PI'S WITH 71 ON STALECRUST. HE HAD BENT WEAPON, SO WE CHASED HIM ALL NIGHT.

F/O T.A. DEAKYNE, BISHOP 70, ND164, TIME 1600 - 1905. TOOK OFF FROM MB, HIT PUDDLE ON RUNWAY COVERING WINDSCREEN WITH MUD. SEAT COLLAPSED. LANDED AT BLIDA PEERING THROUGH CLEAR VISION PANEL, WITH SEAT COLLAPSING REGULARLY TO ADD TO THE EFFECT. STARBOARD ENGINE CUT ON TAKE OFF AFTER HAVING WINDOW CLEANED. STOPPED, CHECKED ENGINE, CLEARED IT AND TOOK OFF AGAIN. FLIGHT BACK MADE UNDER 1500 FOOT CEILING MIDST NUMEROUS COLLAPSINGS OF SEAT. WINDSCREEN FOGGED ON LANDING SO MIGHT AS WELL HAVE LEFT MUD ON. COME DOWN SMOOTHLY AS SEAT COLLAPSED FOR FINAL TIME.

CAPT. K.K. NELSON, BISHOP 71, V8834, TIME 1730 - 2020. PI WITH STALECRUST UNEVENTFUL EXCEPT FOR MY AI WENT OUT AND HAD TO FLY TARGET ALL THE PERIOD. TAXIED ALL OVER THE FIELD TRYING TO FIND A PARKING PLACE.

F/O T.A. DEAKYNE, BISHOP 70, V8834, TIME 0605 - 0855, DAWN PATROL AND PI'S WITH BISHOP 56 OFF CAPE TENES. UNEVENTFUL. SECTOR ASLEEP AT SWITCH AT BEGINNING OF MISSION. STARBOARD MAG ON PORT ENGINE U/S AND STACK BLOWN ON STARBOARD ENGINE. R/T OK.

1ST LT. J.E. LEONARD, BISHOP 56, V8814, TIME 0615 - 0845, PI WITH BISHOP 70 ON

PERFORM. BRADSHAW REALLY HAD THEIR HEAD UP THIS MORNING. W.W. WAS REALLY ON THE BALL ON 4 INTERCEPTIONS. SHIP, R/T AND AI WERE OK.

NOVEMBER 26, 1943

2ND LT. W.G. GROOM, BISHOP 61, HV649, TIME 1245 - 1415. ALL OK. WATCHED WALRUS NOSE OVER THEN GOT STUCK IN MUD. DAM IT.

F/O W.R. WILLIAMSON, BISHOP 64, KV941, TIME 1400 - 1545. RAN A FEW INTERCEPTIONS WITH 54, THEN MADE A FEW PASSES WITH LEE AND HIS LITTLE PLANE.

1ST LT. C.R. MC CRAY, BISHOP 54, V8814, TIME 1410 - 1540. FLEW TARGET FOR 64, THEN HELPED LT. LEE ON HIS ARMY CO-OP.

2ND LT. S.B. HOOTON, BISHOP 57, KV913, TIME 1200 - 1700, TEST HOP. PORT ENGINE ROUGH AND DID NOT GAIN FULL BOOST.

2ND LT. R.C. SWIFT, BISHOP 60, KV961, TIME 1355 - 1550, PI'S WITH 55, ALSO ARMY CO-OP. AI SET BURNED OUT. SHIP FAIR.

1ST LT. LARSEN, BISHOP 51, HV649, TIME 1500 - 1600. GOOD FLIGHT.

2ND LT. KIRWAN, BISHOP 59, LB595, TIME NOV 25 1015 - NOV 26 1600. TAP. TO MB TO LE KLIRUB TO TELEGINA TO SETIF TO BERTAUX TO TELEGINA TO MB TO TAF. SHIP NOT TOO GOOD.

1ST LT. J.S.M. LEE, BISHOP 53, V8822, TIME 1500 - 1545. RAN OFF ARMY CO-OP FOR CANASTEL. RADIO OUT AND WAS UNABLE TO LOCATE C.P. THO 54, 64, 55, 51 WERE FAMILIAR WITH OLAN AND IT GOT OFF OK. AC OK, R/T PORT OUT.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, V8819, TIME 1400 - 1600. RAN TARGET FOR BISHOP 60, DID ARMY CO-OP WITH 53, PANCAKED. BAD MAG. RT. ENG., RIGHT WING VERY HEAVY

1ST LT. A.L. MACQUEEN JR., BISHOP 55, HV649, TIME 1625 - 1735. RAN ROUGH, SMOOTH, AND IN-BETWEEN, ALSO TOO HOT.

2ND LT. S/B. HOOTON, BISHOP 57, KV941, TIME 1725 - 1930. LONELY PATROL. WONDERFUL SHIP. FOOLED MCCRAY BY STAYING OUT FULL TIME.

NOVEMBER 27, 1943

2ND LT. R.C. SWIFT, BISHOP 60, ND177, TIME 1520 - 1555. TEST HOP. SUCTION BELOW 2 LBS; OTHERWISE O.K.

1ST LT. MC CRAY, BISHOP 54, V8822, TIME 1355 - 1515; 1600 - 2100. REGHAIA AND RETURN. FINISHED 822'S TIME.

F/O W.R. WILLIAMSON, BISHOP 64, KV913, TIME 1300 - 1820, REGHAIA AND RETURN; FINISHED 913'S TIME.

NOVEMBER 28, 1943

2ND LT. R.C. SWIFT, BISHOP 60, ND177, TIME 0615 - 0750. PATROL. FEATHERED PROP ON RETURN. EVERYTHING SATISFACTORY.

1ST LT. S.B. HOOTON, BISHOP 57, KV911, TIME 1000 - 1020. TEST HOP. SHIP OK, EXCEPT OIL CAP OFF.

1ST LT. C.R. MC CRAY, BISHOP 54, V8834, TIME 1000 - 1045, TEST HOP.

1ST LT. H.A. STIRNUS, BISHOP 52, TIME 1305 - 1335. TRIED TO PRACTICE CORDELL AND CLEMMENS BUT SET WENT OUT RIGHT AFTER TAKE-OFF.

1ST LT. J.S.M. LEE, BISHOP 53, KV911, TIME 1315 - 1400. SLOW TIME ON 911; A/C AND R/T OK

F/O T.A. DEAKYNE, BISHOP 70, HV649, TIME 1505 - 1640, TEST HOP. A/C OK, BUT TENDS TO VIBRATE A BIT WHEN OVER 2100 RPM.

1ST LT. J.E. LEONARD, BISHOP 56, V8819, TIME 1700 - 1935. UNEVENTFUL PATROL OF "DECODE". SAW WELLINGTON, ONE "SNOWBALL" SHIP AND 4 P-39'S TOOK A CLOSE LOOK AT ME. USED FLOOD FOR LANDING; BEST FLOOD YET. A/C, AI AND VHF OK.

1ST LT. J.F. KIRWAN, BISHOP 59, KV911, TIME 1700 - 1935. PATROL ON "DECODE" SAW EVERYTHING BUT JERRIES. BEAUTIFUL NIGHT, SHIP GOOD, TOO.

NOVEMBER 29, 1943

1ST LT. J.S.M. LEE, BISHOP 53, KV911, TIME 0550 - 0740. PI'S WITH FISHBONE AND BISHOP 70. R/T TROUBLE ON F SO OVER TO C. 3 INTERCEPTIONS. R/T SOUR. A/C OK.

F/O T.A. DEAKYNE, BISHOP 70, V8822, TIME 0540 - 0745. PI'S WITH BISHOP 53. R/T BAD AND CONTROL NONE TOO HOT.

1ST LT. H.A. STIRNUS, BISHOP 52, KV961, TIME 1115 - 1145. INTERCEPTION ON WAY UP. AI AND SHIP EXCELLENT. FENIMORE AS R/O.

1ST LT. J.S.M. LEE, BISHOP 53, KV911, REGHAIA AND RETURN. STUCK IN MUD AT REGHAIA. 414 ON THE BALL AND NO TROUBLE. A/C AND R/T OK. 2:45 HRS. TARGET FOR BISHOP 52 ON THE WAY UP. GARDNER AND JOHNSON PASSENGERS.

2ND LT. R.C. SWIFT, BISHOP 60, LB595, SCENIC TOUR, TIME 1015 - 1145.

2ND LT. R.C. SWIFT, BISHOP 60, A/C 938, TIME 1535 - 1550, A/C TEST. CONTROL HAD ME LAND DOWN WIND. JUST MADE IT. HAD CLEMMENS WITH ME.

1ST LT. S.B. HOOTON, BISHOP 57, ND164, 1450 - 1620. RADIO CHECK WITH WOODLOCK. GOT UP PAST SPAIN AND WOODLOCK SAYS "VECTOR 190 DEGREES AND INCREASE SPEED. A FIGHTER IS AFTER YOU." SO WE GOT THE HELL OUT OF THERE. STARBOARD ENGINE ROUGH AND CUTS OUT. RADIO VERY BAD.

2ND LT. J.F. KIRWAN, BISHOP 59, V8806 and KV823. TOOK OLD ONE TO SETIF AND BROUGHT NEW ONE HOME. MISSED MY SWISS STEAK.

1ST LTA J.E. LEONARD, BISHOP 56, V8760, TIME 1055 - 1255. TOOK PANTHER P. TO SETIF. HAD C RATION FOR LUNCH AND PICKED UP ANOTHER A/C.

1ST LT. J.E. LEONARD, BISHOP 56, ND168, TIME 1715 - 1815. TOOK OFF FROM SETIF AND WHEELS FAILED TO FULLY RETRACT. RADIO WENT DEAD SOON AFTER. BACK HATCH BLEW OPEN. THEN CHECK ON COCKPIT, LIGHTS, AND NO LIGHTS. BUZZED FIELD A FEW TIMES AND THEY FINALLY GOT THE IDEA, AFTER I HAD USED EMERGENCY HYDRAULIC, AND PUT S/L ON ME. MADE A RAUNCHY LANDING WITH 20 DEGREES OF FLAPS. OUTSIDE OF ALL THAT THE A/C CRUISED AT 195 WITH 2000 REVS AMD 0 BOOST.

NOVEMBER 30, 1943

2ND LT. R.C. SWIFT, BISHOP 60, ND164M TIME 1335 - 1525. AI PRACTICE, RETURNED TO BASE, ORANGES BITTER AND PLAYMATE 57 HAD NO R/T.

1ST LT. J.S.M. LEE, BISHOP 53, HV649, TIME 1600 - 1700. AIR AT EASE WORKOUT/ R/T AND A/ OK.

DECEMBER 1, 1943

1ST LT. C.R. MC CRAY, BISHOP 54, ND177, TIME 1020 - 1200. AI CHASING HOOTON WITH ALLEN & HAMILTON. LOTS OF FUN BUZZING CLOUDS WHILE RUNNING INTERCEPTIONS. PLANE OK - BRAKE KIND OF HARD TO USE.

1ST LT. S.B. HOOTON, BISHOP 57, V8814, TIME 1020 - 1210. TARGET FOR 54. SHIP OK. BAGS OF ORANGES.

2ND LT. R.C. SWIFT, BISHOP 60, HV649, TIME 1025 - 1210. TAGET FOR MK 8 BISHOP 52, A/ C U/S DEAD BATTERY.

1ST LT. H.A. STIRNUS, BISHOP 52, ND164, TIME 1024 - 1158. SHIP OK. STARBOARD ENGINE OILS UP VERY FAST, RUNS A LITTLE ROUGH.

1ST LT. J.S.M. LEE, BISHOP 53, V8450. TIME 1025 - 1243. CALIBRATION RUN WITH WOODLOG. R/T AND A/C ON TEST HOP AND SLOW TIME OK.

F/O T.A. DEAKYNE, BISHOP 70, V8819, TIME 1055 - 1345. SCRAMBLED ON AIR-SEA RESCUE. DIDN'T SEE ANYTHING AND ENDED UP ON CONVOY PATROL. A/C RUNS ROUGH OVER 2100 RPM.

1ST LT. H.A. STIRNUS, BISHOP 52, V8814, TIME 1305 - 1630. ON SEARCH MISSION. OIL SLICK SIGHTED, LOTS OF AIRPLANES AND GOBS OF RAIN. SHIP OK.

F/O T.A. DEAKYNE, BISHOP 70, LB595, TIME 1805 - 1820. LOCAL-ALL OK.

DECEMBER 2, 1943

1ST LT. S.B. HOOTON, BISHOP 57, V8814, TIME 0945 - 1000. TOOK OFF FOR SETIF BUT STARBOARD WHEEL WOULD NOT LOCK UP.

1ST LT. H.A. STIRNUS, BISHOP 52, V8822, TIME 1000 - 1010, PORT ENGINE ROUGH AS A COB. LANDED AND FOUND ONE CYLINDER COLD. R/T OUT.

1ST LT. J.E. LEONARD, BISHOP 56, V8822, TIME 1550 - 1620. TEST HOP TO CHECK ROUGH ENGINE. O.K. NOW. TAIL WHEEL SHIMMY.

1ST LT. J.S.M. LEE, BISHOP 53, HV649, TIME 1713 - 1745. FORMATION WITH BISHOP 59.

R/T AND A/C OK.

2ND LT. J.F. KIRWAN, BISHOP 59, TIME 1550 - 1630, HV649. PLAYED AROUND. FUN. SHIP GOOD.

2ND LT. J.F. KIRWAN, BISHOP 59, LB595, TIME 1712 - 1746. FORMATION WITH BISHOP 53. R/T WEAK.

1ST LT. J.E. LEONARD, BISHOP 56, KV911, TIME 1640 - 1825. WENT OUT TO LOOK FOR A CONVOY NEAR ALBORAN AND FOUND ANOTHER ONE INSTEAD. ALSO SAW A SMALL ONE WHILE RETURNING TO BASE. OTHERWISE UNEVENTFUL. SHIP AND R/T OK.

DECEMBER 3, 1943

F/O W.R. WILLIAMSON, BISHOP 64, V8819, TIME 1030 - 1200. BOY DON'T GET LOST IN THESE MOUNTAINS - HERE OR IN ALGIERS. EVERYTHING WAS PRETTY GOOD IN SPITE OF IT.

1ST LT. H.A. STIRNUS, BISHOP 52, KV911, TIME 0920 - 1215. MAGGIE & JIGGS WITH NAVY. GAVE THEM GOOD WORKING OVER ON DIVE-BOMB, STRAFING RUNS. VECTORED TOWARDS 3 BANDITS BUT FRENCH WERE SCRAMBLED AND TOOK OVER. DAMN-IT TURNED OUT TO BE FRIENDLY. SHIP OK.

1ST LT. J.S.M. LEE, BISHOP 53, V8814, TIME 0600 - 0800. PI WITH BISHOP 59 & STALECRUST. STOOGED AROUND FOR HALF HOUR BEFORE PANCAKE.

1ST LT. J.E. LEONARD, BISHOP 56, KV923, TIME 1415 - 1440, TEST HOP. RIGHT ENGINE ROUGH AND RIGHT WHEEL INDICATOR SHOWED - NOT UP - WHEN HYDRAULIC WAS CUT OFF. PORT RADIO SET ALSO OUT.

1ST LT. J.E. LEONARD, BISHOP 56, V8822, TIME 1300 - 1345. AMRY CO-OP WITH LEE ET AL. IT WAS O.K. BUT I STILL DON'T GET IT. JOHNSON WENT ALONG TO HOLD THE TAIL DOWN.

1ST LT. C.R. MC CRAY, BISHOP 54, KV938, TIME 1430 - 1540. COUPLE OF SUCCESSFUL INTERCEPTIONS. THEN ARMY CO-OP. WEAPON BENT AFTER 50 MINUTES SO BACK HOME WE CAME.

1ST LT. H.A. STIRNUS, BISHOP 52, KV941, TIME 1355 - 1610. CORDELL AND KULPINSKI GAVE ME A WORK OUT. TOO LATE FOR ARMY CO-OP. SHIP AND R/T OK.

F/O T.A. DEAKYNE, BISHOP 70, V8814, TIME 1400 - 1610. TARGET FOR BISHOP 52. PILOT'S R/T PLUG OUT. SHIP OK.

DECEMBER 4, 1943

1ST LT. J.E. LEONARD, BISHOP 56, KV911, TIME 1010 - 1130. AI TARGET FOR 50 BUT HIS WEAPON BENT SO I RETURNED AND PANCAKED.

1ST LT. H.A. STIRNUS, BISHOP 52, KV941, TIME 1035 - 1220. SHIP OK. SET ROPEY. PI'S WITH 70 UNEVENTFUL. KOHRMAN, KULPINSKI AND LONGHORNE R.O.'S.

F/O T.A. DEAKYNE, BISHOP 70, V8814, TIME 1025 - 1210. TARGET FOR 52. ALL OK.

1ST LT. H.A. STIRNUS, BISHOP 52, ND168, TIME 1300 - 1320. TEST HOP. SHIP SEEMS TO FLY OK BUT DOESN'T HAVE MUCH POWER. 0" & 2000 RPM 190 NOT SO GOOD. SLIGHT MAG DROP ON STARBOARD ENGINE.

1ST LT. S.B. HOOTON, BISHOP 57, KV928, TIME 1405 - 1605. CO-OP WITH BISHOP 56. SET WENT OUT. STARTED HOME. GOT SET FIXED, WENT BACK. SHIP & R/T OK.

1ST LT. C.R. MC CRAY, BISHOP 54, V8814, TIME 1410 - 1605. TARGET FOR WILLIAMSON. PLANE IN GOOD SHAPE.

F/O W.R. WILLIAMSON, BISHOP 64, TIME 1410 - 1605, A/C KV941. AI BOTH CLEMMENS AND HAMILTON GOOD. SHIP FUEL PRESSURE WARNING LIGHT FOR PORT ENGINE STAYS ON.

1ST LT. J.E. LEONARD, BISHOP 56, KV911, TIME 1410 - 1600/ TARGET FOR 57. QUITE DEWEY OVER CAP CARBON. D CHANNEL WENT OUT ON TRANSMISSION.

DECEMBER 5, 1943

1ST LT. S.B. HOOTON, BISHOP 57, KV941, TIME 1240 - 1405. GUNNERY. PISS POOR. ONLY GOT ONE BURST IN. FUEL WARNING LIGHT CAME ON. GILLS WON'T OPEN IN AIR.

2ND LT. R.C. SWIFT, BISHOP 60, LB595, TIME 1300 - 1425. TOWING FOR BISHOPS 50 AND 57. SATISFACTORY.

1ST LT. J.S.M. LEE, BISHOP 53, ND164, TIME 1345 - 1430. TEST ON A/C AND GUN. 20'S FIRED COMPLETE SAVE OUTER PORT (20 ROUNDS). A/C AND R/T OK.

F/O W.R. WILLIAMSON, BISHOP 64, V8814, TIME 0950 - 1025. HYDRAULICS ONLY 1000 LBS.

WROTE IT UP.

1ST LT. H.E. STIRNUS, BISHOP 52, V8819, T/O 0948. 819 TO SETIF. TRIP OK.

1ST LT. C.R. MC CRAY, BISHOP 54, V8822. T/O 0954. 822 TO SETIF. OK.

MAJ. J.T. EHLINGER, BISHOP 50, KV961, TIME 1830 - 2030. PATROLLED HARBOR. FIRED GUNS, PRETTY FLAMES.

DECEMBER 6, 1943

1ST LT. S.B. HOOTON, BISHOP 57, ND177, TIME 0950 - 100. ENGINE ROUGH; NO OTHER PANE AVAILABLE.

F/O W.R. WILLIAMSON, LB595, TIME 1005 - 1115. TOWED TARGET FOR 50. ENGINE WAS VERY ROUGH. TEST HOPPED HV649 1135 - 1205; EVERYTHING FINE.

1ST LT. J.E. LEONARD, BISHOP 56, HV649, TIME 1410, 1610, RAN TARGET FOR 54 AND GOT COLD AS HELL. A/C AND R/T OK. NO INTERCOMMUNICATION.

1ST LT. C.R. MC CRAY, BISHOP 54, ND177, TIME 1410 - 1610 AI CHASING 56. PLANE AND R/T IN GOOD SHAPE. R/O'S NOT IN SUCH GOOD SHAPE.

1ST LT. S.B. HOOTON, BISHOP 57, KV941, TIME 1520 - 1635. AI WITH BISHOP 53. SET POOR TO START WITH, GOT WORSE. HAD TO COME HOME.

1ST LT. H.A. STIRNUS, BISHOP 52, ND177, TIME 1735 - 2005. AI AND DUSK PATROL. SHIP IS VERY HEAVY ON CONTROLS. PORT OIL TEMP 60 DEGREES BUT RUNS LIKE A WATCH.

1ST LT. J.S.M. LEE, BISHOP 53, LB595, TIME 0005 - 0118. UP 0005 TO RUN TARGET FOR BISHOP 54. POOR R/T RECEPTION SPOILED EFFORT. A/C OK. R/T SOUR. LANDED 0118.

1ST LT. C.R. MC CRAY, BISHOP 54, TIME 2215 - 0115. PATROL; CHASED LIGHT FLOATING ON SEA; ALSO BISHOP 53. INTERCEPTIONS NOT SO GOOD. SHIP: KV961

DECEMBER 7, 1943

1ST LT. H.A. STIRNUS, BISHOP 52, KV911, TIME 0920 - 1135. NAVY CO-OP. WATCHED TWO TORPEDO ATTACKS AND SPOTTED TORPEDOES. SHIP OK.

1ST LT. J.E. LEONARD, BISHOP 56, ND177, TIME 1040 - 1140. WENT UP TO SHOOT DROGUE BUT THERE WAS SOME TROUBLE IN GETTING IT OFF SO I STOOGED AROUND FOR AN HOUR AND CAME IN. A/C AND R/T OK.

2ND LT. J.F. KIRWAN, BISHOP 59, LB595, TIME 1042 - 1057 & 1150 - 1205. TWO VAIN TRIPS IN A HURRICANE TO TOW A TARGET.

2ND LT. J.F. KIRWAN, BISHOP 59, LB595, TIME 1415 - 1445. TOW PILOT AGAIN. LEONARD SHOT ROPE OFF.

F/O W.R. WILLIAMSON, BISHOP 64, KV938, TIME 1405 - 1505. STARBOARD ENGINE VIBRATED CONSTANTLY. AI WEAK.

1ST LT. J.E. LEONARD, BISHOP 56, ND177, TIME 1410 - 1450. DROGUE FIRING WITH 59 TOWING. HAD A FEW HITS AND THEN SHOT THE ROPE OFF. R/T AND A/C OK BUT THE A/C WENT OUT ON 40 HOURS.

2ND LT. R.C. SWIFT, BISHOP 60, ND168, TIME 1410 - 1510. PI'S WITH 64. SHIP SHAKY. R/T POOR. TROUBLE UNFEATHERING. 200 MAG DROP ON PORT ENGINE ON TAKE OFF.

1ST LT. J.S.M. LEE, BISHOP 53, ND204, TIME 1430 - 1505. TEST HOP. BIT ROUGH ON STARBOARD. OK FOR FLIGHT. R/T OK. 35 MINUTE HOP.

1ST LT. J.S.M. LEE, BISHOP 53, ND168, TIME 1100 - 1120. SMOOTH AS SILK ON TEST HOP. R/T OK. UP 20 MINUTES.

2ND LT. J.F. KIRWAN, BISHOP 59, ND171, TIME 1545 - 1615. TEST HOP. SHIP GOOD. R/T OK.

1ST LT. J.E. LEONARD, BISHOP 56, KV923, TIME 1630 - 1655. TEST HOP, SHIP GOOD. R/T OK.

2ND LT. R.C. SWIFT, BISHOP 60, ND164, TIME 1730 - 1810. CONVOY COVER WITH 64. R/T WENT U/S - CANARY BROKE - ENGINES ROUGH. RETURNED TO BASE AS I COULD NEITHER IDENTIFY MYSELF BY CANARY OR R/T.

F/O W.R. WILLIAMSON, BISHOP 64, KV941, TIME 1730 - 1955. PATROL AND CHASED A SO CALLED BOGEY, BUT FISHBONE SAID HE IDENTIFIED HIMSELF WHEN I WAS WITHIN 20 MILES OF HIM. EVERYTHING FINE.

1ST LT. H.A. STIRNUS, BISHOP 52, ND204, TIME 1928 - 1952. TOOK OFF DOWN WIND.

STARBOARD ENGINE FUMED AND FARTED. PORT U/C INDICATOR U/S. SCRAMBLED AFTER FRIENDLY——.

DECEMBER 8, 1943

1ST LT. W.G. GROOM, BISHOP 61, ND171, TIME 1320 - 1435. FOR GUNNERY AND NFT WITH BISHOP 60. STARBOARD OUTER JAMMED; OTHERWISE OK. PANCAKED 1435.

2ND LT. R.C. SWIFT, BISHOP 60, ND168, TIME 1330 - 1430. GUNNERY & NFT WITH 61. R/T U/S.

1ST LT. H.A. STIRNUS, BISHOP 52, KV932, TIME 0:30 MINUTES. PORT ENG WENT OUT 25 MILES WEST OF SETIF. CAME BACK ON ONE ENGINE. PORT WHEEL WOULDN'T COME DOWN SO MADE BELLY LANDING IN FIELD NEXT TO AIRDROME. TIME 1325 - 1255.

1ST LT. C.R. MC CRAY, BISHOP 54, ND203, TIME 1355 - 1415. TOOK OFF AND RETURNED TO PICK UP LT. STIRNUS. LANDED WITH NO AIR PRESSURE.

DECEMBER 9, 1943

1ST LT. C.R. MC CRAY, BISHOP 54, ND203, TIME 1145 - 13.45. SETIF - TAFARAOUI.

1ST LT. W.G. GROOM, BISHOP 61, ND171, TIME 1323 - 1411. NFT WITH 63. ALL OK.

F/O R.W. JEFFREY, BISHOP 63, ND204, TIME 1330 - 1415, WEAPON BENT - GUNS FIRED OK. SHIP OK.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, ND168, TIME 1315 - 1515. GOOD PRACTICE SESSION WITH BISHOP 51.

1ST LT. W.A. LARSEN, BISHOP 51, KV941, TIME 1325 - 1525. PI WITH 55. GOOD DEAL.

1ST LT. H.A. STIRNUS, BISHOP 52, ND210, TIME 1145 - 1345. SETIF - TAFARAOUI.

DECEMBER 10, 1943

1ST LT. S.B. HOOTON, BISHOP 57, ND168, TIME 1500 - 1520. TOOK OFF; OIL COVER NOT FASTENED SHUT. LANDED; GOT IT FIXED. A HUDSON TAXIED IN BEHIND ME. HAD TO WAIT A LONG TIME FOR HIM TO GET OUT OF THE WAY. HAD 400 MAG DROP THE SECOND TIME.

F/O W.R. WILLIAMSON, BISHOP 64, ND171, TIME 1500 - 1600. ARMY CO-OP. EVERYTHING OK.

2ND LT. R.C. SWIFT, BISHOP 60, ND171, TIME 1730 - 1920. CONVOY COVER. (RATHNURE). WEATHER FAIR. SHIP OK, EXCEPT FOR DIRECTIONAL GYRO WHICH LAGS.

1ST LT. C.R. MC CRAY, BISHOP 54, ND204, TIME 1730 - 1045. CHECKED STARBOARD ENGINE 150 MAG DROP ON #2 MAG, 700 ON #1 MAG. LET IT RUN FOR 1/2 MINUTE AT 0 BOOST AND RECHECKED. TACH DIDN'T EVEN FLICKER. TOOK OFF AND FLEW PATROL ON TUNIC. HAD ONLY 3000 FEET CEILING OVER CONVOY BUT FINISHED MISSION. WEATHER LOOKED MESSY AT BASE ON RETURN.

1ST LT. S.B. HOOTON, BISHOP 57, KV941, TIME 2000 - 2130. CONVOY COVER. SHIP WONDERFUL. ORANGES GOT POOR. CALLED HOME BY CONTROL. DIDN'T COME HOME ON MY OWN.

DECEMBER 11, 1943

1ST LT. C.R. MC CRAY, BISHOP 54, KV940, TIME 1150 - 1220. TEST HOP. SHIP OK AFTER MINOR ADJUSTMENTS.

1ST LT. W.A. LARSEN, BISHOP 51, KV940, TIME 1440 - 1710. TEST HOP ON AI. PRETTY GOOD FLIGHT CONSIDERING THE TIME I SPENT WAITING FOR 55.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, ND171, TIME 1615 - 1715. WENT UP FOR NFT WITH BISHOP 51, CROSSED BACKWASH AT POINT B AND DID A COUPLE OF PI'S AT 500 - 2500 FT. ORANGES SOUR, WEAPON BENT. RETURNED TO BASE. SHIP OK. SCREWED UP MY LANDING BOTH FLIGHTS TRYING TO MISS METAL STRIP AT EAST END OF RUNWAY.

F/O R.W. JEFFREY, BISHOP 63, TIME 1720 - 1855. CONVOY PATROL. NOTHING HAPPENED TILL I GOT BACK OVER BASE; THEN I WAS CALLED TO GO AFTER AM UNIDENTIFIED A/C WHICH TURNED OUT TO BE FRIENDLY. SHIP OK.

DECEMBER 15, 1943

F/O W.R. WILLIAMSON, BISHOP 64, ND177, TIME 1100 - 1130. EVERYTHING OK.

1ST LT. C.R. MC CRAY, BISHOP 54, ND203, TIME 1100 - 1110. TOOK OFF AND LANDED. PLANE DIDN'T SEEM TO ANSWER CONTROLS.

1ST LT. C.R. MC CRAY, BISHOP 54, ND203, TIME 1130 - 1200. TEST HOP. COULDN'T FIND ANYTHING WRONG. FLEW OK.

2ND LT. R.C. SWIFT, BISHOP 60, LB595, TIME 1050 - 1120. TESTED. FOUND MAG DROP, OIL LEAK AND FLEXIBLE PITCH.

1ST LT. H.A. STIRNUS, BISHOP 52, ND203, TIME 1325 - 1435. SHIP OK. AI OUT. WEATHER ROUGH AS HELL.

F/O R.W. JEFFREY, BISHOP 63, ND171, TIME 0955 - 1445. XC MB. TRIP UNEVENTFUL. SHIP OK.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, HV649, TIME 1000 - 1130, 1210 - 1240. GONE BUT NOT FORGOTTEN. R. I. P.

1ST LT. W.A. LARSEN, BISHOP 51, KV940, TIME 1250 - 1455. NFT AND GUNNERY. GOOD FLIGHT.

CAPT K.K. NELSON, BISHOP 71, ND177, TIME 1745 - 1900. R/T WENT OUT ON BOTH SETS, OTHERWISE VERY QUIET EVENING.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, ND203. TIME 2350 - 0235, ROUTINE PATROL. SHIP OK. RADIO (PORT) POOR. NICE NIGHT.

F/O FULLER, BISHOP 65 KV923, TIME 1300 - 1500. GUNNERY AND NFT. EVERYTHING OK.

DECEMBER 16, 1943

1ST LT. C.R. MC CRAY, BISHOP 54, ND168, TIME 1420 - 1450. TEST HOP. OK. STBD ENGINE ROUGH AT FIRST BUT SMOOTHED OUT.

1ST LT. H.A. STIRNUS, BISHOP 52, ND210, TIME 1530 - 1615. SHIP OK. RADIO WEAK. AI OK. PORT ENGINE SLIGHTLY ROUGH.

1ST LT. C.R. MC CRAY, BISHOP 54, ND204, TIME 1725 - 1735. PORT ENGINE QUIT ON TAKE OFF. GOT FLYING SPEED AND ORBITED BASE AT 200', CHASING FRENCHMEN OUT OF THE WAY AND PANCAKED PRACTICALLY WITHOUT FLAPS. (THE WHEELS DIDN'T COME DOWN FAST ENOUGH FOR ME TO WASTE PRESSURE ON FLAPS.) MADE A FAIR LANDING AND DID THAT GROUND FEEL GOOD!!! IN ADDITION TO F/O JOHNNY CLEMMONS-RO, TWO OBSERVERS FROM THE ENGINEERING DEPARTMENT, T/SGT. ROBINSON AND S/SGT PETERS WERE ALONG FOR THE RIDE.

1ST LT. W.G. GROOM, BISHOP 61, ND171, TIME 1730 - 2030. CONVOY PATROL. SAW A NAVAL ENGAGEMENT. APPARENTLY A SUBMARINE ATTACKED CONVOY. STBD TIRE FLAT ON LANDING. GROUND LOOPED. SMASHED PORT WING AND LANDING GEAR. (DAMN IT)

2ND LT. R.C. SWIFT, BISHOP 60, KV961, TIME 1805 - 2025. CONVOY COVER WITH BISHOP 61. SAW FLARES, CONVOY, TWO CRAFT ON WATER FIRING ACK-ACK AND THEN PANCAKED.

CAPT. K.K. NELSON, BISHOP 71, KV941, TIME 1950 - 2250. BEAUTIFUL AIRPLANE. VERY SUCCESSFUL NIGHT. FISHBONE CONTROLLED.

1ST LT. C.R. MC CRAY, BISHOP 54, KV923, TIME 2005 - 2235. PATROL AND PI'S WITH 71. PERKINS FINALLY MANAGED TO CATCH US TWICE. HE SURE MADE HARD WORK OF IT, THOUGH. PRETTY GOOD EVENING.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, KV941, KV923. NOW IT CAME TO PASS THAT I WAS CALLED UPON TO BECOME AIRBORNE AND I WAS GIVEN A (T)RUSTY STEED THAT MEN DID CALL KV941 AND WHICH WAS SAID TO BE A FINE AND WORTHY BEAST, RECOMMENDED BY THE GRAND VIZIER HIMSELF (CAPT NELSON, K.K.), BUT LO, WHEN I DID DO THAT WHICH IS CALLED "CHECKING MAGS" THIS STEED DID SNORT AND BUCK AND HAVE A DROP EVEN UNTO 1500 RPM. WHICH IS EXCESSIVE. I THEN MADE SHIFT TO "GET CRACKIN" IN ONE KV923, A BEAST OF ILL REPUTE WHICH DID HAVE "HALITOSIS OF THE PLUGS" AND A DROP OF 1500 RPM. ON ALL FOUR MAGS. THEN WAS I HIGHLY P—D OFF, AND AS THERE WERE NO MORE CHARGERS, DID GET ME HENCE TO BED. MAY THE LORD HAVE MERCY ON US, THE NITE-FIGHTERS. AHMEN. P.S. MY WORKING SQUIRE AMD R/O, R.W. HALL, WAS IN A STATE OF HIGH INDIGNATION (P—D OFF) ALSO.

1ST LT. H.A. STIRNUS, BISHOP 52, KV961, TIME 2355 - 0315. CONVOY PATROL FOR THREE HOURS. BEAUTIFUL NIGHT-BUZZED CLOUDS FOR A WHILE. RELIEF CAME FROM REGHAIA.

DECEMBER 17, 1943

1ST LT. H.A. STIRNUS, BISHOP 52, ND210, TIME 1600 - 1635. NFT. RIGHT WING HEAVY AS HELL. RADIO OK AT TIMES. NO MAG DROP.

1ST LT. W.A. LARSEN, BISHOP 51, KV940, TIME 1540 - 1640. NFT. SHIP OK.

F/O R.W. JEFFREY, BISHOP 63, KV961, TIME 1430 - 1700. X-C TO MB. PERRY JOB. TRIP UNEVENTFUL. SHIP OK.

DECEMBER 18, 1943

F/O W.R. WILLIAMSON, BISHOP 64, ND168, TIME 1000 - 1030. TEST HOP. SHIP OK.

1ST LT. C.R. MC CRAY, BISHOP 54, KV923, TIME 1335 - 1505. NFT AND GUNNERY. AI HAD TO BE TUNED BEFORE IT WOULD WORK. GOOD AFTERNOON OTHERWISE.

2ND LT. R.C. SWIFT, BISHOP 60, KV940+, TIME 1315 - 1330. STRANGE NOISES AND LANDED.

2ND LT. R.C. SWIFT, BISHOP 60, TIME 1405 - 1535. AIR TO SEA GUNNERY, NFT WITH BISHOP 54. EVERYTHING SATISFACTORY.

2ND LT. R.C. SWIFT, BISHOP 60, KV940, TIME 1735 - 1835. PATROL AND PI'S. STARBOARD R/T U/S.

1ST LT. C.R. MC CRAY, BISHOP 54, KV923, TIME 1735 - 1915. PATROL AND PI WITH BISHOP 60. MUST BE HE GOT TIRED, 'CAUSE HE QUIT TALKIN, SO I PATROLLED WITHOUT ANY MORE PI.

F/O W.R. WILLIAMSON, BISHOP 64, ND210, TIME 1550 - 1630. TEST HOP. SHIP HAD 100 MAG DROP ON PORT ENGINE, BUT MECH REPAIRED IT QUICKLY.

DECEMBER 19, 1943

2ND LT. R.C. SWIFT, BISHOP 60, LB595, 1120 - 1145. TEST AND FOUND OK.

1ST LT. H.A. STIRNUS, BISHOP 52, ND210, 1130 - 1210. STBD ENGINE SLIGHTLY ROUGH. 2 CANNONS JAMMED. 1 MG DIDN'T FIRE.

2ND LT. W.G. GROOM, BISHOP 61, ND 164, 1317 - 1405. TEST HOP AND NFT. AI U/S. #2 MAG ON STBD ENGINE ROUGH OTHERWISE ALL OK.

F/O R.W. JEFFREY, BISHOP 63, KV961, TIME 1310 - 1405. NFT WITH BISHOP 61. SET OK UNTIL JUST BEFORE PANCAKING THEN WENT U/S. SHIP OK.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, KV941, TIME 1425 - 1555. SCRAMBLED TO PERFORM. DID A PATROL THEN INTERCEPTED A FRIENDLY A/C TO GET NUMBER AND TYPE. INTERCEPTION COMPLETED, RETURNED. EVERYTHING OK.

1ST LT. C.R. MC CRAY, BISHOP 54, ND168, 1130 - 1205. GUNNERY. BOTH ENGINES OVERHEATED ON TAKE OFF, RAN WARM AT CRUISING.

1ST LT. W.A. LARSEN, BISHOP 51, KV940, SHIP OK. WAS I EVER PEE'D OFF WHEN MACQUEEN SCRAMBLED!

2ND LT. W.G. GROOM, BISHOP 61, ND210, 1720 - 2010. PATROL & PI'S WITH 63. DAMN GOOD NIGHT. FOUR BEAUTIFUL INTERCEPTIONS. ROTH WAS REALLY ON THE BALL. FISHBONE ALSO VERY, VERY GOOD. BEST CONTROLLER THEY GOT.

F/O R.W. JEFFREY, BISHOP 63, KV961. 1720 - 2005. PI WITH BISHOP 61. VERY GOOD NIGHT. SHIP AND SET OK.

DECEMBER 20, 1943

F/O R.W. JEFFREY, BISHOP 63, KV941, 0950 - 1330. X-CTRY TO MB AND REGHAIA. SHOT DOWN BALLOON THAT GOT LOOSE. SURE DID BURN FAST. SHIP OK.

F/O W.R. WILLIAMSON, BISHOP 64, ND 168. 1330 - 1414. SHIP IN GOOD SHAPE.

1ST LT. A.B. HOOTON, BISHOP 57, KV923, 1500 - 1515. SHIP ROUGHER THAN HELL. LANDED.

F/O W.W. WILLIAMSON, BISHOP 64, KV940, NFT. SHIP OK.

2ND LT. R.C. SWIFT, BISHOP 60, KV961, 1500 - 1605. NFT. A/C SATISFACTORY.

1ST LT. C.R. MC CRAY, BISHOP 54, ND168, 1455 - 1510. NFT. CERVO'S PLANE, FLEW BEAUTIFULLY. MAYBE HE HASN'T GOT A SAD SACK THIS TIME. CANARY SANG ALL THE TIME.

1ST LT. H.A. STIRNUS, BISHOP 52, ND210, TIME 1505 - 1615, SHIP OK. PORT TIRE HAS ABOUT 1 LB OF RUBBER MISSING.

1ST LT. W.A. LARSEN, BISHOP 51, KV923, 1550 - 1635. TEST HOP. GOOD FLIGHT.

F/O W.R. WILLIAMSON, BISHOP 64, 1500 - 1550. PATROL, 1:50. R/T OUT.

2ND LT. R.C. SWIFT, BISHOP 60, KV961, 1730 - 1930. PATROL, WEAPON BENT.

DECEMBER 21, 1943

1ST LT. C.R. MC CRAY, BISHOP 54, KV923, 0640 - 1040. DAWN (?) PATROL WITH 52. LOTS OF FUN AND ACCOMPLISHED A BIT.

1ST LT. H.A. STIRNUS, BISHOP 52, KV940, 0640 - 1040. CONVOY COVER IN 940. SWELL

SHIP. PORT RECEIVER OUT. STARBOARD TRANSMITTER OUT, STAYED OUT, OK/ USED 54 AS TRANSLATER.

1ST LT. S.B. HOOTON, BISHOP 57, ND168, 0900 - 1200. CONVOY COVER. GOOD SHIP. "C" CHANNEL OUT. BAGS OF ORANGES.

1ST LT. J.E. LEONARD, BISHOP 56, 1500 - 1730. MB TO TAF. PICKED UP AT 155 MI. 834. FLIGHT WITHOUT INCIDENT.

F/O T.A. DEAKYNE, BISHOP 70+0, KV923, 1710 - 1755. NFT. SET OK. WEATHER TO HELL. SPOTTED SAILPLANE WHICH AT FIRST MISTOOK AS A DORNIER. U/C AND FLAP LEVERS SLOW TO RESPOND. R/T OK.

2ND LT. W.G. GROOM, BISHOP 61, KV941, 1700 - 1830. PATROL AND PI WITH 63. RECALLED BECAUSE OF WEATHER.

F/O R.W. JEFFREY, BISHOP 63, KV940, TIME 1705 - 1825. CONVOY ESCORT WITH BISHOP 61. FLIGHT RECALLED BECAUSE OF BAD WEATHER. PANCAKED 1825. SHIP OK.

DECEMBER 22, 1943

1ST LT. A.L. MACQUEEN JR., BISHOP 55, KV923, 0635 - 0905. LET MYSELF BE TALKED INTO THE WORST WEATHER NIGHT FLIGHT I HAVE MADE SINCE ORLANDO. DID PI'S WITH BISHOP 61.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, LB595, 1040 - 1210. DID CONSUMPTION TEST ON FERRY TANKS GOT 44 MIN OUT OF PORT, 35 STBD AT PLUS 4 -2600 RPM - 14000 FT. STBD HAD BEEN USED TWICE TO RUN UP ENGINE AND WAS NOT TOPPED OFF. DID AN HOUR ON INSTRUMENTS AT 14,000, GAVE BRADSHAW REPORTS ON WEATHER AT DIFFERENT LEVELS AND VARIOUS PLACES. OLD SHIP RAN OK BUT ISN'T THE SAME WITH THOSE DAMN TANKS ON BOARD, ESPECIALLY WHEN FULL.

2ND LT. W.G. GROOM, BISHOP 61, KV941, 0635 - 0905. EXACTLY THE SAME AS 55 OPINION.

F/O T.E. DEAKYNE, BISHOP 70, ND210, 1305 - 1355. TEST HOP. A/C BEAUTIFUL. WEATHER STINKY.

DECEMBER 23, 1943

1ST LT. J.S.M. LEE, BISHOP 53, ND210, 1745 - 1920. PI'S WITH WOODLOG AND 59. RAN TWO INTERCEPTIONS WITH GOOD RESULTS. R/T AND A/C OK.

2ND LT. J.F. KIRWAN, BISHOP 59, KV923, 1745 - 1915. RAN TARGET FOR 53 AND WOODLOG. SET U/S, BUT SHIP BEAUTIFUL. R/T OK ALSO.

1ST LT. J.E. LEONARD, BISHOP 56, ND177, 2000 - 2030. S/L MISSION BUT THEY DIDN'T PICK ME UP UNTIL MY LAST RUN. SOME KIND SOUL WAS SHOOTING AT, OR AT LEAST, VERY NEAR ME. WEATHER WASN'T SO HOT.

DECEMBER 24, 1943

1ST LT. A.L. MACQUEEN JR., BISHOP 55, KV961, 1330 - 1445. AH, WILDERNESS.

1ST LT. H.A. STIRNUS, BISHOP 52, KV941, 1330 - 1445. SHIP OK. TRIP ROUGH AS HELL.

1ST LT. C.R. MC CRAY, BISHOP 54, ND210, 1753 - 1940. GOOD SHIP, GOOD SET. PISS POOR NIGHT FOR FLYING. THUNDERSTORMS ALL OVER THE PLACE AND THEY AREN'T SMALL EITHER.

DECEMBER 25, 1943

F/O C.K. FULLER, BISHOP 65, ND164, 1330 - 1405. WENT OUT FOR CONVOY PATROL BUT CEILING "0" SO I RETURNED TO BASE. 45 MINUTES LOGGED.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, ND177, 1535 - 1740. TOOK OFF, WENT ON INSTRUMENTS FOR ABOUT AN HOUR ON AND OFF, FLYING AT 500 - 1000 FT. FINALLY FOUND CONVOY AND PATROLLED AT 1000 FT. FOR ANOTHER HOUR OR SO. WEATHER AMELIORATED, BUT WAS STILL NOT GOOD.

1ST LT. A.L. MACQUEEN, BISHOP 55, ND177, 0735 - 1125. FLEW PATROL AT PERFORM ON CONVOY "MOLLY". HAD LITTLE TROUBLE LOCATING FIELD, MADE RIGHT HAND PATTERN. WEATHER VERY POOR.

DECEMBER 26, 1943

1ST LT. J.E. LEONARD, BISHOP 56, KV938, 1730 - 1900. PI'S WITH 70 ON WOODLOG, BUT 70'S RADIO WENT OUT SO WE RETURNED TO BASE. BAGS OF CLOUDS.

DECEMBER 27, 1943

1ST LT. J.S.M. LEE, BISHOP 53, ND177, 0610 - 0825. VECTORED BY FISHBONE. R/T POOR.

PORT RECEPTION WEAK - TRANSMISSION OUT ON STARBOARD. SHIP BRAKE CABLE STUCK.
2ND LT. J.F. KIRWAN, BISHOP 59, KV923, 0615 - 0830. PATROL WITH FISHBONE VECTORING.
WEATHER, SHIP, R/T OK.

2ND LT. W.G. GROOM, BISHOP 61, LB595, 1430 - 1545. 1 1/2 HOURS OF GOOD CLEAN FUN.
SHIP RAN PERFECT.

F/O W.R. WILLIAMSON, BISHOP 64, LB595, 1600 - 1655. SHIP RAM OK.

1ST LT. S.B. HOOTON, BISHOP 57, KV941, 1630 - 1900. CONVOY COVER. CEILING OVER
CONVOY 800 FT. ORANGES ROTTEN. LOTS OF LIGHTNING AND BAGS OF RAIN. DON'T
LIKE IT--

2ND LT. R.C. SWIFT, BISHOP 60, AND F/O KORMAN FAILED TO RETURN FROM MISSION.

DECEMBER 28, 1943

1ST LT. S.B. HOOTON, BISHOP 57, KV941, 0800 - 1100. SEARCH FOR SWIFT. SAW NOTHING.

F/O WILLIAM R. WILLIAMSON, BISHOP 64, ND210, 0745 - 1445. SEARCH. FOUND NOTHING

1ST LT. C.R. MC CRAY, BISHOP 54, ND177, 0810 - 1140. SEARCH FOR 60, UNSUCCESSFUL.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, KV937, 1140 - 1325. SEARCH, NO LUCK.

2ND LT. W.G. GROOM, BISHOP 61, KV938, 1130 - 1400. SEARCH, NO LUCK.

1ST LT. J.S.M. LEE, BISHOP 53, V8834, 1515 - 1750. SEARCH EAST - NO!

F/O R.W. JEFFREY, BISHOP 63, ND177, 1720 - 1920. CONVOY ESCORT WITH BISHOP 65, R/T
WENT OUT, SHIP OK. PANCAKED 1920.

F/O C.K. FULLER, BISHOP 65, KV961, 1730 - 1000. CONVOY PATROL AMD PI. WORKED ONE PI,
THEM 63 HAD TO COME HOME ON ACCOUNT OF R/T. BLACK AS HELL AMD ORANGES P—POOR
OVER WATER. PANCAKED AT 2000.

DECEMBER 29, 1943

F/O C.K. FULLER, BISHOP 65, ND164, 0900 - 1130, SEARCH FOR SWIFT. WENT ALL THE WAY
TO ALBORAN AND BACK, BUT NO LUCK.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, V8834, 1325 - 1640, SEARCH - NO SIGN OF A/C OR
CREW. V8834 FLIES LIKE A DREAM, BUT THROTTLES ARE 4-6" APART FROM 2-0 BOOST.
THE PORT WHEEL INDICATES DOWN ALL THE TIME AMD IT VIBRATES PERIODICALLY AS
THOUGH THE PROPS WERE UNSYNCHRONIZED, BUT THEY ARE. IT HANDLES BEAUTIFULLY.

1ST LT. J.E. LEONARD, BISHOP 56, V8834, 1325 - 1640. SEARCH - NO LUCK. CONDUCTED
SQUARE SEARCH IN VICINITY OF CAPE FIGALO AND SEARCHED COAST NORTH TO 40 - 50
NE OF ORAN.

1ST LT. J.S.M. LEE, BISHOP 53, ND168, PI'S WITH BISHOP 70 AMD FISHBONE. FOUR (4)
INTERCEPTIONS EACH. AIRCREW APPRECIATES WE DON'T HAVE CAT IN THE BAG - AH -
MULTITUDE MISERIES OF THE MALIGNANT MUD LEAVES ME IN A MORBID MOOD.

F/O T.A. DEAKYNE, BISHOP 70, ND177, 2005 - 2235. PI'S WITH BISHOP 53. A PRETTY GOOD
WORK-OUT. 100 MAG DROP IN PORT ENGINE. R/T OK.

DECEMBER 30, 1943

1ST LT. J.E. LEONARD, BISHOP 56, ND168, 0610 - 0940. PI'S WITH 59 ON FISHBONE WITH
JOE LONG GIVING VECTORS. BEAUTIFUL SHIP AMD BEAUTIFUL INTERCEPTIONS. AI, R/
T, AMD A/C OK.

1ST LT. KIRWAN, BISHOP 59, ND164, 0615 - 0835. PI'S WITH BISHOP 56 AND FISHBONE.
SHIP AND AI BEAUTIFUL - BEAUTIFUL INTERCEPTIONS - LOVELY MORN.

1ST LT. H.A. STIRNUS, BISHOP 52, KV941, OK. SEARCH. NO LUCK.

F/O W.R. WILLIAMSON, BISHOP 64, ND177, 45 MINUTES ROUGH ENGINE.

1ST LT. S.B. HOOTON, BISHOP 57, KV941, 1745 - 1845. PI'S WITH 64. 64 HAD ROUGH
ENGINE AND RETURNED.

1ST LT. S.B. HOOTON, BISHOP 57, KV941, 0600 - 0845. PI'S WITH 64. 64 HAD TO RETURN
AND GOT ANOTHER SHIP. MADE ONE INTERCEPTION EACH. HAD SWING ON LANDING AND
RAN OFF RUNWAY INTO MUD BUT DIDN'T HURT AIRCRAFT.

DECEMBER 31, 1943

F/O C.K. FULLER, BISHOP 65, KV937, PI WITH 61 AND 63. OK EXCEPT INTERCOM AND RADIO.
FLEW FORMATION WITH SPIT.

2ND LT. W.G. GROOM, BISHOP 61, 1330 - 1420. NFT WITH 65 AND 63. OK

2ND LT. W.G. GROOM, BISHOP 61, KV938, 1720 - 1900. PATROL WITH 55. WEAPON BURNED OUT.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, KV960, 1745 - 1945. BAD START IN A/C ND168, WHICH DEVELOPED A FLAT TAIL WHEEL. OFF IN A/C 961 FOR 2 HOURS OF UNEVENTFUL PATROL.

JANUARY 1, 1944

F/O T.A. DEAKYNE, BISHOP 70, ND177, 1530 - 1550. TEST HOP. ENGINE CUT ON TAKE-OFF AND LIKE TO SHAKE ONE'S TEETH OUT IN THE AIR.

1ST LT. J.E. LEONARD, BISHOP 56, KV940, 1525 - 1640. NFT WITH 70 WHO RETURNED WITH A BAD ENGINE SO I STOOGED AROUND AND FLEW SINGLE ENGINE FOR A WHILE.

1ST LT. C.R. MC CRAY, BISHOP 54, ND167, 1730 - 1835. WENT FROM MB TO BLIDA FOR RADAR PARTS. RETURNED TO TAFARAOU. THE KITE WOBBLER LIKE A P-70. HAD NO BRAKE PRESSURE SO STALLED OUT TRYING TO SLOW AND DROPPED 2 FT WITH RIGHT WING LOW AND WENT FOR A RIDE THROUGH THE MUD.

LT. KIRWAN, BISHOP 59, ND164, AIRBORNE 2:10 DOING PI'S WITH WOODLOG AND 56. BEAUTIFUL CONTROL, SHIP AND WEATHER. NEW YEARS COMES BUT ONCE A YEAR.

LT. J.E. LEONARD, BISHOP 56, KV940, 1745 - 1010. PI'S WITH WOODLOG AND 59. WIZARD CONTROL AND A BEAUTIFUL NIGHT. RAN THREE INTERCEPTIONS AND THE AI WAS REMARKABLY GOOD. VHF AND A/C OK.

LT LEE, BISHOP 53, PI' WITH 70, ROBLE AND FISHBONE. AI SET ROPEY AND NEED I SAY MORE. A/C AND R/T OK.

F/O DEAKYNE, BISHOP 70, ND168, 0525 - 0750. PI'S WITH 53. A/C OK. SET BAD, BUT IMPROVED TOWARDS END OF PATROL.

LT HOOTON, BISHOP 57, ND168, 1700 - 1750. NFT. RIGHT BRAKE WEAK.

F/O WILLIAMSON, BISHOP 64, A/C OK. NFT WITH 57. EVERYTHING FINE.

LT J.S.M. LEE, BISHOP 53, KV937, TAF TO MB. R/T AND A/C OK THO STARBOARD LABORS. KIRWAN PASSENGER AND NAV.

LT. J.E. LEONARD, BISHOP 56, KV938, TAF TO MB AND RETURN - FLEW LT. COL. COVINGTON. HAD A NICE DINNER - RETURNED AND MADE A ROPEY LANDING. 1:10 UP AND 1:15 RETURN.

JANUARY 3, 1944

F/O WILLIAM R. WILLIAMSON, BISHOP 64, ND168, TIME 0645 - 0825. CONVOY PATROL. OVER 100 SHIPS IN IT.

F/O R.W. JEFFREY, BISHOP 63, V8834, TIME 1300 (1-2-44) 1200 (1-3-44). SHIP OK.

F/O W.R. WILLIAMSON, BISHOP 64, KV938, PANCAKED 1613. EVERYTHING OK EXCEPT RUDDER SLIGHTLY DAMAGED. PHILLIPSVILLE & RETURN.

F/O C.K. FULLER, BISHOP 65, KV961, UP TO PHILLIPSVILLE WITH MAJOR TO PICK UP B-25. FLEW BACK WITH WILLY - EVERYTHING OK.

1ST LT. A.L. MACQUEEN JR., BISHOP



"Strawberry Roan" was a war weary B-25C, s/n 41-12876, assigned to the 417th NFS for administrative duties.

55, KV941, 1730 - 1850. PATROL ON CONVOY HANNAH, RETURNED, MY XMTER WENT OUT. NICE NIGHT.

1ND LT. W.G. GROOM, BISHOP 61, KV938. 1730 - 2015. PATROL ON HANNAH. UNEVENTFUL, SHIP OK, BEAUTIFUL NIGHT.

JANUARY 4, 1944

1ST LT. J.E. LEONARD, BISHOP 57, KV940, 1640 - 1710. NFT WITH 59, MY PORT TRANSMITTER WENT OUT AND BISMUTH SCREWED THE DETAIL MORE THAN USUAL. A/C AND AI OK.

1ST LT. J.E. LEONARD, BISHOP 57, KV940, 1800 - 2115. PI WITH 53 ON WOODLOG - VERY GOOD WORK ON THE PART OF WOODLOG. THEY TURNED US OVER TO PERFORM AND WE DID CONVOY PATROL WITH THEM UNTIL THEY VECTORED US IN. A/C AND R/T OK.

1ST LT. J.S.M. LEE, BISHOP 53, KV961, FACTS SAME AS INCORPORATED ABOVE. GOOD SESSION ON TUBE. R/T TRANSMISSIONS POOR. A/C OK. 1800 - 2115.

F/O T.A. DEAKYNE, BISHOP 70, A/C ND167, 1455 - 1739, ORLEANSVILLE & RETURN. A/C OK.

2ND LT. J.F. KIRWAN, BISHOP 59, ND164, 2250 - 2420. SCRAMBLED AFTER A PT BOAT. TARGETS SPEED, 60 MPH. OH WELL.

JANUARY 5, 1944

1ST LT. S.B. HOOTON, BISHOP 57, KV941, 1410 - 1500, NFT. RADIO WENT OUT OTHERWISE OK.

2ND Lt. W.R. WILLIAMSON, BISHOP 64, KV938, 2024 - 2132. NFT, EVERYTHING OK.

1ST LT. C.R. MC CRAY, BISHOP 54, ND177, 1411 - 1514. NFT. OK ONLY HAM KEPT GETTING CONTACTS I COULDN'T SEE. CHASED P-39.

1ST LT. W.G. GROOM, BISHOP 61, LB595 TO MBA, 1330 - 1440. (1-4-44) 1440

1ST LT. W.G. GROOM, BISHOP 61, LB595, 1530. RETURN FROM MB.

2ND LT. W.R. WILLIAMSON, BISHOP 64, KV938, 2024 - 2132. PATROL. EVERYTHING WAS FINE ON SHIP, BUT ORANGES WERE HAZY.

1ST LT. C.R. MC CRAY, BISHOP 54, ND177. 2320 - 0020. SCRAMBLE. HAD A NICE MOONLIGHT RIDE AT 1000, SAW LOTS OF CLOUDS AND WHITECAPS AND 2 BOATS IN A HELL OF A HURRY, BUT NO JERRIES.

1ST LT. S.B. HOOTON, BISHOP 57, KV941, 0600 - 0725. DAWN PATROL WITH 64. WENT UP TO PERFORM. WHEN AI WAS TURNED ON, RADIO WENT OUT. WHEN I TRANSMITTED THE AI WOULD CUT OFF. I RETURNED TO BASE.

JANUARY 6, 1944

1ST LT. C.R. MC CRAY, BISHOP 54, ND177, 0550 - 0810. DAWN PATROL WITH 57 ON PERFORM. 57'S R/T WENT OUT SO HE CAME BACK & I CARRIED ON IN THE MIDST OF CLOUDS.

MAJOR EHLINGER, BISHOP 50, 41-12876, 1300 - 1700. JEFFREY, BISHOP 63, CO-PILOT. X-C TO MB. SHIP OK.

1ST LT. J.F. KIRWAN, BISHOP 59, ND168, 1325 - 1355. NFT WITH 53. SHIP AND SET AND R/T GOOD.

1ST LT. W.G. GROOM, BISHOP 61, MD164, NFT WITH 63. AI NO DAMN GOOD. PORT SET NO DAMN GOOD. NOTHING WAS GOOD.

F/O R.W. JEFFREY, BISHOP 63, ND177, 1320 - 1405. NFT WITH 61. AI AND SHIP OK.

F/O C.K. FULLER, BISHOP 65, KV941, 1330 - 1410. NFT WITH 70, AI OK. SHIP THROWING OIL ON STARBOARD ENGINE. LOGGED 40 MIN.

F/O T.A. DEAKYNE, BISHOP 70, KV940, 1325 - 1345. AI OUT. A/C OK.

F/O R.W. JEFFREY, BISHOP 63, ND177, 1720 - 2040. CONVOY ESCORT. R/T SILENCE WAS NOT KEPT BY THE DAMN FRENCH. PATROL UNEVENTFUL. BEAUTIFUL NIGHT AND SHIP OK.

1ST LT. J.S.M. LEE, BISHOP 53, KV961, 2230 - 0127, CONVOY PATROL UNDER WOODLOG WITHOUT INCIDENT. A/C OK. R/T ON "H" NOT TRANSMITTING.

1ST LT. J.E. LEONARD, BISHOP 56, ND177, 2230 - 0130. CONVOY PATROL WITH 53 ON WOODLOG WHO RAN ONE PI AND THEN TURNED ME OVER TO PERFORM WHO ATTEMPTED TO VECTOR ME ON TO A BOGEY WHICH THEY HAD A PLOT ON. HE WENT HOME AND SO DID I. PORT RECEIVER WENT OUT, OTHERWISE OK

JANUARY 7, 1944

1ST LT. J.F. KIRWAN, BISHOP 59, ND168, 0050 - 0350. PATROL AND PI WITH WOODLOG AND 70. GOOD EVENING BUT I WAS TIRED (NOT.) SHIP, AI, AMD R/T WERE ALL GOOD.

F/O T.A. DEAKYNE, BISHOP 70, KV940, 0050 - 0405. PATROL AMD PI'S WITH 56. BEAUTIFUL EVENING. NO HUNS.

1ST LT. H.A. STIRIRNUS, BISHOP 52, KV941, 0325 - 0605. PATROL. MOON JUST GOING DOWN. PISS POOR LANDING.

1ST LT. A.L. MACQUEEN, BISHOP 55, KV961, 0325 - 0610. PATROL. NOTHING DOING. LANDING.

F/O T.A. DEAKYNE, BISHOP 70, KV940, 0300 - 0355. NFT A/C, R/T AMD AI OK. TAD POOR.

1ST LT. J.S.M. LEE, BISHOP 53, ND204, 1509 - 1549. TEST HOP AMD NFT. OK-TR-OK.

1ST LT. J.F. KIRWAN, BISHOP 59, ND168, 1745 - 1910. PI AND DUSK PATROL WITH BISHOP 70 AMD WOODLOG. 1-1/2 INTERCEPTIONS AND R/T WENT OUT. BEAUTIFUL NIGHT, SHIP AND SET OK.

F/O T.A. DEAKYNE, BISHOP 70, KV940, 1745 - 2045. DUSK PATROL AND PI'S WITH 59 ON WOODLOG. WHEN 59 WENT HOME COMPLETED PATROL AND PLAYED WITH SEARCHLIGHT. THEY WEREN'T TOO HOT.

1ST LT. J.S.M. LEE, BISHOP 53, ND204, 0210 - 0320. SCRAMBLE. PROVED THE R/T AND A/C OK. WE MADE THE MISTAKE OF COCKING THE CANNONS. CONTROLLED BY FISHBONE AND POTTER ON THE LATTER AT 2,000 FEET.

1ST LT. J.E. LEONARD, BISHOP 56, KV938, 0610 - 0805. PI WITH 53 CONTROLLED BY FISHBONE AND WAS IT EVER LOUSY - 2 INTERCEPTIONS APIECE. A/C, R/T AND AI OK.

1ST LT. J.S.M. LEE, BISHOP 53, ND204, 0620 - 0800. PI FISHBONE AND 56. R/T TRANSMITTER ON STARBOARD SET RUINED THE WHOLE SESSION INTO A RIOT OF DICKERING AROUND. A/C OK.

JANUARY 9, 1944

1ST LT. W.G. GROOM, BISHOP 61, ND164, 1245 - 1600. SEARCH, NO LUCK.

F/O R.W. JEFFREY, BISHOP 63, ND177, 1035 - 1200. SEARCH WITH BISHOP 70. HAD TO RETURN ON ONE ENGINE. SPAIN SURE LOOKED GOOD. 3 WEEKS WOULD HAVE BEEN A NICE WAIT. OH WELL, RETURN TO BASE.

1ST LT. A.L. MACQUEEN, JR., BISHOP 55, 1230 - 1615. SEARCH ALONG SPANISH COAST. NO SUCCESS. SHIP OK.

F/O C.K. FULLER, BISHOP 64, KV940, SEARCH WITH 50. WENT ALL OVER THE COAST OF SPAIN BUT SIGHTED NOTHING BUT LITTLE FISHING BOATS AND FISH.

1ST LT. H.A. STIRNUS, BISHOP 52, ND168. DEFENSIVE SWEEP FOR WELLINGTON, SIGHTED NOTHING BUT BOATS. SHIP OK. TESTED GUNS. 5 M.G. JAMMED.

JANUARY 10, 1944

F/O R.W. JEFFREY, BISHOP 63, ND167, 0610 - 0710. FIGHTER SWEEP OR THAT IS WHAT I WAS GOING TO DO. DAMN IF I DON'T BELIEVE IT IS SABOTAGE. TWO IN A ROW. GOT A NERVOUS BREAKDOWN COMING. PORT ENGINE OUT. RADIO GONE 80 MILES OFF SHORE.

1ST LT. W.G. GROOM, BISHOP 61, ND164, 0615 - 1045. PATROL AND SEARCH, UP AROUND IBIZA. UNEVENTFUL.

1ST LT. A.L. MACQUEEN JR., BISHOP 55, KV938, 0620 - 1040. DESTROYER ESCORT TO MAJORCA. WATCHED A COUPLE OF DESTROYERS HUNT A SUB. NO JOY.

1ST LT. J.E. LEONARD, BISHOP 56, ND167, 1740 - 2000. CONVOY PATROL WITH FISHBONE. CHASED TWO P-39'S AND THEN NOTICED SOME GUNFIRE FROM "ACROSS" THEN JOE LONG VECTORED ME ON A FIGHTER. ENGAGED THE ENEMY TWICE AND GOT HITS ON HIS TAIL THE FIRST TIME AND GOT TWO HITS ON STBD WING. GOT ANOTHER CONTACT AND FOLLOWED IT TO THE COAST OF SPAIN. ONE JU88 DAMAGED. CANNON ALL FIRED. CHRIS WAS ON THE BALL. A/C WAS PERFECT. VHF GOOD. EVERYONE IS ON THE BALL I OH! WHAT A BEAUTIFUL MORNING.

1ST LT. J.F. KIRWAN, BISHOP 59, ND164, 1850 - 2030. SCRAMBLED, BUT EVERYTHING WAS OVER WHEN I GOT THERE. SHIP OK.

1ST LT. J.F. KIRWAM, BISHOP 59, ND168, 0650 - 0835. DAWN PATROL ON LINKS AND BRADSHAW. BEAUTIFUL SHIP AND MORNING.

1ST LT. J.E. LEONARD, BISHOP 56, KV941, 0700 - 0840. PATROL ON "LINKS". "C" CHANNEL

CRYSTAL WENT OUT. BEAUTIFUL MORNING. AI U/S.

F/O DEAKYNE, BISHOP 70, KV940, 1730 - 2135. CONVOY COVER WITH "WOODLOG". VECTORED ON TWO HOSTILES AFTER TAKE-OFF BUT FAILED TO MATERIALIZE. SIX MORE HOSTILES TURNED OUT OF RANGE BEFORE CONTACT. LATER A BOGEY TURNED FRIENDLY. VECTORED THEN AFTER ANOTHER HOSTILE. HE ALSO WENT OUT OF RANGE BEFORE CONTACT COULD BE ESTABLISHED. SEARCHED FOR FLARES DROPPED BY HIT SHIP IN CONVOY. WHILE IN ORBIT FIRED ON BY CONVOY. STOPPED SAME WITH COLORS. LATER FOUND FLARES AND RETURNED TO BASE. NO SPARE LAMPS FOR GUNSIGHT IN PLANE AND ONE FILAMENT OF BULB IN SIGHT BURNED OUT. A/C OK.

LT. LEE, BISHOP 53, ND204:

1. PATROL FISHBONE, 1735 - 2025, 3 CONTACTS, 2 FRIENDLY AND A THIRD STILL TO BE DETERMINED.
2. PATROL PERFORM, 2315 - 0315, 280 DEGREES - 100 DEGREES; QUIET & PEACEFUL. R/T STBD SET OUT (1) OK (2). A/C OK.

F/O JEFFREY, BISHOP 63, ND204, 1730 - 1905. DUSK PATROL, AI WENT OUT, GEAR WOULD NOT LOCK DOWN? HAD TO GO AROUND AGAIN. PANCAKED 1905.

LT. W.G. GROOM, BISHOP 61, ND164, 1825 - 2155. CONVOY PATROL UNEVENTFUL. TIRED THOUGH.

JANUARY 12, 1944

1ST LT. C.R. MC CRAY, BISHOP 54, ND204, 1740 - 1920. PI'S (ALMOST) WITH 57. FISHBONE HAD TO QUIT AS SOON AS IT GOT DARK. MAYBE THEY DIDN'T HAVE THEIR FLASHLIGHT.

1ST LT. S.B. HOOTON, BISHOP 57, KV940, 1725 - 1925. PI'S WITH 54 ON FISHBONE. CONTROL WAS TOO GOOD. THEY GOT US TOGETHER AT ONE MILE.

JANUARY 13, 1944

1ST LT. W.G. GROOM, BISHOP 61, LB595, 1344 - 1445. F/O T.A. DEAKYNE, BISHOP 70, A/C KV940, 1420 - 1510. NFT A/C OK.

1ST LT. J.F. KIRWAN, BISHOP 59, ND164, 1415 - 1515. NFT WITH 70. SHIP GOOD AS USUAL BUT SET OUT, AS USUAL.

1ST LT. J.S. M. LEE, BISHOP 53, ND204, 1420 - 1500. NFT. A/C U/C WON'T LOCK UP, HYDRAULIC SQUEAL. DE-ICER LEAK, R/T OK.

1ST LT. J.E. LEONARD, BISHOP 56, KV938, 1430 - 1520. NFT WITH 53. CANARY CHECK OK. A/I U/S AND RHEOSTAT IN GUNSIGHT U/S.

1ST LT. A.L. MACQUEEN, BISHOP 55, LB595, 1535 - 1635. SHIP SHAPE. NO GOOD FOR AEROBATICS WITH LONG RANGE TANKS.

1ST LT. J.F. KIRWAN, BISHOP 59, ND164, 2000 - 2110. SCHL. A BEAUTIFUL NIGHT, BUT PISS POOR LIGHTS.

JANUARY 14, 1944

LT. H.A. STIRNUS, BISHOP 52, KV961, NFT. SHIP OK. AI MINIMUM RANGE 800 FT.

F/O W.R. WILLIAMSON, NFT. EVERYTHING FINE. (PATROL ON THE 14TH ALSO)

JANUARY 15, 1944

1ST LT. C.R. MC CRAY, BISHOP 54, ND167. REPLACED 57 ON PI WITH 64. RAN TWO INTERCEPTIONS SUCCESSFULLY.

1ST LTA. W.G. GROOM, BISHOP 61, ND164, NFT OK.

1ST LT. J.E. LEONARD, BISHOP 56, ND278, 1425 - 1445. TEST HOP WITH MAJOR TEAGUE AS PASSENGER. SHIP & R/T OK.

F/O T.A. DEAKYNE, BISHOP 70, KV940, 1430 - 1525. NFT. A/C OK.

1ST LT. W.G. GROOM, BISHOP 61, ND164, 1850 - 1915. DUSK PATROL. 3 GOOD INTERCEPTIONS. FISHBONE WAS ON THE BALL, SO WAS ROTH. PISS POOR FLYING WITH A HEAD COLD.

1ST LT. A.L. MACQUEEN, BISHOP 55, KV938, 1345 - 1415. NFT. CHANGES NEED TO BE MADE IN WEAPON. SHIP OK. AND KV938, 1755 - 1940. PI'S. EVERYTHING SMOOTH. RECALLED BECAUSE OF WEATHER. TOO MUCH SLACK IN AILERON CONTROL. PISS POOR LIGHTING AT THIS A-HOLE PLACE.

JANUARY 16, 1944

1ST LT. H.A. STIRNUS, BISHOP 52, KV941, SHIP OK. PICK FAT UP AT ALGIERS. UNEVENTFUL.

1ST LT. J.E. LEONARD, BISHOP 56, KV938. NFT RATHER UNEVENTFUL. SHIP, AI, R/T OK.

1ST LT. J.E. LEONARD, BISHOP 56, KV938, 1745 - 1000. CONVOY PATROL WITH BISHOP 53 ON PERFORM. 53 RAN TWO PI'S WHOLE DAMNED THING WAS UNEVENTFUL. EVERYTHING OK.

1ST LT. J.S.M. LEE, BISHOP 53, ND204, 1745 - 2010. CONVOY PATROL WITH 56, PERFORM. 1 PI OK. A/C ON TEST AFTER 40 HR. U/C INDICATOR GOES NEUTRAL WITH POWER OFF ON STBD SIDE. R/T "C" CHANNEL RECEPTION POOR.

1ST LT J.S.M LEE, BISHOP 53, ND278, 1535 - 1625. NFT. WEAPON ROPEY. R/T AND A/C OK.

F/O T.A. DEAKYNE, BISHOP 70, KV940, 2000 - 2155. PI'S WITH BISHOP 59. 2 INTERCEPTIONS. VERY BLACK AND WEATHER POOR. A/C OK.

1ST LT. J.F. KIRWAN, ND278, BISHOP 59, 2040 - 2150. A DAMN POOR SESSION, WEAPON BENT IN ND278. R/T OUT IN 164. TARGET FOR 70.

JANUARY 17, 1944

1ST LT. J.F. KIRWAN, BISHOP 59, ND164, 0540 - 0700. TOOK OFF FOR JU88, SO RAN PI ON 53. SHIP OK.

1ST LT. J.S.M. LEE, BISHOP 53, ND177, TEST HOP AND TARGET FOR 59 ON FISHBONE. STBD (OLD) 75 RPM MAG DROP IN AIR AND ON GROUND. PORT FUEL PRESSURE FLICKERS ON TOO. R/T AND WEAPON OK.

1ST LT. C.R. MC CRAY, BISHOP 54, ND204, 1500 - 1530. NFT WITH 52. GOT UPTO 285 LEVEL WITHOUT DIVING TO GAIN SPEED. ENGINES DIDN'T EVEN WARM UP.

1ST LT. W.A. LARSEN, BISHOP 51. FEELS GOOD TO BE IN THE AIR AGAIN.

1ST LT. H.A. STIRNUS, BISHOP 52, KV938, SHIP, AI AND RADIO OK.

1ST LT. H.A. STIRNUS, BISHOP 52, KV940. SHIP OK. PI'S WITH BISHOP 54. NOT TOO GOOD, WOODLOG COULDN'T CONTACT 54 HALF THE TIME.

1ST LT. C.R. MC CRAY, BISHOP 54, ND204, 1745 - 2115. PI'S WITH 52 ON WOODLOG. GOOD NIGHT'S WORK IN SPITE OF ROPEY STBD RECEIVER. RAM S/L MISSION.

JANUARY 18, 1944

F/O W.R. WILLIAMSON, BISHOP 64, KV938, PI WITH 51. HAD A LITTLE FUN.

1ST LT. W.A. LARSEN, BISHOP 51, PATROL PI. GOOD FUN. PERFORM HAD FINGER WELL UP.

F/O R.W. JEFFREY, BISHOP 63, ND167, 1340 - 1440. NFT WENT OUT AND LOOKED AT CONVPY. AI OK. SHIP OK. PANCAKED AT 1440.

F/O T.A/ DEAKYNE, BISHOP 70, LB595, 1255 - 1600. CROSS COUNTRY. BEAUTIFUL DAY, BEAUTIFUL SHIP, BEAUTIFUL SCENERY, DIRTY ARABS.

F/O R. W. JEFFREY, BISHOP 63, ND167, 1730 - 2000. CONVOY ESCORT WITH BISHOP 51. NICE CONVOY. RUN ONE PI MOUNTAINS HIGHER THAN I THOUGHT. I GUESS BRADSHAW KNOWS IT TOO. TRANSMITTER WAS STUCK ON, SHIP AND SET OK.

1ST LT. W.A. LARSEN, BISHOP 51, ND164, 1730 - CONVOY COVER. DARK AS HELL. NOT SUCH A GOOD NIGHT.

JANUARY 19, 1944

F/O T.A. DEAKYNE, BISHOP 70, KV940, 1425 - 1500. NFT. AIRCRAFT OK. AI OUT.

1ST LT. J.E. LEONARD, BISHOP 56, ND204. 1630 - 1930. PATROL NEAR THE BALEARIC ISLANDS WHICH WAS RATHER FRUITLESS BUT WE LEARNED A LOT. RECEIVER WENT RATHER DUFF ON THE WAY OUT. AI AND A/C OK.

1ST LT. H.A. STIRNUS, BISHOP 52, ND164, 1635 - 1735. SWEEP OVER SPANISH COAST, NOTHING GAINED, PLENTY LEARNED.

F/O T.A. DEAKYNE, BISHOP 70, ND167, 1630 - 1925. TOP COVER ON SPANISH COAST SWEEP TO IBIZA. TOO MUCH R/T CHATTER BY ALL CONCERNED. A/C OK.

1ST LT. J.E. LEONARD, BISHOP 56, ND204, 0055 - 0340. SINGLE PLANE PATROL ON "NIPPER". WENT TO SLEEP THREE OR FOUR TIMES; EARS ARE STILL PLUGGED UP. A/C, R/T AND SHIP OK.

F/O T.A. DEAKYNE, BISHOP 70, ND167, 0315 - 0330. AIRBORNE FOR CONVOY PATROL. PORT R/T OUT FROM START TO FINISH. JUST REACHED CONVOY WHEN AI WENT POOF. MAY OPERATE WITH 50% R/T, BUT SURE CAN'T WITHOUT AI.

F/O T.A. DEAKYNE, BISHOP 70, ND168, 0615 - 0810. DAWN PATROL ON CONVOY "NIPPER".
PLEASANT MORNING. BAD DEVIATION ON COMPASS. R/T OK.

JANUARY 20, 1944

1ST LT. C.R. MC CRAY, BISHOP 54, ND210, 1415 - 1445. NFT. SHIP OK FINALLY, BUT
SIMMS MAGS REARED THEIR UGLY HEADS AND ALMOST PUT AN END TO THE FLIGHT BEFORE
IT STARTED. PORT R/T U/S.

1ST LT. S.B. HOOTON, BISHOP 57, KV940, 1600 - 2005. DUSK PATROL. TWO INTERCEPTIONS
WITH 64, CONTROLLED BY FISHBONE. GOOD NIGHT BUT 64'S AI WENT BAD.

1ST LT. C.R. MC CRAY, BISHOP 54, ND204, 2055 - 2305. WENT OUT FOR PI'S WITH 65 BUT
DID PATROL UNDER WOODLOG WHEN HE DIDN'T ARRIVE.

1ST LT. J.E. LEONARD, BISHOP 56, 1355 - 1420. NFT WITH BISHOP 56. AI ROPY. A/C OK.

JANUARY 21, 1944

1ST LT. W.A. LARSEN, BISHOP 52, ND177, TEST HOP, PORT ENGINE ROUGH AS HELL.

F/O T.A. DEAKYNE, BISHOP 70, ND168, 1400 - 1445. NFT. RUN MADE ON C-47. SET AND A/C
BOTH OK. EVIDENTLY AMAZING TODAY.

1ST LT. A.L. MACQUEEN, BISHOP 55, ND204, 1350 - 1420. NFT. WEAPON BENT, MAG DROP
STBD ENGINE, 100 - 150 RPM. EASY HANDLING SHIP. STARBOARD WHEEL INDICATED
DOWN ALL THE TIME.

1ST LT. J.F. KIRWAN, BISHOP 59, ND164, 1400 - 1450. SHIP HOPPED OK.

1ST LT. J.F. KIRWAN, BISHOP 59, ND164, 1755 - 2010. CONVOY PATROL ON "MOLLIE",
EVERYTHING OK.

JANUARY 23, 1944

1ST LT. W.G. GROOM, BISHOP 61, KV938, 1320 - 1450, NFT. PI. TRANSMITTER U/S.

1ST LT. A.L. MACQUEEN, BISHOP 55, ND168, 1510 - 1555. NFT. AIRPLANE RAN SO WELL I
DIDN'T BELIEVE IT.

1ST LT. C.R. MC CRAY, BISHOP 54, ND204, 1330 - 1445. NFT. OK.

CAPT. K.K. NELSON, BISHOP 71, ND167, 1510 - 1600. NFT. SHIP OK. SEEMS GOOD TO BE
IN THE AIR AGAIN.

F/O W.R. WILLIAMSON, BISHOP 64, KV961, 1500 - 1600. EVERYTHING FINE, SHIP & PI.

1ST LT. J.E. LEONARD, BISHOP 56, ND210, 1310 - 1420. WENT TO BLIDA WITH DEAKYNE AS
PASSENGER. THEY DIDN'T HAVE ANY KITES (AIRPLANES) WORTH HAVING SO WE CAME
BACK EMPTY HANDED.

JANUARY 24, 1944

1ST LT. W.G. GROOM, BISHOP 61, KV938, 1600 - 1945. TENTACLE. PORT SET U/S AGAIN.
SAME AS YESTERDAY.

F/O R.W. JEFFREY, BISHOP 63, ND168, 1610 - 1955. FIGHTER SWEEP WITH ALL OF OUR
FLIGHT. BELOW 100 FEET FOR 3 HOURS. SURE DO GET TIRED. SECT. DUMPED ME
TWICE GOING OUT. NOTHING HAPPENED. PANCAKED 1955. SHIP OK.

IT LT. A.L. MACQUEEN, BISHOP 55, ND204, 1605 - 1935. TENTACLE - NO LUCK. RIGHT
ENGINE OK AT START. CAME HOME ON #1 MAG. PORT RADIO WENT OUT, CAME IN AGAIN
OVER BASE.

1ST LT. W.A. LARSEN, BISHOP 51, TENTACLE - NO LUCK. ENGINE WENT TO HELL. MAG DROP.

1ST LT. J.E. LEONARD, BISHOP 56, KV941, 1740 - 2025. CONVOY PATROL WITH BISHOP 70.
MY PORT RECEIVER WENT OUT SO CAME BACK ON "C" FOR CHARLIE. PORT ENGINE ROUGH.

F/O T.A. DEAKYNE, BISHOP 70, ND278, 1630 - 1635. NFT. CHANNEL "C" BAD ON RADIO. U/
C FAILS TO RETRACT ON TAKE-OFF.

F/O T.A. DEAKYNE, BISHOP 70, ND278, 1845 - 2025. CONVOY PATROL. SAW F.A. LAST
CONTACT WITH WOODLOG ON H. LANDING LOUSY.

JANUARY 25, 1944

F/O R.W. JEFFREY, BISHOP 63, ND168, 2220 - 0755. X - CTRY TO LAPASSET FOR PATROL.
COLD AS HELL UP THERE. PLENTY HOT VINO.

1ST LT. A.L. MACQUEEN, BISHOP 55, ND167, 0820 - 0850, X - CTRY TO STANDBY AT
LAPASSET. GOT COCKED ON WARM WINE, NEARLY CAUGHT PNEUMONIA, LANDED AT LA
SENIA, FOUND IT HAD BEEN CLEAR ALL NIGHT.

F/O T.A. DEAKYNE, BISHOP 70, ND167, 1404 - 1500. NFT. A/C AND SET OK. LANDING AN IMPROVEMENT OVER YESTERDAY, BUT STILL NOTHING TO SHOUT ABOUT.

1ST LT. J.E. LEONARD, BISHOP 56, KV961, 1420 - 1505. NFT. AI ROPEY AND THEN WENT OUT. A/C AND R/T OK.

1ST LT J.F. KIRWAN, BISHOP 59, KV941, 1415 - 1450. NFT. OK, EXCEPT FOR ROUGH PORT ENGINE.

CAPT. K.K. NELSON, BISHOP 71, KV941, DUSK PATROL WENT OFF OK. LAST INTERCEPTION A BIT RUGGED, DIDN'T GET VISUAL UNTIL GOT WITHIN 200 FT.

F/O T.A. DEAKYNE, BISHOP 70, ND167. TO LA PASSET, DAWN PATROL AND RETURN. AN ENJOYABLE EVENING WITH OUR FRENCH ALLIES. A/C OK.

1ST LT. J.E. LEONARD, BISHOP 56, KV961. ALERT AT LAPASSET. DID A DAWN PATROL AND PI WITH 70 AND RETURNED TO BASE AFTER HAVING HAD BREAKFAST AT LAPASSET. A/C OK.

1ST LT. W.G. GROOM, BISHOP 61, KV938, 1250 - 1520. TOOK MAC AND BOY TO MB. SHIP OK. AI U/S.

JANUARY 26, 1944

1ST LT.C.B. HOOTON, BISHOP 57, KV941, 1340 - 1430. NFT. AI ROPEY.

CAPT.K.K/. NELSON, BISHOP 71, KV941, 1855 - 2140. PI WITH STALECRUST AND THEN THIRTY MINUTES WITH SEARCHLIGHTS. STALECRUST WAS PRETTY MUCH ON THE BALL BUT THE S/L STUNK.

1ST LT. C.R. MC CRAY, BISHOP 54, ND204, 1850 - 2120. PI'S WITH 71 ON STALECRUST. WEAPON BENT BUT RECUPERATED SO WE COULD USE IT.

JANUARY 27, 1944

1ST LT. W.G. GROOM, BISHOP 61, ND167. STBD ENGINE ROUGHER THAN A COB. LANDED AND PICKED UP ND204 NEXT. AI WAS U/S.

1ST LT. W.A. LARSEN, BISHOP 51, KV961. GOOD A/C BUT POOR AI. GOOD FLT.

F/O R.W. JEFFREY, BISHOP 63, ND168. TIME OFF, 1410 - 1530. NFT WITH BISHOP 61 & 51. SHIP AND SET OK. HAD A GOOD TIME. PANCAKED 1530.

1ST LT. W.A. LARSEN, BISHOP 51, ND164. TEST. SHIP OK. AI OK.

F/O T.A. DEAKYNE, BISHOP 70, ND168, 1045 - 1155. TO LAPASSET AND RETURN. A CROSS WIND LANDING THAT TOOK A YEAR OFF MY LIFE. TWO STRANDED ENGLISHMEN DELIVERED IN GOOD SHAPE.

JANUARY 28, 1944

F/O T.A. DEAKYNE, BISHOP 70, ND204, 1330 - 1445. NFT WITH BISHOP 59. JUST AFTER HAVING CANARY CHECKED, HEARD CRUSADE 27 FROM UK GIVING MAYDAY. WAS VECTORED AFTER A BANDIT WHO HAD PROBABLY CHASED 27. BEFORE WE COULD GET CLOSE HE HEADED NORTH. THEN VECTORED TO AID CRUSADE 27 WHO HAD 10 MINUTES GAS AND ONE ENGINE. HE FINALLY HOMED TO BLIDA WHICH I THINK HE MADE. FINISHED UP WITH INTERESTING FIVE MINUTES WATCHING ARZEW **ACK-ACK TRYING TO GET BISHOP 59**. THEY DIDN'T.

F/O T.A. DEAKYNE, BISHOP 70, ND204, 1800 - 2015. DUSK PATROL AND PI'S WITH 59. VECTORED TO LOOK FOR A FIRE BUT RECALLED BEFORE REACHING AREA. HAD TO FLY THROUGH A LOT OF FLAK IN TRAFFIC PATTERN.

JANUARY 29, 1944

1ST LT. S.B. HOOTON, BISHOP 57, ND278. PANCAKED 1525, OFF 1445. NFT WITH 54. A/C, AI, R/T ALL OK.

F/O R.W. JEFFREY, BISHOP 63, ND278, PANCAKED 1525. NFT WITH BISHOP 64, HAD A GOOD TIME. WENT TO OUJDA. R/T OUT. SET OK.

F/O R.W. WILLIAMSON, BISHOP 64, ND210. NFT WITH BISHOP 63 ON WAY TO OUJDA AND HAD LOTS OF FUN.

F/O W.R. WILLIAMSON, BISHOP 64, PATROL, AI WENT OUT.

1ST LT. C.R. MC CRAY, BISHOP 54, ND204, 1740 - 1950. PATROL ON WOODLOG. UNEVENTFUL.

1ST LT. W.G. GROOM, BISHOP 61, KV938, 1415 - 1525. NFT WITH BISHOP 63. PORT TRANSMITTER U/S AGAIN !!!

JANUARY 30, 1944

F/O R.W. JEFFREY, BISHOP 63, ND278, 1420 - 1530. NFT WITH BISHOP 61, PORT TRANSMITTER U/S SET OK.

LT. W.A. LARSEN, BISHOP 51, KW151, NFT WITH 55, SEAT WAS FOREVER COLLAPSING, MOTOR BACKFIRED ON LANDING.

LT. W.A. LARSEN, BISHOP 51, ND164, STBD RADIO WENT OUT AFTER 1 1/2 HOURS PATROL, SAW CONVOY TRYST AND HAD LOTS OF FUN COMING HOME. 2 HOURS.

LT. A.L. MACQUEEN, BISHOP 55, ND168, 1735 - 2020, ROUTINE DUSK PATROL, SHIP OK. 1355 - 1525, NFT FORMATION, X-COUNTRY, ATTACK FLIGHT, GOOD SHOW!! BZZZZ

JANUARY 31, 1944

LT. W.A. LARSEN, BISHOP 51, ND164, SCRAMBLE AFTER A HOSTILE, WEATHER WASN'T TOO GOOD - HOSTILE OUTFOXED AND OUTRAN US. BETTER LUCK NEXT TIME.

LT. W.G. GROOM, BISHOP 61, LB595, 50 MINS OK.

LT J.F. KIRWAN, BISHOP 59, 1600 - 1935, TENTACLE, UNEVENTFUL, SHIP OK.

F/O T.A. DEAKYNE, ND168, BISHOP 70, 1600 - 1945, SWEEP. BEING R/T SHIP, R/T NATURALLY WENT OUT. STINKER OF A LANDING. PORT ENGINE WOULDN'T IDLE BELOW 1000 RPM.

LT. C.R. MC CRAY, BISHOP 54, KV961, 1600 - 1945, SWEEP, LOTS OF TRAFFIC 250 MILES FROM NEAREST STATION, LOTS OF TRAFFIC LANDING, AND WAS IT ROPEY 11

LT. J.E. LEONARD, BISHOP 56, KW151, 1600 - 1950, TENACLE WITH NO RESULTS, RECEIVED WHITETOOTH, BRADSHAW, MADBRAIN, AND OXTER, LANDING ROPEY AS USUAL, AI WAS OUT COMPLETELY, A/C WAS VERY GOOD.

LT. W.A. LARSEN, BISHOP 51, ND278, CONVOY COVER WITH POTTER AS RO. GOOD TIMES AGAIN, JUST LIKE IN THE OLD DAYS, NOTHING HAPPENED.

FEBRUARY 1, 1944

F/O JEFFREY, R.W., BISHOP 63, KW158, 1440 - 1540. NFT WITH 64, SHIP OK. SET U/S.

LT. A.L. MACQUEEN, BISHOP 55, LB595, 1325 - 1525, GOT GOOD MILEAGE ON LONG RANGE TANKS AND SAW A LOT OF COUNTRY. GOT BACK ON ONE MAG, LOST SOME GLYCOL, LEFT WHEEL INDICATOR U/S IN UP POSITION, WHEEL IS UP THOUGH, VERY GOOD LANDING.

LT. C.R. MC CRAY, BISHOP 54, KW151, 1415 - 1530, NFT OK. KW151, 1615 - 2000, TENACLE SWEEP AND HUNTED FOR TROUBLE ON CONVOY, IT WAS ALL GONE WHEN WE GOT THERE, HAD R/T TROUBLE, RECEIVE BUT NO TRANSMIT. KW151, 2015 - 2040, LA SENIA TO LA PASSET, KW151, SCRAMBLE AFTER RECO BUT HE WOULDN'T WAIT FOR ME SO PERFORM HAD ME PATROL. LANDED AT LA SENIA.

F/O JEFFREY, BISHOP 63, KW158, 1730 - 1830, CONVOY ESCORT WITH BISHOP 71, NO SOONER GOT THERE WHEN I GOT VECTORED ON BOGIE WHICH TURNED OUT TO BE HOSTILE JU-88. SHOT DOWN SAME IN ABOUT 3 MINUTES THEN DISCOVERED I HAD BEEN HIT TWICE, THEN WHEN I STARTED HOME, I WAS VECTORED RIGHT IN MIDDLE OF CONVOY THEN ALL HELL BROKE LOOSE, ALL AROUND ME, I SURE THOUGHT I HAD HAD IT, BUT I MANAGED TO GET AWAY, PANCAKED 1830, SHIP OK EXCEPT FOR HOLE IN NOSE CAUSED BY E/A RETURN FIRE, SET OK.

FEBRUARY 2, 1944

LT. STIRNUS, BISHOP 52, KV941, SHIP OK, RADIO WENT OUT, BUT CHECKED OUT OK ON THE GROUND, QUEER BUSINESS.

LT. LARSEN, BISHOP 51, ND164, NFT, PLANE IS OUT FOR MAG TROUBLE.

LT. MACQUEEN, BISHOP 55, ND168, 1350 - 1505, NFT, SHIP OK, SET OK, RADIO OK, AND WAC OK.

LT. STIRNUS, BISHOP 52, KV941, SHIP GOES LIKE A DREAM, PATROL AND PI'S WITH 50, GOOD CONTROLLING FOR THE FIRST 3 INTERCEPTIONS, THE LAST WAS PISS POOR, 40 MIN. OF VECTERING.

LT. GROOM, BISHOP 61, KW151, 1510 - 1545, ALL OK.

FEBRUARY 3, 1944

F/O DEAKYNE, BISHOP 70, ND210, 1405 - 1445, NFT. PORT IDLES TOO FAST, BRAKES WEAK, R/T WEAK.

LT. LEONARD, BISHOP 56, KW151, 1400 - 1440, NFT. 151 IS UNDOUBTEDLY THE BEST A/C ON THE LINE, EVERYTHING CHECKED UP PERFECT, WONDERFUL DAY.

LT. MACQUEEN, BISHOP 55, ND168, 1345 - 1450, SHIP OK, DOG FIGHT WITH 4 DEWOITINES, LOST AS USUAL.

LT. KIRWAN, BISHOP 59, ND164, 1400 - 1505, NFT AND DOG FIGHT.

LT. LARSEN, BISHOP 51, KW158, GOOD SHIP, GOOD AI, WE HAD FUN CORDELL AND I.

LT. MACQUEEN, BISHOP 55, ND167, 1610 - 1655, TEST HOP, SHIP OK, CHECKED NO MAG DROP IN AIR OR ON GROUND, 3 WACS, I HAD FUN ONE TRIED TO GET SICK.

LT. STIRNUS, FLUBBING AROUND, NOTHING GAINED NOTHING LOST.

LT. LEONARD, BISHOP 56, KW151, 1735 - 2030, CONVOY PATROL ON TURVAN, RAN ONE PI WITH BISHOP 57, SEVEN MILE RANGE ON THE AI, WAS VECTORED AFTER BOGIE WITH NEGATIVE RESULTS, HAD TROUBLE WITH WOOLSACK AND FRENCHMEN IN THE PATTERN, A/C HAS SLIGHT HYDRAULIC LEAK

F/O DEAKYNE, BISHOP 70, ND210, 0610 - 0800, DAWN CONVOY COVER AND TWO PI'S WITH BISHOP 59, ALL FROM LAPASSET.

LT. KIRWAN, BISHOP 59, ND167, CONVOY PATROL AND PI WITH 70 OUT OF LAPASSET, EVERYTHING OK.

FEBRUARY 4, 1944

LT. MC CRAY, BISHOP 54, ND204, 1345 - 1450, NFT, STBD U/C STILL DOESN'T SHOW "UP" WHEN HYDRAULIC PRESSURE IS OFF, COCKEREL PLUG FALLS OUT SO COCKEREL AND CANARY DON'T ALWAYS WORK.

F/O JEFFREY, BISHOP 63, ND164, 1415 - 1505, NFT WITH BISHOP 55, CARRIED A PASSENGER ALONG GOT A QT OF GOOD WHISKEY FOR IT, HA HA SURE IS GOOD, SHIP AND SET OK.

LT. MACQUEEN, BISHOP 55, ND167, 1415 - 1505, SHIP OK, WEAPON BENT.

LT. MACQUEEN, BISHOP 55, ND168, 1625 - 1740, AI STILL OUT, HALL HAD TO PUMP WHEELS DOWN.

LT. GROOM, BISHOP 61, KV938, MB AND BACK, NUTS, TOTAL 2:25.

LT. GROOM, BISHOP 61, KW151, NFT WITH 50, NICE AFTERNOON.

LT. MACQUEEN, BISHOP 55, ND168, 1345 - 1500, NFT, SET IN AND OUT ALL DURING TRIP.

LT. MACQUEEN, BISHOP 55, ND167, 1605 - 1650, NFT, SHIP, WEAPON, AND RADIO ALL OK.

FEBRUARY 5, 1944

F/O JEFFREY, BISHOP 63, KW158, 1400 - 1500, NFT WITH BISHOP 52, SHIP AND SET OK.

LT. GROOM, BISHOP 61, KW151, 1830 - 2045, PI'S WITH 51, BEAUTIFUL NITE.

LT. LARSEN, BISHOP 51, ND164, PI'S WITH 61, GOOD NITE, NICE NITE!!!

FEBRUARY 6, 1944

LT. LEONARD, BISHOP 56, ND177, 1420 - 1500, NFT, SHIP AND RADIO WERE OK, BUT AI WAS PP.

LT. STIRNUS, BISHOP 52, KW158, 1406 - 1500, NFT, EVERYTHING OK, NICE TRIP.

F/O DEAKYNE, BISHOP 70, ND210, 1410 - 1520, A/C OK, SET A BIT ROPEY.

LT. LEONARD, BISHOP 56, ND177, 1830 - 2015, PI'S WITH 50 ON WOODLOG, PRETTY GOOD NIGHT DESPITE THE FACT THAT MY AI WAS U/S, SHIP AND R/T WERE OK.

FEBRUARY 7, 1944

LT. GEBLER, BISHOP 72, NFT, AND FIRING OF GUNS, EVERYTHING OK, T/O 1340 PANCAKED 1450.

LT. MC CRAY, BISHOP 54, ND204, 1800 - 2100, PATROL AND PI'S WITH 72 ON PERFORM, RAN 4 INTERCEPTIONS AND ONE UNOFFICIAL ONE ON WAY HOME, ABOUT 2000 SAW A/A BURSTS IN DIRECTION OF BLIDA.

LT. GEBLER, BISHOP 72, KW158, 1755 - 2115, PATROL AND PI'S WITH 54, PERFORM, RAN 3 INTERCEPTIONS, SAW A/A AT ABOUT 2000 IN DIRECTION OF BLIDA.

CAPT. K.K. NELSON, BISHOP 71, KV941, 1900 - 2200, PI'S WITH WOODLOG, 3 INTERCEPTIONS.

FEBRUARY 8, 1944

LT. MACQUEEN, BISHOP 55, ND168, 1350 - 1440, NFT, SHIP OK, AI POOR.

F/O JEFFREY, BISHOP 63, KW158, 1240 - 1440, NFT WITH BISHOP 61, SHIP AND SET WONDERFUL.

LT. GROOM, BISHOP 61, ND164, (FIRST) PORT ENGINE ROUGH, THEN TOOK KV941, BAD OIL LEAK IN PORT ENGINE.

KT. GEBLER, BISHOP 72, ND204, 1345 - 1445, NFT WITH BISHOP 55, SHIP OK, SET WEAK.

F/O DEAKYNE, BISHOP 70, ND167, AND ND210, BROUGHT ND210 BACK WITH ROUGH ENGINE, THEN TOOK ND167 BUT AI AND R/T WENT OUT ON IT.

LT. MACQUEEN, BISHOP 55, ND167, 1840 - 2030, DUSK PATROL, UNEVENTFUL, BEAUTIFUL NIGHT SEEMS A SHAME TO CONSIDER SUCH A PLEASURE TRIP AS "COMBAT", HOWEVER I WILL, I SURELY WILL JUST TO PLEASE HALL WHO WANTS TO GET HOME AND SEE HIS DAUGHTER WHO WEIGHS 8 LBS 9 OZS.

F/O JEFFREY, BISHOP 65, KW158, 1820 - 2100, CONVOY ESCORT WITH WOODLOG, BEAUTIFUL NIGHT, VISIBILITY 200 MILES AT 4,000 FT., SHIP OK, GOT FIRED ON AT EAST END OF BASE WHILE COMING IN TO PANCAKE.

FEBRUARY 9, 1944

LT. GEBLER, BISHOP 72, 1330 - 1445, NFT WITH BISHOP 52, SHIP AND SET OK, COULDN'T GET FISHBONE ON R/T FOR FREDDIE.

F/O DEAKYNE, BISHOP 70, ND167, 1330 - 1455, NFT, A/C, R/T, AND SET ALL OK.

LT. MC CRAY, BISHOP 54, ND204, 1325 - 1535, NFT, PORT TRANSMITTER U/S.

LT. GEBLER, BISHOP 72, KW158, PATROL 1815 - 2035, WITH BISHOP 59, SHIP OK, R/T BAD, HELMET U/S SET OK.

LT. KIRWAN, BISHOP 59, ND164, 1800 - 2030, PATROL ON USEFUL WITH BISHOP 72, EVERYTHING FINE AND DANDY.

FEBRUARY 10, 1944

F/O JEFFREY, BISHOP 63, ND278, 1435 - 1510, NFT WITH BISHOP 64, PORT ENGINE ROUGH. PANCAKED.

LT. MC CRAY, BISHOP 54, ND204, 1435 - 1540, NFT WITH BISHOP 55, THE KITE AIN'T WHAT SHE USED TO BE, BUT SHE STILL FLIES PRETTY GOOD, R/T NOT SO HOT, KINDA FAINT.

LT. R. GEBLER, BISHOP 72, KV938, 1450 - 1600, NFT WITH BISHOP 71, SHIP OK, SET WEAK AT 4 MILES, OK AT CLOSE RANGE.

LT. MACQUEEN, BISHOP 55, ND167, 1455 - 1555, NFT SHIP AND RADIO, AI OK, DOG-FIGHT WITH BISHOP 54, VERY FATIGUING.

LT. LEE, BISHOP 53, KW151, 1410 - 1510, NFT, STBD RADIO OUT, AI OK, OK, OK.

LT. GEBLER, BISHOP 72, KW151, 1820 - 2015, CONVOY PATROL WITH BISHOP 64 ON FISHBONE, SIGHTED WINKING LIGHT ON WATER AT ABOUT 1945, EVERYTHING OK.

CAPT NELSON, BISHOP 71, PATROL WITH FISHBONE, 3 INTERCEPTIONS, OK, KV941, 1940 - 2150.

F/O WILLIAMSON, BISHOP 64, PATROL WITH BISHOP 72, EVERYTHING SATISFACTORY.

LT. GEBLER, BISHOP 72, KW151, 0655 - 0845. CONVOY PATROL WITH BISHOP 64, EVERYTHING OK.

FEBRUARY 11, 1944

LT. GEBLER, BISHOP 72, KV941, NFT, FREE LANCING, RAN INTERCEPTION ON BISHOP 55. SET, CANARY, SHIP OK.

LT. MACQUEEN, BISHOP 55, ND167, 1345 - 1455, NFT, SHIP, WEAPON, BOTH RADIOS OK, WATCHED 53 DO A SWELL JOB OF DITCHING IN THE LAKE, FINIS TO 177.

F/O JEFFREY, BISHOP 63, ND278, 1340 - 1455, NFT WITH BISHOP 55, SET AND SHIP OK, HAD A NICE DOGFIGHT.

LT. GROOM, BISHOP 61, KV938, 1320 - 1600, WENT SOUTH WITH DEKE, SOME STUFF, ROUGHEST DAMN AIR I EVER

F/O DEAKYNE, BISHOP 70, ND210, 1315 - 1600, A TOUR WITH GRUMP, BAGS OF SHIT AT FIRST, THEN BRIGHT SUN AND 60 MILE WIND, HAD TO LET DOWN THRU SEVERAL THOUSAND FEET OF ICE ON WAY BACK, MADE A BEAUT OF A LANDING.

LT. GROOM, BISHOP 61, KV938, 1825 - 2040, PATROL AND PI WITH BISHOP 63, GENERALLY SPEAKING IT WAS A FAIR NIGHT.

F/O JEFFREY, BISHOP 63, KW151, 1820 - 2030, AREA PATROL WITH BISHOP 61, GOOD NIGHT, VISIBILITY PISS POOR. SHIP OK, PANCAKED AT 2030

FEBRUARY 12, 1944

LT. GEBLER, BISHOP 72, KW158, NFT WITH BISHOP 53, 1405 - 1450, EVERYTHING OK.
LT. STIRNUS, BISHOP 52, KW151, PORT ENGINE #1. MAG GAVE QUITE A BIT OF TROUBLE, OTHERWISE EVERYTHING OK.
LT LARSEN AND LEONARD, BISHOP 51 AND BISHOP 56, 825, TRIP TO NAPLES AND CORSICA, VERY NICE TRIP, I'LL NEVER FORGET IT.
LT. GEBLER, BISHOP 72, KW158, 1800 - 2015, CONVOY PATROL WITH BISHOP 53, STBD ENGINE RUNNING ROUGH, SET OUT, DARKER'N HELL.
CAPT. NELSON, KV941, 0045 - 0330, PATROL OVER CONVOY "ANNEX", UNEVENTFUL.
LT. LEE, BISHOP 53, ND278, 1800 - 2015, PI WITH WOODLOG AND BISHOP 72, 3 INTERCEPTIONS, WEAPON BENT, KW158, BISHOP 72 WEAPON U/S, TRANSMITTER ON HIS STBD SET JAMMED OPEN QUITE AMUSING, 278 OK.

FEBRUARY 13, 1944

LT. STIRNUS, BISHOP 52, KW151, DAWN PATROL, EVERYTHING OK.
LT. MC CRAY, BISHOP 54, ND164, NFT AND EXERCISES, THE KITE SO RIGHT WING-HEAVY, YOU CAN'T CORRECT IT WITH TRIM TABS AND THE TURN INDICATOR SHOWS A PERMANENT RATE 1 3/4 RIGHT TURN. RECEIVER DOESN'T SEEM TO WORK WHEN TRANSMITTING WHILE ON INTERCOM.
LT. W.G. GROOM, BISHOP 61, KV938, 1305 - 1455, NFT WITH BISHOP 54, AI U/S.
LT. GEBLER, BISHOP 72, KV941, 1355 - 1455, NFT WITH BISHOP 61 AND 54, PORT GILL MOTOR OUT, SET OK, BRADSHAW WEAK.
F/O JEFFREY, BISHOP 63, KW158, 1400 - 1505, NFT WITH BISHOP 64, AI U/S, PORT R/T U/S, SHIP OK, PANCAKED AT 1505 HRS.
F/O WILLIAMSON, BISHOP 64, ND210, 2110 - 2215, PATROL WITH BISHOP 54, WEATHER WAS A LITTLE ROUGH, RUGGED.
LT. MC CRAY, BISHOP 54, KW151, 2110 - 2205, PATROL WITH BISHOP 64 ON STALECRUST, ORANGES GOT SOUR SO WE CAME HOME.

FEBRUARY 14, 1944

LT. LARSEN, LB595, WENT DOWN INSTEAD OF UP ON TAKE-OFF. NOT SO GOOD.
LT GROOM, BISHOP 61, KV941, 1435 - 1605, NICE AFTERNOON WITH BISHOP 70, 51, AND 52.
LT. STIRNUS, BISHOP 52, KW151, 1515 - 1600, NFT, TAIL WHEEL FAILED TO RETRACT, OTHERWISE OK.
LT. LARSEN, BISHOP 51, ND168, 1500 - 1605, ND168, GOOD FLIGHT, SHIP OK, NICE FORMATION.
F/O JEFFREY, BISHOP 63, KW158, 1530 - 1630, NFT WITH BISHOP 55, WE ATTACKED A DESTROYER FOR BRADSHAW, HAD A GOOD TIME.
LT. MACQUEEN, BISHOP 55, ND167, 1545 - 1645, ATTACKED DESTROYER (IT SAYS HERE): HAD A FAIRLY GOOD AFTERNOON.

FEBRUARY 15, 1944

LTA. LEONARD, BISHOP 56, ND204, 1505 - 1550, NFT IN THE SOUP, VERY NICE, A/C, R/T, AND A/I OK ALSO.
LT. LEONARD, BISHOP 56, ND204, 1755 - 2005, CONVOY PATROL ON A HELLUVA BIG JOB ABOUT 80 SHIPS, NOTHING DOING AS USUAL AND JOE LONG WAS OFF THE BALL ON HIS VECTORS, A/C, R/T AND AI OK.
LT. KIRWAN, BISHOP 59, KV941, 1800 - 2000, CONVOY PATROL AND VERY UNEVENTFUL, SHIP OK AND AI OK.
LT. LEE, BISHOP 53, ND210, 0215 - 0445, SCRAMBLE AFTER BANDIT THAT WAS AND STAYED AS SUCH 100 MILES WEST, NO SOAP, IN KV938, WORE BATTERY OUT TRYING TO START IT, A/C OK R/T OK.
LT. LEONARD, BISHOP 56, ND204, 0220 - 0340, SCRAMBLE AFTER BANDIT THAT FAILED TO MATERIALIZE, I INVESTIGATED A DESTROYER THAT TURNED OUT TO BE FRIENDLY, MY FIRST SCRAMBLE AND I GET LOST ON THE TAXI STRIP, *C'EST LA GUERRE*. R/T A BIT ROPEY.

FEBRUARY 16, 1944

LT. GROOM, BISHOP 61, KV938, 1325 - 1417, NFT WITH BISHOP 72, 50, OK.
 LT. GEBLER, BISHOP 72, KV941, 1330 - 1420. NFT WITH BISHOP 61, OK, CANARY WEAK.
 F/O JEFFREY, BISHOP 63, KW158, 1335 - 1425, NFT WITH BISHOP 64, SHIP AND SET OK.
 F/O JEFFREY, BISHOP 63, KW158, 1620 - 1640, TEST HOP, CHECK UP, OK.
 LT. MACQUEEN, BISHOP 55, ND282, 1640 - 1755, NEW PLANE, LANDS NICELY, REAR HATCH BLEW OPEN, SO COULDN'T MAKE AN ACCURATE SPEED TEST, STBD ENGINE VIBRATES EXCESSIVELY, PISS CUTTER OF A LANDING DUE TO SUN IN EYES.

LT. LARSEN, BISHOP 51, B-25C X-C WITH STIRNUS, GOOD FLIGHT

FEBRUARY 17, 1944

LT. GROOM, BISHOP 61, KV938, NFT WITH 72, OK.
 LT. GEBLER, BISHOP 72, NFT, 1325 - 1415, NFT WITH BISHOP 61, KV941, SHIP OK, AI NOT SO GOOD.
 LT. A.L. MACQUEEN, BISHOP 55, ND167, 1355 - 1455, NFT, EVERYTHING OK EXCEPT AI.
 LT. W.A. LARSEN, BISHOP 51, ND278, NFT, EVERYTHING OK, HAD A LOT OF FUN OUT OVER THE WATER.
 F/O R.W. JEFFREY, BISHOP 63, KW158, 1345 - 1455, NFT WITH BISHOP 51 AND 55, SHIP AND SET OK, HAD A LITTLE DOG FIGHT, PANCAKED.
 LT. A.L. MACQUEEN, BISHOP 55, ND204, 1830 - 2130, COVERED CONVOY "CREEPER" TRIED TO SHOW MAJ HARRIS ORAN DURING BLACKOUT BUT WAS PREVENTED BY ORANGES JUICE, IN FACT THERE WERE ORANGE SEEDS AND PEELS FLYING AROUND THRU THE AIR, FINALLY GOT IN (ABOUT 190 MPH) RAN OFF END OF RUNWAY, BUT WHAT IS A LITTLE THING LIKE THAT, CEILING "K" IN CODE OF DAY.
 LT. W.A. LARSEN, BISHOP 51, ND278, CONVOY COVER "CREEPER" THE MIGHT WAS BEAUTIFUL, THERE WAS NO MOON, BAGS OF ORANGES IN FACT SO MANY THAT WE HAD OUR OWN LITTLE VALLEY TO PLAY IN. COMING HOME DRAPER AND I FLEW INSTRUMENTS AT 2,000 THRU RAIN, SNOW AND HAIL, WAS NEVER MORE HAPPY TO SEE BASE AFTER BREAKING OUT AT 1,500 FT. OVER BASE, WHAT A NITE!! FLYING PAY FOR ANOTHER MONTH. BAGS OF LIGHTNING TOO.

FEBRUARY 18, 1944

F/O DEAKYNE, BISHOP 70, ND168, 1415 - 1455, NFT, AI A BIT ROPEY, BUT A/C OK.
 LT. LEE, BISHOP 53, KV938, NFT, 1415 - 1505, CHECKED OUT OK. LT. LEONARD, BISHOP 56, ND278, 1440 - 1500, NFT WITH 70, A/C CHECK OUT OK BUT ENGINEERING MARKED IT OUT SO THEY COULD PLAY WITH IT. R/T AND A/C OK.
 F/O DEAKYNE, BISHOP 70, ND168, 1830 - 1920, DUSK PATROL AND ONE PI. 64 RETURNED WITH BENT WEAPON, SO PATROLLED AROUND IN THE ORANGE SQUASH MYSELF, RETURNED POPEYE AND ENDED WITH A STRICTLY STINKY LANDING. R/T OUT.
 LT. HILL, BISHOP 73, KV941, 1415 - 1515, NFT, SHIP OK, SWUNG ON TAKE OFF, BETTER ON LANDING, SHIP OK.

FEBRUARY 20, 1944

LT. GROOM, BISHOP 61, KV938, NFT WITH 63, OK, BUT WEATHER VERY PISS POOR!!!!
 F/O JEFFREY, BISHOP 63, KW158, 1335 - 1420, NFT WITH BISHOP 61, SHIP AND SET OK, VERY SMOOTH AIRPLANE, PANCAKED 1420.
 LT. MACQUEEN, BISHOP 55, ND282, 1410 - 1430, NFT, SWEETEST BEAU I'VE FLOWN, WEAPON BENT.
 LT. HILL, BISHOP 73, ND167, 1350 - 1430, NFT WITH BISHOP 72, OK, WEATHER POOR, FLAT ON TAIL WHEEL TIRE AFTER LANDING. FAIR TAKE-OFF, LANDING.
 LT. GEBLER, BISHOP 72, ND210, NFT, 1350 - 1430, PORT OIL TEMP LOW, AI NOT SO GOOD, OTHERWISE EVERYTHING HUNKY DORRY.
 LT. MACQUEEN, BISHOP 55, ND282, 1820 - 2050, OK. NUTS.
 LT. LARSEN, KV961, CONVOY PATROL, ANOTHER BLACK, BLACK, BLACK NITE. WHY DO WE DO IT????
 F/O JEFFREY, BISHOP 63, KW158, 1750 - 1955, CONVOY ESCORT WITH PERFORM, WEATHER PISS POOR, ICE AND SNOW AT 1500 FT. SURE WAS GLAD TO GET ON THE GROUND, PANCAKED AT 1955, SHIP AND SET OK.

FEBRUARY 21, 1944

LT. GROOM, BISHOP 61, ND 204, NFT, NO. 1 MAG ON STBD ENGINE, EVERYTHING ELSE OK, CAN'T I EVER STAY OUT OF TROUBLE.

LT. GEBLER, BISHOP 72, ND282, NFT WITH BISHOP 72, SHIP AND SET OK. 1300 - 1400, BISHOP 72 LANDED, SO I WENT OUT AND CHECKED CANARY, OK, BOUNCED LANDING.

FEBRUARY 22, 1944

LT. LEE, BISHOP 53, KV961, AIRBORNE 20 MIN. STBD ENGINE DREW ONLY 0 BOOST AT 6,999 SO RETURNED TO BASE, R/T OK.

LT. LEE, BISHOP 53, KV961, 1400 - 1500, NFT WITH 64, STALECRUST, EQUIPMENT OK.

LT. LEE, BISHOP 53, ND168, 2250 - 0030, PI WITH STALECRUST AMD 56, BLACK ASSED AT 11,000, 1 FIGHTER RUN, SHIP, R/T OK.

LT. LEONARD, BISHOP 56, ND282, 1345 - 1430, NFT WITH BISHOP 59, CHECKED CANARY WITH STALECRUST AT ANGELS 9! THE MINIMUM RANGE ON AI WAS SNAFU OTHERWISE WAS OK.

LT. LEONARD, BISHOP 56, KW158, 2005 - 0040, PI WITH BISHOP 53 OM STALECRUST, WE WORKED QUILT AT ANGELS 11 - - THE BLACKEST DAMNED MIGHT THAT I HAVE EVER SEEN. WE WERE BOTH GETTING VISUALS FROM 800 - 300 FT. SHIP AMD SET OK.

FEBRUARY 23, 1944

LT. LARSEN, BISHOP 51, KW158, TEST, BUT IT DIDN'T TURN OUT SO GOOD -BETTER LUCK NEXT TIME.

LT. STIRNUS, KW151, PLENTY OF ORBITING, ORBITING, ORBITING, I'M DIZZY.

LT. LEONARD, BISHOP 56, KW151, 1735 - 2025, CONVOY PATROL WITH PERFORM, BAGS OF ORANGES AND ORANGE JUICE, UNEVENTFUL AS USUAL, SHIP AND SET OK, BUT IT LEAKS.

LT. LEE, BISHOP 53, ND168, 1740 - 2030, CONVOY PATROL WITH PERFORM, BIT OF WEATHER AND A BIT POINTLESS, BUT ISN'T IT ALL, A/C AND R/T OK.

LT. KIRWAN, BISHOP 59, ND278, WEATHER? REASON FOR BEING THERE? SHIP OK. R/T OK. AI OK.

FEBRUARY 24, 1944

LT. GEBLER, BISHOP 72, KV941, SHIP AND SET OK, PORT RADIO U/S.

LT. HILL, BISHOP 73, ND282, 1350 - 1430, SHIP OK, SET N/G, NFT.

F/O JEFFREY, BISHOP 63, KW158, 1435 - 1525, WHILE PATROLLING UP AMD DOWN THE LINE IN A JEEP I SEE ANOTHER JEEP COMING TOWARD ME AT FULL THROTTLE WITH MY RO FRANTICALLY YELLING SCRAMBLE AND WAVING HIS ARMS. I HAD LT. GROOM IN THE JEEP WITH ME, I SLAMMED IT IN SECOND AND JUMPED OUT. LT GROOM JUMPED OUT THE OTHER SIDE, LEAVING THE JEEP TO ITS FATE, FINALLY LT. GROOM RUN THE JEEP DOWN AND WAS BRINGING ME HIS MAE WEST. HE HIT A SLICK SPOT GOING INTO A FIAT SPIN AND STALLED OUT. HE FINALLY MADE IT TO THE PLANE BUT I WAS ALREADY IN AND READY TO GO. ALL THIS TOOK PLACE IN LESS THAN 6 SECONDS, WHICH IT TOOK ME TO GET AIRBORNE. BOOGEY TURNED OUT TO BE A SHORT SUNDERLAND BUT IT WAS GOOD PRACTICE. PANCAKED AT 1525. SHIP AND SET OK.

F/O JEFFREY, BISHOP 63, KW158, 1820 - 2000, CONVOY ESCORT WITH BISHOP 61, WEATHER BAD, BUT FINISHED PATROL, SHIP AND SET OK.

LT. GROOM, BISHOP 61, ND204, 1355 - 1425, NFT WITH 73 OK.

LT. GROOM, BISHOP 61, ND204, 1815 - 1840, RETURNED BECAUSE STBD U/C WOULD NOT LOCK "UP" POSITION. KEPT FALLING DOWN WHEN HYD TURNED OFF.

LT. GROOM, BISHOP 61, 1850 - 2000, CONVOY PATROL WITH 63, STBD TACHOMETER U/S, EVERYTHING ELSE OK, ORANGES SAME AS USUAL.

FEBRUARY 25, 1944

LT. GEBLER, BISHOP 72, KV941, STRAFING MISSION WITH BISHOP 63 AND 4 FRENCH P-39'S, EVERYTHING OK EXCEPT THE FRENCHMEN SCARED ME A COUPLE OF TIMES, DESTROYERS EVASIVE VERY GOOD, PORT RADIO TRANSMITTER OUT.

FEBRUARY 26, 1944

F/O DEAKYNE, BISHOP 70, ND168, 1305 - 1350, NFT WITH 57, A/C AND SET OK, LANDING AWFUL.

LT. HOOTON, BISHOP 57, KV938, 1315 - 1350, NFT WITH 70, SURE COULD TELL I HADN'T FLOWN FOR 23 DAYS, A/C, R/T AND SET OK.

LT. HILL, BISHOP 73, ND278, 1345 - 1445, NFT WITH BISHOP 56, R/T OK, SET U/S, A/C OK.

FEBRUARY 27, 1944

LT. HILL, BISHOP 73, KV941, 1345 - 1425, NFT WITH BISHOP 57, SET OK, R/T OK, WENT OFF RUNWAY ON LANDING, NO CASUALTIES.

LT. HOOTON, BISHOP 57, KV938, 1330 - 1430, NFT WITH 73, SHIP, R/T, SET OK.

FEBRUARY 29, 1944

LT. GROOM, BISHOP 61, KV938, 1130 - 1415, CONVOY COVER "ZIPPER" WEATHER EXTREMELY BAD, ON THE DECK IN MOST CASES, RAINING LIKE HELL.

LT. MACQUEEN, BISHOP 55, ND282, 1420 - 1645, CONVOY PATROL ON "ZIPPER" UNEVENTFUL.

LT. GROOM, BISHOP 61, ND164, 1840 - 1945, STARTED OUT WITH 938 BUT THE OLD S...B DAMN NEAR BLEW UP, THEN CAME BACK AND GOT THE OLD STAND-BY 164, WEATHER PISS POOR AS USUAL.

LT. LARSEN, BISHOP 51, ND278-151, PATROL AFTER BAD START IN 278, ROUGH ENGINE, UNEVENTFUL, BAD WEATHER, NOT GOOD AT ALL!!!

F/O JEFFREY, BISHOP 63, KW151, 1305 - 1400, CONVOY ESCORT, WORST DAMN WEATHER I EVER SAW, NEVER DID SEE CONVOY. SHIP OK.

F/O JEFFREY, BISHOP 63, KW158, 1800 - 1955, CONVOY ESCORT, WEATHER STILL BAD, GOT HIT BY LIGHTNING, LIKE TO HAD A HEART FAILURE. ALL INSTRUMENTS U/S.

MARCH 1, 1944

F/O DEAKYNEA, BISHOP 70, ND168, 1345 - 1430, NFT, A/C OK, LANDING A BEAUT.

LT. HOOTON, BISHOP 57, KV941, 1330 - 1435, NFT WITH 59 & 70, AIRSPEED INDICATOR OUT, CYL HEAD TEMP OUT, R/T, SET OK.

F/O DEAKYNE, BISHOP 70, ND168, 1800 - 2035, DUSK PATROL AND FUN WITH S/L'S.

LT. LEONARD, BISHOP 56, ND282, 2125 - 2205, NFT, FISHBONE LOVELY NIGHT BUT A VERY ROPEY LANDING.

LT. LEE, KV961, ND282, 2125 - 2205, NFT FISHBONE CHECKED CANARY AND KEPT TRACK OF US.

MARCH 2, 1944

LT. HOOTON, BISHOP 57, KV941, 1415 - 1510, NFT WITH 70, STARTED TO CHASE BOGEY BUT 0 TUBE.

F/O DEAKYNE, BISHOP 70, ND168, 1415 - 1520, OPERATIONAL NFT, CHASED RECCO AT 20,000 FT. DIDN'T GET ANYWHERE NEAR HIM BUT WAS SURPRISED AT THE GOOD PERFORMANCE THE OLD BEAU GAVE AT THAT ALTITUDE.

MARCH 3, 1944

LT. HOOTON, BISHOP 57, ND204, 0815 - 0930, CHASED RECCO, 56 GOT WITHIN 40 MILES, I WAS 20 MILES BEHIND 56, I DELIBERATED WITH FLYING CONTROL TOO LONG OR WE MIGHT HAVE GOT HIM. I WAS INDICATING 260 AT 10,000 FT. THAT'S OVER 300 MPH ACTUAL AIRSPEED, SHIP STARTED TO HOWL AFTER 45 MINUTES AT THESE SETTINGS.

LT. LEONARD, BISHOP 56, KW151, 0755 - 0935, DAWN PATROL WITH BRADSHAW. AFTER WAITING 25 MINUTES FOR 57, BRADSHAW VECTORED ME AFTER A BANDIT WHICH I CHASED FOR ABOUT 25 MINUTES WHEN MY RADIO WENT OUT. I TURNED BACK AND ABOUT 5 MINUTES LATER MY PORT ENGINE WENT OUT, BUT THE RADIO CAME BACK IN SO I WAS VECTORED HOME, R/T OK.

LT. GEBLER, BISHOP 72, KV961, NFT WITH BISHOP 51 & 61, SET NOT MUCH GOOD, A/C OK, EXCEPT RUDDER ADJUSTMENT KEPT SLIPPING, RUN HOT ON TAKE-OFF WITH GILS CLOSED.

LT. GROOM, BISHOP 61, NFT WITH 51.

LT. MACQUEEN, BISHOP 55, ND282, 1345 - 1425, COLD POT FIRST TRY, SECOND OK.

LT. MACQUEEN, BISHOP 55, ND282, 1845 - 2010, CONVOY PATROL, R/T WENT OUT, AI WENT OUT, NICE NIGHT.

LT. LEONARD, BISHOP 56, ND168, 1805 - 2045, CONVOY PATROL WITH WOODLOG, NOTHING DOING, RAN PI WITH 57, A/C, R/T AND AI OK.

LT. GROOM, BISHOP 61, ND164, 1745 - 2110, CONVOY PATROL, FREELANCING OFF PERFORM, BEAUTIFUL NIGHT, FROGS MADE A MESS ON R/T AS USUAL.

LT. LARSEN, BISHOP 51, ND167 — SCRAMBLE, AND CONVOY PATROL. THE SCRAMBLE WAS AFTER A PLOT MOVING 70 MPH, FROGS COULDN'T EVEN FIND IT, EVERYTHING BEAUTIFUL AND

UNEVENTFUL.

LT. MACQUEEN, BISHOP 55, ND210, 2310 - 0110, SO I THOUGHT I WAS SCRAMBLING, SO I GO A HELLIN' SO I GET TO PERFORM IN 20 MIN, SO I DO ONE PATROL 100 DEGREES - 280 DEGREES, SO POP PALMER SAYS "HELLOE" AND SENDS ME HOME, SO I CAN'T GO STRAIGHT HOME BECAUSE OF "BUBBLE" (BARRAGE BALLONS, IT TURNED OUT) THAT ARE LOSSE, SO I FLY 100 MILES TO GET AROUND THEM, SO IT WASN'T A SCRAMBLE, SO WHAT THE HELL!!! SEE STARS AND STRIPES FOR FURTHER "GEN" ON THE LIFE OF A NIGHT FIGHTER. AH! WILDERNESS!

MARCH 4, 1944

LT. MACQUEEN, BISHOP 55, ND210, 0150 - 0450,!! NOT EVEN TIME TO TAKE A —T! BALLS OUT TO PERFORM AGAIN, GOT THERE JUST IN TIME TO DO A COUPLE OF PI'S WITH NORA 25, SAVED THE DAY THEREBY. PROBABLY WON THE WAR. GOT VERY DARK AS THE MOON DESCENDED. POP PALMER ON AT PERFORM BOTH TIMES. HAD QUITE A KICK OUT OF OUR CONVERSATIONS, HAD US CALLING "HEMINGWAY" (CONVOY) TO ASK IF THEY HAD BEEN ATTACKED YET. "HEMMY" WOULD REPLY "NO NOT YET" IN A VERY NASTY TONE OF VOICE. THEN HARRY WARNED US TO KEEP AWAY FROM THE "FLOWERS" AS THEY WERE PROBABLY NERVOUS. I THINK HE IS CARRYING ON A WAR OF NERVES WITH THE MERCHANT MARINE. GOOD NIGHT!

LT. GEBLER, BISHOP 72, KV961, 1355 - 1435. NFT WITH BISHOP 61. EVERYTHING OK.

LT. HILL, BISHOP 73, ND168, NFT, 1410 - 1515, SHIP AND SET OK.

LT. GROOM, BISHOP 61, ND204, 1600 - 2025, DEFENSIVE PATROL AND SEEP, EVERYTHING WAS JUST FINE UNTIL WE STARTED HOME. I PROCEEDED HOME AT ANGELS 0. AFTER ABOUT 10 MINUTES OF GOOD VISIBILITY, I GOT INTO THE SHIT, FROM THEN ON IT WAS INSTRUMENTS ALL THE WAY BACK. I HEARD 55 AND 51 BATTING THE BREEZE ABOUT STILL BEING IN THE STUFF AT 14,000 FT., SO I DECIDED TO STAY WHERE I WAS, ANGELS 0. AND ON INSTRUMENTS. I FINALLY MADE IT TO ARZEW, BY THAT TIME BRADSHAW HAD ME AT ANGELS 2, WHERE IT WAS CLEAR IN PATCHES. I SPOTTED LIGHTS AT ARZEW AND LET BACK DOWN TO 800 FT AND FOUND BASE, WHEN I PANCAKED A PRAYER OF THANKSGIVING WAS FORTHCOMING.

LT. MACQUEEN, BISHOP 55, ND210, 1600 - 2015, DEFENSIVE SWEEP FROM FORMENTERA IS. TO MALLORCA. IT WAS INDEED A RUGGED TRIP. ALL'S WELL THAT ENDS WELL.

LT. LARSEN, BISHOP 51, ND167, DEFENSIVE SWEEP TO MALLORCA, WEATHER JUST AS BAD AS EVER SEEM, GROUND NEVER FELT BETTER, ANOTHER DAY! I'LL TRY AGAIN SOMEDAY.

MARCH 6, 1944

LT. KIRWAN, BISHOP 59, ND164, 1030 - 1230, NAVY CO-OP. STRAFED DESTROYERS, MORE FUN, CHASED BOGEY, TURNED OUT TO BE B-24.

MARCH 7, 1944

LT. GROOM, BISHOP 61, 1325 - 1405. NFT OK.

LT. GEBLER, BISHOP 72, KV938, NFT WITH BISHOP 51, OK.

LT. HILL, BISHOP 73, KW151, 1330 - 1445, GUNNERY AND NFT, SET OUT. SHIP OK.

LT. HILL BISHOP 73, ND168, 1940 - 2020, NIGHT TRANSITION, MOON SO BRIGHT COULDN'T READ INSTRUMENTS. PISS POOR LANDING, SET OUT, SHIP A BEAUTY.

LT. GEBLER, BISHOP 72, KV938, STBD TRANSMITTE OUT ON WOOLSACK, CONVOY COVER WITH BISHOP 51 ON FISHBONE, BEAUTIFUL NIGHT.

MARCH 8, 1944

LT. GEBLER, BISHOP 72, KV938, CONVOY PATROL WITH PERFORM, R/T BEEOOTIFUL!!! EVERYTHING OK BUT UNEVENTFUL

LT. GROOM, BISHOP 61, ND204, 0250 - 0315, CONVOY PATROL - VENUS. NICE NIGHT, R/T OK, SHIP OK.

LT. GEBLER, BISHOP 72, KV938, NFT, 1345 - 1420, PORT GILL MOTOR OUT, SET AND SHIP OK.

LT. GROOM, BISHOP 61, ND282, NFT WITH 51 & 52, 73, & 72, ALL OK, 1 COLD POT.

LT. HILL, BISHOP 73, ND168, 1625 - 2020, CONVOY PATROL, "VENUS", BEAUTIFUL AFTERNOON AND NIGHT, NOTHING UNUSUAL, GOOD SHIP.

LT. GROOM, BISHOP 61, ND164, 1805 - 2115, CONVOY PATROL "VENUS" UNEVENTFUL. I MISS OUT ON ALL THE DAMN FUN, CANDLES WOULDN'T FIND 51 OR 52, BUT PICKED ME UP FIRST TRY. TIME OFF 1805 AFTER MAKING ONE FALSE START IN ND282, PORT MOTOR

ROUGH AS A COB. DOWN 2115.

LT. GEBLER, BISHOP 72, KV938, CONVOY PATROL VENUS, 1755 - 2110, UNEVENTFUL, BRADSHAW
FADED OUT FOR LONG PERIOD OF TIME. GOT MESSAGE RELAYED BY BISHOP 61, A/C AND
SET OK.

LT. LEE, BISHOP 53, ND204, 2035 - 2145 PATROL FOR VENUS, VECTORED ON NORA IN
DISTRESS, BUT NO CONTACT, R/T & A/C OK.

LT. GEBLER, BISHOP 72, KV938, 2220 - 2340. CONVOY PATROL "VENUS" A/C, SET, R/T ALL
OK, BEAUTIFUL NIGHT, BUT UNEVENTFUL AS ALL GET OUT.

MARCH 9, 1944

F/O DEAKYNE, BISHOP 70, ND168, 1420 - 1515, NFT ALL OK.

LT. HOOTON, BISHOP 57, KV938, 1450 - 1530, NFT, ALL OK.

F/O DEAKYNE, BISHOP 70, ND168 & KW151, STBD ENGINE ROUGH ON 168 AND PORT ENGINE CUT
OUT 3 TIMES IN AIR, SO LANDED AND CHANGED TO KW151, ALL OK OM 151, EXCEPT
LANDING, AFRAID I MAY BE HEADED FOR A SLUMP.

LT. HOOTON, BISHOP 57, KV938, 1650 - 1740, LOCATED ANNEX FOR BRADSHAW.

LT. HOOTON, BISHOP 57, KV938, 1840 - 2050, DUSK COVER OF ANNEX, FISHBONE MADE A GOOD
PI, TRANSMITTER WENT OUT.

LT. KIRWAN, BISHOP 59, ND164, 1825 - 2050, PATROL AND PI WITH BISHOP 73 AND WOODLOG,
AVERAGE EVENING. SHIP FINE.

LT. HILL, BISHOP 73, KV941, & ND167, 1910 - 2105. PATROL AND PI WITH BISHOP 57, COVER
FOR "ANNEX" STARTED WITH SHIP NO. 941, HAD MAG DROP OF 100. RETURNED TO LINE
AND GOT 167. FISHBONE WAS ON THE BALL. PRETTY NIGHT!

MARCH 11, 1944

LT. GEBLER, BISHOP 72, KV938, 1830 - 2030. TENTACLE IBIZA, VERY MONOTONOUS AND
UNEVENTFUL. SEVEN BEAUFIGHTERS GOT ON MY TAIL JUST OFF IBIZA AT 1945. NEVER
SAW SO MANY BEAUS BEFORE IN MY LIFE IN ONE SPOT.

LT. HILL, BISHOP 73, ND 168, 2105 - 2335. PATROL ON TOPICAL, FISHBONE, UNEVENTFUL,
BEAUTIFUL NIGHT, ROUGH LANDING!

LT. H.A. STIRNUS, BISHOP 52, KV961, 2230 - 0040, PATROL ON TOPICAL, 280 DEGREES & 100
DEGREES ALL OVER THE PLACE, 51 SEEMED VERY GROUCHY ON WAY OUT TO RELIEVE ME.

MARCH 12, 1944

LT. GEBLER, BISHOP 72, KV961, 1345 - 1430. NFT WITH BISHOP 73, EVERYTHING OK, BUT I
FORGOT TO TRY OUT THE ABSOLUTE ALTIMETER, DAMN IT!

LT. HILL, BISHOP 73, ND164, 1330 - 1435. NFT WITH BISHOP 72, SHIP & SET OK.

MARCH 15, 1944

LT. GEBLER, BISHOP 72, KV961, 1335 - 1435, NFT WITH BISHOP 73, SET OK, SHIP OK,
BRADSHAW NOT SO GOOD, COULDN'T GET "MOTHER". OPERATING NIGHT ABSOLUTE
ALTIMETER OUT.

F/O JEFFREY, BISHOP 63, ND204, 1425 - 1525, NFT WITH BISHOP 71, SHIP OK, SET NOT
WORTH A DAMN AT CLOSE RANGE, PANCAKED 1525.

LT. HILL, BISHOP 73, ND164, 1330 - 1430. NFT WITH BISHOP 72, SHIP AND SET OK, PORT
RADIO OUT.

LT. HILL, BISHOP 73, ND164, 1825 - 2055. PATROL ON CONVOY "SANDSTONE". WORKED WITH
WOODLOG, BLACK NIGHT!! SHIP AND SET OK.

MARCH 16, 1944

LT. GROOM, BISHOP 61, KW151, NFT WITH 63, ALL OK.

LT. GEBLER, BISHOP 72, KV961, 1430 - 1525. NFT WITH BISHOP 73, SHIP AND SET OK, NOT
SO GOOD LANDING.

LT. HILL, BISHOP 73, ND164, 1855 - 2050. PATROL ON "SANDSTONE" WITH BISHOP 63, RAN
TWO PI'S AND 63'S RADIO STARTED TO GO BAD SO CAME HOME. SHIP OK, SET NOT SO
GOOD, WORKED WITH FISHBONE.

F/O JEFFREY, BISHOP 63, ND204, 1320 - NFT WITH BISHOP 61, DONE A LITTLE FORMATION AI
U/S SHIP OK. MARCH 17, 194

F/O JEFFREY, BISHOP 63, KW151, 1855 - 2045, CONVOY ESCORT, PATROL, DONE A FEW PI'S

WITH 73, GOOD WORK, RO ON THE BALL, R/T U/S ON STBD SET.
LT. HOOTON, BISHOP 57, KV938, 1425 - 1505, NFT WITH 64 ALL OK.

MARCH 18, 1944

LT. LEE, BISHOP 53, ND282, 0440 - 0750, SECT PATROL WITH WOODLOG WITH NO JOY, R/T AND INTERCOM PISS POOR, A/C OK, TAIL WHEEL INDICATOR FLICKERS.

F/O WILLIAMSON, BISHOP 64, KV961, 2:55 TIME. PATROL OFF WEST OF SPAIN. EVERYTHING FINE. TAIL WHEEL FLAT.

LT. HOOTON, BISHOP 57, KV938, 0950 - 1140, SEARCH FOR DINGHY, DIDN'T SEE ANYTHING BUT WAVES, PORT RADIO U/S.

LT. LEE, BISHOP 53, ND282, LOURMEL AND RETURN, TAIL WHEEL DIDN'T INDICATE UP. R/T STBD ROPEY, OTHERWISE OK.

F/O JEFFREY, BISHOP 63, KW151, 2030 - 2200, CONVOY COVER WITH BISHOP 64, DARK AS HELL, NOTHING EXCITING, PANCAKED 2200, SHIP AND SET OK.

MARCH 19, 1944

LT. GROOM, BISHOP 61, LB595, TEST HOP, ALL OK, HAD LOTS OF FUN.

LT. GEBLER, BISHOP 72, KV961, 1405 - 1500, NFT WITH BISHOP 73, EVERYTHING OK. LANDING, AFRAID I MAY BE HEADED FOR A SLUMP.

LT. HOOTON, BISHOP 57, KV938, 1650 - 1740, LOCATED ANNEX FOR BRADSHAW.

LT. HOOTON, BISHOP 57, KV938, 1840 - 2050, DUSK COVER OF ANNEX, FISHBONE MADE A GOOD PI, TRANSMITTER WENT OUT.

LT. KIRWAN, BISHOP 59, ND164, 1825 - 2050, PATROL AND PI WITH BISHOP 73 AND WOODLOG, AVERAGE EVENING. SHIP FINE.

LT. HILL, BISHOP 73, KV941, & ND167, 1910 - 2105. PATROL AND PI WITH BISHOP 57, COVER FOR "ANNEX" STARTED WITH SHIP NO. 941, HAD MAG DROP OF 100. RETURNED TO LINE AND GOT 167. FISHBONE WAS ON THE BALL. PRETTY NIGHT!

THE FOLLOWING COMBAT NARRATIVE PROVIDES HIGHLIGHTS OF MISSIONS IN WHICH CONTACT WAS MADE WITH THE ENEMY THROUGH THE REST OF THE WAR. EDITOR

COMBAT NARRATIVE - 1944

NARRATIVE OF COMBAT. MORNING OF 28 MARCH, 1944.

OUR AIRCRAFT WAS AIRBORNE FROM LA SENIA, AFRICA AT 0505 HRS ON TENTACLE SWEEP MISSION, FREE LANCE. AT 0755 HRS OUR A/C SIGHTED A JU-88 FLYING AT DECK LEVEL ON HEADING OF 030 DEG DOING 280 MPH. OUR A/C IMMEDIATELY CORRECTED OVERTAKING SPEED AND REDUCED ALTITUDE FOR ATTACK POSITION. CHASE PROCEEDED AT DECK LEVEL WHEREUPON FROM 800 YD. RANGE OUR A/C FIRED A SHORT BURST TO CHECK PATTERN AND AGAIN GIVING BURST CEASING FIRE AT 200 FT. RANGE AND BREAKING AWAY EVADING ENEMY'S RETURN FIRE BUT OUR A/C SUSTAINED DAMAGE TO EXHAUST COLLECTION RING, PORT ENGINE AND PORT WING MAIN SPAN. OUR AIRCRAFT'S ATTACK SUCCEEDED IN DAMAGING ENEMY AIRCRAFT REDUCING ITS PERFORMANCE AND WHICH WAS LATER DESTROYED BY ANOTHER FRIENDLY A/C.

CLAIM WAS MADE FOR AND VERIFIED AS ONE JU-88 DAMAGED BY F/O JEFFREY AND F/O HENDERSON-RO.

NARRATIVE OF COMBAT. MORNING OF 28 MARCH, 1944.

OUR AIRCRAFT WAS AIRBORNE FROM LA SENIA, AFRICA AT 0510 HRS. TO PERFORM A TENTACLE SWEEP MISSION, FREE LANCE. AT 0758 HRS. OUR A/C SIGHTED ONE JU-88 AT DECK LEVEL DOING 280 MPH. AT 0830 HRS ON HEADING OF 030 DEG. OUR A/C OPENED FIRE FROM 800 YDS AT DECK LEVEL OBSERVING PATTERN OF GUNFIRE AROUND THE ENEMY A/C. OUR A/C RECEIVED RETURN FIRE FROM ENEMY'S DORSAL GUNS SUSTAINING NO DAMAGE. ENEMY AIRCRAFT THEN HEADED TOWARD COAST OF FRANCE.

NO CLAIM WAS MADE.

NARRATIVE OF COMBAT. NIGHT OF 31 MARCH, 1944.

OUR AIRCRAFT WAS SCRAMBLED AND AIRBORNE AT 2245 AND CONTROLLED BY "PERFORM" CONTROL STATION. "PERFORM" VECTORED OUR A/C WITHIN 2 MILES OF ENEMY A/C. SIGHTED ENEMY A/C

AT 2350 HRS. AND IDENTIFIED IT AS A JU-88 APPROXIMATELY 55 MILES NORTH NORTHWEST OF CAPE TENES, AFRICA ON HEADING OF 240 YDS AT HEIGHT OF 50 FT. RECEIVED NO RETURN FIRE FROM ENEMY A/C WHO WAS CONTINUOUSLY TAKING VERY HARD EVASIVE ACTION AT DECK LEVEL. OUR A/C CEASED FIRING AT 130 YDS ON FIRST BURST DUE TO EVASIVE TACTICS BREAKING LINE OF SIGHT, THEREFORE OUR A/C KEPT ON. GOT ENEMY IN SIGHTS AGAIN AND MADE SECOND BURST FROM 110-115 YDS BREAKING OFF AT 75 YDS OR SLIGHTLY LESS.

CLAIM WAS MADE FOR AND VERIFIED AS ONE JU-88 DAMAGED BY F/O JEFFREY AND F/O HENDERSON-RO. (CLAIM LATER UPGRADED TO DESTROYED/editor)

NARRATIVE OF COMBAT. NIGHT OF 1 MAY, 1944.

OUR A/C WAS ON NORTH PATROL ALMOST AT THE EXTREME END OF THAT LEG OF THE PATROL WHEN IT WAS RECALLED AND TURNED OVER TO "BANDBOX" GCI/COL STATION AT 2130 HRS. WHILE BEING VECTORED SOUTH, OUR A/C, WHILE STILL 15-MILES N/W OF ELBA, OBTAINED A VISUAL OF A HOSTILE A/C AND IDENTIFIED IT AS A JU-88. THE HOSTILE WAS TRAVELLING SOUTH AT ANGELS 13. OUR A/C AT THE TIME WAS HEADED APPROX. SOUTHWEST. OUR A/C THEN SWUNG AROUND TO PORT AND OBTAINED A.I. CONTACT. HOSTILE HAD APPARENTLY STARTED MODERATE EVASIVE ACTION ON FIRST VISUAL. OUR A/C CLOSED TO 600 FT. GAVE A SHORT BURST OF APPROX. TWO SECONDS DURATION WITH FIVE DEG. DEFLECTION AND OBSERVED STRIKE ON THE E/A'S PORT ENGINE, PORT WING AND THENCE TO FUSELAGE. OUR A/C CONTINUED TURNING AND GAVE ANOTHER BURST OF APPROX. FROM TWO TO TWO AND ONE HALF SECONDS DURATION, WITH AN ESTIMATED TWENTY DEG. DEFLECTION AND OBSERVED NO STRIKES. RECEIVED RETURN FIRE BUT NO DAMAGE WAS SUSTAINED BY OWN A/C. AFTER LOSING A.I. CONTACT, CONTROLLER WAS UNABLE TO GIVE FURTHER HELP AS ENEMY A/C WAS BEHIND PIANOSA AND PLOT FADED AND WAS NOT PICKED UP UNTIL HOSTILE WAS WELL ON WAY HOME. HOSTILE WAS W/T'ING THAT HE WAS RETURNING ON ONE ENGINE AND IN TROUBLE. E/A WAS TRAVELLING AT APPROX. 230 MPH WHEN FIRST SIGHTED. OWN A/C WHEN CLOSING IN, CAME FROM ANGELS 10 TO SAME LEVEL AS E/A, 130 FT.

CLAIM WAS MADE FOR AND VERIFIED AS ONE JU-88 DAMAGED BY LT JACK KIRWAN AND F/O JOE VAN LAECKEN-RO.

NARRATIVE OF COMBAT. NIGHT OF 3 MAY, 1944.

ON THE NIGHT OF 3 MAY, 1944, "RAGTOY" CONTROL STATION WAS CONTROLLING OUR A/C WHICH WAS PATROLLING BETWEEN PIANOSA AND CAPRAIA, WEST OF ELBA, AT 1000'. AT ABOUT 2210 HRS "RAGTOY" VECTORED OUR A/C ONTO A HOSTILE. OUR A/C MADE A.I. CONTACT AT 3 1/2 MILE RANGE AND OBTAINING A VISUAL, IDENTIFIED THE HOSTILE AS A JU-88. OUR A/C CLOSED IN TO 600' ON THE SAME LEVEL AS THE E/A AND GAVE A ONE SECOND BURST FROM 10 DEG STBD. THE TARGET BROKE HARD TO PORT AND CONTACT WAS LOST. ANOTHER VECTOR WAS GIVEN AND MAKING A QUICK CLOSE-IN TO 700 FT, OUR A/C FIRED TWO TWO SECOND BURSTS. THE JU-88 AGAIN BROKE HARD TO PORT AND DOWN, SWINGING BACK THROUGH STBD AND FROM R0 DEG. DEFLECTION, OUR A/C FIRED ANOTHER SHORT BURST. THE E/A AT THIS TIME WAS APPROX. 400/500 FT HIGH. VISUAL CONTACT WAS LOST SO OUR A/C CLOSED IN ON ANOTHER INTERCEPTION AND OBTAINING VISUAL CONTACT, GAVE ANOTHER THREE SECOND BURST THEN LOST THE TARGET OVER PIANOSA. NO STRIKES WERE OBSERVED ON THE ENEMY A/C ALTHOUGH THE PATTERN WAS WELL CENTERED AROUND THE A/C. THE ENEMY WAS TAKING VIOLENT EVASIVE ACTION AND KEPT ORBITING CONTINUOUSLY. OUR A/C RECEIVED RETURN FIRE CONTINUOUSLY AND SUSTAINED MINOR DAMAGE CONSISTING OF ONE 9MM HOLE IN THE STBD EXHAUST RING. THE RETURN TO BASE WAS MADE WITHOUT INCIDENT OTHER THAN A ROUGH STBD ENGINE.

NO CLAIM WAS MADE.

NARRATIVE OF COMBAT. MORNING OF 9 MAY, 1944.

AT 0240 HRS OUR A/C WAS SCRAMBLED TO INTERCEPT A HOSTILE A/C PLOTTED APPROACHING CORSICA FROM THE SOUTH. IMMEDIATELY UPON BEING AIRBORNE, "RAGTOY" CONTROL STATION TOOK OVER GIVING OUR A/C A VECTOR CALCULATED TO INTERCEPT THE ENEMY A/C. "RAGTOY" REPORTED THE BANDIT AT ELEVEN O'CLOCK. RANGE, FIVE MILES. APPROX. ONE MINUTE LATER, OUR A/C OBTAINED A.I. CONTACT AND REDUCED ITS LEVEL TO 100', THE BANDIT BEING AT THAT LEVEL, AND CLOSED IN ON THE TARGET AT 250-260 MPH. NO EVASIVE ACTION WAS TAKEN BY THE ENEMY A/C OTHER THAN GENTLE TURNS. THE CHASE WAS IN GENERAL IN AN EASTERLY DIRECTION. AT APPROX. 0251, CONTROL REPORTED THAT THEY COULD GIVE NO HELP AT THE MOMENT. OUR A/C'S CAPTAIN GAVE "CONTACT" IN SPITE OF POSSIBLE GERMAN MONITORING OF

THE R/T. THREE TIMES WITHIN THE NEXT TWO MINUTES, "RAGTOY" WARNED OUR A/C THAT IT WAS APPROACHING BACKWASH AND TO TURN BACK RATHER THAN TO CROSS, HOWEVER, IN SPITE OF THIS, OUR A/C MAINTAINED VISUAL CONTACT. VISUAL CONTACT AT THIS TIME CONSISTED OF FLEETING VISUALS ON THE BANDIT AT A RANGE OF 2000', WHICH BECAME CONSTANT AFTER CLOSING IN TO 1500'. AT THIS TIME, LAND BECAME VISIBLE AND DEAD AHEAD, (LATER IDENTIFIED AS THE HILL ON THE SOUTHEAST TIP OF ELBA WHICH WAS ENEMY HELD TERRITORY).

AS THE BANDIT WAS FLYING ALMOST DIRECTLY AWAY FROM THE MOON, WHICH WAS FULL, OUR A/C ATTACKED FROM THE SAME LEVEL AS TARGET'S, IN ORDER TO STAY OUT OF THE MOON-PATH ON THE WATER AND YET AVOID BEING SILHOUETTED AGAINST THE MOON.

AT 600 FT RANGE IDENTIFIED THE BANDIT AS A JU-88 AND OPENED FIRE FROM DEAD ASTERN. NO RESULTS WERE OBSERVED FROM OUR A/C'S FIRST BURST OF APPROXIMATELY ONE SECOND DURATION. THE BANDIT OPENED FIRE FROM ITS TURRET ALMOST SIMULTANEOUSLY, ALL OF ITS TRACERS PASSING TO STBD. CLOSING IN ON E/A, OUR A/C FIRED A THREE SECOND BURST AND OBSERVED HIGH EXPLOSIVE BURSTS ON THE STBD WING IN LINE WITH THE ENGINE NACELLE AND BROKE OFF ITS ATTACK AT A RANGE OF 50YDS. AS OUR A/C BROKE OFF, HOSTILE'S UPPER TURRET GUNNER FIRED ANOTHER BURST AT OUR A/C WHICH WAS INACCURATE. ON TURNING BACK TOWARD THE HOSTILE, VISUAL WAS LOST. APPARENTLY THE E/A WAS BETWEEN OUR A/C AND LAND OUR A/C WAS UNABLE TO REGAIN A.I. CONTACT DUE TO HEAVY GROUND RETURNS AND CHASE WAS THEREFORE ABANDONED, ABOUT 2 1/2 MILES FROM THE COAST OF ITALY.

CLAIM WAS MADE FOR AND VERIFIED FOR ONE JU-88 DAMAGED BY CAPT C.R. MCCRAY AND F/O R. D. HAMILTON-RO.

NARRATIVE OF COMBAT. NIGHT OF 9 MAY, 1944.

OUR A/C WAS ON PATROL OFF CAP CURSE, PIANOSA AND CAPRAIA BEING CONTROLLED BY "BLACKTOP" (SECTOR).

AT 2150 HRS, OUR A/C WAS TAKEN OVER BY "BANDBOX" CONTROL STATION AND VECTORED AFTER BOGEY HEADING SOUTH AT 12 MILES. BOGEY THEN TURNED NORTH AND OUR A/C OBTAINED A.I. CONTACT AT 2315 HRS AT 2 1/2 MILES. OUR A/C'S ANGELS AT THE TIME WAS 100 FT AND BOGEY WAS AT 400 FT TRAVELLING ABOUT 210 MPH. AT 230 MPH OUR A/C CLOSED IN TO 1500' WITH TARGET STILL READING ABOVE AND CLOSED TO PAST MINIMUM RANGE CLIMBING TO 300 FT. TARGET THEN OPENED FIRE FROM DIRECTLY BELOW (APPARENTLY AT PRECISELY THE SAME TIME WE CLIMBED, THE E/A THROTTLED BACK AND WENT DOWN TO GET US TO OVERSHOOT) AND OUR A/C BROKE TO PORT AND ORBITED. TARGET THEN DISAPPEARED AND OUR A/C COULDN'T PICK UP A.I. CONTACT. OUR A/C RECEIVED ANOTHER VECTOR ONTO BANDIT BUT STILL COULDN'T OBTAIN VISUAL ALTHOUGH A.I. CONTACT WAS AGAIN OBTAINED AT 2 1/2 MILES. THIS WAS LOST WHEN TARGET DODGED AROUND THE SOUTHWEST CORNER OF ELBA AT 100 FT. ALTITUDE, TRAVELLING AT APPROX. 230 MPH AND OUR A/C AT 230-240 MPH. NO "WINDOW" WAS ENCOUNTERED AND A.I. AND VECTORED BY CONTROL STATION WAS GOOD.

THERE WAS NO CLAIM MADE. CONTROLLER ADVISED THIS AIRCREW ON LANDING THAT THE ENEMY A/C WAS RECEIVING CONSTANT HELP, HAVING REPORTED BEING IN TROUBLE AND HAVING DIFFICULTY DUE TO BEING CHASED.

NARRATIVE OF COMBAT. MORNING OF 13 MAY, 1944.

WHILE ON SOUTHERN PATROL, MORNING OF 13 MAY, 1944, "TOOTPASTE" CONTROL STATION ADVISED OUR A/C THAT PLOT WAS BELIEVED FRIENDLY, SO OUR A/C INVESTIGATED WITH CAUTION. OBTAINED A.I. CONTACT AT 0200 HRS AND FOLLOWED IT IN FROM 4 MILES RANGE. VISUAL WAS OBTAINED AT 1500' AND AT A RANGE OF 1000', TENTATIVELY IDENTIFIED BOGEY AS A WELLINGTON BOMBER, INFLUENCED BY CONTROLLER'S STATEMENT THAT IT WAS BELIEVED FRIENDLY. OUR A/C SPENT FOUR MINUTES IN A VERY VULNERABLE POSITION DURING WHICH TIME THE BOGEY SHOWED NO IFF AT ABOUT 500' RANGE, OUR A/C IDENTIFIED BOGEY AS AN HE-177. OUR A/C THEN PULLED UP, (SPEED APPROX. 220, E/A'S 210-220) AND OPENED FIRE, RECEIVING APPROX. FOUR BURSTS OF RETURN FIRE FROM THE TAIL POSITION, INFLECTING DAMAGE IN OUR A/C'S STBD WING. STBD AND PORT STABILIZERS. OUR A/C FIRED TWO MORE BURSTS OF TWO TO THREE SECONDS EACH. THEN THE ENEMY A/C IN THREE SUCCESSIVE PEEL-OFFS REDUCED ALTITUDE FROM 8000' TO 300'. AFTER E/A'S FIRST PEEL-OFF, OUR A/C GOT IN A TWO TO THREE SECOND BURST AND OBSERVED HITS ON E/A'S VERTICAL FIN. AT THE BOTTOM OF E/A'S PEEL-OFF, HE PULLED UP SHARPLY, THEN WENT INTO A DIVING TURN, ESCAPING OUR A.I. COVERAGE. A.I. CONTACT WAS NOT REGAINED.

"TOOTHPASTE" THEM PUT OUR A/C BACK UP TO ANGELS 7 AND AT ABOUT 0235, VECTORED IT ONTO

A BOGEY. AT ABOUT 0245, OBTAINED A.I. CONTACT AND CLOSED IN TO ABOUT 1500' AND OBTAINED A VISUAL. SPEED OF OUR A/C WAS 210-220 MPH AND E/A'S 210-220. SUN-SIGHT WAS U/S AND SPARE BULBS PUT IN BURNED OUT AS FAST AS REPLACED, SO OUR A/C FIRED BY APPROXIMATION. THE ENEMY A/C WAS FLYING DIRECTLY INTO THE MOON AND WAS VERY HARD TO SPOT AND AT ABOUT 1200' TO 1500' RANGE, DROPPED A SMALL QUANTITY OF "WINDOW". OUR A/C THEM IDENTIFIED E/A AS AN HE-177 AND CLOSED IN TO ABOUT 200 YARDS. THE FIRST TWO SECOND BURST GAVE NO VISIBLE RESULTS AND E/A COMMENCED EVASIVE ACTION, CONSISTING OF MEDIUM AND HARD TURNS

WITH NO APPRECIABLE CHANGE IN ALTITUDE ON THE SECOND BURST OF APPROX. THREE SECONDS DURATION, DURING WHICH THE CANNON QUIT FIRING, A NUMBER OF 20MM STRIKES WERE OBSERVED ON THE INNER SIDE OF THE E/A'S STBD NACELLE. FLAMES SHOWED WHICH PERSISTED FOR ABOUT FIVE SECONDS BUT THEN DIED OUT. OUR A/C'S WINDSCREEN WAS COVERED WITH AN OILY MIXTURE. AFTER THE CANNON QUIT FIRING, CONTINUED FIRING ON .303'S. IN SEVERAL 2 TO 3 SECOND BURSTS, BALANCE OF OWN A/C'S AMMUNITION WAS EXPENDED, AT WHICH TIME E/A'S SPEED DROPPED TO 135 MPH AND EVASIVE ACTION CEASED, APPARENTLY DUE TO LOSS OF STBD ENGINES. ACTION TERMINATED APPROX. 35-40 MILES SOUTHEAST OF BORGO A/D (CORSICA) AND E/A WAS LOSING ALTITUDE AT SUCH A RATE THAT HE COULD NOT REACH TERRITORY FRIENDLY TO HIM, LET ALONE MAKE A LANDING. THERE WAS NO RETURN FIRE FROM THE SECOND E/A AT ANY TIME.

CLAIM WAS MADE FOR AND VERIFIED AS ONE HE-177 PROBABLE AND ONE HE-177 DAMAGED BY CAPT C.R. MCCRAY AND F/O R.D. HAMILTON-RO.

NARRATIVE OF COMBAT. NIGHT OF 13 MAY, 1944

OUR A/C TOOK OFF AT 2210 ON NORTH PATROL, CONTROLLED BY "BLACKTOP". AT 2220, "BANDBOX" TOOK OVER CONTROL AND AT 2240 A BANDIT WAS REPORTED 30 MILES NORTH ON A SOUTHERLY VECTOR. "BANDBOX" TURNED OUR A/C ON A NORTHWEST VECTOR AND FINALLY BROUGHT OUR A/C INTO SUCH A POSITION AS TO ENABLE IT TO OBTAIN A.I. CONTACT. THIS WAS AT 2255. OUR A/C THEN CLOSED IN FROM 3 MILES AT 240-260 MPH AND IDENTIFIED BANDIT AS A JU-88 AT 300 FT ALTITUDE RANGE 600 FT. AHEAD. OUR A/C THEN SLOWED TO E/A'S SPEED APPROX. 220 MPH AND AT 600-700 FT. RANGE. GAVE TWO 2 SECOND BURSTS FROM DEAD ASTERN OBSERVING A FLASH ON E/A'S STARBOARD WING. E/A GAVE RETURN FIRE AND TURNED OFF TO PORT. A.I. CONTACT WAS THEN LOST.

OUR A/C THEN ORBITED, CALLING FOR A VECTOR BUT "BANDBOX" COULD NOT HELP, OUR A/C FINALLY PICKING UP E/A AGAIN WHICH WAS AT 4 MILES. OWN A/C THEN CHASED E/A FOR APPROX. TEN MINUTES, CLOSING TO APPROX. 2000 FT. WITH E/A READING BELOW. OUR A/C'S ALTITUDE AT THIS TIME WAS FROM TWO TO THREE HUNDRED FEET. E/A'S SPEED WAS APPROXIMATELY 220 MPH AND E/A WAS UTILIZING HARD ORBITS FOR EVASIVE ACTION. OUR A/C'S SPEED AT THIS TIME WAS FROM 240 TO 260 MPH AND WHEN CLOSING IN, HAD TO DROP WHEELS TO AVOID OVER-SHOOTING THE E/A. OUR A/C'S PORT WHEEL DROPPED JUST OUT OF THE NACELLE AND NO FURTHER, HYDRAULIC SYSTEM BEING U/S. OUR A/C CONTINUED CHASE IN SPITE OF THE PORT WHEEL HANGING HALF-WAY OUT OF THE NACELLE BUT LOST THE ENEMY A/C BELOW AND OFF TO STARBOARD. OUR A/C WAS UNABLE TO REGAIN A.I. CONTACT OR VISUAL. UPON CALLING "BLACKTOP", IT WAS CALLED TO BASE.

NO DAMAGE WAS SUSTAINED BY OUR A/C THROUGH THE RETURN FIRE OF THE E/A'S DORSAL TURRET, HOWEVER, FAILURE OF THE HYDRAULIC SYSTEM NECESSITATED A CRASH-LANDING UPON ARRIVAL TO BASE. THERE WERE NO INJURIES TO PERSONNEL.

CLAIM WAS MADE FOR AND VERIFIED AS ONE JU-88 DAMAGED BY CAPT J.S.M. LEE AND F/O L.R. POTTER-RO.

NARRATIVE OF COMBAT. NIGHT OF 30 JUNE, 1944

OUR A/C WAS AIRBORNE AT 2120 FOR FREE-LANCE PATROL WITH "BANDBOX". AFTER PATROLLING AT WILL FOR SOMETIME, CONTROL CALLED AND STATED THAT A BANDIT WAS PLOTTED 50 MILES NORTH, HEADING SOUTH ALONG THE ITALIAN COAST. "BANDBOX" GAVE A CUT-OFF VECTOR, AT WHICH TIME OUR A/C WAS FLYING AT 500 FT. THE FIRST RANGE GIVEN WAS FIVE MILES, HOWEVER, A.I. CONTACT COULD NOT BE OBTAINED SO OUR A/C WENT DOWN TO 200 FT. AT 2323, FIRST A.I. CONTACT WAS OBTAINED AT A RANGE OF 2 1/2 MILES WITH BANDIT READING BELOW. OUR A/C FOLLOWED BANDIT ON A SOUTHERLY COURSE, VARYING SOUTHEAST TO SOUTHWEST. THE MOON WAS BRIGHT AND AT A RANGE OF ONE MILE, ALTITUDE OF 100 FT. OWN A/C HIT THE

BANDIT'S PROP-WASH. EVEN THOUGH THE BANDIT WAS IN THE MOON-PATH OUR A/C COULD NOT OBTAIN A VISUAL.

AT A RANGE OF 1500 FT. ALTITUDE 50-75 FT., VISUAL CONTACT WAS OBTAINED AND THE BANDIT WAS IMMEDIATELY RECOGNIZED AS A JU-88 BY THE BULBOUS NOSE AND LONG FUSELAGE AFT OF THE WINGS. FLYING AT AN ALTITUDE OF FROM 75 TO 100 FT., AND IN THE BANDIT'S PROP-WASH, OUR A/C CLOSED IN TO A VERY CLOSE RANGE IN ORDER TO MAKE CERTAIN THAT HIS BULLETS FOUND THEIR INTENDED MARK. HOWEVER, AS OUR A/C WAS CLOSING IN, BANDIT TURNED EAST INTO THE DARK PART OF THE SKY AND AS HE WAS TURNING, OUR A/C OPENED FIRE WITH A QUITE LONG (3 TO 4 SECOND) BURST WITH 1 1/2 RING DEFLECTION. NO STRIKES WERE OBSERVED AND VISUAL CONTACT WAS LOST AS SOON AS THE BANDIT LEFT THE MOON-PATH. UPON BANDIT'S TURNING INTO THE DARK, OUR A/C WAS LEFT IN THE MOON-PATH AND RECEIVED RETURN FIRE FROM E/A. ALL THAT OUR A/C'S CREW COULD SEE WAS THE RED TRACER FROM THE BANDIT'S TWIN MACHINE GUNS. POSITION OF THE GUN EMPLACEMENTS COULD NOT BE DETERMINED DUE TO DARKNESS, HOWEVER, NO HITS WERE SUSTAINED ON OUR A/C.

BANDIT WAS FOLLOWED ON A NORTH/NORTHEAST COURSE FOR APPROX. TEN MINUTES AT AN ALTITUDE ON A.I. CONTACT. RANGE 2 MILES TO 1600 FT, WITHOUT ANOTHER VISUAL BEING OBTAINED. NEAR THE END OF THE CHASE, BANDIT STARTED TO CLIMB, CLIMBING TO ABOUT 500 FT. ACCORDING TO THE RADIO OBSERVER IN OUR A/C. OUR A/C STAYED AT 100 FT. PLANNING ON COMING UNDERNEATH THE BANDIT AND GETTING A CLOSE-IN BURST. AS SOON AS THE BANDIT REACHED 500 FT. HE PEELED-OFF AND DISAPPEARED OFF OUR A/C'S SCOPE INTO THE GROUND SCATTER OFF THE COAST OF ITALY. OUR A/C LOST THE BANDIT, AS DID ALL GROUND STATIONS, APPROX. 15 MILES DUE SOUTH OF PIANOSA.

NO CLAIM WAS MADE IN-AS-MUCH AS THERE WERE NO STRIKES OBSERVED.

NARRATIVE OF COMBAT. MORNING OF 4 JULY, 1944.

OUR A/C WAS SCRAMBLED AT 0210, 20 MINUTES AHEAD OF PATROL PREVIOUSLY SCHEDULED, TO CHASE A BANDIT. "BANDBOX" TOOK OVER CONTROL AND VECTORED OUR A/C UNTIL A.I. CONTACT WAS MADE ON BANDIT ABOUT 3 MILES SOUTHEAST OF GORGONA ISLAND. VISUAL WAS OBTAINED ALMOST IMMEDIATELY ON THE BANDIT, SLIGHTLY ABOVE AND ON OUR A/C'S PORT, AT AN ALTITUDE OF 150 FT., RANGE 1000 FT. BANDIT'S ALTITUDE, WHEN SIGHTED, WAS 200 FT. WITH AN AIRSPEED OF 210 MPH. BANDIT TURNED TO PORT AND FIRED A SHORT BURST FROM HIS DORSAL POSITION. OUR A/C LOST VISUAL CONTACT AGAINST THE DARK MASS OF GORGONA ISLAND BUT FOLLOWED THE E/A WITH A.I. CONTACT AROUND TO THE WEST SIDE OF THE ISLAND, ABOUT 1/2 MILE OFFSHORE. VISUAL WAS AGAIN OBTAINED ON THE BANDIT BELOW AND TO PORT, RANGE 1200 FT. THE BANDIT FIRED TWO SHORT BURSTS AND TURNED ONTO A VECTOR OF 030 DEG. WHICH PUT HIS TAIL DIRECTLY TOWARDS THE MOON. OUR A/C MOVED TO STARBOARD TO GET OUT OF THE MOON-PATH AND CLOSE IN FOR A DEFLECTION SHOT. THE BANDIT FIRED ANOTHER SHORT BURST OF 1/2 SECOND DURATION. VISUAL WAS THEN LOST IN A CLOUD SHADOW AND A.I. CONTACT WHICH HAD BEEN LOST IN MOVING STARBOARD COULD NOT BE REGAINED.

OUR A/C THEN SEARCHED THE AREA WITH A.I. FOR ANOTHER FIVE MINUTES BUT WITHOUT SUCCESS. THE BANDIT HAD FADED FROM THE GROUND CONTROL STATION SO OWN A/C HEADED BACK TO PREVIOUSLY ASSIGNED PATROL. NONE OF THE BANDIT'S FIRE, ALL OF WHICH WAS FROM TWIN DORSAL GUNS, WAS EFFECTIVE.

BANDIT WAS IDENTIFIED AS A JU-88. NO CLAIM WAS MADE.

NARRATIVE OF COMBAT. MORNING OF 6 JULY, 1944.

OUR A/C AIRBORNE AT 0040 FOR PATROL WITH "STRAIGHTLACE" CONTROL STATION. AT ABOUT 0140, "STRAIGHTLACE" ASKED FOR A/C TO INVESTIGATE A PLOT REPORTED FRIENDLY BUT SUSPECTED OF OTHER IDENTITY BY CONTROLLER. OUR A/C WAS VECTORED IN ON AN EASTERLY DIRECTION AND CONTROLLER THOUGHT THAT HE HAD LOST R/T CONTACT WHEN OUR A/C'S STARBOARD TRANSMITTER BECAME U/S. SWITCHED TO CHANNEL "B" AND RESUMED INTERCEPTION. THREE STARBOARD TURNS PUT OUR A/C ONTO "FRIENDS" COURSE WHICH WAS THEN 240 DEG. PLOT WAS CHANGED TO BOGEY AND EVERY EFFORT WAS MADE TO OVERTAKE HIM. OUR A/C THEN MADE ALTITUDE OF 200 FT., SPEED 295 MPH. WHEN RANGE WAS DECREASED TO 4 MILES, OUR A/C THROTTLED BACK SLIGHTLY. AT THREE MILES, OUR A/C AGAIN THROTTLED BACK, REDUCING SPEED TO 260 WHEN CONTROL REPORTED BOGEY W/4 MILES DEAD AHEAD. OUR A/C THEN THROTTLED BACK AS FAR AS POSSIBLE WITHOUT CAUSING EXHAUST FLASH. WITH AIRSPEED REDUCED TO 220, OUR A/C OBTAINED A VISUAL BUT NO A.I. CONTACT ON A JU-88 FLYING A PARALLEL COURSE ABOUT 1000 FT. TO PORT ABOUT 50 FT. ABOVE, RANGE ABOUT 1200 FT. VISUALS WERE ALMOST

SIMULTANEOUS AND BOTH A/C TURNED TOWARDS EACH OTHER. BANDIT FIRED A 1/2 SECOND BURST FROM HIS DORSAL TURRET WHILE IN A BANK HEADED TOWARD OUR A/C. THE BANDIT PASSED DIRECTLY OVER OUR A/C, ABOUT 50 FT. ABOVE AND OUR A/C ROLLED INTO A HARD STARBOARD TURN, BANDIT INTO HARD PORT, BOTH CLIMBING SLIGHTLY. NEITHER OF THE A/C COULD TURN INSIDE THE OTHER TO OBTAIN A BURST WHILE FLYING NEARLY HEAD-ON. OUR A/C PASSED OVER THE BANDIT, ABOUT 30 FT. (CLOSE ENOUGH TO DETERMINE THE UPPER SURFACE OF BANDIT WAS PAINTED A LIGHT COLOR WITH DARKER CAMOUFLAGE). BANDIT'S DORSAL GUNS FIRED ANOTHER VERY SHORT BURST JUST AFTER HE PASSED BENEATH. OUR A/C CONTINUED TO TURN TO REMAIN IN THE DARK SIDE OF THE SKY AND, POSSIBLE, COME IN ON THE BANDIT'S TAIL. VISUAL WAS LOST IN THE TURN AND A.I. HAD SHOWN NO INDICATION OF BANDIT. (OUR RADAR TECHNICIANS BELIEVE THIS WAS DUE TO TEMPERATURE INVERSION), AND CONTROL COULD GIVE NO HELP. OUR A/C HEADED BACK TOWARDS THE PATROL AREA. BANDIT WAS AGAIN PLOTTED AND OUR A/C CHASED HIM, AT RANGES VARYING FROM 60 MILES TO 2 MILES, SOUTH 30 MILES OFF WEST COAST OF CORSICA, THRU A WIDE SWEEP TO THE WEST AND BACK NORTH. EXACT POSITIONS WERE NOT KNOWN. AT APPROX. 0315 ANOTHER OF OUR A/C TOOK UP THE CHASE, HOWEVER, SECOND A/C MADE NO CONTACTS, EITHER VISUAL OR WITH A.I.

NO CLAIM WAS MADE.

NARRATIVE OF COMBAT. MORNING OF 7 JULY, 1944.

OUR A/C WAS AIRBORNE AT 0140 FOR PATROL WITH "SPOTLIGHT" CONTROL STATION. AT APPROX. 0210, WAS VECTORED TO A DESIGNATED POINT AND TOLD TO CONTACT "STRAIGHTLACE" CONTROL WHICH WAS DONE WITH DIFFICULTY. A/C WAS THEN VECTORED ONTO A BANDIT AT 0245. CONTACT WAS MADE AT 0320, 400 FT. ALTITUDE, RANGE FOUR MILES SLIGHTLY TO PORT. OUR A/C TURNED IN TOWARDS TARGET AND CONTACT FADED IN SEA AND ATMOSPHERIC RETURNS WHICH WERE VERY HEAVY. OUR A/C OBTAINED A VISUAL ON THE BANDIT, WHO WAS FLYING IN A SOUTHWEST DIRECTION. THE BANDIT WAS COMING INTO THE MOON-PATH AHEAD AND BELOW AT AN ALTITUDE OF FROM 50 TO 100 FT. OUR A/C WAS AT 300 FT., SPEED 230 MPH, WITH BANDIT'S SPEED PLACED AT 220 MPH. VISUAL WAS OBTAINED AT 032 AND OUR A/C DOVE SLIGHTLY, TURNING TO STARBOARD AND GAVE A THREE TO FOUR SECOND BURST WITH ABOUT 30 DEG. DEFLECTION. HIGH EXPLOSIVE STRIKES WERE OBSERVED ON THE ENEMY A/C'S STARBOARD WING ROOT AND FUSELAGE. THE E/A GAVE INTENSE RETURN FIRE AND OUR A/C BROKE TO PORT LOSING VISUAL CONTACT.

"STRAIGHTLACE" CONTROL COULD GIVE OUR A/C NO FURTHER HELP SINCE THE PLOT HAD FADED FROM THEIR SCOPE AT THAT TIME AND DID NOT REAPPEAR.

CLAIM WAS MADE FOR AND VERIFIED AS ONE JU-88 DAMAGED BY LT HILL AND F/O HEINECKE-RO.

NARRATIVE OF COMBAT. MORNING OF 8 JULY, 1944.

AIRBORNE AT MIDNIGHT, OUR A/C FREE-LANCED, STANDING BY ON "BANDBOX" CONTROL STATION. AT 0055, CONTROL STATED THAT A PLOT OF A BANDIT WAS POSSIBLE, HOWEVER. OUR A/C WAS UNABLE TO ACKNOWLEDGE SO A/C WENT OVER TO "BLACKTOP" (SECTOR CONTROL) AND WAS VECTORED ABOUT UNTIL RELIEVED BY ANOTHER OF OUR A/C. (THIS A/C OBTAINED NO CONTACT ON BANDIT).

AT 0145, OUR A/C WAS AGAIN AIR-BORNE AND FLEW A CONTINUAL VECTOR UNTIL BOGEY WAS REPORTED TO THE SOUTH-EAST. AT 0210, "SET SQUARE" CONTROL STATION VECTORED OUR A/C INTO A.I. RANGE AND CHASE WAS COMMENCED AT 500 FT. ALTITUDE WITH TARGET AT THREE MILES, 350 DEG. ABOVE. BOTH A/C MOVED INTO "BANDBOX" CONTROL AREA AND CHASE CONTINUED WITH A.I. EQUIPMENT. OUR A/C, IN CLIMBING TO 7500 FT. (TARGET LEVEL), LOST TARGET IN A TURN ABOUT 10 MILES SOUTHEAST OF GORGONA ISLAND. A.I. CONTACT WAS REGAINED WITH CONTROL'S HELP AND CLOSING IN, VISUAL WAS OBTAINED AT 1500 FT. RANGE. BANDIT WAS THEN IDENTIFIED AS A JU-88. TARGET WAS TAKING VIOLENT EVASIVE ACTION CONSISTING OF HARD TURNS AND ORBITS. CLOSING IN, OUR A/C FIRED FOUR SHORT BURSTS TOTALLING ABOUT 1 1/2 SECONDS AND 1 LONG BURST OF TWO SECONDS WITHOUT EFFECT, RANGES VARYING FROM 1000 TO 600 FT. AT THIS TIME CONTACT WAS LOST BUT WAS AGAIN REGAINED IN A HEAD-ON INTERCEPTION, PASSING ON THE SAME LEVEL ABOUT 50 FT. APART. (A DIFFICULT FEAT UNDER THE MOST FAVORABLE CIRCUMSTANCES). TURNED ONTO TARGET AND FOLLOWED IT TO THE DECK WHERE IT WAS LOST IN GROUND RETURNS TO MILES OFF-SHORE FROM LEGHORN HARBOR. OUR A/C THEN RETURNED TO CONTROL AND RESUMED PATROL.

ANOTHER BOGEY WAS REPORTED AT 0305 SO OUR A/C WAS VECTORED IN A SOUTHEASTERLY DIRECTION AND TURNED OVER TO "SET SQUARE" CONTROL. BOGEY WAS IN THE VICINITY OF

PIANOSA ISLAND. OUR A/C WAS THEN VECTORED IN A SWEEPING TURN WEST AND NORTH ONTO A PLOT WHICH HAD BECOME A BANDIT. A.I. CONTACT WAS LOST UNDER "SET SQUARE" BUT WAS REGAINED UNDER "BANDBOX" IN THAT AREA. CONTACT OBTAINED, OUR A/C FOLLOWED BANDIT ON THE DECK THRU VERY MILD EVASIVE ACTION AND OBTAINED A VISUAL AT ABOUT 3000 FT. RANGE, ALTITUDE 100 FT. 20 MILES EAST/NORTHEAST OF CAPRAIA ISLAND. ALTHOUGH BANDIT'S DORSAL GUNNER OPENED FIRE AT 3000 FT. OUR A/C FOLLOWED VIOLENT EVASIVE ACTION AT RANGES VARYING FROM 2000 FT TO 6000 FT. AT THIS TIME, BANDIT'S DORSAL GUNNER KEPT FIRING NUMEROUS BURSTS AT EXCESS RANGE AND TRACER AIDED IN MAINTAINING CONTACT. BANDIT WAS VERY EFFICIENT AT KEEPING OUR A/C IN THE MOON-PATH. VISUAL CONTACT WAS FINALLY LOST IN A HARD PORT TURN MADE BY BANDIT. OUR A/C THEN FOUND BANDIT AGAIN VISUALLY, BANDIT CROSSING FROM PORT TO STARBOARD 90 DEG. TO OUR A/C'S COURSE. OUR A/C THEN FIRED AN EXTREMELY SHORT BURST WITH THREE RINGS DEFLECTION FROM 600 FT. BUT NO RESULTS WERE OBSERVED. SWINGING STARBOARD, OUR A/C MAINTAINED CONTACT ON BANDIT, HIS DORSAL GUNNER CONTINUING FIRE AT SUCH A RANGE THAT HIS TRACER BURNED OUT BEFORE REACHING OUR A/C. OUR A/C THEN CLOSED TO APPROX. 1500 FT. RANGE IN A PORT TURN AND FIRED A SHORT BURST WITH 1 1/2 RING DEFLECTION BUT STILL NO STRIKES OBSERVED, AND DORSAL GUNNER STILL FIRING. VISUAL CONTACT WAS THEN LOST AGAINST THE DARK MASS OF THE COAST OF ITALY AND A.I. CONTACT WAS LOST IN GROUND RETURNS AND SEA RETURNS OVER THE ENTRANCE TO LEGHORN HARBOR. DURING SECOND CHASE, ALTITUDE WAS FROM 30 TO 500 FT.

NO CLAIM WAS MADE.

NARRATIVE OF COMBAT. MORNING OF 19 JULY, 1944.

OUR A/C WAS CONTROLLED BY "BANDBOX" CONTROL. AT 0130, OUR A/C WAS VECTORED ONTO A BANDIT AT SIX MILES RANGE. A/C WAS INSTRUCTED TO INCREASE SPEED AND BROUGHT TO WITHIN 4 MILES OF ENEMY A/C. A.I. CONTACT WAS ESTABLISHED VERY SHORTLY AFTER AND EVASIVE ACTION BY BANDIT WAS QUITE VIOLENT. OUR A/C THEN CLOSED IN SLOWLY DUE TO EVASIVE ACTION AND LOW ALTITUDE. OUR A/C'S HEIGHT WAS ABOUT 100 FT. DURING THE LATTER PART OF THE CHASE WITH AIRSPEED ABOUT 210 MPH, BANDIT'S AIRSPEED BEING 200 MPH. OUR A/C WAS CLOSING IN TO 1500 FT. RANGE WHEN IT'S A.I. EQUIPMENT TEMPORARILY WENT OUT OF COMMISSION. BEING AT OVERTAKING SPEED, OUR A/C WAS ABLE TO OBTAIN A VISUAL OF THE BANDIT 1000 FT. AHEAD, SLIGHTLY ABOVE AND 10 DEGREES TO STARBOARD. VISIBILITY WAS QUITE HAZY AND IDENTIFICATION WAS VERY DIFFICULT. HOWEVER, THE BANDIT WAS IDENTIFIED AS A JU-88. OUR A/C FIRED A TWO SECOND BURST FROM 600 FT. AND OBSERVED TWO CANNON FLASHES (HIGH EXPLOSIVES). ONLY ONE CANNON WAS FIRING. VISUAL WAS IMMEDIATELY LOST WHEN BANDIT TURNED TO PORT VERY SHARPLY AND GAVE RETURN FIRE FROM HIS VENTRAL GUNS. TRACERS PASSED TO OUR A/C'S PORT BUT NO DAMAGE WAS SUSTAINED. THIS ACTION TOOK PLACE 20 MILES TO 40 MILES NORTH OF CAPE CORSE.

OUR A/C IMMEDIATELY ASKED CONTROL FOR HELP AND THEY LOST THE BANDIT TEMPORARILY BUT WERE SOON ABLE TO VECTOR OUR A/C. OUR A/C'S A.I. EQUIPMENT BEGAN TO WORK AGAIN AND CONTACT WAS AGAIN OBTAINED AT 4 MILES, HOWEVER, BANDIT WAS HEADING NORTH AND SOON FADED FROM OUR A/C'S SCOPE.

CLAIM WAS MADE FOR AND VERIFIED AS ONE JU-88 DAMAGED.

NARRATIVE OF COMBAT. NIGHT OF 20 JULY, 1944.

OUR A/C, AIRBORNE AT 2140 WAS VECTORED BY "SET SQUARE" CONTROL STATION ONTO A BOGEY AT 2310. AT 2315, OUR A/C RECEIVED WORD THAT BOGEY WAS CONFIRMED BANDIT AT 1000 FT. ALTITUDE AND AT 2320 OUR A/C MADE CONTACT ON BANDIT JUST SOUTH OF PIANOSA ISLAND. AT 2325, OUR A/C CALLED THAT HE HAD SHOT DOWN THE ENEMY A/C AND THAT IT HAD HIT THE WATER. OUR A/C AGAIN CALLED AT 2329 TO STATE THAT HE WAS GOING LOWER AND LOOK FOR WRECKAGE. THIS WAS THE LAST MESSAGE RECEIVED FROM OUR A/C BY THE CONTROLLER.

A SEARCH OF THE AREA AT DAWN REVEALED MUCH DEBRIS FROM BOTH ENEMY AND OWN A/C, INCLUDING DINGHIES FROM BOTH A/C. IT IS EVIDENT THAT OUR A/C DESTROYED THE ENEMY A/C BEFORE CRASHING HIMSELF. CAUSE OF OWN A/C'S LOSS IS NOT KNOWN.

CLAIM WAS MADE FOR AND VERIFIED AS ONE ENEMY A/C (UNIDENTIFIED) DESTROYED IN THE ABOVE AIRCREW'S NAME. IT IS BELIEVED THAT OUR A/C HIT THE WATER WHEN THE PILOT WENT DOWN TO SEARCH FOR SURVIVORS FOR INTERROGATION. LOST CREW WAS LT. INGLIS AND F/O HEARNE-RO.

NARRATIVE OF COMBAT. NIGHT OF 19 OCTOBER, 1944.

OUR A/C WAS AIRBORNE AT 1755 HRS. AT 1800 HRS, OUR A/C WENT ON PATROL WITH "MATURE" CONTROL STATION IN THE AREA OF ST. TROPEZ, FRANCE, AT AN ALTITUDE OF 8000 FT. AT 1852 HRS, OUR A/C WAS TURNED OVER TO "MIMIC" CONTROL STATION, WHO SENT IT DOWN TO DECK LEVEL AND GAVE OUR A/C VECTORS ONTO A BOGEY. FIRST INFORMATION RECEIVED BY OUR A/C WAS THAT BOGEY WAS FLYING AT DECK LEVEL APPROX. 10 MILES SOUTH OF NICE DOING ORBITS AND CHASE BEGAN AT A RANGE OF 12 MILES. OUR A/C GAVE CHASE AT 290 MPH PLUS AT DECK LEVEL IN GENERAL EASTERLY DIRECTION THROUGH VIOLENT EVASIVE ACTION. TWO FLEETING A.I. CONTACTS WERE OBTAINED AT 4 MILES. BOGEY WAS DOING 300 PLUS MPH AT HEIGHTS RANGING FROM 100 TO 500 FT. AT 1930 HRS, "MIMIC" STATED THEY COULD HELP OUR A/C NO FURTHER AND IMMEDIATELY AFTERWARDS, A.I. CONTACT WAS OBTAINED AT 3 MILE RANGE, WITH BOGEY READING 40 DEG ABOVE DEAD AHEAD. OWN A/C'S HEIGHT WAS THEN AT 1000 FT. BOTH A/C WERE, AT THE TIME, OVER THE ITALIAN COAST HEADING NORTHEAST. BOGEY BEGAN CLIMBING AND OUR A/C FOLLOWED THRU A.I. CONTACT TO AN ALTITUDE OF 9000 FT. WHERE VISUAL WAS OBTAINED AT RANGE OF 500 FT. 20 DEG. ABOVE. OUR A/C CLOSED IN TO 100 FT. AND IDENTIFIED BOGEY AS A JU-188, THEN DROPPED BACK TO 400 FT. RANGE AND FIRED A LONG BURST FROM DEAD ASTERN 15 DEG. BELOW BANDIT OBSERVING HIGH EXPLOSIVE STRIKES ON REAR FUSELAGE JUST FORWARD OF TAILPLANE. BANDIT FIRED A VERY SHORT BURST OF TRACER WITHOUT RESULT AND FELL OFF TO PORT IN A STEEP SPIRAL DIVE, NEAR VERTICAL IN THE EXCESS OF 4000 FT. PER MINUTE RATE OF DESCENT. VISUAL WAS HELD AND OUR A/C FOLLOWED BANDIT EARTHWARD FIRING A LONG AND A SHORT BURST ENROUTE. AT 4000 FT. ALTITUDE, BANDIT, SHOWING NO INDICATION OF PULLING OUT OF STEEP SPIRAL DIVE, WENT INTO A CLOUD LAYER AND VISUAL WAS LOST AND IMMEDIATELY AFTERWARDS A.I. CONTACT WAS BROKEN. OUR A/C DID NOT FOLLOW BANDIT THRU CLOUDS AS THE AIRCREW WAS NOT FAMILIAR WITH THE SURROUNDING COUNTRY. POSITION AT THE TIME WAS UNKNOWN BUT APPROXIMATED AS 10-15 MILES SOUTHEAST OF CREMONA, ITALY. OUR A/C FLEW SOUTHWEST FOR 20 MINUTES, CONTACTED "MIMIC" AND RESUMED PATROL EAST OF ST. TROPEZ.

ENEMY A/C'S RATE AND MANNER OF DESCENT OVER MOUNTAINOUS TERRAIN JUSTIFIED THIS AIRCREW'S CLAIM OF ONE JU-188 PROBABLY DESTROYED. THIS WAS VERIFIED AS SUCH. PROBABLY DESTROYED BY LT. H.J. ALLEN AND LT. W.E. GRINNELL.

NARRATIVE OF COMBAT. NIGHT OF 30 NOVEMBER, 1944.

OUR AIRCRAFT WAS AIRBORNE AT 2045 HRS OH PATROL MISSION WITH "TURNSCREW" CONTROL STATION OFF COAST OF NICE. AT 2213 HRS OUR A/C TURNED OVER TO "MIMIC" CONTROL STATION AND GIVEN A VECTOR OF 200 DEG. ONTO A BANDIT REPORTED APPROXIMATELY 15 MILES NORTH EAST. REDUCING ALTITUDE FROM 6000 FT. AND MAINTAINING A SPEED OF 280-285 MPH OUR A/C OBTAINED A.I. CONTACT AT 2 1/2 MILE RANGE AT HEIGHT OF 1000 FT. BANDIT READING 20 DEG. ABOVE DOING APPROXIMATELY 270 MPH. POSITION AT TIME OF CONTACT WAS AT APPROXIMATELY 30 MILES SOUTH, SOUTHEAST OF CANNES, FRANCE. OUR A/C CLOSED IN TO 2000 FT. WHEN VISUAL WAS OBTAINED AT 2250 HRS. ONTO BANDIT WHO WAS FLYING TO OUR STARBOARD GIVING NO EVASIVE ACTION. AT RANGE OF 200 FT. OUR A/C IDENTIFIED THE BANDIT AS A JU-88. FROM DEAD ASTERN, AT 150 FT. RANGE OUR A/C FIRED A SHORT BURST OBSERVING STRIKES ON ENEMY'S STARBOARD WING AND PIECES OF ENEMY WING BREAKING OFF AND STRIKING OUR HORIZONTAL STABILIZER. THE ENEMY A/C THEN PEELED OFF SHARPLY TO PORT AND WENT INTO A STEEP DIVE LOSING OUR VISUAL AND A.I. CONTACT. THE ENEMY A/C REPORTED ON 048 DEG. LOSING ALTITUDE AND OUR A/C PURSUED THE ENEMY IN A NORTHEASTERLY COURSE RECEIVING MUCH A.I. INTERFERENCE INDICATING USE OF WINDOW. THE CHASE ENDED IN THE GULF OF GENOVA, ITALY AT 2255 HRS. THE ATTACK APPARENTLY TOOK THE ENEMY BY SURPRISE. THERE WAS NO DAMAGE TO OUR A/C. NORMAL PATROL WAS RESUMED WITH "TURNSCREW" WITHOUT FURTHER INCIDENT.

CLAIM WAS MADE FOR AND VERIFIED AS ONE JU-188 DAMAGED BY 2ND LTS ANDERSON AND WELFLEY-RO.

NARRATIVE OF COMBAT. NIGHT OF 15 DECEMBER, 1944.

OUR AIRCRAFT WAS SCRAMBLED AFTER A BANDIT AT 2240 HRS. AND VECTORED BY "PINTO" CONTROL STATION. BANDIT REPORTED AT DECK LEVEL SOUTHEAST OF MARSEILLES. AT 2300 HRS OUR A/C OBTAINED A BRIEF A.I. CONTACT AT 3 1/2 MILE RANGE WHILE DOING 270 MPH. BANDIT WAS HEADING WEST AT HEIGHT OF 200 FT. DOING APPROX. 250 MPH. CONTACT WAS LOST WHEN BANDIT TURNED TOWARD US ON PARTIAL HEAD-ON. FAST ENCLOSURE AND INTERFERENCE OF GROUND RETURNS PROHIBITED COMPLETED INTERCEPTION. WITH HELP OF CONTROL, A.I. CONTACT WAS REGAINED AT 2310 HRS. BANDIT WAS HEADING EAST AT 200 FT. SOUTH OF ST. TROPAZ, FRANCE. OUR A/C CLOSED IN TO 700 FT. RANGE WHERE VISUAL WAS OBTAINED AND BANDIT WAS

IDENTIFIED AS A JU-188. OR A/C THEN CLOSED TO 600 FT. AND FIRED A TWO SECOND BURST FROM DEAD ASTERN OBSERVING NO RESULTS. VISIBILITY AT TIME RANGED FROM 500 FT. PLUS. VISUAL WAS LOST AS BANDIT STARTED VIOLENT EVASIVE ACTION. CONTINUED CHASE ON A.I. AND AT 2335 ANOTHER VISUAL WAS OBTAINED AND OUR A/C IMMEDIATELY FIRED A 1/2 SECOND BURST FROM 500 FT. RANGE WITH ABOUT 10 DEGREE DEFLECTION AT HEIGHT OF 200 FT.. OBSERVED STRIKES ON PORT WING OUTBOARD OF ENGINE NACELLE. LOST VISUAL BUT CONTINUED CHASE AT ALTITUDES VARYING FROM 100 TO 500 FT. CONTACT ON A.I. WAS LOST AND REGAINED INTERMITTENTLY DUE TO OUR AIRCRAFT'S BLOWN EXHAUST STACK WHICH GAVE OUR POSITION AWAY WITH 3000 FT. RANGE OF ENEMY A/C. DURING THE CHASE, AFTER TARGET KNEW OF OUR PROXIMITY, THE EVASIVE ACTION VARIED ACCORDING TO WHETHER THE ENEMY COULD SEE OUR A/C APPROACHING OR NOT. AT 0005 HRS. CONTACT WAS LOST IN GROUND RETURNS IN VICINITY OF SPEZIA, ITALY. VECTORED HOME BY "TURNSCREW", "MIMIC", "GALLEY" AND "DOGLEG" CONTROLS AND HOMER.

CLAIM WAS MADE FOR AND VERIFIED AS ON JU-188 DAMAGED BY MAJ C.R. MCCRAY AND 1ST LT R. D. HAMILTON-RO.

NARRATIVE OF COMBAT. MORNING OF 17 FEBRUARY, 1945.

OUR AIRCRAFT WAS AIRBORNE AT 2325 FOR PATROL MISSION WITH "TURNSCREW" CONTROL STATION. WAS VECTORED AFTER BANDIT REPORTED 20 MILES EAST OF CAP MELE, FRANCE HEADING SOUTHWEST AT HEIGHT OF 1000 FT. DOING 230 MPH. FIFTY MILES SOUTHEAST OF NICE BANDIT TURNED IN EASTERLY DIRECTION AND OUR A/C OBTAINED A.I. CONTACT AT 0225 HRS. AT 5 MILE RANGE. WHILE OUR A/C WAS AT HEIGHT OF 2500 FT. SPEED WAS INCREASED TO 300 MPH IN DIVE TO HEIGHT OF 1000 FT. CLOSING IN RAPIDLY. WHEN RANGE CLOSED TO 8000 FT. BANDIT COMMENCED A SLOW CLIMB. AT 1500 FT. RANGE OUR A/C SIGHTED GREEN TAIL LIGHT 10 DEG. ABOVE AND CLIMBED TO FOLLOW INTO INTERCEPTION. BANDIT MADE HEIGHT OF 1800 FT. WITH OUR A/C DIRECTLY BEHIND WITH CONSIDERABLE OVERTAKING SPEED. WHILE OUR A/C DIRECTLY BEHIND BANDIT AND APPROX. 10 DEG. BELOW BANDIT'S DORSAL GUNS OPENED FIRE UPON US WITH RESULT. HAVING EXCESS SPEED OUR A/C BROKE OFF TO PORT AND OBTAINED A CLEAR PROFILE VIEW OF BANDIT AND IDENTIFIED SAME AS AN ME 210/410. WHEN OFF TO PORT OF ENEMY A/C, OUR A/C THROTTLED BACK TOO ABRUPTLY CAUSING AN EXHAUST FLAME AND ENEMY A/C AGAIN FIRED UPON OUR A/C AND AGAIN WITHOUT RESULT. OUR A/C THEN LOST ENOUGH SPEED TO SLIDE IN BEHIND AT WHICH TIME TARGET COMMENCED TO DIVE. FROM A RANGE OF 400 FT. OUR A/C FIRED A SIX SECOND BURST, RESULTS NOT OBSERVED AND RECEIVING AGAIN INEFFECTIVE RETURN FIRE. WHILE STILL IN A SLIGHT DIVE OUR A/C AGAIN FIRED A BURST OF ABOUT 2 1/2 SECOND DURATION AND OBSERVED ENEMY'S PORT ENGINE EXPLODE WITH A FLAME WHICH MOMENTARILY ILLUMINATED THE ENTIRE PORT SIDE OF THE ENEMY AIRCRAFT. THE ENEMY'S PORT WING APPEARED TO BREAK OFF JUST OUTBOARD OF THE ENGINE NACELLE. THE ENEMY CEASED FIRING UPON OUR A/C AND APPEARED TO BE LOSING HEIGHT AND FORWARD SPEED. AT A HEIGHT OF 1200 FT. OUR A/C PASSED OVER WHERE THE ENEMY HAD BEEN, PULLING UP TO AVOID LARGE FRAGMENTS OF BURNING OR GLOWING DEBRIS. AT 1500 FT. OUR A/C FLEW STRAIGHT AND LEVEL FOR A FEW MINUTES AND CONTACTED "TURNSCREW". PLOT OF BANDIT HAD FADED FROM THEM AND WE WERE VECTORED HOME. THE ENEMY A/C WHEN LAST SEEN WAS IN A 20-30 DEG. VERTICAL DIVE AND 25-35 DEG. STARBOARD BANK AT 1000 FT. ALTITUDE. THE ENEMY A/C WAS NOT ACTUALLY SEEN TO CRASH. THE DAMAGE INFLICTED WAS OF SUCH VITAL NATURE THAT THE ENEMY SEEMED IMPOSSIBLE OF SUSTAINED FLIGHT OR OF CRASH LANDING.

CLAIM WAS MADE FOR AND NOT VERIFIED AS ON ME 210/410 PROBABLY DESTROYED BY 2ND LTS R. W. CONDON AND R.M. CORNWALL-RO.

END OF NARRATIVES.

