

EMMETT J. BURNS, JR.

Born: March 14, 1924 in Syracuse, NY

Service Entry Date: Enlisted October 7, 1942 as Aviation Cadet. January 31, 1943 Entered Service as a Private in the Army of the U.S., at Syracuse, New York.

Training Record and Location: February 1943, Basic Training, Atlantic City, New Jersey.

March, April 1943 CCD Training, Rochester, New York

May 1943, Classification, Nashville, Tennessee

June-July 1943, Appointed Aviation Cadet, Pre Flight School, Maxwell Field, Alabama.

August-September 1943 Primary Flight Training, Cape Girardeau, Missouri.

October-November 1943 Basic Flight Training, Malden, Missouri.

December '43-January '44 Advanced Flight Training, Stuttgart, Arkansas.

February 8, 1944 Appointed 2nd Lieutenant AUS, Rated as a Pilot.

February-April 1944, B-24 Transition Training, Maxwell Field.

April 1944, Assigned 9 men for Flying Crew #5202.

April-June 1944, Transition Crew Training, Colorado Springs, Colorado.

June 1944 - Transition Crew Training, Mountain Home, Idaho.

Overseas Departure Date: 11 July, 1944 picked up new B-24-H at Topeka, Kansas, flew Crew to Grenier Field, Labrador, Greenland, Iceland and Wales.

Location of Overseas Base: Crew assigned to 506 Squadron, 44th Bomber Group (H), 8th Air Force at Shipden, East Anglia near Norwich, England.

Wartime Activity: August 25, 1944 flew first Bombing Mission over Germany.

October 1944, promoted to 1st Lieutenant.

February 22, 1945 flew 35th Mission, completing First tour.

April 20, 1945, flew 44th and last Mission.

May 1, 1945 promoted to Captain.

May 28, 1945 flew crew and 10 passengers to Bradley Field, Connecticut by way of Iceland, Greenland and Labrador.

June 1945 - Home Leave.

July 1945, Sioux Falls, Idaho

August 1945, Roswell, New Mexico

April 1946, transferred to Rome Air Base, Rome, New York.

Location of Discharge: November 1946, transferred to Mitchell Field, New York for Separation.

Ended Active Duty 20 December 1946.

Separated from USAF Reserve April 1, 1953 as Captain.

Awards: ETO Ribbon, 7 Bronze Battle Stars, Air Medal with 7 Oakleaf Clusters, Distinguished Flying Cross.

Married Mary Ellen Johnson, April 15, 1950, at Our Lady Of Solace Church, Syracuse, New York

Children: Kathleen, Emmett III, Michael, Patrick, Timothy, Daniel, Ellen and Thomas.

July 24, 1944 - 0200 hours crewCrew 5282 took off in U. S. Army B-24 No. 4410602 for POE at Grenier, New Hampshire. It was an uneventful eight hour flight. I flew over Syracuse and Cazenovia. Saw them through openings in the clouds. Could not get low enough to buzz. Plenty Mad.

July 28, 1944 - Five hours and ten minute flight to Goose Bay, Labrador.

July 29, 1944 - Nine hours and twenty-five minute flight to Meeks Field, Iceland, over Greenland.

July 30, 1944 - Seven hours and twenty minute flight to Valley, Wales. Lost plane.

July 31, 1944 - Left Valley on Train to go to Stowe, England ?

August 3, 1944 - Left Stowe by Rail to Warringto, Wales. Taken by B-17 to Cluntoe, Northern Ireland for training.

August 18, 1944 - Left Cluntoe in Northern Ireland by B-24 for 44th Bomb Group, 506 Bomb Squadron in England. Oldest B-24 outfit in ETO.

August 25, 1944 - First Mission - flew as co-pilot for Ryan. Hit airplane plant at Schwerin, Germany. Smeared it.

August 26, 1944 - Full Crew - all the boys - Oil Refinery at Salzbergen, Germany.

August 27, 1944 - Started for Berlin, turned back because of Weather. Got credit for mission because we were over enemy coast.

August 28, 1944 - Flew Practice Mission formation for hour and twenty minutes.

sept. 3, 1944 - Flew Practice Mission formations 1 hour forty five minutes.

Sept. 8, 1944 - On a raid to Karlshure near Stuttgart and Strausbourg, up to 27,000 feet with full load, up to 28,000 feet on way back. Thermometer hit bottom at 44 degrees below zero. Plenty of Flak hits. Caldwell got scratched below the eye by fragments 8:20.

Sept 10, 1944 - Flew to Ulm, Germany. Bombed Marshaling yard PEF. One long haul *:30. Led second element low squadron on way back.

Sept. 12, 1944 - Mission to Hanover 6:50. Flew No 2 in low element. Bombs seem miles off target.

Sept 17, 1944 - Flew low altitude missions. Practice supply dropping for Airborne troops. Group formation in the morning and wing formation in the afternoon. 2:10 in R&W J in the morning. 3:30 minutes in afternoon i -Z

Sept. 18, 1944 - Flew low altitude mission, dropped supplies to Glide troops near Brest, Holland. Very successful. We were hit all over on the way out. Trusloe fired Left Waist gun at the so and sos. Had to go around on landing because of propwash. 4:40.

Sept. 20, 1944 - Went to London. Had a pretty good time, returned Sept. 24, 1944.

Sept. 25, 1944 - Test Hop of new Bar L. 2:20 Checked Thompson

Sept. 26, 1944 - 5:40 Mission to Hamm, Germany PFF on center of city second run.

Sept. 28, 1944 - Flew mission to bomb a tank factory at Kassel, Germany. 6:30 PFF

Oct. 1, 1944 - Practice Formation 3:30.

Oct. 2, 1944 - Mission to Hamm, Germany Marshaling Yard second run PFF a few holes. Led High element of High squadron 5:40

Oct. 3, 1944 - Ferried a ship in here today. Logged 0:35

Oct. 5, 1944 - Mission to Airfield at Lippstadt, Germany 5:35, visual Beautiful Peel off and landing.

Oct. 6, 1944 - Mission to engine factory at Hamburg. 6:30. Visual, lots of Flak. Six ship squadrons were not sent.

Oct. 11, 1944 - 4:00 Practice Mission. High altitude formation. Fighter attacked by Jet propelled aircraft. No. 2 position. ? 4:10 Practice formation and 1-100 lb practice bomb dropped in ? 4 ?

Oct. 12, 1944 - Flew 5:10 for thirtieth mission to bomb Marshaling yards at Innsbruck PFF. Led High element 2 & 3 ?

Oct. 15, 1944 - Flew to Cologne to bomb Ford Motor works, hit target of opportunity plus no. 4 spot.

Oct. 18, 1944 - Flew to Cologne again. Bombed G.H.. A snafu mission from the start. Ascended at 21,000, logged 2 hrs of instrument 6:50 total. supposed to lead low left but ?

Oct. 21, 1944 - Practice mission, practice formation log 2:40

Oct. 23, 1944 - Went to London for a 48 hr pass. Returned

midnight the 25th. a pretty good time. Rode the London subways, what a mess.

Oct. 27, 1944 - A scrubbed mission. Had the engines running, most planes had taxied to take off positions. ? flares from tower and everyone started to shoot them, including myself.

Oct. 30, 1944 - Mission to Hamburg, Germany. Clouds all the way, started out in the slot, then flew ? lead, then came home alone. Schmidt flew as ? operator instead of Mike.

Nov. 2, 1944 - Mission to Ickern, near ?, bombed PFF. I led High right element. Wingman left at ? I flew alone over Flak valley.

Nov. 5, 1944 - Mission to Karlsrhue. We lost group and could not bomb because of no PFF equipment in squadron. Bombed target of opportunity, a railroad at Landau, Germany 8:00. Had to land at Bun Gay because of a terrific storm. Led low left element of third squadron.

Nov. 5, 1944 - Logged 0.25 coming back to Shipdham from Bun Gay. First ship of the 506 to get home.

Nov. 6, 1944 - Mission to Sterkrade, Germany. Happy Valley led low left element of squadron. Logged 5:40. Lots of Flak by Zuider Zee.

Nov. 8, 1944 - 1:40 Practice SCS51 for No 3 position. Recalled. Went to London.

Nov. 11, 1944 - Back to Shipdham

Nov. 12, 1944 - Practice mission. Jet propelled recalled before we formed. Had a lot of fun playing around.

Nov. 20, 1944 - Mission to Happy Valley recalled while forming. Was to lead High element, second squadron, logged 2:30.

Nov. 21, 1944 - Mission to Hamburg. 6 miles South of Hamburg, led High element High squadron PFF. Lost No 2 turbo at JP, lost No. 4 engine five ? after T.A. T. due to oil leak. Flak damage. 7:30 flying time. Rice did not fly.

Nov. 25, 1944 - Mission to Bingen, logged 7:30. Flew in slot, very bad weather on return. 400' ceiling, half mile visibility. Marshaling yards near Rhine river. Missed

November 26, 1944 - Bielefeld logged 6:20. a Viaduct, missed again, flew slot.

Nov. 29, 1944 - Mission to Paderborn, ? viaducts six miles east of city. Logged 6:45. Flew slot.

Nov. 30, 1944 - Got paid and started to rest home at ? ?. ? Court owned by Sir John Amory. Stopped in London overnight, arrived at ? afternoorn of the 1st. Had a lot of fun with Dolly ? ?. Left the morning of the eighth, came back to post.

Dec. 9, 1944 - Flew practice mission. Ric dropped the practice bombs hotter than blazes.

Dec 10, 1944 - Went to Marshaling yards at Bingen, Germany. Led High element, logged 6:15 min. Led 8th Airforce. We brought our bombs home 44 - 100 lbs go & 2 - 500 inch ? ? ?.

Dec. 12, 1944 - To Marshaling yards at Ascaeffenburg, Germany, dropped 44 - 100 lb and 2 500 lb inc on Marshaling yards, direct hit visual, logged seven hours, flew in the slot.

Dec. 18, 1944 - Had a recall of mission to Kilburg near Koblenz logged 4:45. Led Low left element of lead squadron, We should have gone though.

Dec. 24, 1944 - Mission to Eller, Germany, 31 miles S.W. of ? ? RR Bridge and Tunnel. Good result, flew the slot, logged seven hours 7:00. Was greatest force of planes ever to fly ? slot.

Dec. 28 - 1944 - Mission to Kiseslautern, Germany, led Low left element lead squadron logged seven hours. Boogie hit the target, a railroad bridge and road on the ?.

Dec. 30, 1944 - Flew a mission to Altenahr, S. W. of Bonn, logged 6:30, thirty minutes instruments. Not one Flak burst. Flew slot, raised Hell with number two ? ?.

Jan. 1 1945 - Led Low element left to Koblenz, ? hours and thirty minures bomb run, logged 7:30, 30 min. instrument.

Jan. 3, 1945 - Mission to Landau, logged seven twenty five ? ? all the way. Middleton was command pilot. Flew the slot..

Jan. 5, 1945 - Mission to Oberstein, Germany. Logged 7:30, thirty minutes instrument ? over Southern England. Lots of Contrails, pretty enough. Supposed to land low elft element second squadron. Flew ? in lead. Only 506 ship to fly with the 44th, having to fly with another group, only two planes of 506 ? to abort.

Jan. 8, 1945 - Mission to Burg-Reuland, Belgium, Deputy Squad Lead, logged seven hours, bad weather all the way. Second mission that we didn't bomb Germany.

Jan. 12, 1945 - Went on pass to London. Five days on a 48 hr pass.

Jan. 17, 1945 - Logged 1:30 Practice G.H. runs, Cady was checking

Boykin out but the equipment was partially out.

Jan 29, 1945 - Mission to Hamm, Germany 6:30, Flew low left element lead. Hit target of opportunity, logged 30 minutes of instruments.

Feb. 4, 1945 - Had to abort on what would have been my thirty fourth mission. Lost all the oil in No. 4 engine and had to feather it halfway across North Sea.

Feb. 7, 1945 - Flew 35th mission, last on as Crew 5282. ? and Caldwell finished up, Warner and Ric need two apiece, Thompson needs one more to complete his tour. Kennedy, Whalen, Sims and ? are staying with me. Riggins is to be my navigator and Loughlin my bombardier. ? probably will be co-pilot. ? squadron logged seven thirty to Magdeburg.

Feb. 22, 1945 - Led Low squadron on mission to Gottingen, bombed Secondary in Marshaling yard with excellent result. Logged 2:30 Last Mission of First Tour.

Feb. 28, 1945 - Led High squadron to Seigen. Our GH equipment went out on bomb run. Logged 2:00 in Bar D

Mar. 4, 1945 - Led High squadron to Auschensburg. Formed over continent very bad weathersix hrs and twenty minutes instruments. Couldn't get to target, hit target of opportunity ? eight miles north of Switzerland, logged 8:20

Mar. 5, 1945 - Mission to Hamburg, bad weatherm ked Hugh right squadron off #392nd BG, they were ? , logged six hours, three hrs instruments.

Mar. 8, 1945 - Logged seven hours to Betzdorf. Led High squadron of 491st ?????

Mar. 10, 1945 - Mission to Bielefeld, Germany a viaduct, logged 8:10, led High squadron of 44th GH unobserved. WE ? out on bomb run.

Mar. 14, 1945 My Birthday, logged

Mar. 19, 1945 - Led Low squadron of 491st to Gutersloh, logged 8:00. Visual target, ? very well.

Mar. 20, 1945 - Flew Low squadron of 491st to Hemmingstadt. Bill missed. Logged 6:00.

Mar. 24, 1945 - Low level 5000 lbs of supply to troops at Wessel on the Rhine. Lost two ships in my ? ship squadron logged 6:15. ? and Sims hit by shells, not seriously.

Apr. 20, 1945 - Number 44 logged 8:15 to Schwandorf. Ric really

March 24, 1945
"The diary clearly states
"Truslow and Sims hit by
shells." I believe the last
two words in the entry are
"hurt seriously" not "not seriously"

hit it very good. My third excellent ? at low level.
Led High Squadron.