

“Pauke Pauke fahren gegen Moebelwagen” (Attack Attack fly toward the furniture vans. (Luftwaffe slang for B-24s)

Some one is yelling over the intercom P 51's at three o'clock. I yell watch at 9 or 10 o'clock German fighter on the way. Sure enough here come the Germans and our fighters are engaging them. Here and there our machine guns are firing, I can hear the rattat even over the noise of our engines. Ten, fifteen minutes all is bedlam and then we are at the I.P. getting ready to drop our bombs. Flak is coming up to meet us, it's heavy and we can see the black puffs all around us, but miraculously we are not hit. The bomb bay doors are open, the target is below us, and then the long awaited “bombs away”. We make a sharp left turn as we leave the target, smoke is billowing upward, I hope we plastered it.

On our return flight I am listening to the enemy R/T. Now is the time when one can hear individual planes calling in. Most of them are lost, or damaged, or low on fuel asking for landing instructions. I mark the indicated locations down carefully. Once back at the base I check these locations on a master map which indicates all the known German airfields. Should I find a location which is not indicated I call wing command and log that field. Wing will dispatch an F 5 to photograph the field and if worthwhile dispatch fighter bombers to attack and destroy whatever enemy planes are on the ground.

Finally we are getting out of range, the R/T is very sporadic and I get a chance to find out what has happened to our group. Two planes are heavily damaged, but they may make it back. The squadrons are a little scattered but we get back and land.

At the debriefing Colonel Keese informed us that we had lost one plane and that he heard that the 461st had lost nine planes and that the 451st had also sustained very high losses. The colonel attributes our low losses to the advance information I had given him and to the fact that our fighter escort was able to engage the German fighters as they began their attack against us.

Then he said we have Sergeant Weinstein here who can give you a blow by blow report. At the time I was only a Corporal and I told the Colonel “Sir may I consider this to be a promotion, since I am only a Corporal” Everybody laughed, but it must have hit the right note because on the next promotion list I became a Sergeant.

Anyway I loved the limelight and reported on the things that had happened, describing how I was able to know in advance how many enemy fighters would attack us and where and at what time. Everyone felt that I had done a good job and earned my wings. The Colonel recommended me for the DFC which was later presented to me”. End of quote.

*Editors Notes :On pages 13,14 of Torretta Flyer No 25 Winter-Spring 1994 a summary of Mission 132 is described. This report should be corrected to reflect that only 27 aircraft dropped on target and two B-24s were shot down by enemy aircraft. See also TF-28 pages 20-21 regarding Charles Himmler's crew*

*The aircraft are described on pages 16 & 17 of Torretta Flyer No 24 Summer Fall 1993 as Follows:*

*42-50934 824 Squadron, Ship No 28 “Little Joe “ (Baker #12) Piloted by Lt Charles A Himmler, shot down near Wenzeldorf, and 42-51835 825 Squadron Ship No 38 (Easy 22), piloted by Lt Roger A Martin, shot down near Liebau before reaching the target.*

*Both aircraft were carrying cameras and a cameramen indicating both aircraft were carrying crews of 11 each. All were listed as MIA after the mission.*



*Ship #81 of Dog Flight*

*This mission was protected by fighter escort consisting of 2 Forces of 36 P-38s escorting to penetration and 52 P-51s to provide escort on withdrawal This was from the 332nd fighter group, the Tuskegee Airmen. The fighter attacks took place during the bomb run when escort fighters returned to base.*

## Notes

(1)

**Alternate targets:** Oswiecim Oil Refinery, Poland (50-02N,19-17 E); TC16-3-Na; elevation 755 feet, Axis of attack 93 degrees, rally left; 97 guns; 2) Moravska 2) Ostrava Oil Refinery, Czechoslovakia (49-51, 18-16E) TC15-15-Na; axis of attack 49 degrees, rally left; 97 guns; Elevation 711 feet. Both refineries active at last reports.

(2)

**Observations:** Flak was observed by A/C #33 (Charlie #21) at Kaprnick (Yugoslavia) L I H (intensity light, accurate, and heavy) at 1152 at 21,000 feet, and Gyor (Czech) and at 1117 AM M I H. Flak was also observed by other A/C at Negakanizsa 20,500 feet at 1037 (S I H), and also Vesprem time 1100 at 21,000(S I M)

(3)

Pathfinder aircraft were used from positions;  
A-11, Mickey operator 1/Lt J E Barth.  
Bombardier 1/Lt E M Duke  
A-12 Mickey operator 1/Lt McCauley