AUG 30 1943

24 B26. 319TH BG
48 P-38 1ST

TAKE OFF (QA) Springcap 9:25
Broadway 9:35 BASTARD SON
27MI Retdog 9:45
71MI Cragmore 9:55
Set course 10:05
rendevous 10:15 Sidi El Mekki 4000'
Target time 12:00

27TH HV A McI HV E Smith HV K Stunkard
HV-V Reynolds HV X Eickman B Terry
HV-R Burke HV W MIA WEINBERG D Husby
(KIA) HV-P Warmker HV T MIA RANDOL I Mabon

Broadway (BASTARD SON) / Y Hurst
Pilots & A/C / O Ferrin
N Deisenroth MIA (Prisoner)
I Hill

A/C loaned out
HV-10 & HV-14

Burke HV-R & Terry HV-U early aborts.

Side note
(Was Frederick N. Dibble (42 I Luke)
Bronxville N.Y. related ??)

Take off 5 minutes early.
RENDEVOUS Through clouds MADE only by Broadway sdn. Other 3 sdns chased for :45 before catching up.
From 10:50 To 11:30 Lacework (B-26s) Jamed radio.
Belly tanks droped 11:45

Potdog sdn right rear of bombers @ 11,500', bombers at 11000.

Approx 11:53 12 ~~bandits~~ bandits (109s) Climbing from 1:00 O'Clock low To 5:00 O'Clock high; Aircraft straggling from trailing element of (I believe) The 71st attacked by 2 109s, Pilot bailed out perhaps 5 miles off shore.
8 To 10 109s attacked main 38 formation which went into a gigantic lufbery circle To the left. with the 109s circling right on Top of the 38 formation. I kept The 27th out of the main formation. Several 109s were firing rockets at the bombers. Also a huge explosion in The main 38 formation (for years I thought it a 109/38 head on Collision) but Command Sources claim a 109 fired a rocket & made a direct hit.

Apparently this was The sdn Commander John S. Willey (also like me on our 50th & final mission) John was a classmate (42 I Luke) & a roommate of mine at Pendleton Oregon, when ~~we~~ we were Checking out on 38s — ~~2~~ 38th SON, 55th Group January '43.

~~Tripped~~ went to help the bombers but got involved with 109's several miles inland. We worked down to 9,500 — 5,000' altitude & about this Time The B-26s flew overhead on their way home, several E.A. were making passes at them. By this time it became very rough, Several 38s were alone & on Single engine. Pulling "46" & 2600 rpms I Took The sdn To help but 4 109s ~~finished off a 38 & Turned in our direction~~ were after a Single 38 also trying to return home on one engine. The 109s split I flew head on at Two Coming on my direction; I was much lower in a climb while they were going over our head at a much greater speed. My other flights went after 2 109s going away from us

I have more personal info - I await your phone call — Mac