

# Capt. Gregory Here Relates Experiences

Capt. Frank C. Gregory of Greeley, bombardier, veteran of 35 bombing missions over Europe in Flying Fortresses, holder of the distinguished flying cross and wearer of a presidential citation, arrived in Greeley Wednesday noon after a brief trip from England.

But Capt. Gregory was more interested in talking about the trout fishing that he is going to enjoy in the next few days than he was in discussing flying, flak, robot bombs, D-Day, how his plane had been shot up or about his trip to Russia on a shuttle bomber mission.

"For a long time I have been dreaming about flicking a fly over a stream back home and I can hardly wait to get into action," Capt. Gregory said here Thursday.

## High Speed from England

When he arrived here Wednesday noon on a bus from Denver Capt. Gregory, who had been overseas ten months, was only a short time out of England. Captain Gregory was loathe to make public the exact means by which he reached the U.S.A. but if he had been in Greeley at the hour he left England he would have been able to buy Sunday morning's papers on the streets of Greeley.

Capt. Gregory, son of Mr. and Mrs. B. F. Gregory, 1326 Eighth avenue, Greeley, wears the distinguished flying cross for proficiency in bombing and he holds the air medal with four oak leaf clusters. He also holds the presidential citation which was awarded to his group in the Eighth Air Force.

Most of Captain Gregory's time since last May has been taken up with training of lead crews altho he took part in the D-Day blasting of Normandy and was on an invasion mission the following day.

## Shuttle Mission Equalled 3

In July he volunteered to go on a shuttle mission from England to Russia to Italy and back across France to England. He was credited with three missions on that journey.

On the stop-over in Italy, Capt. Gregory picked up a touch of malaria which "slowed him down" a little for a time. Captain Gregory will have a 21-day leave at home. Because of his illness, Captain Gregory has a flight surgeon's recommendation for six months duty in the U. S., but it has not been decided whether he will have that length of home service.

## Lost Tail and Gunner

In January Capt. Gregory's ship, "Hang the Expense Again" was hit by an anti-aircraft shell over France and the tail of the ship, with the tail gunner in it, was blown away. The ship floundered back to England. Captain Gregory said here Thursday that sometime later they learned that the tail gunner, Roy Uhrich of Tennessee was a prisoner in Germany, altho he was wounded.

Uhrich was able to open his parachute after he was blown out of the ship with the tail, Gregory said. The complete story of this experience was related in press accounts published in The Tribune in January. On another occasion, press accounts related how Capt. Gregory was "tapped" on the shoulder by a piece of flak, but was not injured.

## Flak Pierced "Greenhouse"

Here Thursday Capt. Gregory admitted that on numerous other occasions, the plastic "greenhouse" around his bombardier position had been pierced by bullets or by flak, but that he had not been injured. One time the goggles he wore on his forehead were torn away by a piece of flak. Five times his ship came back on two engines; twice the ship had caught fire.

A great many of Captain Gregory's missions found him on duty as lead bombardier of a group and sometimes of a wing. The lead bombardier finds the target and when he releases his bombs, the other planes in the group also release their bombs.

## Lead Possible "Desirable"

The lead position is in some respects the most desirable, Captain Gregory said. "We're usually on the target and away again before the going gets the toughest. By the time the later planes arrive, defense operations are more affective with anti-aircraft getting the range."

On D-Day Capt. Gregory's group was assigned a primary target along the banks of the inlet leading to Caen. The bombing was done about 20 minutes ahead of the invading troops and was thru heavy fog, but the job was done well.

## All Missions in Daylight

All of Capt. Gregory's missions have been in daylight flying. "We fly so high that we cannot accurately see just what damage our bombs do at the time, but we can see the whole result by study of the photographs that are taken," Captain Gregory said. He said that the German's display a remarkable power to come back, apparently rebuilding factories and installations in a few weeks that had been razed by bombing.

## Robot Threw Him Out of Bed

The robot bombing of England was "pretty rough" for a time, Captain Gregory said. The concussion of the bombs wrecks havoc over a wide area flattening nearly a block of buildings each time they land. On one occasion Capt. Gregory said that the blast from a robot bomb threw him out of bed, bloodied his nose and shook him up.

The lights which the robot bombs carry make it possible to trace their course thru the sky, he said. Some of the bombs even make complete circles before they land, others make half-circles and others keep a straight course. It is speculated, he said, that the robot bombs carry the lights to enable the discharging crew to trace their course for a time and thus make corrections in aiming the bombs. However, the lights make it easier for defenders to locate the bombs. The exhaust flash also helps to trace their course. The bomb in flight sounds like a single engine plane, Captain Gregory said.

## Was Weld Co. Savings Teller

Captain Gregory was commissioned May 13, 1943 at San Angelo, Tex. He was graduated from Greeley high school in 1936 and at the time he entered service was a teller and bookkeeper at the Weld County Savings Bank.