



Lt. Fred Engstrom

0-780555

T.O. - Landing  
5840 - Subject  
6440 - secondary

Squadron Call      Eating  
                                 + AC. Phonetics  
~~8~~  
~~Mata~~

A. 40<sup>th</sup> Combat Wing

B. 1<sup>st</sup> Air Division

C. Fighters

D. Air-sea Rescue Colgate

A. Channel For homing  
Subject DF.

B. Channel other stations

Vermont = call for B homing

40<sup>th</sup> CBW Channel A-VHF  
callsign - Foxhole  
306 Aldis letter ass. "H"  
Head - white  
Low - Green  
High - Amber

### Flare assignments

Head - Yellow - Yellow  
Low - Red - Green  
High - Red - Yellow

### S-off

Cranfield - Low

Henlow - High

I

February 20, 1945

Nurnberg - clouds up to 24,000'.  
Group was broken up while  
penetrating clouds. Sqdn. went  
on into the target. Some  
flak over target and on  
return - light damage, none  
to our ship. Flew as  
co-pilot. 683 - "MQ"

One enemy fighter sighted,  
probably single jet propelled.  
Saw a Fort spin down  
over the target.

II

February 21, 1945

Nurnberg

Some flak before target  
and over target - no  
damage. Target covered  
(10%) with clouds. Flying  
no. three ships in the low  
element of the high  
sqds. Got into dangerous  
prop wash. Flew as  
co-pilot. "F" - eating

## III

February 22, 1945

Wittstock - A twelve thousand foot mission today. Each group hit a different target - small railroad junctions. Saw two twin jet propelled planes fly directly overhead from twelve o'clock at very close range - no one fired on them and they didn't attack our group. This was the 306<sup>th</sup> three hundredth mission - low formation over the field

for morale; -708-P-  
on return.

Form 1 time - 9:30

Empty fifty case ~~was~~  
from ship in front of us  
was knocked through the  
funnelage when it hit  
the number two prop.

## IV

February 23, 1945

Plauen - Another one of those low altitude missions. We really took a long tour through Germany, a nice big half circle. Entered up by Belgium and came out along the Alps. Saw three bunches of light flak. Our escort knocked out some 109's right below us as we were crossing the Rhine. Coming back we were separated from the squadron in the clouds and dropped down on

The deck. Joe couldn't  
pick us up and after  
flying at 500' over  
what we believe now  
to have been France  
we called air-sea  
rescue and were  
guided into Manston  
under zero conditions

"F

11:20

V

February 26, 1945

Berlin - Yep, we hit big B today. The flak over the target was pretty thick and accounted two ships in the group following us went down. Of course as usual the older guys said it wasn't as bad as it used to be. Over the target we had a run away prop. and sweat it out until we got it to come back again. We need a

lot of gas as did  
everyone else and left  
the ~~target~~ squadron  
at Belgium. When we  
landed we had about  
one hundred gallons  
of gas left.

708-P

9:00 hrs.

**VII**

February 28, 1945

Hagen - The easiest yet. Saw no flak at all but there was some low over the target. This was the first mission Bob flew with us.

376-F

8:31

VII

~~February~~ March 1, 1945

Necharulanam — Another  
easy mission — milk run.  
Got no flak over the  
target and encountered  
only one barrage on  
the way in. Flew with  
our entire crew.

116 T 8:45

VIII

March 2, 1945

BOHLAN<sup>E</sup>

- Today we were really checked out on flak, it was bursting all around us and very close - you could see the orange flash and hear the explosion. The evasive action was really fierce - I didn't think it possible to keep in formation in such steep turns but it seemed quite easy at the time. It was a long mission and

we were one of four  
that returned with  
the squadron to the  
field. Although the  
flak was heavy we  
had no damage but  
saw a 17 directly in  
front of us get it and  
watched him plummet  
earthward until he  
vanished through the  
clouds.

418 J

9:41

## IX

~~Feb~~ March 7, 1945

Giessen - Not a bad raid today, saw a lot of flak over our primary but none was close to us. A couple of ships from our Gp. collided over the target both made it back to friendly territory. There was a  $\frac{10}{10}$  cloud coverage all over today so we made an instrument let down. Visibility was so poor we

landed at the wrong  
field by mistake.

Our gas tanks were  
nearly dry so we  
refuelled and came  
on home. The engineer  
said one tank was  
completely dry and ~~the~~ one  
other engine was running  
on fumes.

910-B

8:20

X

March 8, 1945

Gelsenkirchen

- Today we had what I would call a good mission. We saw some flak but most of it was bursting some distance away and we were able to avoid it. Today we had clouds all the way, <sup>10</sup>/<sub>10</sub>, another instrument let down.

153-G

7:00

XI

March 14, 1945

Hildesheim - Another of those low altitude missions - 12,000'. The target was visual and we really did a job. The only flak we saw was a very few bursts at close range as we turned off the target. A fairly nice mission all in all.

616-X

8:00

XII

March 15-1945

Jossen - Not a bad mission but was long and it got plenty tiresome. We got no flak that was close to us on the entire mission. We were sweating our gas supply when it looked as though the line from our left hand feeder tank was clogged but it broke loose after we left the target. Visual.  
516. M 9:05

### XIII

March 18, 1945

Berlin - This makes two on big B. The fuel, one was duck soup compared to today's mission. There was about a 3/10 coverage over the target and they put up the steel. They had our course and altitude. Near bursts threw the ship around like a feather in the breeze, it seemed as though they exploded right in the bomb bays. Nearly

everyone got some flak.  
We counted seventeen holes  
in our own ship and  
undoubtedly there were more.  
Today was my first  
jab at element lead  
and it could be a good  
job I believe. Those hours  
really drag by though and  
your bottom complains  
plenty after a few hrs.  
of that formation.

585-14

9:25

## XIV

March 19, 1945

Blauon - We rendezvoused in France today because of the low ceiling and the high clouds over England. Saw the Eiffel tower in Paris from 10,000' - yeh, quite a tower. Contrails ~~where~~ were so heavy and persistent over the cont. it seemed as though we were flying through clouds the entire mission.

Our squadron was separated from the group in the contrails and were sweating out bandits reported in the area.

When letting down Del. couldn't clear his ears and we were forced to stay at altitude while the rest of the formation descended. We joined the formation again in about an hour and let down through the clouds with them. But Del in an ambulance and rushed him to the hospital. He was not seriously hurt 585-K  
9:20

XV

March 21, 1945

Akine - The first short mission we've had. We hit airfields just across the Akine. The flak was very light and all in all the mission very good.

910-B

7:20

XVI

March 22, 1945

~~Atta~~ Feldhausen —

Another short one today —  
army headquarters  
behind the Rhine.

It was visual and the  
pictures taken showed  
we really blasted it.  
We returned to the field  
in group formation. I  
was first to feel off and  
couldn't get the thing  
rolled out on the runway —  
landed about three-fourths

of the way down.

There was quite a bit of flak over the target but none close. A few enemy fighters were seen but none attacked us.

910 - B

7:00

## XVII

March 23, 1945

Goesfeld - Another good mission; the shortest yet. We flew the high element in the high squadron, the second time I've flown an element lead. The high squadron was the only squadron which really hit the target. The only flak we saw was after we left the target and that we avoided by a

sharp turn. No fighters  
and no damage. Joe  
and Sherman were  
both grounded because  
of colds so we flew  
a different navigator  
and ball turret.

153 - G

6:40

XVIII

March 24, 1945

Vecta<sup>by</sup> — They pulled me  
out of the sack at two  
o'clock this morning.  
We rendezvoused while  
it was still dark and  
was out over the ~~target~~  
channel by seven thirty.  
We hit the target on  
a visual run and  
wiped it off the map.  
Didn't see any flak  
or fighters — good mission.  
Returned to the base at  
1105. Felt pretty hot

today - was the only  
ship of the first  
four to pull off that  
landed because of  
the strong 80° cross wind.  
"Here's that white scarf"

869<sup>th</sup> Sqdn.

896 X

5:55

XIX

March 28, '45

Berlin - This is the third on big B and I hope the last. Weather was more of a hazard today than flak although they put up a lot over the target but it wasn't too close. Coming back the grp. broke over France and came back alone. The tops of the clouds

were a 20,000 the  
bottom or base at 800'.  
I flew in the lead  
ship of the high Sqdn.  
with Capt. Norway.

362  
~~632~~-L

8:20

XX

April 3, 1945

Keil - Was roused out of the sack at 12:30 this morning but take off was delayed for seven hours so we went back to the sack at six o'clock in morning. We did take off this afternoon though and went on the same mission as briefed this morning. We got back to the field tonight at eight thirty - a

long day. A few deputy  
lead for the first time  
yesterday and had to  
take over the squadron.

We took over when we  
hit the English coast  
and went out to the  
stand off area.

Very little flak over  
the target - weather was  
the most danger - heavy  
clouds all the way.

359-S

8:45

XVI

April 4, 1945

Fossburg - Things are getting rougher. Made it back to the barrack from yesterday's mission at eleven o'clock and they get us up at one thirty this morning - rough. Another low altitude raid today - 12,000'. Was suppose to hit the target visual but the visual run made wasn't to good because of E10 cloud

Another deputy lead in  
but no trouble today.

910-B

9845

XXII

April 5, 1945

Weiden - Up at one  
thirty again this  
morning. Rendezvoused  
in France because of  
bad weather. We  
bombed from 15,000'  
today - another low  
altitude raid. Coming  
back we let down  
to within a thousand  
feet of the ground to  
get under the low  
clouds. Scrimming

along over ground  
where two weeks ago  
the ground troops  
were killing the Hun.  
saw bridges blown  
away - buildings and  
whole towns nothing  
but rubble; trenches  
and huge shell holes,  
scattered over the  
country side. Also  
saw over farmers  
using oxen to work  
in their fields. No planes  
or fighters. Flew group  
deputy lead.

359-5

11:15

XXIII

April 7, 1945

Wesendorf - Out of the  
sack this morning  
at one thirty but did  
not take off until  
ten twenty because of  
bad weather. The  
target today was  
visual and the grp.  
fairly wiped it off  
the map. We got  
no flak but saw  
a couple of ME 262  
jet directly overhead.

They did not attack  
however. I flew my  
first squadron  
lead today, quite  
an experience. Did  
a let down over  
the splasher tonight  
on return. Was a  
bit screwed up but  
it worked out okay.

We bombed today  
at 14,500'.

359 - S

8:45

XXIV

April 14, 1945

Roosan - Got us out of the sack at one o'clock this morning. Took off while it was still dark and climbed up on instruments. The AS indicator in the ship was over ten miles an hour off so until we caught on by having everyone asking for an air speed check we kept stalling everyone out while.

rendezvousing. The  
auto-pilot was almost  
out so we gave the  
boys a hard time  
most of the day.  
We flew the bomb run  
manual, probably one  
of the very few PDI  
runs made in the last  
year. Flew lead of  
the high squadron.  
Got no flak and no  
fighters. Bombed at 19,000'

724-U

8:25

XXV

April 18, 1945

Rosenheim - Stayed in  
the sack until five  
thirty this morning.

Took off at nine thirty.

The snow covered Mts.

in southern Germany

were really beautiful.

We hit a marching  
yard just out of

the Mts. Ran into

some unexpected flak

at the I.B. but as we

were taking our interval

~~then~~ they fired on the  
lead and we were  
able to avoid it.

Saw no fighters and  
got ~~no~~ flack. Had  
no damage. Lead  
the high squadron  
today.

362-2

10:00

April 19, 1945

Last mission the  
group flew.

May 8, 1945

V-E Day

Al Smart  
807 East Jane St.  
Valdosta, Georgia  
31601

Left  
Gau Königshofen

23 Feb. 1946 1100 hrs

Reached Le Havre

26 Feb. 1946 0300 hrs

Left Le Havre

2 Mar. 1946 1500 hrs

Arrived New York

10 Mar. 1946 1600 hrs

Left Camp Kilmer

12 Mar. 1946 1400 hrs.