

# Charles Leo Stark in World War II

By  
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and  
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S/Sgt. Charles Leo Stark

This is an account of the World War II experiences of Charles Leo Stark (He was called Leo most of the time). He flew 32 combat missions as a crew member on a B-24 Liberator bomber from bases in Italy, attacking targets in southern and eastern Europe. These missions were extremely dangerous and casualties were high. A quota of combat missions flown was set, after which crewmembers would rotate out of combat. This quota changed from time to time, but in Leo's case this "holy grail" was 32 missions, which he achieved and was then rotated home. He saved a handwritten account of each of his missions, which are transcribed here and form the heart of this article.

Charles L. Stark's Enlistment Record and Honorable Discharge shows he was inducted into the Army August 20, 1942 at Little Rock, Arkansas. He was discharged as a T/Sgt at Randolph Field, Texas October 18, 1945. His Military Occupational Specialty was Aerial Engineer Gunner (748). He participated in the following battles and campaigns: Rome Arno, Air Offensive Europe, and Air Combat Balkans. He received decorations and citations: European African Middle Eastern Theater Ribbon with 3 Bronze Stars; Good Conduct Medal; Air Medal with 3 Bronze Clusters; and one Overseas Bar. He departed the US for Europe March 3, 1944 and returned August 16, 1944.

Charles L. Stark completed Army Air Forces B-24 Airplane Mechanics Course at Keesler Field, Mississippi February 24, 1943. He completed a B-24 Factory Familiarization course at the Convair plant in California, and aircrew training at Laredo, Texas and other locations.

Leo kept a handwritten diary of his combat missions. A transcription of the notes for each mission follows. At the start of each note, he entered the mission number, the number of missions (always one) and the number of "sorties" (either one or two). According to information obtained from Hughes Glantzberg, the webmaster for the 461<sup>st</sup> Bomb Group website ([www.461st.org](http://www.461st.org)), an extra sortie was awarded for especially difficult missions, so a routine (if there was such a thing) combat mission counted as one sortie and a difficult one counted as two sorties. The scoring for determination of when the men could rotate home changed from time to time over the years but was based on the number of sorties. A summary of the missions flown is shown in a certificate shown on the last page.

**Start of diary:**

(Charles Leo Stark quotes are in *italics*. Comments from other sources pertaining to the mission are indented and not in italics. Leo was in the 451<sup>st</sup> Bomb Group. The 461<sup>st</sup> Bomb Group flew missions to the same targets on the same day many times, so accounts from the website of the 461<sup>st</sup> are sometimes included. They were both part of the 49<sup>th</sup> Bomb Wing of the Fifteenth Air Force, which included other bomber types as well as fighter escort squadrons).



Charles Leo Stark and crew

*Well I arrived in Italy today. Hadn't more than hit the ground than they taken our plane, #765 away from us. Sure hated to see it go as it was the best plane I have ever flown in. Anyway it brought us over safe and sound. They taken our navigator Lt. W. A. Crews away from us. Assigned him to a different squadron. Sure did hate to loose him. He knew his job well.*

*Mar 25, 1944.*

*We were assigned to the 451<sup>st</sup> Bomb Group, 724<sup>th</sup> Squadron. A good outfit I believe. A lot of good boys I think. Guess we will stay in this place. They tell us we will be fighting the Nazis with these boys. Be proud to see what it is like. We not got any beds as of yet. Been sleeping on the ground. Not so good.*

**Msn 1.**                      *April 2, 1944*                      *1 mission 2 sorties*

*Well today was my first bombing mission. I mean it is ruff as hell.*

*The target was Steyr, Austria. I was flying with Lt. Marion. We were about five minutes from the target when #2 engine went out. We couldn't keep up with the formation so we salvoed the bombs and left the formation. There was seven or eight enemy fighters attacked us. We sure did throw the lead at them. The tail and ball gunner got two ME 110's.*

*We held them off for several minutes and then we saw a formation of B-17's. We went down to where they were. They sure looked good and them boys sure know how to use the guns. We flew home with them. That is all that saved us – "Thanks Boys". Well they damn near got me the first raid. I hardly know what to say about this combat yet. If they all like this they going to be ruff. We flew in ship #195*

("gas house").

From Milhist.net Apr 2, 1944; STRATEGIC OPERATIONS (Fifteenth Air Force):  
More than 530 B-24s and B-17s (largest mission to date) attack targets in Austria and Yugoslavia; the B-24s hit an aircraft factory and depot and ball bearing factory at Steyr; fighters fly 150+ sorties in support of the bombers; hundreds of enemy fighters oppose the missions and fierce air battles result in 19 bombers shot down and several missing; the AAF claims 150+ enemy fighters.

**Msn 2.** April 3, 1944 1 mission 2 sorties

*I flew with Lt. Jackson in ship #239. The target was Bucharest marshalling yards. We ran into flak about a hundred miles from the target but didn't amount to much. We went over the target at 23,500 feet. The flak was heavy and they had our altitude. Sure was proud to get out of that stuff. We got a few holes in the plane but no one hurt. Didn't see many fighters. The P-38s took care of them.*

**Msn 3.** April 5, 1944 1 mission 2 sorties

*Third mission and what a mission. I almost passed out at briefing this morning when they told us the target was Ploesti oil fields in Rumania. I flew with Lt. "Graber" in ship #465. We got within 20 minutes of the target then #4 engine sprung a gas leak. We left the formation and started for home. Six ME-109s attacked us. We took a few shots at them then we went into the clouds at 290 miles per hour. The fighters couldn't find us. "Thank God". We made it home without any more trouble.*

**Msn 4.** April 17, 1944 1 mission 1 sortie

*I haven't flown since the fifth. They got us up early this morning. Our target was Belgrade air field in Yugoslavia. I flew with Lt. "Cayle" in ship # 099. We went over the target at 21,000 feet. The flack was heavy but didn't last long. We had a nice cover of P-38s today. I mean them P-38s are nice. Didn't see no enemy fighters. They sure hit the target. Saw some German transport planes burning as we left.*

**Msn 5.** April 20, 1944 1 mission 1 sortie

*The target today was Ferrara, Italy. I flew with Lt. "Pratt", our new pilot. We flew ship #253. We climbed to altitude which was 21,500 feet. There was heavy undercast. We couldn't see the target so we came home with our bombs. Saw a little flack but it was so cloudy they couldn't see us. We got credit for the trip anyway. Had a nice escort of P-38s. I am well satisfied with our new pilot and crew (crew #2).*

**Msn 6.** April 21, 1944 1 mission 2 sorties

*Our target was Bucharest railroad yards. We flew ship #253 again. The weather below was cloudy again but we dropped our bombs on E. T. A. Saw some flack but it wasn't close as they couldn't see us. Saw some fighters but the 38s were there to take care of them. Again I say them 38s are the prettiest airplane I ever saw. They look good close to the target. A fellow knows he has got help.*

**Msn 7.** April 24, 1944 1 mission 2 sorties

*I guess we didn't do such a good job dropping bombs through the clouds. As our target was Bucharest again today. It was nice and clear this time. We give them hell this time. The flack was heavy this trip. We were flying ship #195. There were several fighters over the target. No 38s to help us. Two FW-190's attacked us from the nose. I was firing the nose turret. I gave them several bursts from the nose. They*

*turned away and never came back.*

**Msn 8.**                      *April 28, 1944*                      *1 mission 1 sortie*

*Our target was Orbetello in northwest Italy. We flew in ship #195. Our target altitude was 22,000 feet. We had a real escort of P-38s. Didn't see any enemy fighters. We hit the target too. The flack was plenty heavy but inaccurate to some extent. Saw crew #5 go down in ship "Diddlin Dolly". A good bunch of boys. We saw 9 parachutes open. Hope they make it back.*

**Msn 9.**                      *April 30, 1944*                      *1 mission 1 sortie*

*I flew as a spare today. Flew with Lt. McCallester in ship #465.*

*The target was railroad yards in Northern Italy (Alessandria) again. We flew at 20,500 feet. The first target I ever went over and didn't see any flack. No fighters either. We sure did tear hell out of that place. Don't think we will have to go back there. Easy mission today; first one yet.*

**Msn 10.**                      *May 5, 1944*                      *1 mission 2 sorties*

*One month ago today we went to Ploesti. They got us up this morning, we went to briefing and what you know? It was Ploesti again. We flew ship #102. By the way they gave us that plane. We flew over the target at 22,000. I was riding the nose turret. We could see the flack fifteen minutes before we reached the target. I never saw so much of that stuff in my life. I was wishing to hell we could turn around. But we went on in. Dropped our bombs, turned off the target. Didn't have a hit. Then all hell broke loose. A burst hit us in the back of the ball turret. Made a hole big as your head. A piece hit one of the gunners in the leg but never hurt him very bad. Sure did make a hole. Didn't see many fighters. They sure did hit the target. Smoke was up to 20,000. Look good burning. This is one raid I'll never forget. Hope to hell I never go back there.*

From milhist.net; FRIDAY, 5 MAY 1944; STRATEGIC OPERATIONS (Fifteenth Air Force):

640+ bombers (the largest force to date) attack targets in Rumania and Yugoslavia; the B-24s hit the marshalling yard at Ploesti and troop concentrations at Podgoricu, Yugoslavia; fighters fly 240+ sorties in support.

**Msn 11.**                      *May 10, 1944*                      *1 mission 2 sorties*

*This was one mission I will never forget. Hope I never see flak like that again. Our target was Weiner Neustadt, Austria. We were bombing at 23,500 feet and were flying ship #378. A real ship, no trouble at all with it. The weather to the target was bad. We flew through clouds when you could hardly see the plane in front of you. The weather over the target was clear. They sure had our altitude. The flak burst at the same altitude we were. We got a few holes in our plane. One from our squadron, ship #465 "mac's flap ----- unreadable.*

**Msn 12.**                      *May 17, 1944*                      *1 mission 1 sortie*

*Our target today was the shipping installations on the Island of Elba. Had an easy run this time. Not but a little flak. No enemy fighters. Had several P-38s and P-51 escorts. We flew our own ship #102. Flew over water most of the time. Swung in on the Island, dropped our bombs and back to the water. They sure done a job this time. I like to make 31 more like today. Then I would be homeward bound.*

**Msn 13.**                      *May 18, 1944*                      *1 mission 1 sortie*

*Today our target was Ploesti again. My third ride to that place. We flew ship #102. Took off at 7:30 this morning and started on course. Got within a hundred miles of the target and the clouds were so thick we couldn't go through. We let down from 20,000 ft to 15,000. Still no hole so we came back with our bombs. Hit just a little flack on the way back. Never amounted to much. We were in the air about six and half hours anyway.*

xx     *May 19, 1944*     *no credit for this one*

*Today was our third morning in a row to fly. We flew our own ship #102. Today was our first time to carry the "blockbuster". We had three 2,000 pound bombs on this morning. I mean they fill the bomb bay. The target was a railroad trestle near Genoa, Italy. We took off at seven o'clock then flew up the coast. We got within fifty miles of the target and hit the worst clouds we ever been in. We got lost and turned around and came back. This was one time I wanted to go over the target. I like to saw them big ones go down. Bet they would have tore up the place.*

**Msn 14.**                      *May 24, 1944*                      *1 mission 2 sorties*

*We got up at three o'clock this morning. Our target was Weiner Neustadt, Austria, our second time over there. We flew our own ship #102. There was heavy undercast all the way to the target. We were flying at 23,000 feet. Went over the target but couldn't see it. But it must have been down there from the way flak was coming up. We hit flack three or four different times. Never done much damage. We never dropped the bombs. Don't know why. I know I would of dropped them where the flak was.*

**Msn 15.**                      *May 26, 1944*                      *1 mission 1 sortie*

*We got up at 2:30 this morning. Our target was Lyon marshalling yards in France. My first ride over France. Took off at 6 o'clock. Was the longest mission this Grandpa ever pulled; was 1,450 miles round trip. We flew over the island of Corsica. A nice place. Then hit the coast of France. We flew in #102. Had a nice escort of P-51s and 38s. Didn't see any enemy fighters or any flak. Was a nice day over the target. They sure hit the target. I saw the bombs fall right in the middle of the yards. Saw oil cars blow up and big pieces all over the place. As we were coming in for a landing #3 engine cut out. Didn't have enough gas to wash your hands. Had about 100 gallons in all. That is too close for safety. All the planes returned. My twenty-third mission (sortie).*

From milhist.net; Friday, 26 May 1944; STRATEGIC OPERATIONS (Fifteenth Air Force):  
Almost 700 bombers hit targets in France and Yugoslavia; B-24s hit a bridge over the Var River, marshalling yards at Lyon/ Vaise, Lyon/Mouche, Chambéry, Grenoble and Nice, France and troop concentrations at Bihac, Yugoslavia; fighters escort the bombers and strafe and dive-bomb the airfield at Donji Zemunik, Yugoslavia.

**Msn 16.**                      *May 27, 1944*                      *1 mission 1 sortie*

*Today we went to France again. Our target was an air field about twenty miles north of "Marsa" (Marseille). We flew ship #102. It sure is holding up good. We bombed from 22,000 feet. Our bombs hit the target this time. We hit flak at the coast going in. They sure did have it on us. Hit flak over the target. Was low tho and never done much damage. Got a few holes in our plane. Didn't see no enemy fighters. Had a nice escort of 38s. Flew over Corsica again.*

**Msn 17.**                      *May 30, 1944*                      *1 mission 2 sorties*

*We got up at 2:30 this morning. The target was the aircraft factory at Wells, Austria. Took off at 6:45 and flew our own ship #102. Had a real escort of P-51s and 38s, must have been a hundred of them. Didn't see no enemy fighters. Saw a lot of flak but we wasn't in it. Sure was lucky. Saw a B-24 blow up. They sure hit the target this time. We could see the bombs explode. A easy run like to have ten more the same kind.*

**Msn 18.**                      *May 31, 1944*                      *1 mission 2 sorties*

*Back to Ploesti again today. We got up at 2 o'clock again. I mean it sure gets a fellow to get up that early and flying these long missions. We taken off at 6:15 this morning. Flew our own ship #102. It sure is doing good. Having a little trouble with the landing gear. I mean the flak was there today. We were all lucky didn't get much of it. No enemy fighters. Had P-38s for escort. The boys sure hit that place. We could see smoke 18,000 to 20,000 feet high. I like to see them old tanks go up.*

**Msn 19.**                      *June 7, 1944*                      *1 mission 1 sortie*

*Today was the first mission I have been on this month. We bombed a railroad viaduct on the southern coast of France, west of Nice. We flew in ship #378 and took off at six o'clock. This was the worst ride I ever been on. The air was real ruff. Didn't see no enemy fighters but some flack at the target. No damage done. They missed the target. The bridge was still standing when we left. We were carrying 1,000 pound bombs.*

**Msn 20.**                      *June 9, 1944*                      *1 mission 2 sorties*

*Today the target was in Germany. The first time I had been there. The target was the big aircraft factory at Munich, the most heavily fortified city in Germany. Got 286 heavy flak guns there. Too many for safe flying. We flew ship #102. Went fine, saw flak about ten different places. Had a real escort of P-38s. Saw some ME-109s. They made a few passes but didn't do no harm. Hope I never go into Germany again.*

**Msn 21.**                      *June 11, 1944*                      *1 mission 2 sorties*

*We got up early this morning at 2 o'clock watch?? We flew our own ship #102. Our target was some big oil storage tanks at Guirgui in Rumania. They were on the banks of the Blue Danube River. The flak wasn't too heavy but accurate. There was several fighters attack on the bomb run. I got several shots at them. I was riding the nose turret. Saw eighteen or twenty parachutes in the air at once. Saw one boy jump but his chute didn't open. Our squadron lost one ship. Crew #7. A real good bunch of boys.*

461<sup>st</sup> Bomb Group, Mission #44      11 June 1944; This time the Giurgiu Oil Storage in Romania was the target. Not much flak was encountered, but the Group tangled with eighteen enemy fighters. Six enemy planes were destroyed, four probably destroyed, and one damaged. Two bombers were lost to the combination of flak and fighters, and one man was injured. The crews lost were those of 1<sup>st</sup> Lt. Hefling and 1<sup>st</sup> Lt. Heald.

**Msn 22.**                      *June 13, 1944*                      *1 mission 2 sorties*

*Today was a ruff one. We got up at 1:30 this morning. Took off at 5:15. Flew our own ship #102. The target was Munich again. My second trip to Germany. There are supposed to be 286 flak guns there and I know every one of them was in working order. I mean the flak was thick. The fighters too. We had P-51s for escort and they sure did a job. The fighters never bothered our formation. We bombed from 25,000 and hit the target. I wish we had been at 40,000 ft. when I saw all that flak.*

**Msn 23.**                      *June 14, 1944*                      *1 mission 2 sorties*

*Today was our third flight in a row. But that is the way to get the missions in fast. The target was a oil refinery near Budapest in Hungary. We flew our own ship #102. Took off at 6:30. The weather was perfect. Didn't see no fighters and no flak. Hit the target for once. Sure made a fire. And smoke was boiling up when we left the place. This area is a easy one. But we were due it. As the last ones were ruff. Like to take the rest of mine like this one.*

**Msn 24.**                      *July 3, 1944*                      *1 mission 2 sorties*

*Today was the first ride since the 14<sup>th</sup> of June. We had been out to the planes seven mornings but never would take off. We had been to rest camp. Was almost like starting all over. The target today was Bucharest, the capital of Rumania. We hit the railroad yard there with five hundreds. The flak wasn't too bad. Was a lot of it but wasn't too close. Didn't see any enemy fighters. Had a real escort of P-38s after we came off the target until we hit the coast line. We flew a new ship yesterday, #931. Capt Lawton flew with us. I like to get the rest of mine just like today.*

**Msn 25.**                      *July 6, 1944*                      *1 mission 1 sortie*

*Today the target was gasoline storage tanks and railroad yard northeast of Aviano in northern Italy. Got up at four o'clock and took off at 7:15. We were flying our new airplane #931. Our bombing altitude was 22,000 feet. Wasn't any flak or fighters at the target but they never hit it. Had a escort of P-38s I mean a nice one too. Today was an easy one. Wish I could get ten more just like it.*

**Msn 26.**                      *July 7, 1944*                      *1 mission 2 sorties*

*I almost passed out this morning when I went to briefing and saw the target for today. It was the big synthetic rubber plant at Blechhammer, Germany. The longest run we made at the worst one without a doubt. We were briefed for about three hundred enemy fighters. That don't sound so good that early in the morning. Took off at 6:15. We flew our ship #931. We had the gas tanks almost floating when we left the ground. Every thing went fine until about a hour and a half from the target when fifteen or twenty ME-110's attacked. They were shooting rockets at us. Don't look so good either. They never done no harm as the P-38s drove them away. "Thanks Boys!!!". We went on to the target. Was a heavy smoke screen over it. We dropped our bombs in it. There was a lot of flack but we got through it some how. Fighters jumped us for two hours after we left there. We sure give them all we could with our fifty calibers. They got one plane from our squadron. He was flying just behind us. We saw nine parachutes open then the plane blew up. That was something to see. This was some mission. Any hope I ----- (missing).*

**Msn 27**                      *July 8, 1944*                      *1 mission 2 sorties*

*The target for today was a gasoline storage at Vienna, Austria. It was the heaviest defended target we have bombed yet. They got 326 flak guns there. I believe every dam one of them was working when we got there. I never saw as much flak. But we were lucky as our target was a little to one side. Anyhow we got through it without losing a plane. They sure hit the target at that. The flames sure went up when the bombs hit. We flew ship #950. Saw several fighters go down. The P-51s sure did a job. They saved us from being shot down.*

**Msn 28.**                      *July 11, 1944*                      *1 mission 1 sortie*

*Today we bombed the submarine docks at Toulon, France with five hundred pounders. We took off at*



7:45 this morning in our ship #931. Our bombing altitude was 23,000 feet. We were the second group in the wing to go over the target. But for some reason the first group never dropped their bombs. We did and they sure layed the bombs in there. The flak wasn't too bad. We never saw any fighters. Today was an eight hour ride. I have five more to go.

461<sup>st</sup> Bomb Group; Mission #59 11 July 1944; Target: Submarines at Toulon, France  
Lt. Colonel Applegate led the Group in an attack on submarines stationed in the harbor of Toulon. The weather was excellent and the Germans were slow in starting their smoke pots. The flak was only moderate in intensity. For some reason, however, most of the bombs overshot the target to the right with only fair results.

**Msn 29.**                      July 14, 1944                      *1 mission 1 sortie*

*Today we went to just a little ways from Budapest in Hungary. The target was oil refinery. We were carrying 1,000 lb bombs. Our altitude was 21,000 feet. We flew in ship #931 and took off at 7:15. We were briefed for six flak guns at the target. Only saw about a dozen bursts. Made two runs on the target. I don't much think we hit it. But the group behind us did. This is the kind I like to go on. Four more to go.*

461<sup>st</sup> Bomb Group; Mission #61 14 July 1944; Target: Petfurdo Oil Refinery, Hungary  
The Group got the highest bomb score ever obtained when 82 percent of the bombs were dropped within 1,000 feet of the center of impact on the Petfurdo Oil Refinery near Budapest in Hungary. The weather was CAVU, only two enemy airplanes were seen, and only slight flak was experienced at the target.

**Msn 30.**                      July 15, 1944                      *1 mission 1 sortie*

*Wasn't much use to go to briefing this morning. As the most of us knows what Ploesti looks like. But that was the target for today. We flew on ship #931. Our bombing altitude was 23,000. The flak was thick but wasn't too accurate. We got several holes in our plane but got back safe. Had a real escort of P-38s. Don't know if we hit our target or not. But some one did, the smoke was up to our altitude.*

461<sup>st</sup> Bomb Group; Mission #62 15 July 1944; Target: Creditul Minier Oil Refinery, Ploesti, Romania. The all-out mission of the Fifteenth Air Force against the Ploesti Oil Refineries on the 15<sup>th</sup> of July had been designed as the final knock-out blow. The target was partially obscured by six-tenths cloud coverage. Intense, accurate and heavy flak damaged fourteen of our planes and knocked down the one piloted by 1<sup>st</sup> Lt. William L. Weems.

**Msn 31.**                      July 17, 1944                      *1 mission 1 sortie*

*We had a late take off this morning. Took off at nine o'clock. Were flying #931 and were carrying 1,000 lb. bombs. The target was a bridge at Arles, France. The weather was fine. We could see the target a long time before we got there. Wasn't any flak at the target. The bombing altitude was 20,000. They never got but a few bombs on the bridge. I flew the tail turret this ride. We hit some flak before we got to the target but wasn't bad.*

**Msn 32.**                      July 18, 1944                      *1 mission 2 sorties "50"*

*Today was my last mission. We got up at 3:30 and went to briefing. The target was a aircraft factory at Friedrichshafen, Germany, just over the line between Germany and Switzerland. We flew a new plane on its first mission, #906. Our altitude was 23,500. The weather over the water was bad, we had to climb to*

*altitude early. There were seventy eight guns at the target. We had a escort of P-51s and 38s. The flak wasn't as bad as we expected. And we never saw no enemy fighters. They got a few of the bombs on the plant. The 461<sup>st</sup> done a pretty good job. I sure was glad to get on the ground. This finished Red Steiger and myself. We can rest easy now.*

From milhist.net; TUESDAY, 18 JULY 1944; STRATEGIC OPERATIONS (Fifteenth Air Force):

In Germany, 200 B-24s and B-17s attack Memmingen Airfield and the Dornier aircraft works at Manzell, and a railroad bridge in Italy; 250-300 fighters oppose the formations attacking targets in Germany, beginning the interception at the N Adriatic coast, continuing to the targets and back as far as the Brenner Pass; 20 AAF aircraft are lost; the bombers and escorting fighters claim 66 fighters shot down.

*I flew over nine different countries while completing my missions. Italy, Yugoslavia, Hungary, Rumania, Austria, Germany, Poland, Czechoslovakia and France*

Not much we can add to that story. What an incredible few months in the life of a young man, plucked from the farm life of Shiloh, Arkansas. There were thousands like him, many who did not come back at all, and many more who survived bailouts and prisoner of war camps before returning home.

#### Certificate

724<sup>th</sup> Bombardment Squadron  
451<sup>st</sup> Bombardment Group  
APO #520, U. S. Army

Certificate that T/Sgt Charles L. Stark, 38238233, has completed the following missions, with dates, time, and targets as indicated. Signed John M. Anderson, Major, Air Corps, Commanding 20 July 1944

<u>Msn</u>	<u>Date</u>	<u>Time</u>	<u>Targets</u>
1	2 Apr 1944	8:40	Steyr, Austria
2	3 Apr 1944	8:00	Budapest, Hungary
3	5 Apr 1944	7:00	Ploesti, Rumania
4	17 Apr 1944	8:30	Belgrade, Yugoslavia
5	20 Apr 1944	5:30	Ferrara, Italy
6	21 Apr 1944	8:00	Bucharest, Rumania
7	24 Apr 1944	8:00	Bucharest, Rumania
8	28 Apr 1944	5:30	Orbetello, Italy
9	30 Apr 1944	7:00	Alessandria, Italy
10	5 May 1944	8:00	Ploesti, Rumania
11	10 May 1944	7:00	Weiner Neustadt, Austria
12	17 May 1944	6:30	Porto Ferrajo, Italy
13	18 May 1944	6:00	Ploesti, Rumania
14	24 May 1944	7:00	Weiner Neustadt, Austria
15	26 May 1944	9:00	Lyon, France
16	27 May 1944	8:30	Marseille, France
17	30 May 1944	7:00	Wells, Austria
18	31 May 1944	8:30	Ploesti, Rumania
19	7 June 1944	7:00	Antheor, France
20	9 June 1944	8:00	Munich, Germany
21	11 June 1944	7:30	Guirgui, Rumania
22	13 June 1944	8:00	Munich, Germany
23	14 June 1944	6:30	Szony, Hungary
24	3 July 1944	8:00	Bucharest, Rumania
25	6 July 1944	5:30	Aviano, Italy
26	7 July 1944	8:30	Blechhammer, Germany
27	8 July 1944	7:00	Vienna, Austria
28	11 July 1944	7:00	Toulon, France

29	14 July 1944	6:30	Pet Furdo, Hungary
30	15 July 1944	8:00	Ploesti, Rumania
31	17 July 1944	8:00	Arles, France
32	18 July 1944	7:30	Manzelldornietwerke, Germany

Total Missions: 32

Total Flying hours: 232