



Transcription of the flight notes kept by S/Sgt James E. Hendrix, (photo at left) ball-turret gunner, assigned to the crew of Lt. James Adair, Crew Number 12, 349th Bombardment Squadron, 100th Bomb Group (Heavy), 13th Combat Wing, 3rd Air Division, 8th Air Force, United States Army Air Forces.

Transcribed from the original document by C.C. (Chip) Culpepper, son of Hendrix crewmate T/Sgt Conley E. Culpepper on Feb. 13, 2016. C.C. Culpepper inherited the notebook from Hendrix's daughter, Sharon Hendrix Enos, late of Chino, California.

The following log is transcribed verbatim with spelling and formatting as committed to paper by Sgt. Hendrix, who wrote using blocked and capital lettering for the most part.

After each entry, any annotations will follow, as appropriate.

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MISSIONS OF CREW 12
STARTED OCT. 12TH 44
NO. 1
BREMEN
BEARING FACTORY
FLAK WAS LIGHT
NO HOLES IN PLANE
I WAS EXPECTING
FLAK TO SCARE ME
BUT IT WASN'T TO
BAD.

NOTE:

*"TO" is the spelling used by Hendrix rather than "TOO."
"FLAK," name for German anti-aircraft artillery and the resulting explosive ordnance and shrapnel these guns delivered.*

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NO. 2 SUN. OCT 15-44
COLOGNE
MARSHALING YARDS

FLAK WAS MODERATE
BUT VERY ACCRATE
WE HAD ABOUT 20 HOLES
IN PLANE.
EVERYONE HAD A
CLOSE CALL BUT THE
BOMBARDIER AND ME.
A PIECE CUT HORNY'S
PANTS LEG.

NOTE:

“Bombardier” mentioned is Lt. Milton J. Brucker, and “Horny” is Sgt James H. Horny, one of two qualified flight engineer/gunners aboard the aircraft, the other being Sgt Conley E. Culpepper. Both engineers/gunners swapped positions between the top-turret and waist gun. It is unknown if Horny were in the upper turret or at the waist gun when this incident occurred.

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NO. 3 THUR. OCT. 19, 44
LUDWIGSHAFEN
ELECTRIAL WORKS

FLAK WAS MODERATE
A PIECE BOUNCED OFF
THE BOMBARDIERS FLAK
HELMET. I GUESS IT
WILL BE MY TURN NEXT.

NO. 3 ENGINE WAS
SHOT OUT. COULDN'T GET
THE BOMB BAY DOORS
CLOSED. HAD TO DROP
OUT OF FORMATION
AND COME BACK ALONE.

P47 BUZZED US OVER
ENGLAND.

NOTE:

“Electrial” is the spelling used by Hendrix, as is the non-possessive “Bombardiers” (reference to Lt. Milton J. Brucker)

“No. 3 Engine” reference to one of the inboard engines of the four-engine B-17.

“P47” reference to the U.S. P-47 Thunderbolt fighter escort

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NO. 4 SUN. OCT 22 – 44
MUNSTER
RAILYARDS

HEAVY OVERCAST
FLAK WAS LIGHT, THE
FLAK HIT THE GROUP
AHEAD OF US AND THE
GROUP BEHIND US.
WE DIDN'T HAVE ANY
HOLES IN THE PLANE.

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NO. 5 THUR. OCT. 26 – 44
HANOVER
HALFTRACK FACTORY

WE BOMBED P.F.F.
THROUGH A HEAVY
OVERCAST. THE FLAK
WAS MEDIUM AND WE
HAD ONLY ONE OR TWO
HOLES IN SHIP.

I ALMOST PASSED
OUT FROM ANOXIA.

NOTE:

“P.F.F.” abbreviation for Pathfinder Force, radar-equipped aircraft that were used in low/no visibility efforts to identify targets for the trailing aircraft to release their payloads.

“Anoxia” is total depletion of breathable oxygen, resulting in unconsciousness and may result in death, if prolonged.

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NO. 6 THUR NOV. 2 – 44
MERSEBERG
OIL REFINERY
THIS IS THE ROUGHEST
TARGET IN GERMANY.
THE FLAK WAS VERY
HEAVY AND THERE
WERE FIGHTERS IN THE
TARGETED AREA BUT OUR
P.51 ESCORTS KEPT
THEM AWAY.

I SAW TWO PLANES GO
DOWN AND THEY WERE
PLENTY I DIDN'T SEE.
WE WERE DAMN LUCKY.
THOSE FIGHTERS ARE
WONDERFULL

NOTE:

“P.51” reference to the U.S. P-51 Mustang fighter escort

“Wonderfull” is the spelling used by Hendrix.

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NO. 7 SUN. NOV. 5 – 44
LUDWIGSHAFEN
CHEMICAL WORKS

THE FLAK WAS VERY
HEAVY. WE WERE
CHAFF PLANE AND
COULD TAKE EVASIVE
ACTION AND DIDN'T GET
MUCH DAMAGE.

WE LANDED AT A
DIFFERENT FIELD FOR
OURS WAS CLOSED
BECAUSE OF WEATHER
AND CRACK UPS.

NOTE:

"Chaff Plane" reference to an aircraft leading the bomber formation charged with dropping aluminum strips ("chaff") designed to interfere with enemy radar signals and to obscure the trailing aircraft. Adair's Crew No. 12 was recommended for the Distinguished Flying Cross for their efforts during this mission.

"Crack ups" would seem to imply the field at Thorpe Abbots, used as the home base for the 100th Bomb Group was unavailable due to some sort of crash landing(s) at that site.

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NO. 8 MON. NOV. 6 – 44
NEUMUNSTER
AIR FIELD

FLAK WAS LIGHT
AND FIGHTERS WERE
IN AREA BUT OUR
ESCORTS TOKE CARE
OF THEM AND THEY
DIDN'T GET INTO US.

NO DAMAGE TO THE
SHIP

NOTE:

"TOKE" is the spelling used by Hendrix rather than "TOOK."

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NO. 9 THUR. NOV. 16 – 44
AACHEN
FRONT LINES

WE WERE BOMBING
FOR THE INFANTRY.
A HOLE WAS OPENED
AND THE INFANTRY
BROKE THROUGH
THE NEXT DAY FOR
A GOOD GAIN.

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NO. 10 TUES. NOV. 21 – 44
OSNBRUCK
MARSHALING YARDS

HEAVY CLOUDS OVER
GERMANY. THE FLAK
WAS LIGHT. IT WAS
A LONG RIDE. WE
STARTED FOR MERSEBERG
BUT BOMBED THE
SECONDARY TARGET.
I WAS GLAD OF THAT.

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NOV. 11 SUN. NOV. 26 – 44
HAMM
MARSHALING YARDS

WE WERE CARRYING
SIX ONE THOUSAND
POUNDERS. FLAK WAS
LIGHT. WE HAD TROUBLE
WITH THE BOMB BAY
DOORS. I THINK I SAW
A JET PLANE IN THE
DISTANCE. THE P.F.F. SHIP
ALMOST HIT US AS IT
ABORTED. A B-24
EXPLODED RIGHT IN BEHIND
US ON THE WAY BACK.

NOTE:

“Six one thousand pounders” reference to the explosive payload carried by the B-17 that day, six one-thousand pound bombs.

“jet plane” most likely referring to a German Me-262 fighter jet.

“B-24” reference to U.S. B-24 Liberator heavy bomber.

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NO. 12 SAT. DEC. 2 – 44
COBLENZ – YARDS
IT WAS A RECALL
BUT WE WERE OVER THE
LINES SO WE GOT A
MISSION. COL. JEFF
WAS LEADING US.
THE B-24’S WENT ON
IN TO THE TARGET AND
THEY WERE HIT BY
ENEMY FIGHTERS. THEY
DIDN’T HAVE SENSE
ENOUGH TO TURN BACK ON
ACCOUNT OF WEATHER
WAS TERRIBLE OVER
GERMANY.

NOTE:

“Col. Jeff.” Appears to be reference to Maj. Gen. Thomas Jeffrey, who served as commanding officer of the 100th Bomb Group. No corresponding mission to this date located in Col/Gen Jeffrey’s combat record.

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NO. 13 MON. DEC. 4 – 44
FREIBERG
MARSHALING YARDS
WE WERE LOADED WITH
12-500 LBS. WE HIT THE
EDGE OF THE YARDS. IT
WAS VERY CLEAR OVER
THE TARGET.

FIGHTERS WERE
REPORTED IN THE TARGET
AREA. WE FLEW THE
DIAMOND AND IT WAS
ROUGHER THAN HELL.

NOTE:

“Diamond” protective formation of B-17 bomber aircraft

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NO. 14 DEC. 5, 44
BERLIN
ARMOR FACTORY
THE FLAK WAS LIGHT
BECAUSE ENEMY FIGHTERS
WERE IN THE AREA. THE FLAK
REALLY HIT GROUP BEHIND
US. I WAS OUT OVER 10
MINUTES FROM ANOXIA.
MELEY REVIVED ME AND
HORNY HELPED HIM THEN
HE PASSED OUT AND I
HELPED MELEY REVIVE
HIM. WE HAD ONE HELL
OF A TIME. ADAIR MADE
1ST LT. TODAY.

NOTE:

"Meley" is a reference to Sgt DeWitt P. Meley, radio operator/gunner. "Horny" is the aforementioned Sgt James H. Horny, engineer/gunner. Log of pilot James C. Adair (also mentioned) notes, "Hendrix and Horny passed out from anoxia." Memoir of Sgt Conley E. Culpepper, based on multiple interviews (later confirmed by Adair), recounts same episode, in that Meley worked to revive Horny, while Culpepper retrieved Hendrix from the ball, then leaving both in the care of Meley. It is not out of the question that Horny could have succumbed a second time while tending to Hendrix (who would have, at best, been semi-conscious of the events) after Culpepper returned to the top-turret, leaving the three men in the radio room with only one auxiliary oxygen bottle shared between Hendrix and Horny (Meley still connected to the ship's main supply).

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NO. 15 DEC. 12, 44
DARMSTADT
RAILYARDS
THE LOAD WAS 10-250
AND 2-M-17. WE MISSED
THE TARGET. THERE WAS
NO FLAK BUT MY GUNS
FROZE AND FIGHTERS WERE
REPORTED IN THE AREA. I
FELT LIKE A FOOL WITH NO
GUNS. WE HAD LESS THAN
TEN MINUTES OF GAS LEFT
WHEN WE LANDED. THE
SOUP WAS REALLY THICK.

NOTE:

“10-250 AND 2-M-17” reference to ten (10) 250-lb. high explosive bombs, and two (2) M17, 500-lb., incendiary, cluster bombs.

“Soup” jargon for heavy overcast/foggy conditions.

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NOV. 16 MON. DEC. 18 44
MEINZ
RAILYARDS

THE SOUP WAS VERY
THICK. AND WE DIDN'T DROP
OUR BOMBS. MY GUNS
FROZE AGAIN. WE LOST
OUR ESCORT FIGHTERS
IN FOG.

THERE WAS NO
FLAK.

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NO. 17 SUN/ DEC. 2 – 44
BIBLISS
AIR FIELD

WE WERE BOMBING
THE GERMAN FIELDS
WHICH WERE FURNISHING
AIR SUPPORT FOR THEIR
BIG COUNTER ATTACK.
IT WAS CLEAR AND WE
REALLY PLASTERED THE
FIELD. FLAK HIT A B-17
OFF OUR LEFT WING A
SLIGHT DISTANCE, AND IT WENT
DOWN, ONE CHUTE OPENED.
THAT FLAKED ME UP.

NOTE:

“Their big counter attack” reference to the winter ‘44- ‘45 German offensive in the Ardennes, in what is better known by the nickname, “The Battle of the Bulge.”

“Flaked me up” flyer slang for being emotionally shaken up or in a state of being “nervous in the service.”

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NO. 18 MON. DEC. 25 – 44
XMAS
KAISERLAUTERN
RAILYARDS
IT WAS VERY CLEAR
ALL THE WAY INTO THE
TARGET. WE HIT IT
HARD. WE GOT A OIL OR
AMMUNITION DUMP. THE
FLAK WAS LIGHT BUT
PRETTY ACCURATE.
OUR PLANES WERE
BOMBING EVERYTHING
IN SIGHT BEHIND THE
LINES OF THE BIG PUSH.

NOTE:
“XMAS” reference to Christmas.

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NO. 19 THUR. DEC. 28 – 44
COBLENZ
MARSHALING YARDS

WE BOMBED P.F.F.
THROUGH A HEAVY OVER-
CAST. FLAK WAS PRETTY
LIGHT AND INACCURATE.
WERE ESCORTED BY
P-51'S.

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NO. 20 FRI. DEC. 29 – 44
FRANKFURT
MARSHALING YARDS

THE BOMBING WAS
VISUAL AND THEY
REALLY HIT THE
TARGET. THE FLAK
WAS MEDIUM AND VERY
ACCURATE. I WATCHED
TWO OF FURRIERS MEN
BAIL OUT. ONE OF THEM
WAS ON HIS LAST MISSION.
LIFE RAFT CAME LOOSE

AND LODGED ON THE
STAB. IT VIBRATED FOR
A LONG TIME.

NOTE:

“Furriers men” reference to the crew of Lt. John K. (Jack) Furrer that was hit over the target that day. Furrer, also in the 349th Bomb Squadron of the 100th Bomb Group (H). According to records of 100th Bomb Group, Furrer issued order to bail out after his aircraft (“LASSIE COME HOME”) was hit, but Furrer was forced to stay with the damaged plane when his flak suit was entangled in his seat. The gunners in the rear of the aircraft did not hear the order, and also remained with the aircraft, but those in the forward area bailed out, including co-pilot Lt. James H. Young (POW), bombardier Lt. James A. McElrath (POW), top-turret/engineer Sgt Robert W. Garrison (KIA), and navigator Lt. John H. Peters (POW). Furrer regained control of the aircraft and was able to return with it to base with the remaining crew. He was subsequently grounded due to “stress.”

“STAB” reference to the aircraft’s “stabilizer” control surface

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NO. 21 SAT. DEC. 30 – 44
KASSEL
MARSHALING YARDS

WE BLEW A CYLINDER
JUST OVER THE LINES
AND TURNED BACK.
WE GET CREDIT
FOR IT.

SUN. DEC. 31 – 44
WE DIDN’T GO TODAY BUT
THE REST DID AND
WERE HIT BY FIGHTERS.
WE LOST 13 OUT OF 38
BOMBERS, GOT 30 OUT OF 58
ENEMY FIGHTERS

NOTE:

Dec. 31, ’44, mission was among the highest loss missions flown by the 8th Air Force during the war, and included the remarkable “Piggyback” mid-air collision of two B-17s of the 100th Bomb Group that were landed in tandem before exploding on the ground.

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NO. 22 JAN. 3 – 1945
FULDIA
MARSHALING YARDS

WE BOMBED P.F.F. AND
THERE WAS NO FLAK.
THIS IS THE FIRST TIME
NO FLAK.

WE WERE ESCORTED
BY P-51s ALL THE WAY.

NOTE:

“Fuldia” is the spelling used by Hendrix rather than “Fulda.”

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NO. 23 FRI. JAN-5, 1945

FRANKFURT
MARSHALING YARDS

WE BOMBED SUPPLIES
HEADED FOR THE GER-
FRONT LINES. IT WAS
VISUAL OVER TARGET AND
FLAK WAS MODERATE.
WE LANDED AT WOODRIGE
TO REFUEL, WE JUST DID
GET ACROSS THE CHANNEL
BEFORE GAS GAVE OUT.

NOTE:

“Ger-front” is the spelling used by Hendrix for “German Front.”

*“Woodrige” is the spelling used by Hendrix rather than
“Woodbridge” or RAF Air Station Woodbridge*

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NO. 24 SUN. JAN. 7 – 1945

COLOGNE

WE WERE CARRYING
6-1000 POUNDERS AND
WERE BRIEFED FOR A BRIDGE
OUTSIDE OF COLOGNE BUT
WEATHER WAS TOO BAD OVER

THE TARGET AND WE
BOMBED LIMBURG P.F.F.
WERE ESCORTED BY
P.51 AND FLAK WAS
LIGHT.

NOTE:

"TO" is the spelling used by Hendrix rather than "TOO."

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NO. 25 JAN. 20 – 1945
HEILBRONN
MARSHALLING YARDS

WE CARRIED 6-1000
TAKE OFF AT 7:30 A.M.
LANDED AT 4:30 P.M. IT
WAS 60 TO 65 BELOW ZERO
AT ALTITUDE. MY OXGYEN
FROZE UP AND I WAS OUT
FOR A FEW MINUTES, CONLEY
PULLED ME OUT, AFTER THAT
I SAT IN THE RADIO
ROOM. WE HAD P.51
FOR ESCORTS.

LIGHT FLAK IN DIST.

NOTE:

"Oxgyen" is the spelling used by Hendrix rather than "Oxygen."

"Conley" reference to Sgt Conley E. Culpepper, engineer/gunner.

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NO. 26 JAN. 29 – 1945
KASSEL
TANK FACTORY

IT WAS CLOUDY ALL
THE WAY BUT VISUAL
OVER THE TARGET.
FLAK AS MODERATE
AND ACCURATE. CONLEY
BROKE OXGYEN LINE
SO I RODE IN NOSE.
P.51 WERE ESCORTING
US NO FIGHTER
OPPOSITION.
LIGHT DAMAGE TO
PLANE.

NOTE:

"Oxygen" is the spelling used by Hendrix rather than "Oxygen."

"Conley" reference to Sgt Conley E. Culpepper, engineer/gunner.

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NO. 27 FRI. FEB. 9TH 45
WEIMAR
ARMOR FACTORY
WE HAD A LITTLE
EXCITEMENT WHEN
A JET JOB CAME
THROUGH OUR FORMATION.
MIKE THOUGHT IT WAS
A P.51 AND DIDN'T
SHOOT, SO I DIDN'T.

NOTE:

"Jet job" reference to German Me-262 jet fighter aircraft

"Mike" reference to Sgt D. Michael Dalgarn/tail-gunner.

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NO. 28 WED. FEB. 14 – 45
CHEMNITZ
WE WERE BOMBING
FOR THE RUSSIANS
THEY REQUESTED. WE
BOMBED P.F.F. SO
COULDN'T SEE THE
RESULTS. ESCORTED
BY P.51'S. TARGET
WAS COMMUNICATIONS
LINES.

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29. THUR. FEB. 15 – 45
COTTBUS
WE WENT WITHIN
12 MILES OF THE
RUSSIAN LINES.
TAGET WAS THE
TOWN ITSELF. BUT WE
HIT OIL OR SOMETHING
FOR SMOKE AND FLAMES
CAME 12,000 FEET IN
THE AIR.

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30. TUES. FEB. 20 – 45
NURNBERG
RAIL YARDS AND
TANK FACTORY WAS
THE TARGET. I THINK
WE HIT IT. SOUPY
NEARLY ALL THE WAY
ESCORTED BY P.51'S.

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31. WED. FEB 21, 1945
NURNBERG
25,000 ALT.
CITY AND RAIL REPAIR
EQUIPMENT. WE WENT
BACK TO GET THE
REPAIR TRAINS THAT
WERE CALLED IN AFTER
YESTERDAY. HIT TARGET
I THINK. WERE
ESCORTED BY P.51'S
FLAK WAS ACCURATE,
MODERATE TRACKING.

NOTE:

"Alt" reference to "altitude."

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32. FRI. FEB. 23, 45
15,000 ALT.
RAILYARDS AND
TRAINS. THE OTHER
SQD. HIT TARGET. WE
MISSED. WERE IN
PROP WASH MOST OF
THE TIME. WERE
BRIEFED FOR 9,000
BUT WEATHER INTERFERRED.
ESCORTED BY P.51'S.
LED 8TH A.F.

NOTE:

"Sqd" reference to another "squadron" of the 100th Bomb Group

(pages 33-58 are blank, and although he flew and completed 35 missions, Hendrix's log only records through mission No. 32)