

Lt. Joseph D McIntyre USAAF
European Theater of Operation
June 1943-October 1944

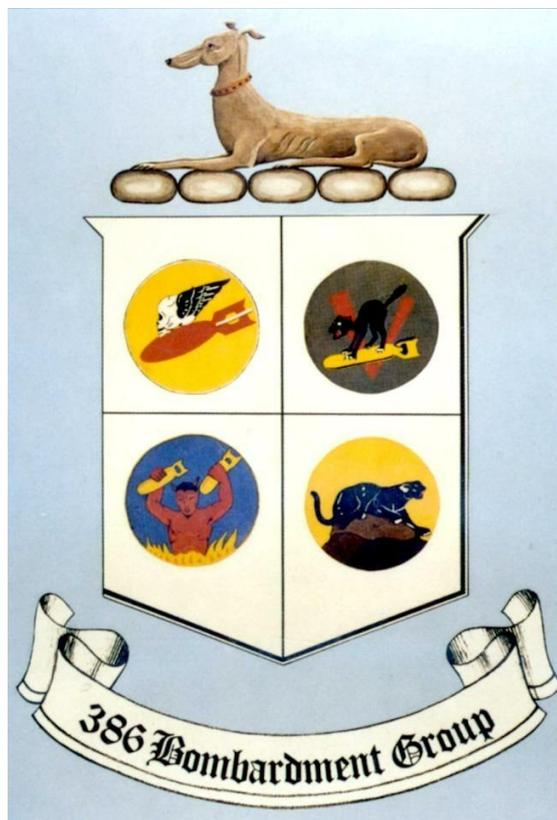


Table of Contents

DEDICATION	3
FORWARD AND ACKNOWLEDGEMENT.....	4
MARTIN B-26 MARAUDER.....	5
Duty Stations/World War II.....	6
Commanders.....	6
Campaigns.....	6
Decorations.....	6
386 th Bomb Group Squadrons	7
MILITARY SERVICE AND DECORATIONS	8
CHESTER P. KLIER DIARY 386 th BOMBARDMENT GROUP	9
B-26 AIRCRAFT ROSTER.....	20
B-26 MISSION ROSTER	21
COMBAT MISSIONS.....	22
PHOTOS.....	28
NORMANDY INVASION NARRATIVE.....	41

DEDICATION

This is dedicated to my father, Major Joseph D. McIntyre, and all the other airmen who flew countless bombing missions in the European Theater of Operation with the 9th Army, United States Army Air Force, 386th Bombardment Group throughout World War II. They all served with pride, dedication and willingness to risk their lives time and time again in their service to friends, family and country. They all truly deserve the recognition they earned as being “The Greatest Generation”.



Lt. J.D. McIntyre receiving the Purple Heart Medal

FORWARD AND ACKNOWLEDGEMENT

Typical of so many servicemen, my father came home from war and buried the memories of what he referred to as “a job that needed to be done”. I started out with a simple curiosity to visit the locations where the 386th Bombardment Group was stationed during World War II. In so doing, I made the acquaintance of four wonderful people. Richard Turner, Chairman and Historian of the Boxted Airfield Museum; Lucy May Maxwell, Website Engagement Officer at The American Air Museum Britain; Mike Smith, the creator and director of his website, b26.com and posthumously, Chester Paul Klier who served with the 386th Bomb Group and became the Group Historian.

With the help and guidance of these dedicated individuals I have not only chronicled the World War II combat missions of my father, Major Joseph D McIntyre, but have also been able to glimpse into the life and times of those who served so courageously. I sincerely hope you find within, as I have, a heightened respect and appreciation for the sacrifices made by so many for us.

I extend my greatest and sincerest appreciation to Richard, Lucy May and Mike for all the assistance they provided during my explorations. To all of you, thank you for your support and your efforts in preserving this important history.

Kindest Regards,

Tully McIntyre

MARTIN B-26 MARAUDER

The B-26 bomber was designed and built by the Glen L. Martin Company, an aircraft and aerospace manufacturer, founded by aviation pioneer Glen L. Martin. The designer, Peyton M. Magruder, was 26 years of age and came to the Martin Company by way of the US Naval Academy and the University of Alabama.

The B-26 Marauder was loved by some and hated by many. It was the most controversial Allied Aircraft in World War II. It came about as a result of an Army Air Corp requirement set forth in January 1939 for a twin engine, high speed, medium (altitude) bomber. Magruder was well ahead of his time when he designed an airplane that would utilize a high wing loading to reduce drag and allow higher cruising speeds. Of the four designs submitted, Martins' received the highest score from the Army and was awarded the contract. The concept did not come without a price. The thinner wing required a much faster than normal takeoff and landing speed of 150 MPH. The bomber had a top speed of 315 MPH and a cruising speed of 266 MPH. The advanced design would be largely responsible for the problems that plagued the airplane after it went into service.

Martin received an initial order for (201) B-26's without so much as a single prototype let alone a pre-production aircraft for evaluation. The deteriorating situation in Europe and the Pacific necessitated the need for speed in production. The design was driven by the simple factor of pure speed. This was accomplished by selecting rather large engines, aerodynamic design and the incorporation of a small wing area with high wing loading. This produced an airframe that surpassed specifications but provided an aircraft with deadly fast takeoff and landing speed. The aircraft became very unstable below 150 MPH requiring proper training and piloting skill. The aircraft soon earned the nickname "Widow-Maker" and multiple crashes generated the mantra "one a day in Tampa Bay".

The aircraft were grounded in April 1941 for study and consideration. This resulted in a re-designed B-26 with a (6) foot increase in wingspan and a taller vertical tail fin. The engine HP was increased from 1,850 HP each to 2,000 HP each. Other mechanical additions and revisions occurred thru subsequent production models with a total of 5,288 Marauders being built. One notable problem involved the carburetion. It was discovered that the new "aromatic" fuels were deteriorating the diaphragms in the carburetors. The resultant engine failure caused many crashlandings, particularly upon takeoff.

In time with the proper flight training, modifications and design improvements, the B-26 became loved by those who flew and fought in them. The aircraft ultimately achieved the lowest loss rate with the highest success rate of all the bombers in World War II. The 386th Bombardment Group in particular, achieved the most successful record of all the Marauder Groups. They were awarded special meritorious recognition during 1943-44 and were selected to be the final group to bomb the beaches and gun emplacements in the Normandy Invasion just minutes prior to the landing of the ground forces.

386th BOMBARDMENT GROUP

Duty Stations/World War II

1. MacDill Field, Fla, Dec 1, 1942
2. Lake Charles Army Air Base, La, Feb 9-May 8, 1943
3. Snetterton Heath, England, Jun 3, 1943
4. Boxted, England, Jun 10, 1943
5. Great Dunmow, England, Sep 24, 1943
6. Beaumont-sur-Oise, France, Oct 2, 1944
7. St Trond, Belgium, Apr 9-Jul 15, 1945
8. Seymour Johnson Field, NC, Aug 7, 1945
9. Westover Field, Mass, Sep 30-Nov 7, 1945

Commanders

1. Col Lester J Maitland, Dec 1, 1942
2. Col Richard C Sanders, Nov 18, 1943
3. Col Joe W Kelly, Jan 22, 1944
4. Col Thomas G Corbin, Aug 25, 1944-1945

Campaigns

1. Air Offensive, Europe
2. Normandy
3. Northern France
4. Rhineland
5. Ardennes-Alsace
6. Central Europe

Decorations

Distinguished Unit Citation: European Theater of Operation, Jul 30, 1943-Jul 30, 1944

The 386th Bombardment Group was constituted on Nov 25, 1942 and activated on Dec 1, 1942. Equipped with B-26 Marauders they moved to England, arriving in June 1943. They operated with the 8th Air Force until being assigned to the 9th Air Force in Oct 1943. They flew their first missions in July 1943. They concentrated on airdromes, marshalling yards and gun positions during the first month of combat. They carried out an extensive campaign against V-weapon sites along the coast of France in the winter of '43-'44, and bombed airfields in Holland and Belgium during Big Week, Feb 20-25, 1944. The Group hammered marshalling yards, gun positions and airdromes prior to the Normandy Invasion and made

numerous assaults on bridges on the Seine in late May. On D-Day they struck coastal batteries, bridges, supply and fuel stores, gun positions and defended areas thru the balance of the Normandy Campaign. They supported the Allied Forces at Caen, participated in the massive blows against the enemy at St Lo on Jul 25, '44, knocked out targets to help clear the Falaise Gap of German forces in Aug, '44 and hit strong points at Brest during Sep '44. After moving to the Continent in Oct '44, they attacked strong points at Metz, flew missions to Holland, and assaulted defended areas, storage depots, rail yards and communications in Germany. They focused primarily on bridges during the Battle of the Bulge, December 1944-January 1945, in order to cut off enemy supplies and reinforcements. The Group converted to A-26's shortly after the Ardennes Campaign and continued to strike German communications, transportation and storage facilities until May 1945.

As a result of achieving the most outstanding record of all the Marauder groups, the 386th was specifically chosen to be the last group to bomb the Normandy Invasion beaches and gun emplacements just minutes before the Allied troops landed. The Marauder crews from both the 386th and 387th were the only bombers to hit their marks on D-Day.

386th Bomb Group Squadrons

The Group consisted of (4) Squadrons. The 552nd designated with RG- fuselage codes, the 553rd with AN- codes, the 554th with RU- codes and the 555th with YA- codes. They all had a single alphabetical letter after their main fuselage code. Many of the single letters were reissued as aircraft were lost in combat and crashlandings coming and going from their home bases.

MILITARY SERVICE AND DECORATIONS

Major Joseph D. McIntyre, World War II and The Korean War

J. D. McIntyre enlisted in the United States Army Air Corp January 13, 1942. He was assigned to the Bombardier School at Kirkland Field, Albuquerque, New Mexico. Following completion of the course, he accepted a commission and active duty, October 30, 1942 as a 2nd Lieutenant. On October 31, 1942 he received his completion certificate for the prescribed course and was ordered into active duty as an Aerial Bombardier. Additional flight training commenced December 1, 1942 at MacDill Field, Tampa Bay, Florida and at Lake Charles Army Air Base, Louisiana from February 9 thru May 8, 1943. He was promoted to the rank of 1st Lieutenant April 27, 1943.

The 386th Bombardment Group, comprised of the 552nd, 553rd, 554th and the 555th Squadrons arrived at Snetterton Heath, England on June 3, 1943 and moved to their first airbase at Boxted, England June 10, 1943 followed with moves to Great Dunmow, England September 24, 1943; Beaumont-sur-Oise, France October 2, 1944 and St. Trond, Belgium April 9, 1945 to July 15, 1945 when the Group returned to the United States arriving at Seymour Johnson Field, North Carolina August 7, 1945.

Lt. McIntyre received the Air Medal September 23, 1943; was awarded the Purple Heart January 13, 1944 for wounds received during combat December 30, 1943; and was awarded the Distinguished Flying Cross March 15, 1944. Additionally, from October 7, 1943 thru June 1944 he was awarded (11) Oak Leaf Clusters to be worn with the Air Medal and the EAME Ribbon with (4) Bronze Service Stars. Lt. McIntyre flew (66) combat missions during World War II. He moved into reserve duty December 5, 1945 and returned to his studies at the University of Washington. While in the Reserves he was promoted to the rank of Captain on October 24, 1946.

Captain McIntyre reentered active service duty August 27, 1947 and flew (47) combat missions during the Korean War. He was promoted to the rank of Major August 17, 1950 and was discharged from the United States Air Force on November 27, 1951. During his service in Korea, he was awarded his 12th, 13th and 14th Oak Leaf Clusters.



CHESTER P. KLIER DIARY 386th BOMBARDMENT GROUP

November 25, 1942 to October 31, 1943

From the Inception at MacDill Field, Tampa Bay, Florida to Great Dunmow, England

The 386th Bombardment Group was constituted by the United States Army Air Force (USAAF) November 25, 1942. It was comprised of (4) Bomb Squadrons, the 552nd, 553rd, 554th and 555th. They were activated by the 3rd Army and ordered to MacDill Field, Tampa Bay, Florida under Colonel Lester J. Maitland on December 1, 1942. Four B-26 Marauders were assigned to each squadron January 1, 1943 and training flights began. The first training phase lasted (6) weeks. The Group was then moved to Lake Charles, LA. The air echelon departed Feb 7, '43 arriving at Lake Charles Feb 9, '43.

All training was done at a squadron level. Flying began Feb 14, 1943 as scheduled at 08:00 hrs. but was halted at 11:30 hrs. to check all planes for compliance with Tech Order 01-35E-27 in the B-26 handbook. All planes from the 552nd and (5) from the 553rd were grounded, the 554th qualified (1) plane only and the 555th had (1) grounded. All flying began again on the 17th. At 15:55 hrs. aircraft #41-18157 blew a tire upon touch-down without any further damage and a near accident occurred as a gas truck crossed runway #14 while a plane was landing on that runway. Both the truck and the plane were from the 552nd. On the 21st the 552nd lost ship #41-18160 which crashed when the crew were testing a developmental, low level bombsight. Pilot Lt. B. R. Ostlind and Co-Pilot Lt. J. H. Blackwelder landed in a river bottom running south out of Lake Calcasieu with (2) crew members seriously injured. On the 23rd all aircraft were grounded for carburetor inspections. Several planes had been lost at MacDill and Barksdale when engines quit on take-off. The new aromatic fuels were deteriorating rubber diaphragms. In the six weeks the group trained at MacDill (15) planes had crashed due to one problem or another. On the 24th the Group Lockheed-Hudson B-34 tow-target ship crashed due to a fuel problem. Two crew members were killed when the plane exploded. The 552nd pilot 2nd Lt. Roy H. Andes died when he went back into the plane looking for the radioman who had not exited. Two other crew members were picked up 24 hrs. after the crash in the marsh. One of the men died of a toxic reaction to the insect bites.

Many days in March '43 had partial or total interruptions to the training flights due to weather conditions. The sun appeared on the 21st but the Louisiana weather struck again on the 24th. All training flights were cancelled due to flood waters nearly knee deep in places. The 3rd phase of training was completed on the 27th with 7,999:20 hrs. of group flying time accumulated out of the original goal of 8,000 hrs. On the 30th each of the four squadrons sent (3) ships on a cross country flight of 1,000 miles from Lake Charles to Houston, TX. then to MacDill Field.

Between April 2-5 '43, (51) aircraft made cross country flights to MacDill. On the 12th and 13th the 552nd and 553rd flew (4) mock missions for the Louisiana Blue Army Maneuvers. The objective was reached and bombed. On the 14th Lt. Leland Perry was talking with Lt. Ralph Marble about the need for short communication identification when talking over the radio. He said: When I say, "this is Mert", you will know it is me talking. "Mert" was a telephone operator on the popular Fiber McGee and Molly radio show of the time. Thus, the nickname "Mert's Flying Circus" was adopted on Lt. Perry's Marauder. The 15th involved the 552nd and the 554th on a practice mission to "surprise attack" mock enemy troops.

On April 16 '43, (6) flight crews left Lake Charles by train for Omaha, Nebraska to ferry new B-26 Marauder aircraft to Georgia. The crews were assigned B-26C aircraft at the Glen L Martin factory where

they pre-flighted their ships and took off on the 19th for Memphis, TN for refueling and an overnight stop. The next day they flew the final leg to Hunter Field, GA where they spent the night prior to boarding a morning train to Lake Charles. The next six days were a very busy time. The Group had been alerted for overseas movement. Personal shot records were updated, physical and dental exams were given to all and equipment was inspected repeatedly. Combat clothing and equipment was issued and made ready for shipment. Security talks were given to all personnel and security silence was invoked. For months, the big push was to complete training and to get overseas into combat. Now that actual orders had been received, a time of reflection settled over the Group members.

The entire air echelon boarded a train bound for Selfridge Field, Michigan on April 27th. The train left at 21:05 hrs. The typical day on the train seemed as if they were always in line for something, shaving, eating, then a few rounds of cards and back in line for the next meal. The train arrived on the 29th at St Louis, Missouri for supplies and another train crew. They continued onto the northern plains arriving the next day at Selfridge Field to a cold spring rain which was soon forgotten as they viewed the new B-26B and B-26C model ships they were to be assigned. The next 2 or 3 weeks would be very busy working long hours with their individual aircraft, checking, modifying, installing equipment and making final tests. By May 17th crews from all four squadrons were winding up refinements at Selfridge Field. Various nicknames and designs were being painted on the sides of the noses of the planes. The 552nd had ship names like Winnie, Black Magic, Geronimo, Mert's Flying Circus, Hot Pistol, Pansy Yokum, Crescendo, Gambler's Luck, Slightly Dangerous, Danny Boy and The Deacon.

Planes from the 555th were the first to leave Selfridge Field May 18th, led by Major Sherman Beaty, on a fuel consumption hop to Hunter Field, GA. Planes were weighed for maximum allowable loads and all aircraft record books were checked. They had to be current before receiving clearance to leave the field. Group planes continued to arrive at Hunter Field via Nashville, TN and Birmingham, AL. "Shadrack" was among them with a fuel consumption test of 125 gal. of fuel used per hr. On the 24th several of the 552nd aircraft took off for Hunter Field, Ga. They were the last of the 386th Bombardment Group to clear Selfridge Field.

The ground echelon received orders May 26th to board a troop train at Camp Kilmer to the port of embarkation in New York. They arrived on the 27th at Hoboken, New Jersey and were ferried across the Hudson River to Pier 79 to the huge "Queen Elizabeth". Enlisted men were able to sleep in bunks every other night. On odd nights they slept in the halls or out on the enclosed decks. There was a regulation against sleeping on the open decks. Officers were crammed eighteen each to a small stateroom. The Queen Elizabeth was a fast ship which could proceed along unescorted by sailing an evasive course. Every 20 minutes it would violently change course to foil any enemy submarines trying to intercept their course. Fire and life-boat drills were held daily. Any leftover time was usually spent playing cards and shooting crap.

On May 29th planes began leaving Langley Field for Presque Isle, Maine. Early departees arrived as planned. A weather system moving across the upper New England coast forced the later flights to land at Grenier Field, NH overnight. Several of the planes cleared for Presque Isle found themselves flying around local storms and at times leapfrogging around each other into various air bases along the east coast. It became evident that the crews and planes must be ready to take off the minute the weather clearance was issued.

The storm cleared out on the 31st as crews were being briefed about flying outside the continental limits of the United States. Navigators were being briefed on routes to be followed and hazards of navigation near the arctic circle. Pilots were briefed on weather forecasts, peculiarities of vision in the northern latitudes along with alternate airfields and distress procedures in case of emergencies. Crews were given British maps which would soon become very familiar to them. The weather forecast was for unlimited ceiling and visibility for the route from Presque Isle to Goose Bay, Labrador. The route for the flight angled off to the NE over New Brunswick and Quebec. Earlier arrivals in Labrador had been able to secure a clearance and were on their way to Greenland.

June 1, '43 arrived with another good weather forecast from Labrador. Most of the planes had departed for Greenland by 10:30 hrs. Cruising at 11,500 feet with the sun position at a high angle, there was no definite horizon, but rather a mosaic sky, water and haze. Crews had been informed at briefing that phenomena of this nature should be expected in this northern region. The 4.75 hr. flight required the use of a 250 gal. bomb bay tank providing the total fuel capacity of 1,212 gal. of high-octane aviation fuel. Planes were not allowed to fly out as the tailwind on the downward sloped steel runway was exceeding the maximum allowable 5 mph limit. Meanwhile the "Queen Elizabeth" arrived at Gourock, Scotland in the Firth of Clyde near Glasgow. With 20,000 troops onboard the 386th Group had to wait its turn to disembark which came at 20:40 hrs. They were loaded onto a train which departed at 22:15 hrs. for England and their first base at Snetterton Heath (Station 138).

June 3, '43 Many crews were receiving their weather clearance and were lining up to fly the 750 miles from Greenland to Meeks Field, Iceland. Capt. B. R. Ostlind was assigned to lead a flight of 552nd Squadron planes to Iceland. The plane "Stingray" developed trouble when an oil cooler became frozen. They had to feather the prop and cut the engine. They were losing altitude and decided to dump all excess arctic gear that was stored in the bomb bay. The crew opened the bomb bay doors, but the baggage got caught between the doors. They were unable to clear the doors which were jammed in the open position. With all the additional drag the plane was doomed and drifted lower into the undercast. Lt. G. J. Newton Jr. was the pilot. His windshield iced over as they descended thru the cloud layer. Voice contact was maintained, and the ill-fortuned crew called for sea rescue help. However, whatever Allied ships were patrolling the area were too far away to rescue the fliers.

June 4, '43 Major Beaty was leading a group of 555th Squadron planes from Iceland to Prestwick, Scotland as additional planes were arriving safely from Greenland to Iceland. Icelanders in general were not very cordial to the Americans. Their political stance was typically Pro-German. Major Beaty and others landed their Marauders at Snetterton Heath and reunited with their ground echelon after being separated (39) days. Group members were given a security lecture and then permitted to write or wire their relatives in the US. Ground crews took on a new job, guarding over the B-26s, as well as their regular line duties.

In Iceland, June 6, '43 Capt. Ramsey's flight was behind schedule, they were anxious to leave and ready to accept whatever weather clearance was offered. Their choices were not a bargain. They could fly at 200 feet above the whitecapped waves or climb thru 10,000 feet of cloud formations with probable icing conditions, so they could fly in the clear at 11,000 feet. Most pilots chose to fly 200 ft. above sea level, after all most of their B-26 training was done flying at tree top levels and low over the Gulf of Mexico.

June 7-8 '43 Crews continued to arrive in Scotland, spending the night in Prestwick then leaving early in the morning for England. Crews at Snetterton Heath were introduced to British money and rationing and

then issued rationing cards for purchasing items at the post exchange on a weekly basis. They would be punched at the time for such items as tobacco, cigars, cigarettes, matches, candy and bar soap. Morale of the newly arrived air crews took a nosedive when they heard about the 322nd Bomb Group. The Group dispatched (11) B-26 Marauders to a low-level mission in Holland on May 17th. One ship aborted with mechanical problems and returned to base. The other ten were shot down by flak and German fighter planes. Future missions were to be flown at 10,000-12,000 feet.

A party of (4) 386th Bomb Group officers were driven to Boxted to inspect the air base. On the return trip to Snetterton Heath the car being driven by an enlisted man was involved in an accident. The car left the road and struck a tree. Capt. Hankey, Major Mellen and group communications officer Elliott Levin were riding in the back seat. Hankey and Levin survived the crash while the other three perished.

On June 9,'43 Orders came thru transferring the 386th Bomb Group to Boxted Airfield (Station 150). Group units departed Snetterton Heath the following day at 08:00 hrs. by rail, truck and plane. The base accommodations were still under construction and temporary quarters were set up in tents in the dirt and mud.

A training program was instituted June 12th to acquaint the airmen with both Allied and enemy aircraft, British flying control procedures, air-sea-rescue, escape and evasion procedures, flak data, German fighter tactics and how to fly evasive action in formation.

On Sunday June 13th weather and visibility were very good. The following aircraft arrived between 15:30 and 16:30 hrs. from Scotland: Crescendo, Litljo, Geronimo, Thumbs Up, The Deacon, Black Magic, Winnie, Smokey, Boomerang, Dinah Might, Star Dust, Elmer, La Golondrina, Perkatory, Dottie, Hazard, Nemo, Miss Muriel, Lady Luck and two ships without nicknames, #41-31607 and #41-31611.

Flight officer W. T. Caldwell and crew took off from Meeks Field, Iceland, then flew through rain showers for two-thirds of the distance to their destination in Scotland. They landed at Stornoway, Isle of Lewis, Scotland, after flying for 675 nerve racking miles at very low altitude, some of which were just above the water. After a quick refueling they were back in the air for a one hour hop to Prestwick, the official check-in location for all overseas flights. With formalities completed the crew took off once again for their new base at Boxted, England, where they landed with a total flying time of 8 hrs. and 35 min. for the day in good and reliable "Shadrack". Late in the evening they were joined by another group of ships between 21:30 and 22:30 hrs., they included: Hot Pistol, Lethal Lady, Margie, Privy Donna, Honey Chile, The Bad Penny and B-26 #41-31641.

The next day a group from the 553rd arrived at Prestwick from Iceland in rainy weather. Lt. Robert Saltsman was flying "Grim Reaper". He was the last to land and at the last moment he was directed to a different runway which was no problem until he touched down. In those days, the RAF coated their runways with a mix of blacktop and oak chips to prolong tire life. Nobody had warned them that when the surface got wet it was like landing on a sheet of ice and the runway had just been soaked with a cloudburst. Things were just fine until they tried to brake, and nothing happened. He thought he was experiencing brake failure. They were halfway down what they now realized was a very short runway. Just then a tractor pulling a B-26 crossed the end of the runway and seconds later they piled into it. The fuel tank on the tractor exploded and hydraulic lines were ruptured in the nose of their plane. Luckily, the pilots were wearing heavy gloves, helmets and goggles and received only minor burns. They were freed from the plane when the bombardier, Lt. Thomas B. Stovall, reached thru the flames to release the

overhead pilot hatches. He incurred far more serious burns which required extensive treatment before he could return to duty. For his courage in freeing the pilots from the fire he was awarded the Soldier's Medal for his voluntary risk of life in conditions other than combat. On Tuesday, June 15th, the last four planes from the 552nd arrived. They were: Gambler's Luck, Mert, Miss Carriage and Pansy Yokum.

June 16-18,'43 Was filled with classes involving radio and navigation for all combat crews. All aircraft were grounded for processing and modification work. A conference of Squadron Commanders and Operation Officers was held to consider the most effective defensive formation for the B-26's to fly during combat missions. The Javelin Down with 6 to 9 aircraft with 3 boxes (later to be called flights) in group stagger was decided upon. All agreed this type of formation could be used effectively and would be very maneuverable under combat conditions. The results of the meeting were submitted to headquarters for approval. The 386th developed the synchronized bomb release method where each plane in each flight released their bomb load when the lead plane ejected their bombs.

June 22,'43 Two crews each from the 552nd, 553rd and 555th were dispatched to Prestwick to ferry replacement aircraft back to Boxted. The following day, June 23rd, three aircraft arrived at Boxted, flown in by Lieutenants, J. H. Blackwelder in "Slightly Dangerous", R. P. Sanford in "Hell's Fury" and D. A. Tucker in "Hell's Hurricane". A fourth ship was also scheduled in, but unfortunately it crashed on take-off from Earle's Colne Airdrome. The wheels had just left the runway and were being retracted when an engine failed on "Danny Boy", flown by Lt. Jerold A. Wendt. The ship slammed down hard onto the runway and a wing was torn off. Radio operator, Staff Sgt. James W. Hankemeyer said, "We were up about 25 feet above the runway when an engine quit". All six regular crew members including Co-pilot, Lt. Frank W. White, Bombardier/Navigator Lt. Joseph D. McIntyre, Engineer/Gunner Staff Sgt. Thornton B. Henry and Gunner Staff Sgt. Myron O. McKim escaped injury. Other than minor salvage the ship was a total loss.

June 26,'43 The Group received (2) Douglas A-20 Havoc aircraft from Earle's Colne to be used for tow target purposes during Group gunnery training missions. There was no flying the following day as additional runway repairs were underway. Col. Maitland called a meeting of all combat crews to announce that they would be carrying out their first mission within a month. The entire Group would be divided into (3) flights and the first mission would be diversionary. On the 28th, flying activity began at 14:00 hrs. Six B-26 were ferried to Aldermaston and the flight crews returned to Boxted by train. Local flying began the next day at 13:00 hrs.

On June 30,'43 All combat crews were addressed by Gen. Ira C. Eaker and Brigadier Gen. Robert Candee regarding operations in the European Theater and the part that the 386th would have in it. Local flying resumed at 14:30 hrs., ended at 22:00 hrs. and was resumed the following morning at 07:00hrs. No flying of water donuts (circuit navigation flights) was allowed due to foul weather over the English Channel.

July 2,'43 No morning flying was allowed due to the weather. Bob Hope and singer Frances Langford and cast put on a show for the personnel in the large hanger from 12:30 until 13:30 hrs. Local flying began at 14:30 hrs. The Group celebrated July 4th with local formation flying which ended at 22:00 hrs. when the ceiling lowered to 1,000 feet. "Blazing Heat" arrived from Scotland and a beer party ensued.

July 5,'43 Saw final preparations for combat commence. Lt. John Maletic from Armament left the base to procure (7) Norden Bomb Sights. Four more Norden Bomb Sights arrived July 7th at 10:15 hrs. with an

additional (4) at 11:15 hrs. Afternoon formation flying with bomb sight practice was carried out. Flying began the next morning at 07:30 hrs. The 552nd Squadron went out on a tow target mission. At 08:00 hrs. the malfunction range (testing of guns on the ground) opened for business. On the morning of the 9th, flying commenced at 07:30 hrs. but ended abruptly at 12:00 hrs. with a sudden change in the weather. A training film (The Battle of Tunisia) was shown to all combat crews at 14:00 hrs., then dinghy drill was discussed. Each crew is to carry out one drill daily consisting of (3) tries beginning immediately. There were only two brief periods of flying over the next three days due to weather and runway repairs.

All operation officers met on the 13th to discuss dinghy drills, formation flying and the "field of search" for gunners on future combat missions. The next morning flying began at 07:30 hrs. The 552nd Squadron flew a (14) plane formation. The first flight was "good", but the second flight was "very bad". All (4) of the Squadrons were notified that a Group formation of (36) aircraft would be briefed at 13:00 hrs. the next day. Special photos of the combat crews in civilian clothing were taken. The crews will carry them on their person during all combat missions. In the event they are shot down, the Underground members of the occupied countries can attach the photos to phony passports for whichever country they are passing thru.

Thursday July 15, 1943 Local flying commenced at 07:30 hrs. A Group briefing was called at 13:00 hrs., they will be flying a (36) ship formation. Major Lockhart will lead the first (18) with a flight of (6) planes from the 552nd Squadron followed by (12) planes from the 553rd Squadron. The second (18) will be led by Col. Maitland with (6) planes from the 554th Squadron followed by (12) planes from the 555th Squadron. Major Lockhart's flight flew a good formation, but the other twelve flew a poor formation. Back in the second box of eighteen Led by Col. Maitland, all flew a very good formation. All ships got off the ground on time. The two boxes of eighteen required 46 minutes to form up into proper positions. All local flying was completed by 22:30 hrs.

Friday July 16, 1943 Diversionary Mission #1. The 332nd Bombardment Group is to attack a marshalling yard at Abbeville, France and the 386th will furnish (18) ships to fly as decoy for them. The 386th will not cross into enemy territory. Col. Maitland will lead with (6) ships from the 554th and (12) from the 555th escorted by (24) RAF Spitfires. Bombers must maintain an airspeed of 200 mph while with the escorts. Enemy fighter reaction is expected, their strength is estimated between ninety and one hundred aircraft. One group of P-47's will proceed the diversion by three minutes, another will fly directly above the bomber group and a third group will follow by eight minutes. After the 386th Bomb Group makes their turnabout, all P-47's will continue on to make a fighter sweep of the French coast area north of Abbeville and along the Dutch coast. Weather will be clear with scattered clouds between 5,000 ft. and 6,000 ft. with (6) mile visibility. Watches were synchronized and the flight crews left the briefing room, climbed into trucks and were driven out to their assigned aircraft at approximately 18:05 hrs. Col. Maitland took off in "Texas Tarantula" at 18:57 hrs., followed by the other (17) Marauders. The bombers circled the airdrome at Boxted as they gained altitude and filled out their formation pattern of three flights of six aircraft. The formation was on time as they linked up with their Spitfire escort at 12,000 ft. over the English coast, thirteen miles east of Ipswich. The Group headed out over the North Sea and within minutes the rumble of heavy machine gun fire could be heard as B-26 gunners test fired their weapons. The coast of Ostend, Belgium came into view as the formation reached position and began their turn back toward England. At this point the beach at Dunkerque and the enemy were only 38 miles off to the left of the formation. The formation made English landfall and Col. Maitland landed at 20:57 hrs. Soon the crews entered the interrogation room where they filled out their mission reports.

The High Command was satisfied with the combination diversion and bombing raid. The mission was a definite success and inaugurated the Group into the conflict with the enemy. Conduct of the combat crews over flak defended territory was excellent and the bombing results were fair on the Abbeville marshalling yard. Fighters of the Eighth U.S. Fighter Command and the RAF gave complete protection from the enemy fighters. All aircraft returned safely. The 386th Bombardment Group was officially involved in World War II.

Operations meetings were held on July 20th and 22nd to decide on the type of formations to be flown and the placement of the other planes if the #1 lead plane was shot down. Decisions were also made regarding which planes would carry bomb sights and navigators. It was agreed that the #4 ship would move into the lead if the #1 ship were lost. Additionally, the leaders of the high and low flight are to have a (7) man crew.

The Group flew three more diversionary missions in July: #2 on the 24th which was cancelled by radio message just as the formation reached 10,000ft., #3 on the 28th in support of the main attack by the 323rd bomb Group. The 332nd and 386th Bomb Groups will not have a bomb load but will carry maximum combat ammunition as enemy fighter reaction is expected. #4 on the 29th. This involved the 322nd, 323rd, 386th and 387th Bomb Groups. The 323rd attacked the Airdrome at St. Omer, France while the other three flew diversionary feint at the enemy coast near the Hague and over the North Sea. Lt. J. D. McIntyre was flying with Lt. Danforth in "Hazard" in High Flight, Box 1, position #2. At this time there were approximately (100) enemy Messerschmitt-109's and Focke-Wulf-190's based in Holland, Belgium and along the channel coast of France.

July 30, 1943 The 386th Bombardment Group flew the first of (28) combat missions to be flown from Boxted Airfield. The target was an enemy fighter base (40) miles inland at Woensdrecht, Holland. Fliers were awakened at 02:00 hrs. and met in the briefing room at 03:00 hrs. Capt. Hankey brought the meeting to order just as a power failure occurred. An auxiliary generator was located and managed to provide enough power to light a portion of the room and to run the projector. The 386th formation consisted of (24) aircraft in (4) flights of (6) planes each. The synchronized method of bombing, introduced by the 386th, was employed. Eight Norden Bomb Sights were carried by the Group. In the event an aircraft was downed, explosives were carried to destroy the plane.

Airmen emptied their pockets of personal items, wallets, photos and the like into bags to be retrieved after their return. In exchange they were given escape kits including high energy food, a dime size compass, a cloth map of the continent and a packet of escape money.

"Two Way Ticket" was the third to last plane to take off. The co-pilot raised the landing gear as they reached the speed of 140 mph and an altitude of 100 ft. The ship sagged to the right as the right engine lost rpm and quit. The plane landed in a ploughed field just short of a mile from the runway. The forward belly buckled upward as the fuselage split open, spilling the (8) 300 lb. bombs. Both engines were turned off and luckily no fire or explosion resulted. The crew members received many minor cuts and bruises with the worst injury being a broken finger sustained by the pilot.

The target was obscured by heavy haze and sunlight refraction. The lead bombardier was unable to locate the target in his bombsight. Col. Maitland ordered the formation to continue for fifteen miles and to come around for a second pass over the target. Bombs were released as heavy flak bursts exploded amongst the formation. Accurate observation of bombing results was obscured in the haze but was

believed to be fair to good. "Crescendo", "Hazard" and "Wolf" incurred flak damage without any injury to the crew members. After leaving the target area the flak damaged "Wolf" began to lag in the formation. It was attacked and shot down by two Focke-Wulf-190's. One crew member was able to parachute into the channel, was rescued by local fishermen, and taken as a POW when the boat returned to the dock. The other crew members were lost in the channel when the plane went down. Enemy fighters continued to attack the formation but were successfully repelled. The B-26 gunners fired a total of 9,839 rounds, destroying (2) enemy planes along with (2) probably destroyed and (2) damaged. The 386th had the dubious honor of having the first plane shot down at medium altitude as well as being the first B-26 Group to shoot down German fighter planes.

August 9,'43 En route to bomb the St. Omer-Ft. Rouge Airdrome, France "Hell's Hurricane" was shot down with flak. The target was obscured and not attacked.

On August 16,'43 The Germans bombed the airbase at 00:15 hrs. One bomb hit outside Site #4 destroying the latrine and damaging a half dozen huts. Lt. Fisher of the 76th Service Squadron was killed with several others badly wounded and several more slightly wounded. Another bomb landed close to the civilian huts with additional serious and minor injuries. After a bit, the sounds from the German bombers were fading. One man said, "well I guess they are going away, the engines sound fainter". After a few seconds a slow drawling voice broke the silence with, "I reckon not, sounds ta me like he's goin' up higher so's he kin drop em harder".

Aug. 18,'43 The Group flew a mission over the airdrome at Woensdrecht, Holland. Each Marauder carried (10) 300 lb. bombs. Target was struck with (295) bombs with fair results. Within the Group (14) aircraft, including "Danny Boy II" with Lt. Wendt and Lt. McIntyre, suffered battle damage. "Pansy Yokum" had both engines quit while over the target but managed to restart both after losing 2,000 ft. elevation.

August 27,'43 On the mission to bomb the Poix Nord Airdrome, France the bomb rack in "Black Magic" malfunctioned and their bombs were salvoed in the channel on their return.

Sept. 5,'43 During the mission to the Marshalling Yard, Courtai, Belgium the Group was attacked by ME-109's and Focke-Wulf 190's. "Danny Boy II" was fired on by a F-W 190. Gunner McKim engaged the fighter striking it in the belly and the wings. He was joined in the fight by "Black Magic" and "Dottie" and the German plane was shot down.

Sept. 8,'43 Lille-Vendeville Airdrome, France (13) ships incurred battle damage. "Danny Boy II" with Lt. Wendt and Lt. McIntyre was in position #2 in the Lead Flight in Box #2. "Margie" in position #6, after taking a flak hit in the right-hand engine was forced upon returning to ditch in the channel five miles from England with the loss of one crew member.

Sept. 9,'43 Attacking coastal guns Boulogne, France "Hazard" in Lead Flight, Box III in position #3 took a direct hit on the bomb run and was cut in half. One parachute was seen but was on fire. Lt. Wendt and Lt. McIntyre were in position #2 in B-26 #41-34962.

Sept. 14,'43 Lille-Nord Airdrome, France (11) ships suffered battle damage during their mission that was called off due to weather. The turret gunner in "Black Magic" was wounded, the right-hand engine was shot out by flak in "Dinah Might" with the radioman and bombardier wounded. "Mert" in position #1,

Box II had some instruments shot out. "Danny Boy II" with Lt. Wendt and Lt. McIntyre were in position #2.

Sept. 22,'43 Evreux Fauville Airdrome, France (7) ships were damaged. "Danny Boy II" with Lt. Wendt and Lt. McIntyre were in position #2 in the Low Flight, Box II. "Hot Pistol" in position #4 and "Miss Carriage" in position #5 fought off an attack from (2) ME-109's. "The Deacon" in position #6 suffered flak damage to the nose gear which gave way upon return landing.

Sept. 24,'43 The Group attacked the airdrome at Evreux, France. "Pansy Yokum" and "Seductive Susie" both had crew members injured by flak. "Danny Boy II" flew in the High Flight, position #2, Box I, piloted by Lt. Wendt and Lt. White with Lt. McIntyre as Navigator/Bombardier. This was their last mission in "Danny Boy II". It was shot down over France on its next mission, Sept. 27th, with an alternate crew. The Group moved to a new base at Great Dunmow on the 24th.

Oct. 3,'43 Haamstede Airdrome, Holland Lt. McIntyre flew his one and only mission in "Crescendo". Lt. Wendt and Lt. White were piloting in position #2, Low Flight, Box I. "Pansy Yokum" in position #6 in the Lead Flight dropped out due to mechanical problems.

Oct. 18,'43 Beauvais Nevillers Airdrome, France Lt's. Wendt, White and McIntyre flew "Dottie" in Low Flight, position #2, Box I, led by Capt. Perry in "Mert". The mission was aborted due to heavy cloud cover. They were observed by German fighters at 20,000 ft. which were kept at bay by the RAF.

Nov. 5,'43 Lt. McIntyre with his regular crew flew in "Dottie" attacking the Mimoyecques Rocket Site, France. The crew and plane were included in a subsequent mission on the 7th, however they aborted due to mechanical problems.

Nov. 11,'43 Lt. McIntyre with his regular crew flew in "Dottie" attacking the Martincast Rocket Site, France. "Dottie" crash landed Nov. 26, 1943 at Great Dunmow after returning from a mission and was a total loss.

Dec. 13,'43 Amsterdam Schipol Airdrome, Holland Lt. McIntyre flew his first mission in RG-Q, ser# 41-31786. "Lt. J. D. McIntyre" was stenciled on the nose.

Dec. 30,'43 Launch Sites A-25, 44 & 57 were attacked. Flying RG-Q #41-31786 Lt. McIntyre was wounded with flak thru his bicep entering low near the elbow and exiting at the top of bicep.

Feb. 29,'44 Lt. McIntyre flew on "Shadrack" which transferred from the 554th Squadron. They attacked Launch Sites A-22, 62 & 83.

Mar. 5,'44 Lt. McIntyre flew on "Black Magic" bombing Launch Sites A-59, 61 & 78. "Shadrack" was shot down on this date.

Apr. 12,'44 Lt. McIntyre flew mission to Le Havre Gun Placement and Namur Marshalling Yard, France in "Hot Pistol" which crash landed Aug. 12,'44.

Apr. 20,'44 Lt. McIntyre flew his last mission on RG-Q #41-31786 bombing Fecamp Guns, France. The plane crash landed Jun 22,'44.

Apr. 26,'44 Le Bouverie Marshalling Yard, France Lt. McIntyre was the lead bombardier in "Winnie" and hit the target with "severe damage".

May 9,'44 Rouen Railroad Bridge, France Lt. McIntyre flew the mission in "Black Magic". The bombing was "excellent in spite of considerable flak, especially the work of lead bombardier Lt. McIntyre", who received a congratulatory teletype from General Anderson.

May 23,'44 Maisy Coastal Guns, France Lt. McIntyre flew the lead in "Mert".

May 24,'44 Lille-Norde, France Lt. McIntyre flew the lead in "Mert".

May 26,'44 Rouen Bridge, France Lt. McIntyre flew the mission in "Battle Baby". Chester Klier's diary notes that "Battle Baby" crash landed but does not record the date.

June 6, 1944 The 386th Bombardment Group made the announcement at 03:00 hrs. at the mission briefing that D-Day had arrived. The fifty-four flight crews in attendance broke into loud cheering. The Group will be divided equally into three boxes with three flights of six planes each.

The weather situation could be critical. Capt. A. W. Anderson, the Group Weather Officer, announced "No matter what the weather, we are going to assist the troops landing on the beaches-even if we have to go in at an altitude of 500 feet!". No bombs will be dropped on primary targets after Zero Hour minus five minutes. Secondary targets will be attacked if formations arrive after that time.

It was a breathtaking sight for the air crews looking down upon thousands of ships making their way toward the enemy coast. It must have been equally inspiring for all the troops and sailors to look up at the hundreds of aircraft, bombers and top cover fighter planes. All the planes had twenty inch wide black and white stripes painted on the top and underside of the wings and aft portion of their fuselages. Allied Intelligence was fully aware that the enemy in the past had acquired allied planes that had fallen into enemy hands. The order of the day was "Any aircraft of any type not displaying the black and white markings on wings and fuselages are to be shot down". The Boxes approached the coast at 185 mph and spread out to allow the ships to bomb in their individual groups of six. Box I was led by Lt. Col. Beaty, Box II by Major Dewhurst and Box III was led by Major Ramsey.

P-47's from the Eighth Air Force were traversing the sky above the bombers as the 386th Bomb Group neared the coast. At this point each Box fanned out to develop their headings into their target zone. Major Ramsey's planes were the first to release their bombs at 06:23 ½ hrs. from an altitude of 3,500 ft. Major Beaty's crew ejected their bombs at 06:24 hrs. flying at 4,200 ft. Major Dewhurst's planes dropped their bombs at 06:24 ½ hrs. from an altitude of 4,500 ft. The deadline for releasing bombs on the primary target was 06:25 hrs. Five minutes later at Zero Hour, the first troops hit the beaches.

The bombers made a right turn off their targets in flights of six planes. When over the water they began rejoining into boxes of (18) ships each for the flight home. The scheduled English landfall was made at Bill of Portland, and on back to the base where they arrived at 08:31 hrs. Total mission time was three hours and fifty-one minutes.

June 8, 1944 Lt. J.D. McIntyre flew his last combat mission in World War II during the Normandy Invasion as the bombardier in "Mert". The ship was piloted by Major Leland D. Perry with Lt. John O. Lobig navigating the lead plane in the formation. They bombed German Artillery Positions at Caen and were coordinated with the British move against the German forces. They dropped 500 pounders with good

results and no losses. Caen was one of seven defended villages attacked by the Allied Forces. It was bombed every five minutes for over two hours. It is known as the "Greatest Air Blow" in history. After this mission Lt. McIntyre along with Lt's. Bayne, Blevins, Engles, Lobig, Popovici, Slemmons, Tansley and nine Sgts. including Klier and McKim from the 552nd Squadron were told they had done their part and were ordered back to the Zone of Interior (United States). They along with Capt. Leonard H. Burgess departed in October 1944 for the United States. Their combat duty during World War Two had been completed.

B-26 AIRCRAFT ROSTER

1)	42-96084	RG-B	Battle Baby	Crash landed at the air base. Date not noted.
2)	41-31620	RG-R	Black Magic	Crash landed after the 50 th mission, Mar25,'44.
3)	41-31953	RG-T	Buzz-N-Bitch II	Crash landed Aug18,'44. Total Loss.
4)	41-35247	RG-Z	Carefree Carolyn	Belly landed Jun15,'44 after 100 th mission.
5)	41-31644	RG-C	Crescendo	
6)	41-31632	N/A	Danny Boy	Crashed Jun23,'43 Earle's Colne takeoff, totaled.
7)	41-34987	RG-K	Danny Boy II	Shot down over France Sept27,'43.
8)	41-31637	RG-B	The Deacon	Crash landed at Manston Aug 8, '44, destroyed.
9)	41-34954	RG-Q	Dottie	Crash landed Nov26,'43. Total Loss.
10)	41-31639	RG-G	Gambler's Luck	
11)	41-31630	RG-J	Geronimo	
12)	41-31633	RG-P	Hot Pistol	Crash landed Aug12,'44. Total Loss.
13)	41-31786	RG-Q	Lt JD McIntyre	Crash landed Jun22,'44.
14)	41-31945	RG-W		
15)	41-34962	RG-Y		
16)	41-31616	RG-H	Mert and the Flying Circus	
17)	41-31638	RG-N	Pansy Yokum	Crash landed at Manston Jan14,'44. Total Loss.
18)	41-31738	RG-O	Seductive Susie	
19)	41-31586	RG-U	Shadrack	Transferred from 554 th , shot down Mar5,'44.
20)	41-34941	RG-D	Slightly Dangerous	
21)	41-31617	RG-A	Winnie	

B-26 MISSION ROSTER

- | | |
|------------------------|--|
| 1) Battle Baby | #61 & 64 |
| 2) Black Magic | #18, 27, 40, 55 & 59 |
| 3) Buzz-N-Bitch II | #15 |
| 4) Carefree Carolyn | #34 |
| 5) Crescendo | #13 |
| 6) Danny Boy | Crashed on takeoff from Earle's Colne Jun23,'43
en route to Boxted Airfield. Engine failure, totaled. |
| 7) Danny Boy II | #3,4,5,6,7,8,10,11 & 12 |
| 8) The Deacon | #24,31,46,52 & 56 |
| 9) Dottie | #14, 16 & 17 |
| 10) Gambler's Luck | #25 |
| 11) Geronimo | #65 |
| 12) Hot Pistol | #1 & 48 |
| 13) Lt JD McIntyre | #20, 21, 30, 32, 33, 36, 37, 38, 47, 49, 50 & 51 |
| 14) RG-W 41-31945 | #28 & 43 |
| 15) RG-Y 41-34962 | #9 |
| 16) Mert | #29, 39, 45, 58, 62, 63 & 66 |
| 17) Pansy Yokum | #2 |
| 18) Seductive Susie | #26, 41 & 44 |
| 19) Shadrack | #35 |
| 20) Slightly Dangerous | #19, 22, 23, 42, 53 & 60 |
| 21) Winnie | #54 & 57 |

COMBAT MISSIONS

Mission	IFR Docs.	US Docs.	Serial Number	ID	Name	Flight Crew	Target
1	Aug 9/43	Aug 9/43	41-31633	RG-P	Hot Pistol	Lt. Danforth	St. Omer-Ft. Rouge Airdrome, FR
Notes: "Hell's Hurricane" #41-31634/YA-P was shot down with flak en route to the bomb run. The target ultimately was not attacked as it was obscured in cloud cover. The squadrons requested that alternate targets be assigned in the future.							
2	Aug 15/43	Aug 15/43	41-31638	RG-N	Pansy Yokum	Lt. Wendt	Woensdrecht Airdrome Holland
Notes: Just prior to starting the bomb run the formation leader was ordered to abandon the mission due to weather. "Pansy Yokum" crash landed at Manston Jan14/44 and was a total loss.							
3	Aug 18/43	Aug 18/43	41-34987	RG-K	Danny Boy II	Lt. Wendt, Lt. White	Woensdrecht Airdrome Holland
Notes: Each plane carried (10) 300# bombs. A total of (295) hit the target with fair results. Fourteen planes, including "Danny Boy II", suffered battle damage. "Pansy Yokum" had both engines quit over the target but managed to restart them after losing 2000' altitude.							
4	Aug 27/43	Aug 27/43	41-34987	RG-K	Danny Boy II	Lt. Wendt	Poix Nord Airdrome, Fr
Notes: "Black Magic's" bomb rack malfunctioned and did not drop the bombs at the target. They were salvoed into the channel returning to England.							
5	Sept 2/43	Sept 2/43	41-34987	RG-K	Danny Boy II	Lt. Wendt	Power Plant Mazingarbe, FR
Notes: 1st Box (18 ships) carried (3) 1,000# bombs each with 2nd Box (18 ships) each carrying (18) 100# incendiary bombs.							
6	Sept 5/43	Sept 5/43	41-34987	RG-K	Danny Boy II	Lt. Wendt	Marshalling Yd., Courtrai, Belg.
Notes: Group attacked by Me-109's & Focke-Wulf190's. "Danny Boy II" was attacked by a F-W190 and was fired upon by rear gunner McKim striking the belly and wings. "Black Magic" and "Dottie" joined in and the plane was shot down. Bombs were not released due to poor visibility.							
7	Sept 6/43	Sept 6/43	41-34987	RG-K	Danny Boy II	Lt. Wendt	Marshalling Yd., Serqueux, FR
Notes: (214) 500# bombs rained down on the marshalling yard with fair to good results. At post mission interrogation complaints were focused on food and candy bar shortage. "Get the Baby Ruth Candy Co. on the Ball" was echoed.							
8	Sept 8/43	Sept 8/43	41-34987	RG-K	Danny Boy II	Lt. Wendt	Lille-Vendeville Airdrome, FR
Notes: Andy Rooney of Stars and Stripes rode in "Mr Five By Five". (13) ships including "Danny Boy II" received battle damage. "Margie" took a flak hit in the RH engine and ditched in the channel 5 miles from England with (1) crew member lost. "Margie was in position #6 with "Danny Boy II" in #2.							

9	Sept 9/43	Sept 9/43	41-34962	RG-Y	none	Lt. Wendt	Coastal Guns "A" Boulogne, FR
	Notes: (4) ships suffered battle damage including "Hazard" in #3 position piloted by Lt. Danforth. It was cut in half on the bomb run. One parachute was seen but was on fire. JD McIntyre and Lt. Wendt were in position #2.						
10	Sept 14/43	Sept 14/43	41-34987	RG-K	Danny Boy II	Lt. Wendt	Lille-Nord Airdrome, FR
	Notes: (11) ships suffered battle damage. The turret gunner was wounded in "Black Magic". The R/H engine shot out by flak and the radioman and bombardier were wounded in "Dinah Might" and some instruments were shot out in "Mert". Mission was called off due to weather.						
11	Sept 22/43	Sept 22/43	41-34987	RG-K	Danny Boy II	Lt. Wendt	Evreux Fauville Airdrome, FR
	Notes: (7) ships with battle damage. "The Deacon" #41-31850 RG-S (#6) crash landed with flak damaged nose gear. "Miss Carriage in position (#5) and "Hot Pistol in (#4) fought off an attack from two Me-109's. "Danny Boy II" was in position (#2).						
12	Sept 24/43	Sept 24/43	41-34987	RG-K	Danny Boy II	Lt. Wendt, Lt. White	Evreux Fauville Airdrome, FR
	Notes "Pansy Yokum" and "Seductive Susie" both had crew members injured with flak. "Danny Boy II" was shot down on its' next mission, Sep 27/43, with complete loss of the crew.						
13	Oct 3/43	Oct 3/43	41-31644	RG-C	Crescendo	Lt. Wendt, Lt. White	Haamstede Airdrome, Holland
	Notes: "Pansy Yokum" suffered a rash of aircraft malfunctions, left the formation and returned to the base.						
14	Oct 18/43	Oct 18/43	41-34954	RG-Q	Dottie	Lt. Wendt, Lt. White	Beauvais Nevillers Airdrome, FR
	Notes: Solid cloud cover at target prevented bombing. The group turned and headed for home. They were followed and observed by German fighters at 20,000 ft. but were kept at bay by the RAF.						
15	Nov 3/43	Nov 3/43	41-31953	RG-T	Buzz-N-Bitch II	Lt. Brandstrom	Amsterdam Schipol Airdrome
	Notes: Crash landed Aug18/44 and was a total loss.						
16	Nov 5/43	Nov 5/43	41-34954	RG-Q	Dottie	Lt. Wendt, Lt. White	Mimoyecques Rocket Site Fr.
	Notes: "Dottie" 41-34954 RG-Q with same crew was included in mission on Nov 7/43 but aborted due to mechanical problems.						
17	Nov 11/43	Nov 11/43	41-34954	RG-Q	Dottie	Lt. Wendt, Lt. White	Martincast Rocket Site Fr.
	Notes: "Dottie" crash landed Nov 26/43 at Great Dunmow.						
18	Nov 29/43	Nov 29/43	41-31620	RG-R	Black Magic	Lt. Wendt, Lt. White	Chievres A/D Fr.
	Notes: Crash landed when main gear failed to lower after flying (50) missions Mar25/44.						
19	Dec 1/43	Dec 1/43	41-34941	RG-D	Slightly Dangerous	Lt. Wendt, Lt. White	Lille/Vendeville Airdrome Fr.
	Notes:						
20	Dec 13/43	Dec 13/43	41-31786	RG-Q	"Lt. J.D. McIntyre"	Lt. Wendt, Lt. White	Amsterdam Schipol Airdrome

	Notes:						
21	Dec 30/43	Dec 30/43	41-31786	RG-Q	"Lt. J.D. McIntyre"	Lt. Wendt, Lt. White	L/S A-25, L/S A-57, L/S A-44
	Notes: Wounded on this mission with shrapnel thru the bicep.						
22	Jan 23/44	Jan 23/44	41-34941	RG-D	Slightly Dangerous	Lt. Wendt	L/S A-99
	Notes:						
23	Jan 24/44	Jan 24/44	41-34941	RG-D	Slightly Dangerous	Lt. Wendt	L/S A-85, L/S A-21C
	Notes:						
24	Jan 29/44	Jan 29/44	41-31637	RG-B	The Deacon	Lt. White	L/S A-91, L/S A-29
	Notes: "The Deacon" was destroyed in a crash landing at Manston Mar8/44.						
25	Feb 5/44	Feb 5/44	41-31639	RG-G	Gambler's Luck	Lt. Lambert	L/S A-54, L/S A-17, L/S A-82
	Notes:						
26	Feb 6/44	Feb 6/44	41-31738	RG-O	Seductive Susie	Lt. Blackwelder	Cormeillies en Vexin A/D Fr.
	Notes:						
27	Feb 8/44	Feb 8/44	41-31620	RG-R	Black Magic	Lt. Lambert	Cambrai Niergnies A/D Fr.
	Notes: Lead in Formation						
28	Feb 20/44	Feb 20/44	41-31945	RG- W		Lt. Bayne	Gilze/Rigen A/D Netherlands
	Notes:						
29	Feb 21/44	Feb 21/44	41-31616	RG-H	Mert	Lt. Wendt, Lt. White	Gilze/Rigen A/D Netherlands
	Notes:						
30	Feb 22/44	Feb 22/44	41-31786	RG-Q	"Lt. J.D. McIntyre"	Lt. Wendt, Lt. White	Gilze/Rigen A/D Netherlands
	Notes:						
31	Feb 24/44	Feb 24/44	41-31637	RG-B	The Deacon	Lt. Wendt, Lt. White	Deelen A/D Netherlands
	Notes:						
32	Feb 24/44	Feb 24/44	41-31786	RG-Q	"Lt. J.D. McIntyre"	Lt. Hoffman	Deelen A/D Netherlands
	Notes:						
33	Feb 25/44	Feb 25/44	41-31786	RG-Q	"Lt. J.D. McIntyre"	Lt. Wendt, Lt. White	St. Trond A/D Belgium
	Notes:						
34	Feb 28/44	Feb 28/44	41-35247	RG-Z	Carefree Carolyn	Lt. Liston	L/S D-4, L/S A-117, L/S A-83
	Notes: Lead in Formation. "Carefree Carolyn" incurred battle damage on 100th mission losing the hydraulics, belly landed at base June 15/44 and was written off.						

35	Feb 29/44	Feb 29/44	41-31586	RG-U	Shadrach	Lt. Bayne	L/S A-62, L/S A-22, L/S A-83
Notes: Transferred from the 554th, was shot down Mar5/44.							
36	Mar 2/44	Mar 2/44	41-31786	RG-Q	"Lt. J.D. McIntyre"	Lt Bayne	L/S D-4 & Tergnier M/Y Fr.
Notes:							
37	Mar 2/44	Mar 2/44	41-31786	RG-Q	"Lt. J.D. McIntyre"	Lt. Wendt, Lt. White	L/S D-4 & Tergnier M/Y Fr.
Notes: 2nd mission of the day							
38	Mar 3/44	Mar 3/44	41-31786	RG-Q	"Lt. J.D. McIntyre"	Lt. Wendt, Lt. White	Loan Athies A/D Fr.
Notes:							
39	Mar 4/44	Mar 4/44	41-31616	RG-H	Mert	Lt. Howard	Malines M/Y Belgium
Notes:							
40	Mar 5/44	Mar 5/44	41-31620	RG-R	Black Magic	Lt. Lambert	L/S A-61, L/S A-59, L/S A-78
Notes: One of two Leads in Formation							
41	Mar 8/44	Mar 8/44	41-31738	RG-O	Seductive Susie	Lt. Albers	Volkel A/D Netherlands
Notes:							
42	Mar 15/44	Mar 15/44	41-34941	RG-D	Slightly Dangerous	Lt. Wendt, Lt. White	Aulnoy Fr.
Notes:							
43	Mar 19/44	Mar 19/44	41-34945 (see note)	RG-Q (41- 3194 5)	Dottie 41- 34954	Lt. White	L/S A-57
Notes: Can't reconcile ser#. Is probably one of three possibilities: (41-31945) RG-W; (43-34954) unknown number or most likely (41-34954) RG-Q. "Dottie" which crash landed Nov 26/43 Per Mark Styling roster.							
44	Mar 20/44	Mar 20/44	41-31738	RG-O	Seductive Susie	Lt. Albers	Criel M/Y Fr.
Notes:							
45	Apr 8/44	Apr 8/44	41-31616	RG-H	Mert	Lt. Col. Lockhart	Hasselt M/Y Belgium
Notes: Lead in formation. "Miss Carriage" crash landed at Manston on this date.							
46	Apr 10/44	Apr 10/44	41-31637	RG-B	The Deacon	Cpt. Lubojasky	Le Havre G/P, Namur M/Y Fr.
Notes: One of two Leads in Formation							
47	Apr 10/44	Apr 10/44	41-31786	RG-Q	"Lt. J.D. McIntyre"	Cpt. Wendt	Le Havre G/P, Namur M/Y Fr.
Notes:							
48	Apr 12/44	Apr 12/44	41-31633	RG-P	Hot Pistol	Cpt. Lubojasky	Le Havre G/P, Namur M/Y Fr.

	Notes: One of two Leads in Formation, "Hot Pistol" crash landed Aug 12/44, total loss.						
49	Apr 13/44	Apr 13/44	41-31786	RG-Q	"Lt. J.D. McIntyre"	Cpt. Wendt, Lt. White	Namur Marshalling Yd., Fr.
	Notes:						
50	Apr 18/44	Apr 18/44	41-31786	RG-Q	"Lt. J.D. McIntyre"	Lt. Tansley	Fas De Calais, Fr.
	Notes:						
51	Apr 20/44	Apr 20/44	41-31786	RG-Q	"Lt. J. D. McIntyre"	Cpt. Wendt, Lt. White	Fecamp Guns, Fr.
	Notes: "41-31786" crash landed Jun22/44.						
52	Apr 21/44	Apr 21/44	41-31637	RG-B	The Deacon	Cpt. Lubojasky	St. Pol, (No Ball), Fr.
	Notes: One of two Leads in Formation						
53	Apr 23/44	Apr 23/44	41-34941	RG-D	Slightly Dangerous	Lt Blackkwelder	L/S A-65 & Namur M/Y Fr.
	Notes: One of two Leads in Formation						
54	Apr 26/44	Apr 26/44	41-31617	RG-A	Winnie	Lt. Col. Hankey	Le Bouverie M/Y Fr.
	This was the lead ship and hit the target with severe damage. Lt. Joseph McIntyre was lead bombardier.						
55	May 1/44	May 1/44	41-31620	RG-R	Black Magic	Cpt. Lambert	Valenciene M/Y Fr.
	Notes:						
56	May 4/44	May 4/44	41-31637	RG-B	The Deacon	Lt. Spencer	Ouistreham Fr.
	Notes: One of two Leads in Formation. "The Deacon" crash landed at Manston Aug 3, 1944.						
57	May 8/44	May 8/44	41-31617	RG-A	Winnie	Lt. Spencer	Namur RR Bridge, Fr.
	Notes: Lead in Formation						
58	May 8/44	May 8/44	41-31616	RG-H	Mert	Lt Col Hankey	Namur RR Bridge, Fr.
	Notes: Lead in Formation						
59	May 9/44	May 9/44	41-31620	RG-R	Black Magic	Lt. Col. Hankey	Rouen, RR Bridge, Fr.
	Notes: "In spite of considerable flak the bombing was excellent. Especially the work of Lt. Joe McIntyre". Lead in Formation, hit the bridge mid-span and destroyed that part of the bridge. Received special congratulatory teletype from General Anderson.						
60	May 19/44		41-34941	RG-D	Slightly Dangerous	Lt. Blackwelder	Beaumont-Sur-Cise A/D, Fr.
	Notes:						
61	May 20/44	May 20/44	42-96084	RG-B	Battle Baby	Lt. Brandstrom	Poisey Bridge, FR
	Notes:						
62	May 23/44	May 23/44	41-31616	RG-H	Mert	Lt. Col. Hankey	Maisy coastal guns, FR

	Notes: Lead in Formation						
63	May 24/44	May 24/44	41-31616	RG-H	Mert	Major Perry	Lille-Norde Fr.
	Notes: Lead in Formation						
64	May 26/44	May 26/44	42-96084	RG-B	Battle Baby	Lt Brandstrom	Poisey Bridge, FR
	Notes: Crash landed at base Per C. Klier. Date not noted.						
65	May 31/44	May 31/44	41-31630	RG-J	Geronimo	Lt Marble	Rouen Bridge Fr.
	Notes:						
66	Jun 8/44	Jun 8/44	41-31616	RG-H	Mert	Major Perry	Caen, FR
	<p>Lt. J. D. McIntyre was the lead bombardier in their formation along with pilot Major Leland D. Perry and Lt. John O. Lobig serving as the navigator. They dropped 500 pounders with good results and no losses. Caen was bombed for over two hours at 5-minute intervals. It was one of seven defended villages bombed during the Normandy invasion. "The bombing in Caen is known as the greatest air blow of all time". The bombing by the 386th proceeded and was in support of the initial British drive against the city.</p>						

PHOTOS



"Black Magic" Lt. JD McIntyre flew (5) missions.



"Black Magic" crash landed Mar 25, 1944 after 50th mission.



"Buzz-N-Bitch" Lt. JD McIntyre flew (1) mission. The plane crash landed Aug 18, 1944. Total loss.



"Crescendo" Lt. JD McIntyre flew (1) mission.



"Carefree Carolyn" Lt. JD McIntyre flew (1) mission.



"Carefree Carolyn" crash landed Jun 15, 1944.



"Carefree Carolyn" Jun 15, 1944.



"Carefree Carolyn" regular crew.



"Danny Boy" crashed on Jun 23, 1943 on takeoff from Earle's Colne to Boxted when an engine failed. All crewmembers escaped serious injuries. The plane was a total loss. Left to Right: Lt's. JD McIntyre, Frank W White, Jerold A Wendt



"Danny Boy II" Lt. JD McIntyre flew (9) missions, the last on Sep 24, 1943. It was shot down on the next mission with an alternate crew Sep 27 1943. All crew members perished. Pilot Jerold A Wendt is standing



Z (GP-30-27-386)(14SEPT43)(552 BOMB SQ CREW)

"Danny Boy II" crew L to R rear, Lt. Jerold Wendt Pilot, Lt. Frank White C-P, Lt. JD McIntyre B/N, L to R front, Sgts. Thornton Henry E/G, Myron McKim A/G, James Hankemeyer R/G.



"Dottie" Lt. JD McIntyre flew (3) missions. Plane Crash landed Nov 26, 1943. Total loss.



"Gambler's Luck" Lt. JD McIntyre flew (1) mission.



"Hot Pistol" Lt. JD McIntyre flew (2) missions.



(CAD-62-2-386BGX6 JAN44XA/C (31786B-26-B)
 "41-31786 RG-Q" "Lt. JD McIntyre" flew (12) missions and received flak injury Dec 30, 1943.



"41-31945 RG-W" Lt. JD McIntyre flew (2) missions.



"Pansy Yokum" Lt. JD McIntyre flew (1) mission. Crash landed Jan 14, 1944 at Manston. Total loss.



"Mert" Lt. JD McIntyre flew (7) missions.



"Seductive Susie" Lt. JD McIntyre flew (3) missions.



"Seductive Susie" with regular crew.



"Shadrack" Lt. JD McIntyre flew (1) mission. Plane was shot down Mar 5, 1944.



"Winnie" Lt. JD McIntyre flew (2) missions.



"Blazing Heat" Crash landed at Great Dunmow.
Jun 23, 1944.



"Blazing Heat" 553rd Squadron.



386th B-26 falling with wing shot off from flak hit.



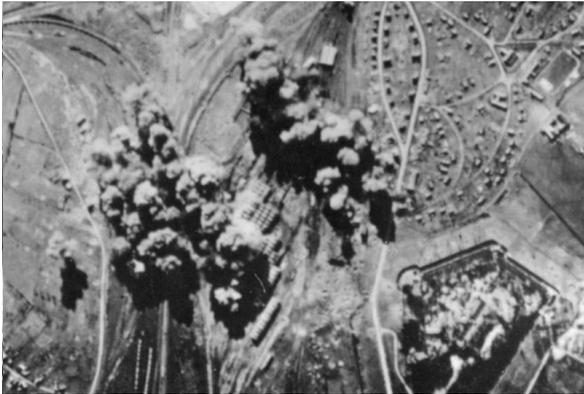
386th B-26 on fire over Pas De Calais, France.



386th B-26 with Rt. engine shot off by flak.



"Rat Poison" 553rd Squadron, delivering the
bomb load.



Bombing the rail yard at Hirson, Belgium.



"Sexy Betsy" 555th Squadron.
With Invasion Stripes.



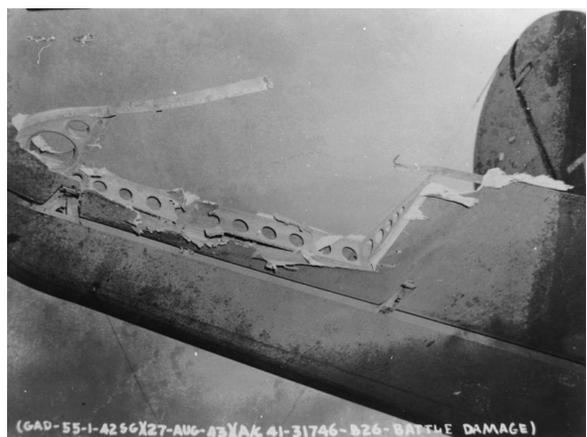
Examining and loading bombs.



"Rat Poison" 553rd Squadron in lead.



"41-31624" 555th Squadron with battle damage
Sep 19, 1943. Crashed on takeoff May 20, 1944.



"41-31746" battle damage Aug 27, 1943.



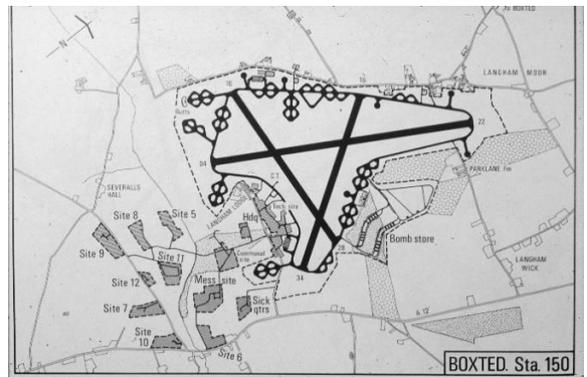
B-26 Marauders destined for the 386th Bomb Group stationed at Lake Charles.



General Dwight D Eisenhower inspecting photos from a bombing raid.



Great Dunmow (Little Easton), home of the 386th.



Map of airfield at Boxted.



Pre-mission briefing.



Colonel Lester J Maitland, commanding officer Of the 386th Bomb Group in his office.



"Horizontal Helen" 552nd Squadron.



"Horizontal Helen" crash landed Aug 16, 1944.



Replacing B-26 engine, 386th Bomb Group.



"Loretta Young" 555th Squadron. Actress Loretta Young autographed the plane. Her signature was painted on permanently.



Top Turret Gunner, 386th Bomb Group.



"Two Way Ticket" 553rd Squadron, crashed on takeoff at Colchester Jul 30, 1943.



Servicemen's quarters with wood burning stove.



Major Sherman Beatty of Hoquiam, WA in his "Lucky" hat gambling with officers of the 386th.



Bob Hope and Frances Langford entertained the troops. Joined by Clark Gable who served with the 351st Bomb Group.



Squadrons showing off their mascots.



Pvt. O.L. Burns cutting hair.



386th Refreshment Stand.



Easton Lodge, 386th Headquarters.



Outdoor dance on the lawn.



Lt. Wendt wedding with Lt. JD McIntyre, on the right, serving as best man.



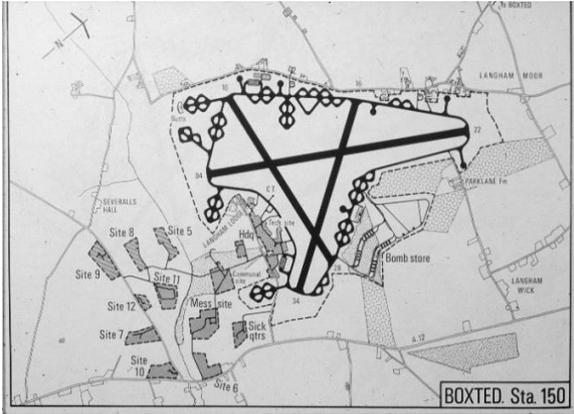
Great Dunmow Airfield and Easton Lodge.



Lieutenant Colonel FD Gray demonstrates the art of throwing horseshoes to the Women's Auxiliary Air Force.



"The Dog Inn" pub at Easton near Norwich.
Still in Operation.



Map of Boxted Airfield.



Aerial view of Boxted Airfield.



Building runways.



Runway maintenance and repair.



B-26 Marauders in line for takeoff.



B-26 Marauders over Boxted, England.



“Traveller Family” with their caravan.



Young boy riding a milk cart, North Wales.



Farmers loading hay into barn.



Harvesting the crops.



Helping local farmers with harvesting.

The rural farming communities at this time still performed a large portion of the work with the traditional manual methods and implements. Horses to varying degrees were still used for ploughing, hauling and transportation.

Subsistence farming in the rural areas was very common. Money was scarce and homegrown livestock and vegetables provided for the families. During harvest time all would turn out to help each other.



Airmen from the 555th sending notes to Hitler prior to loading bombs in "Hell's Angels".



386th bombing Leeuwarden airfield which was occupied by the German Luftwaffe.



Loading bombs into "Ye Olde Crocke" 554th BS.



"41-31275 AN-T" from the 553rd Squadron.



Gen. Eisenhower in the cockpit of "Son-of-Satan"



"La Paloma" 553rd Squadron.

NORMANDY INVASION NARRATIVE



Lt. Joseph D McIntyre flew his final WWII Combat Mission with Major Leyland D Perry in "Mert and the Flying Circus".

"THIS IS IT"

"This is it." I should have felt great excitement, but all I felt was the usual leaden stomach, the need of a casual comment to Frankie, a whispered wisecrack to Jerry - the front of false courage we each portrayed; after all we'd heard it before, in August of '43, "This is it", but that was a Naval practice maneuver between Dover and Boulogne in which we sacrificed two aircraft and crews to destroy the "ack-ack" guns of Boulogne.

The extra feeling of security in riding with your own crew, the knowledge that each would risk his life to save the other, was missing today because today I was flying the lead with Lt. Col. "Myrt" Perry; however, there was consolation in that, because Myrt was a seasoned pilot and a great guy; also I liked and feared the responsibility of "Lead Bombardier", knowing that eighteen other aircraft, in close formation, would drop their bombs where I dropped mine, knowing that where I dropped them would mean success or failure of the mission. I knew the looks of reproach when you missed, and I was familiar with the sincere congratulations and proffered drinks at the club when you hit the target, and each was always deepened with loss of some of the boys.

Col. Joe Kelly will be standing outside the interrogation room and he'll quietly ask, "How did it go?", and I'll want to yell "excellent", but I'll quietly say "okay" because this was one time it had to be an excellent job; however, you couldn't

gloat over a job well done to a guy who never condemned you when you did not connect.

Any thought of another Naval maneuver was quickly dispelled, that June morning of 1944, when we rode out to our aircraft in the dispersed revetments (which partially protected the parked aircraft from German bombings) and found that, during the night, each ship had been painted in broad black and white zebra stripes. Yes, "This is it".

A feeling of pride swept over me; of all the bomb groups in England, ours (the 386th Bomb Group) was the one that was selected by General Bradley to drop the final bombs on Normandy Beach, just ten minutes prior to the landing of the Allied Invasion Forces, and I was the bombardier who was chosen to lead that formation.

Thousands of American soldiers would be approaching the shore in landing craft. We had to bomb the shoreline to destroy the land mines, the under water barriers and mines which had been planted along the shoreline and under the water during low tides. I had to hit that shoreline - I had to miss our own troops!

I was sure that the bombsight had been checked and re-checked by the bombsight mechanics. I knew that Perry and I had "laid-them-in-there" before; so all I had to do was accurately compute the mean-temperature, the true altitude, the true airspeed for disc speed, the ground speed for an approximate dropping angle, check my bombing tables, set up the

bombsight, and Myrt and I would do it again.

The roar of our B-26 engines in take-off interrupted my examination of maps, target pictures and target data; this was one time that the target elevation would be no problem.

I quickly checked the take-off time and our compass-heading and turned back to my target data; Tom Haire and Robert Meservey (a fellow named Robert Preston of the movies) had given me a few extra photos and overlays of prominent coastal points, which later proved valuable.

One close 360 degree turn over the field allowed six ships enough time to get into formation, two more 360 degrees and all eighteen were in formation and we started our climb on course to southern England.

At 12,000 feet we leveled off, checked our drift and ground speed, and picked out our departure point from England; then I was free to set up my bombsight. Minutes ticked by as I carefully computed, checked and rechecked the data I put into the sight; now I was ready - but wait, we're right at the base of the solid overcast. Myrt is going down to 11,500 feet; oh well, lots of time yet to recompute, check, and reset the bombsight. Now I am ready again, and again we're at the base of the clouds, so down another 500 feet, and reset the sight again.

Now we're below 6,000 feet, the ceiling has been dropping rapidly while we were crossing the channel. For the nth time I recompute mean temperature, true air speed, bomb altitude; there's no time to recheck, no time to panic, we're turning

onto the bomb run, check the tables and set up the sight again, glance at the target photos, then at a hazy shoreline (we're near the base of the clouds once more), glance back at the photo (good ole Tom and Bob). We're close, very close to our dropping point, quickly "get-on-the-target", "steady boy", "synchronize". "Bombs Away" dropping flat, now pointing down, down, now they seem to be floating parallel to the earth before touching sand and water and cutting a path for the greatest invasion force in history.

Then we went into the cloud base that had threatened to engulf us all the while we were crossing the chanel, soon we came out on top of the clouds with the formation intact, and headed for England.

It was then that the true irony of the situation occurred to me - I had the ringside seat to the greatest invasion that history has ever known, I had led the last bomb group over the greatest Armada ever assembled, cut a path on the shoreline immediately in front of them, but I had been too busy to take a single glance at everything that was spread out below me. I saw nothing but figures, bombsight, target photos, bombs and the target. Maybe some day I'll be able to see a picture of all that transpired on Normandy Beach.

Joseph D. McIntyre
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