

This is the journal of Adolph Blum, and engineer and top turret gunner on board the B-17 Flying Fortress 42-5863 "Paddlefoot's Proxy" and later 42-30830 "M'lle Zig Zig" written in his own hand to record his work and thoughts during World War II.







# ★ MY LIFE IN THE SERVICE

THE DIARY OF

A  
REMINGTON-MORSE  
PUBLICATION

666 Lake Shore Drive  
Chicago



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Your experiences in the armed forces of your country are your part of living history. By all means **KEEP A DIARY!** Times without number, historians and writers have found more information of real human interest in the diaries of enlisted men than in the studied accounts of generals and admirals. This book, conscientiously kept, may prove to be the living record of your destiny five hundred years from now!

Because the events recorded in these pages are likely to be the most significant experiences of your life, and the ones most worth remembering, **DON'T TRUST YOUR MEMORY!** Few minds are endowed with the capacity to recall in retrospect the dates and details of even the most important events. Cherished memories are distorted or lost forever during the passing of the years. The very names of your closest associates and dearest companions may be forgotten.

The value of this record lies in the future; the time for you to create that value is now. The effort required is small, but eminently worthwhile. Resolve to make an entry, however short, **each** day. As your diary takes form you will come to count as lost that day in which you have not written an account of its happenings.

There is a place in this book for your personal identification data, for service information you are required to keep, and for the primary facts of your service record. Under the disciplined and strenuous regime of service life you will note changes in your physical measurements which you will want to record, and space is provided for this.

There are convenient pages on which to keep the names and addresses of the folks back home, the dates on which you wish to send remembrances, the gifts you have received. You will want to keep a record of places you visit and your impressions of them. Then there are the interesting people you meet while in the service . . . your buddies, your officers, interesting civilians; in this book you will find space in which to write about them and to note their home addresses so that you can look them up if you should want to after you are mustered out. Use the autograph section of this book for the signatures of your buddies, together with a characteristic comment from each.

And, by all means, **PICTURES!** One picture is said to be worth a thousand words . . . get as many pictures as you can, of people and places, for an **illustrated** diary is the best of all!



MOUNT  
PHOTO  
HERE

MY PHOTOGRAPH, taken

Boise-Idaho - 11/20/42  
Where When

## IDENTIFICATION

Name Adolf (NM) Blum

Rank \_\_\_\_\_ Serial Number 12030515

Unit \_\_\_\_\_

Stationed at \_\_\_\_\_

Religion Catholic

Date of Birth 6-15-19 Weight 174

Color White Color of Hair BROWN

Height 6' 0" Color of Eyes GREY-BLUE

Birthmarks or Other Distinguishing Features \_\_\_\_\_

SCAR ON FOREHEAD (VERTICAL)

### NEAREST RELATIVE OR FRIEND

Name MRS BERTHA Blum

Address R.F.D. #1

City CAMILLUS State NEW YORK



# THE FOLLOWING PAGES CONTAIN THE DIARY OF MY LIFE IN THE SERVICE

This simple record of my daily experiences and thoughts has given me pleasure in the writing of it. If for any reason it leaves my possession, I would like to have it forwarded to:

Name Adolf Blum  
Address R.F.D. #1  
City Camillus State N.Y.



May 5-43

Leaving Kearney, Neb.  
This is the day we are to leave on our great adventure. When I say "we" I include only the other members of my crew, which are

Lt. J. D. Brady Pilot  
Lt. H. H. Crosby Navigator  
Lt. J. L. Hoerr Co Pilot  
Lt. H. B. Hamilton Bombardier  
S/Sgt. H. E. Clanton Asst. Engineer  
T/Sgt. Saul Levitt Radio oper.  
S/Sgt. R. D. Gangiver Asst. Radio  
S/Sgt. G. J. Petrohelos Armorer Gunner  
S/Sgt. J. A. McCusker Tail gunner

We are going to war with the intentions of returning. Not to play the hero, not to win medals but to do our job and return the world to peace.

All actual heroes are essential men,  
And all men possible heroes.

—E. B. Browning



Name Adolph Blum  
Address R.F.D. #1  
City Camillus State NY

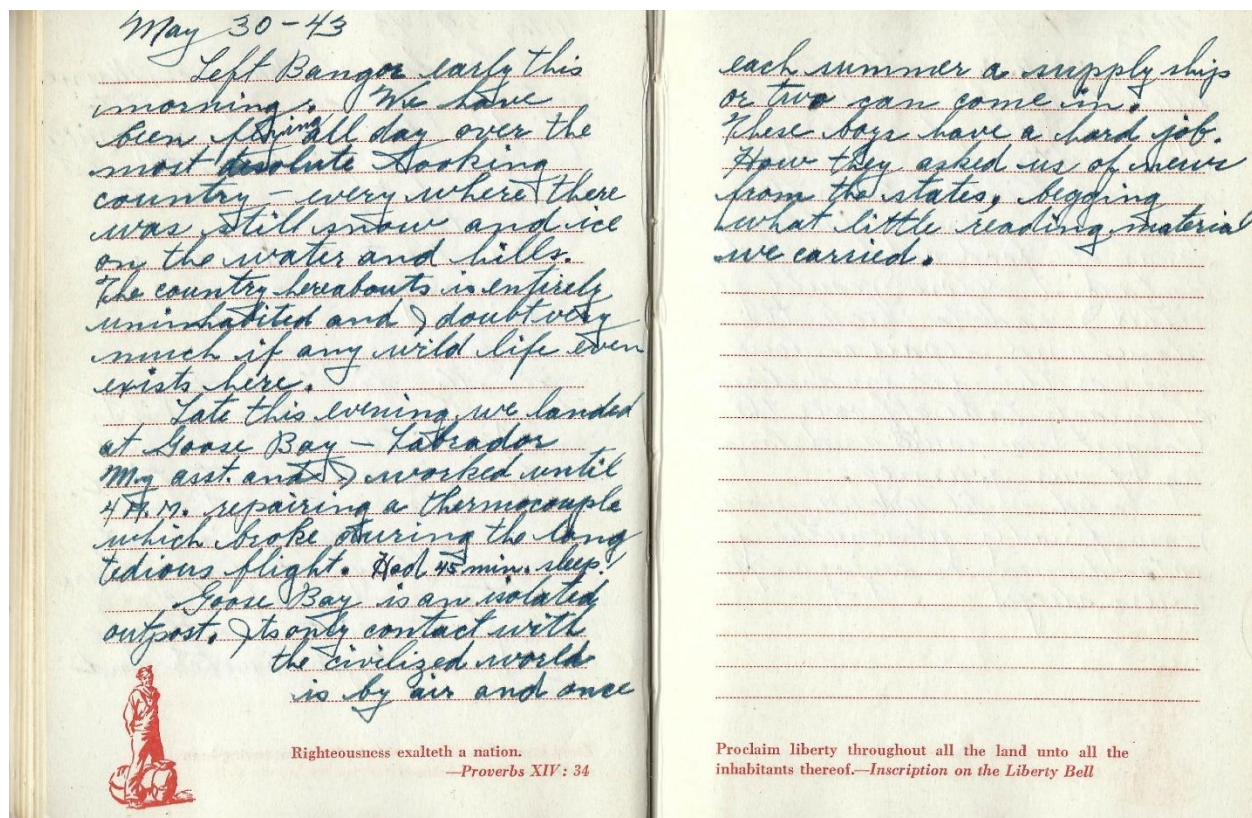
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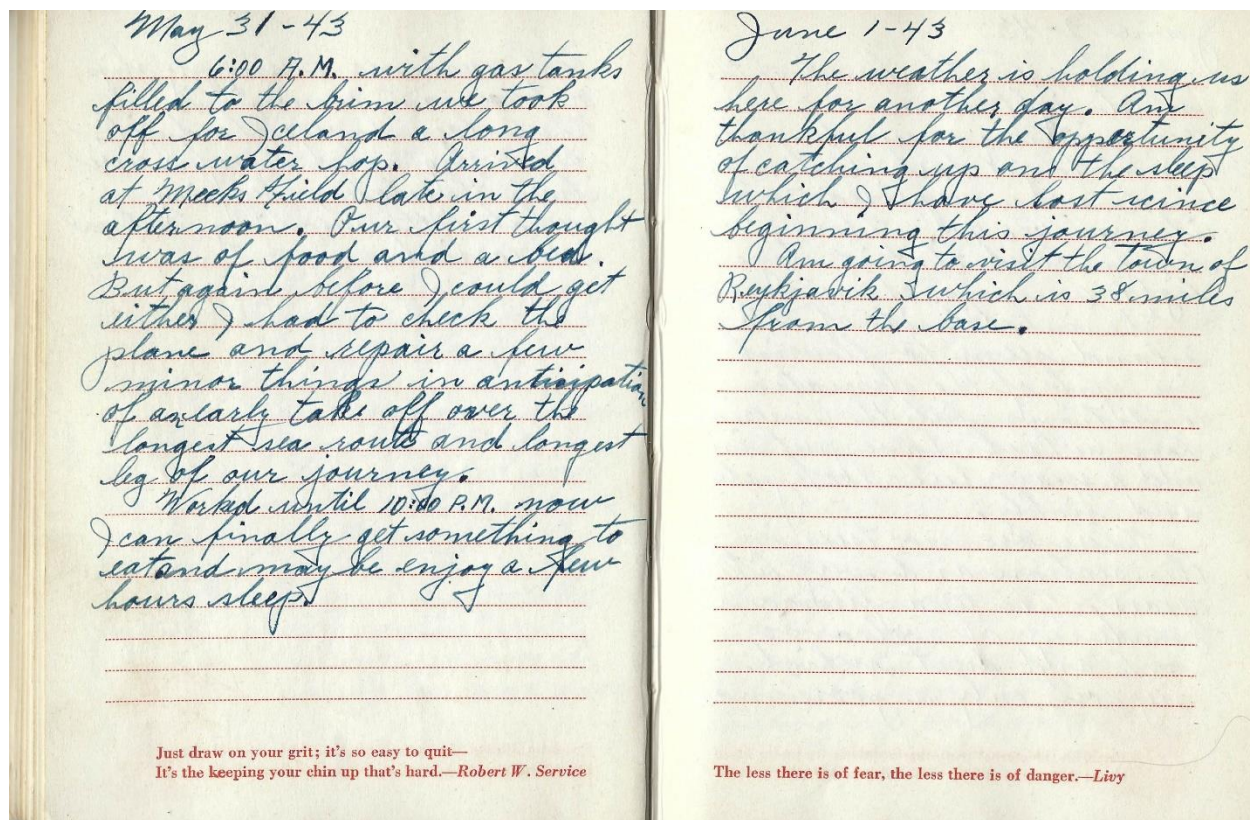
May 30 - 43

Left Bangor early this morning. We have been flying all day over the most desolate looking country - every where there was still snow and ice on the water and hills. The country hereabouts is entirely uninhabited and I doubt very much if any wild life even exists here.

Late this evening we landed at George Bay - Labrador. My asst. and I worked until 4 A.M. repairing a thermocouple which broke during the long tedious flight. Had 45 min. sleep!

George Bay is an isolated outpost. Its only contact with the civilized world is by air and once

each summer a supply ship or two can come in. These boys have a hard job. How they asked us of news from the states, begging what little reading material we carried.



May 31 – 43

6:00 A.M. with gas tanks filled to the brim we took off for Iceland a long cross water hop. Arrived at Meeks Field late in the afternoon. Our first thought was of food and a bed. But before I could get either I had to check the plane and repair a few minor things in anticipation of an early take off over the longest sea route and longest leg of our journey.

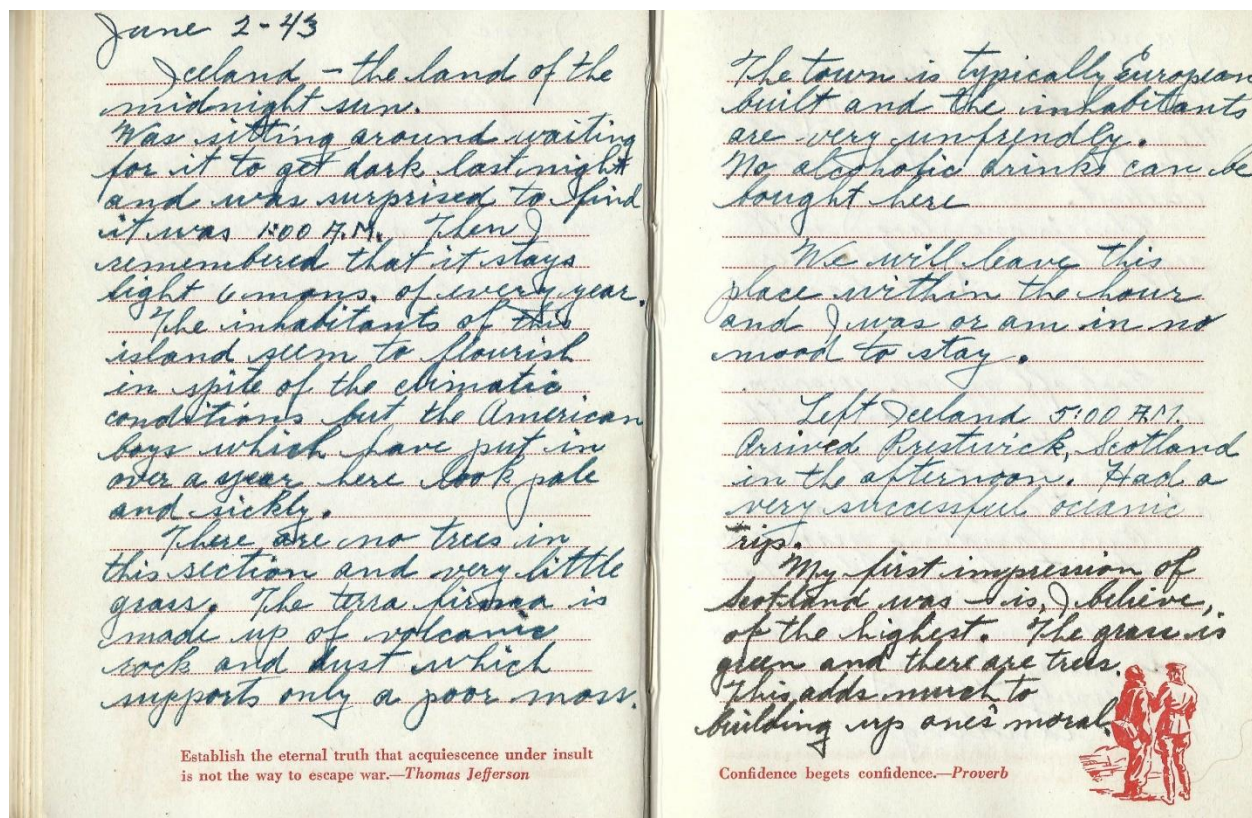
Worked until 10:00 PM now I can finally get something to eat and maybe enjoy a few hours of sleep.

June 1 – 43

The weather is holding us here for another day. Am thankful for the opportunity of catching up on the sleep which I have lost since beginning this journey.

Am going to visit the town of Reykjavik which is 38 miles from the base.





June 2 - 43

Iceland - the land of the midnight sun. Was sitting around waiting for it to get dark last night and was surprised to find that it was 10:00 A.M. Then I remember that it stays light 6 mons. Of every year.

The inhabitants of this island seem to flourish in spite of the climatic conditions but the American boys which have put in over a year here look pale and sickly.

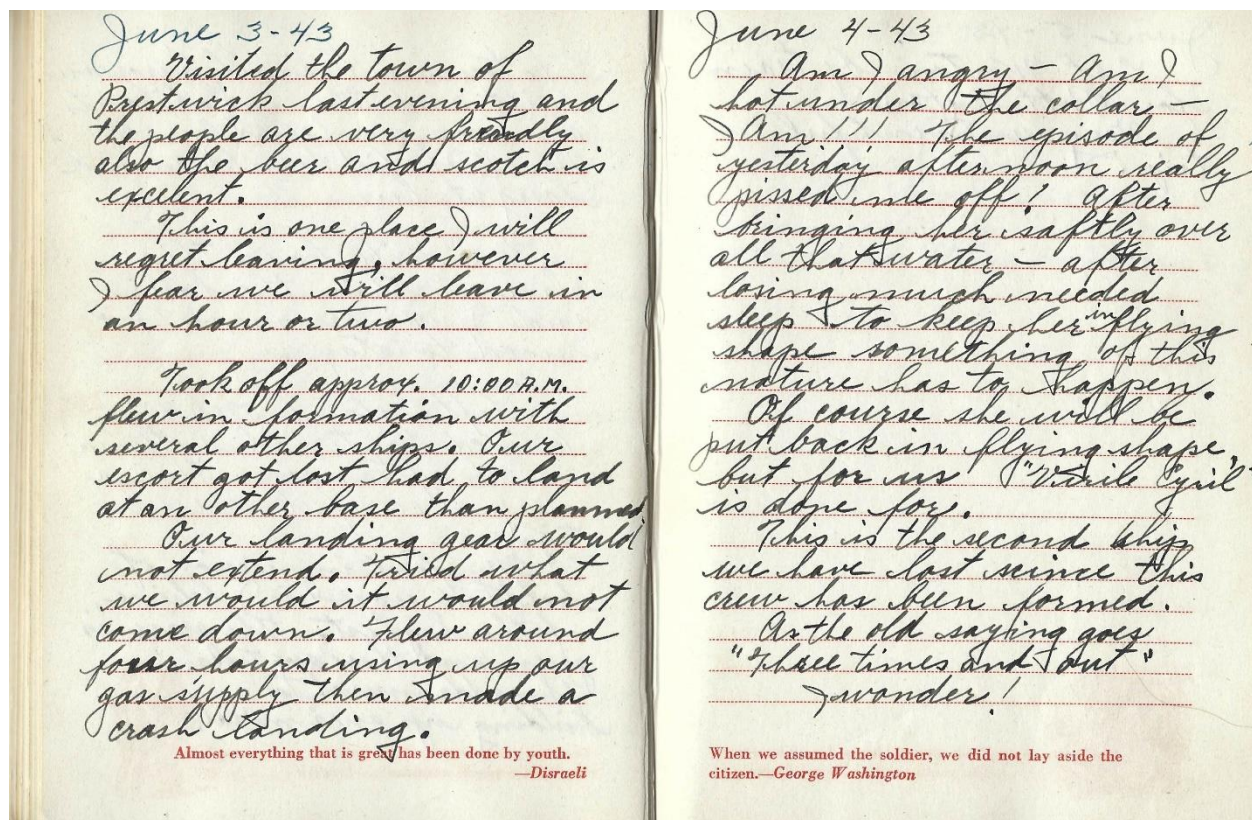
There are no trees in this section and very little grass. The terra firma is made up of volcanic rock and dust which supports only a poor moss.

The town is typical European built and the inhabitants are very unfriendly. No alcoholic drinks can be found here

We will leave this place within the hour and I was or am in no mood to stay.

Left Iceland 5:00 A.M. Arrived Prestwick, Scotland in the afternoon. Had a very successful oceanic trip.

My first impression of Scotland was - is, I believe, of the highest. The grass is green and there are trees. This adds much to building up one's moral.



June 3 – 43

Visited the town of Prestwick last evening and the people are very friendly also the beer and scotch are excellent.

This is one place I will resent leaving, however I fear we will leave in an hour or two.

Took off approx.. 10:00 A.M. flew in formation with several other ships. Our escort got lost had to land at an other base than planned.

Our landing gear would not extend. Tried what we would it would not come down. Flew around four hours using up our gas supply the made a crash landing.

June 4 – 43

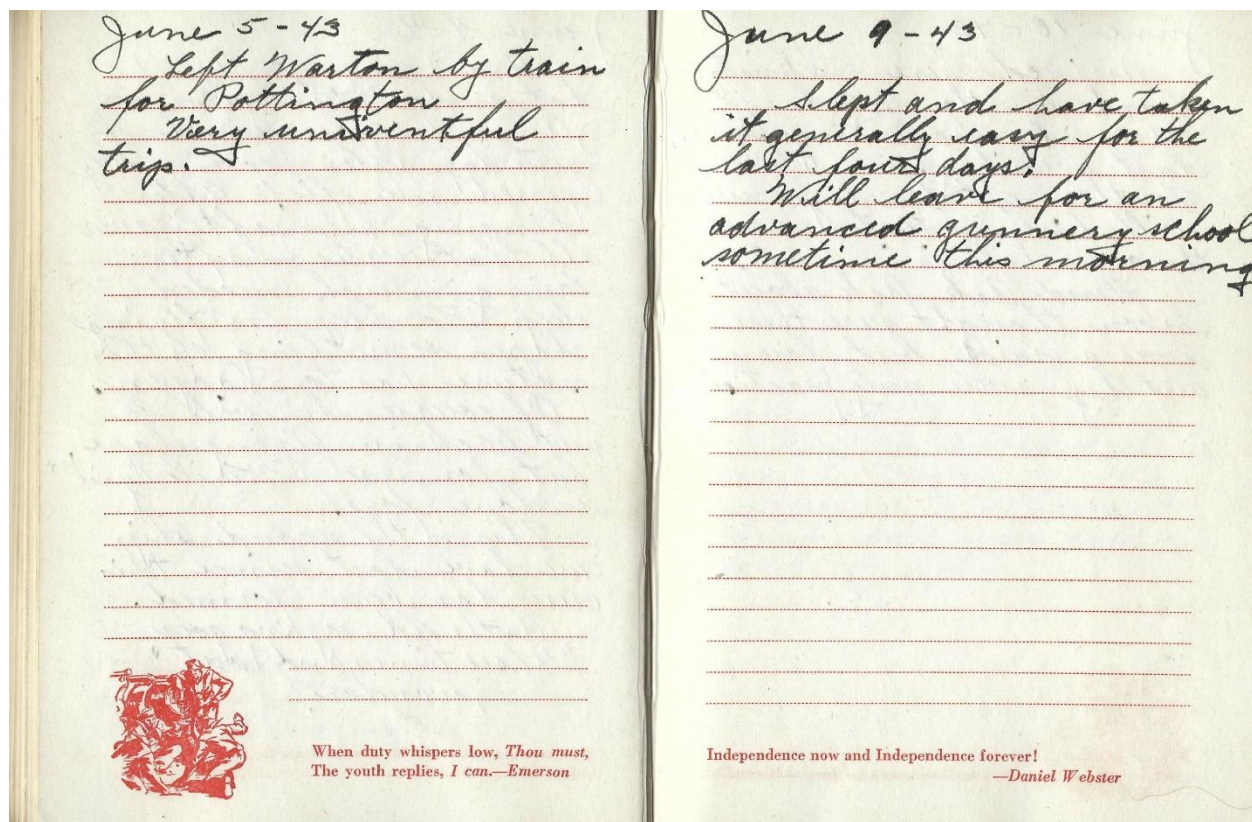
Am I angry — Am I hot under the collar — I Am!!! The episode of yesterday afternoon really pissed me off! After bringing her safely over all that water — after losing much needed sleep to keep her in flying shape something of this nature has to happen. Of course she will be put back in flying shape but for us "Virile Cyril" is done for.

This is the second ship we have lost since this crew has been formed.

As the old saying goes "Three times and out"

I wonder!



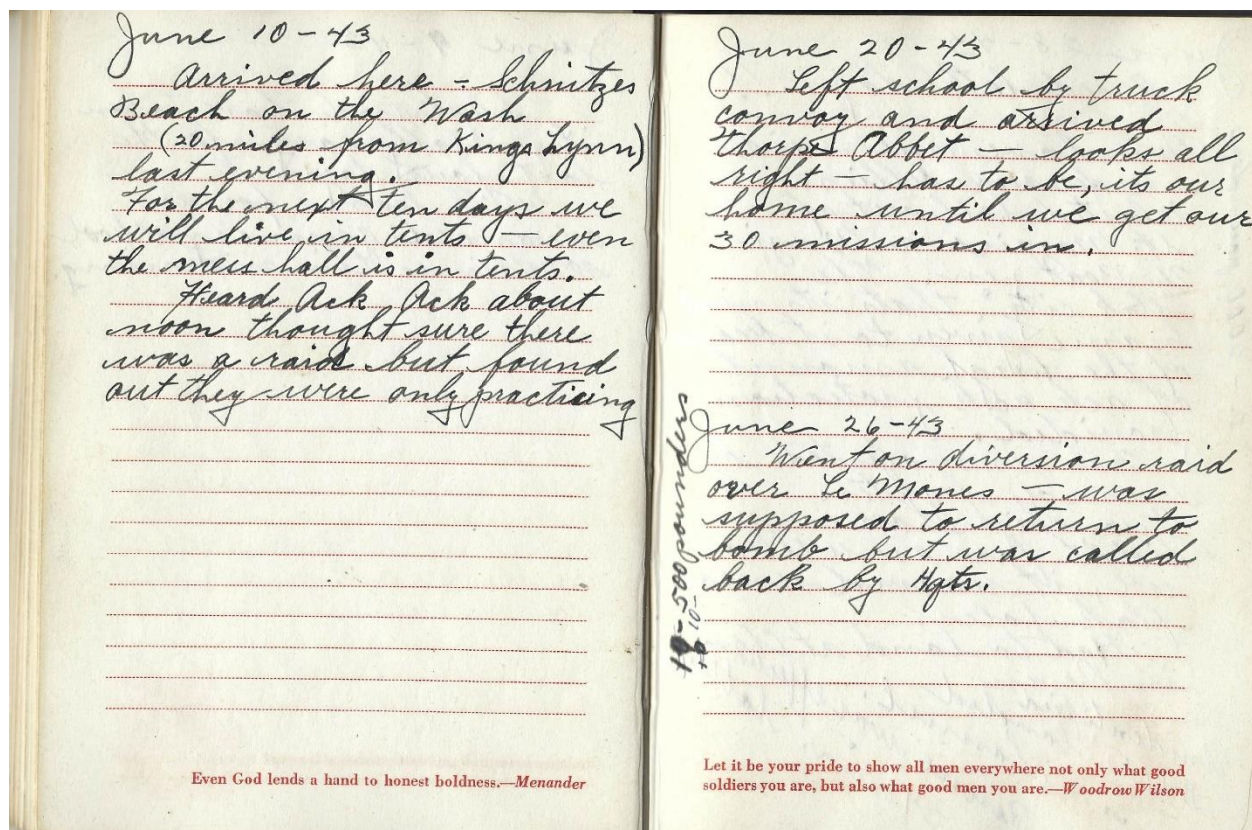


June 5 – 43

Left Warton by train for Pottington  
Very uneventful trip.

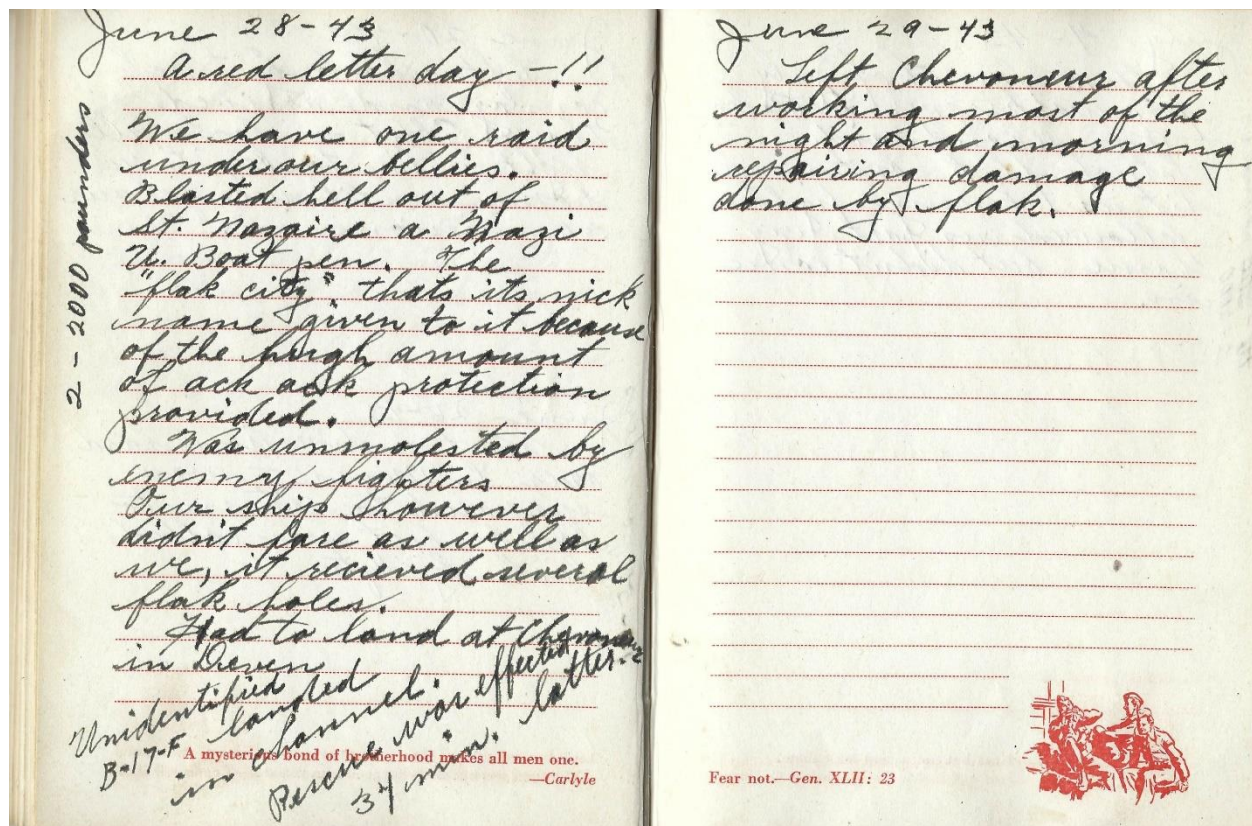
June 9 – 43

Slept and have taken it generally easy for the  
last four days.  
Will leave for an advanced gunnery school  
sometime this morning.



<p>June 10 - 43</p> <p>Arrived here - Schmitzer Beach on the Wash (20 miles from Kings Lynn) last evening. For the next ten days we will live in tents - even the mess hall is in tents.</p> <p>Heard Ack Ack about noon thought sure there was a raid but found out they were only practicing</p>	<p>June 20 - 43</p> <p>Left school by truck convoy and arrived Thorpe Abbet - looks all right - has to be, its our home until we get our 30 missions in.</p> <p>June 26, 1943:</p> <p>Went on diversion raid over Le Mones - was supposed to return to bomb but was called back by Hqts.</p>
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June 28 - 1943

A red letter day - !!

2 - 2000 pound bombs

We have one raid under our bellies. Blasted hell out of St. Nazaire, a Nazi U. Boat pen. The "flak city", that's its nick name given to it because of the high amount of ack ack protection provided.

Was unmolested by enemy fighters. Our ship however didn't fare as well as we, it received several flak holes. Had to land at Chevanneur in Deven.

Unidentified B-17-F  
landed in channel.  
Rescue was effected  
34 min. later.

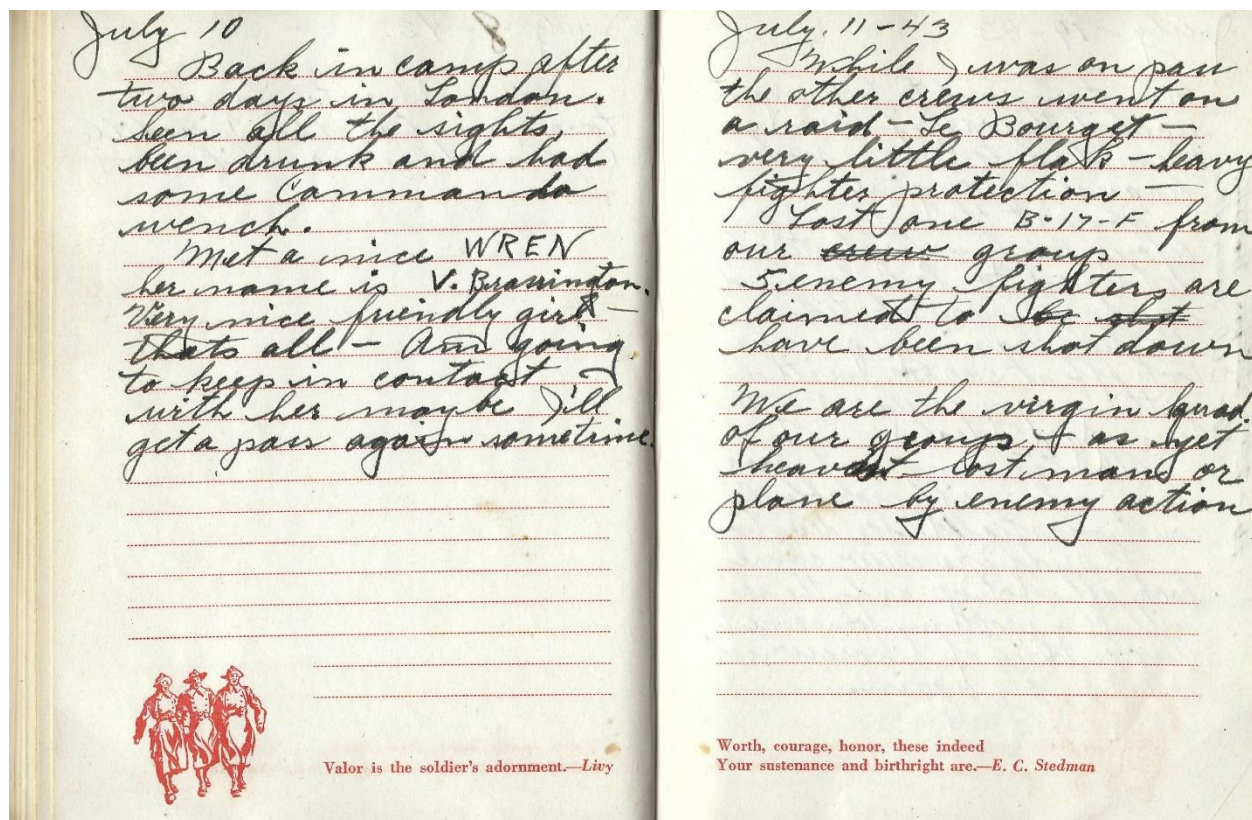
June 29, 1943:

Left Chevanneur after working most of the night and morning repairing damage done by flak

July 4

July 8





July 10

Back in camp after two days in London. Seen all the sights, been drunk and had some Commando wench.

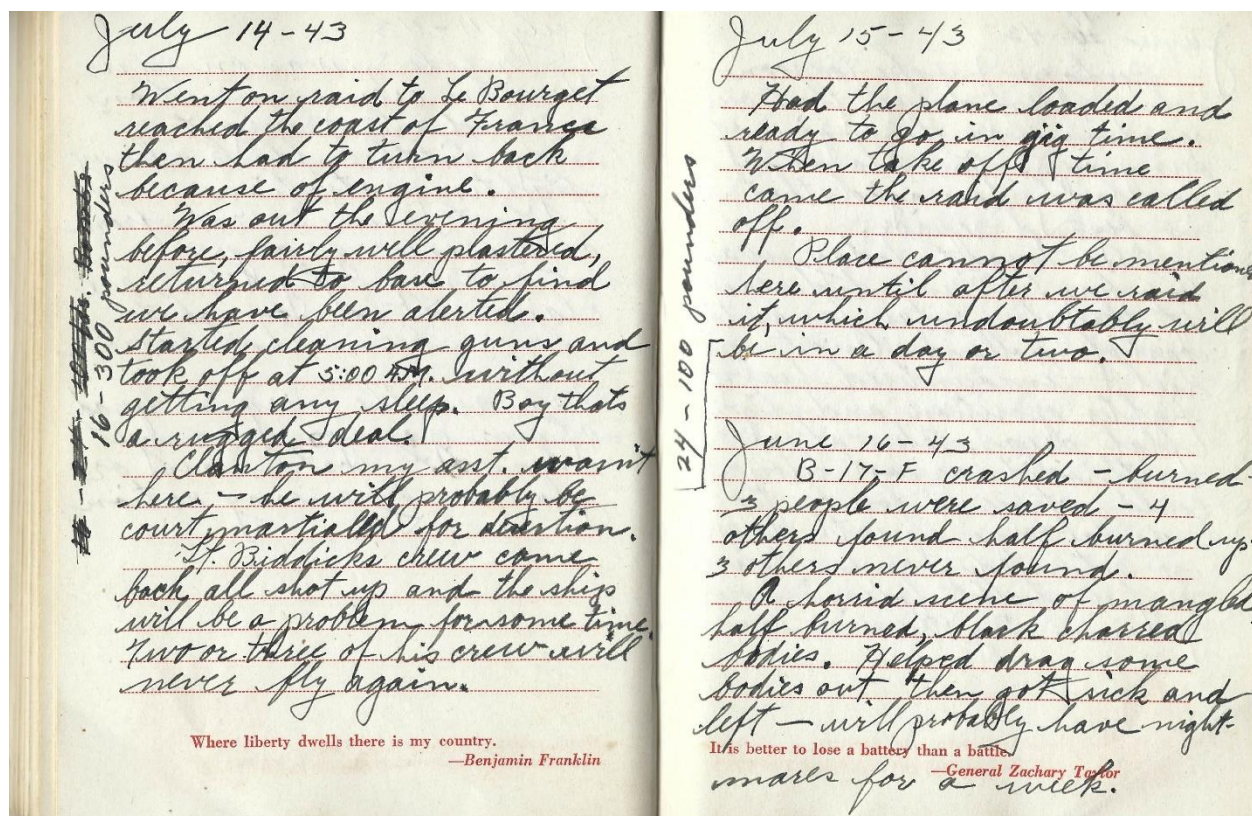
Met a nice WREN her name is V. Brassington. Very nice friendly girl. That's all – Am going to keep in contact with her maybe I'll get a pass again sometime.

July 11 - 43

While I was on pass the other crews went on a raid – Le Bourget – very little flak – heavy fighter protection –

Lost one B-17-F from our ~~crew~~ group. 5 enemy fighters are claimed to ~~be shot~~ have been shot down.

We are the virgin Squad of our group – as yet haven't lost man or plane by enemy action.



July 14 - 43

16-300 pound bombs Went on raid to Le Bourget reached coast of France then had to turn back because of engine.

Was out the evening before, fairly well plastered, returned to base to find we have been alerted. Started cleaning guns and took off at 5:00 A.M. without getting any sleep. Boy that's a rugged deal.

Clanton my asst. wasn't here — he will probably be court martialled for desertion.

Lt. Biddick's crew came back all shot up and the ship will be a problem for some time. Two or three of his crew will never fly again.

July 15 - 43

24-100 pound bombs Had the plane loaded and ready to go in jig time. When take off time came the raid was called off.

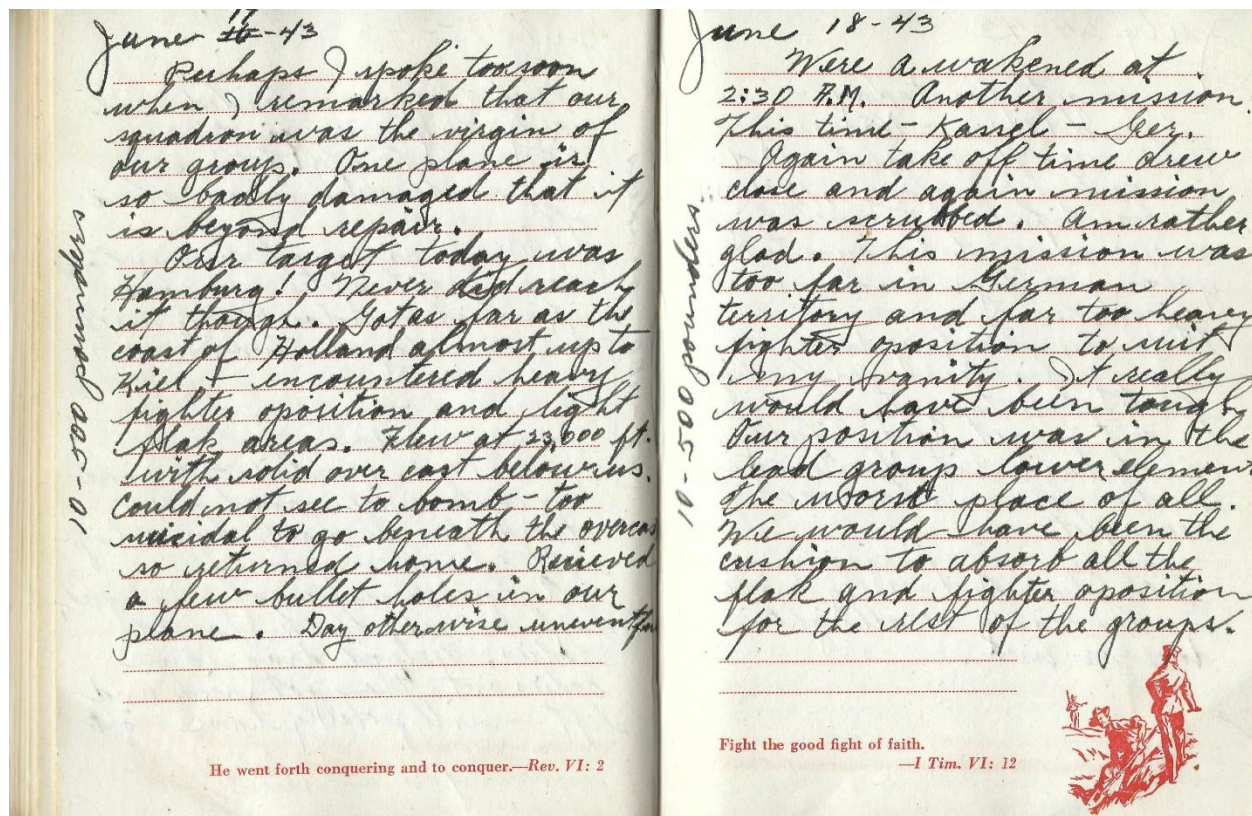
Place cannot be mentioned here until after we raid it, which undoubtedly will be in a day or two.

June 16 - 43

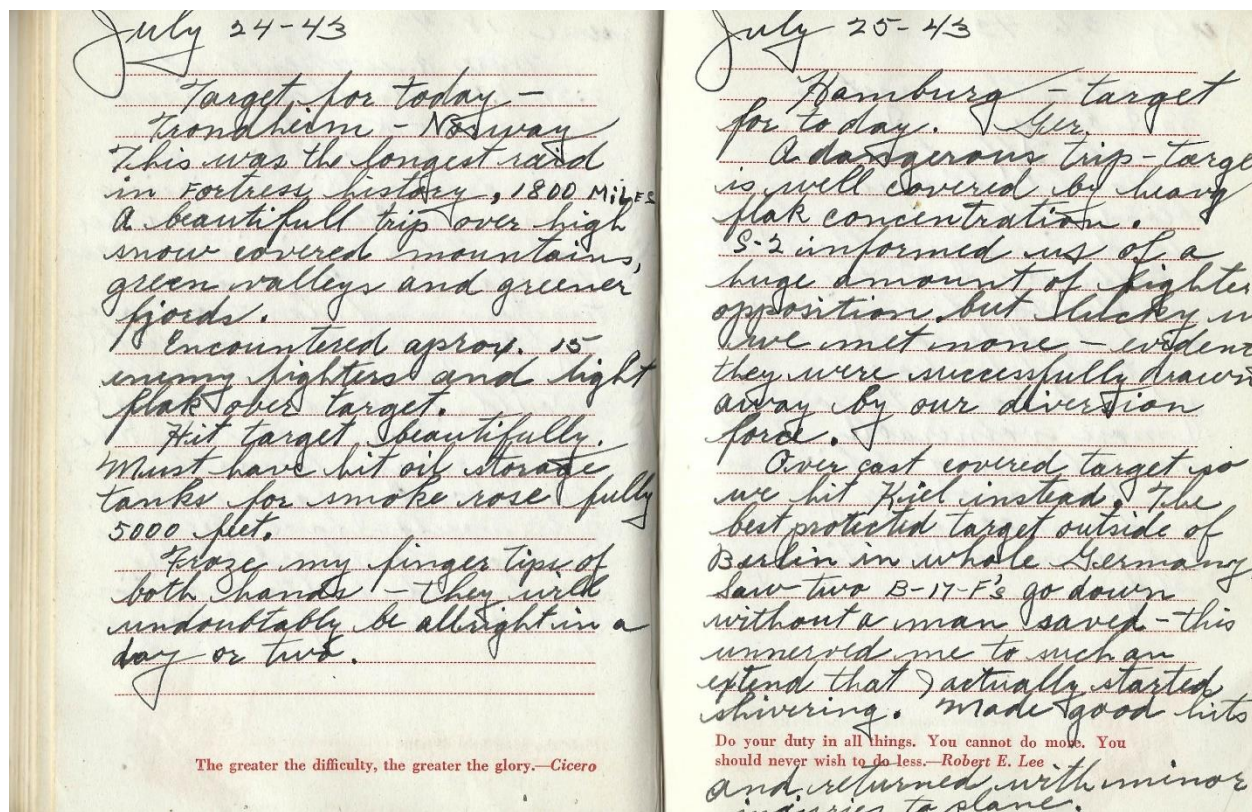
B-17-F crashed — burned — 3 people were saved — 4 others found half burned up — 3 others never found.

A horrid scene of mangled half-burned, black charred bodies. Helped drag some bodies out then got sick and left — will probably have nightmares for a week.





<p>June 17 - 43</p> <p>Perhaps I spoke too soon when I remarked that our squadron was the virgin of our group. One plane is so badly damaged that it is beyond repair.</p> <p>Our target today was Hamburg! Never did reach it though. Got as far as the coast of Holland almost up to Kiel - encountered heavy fighter opposition and light flak areas. Flew at 23,000 ft. with solid overcast below us. Could not see to bomb - too suicidal to go beneath the overcast so returned home. Received a few bullet holes in our plane. Otherwise uneventful.</p>	<p>June 18 - 43</p> <p>We were awakened at 2:30 A.M. Another mission! This time - Kassel - Ger.</p> <p>Again take off time drew close and again mission was scrubbed. Am glad. This mission was too far in German territory and far too heavy fighter opposition to suit my vanity. It really would have been tough. Our position was in the lead group lower element. The worst place of all. We would have been the cushion to absorb all the flak and fighter opposition for the rest of the groups.</p>
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July 24 - 43

Target for today - Trondheim, Norway. This was the longest raid in Fortress history, 1800 mile. A beautiful trip over high snow covered mountains, green valleys and greener fjords.

Encountered aprox. 15 enemy fighters and light flak over target.

Hit target beautifully. Must have hit oil storage tanks for smoke rose fully 5000 feet.

Froze my finger tips of both hands - they will undoubtedly be all right in a day or two.

July 25 - 43

Hamburg - target for today. Ger.

A dangerous trip - target is well covered by heavy flak concentration.

S-2 informed us of a huge amount of fighter opposition but lucky us we met none - evidently they were successfully drawn away by our diversion force.

Overcast covered target so we hit Kiel instead. The best protected target outside of Berlin in whole Germany. Saw two B-17-F's go down without a man saved - this unnerved me to such an extent that I actually started shivering. Made good hits and returned with minor injuries to plane.



July 26-43

Again the target is  
Hamburg - Ger.  
Take off at dawn -  
a beautiful dawn - a  
blood red sun and golden  
clouds in a grey blue sky.  
Half way over the channel  
we developed engine trouble  
and had to come back.  
Its bad to leave a spot  
open it leaves the formation  
more vulnerable. But it  
was either lag behind and  
get shot down or go home  
and come again when  
the plane is in tip top  
shape.



We have room for but one loyalty, loyalty  
to the United States.

—Theodore Roosevelt

July 28-43

Target- Oschersleben Ger

Today we are alternate  
ships - that is - fill in  
~~until~~ when another  
plane falls out of  
formation because of  
trouble. None fell out  
so at the predetermined  
time we turned around  
and came home.

The cause of freedom is the cause of God.—W. L. Bowles

July 26 - 43

Again the target is Hamburg – Ger.

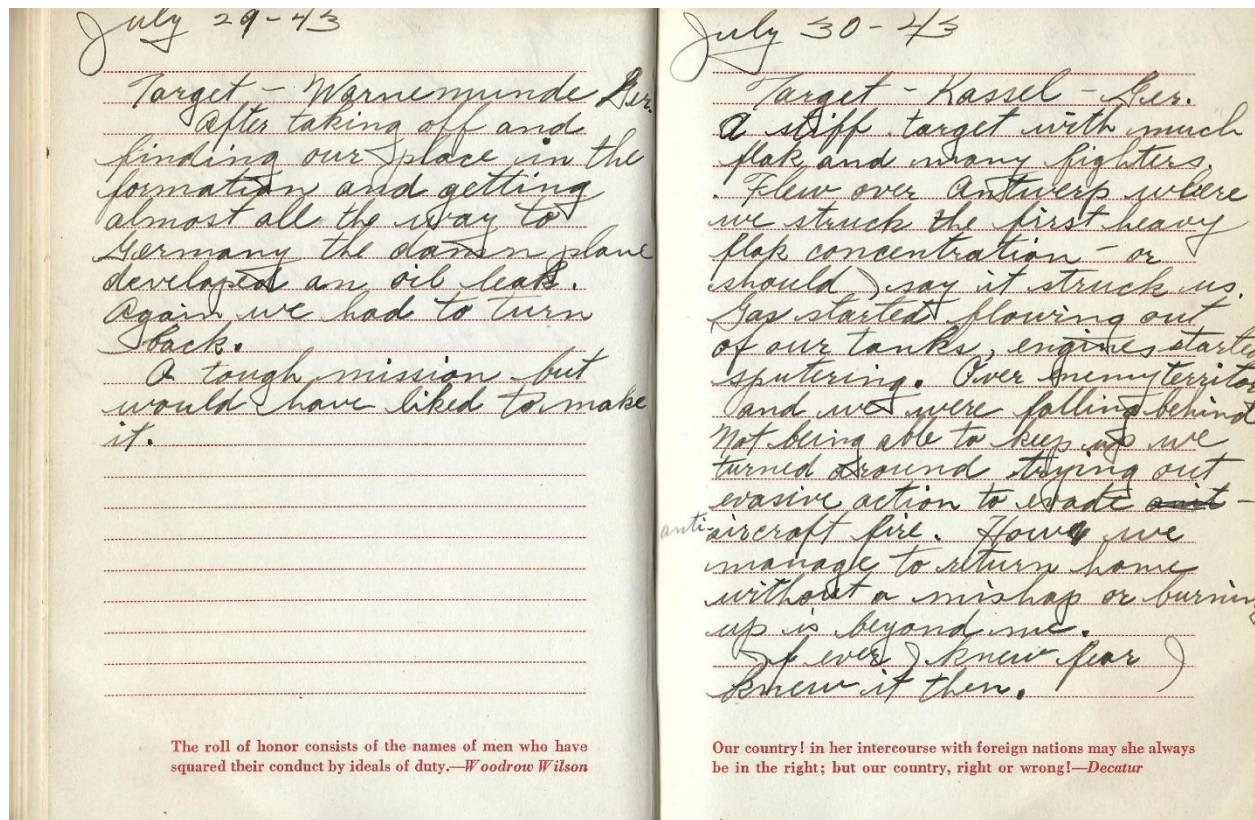
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Today we are alternate ship – that is – fill in  
~~until~~ when another plane falls out of  
formation because of trouble. None fell out  
so at the predetermined time we turned  
around and came back home.



July 29 - 43

Target – Wornrmunde Ger

After taking off and finding our place in the formation and getting almost all the way to Germany the damn plane developed an oil leak. Again we had to run back.

A tough mission but would have liked to make it.

July 30 - 43

Target – Kassel – Ger.

A stiff target with much flak and many fighters. Flew over Antwerp where we struck the first heavy flak concentration – or should I say it struck us. Gas started flowing out our tanks, engines started sputtering. Over enemy territory and we were falling behind. Not being able to keep up we turned around trying out evasive action to evade anti-aircraft fire. How we managed to return home without a mishap or burning up is beyond me.

If ever I knew fear, I knew it then.



Aug. 1-43

Am going on 48 hr.  
pass to London.

The world was never more unsafe for democracy than  
it is today.—Stanley Baldwin

Aug. 2-43

An order came thru  
recalling us to our base.  
Something is cooking,  
must be a big mission  
to call the whole group  
back.

Dare, will, keep silence.

—William Bolitho

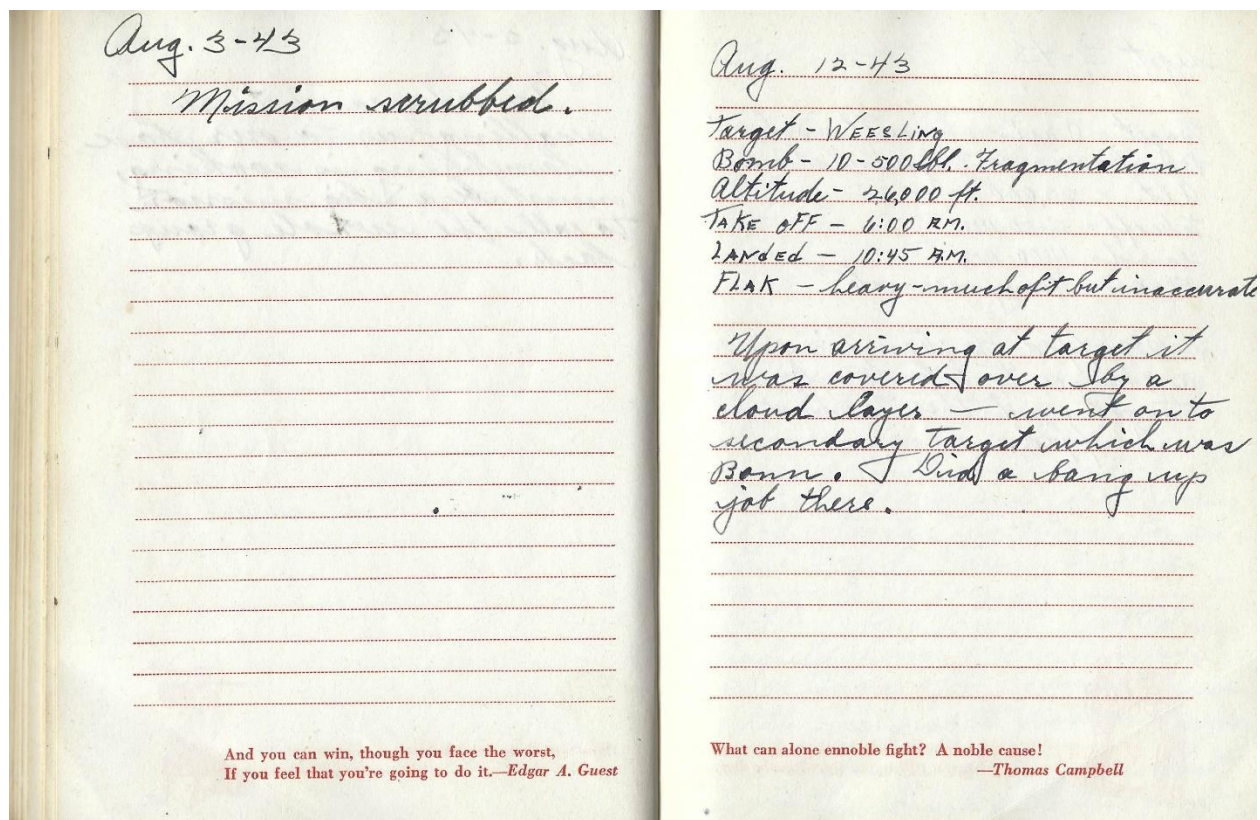


Aug. 1 - 43

Am going on 48 hr. pass to London.

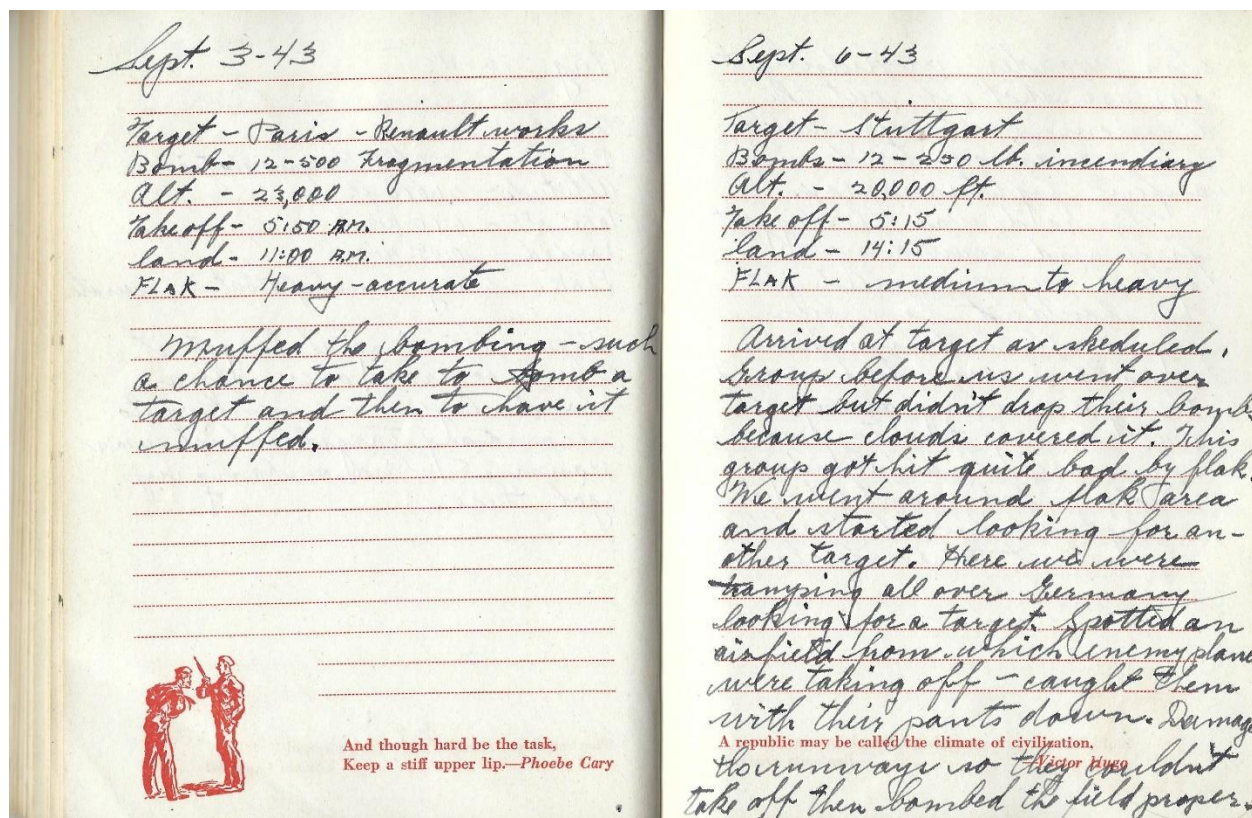
August 2, 1943:

An order came thru recalling us to our base.  
Something is cooking, must be a big mission  
to call the whole group back.



<p>Aug. 3 - 43</p> <p>Mission scrubbed.</p>	<p>Aug. 12 - 43</p> <p>Target – Weesling  Bomb – 10 - 500-pound fragmentation  Altitude - 26,000 ft  Take Off – 6:00 A.M.  Landed – 10:45 A.M.  Flak – heavy – much of it but inaccurate</p> <p>Upon arriving at target it was covered over by a cloud layer – went to secondary target which was Bonn. Did a bang up job there.</p>
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<p>Sept. 3 - 43</p> <p>Target – Paris – Renault works          Bomb – 12 – 500 Fragmentation          Altitude – 23,000          Take off – 5:50 A.M.          Landed – 11:00 A.M.          Flak – Heavy – accurate</p> <p>Muffed the bombing – such a chance to take to bomb a target and then to have it muffed.</p>	<p>Sept. 6 - 43</p> <p>Target – Stuttgart          Bombs – 12 - 250-pound incendiary          Altitude - 20,000 ft          Take off – 5:15          Landed – 14:15          Flak – medium to heavy</p> <p>Arrived at target as scheduled. Group before us went over target but didn't drop their bombs because clouds covered it. This group got hit quite bad by flak. We went around flak area and started looking for another target. Here we were tramping all over Germany looking for a target. Spotted an airfield from which enemy planes were taking off – caught them with their pants down. Damaged the runways so they couldn't take off then bombed the field proper.</p>
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its a wonder we didn't get our ass shot off, but the diversions were well pulled and we encountered only a few fighters approx. 35. This raid was the biggest farce and screwed up affair I've seen pulled yet. We shouldn't have been up at all that day for the weather was lousy and then go ambling ~~over~~ all over enemy territory as if we were on a Sunday stroll - God I can't get over it. Capt. Woodward had trouble and went to Switzerland.

Sloth, like rust, consumes faster than labor wears.  
—Benjamin Franklin

Sept. 7-43

Target - WATTEN  
Bomb - 2-2000 lbs  
Alt - 23000  
Take off - 6:00  
Land - 9:00  
Flak - medium

MILK RUN

Had fighter escort all the way was in a good position in formation - Didn't catch any flak - no fighters - slept most of way there. First easy mission since we became operational.

What bosom beats not in his country's cause?  
—Alexander Pope

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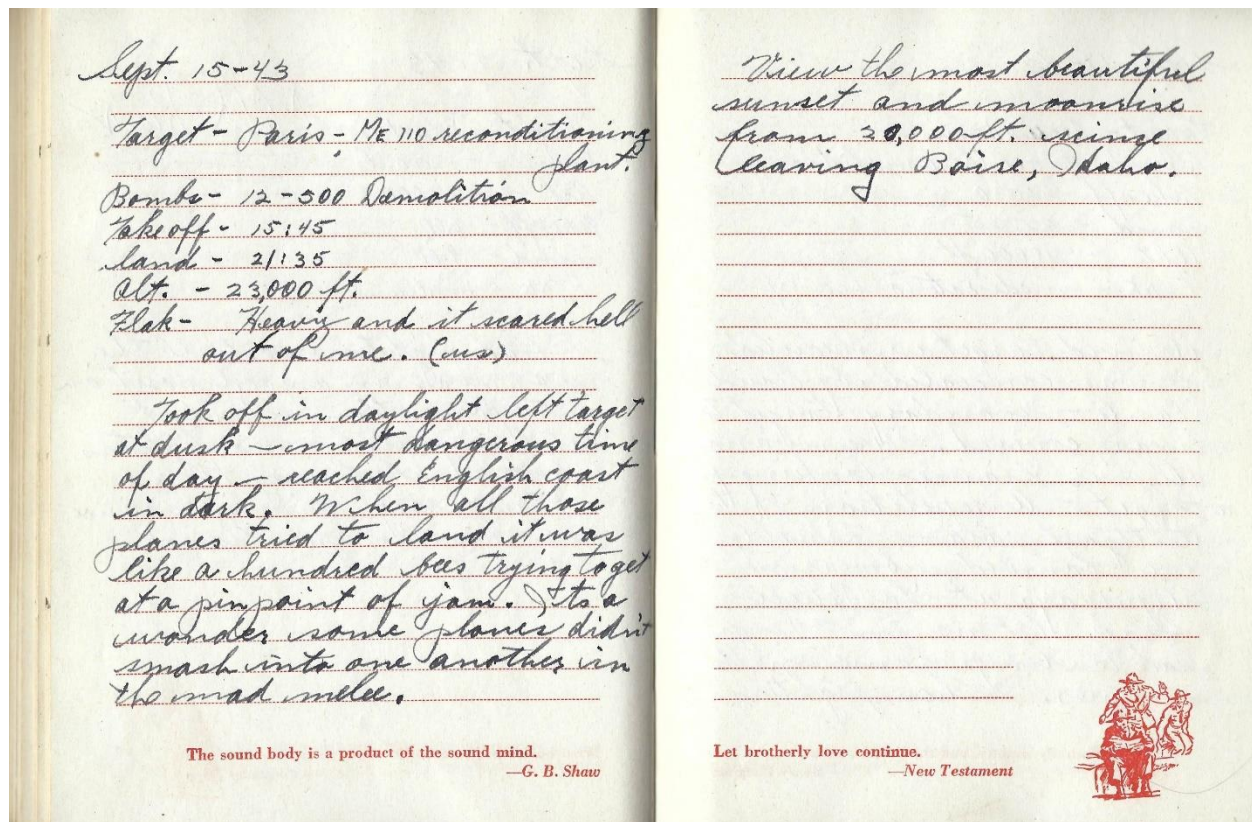
Sept. 7 - 43

Target - Watten  
Bombs - 2 - 2000 lbs  
Altitude - 23,000  
Take off - 6:00  
Landed - 9:00  
Flak - medium

### MILK RUN

Had fighter escort all the way in a good position in formation - Didn't catch any flak - no fighters - slept most of the way there. First easy mission since we became operational.





Sept. 15 - 43

Target – Paris - ME 110 Reconditioning Plant

Bombs – 12 - 500 demolition

Take off – 15:45

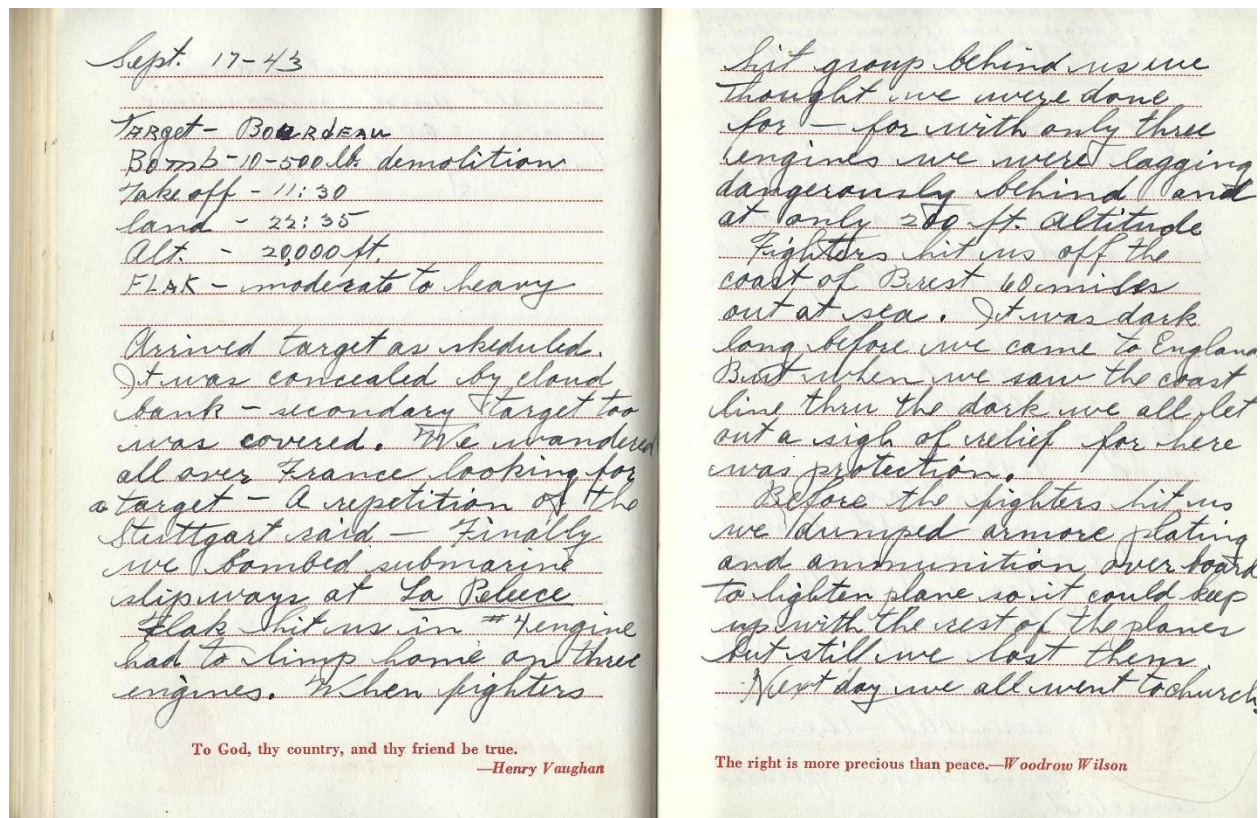
Landed - 21:35

Altitude – 23,000 ft.

Flak – Heavy and it scared hell of me. (us)

Took off in daylight left target at dusk – most dangerous time of day – reached English coast in dark. When all those planes tried to land it was like a hundred bees trying to get at a pin point of jam. It's a wonder some planes didn't smash into one another in the mad melee.

View the most beautiful sunset and moonrise from 20,000 ft. since leaving Boise, Idaho.



Sept. 17 - 43

Target - Bourdeau  
 Bombs - 10 - 500 lb. demolition  
 Take off - 11:30  
 Land - 22:35  
 Altitude - 20,000 ft.  
 Flak - moderate to heavy

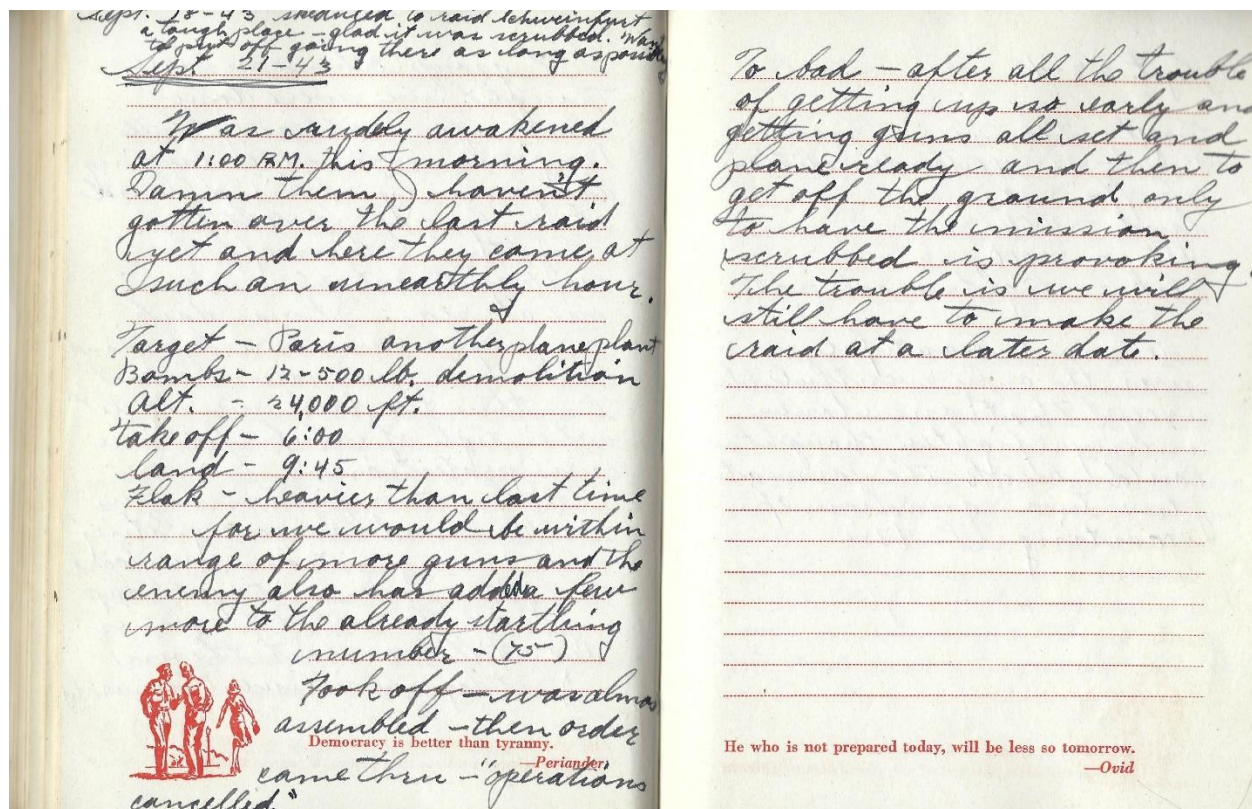
Arrived target as scheduled. It was concealed by cloud bank - secondary target too was covered. We wandered all over France looking for a target - a repetition of the Stuttgart raid - Finally we bombed submarine slipways at La Peluce. Flak hit us in #4 engine had to limp home on three engines. When fighters

hit group behind us we thought we were done for - for with only three engines we were lagging dangerously behind and at only 200 ft. altitude. Fighters hit us off the coast of Brest 60 miles out at sea. It was dark long before we came to England but when we saw the coast line thru the dark we all let out a sigh of relief for here was protection.

Before the fighters hit us we dumped armor plating and ammunition overboard to lighten the plane so it would keep up with the rest of the planes but still we lost them.

Next day we all went to church.





Sept. 18 - 43 Scheduled to raid Schweinfurt a tough place - glad it was scrubbed. Want to put off going there as long as possible.

Sept. 21 - 43

Was rudely awakened at 1:00 A.M. this morning. Damn them I haven't gotten over the last raid yet and here they come at such an unearthly hour.

Target - Paris another plane plant

Bombs - 12 - 500 lb. demolition

Altitude - 24,000 ft.

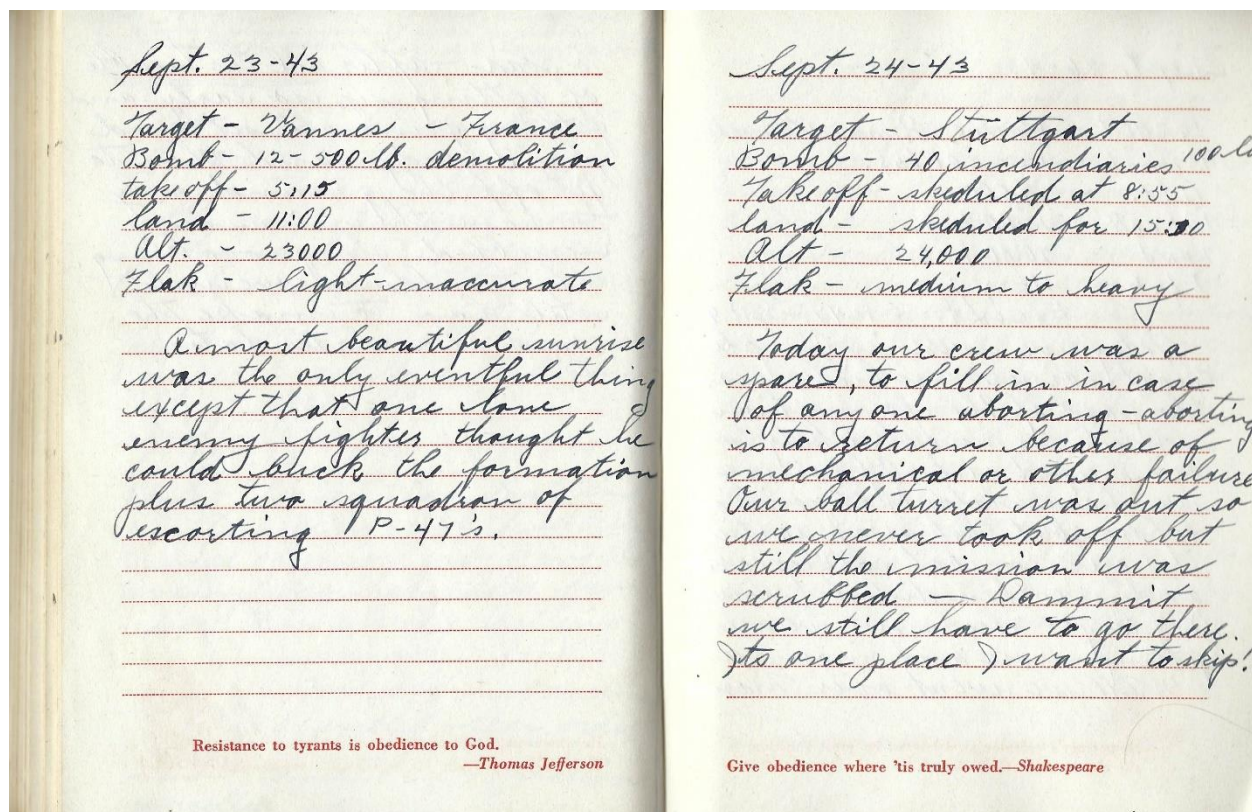
Take off - 6:00

Land - 9:45

Flak - heavier than last time for we would be within range of more guns and the enemy also has added a few more to the already startling number (75).

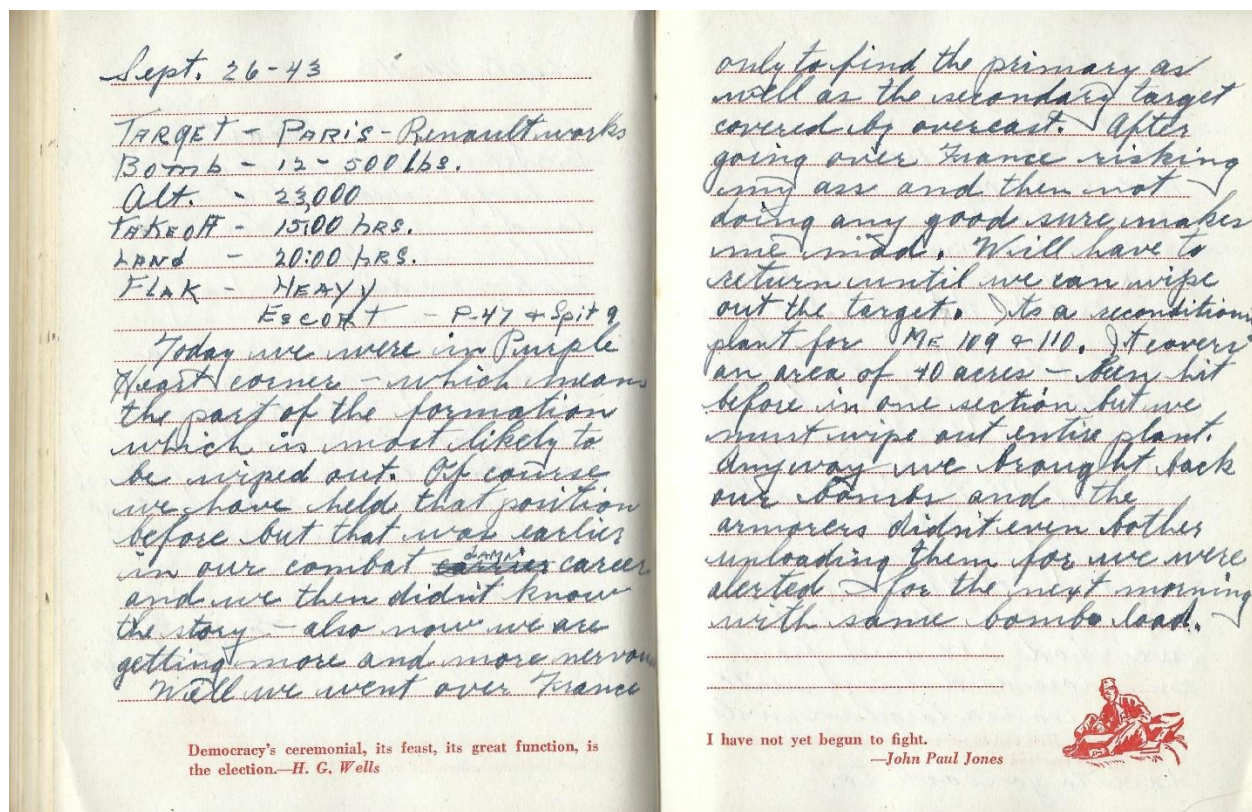
Took off - was almost assembled - then order came thru - "operation cancelled".

To bad - after all the trouble of getting up so early and getting guns all set and plane ready and then to get off the ground only to have the mission scrubbed is provoking. The trouble is we will still have to make the raid at a later date.



<p>Sept. 23 - 43</p> <p>Target - Vannes, France          Bombs - 12 - 500 lb. demolition          Take off - 5:15          Land - 11:00          Altitude - 23,000          Flak - light - inaccurate</p> <p>A most beautiful sunrise was the only eventful thing except that one lame enemy fighter thought he could buck the formation plus two squadron of escorting P-47's.</p>	<p>Sept. 24 - 43</p> <p>Target - Stuttgart          Bombs - 40 - incendiaries 100 lbs.          Take off - scheduled at 8:55          Land - scheduled for 15:30          Altitude - 24,000          Flak - medium to heavy</p> <p>Today our crew was a spare, to fill in in case of any one aborting - aborting is to return because of mechanical or other failure. Our ball turret was out so we never took off but was still the mission was scrubbed - Damn it we still have to go there. Its one place I want to skip!</p>
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Sept. 26 - 43

Target - Paris Renault works  
Bomb - 12 - 500 lbs.  
Altitude - 23,000  
Take off - 15:00 hrs.  
Land - 20:00 hrs  
Flak - Heavy  
Escort - P-47 & Spit 9

Today we were in Purple Heart corner - which means the part of the formation which is most likely to be wiped out. Of course we have held that position in our combat career and we then didn't know the story - also now we are getting more and more nervous.

Well we went over France

only to find the primary as well as the secondary target covered by overcast. After going over France risking my ass and then not doing any good sure makes me mad. Will have to return until we can wipe out the target. It's a reconditioning plant for ME 109 & 110. It covers an area of 40 acres - been hit before in one section but we must wipe out entire plant. Anyway we brought back our bombs and the armorers didn't even bother unloading them for we were alerted for the next morning with same bomb load.

Sept. 27-43

Target - Emden, Germany

Bomb - 12 - 500 lbs.

Alt - 24000

Take off - 6:00 hrs.

Land - 12:00 hrs.

Flak - 40 heavy guns 60 light (considered bad)

Escort - Three Groups of P-47

This is an experimental flight to try out new radio equipment for bombing thru clouds.

Got over Emden dropped our bombs - when they stink missed the target altogether and laid the town low.

Usually we only go over a target with the strength of 63 bombers but this time we had 280 and from now on more and more will go.

This too is a target we will have to go back to!

Heroism feels and never reasons and therefore is always right. Emerson

Sept. 28-43

We were promised a well earned rest today but just now we received word that there may be an afternoon mission.

Damn here we sweat again.

Well we are credited with seventeen missions and four enemy fighters. One waste gunner got one the ball turret gunner got three. So far that's not a bad score but we still hope to tally up some more.

Patriotism is a lively sense of collective responsibility.

—Richard Aldington

Sept. 27 - 43

Target - Emden, Germany

Bomb - 12 - 500 lbs.

Altitude - 24,000

Take off - 6:00 hrs.

Land - 12:00 hrs.

Flak - 40 heavy guns 60 light (considered bad)

Escort - Three groups of P-47

This is an experimental flight to try out new radio equipment for bombing thru clouds. Got over Emden dropped our bombs - when they stink missed the target altogether and laid the town low. Usually we only go over a target with the strength of 63 bombers but this time we had 280 and from now on more and more will go.

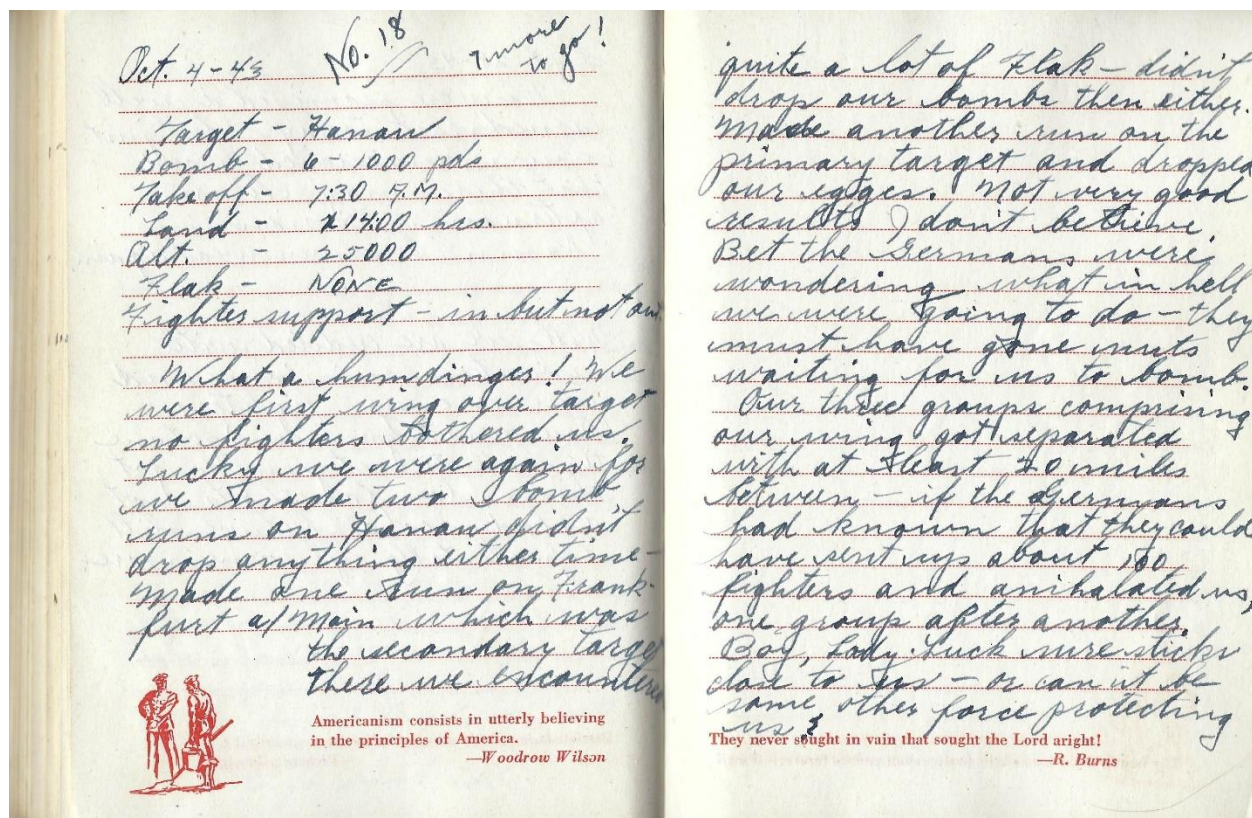
This too is a target we will have to go back to!

Sept. 28 - 43

We were promised a well earned rest today but just now we received word that there may be an afternoon mission. Damn here we sweat again.

Well we are credited with seventeen missions and four enemy fighters. One waste gunner got one the ball turret gunner got three. So far that's not a bad score but we still hope to tally up some more.





Oct. 4 - 43

Target - Hanan

Bomb - 6 - 1000 lbs

Take off - 7:30 A.M.

Land - 14:00 hrs.

Altitude - 25,000

Flak - NONE

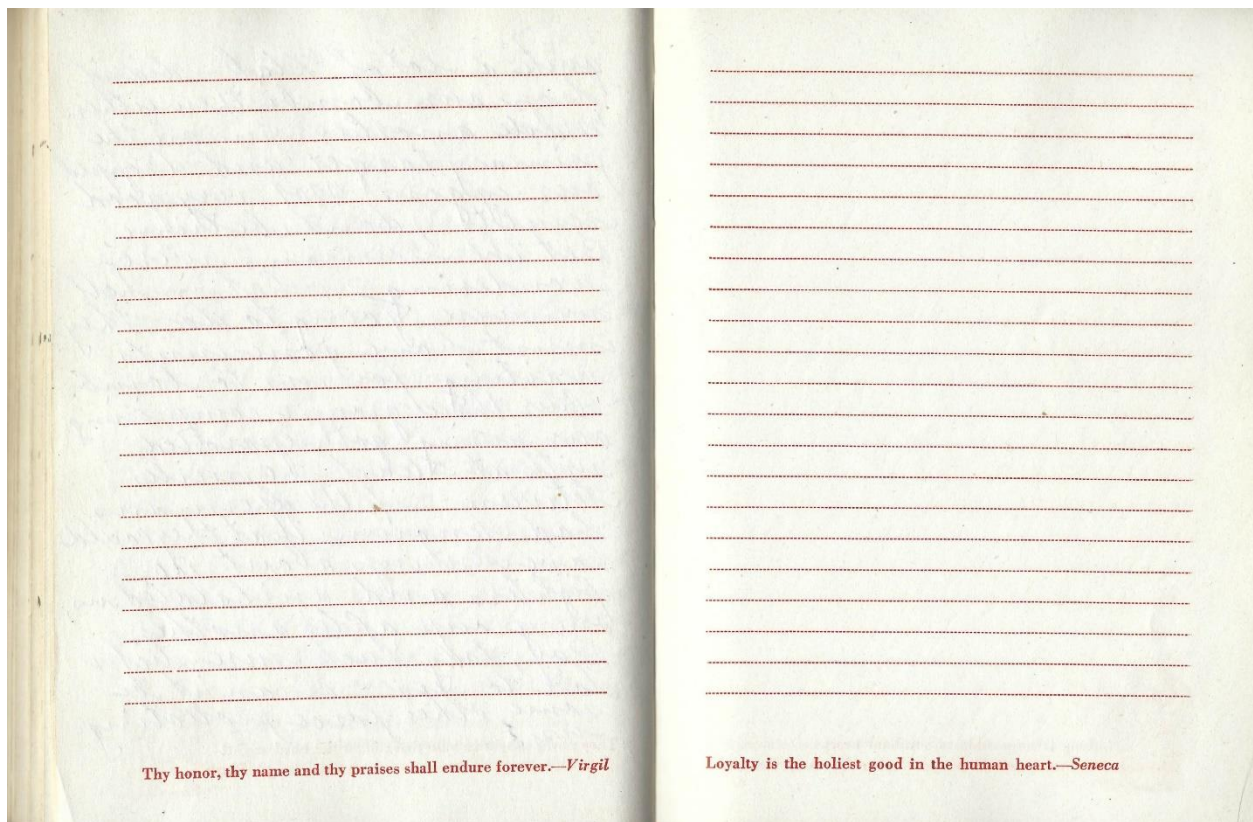
Fighter support - in but not out

No. 18

7 more to go!

What a humdinger! We were first wing over target no fighters bothered us. Lucky we were again for we made two bomb runs on Hanan didn't drop anything either time - made one run on Frankfurt a Main which was the secondary target there we encountered

quite a lot of Flak - didn't drop our bombs then either. Made another run on the primary target and dropped our eggs. Not very good results I don't believe. Bet the Germans were considering what in hell we were doing to do - they must have gone nuts waiting for us to bomb. Our three groups comprising our wing got separated with at least 20 miles between - if the Germans had known that they could have sent up about 100 fighters and annihilated us, one group after another. Boy, Lady luck sure sticks close to us - or can it be some other force protecting us?



October 10, 1943

Target - Munster  
Shot down on mission



Adolph Blum flew 26 missions into enemy territory with 18 as bombing missions. The plane was hit by Flak, killing one crew member, Harold Clanton. German fighters knocked out two of the four engines. Nine of the crew bailed out successfully, were captured, and kept in a German POW camp. Blum weighed 85 pounds when released.



Harold Clanton, Monroe Thornton, and Adolf Blum in North Africa (from the collection of Edmund Forkner)  
100thBG.com



M'lle Zig Zig on October 10, 1943 Munster Mission  
100thBG.com



#### HISTORY OF THE B-17 #42-30830 / M'LE ZIG ZIG

Delivered Cheyenne 4/8/43; Gr Isle 14/8/43; Assigned 418BS/100BG [LD-U] Thorpe Abbotts 28/8/43; Missing in Action Munster 10/10/43 with Capt John Brady, Co-pilot: John Hoerr, Navigator: Dave Solomon, Bombardier: Howard Hamilton {Wounded in Action}, Flight engineer/top turret gunner: Adolf Blum, Radio Operator: Joe Hafer, Ball turret gunner: Roly Gangwer{Wounded in Action}, Waist gunner: George Petrohelos, Tail gunner: Jim McCusker, Com P-Major John Egan (10 Prisoner of War); Waist gunner: Harry Clanton (KIA-by flak burst); enemy aircraft KO'd #1 & #3, crashed near Elfers Inn, Nottuln-Stevern, 12 miles W of Munster; Missing Air Crew Report 1029. M'LE ZIG ZAG.

<https://b17flyingfortress.de/en/b17/42-30155/>

#### ROYAL FLUSH

Published on October 10, 2016

By Thomas Van Hare

On Sunday, October 10, 1943 — 73 years ago in aviation history — the 8th Air Force flew a bombing raid against the city of Münster in Nazi Germany. At the time, America's airmen were still fairly inexperienced, having only just begun six months earlier flying bombing raids against Nazi Germany. Despite extensive planning, the mission that day became one of the worst disasters in 8th Air Force history. Among those who flew that day, the airmen of the 100th Bomb Group (Heavy) suffered the worst — of the 14 bombers that pressed on to the target, only one bomber made it back. After Münster, the 100th Bomb Group's nickname would be forever fixed in memory as "The Bloody Hundredth".

<http://fly.historicwings.com/2016/10/royal-flush/>

T/SGT Adolph BLUM

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UNIT: 418th BOMB Sqdn	POSITION: TTE
SERIAL #: 12060515	STATUS: POW
MACR: <u>01029</u>	CR: <u>01029</u>

Comments1: 10 OCT 43 MUNSTER (EAC - FLAK), Original 100th, Crew #32.

COMMENTS & NOTES

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MEMO 1:

CREW

1ST LT JOHN D. BRADY

ORIGINAL CREW #32      FLEW OVERSEAS IN: A/C #42-30071 "SKIPPER"

1ST LT JOHN D. BRADY	P; POW 10 OCT 43 MUNSTER
2ND LT JOHN L. HOERR	CP; POW 10 OCT 43 MUNSTER
2ND LT HARRY H. CROSBY	NAV; CPT (Group Navigator, on operations until end of hostilities in 1945)
2ND LT HOWARD B. "HAMBONE" HAMILTON	BOM; POW 10 OCT 43 MUNSTER
S/SGT ADOLPH BLUM	TTE; POW 10 OCT 43 MUNSTER
S/SGT HAROLD E. CLANTON	WG; KIA 10 OCT 43 MUNSTER
S/SGT SAUL LEVITT	ROG; X-FERRED TO "YANK" MAGAZINE STAFF
PVT ROLAND D. GANGWER	BTG; POW 10 OCT 43 MUNSTER
S/SGT JAMES A. McCUSKER	WG; POW 10 OCT 43 MUNSTER
S/SGT GEORGE J. PETROHELOS	TG; POW 10 OCT 43 MUNSTER

CREW FLEW MOST MISSIONS IN "PADDLEFOOT'S PROXY" 25863 LD-V

NOTES:

T/SGT JOSEPH E. HAFER REPLACED SAUL LEVITT AS ROG AFTER LEVITT WAS INJURED IN JEEP ACCIDENT. SAUL LEVITT WAS TRANSFERRED TO THE STAFF OF "YANK" MAGAZINE UPON HIS RECOVERY. HAFER WAS TAKEN PRISONER. LT DAVID SOLOMAN, THE REGULAR NAVIGATOR ON CREW #29 REPLACED HARRY CROSBY FOR THIS MISSION AND WAS TAKEN PRISONER AS WELL.

CREW #32 LED THE 10 OCT 43 MISSION AND MAJ JOHN C. EGAN, THE 418TH CO, FLEW IN THE CO-PILOT'S SEAT. NEAR THE I.P. "MLLE ZIG ZIG" (A/C #42-30830; THEY WERE NOT FLYING "SKIPPER" THIS MISSION) WAS HIT BY FLAK KILLING SGT CLANTON AND BADLY WOUNDING HOWARD HAMILTON AND ROLAND GANGWER. THE SURVIVING CREW MEMBERS SUCCEEDED IN BAILING OUT AND WERE TAKEN PRISONER. HAMILTON AND GANGWER SPENT A LONG TIME IN THE HOSPITAL.

List of Missions of Lt John Brady Crew & Paddlefoot's Proxy"

1. June 26, 1943 LeMans 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
2. June 28, 1943 St Nazaire (Flak City) 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
3. July 17, 1943 Hamburg 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
4. July 24, 1943 Trondheim 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
5. July 25, 1943 Kiel 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
6. July 26, 1943 Hanover 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
7. July 28, 1943 Oschersleben 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
8. July 29, 1943 Warnemunde 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
9. July 30, 1943 Kassel 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
10. Aug 15, 1943 Merville & Lille 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
11. Sept 3, 1943 Paris 25863 Paddlefoot's Proxy LD-V Lt John D. Brady
- Sept 6, 1943 Stuttgart 25863 Paddlefoot's Proxy LD-V Capt. Bucky Elton (test flight, crash landed)
12. Sept 15, 1943 Paris 230830 M'lle Zig Zig LD-U
13. Sept 16, 1943 Bordeaux 230830 M'lle Zig Zig LD-U
14. Sept 23, 1943 Vannes 230830 M'lle Zig Zig LD-U
15. Sept 26, 1943 Paris 230830 M'lle Zig Zig LD-U
16. Sept 27, 1943 Emden 230830 M'lle Zig Zig LD-U
17. Oct. 4, 1943 Hanau 230830 M'lle Zig Zig LD-U
18. Oct 10, 1943 Munster 230830 M'lle Zig Zig LD-U (SHOT DOWN)





# AUTOGRAPHS

Have Each of Your Buddies Write a Verse,  
Sentiment, or Characteristic Com-  
ment . . . and Sign His Name

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Signature

Signature

The colonel said that  
you "exercise rare presence  
of mind." I don't know  
on earth you fooled him  
so badly. Don't ever  
forget the swell times we had  
and all those plans we made to keep  
from flying. It was the best crew in  
the business though, wasn't it?  
Signature *Frank Conroy, 2nd LT AC*  
Assistant Navigator

Signature

To a good man —  
when you're on the  
ball for good  
engineer, and a  
half of a swell guy

Signature *Lt Howard B. Hamilton*

Signature

Lots of luck to a  
good engineer.

Signature *Lt H. C. Clanton*

Signature

to the man whose back  
is worse than his life —  
very solid on the job —  
but I wish he wouldn't  
yell over the microphone  
— also successful  
at downing boiler-makers  
and "making"  
school teachers

Signature

Signature *Sgt Paul Levitt*



From the best little  
Asst Radio man to  
the best Engineer

S/Sgt Roland D. Hargrave  
Signature

I have just write  
in Hamlin the  
book of an engineer  
the best in the  
W. Bant. Group

S/Sgt. Harvey R. Metcalf  
Signature

Now harmless  
to standardish.  
or the best  
of luck

S/Lt. George Petroschelos  
Signature

I hope you will always  
Remember your  
"tear" job.  
(Thanks for the  
four bits)  
M. E. G.

Signature

To - a horizontal "Buddie"

Write to you and  
Write to me  
Shall we never  
disagree

if we do - - -  
Then the hell with you  
and this to me  
(P.S. Write to me + write to me + write to me)

Maj. C. B. "B" Bowlin  
Signature

Signature

Signature

Signature