

April 13, 1986

Dear Benjamin,

It was nice to hear from you.

I trust that your folks, brothers and sister are well.

I will give you a brief sketch and should you wish more we can correspond.

October 1939 I enlisted in the National Guard. Company K, 138th Infantry Regiment as a private.

About December 1940 remained and served full time in the Infantry. Most of the time was spent at Camp Joseph T. Robinson, Little Rock, Arkansas and on maneuvers.

Qualified for pilot training the latter part of 1941. Primary training at Thunderbird Field, Phoenix, Arizona. Basic training at Bakersfield, California. Advanced training at Williams Field, Chandler, Arizona.

Pilot and 2nd Lt May 1942.

Flew B25s and B26s at Meridian, Mississippi and transferred to McDill Field, Tampa, Florida to instruct and train pilots for B26s. Attained 1st Lt rank in September 1942. Was promoted to Capt in October 1942.

Trained and instructed in Florida and Ft. Wayne, Indiana.

Departed for overseas, from West Palm, Florida, in December 1942. Flew the southern route through South America and then east to North Africa and landed in French Morocco in December 1942.

Continued training, subpatrol missions and flew 40 missions over Sicily, Italy, and Sardinia. Attained the rank of Major in October 1943.

Returned to the USA in December 1943.

Was in Headquarters in Florida, California, and Louisiana.

Was given command of 161st Liaison Sqn for the purpose of spotting Japanese balloons and spotting forest fires on the west coast of USA. This lasted six months and I then returned to home base at Esler Field, Alexandria, Louisiana.

Separated from the Services in 1945 and returned to college to continue my education.

Reenlisted in the Air Force Reserve and taught classes until about July 1965. Attained rank of Lt Col during this time.

My original B26 Crew are all alive but not all in good health. My five men and one crew chief were visited, by me, one year. I drove or flew to their homes to visit them and their families. We have a yearly B26 Bm Gp meeting in various parts of the USA. Hdqs, 441st, 442nd, 443rd, and 444th Squadrons are the units in the 320th Bm Gp. We have never been able to get our total crew at one gathering.

I was never shot down.
One B26 was crashed due to bad fuel.
One B26 was disabled on take-off due to wheels being retracted, by copilot, on take-off.

I led one of three(120 plane formations) over Palermo, Sicily. One formation of B17s, one formation of B26s and one formation of B25s. I let the B26s. My plane received over sixty holes.

World War II was a job to accomplish and return home. I had promised, my mother, that I would be home after one year.

My LORD and SAVIOR was with me, during that time, and is a constant source of help and comfort.

Best Wishes,

Uncle Frank

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