



## 492nd BG History

## McMurray Crew 801 - 15 June 44

This is a portion taken from the Group Summary Report for the month of June. These are Lt McMurray's own words as recorded in his debriefing upon his return from getting shot down over France.

The entire summary report, as well as others, is found on this website under Ground Units in the menu bar. Once that page opens, select the link "492nd BG Headquarters." Then find and select "492nd BG History - Part Six."

## Lt McMurray's story on getting shot down...

Since Invasion Day the Group had been pounding the enemy near the beachhead and in the back areas without meeting any air opposition and without loss of planes or personnel. On the Tours mission, however, the Luftwaffe showed signs of fight. Lt. David P. McMurray, pilot of the plane that was lost, gave a report that is sufficiently interesting in its details of bailing-out procedure and his subsequent rescue to merit repeating:

**W**e were hit by 50 FW190's ten minutes before the target. They knocked out our number 4 engine and damaged number 3. I could not feather number 4 and although I cut the gas supply, it dragged along without being feathered. We went down to 17,000 feet and had to leave the formation.

**W**e salvoed our bombs in a field. I decided to go under the umbrella of the formation for protection and stay away from the enemy fighters. Fifteen minutes later number 3 supercharger went out. We lost altitude. I asked the navigator for the heading to the beachhead and he gave it to me. ETA was 0906.

**W**e were losing altitude and making 130 MPH. They tried hitting us with flak, but we avoided it. Just before returning to the beachhead our number 2 prop governor went out, the engineer said we were very low in gas so I told all to stand by to bail out.

**W**e were at 7,000 feet and could see the coast 30 miles ahead. The navigator gave a signal through his astro dome, that we were over friendly territory, and then bailed out. He could not hear me on the interphone; he apparently landed in enemy territory.

**W**hen number 1 engine went out of gas, I rang the bell and in fifteen seconds the whole crew had bailed out. I tried to get out myself, but every time I let go, the aircraft started to tip over; so I put down full flaps, put power in all engines and turned the plane for a glide. I left the pilot's seat at 1800 feet. There were enemy aircraft following us all the way back, so I detonated the PFF equipment and made a delayed jump from 1800 feet. When I saw cows in the pasture I pulled the cord. The shrouds hit and slapped me, and as I struck the ground I was knocked out by the impact.

**I** landed near a medical detachment and they took care of me. I had minor abrasions in face and hands and a loosened tooth. They treated me and gave me a sedative. I slept all day and awoke for supper. Then I had to stay in the hospital overnight.

**T**hey called the Provost Marshall and took me to him in a jeep. I was told that my ship had crashed 6 miles from where I landed and was destroyed. They took me to a C47 in a jeep.

**W**hen I arrived at the 9th AF Hq. in France, I hitched a ride in a jeep to the C47 airstrip. You had to bum your own ride in anything you could find. I contacted a lieutenant colonel who was flying a litter carrier, helped him load the wounded, and flew in the cockpit with him, landing at Ramsbrey, England, at 1800, June 16, 1944.

Other returning members of the crew recounted similar experiences and all mentioned the enthusiastic appreciation shown by the ground forces for the excellent support being provided by the Air Forces.

## Sources / credits:

- Microfilm Records, Maxwell AFB

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