

George Clinton Mong

I was born in Oil City, PA on
Oct 23. The 3rd child in a line
of 4, and the sole survivor, of the
late Lily R. Diamond & Harold C Mong.

I lived with an Aunt, (Sister of my
Father) for 12 yrs as my mother died
when I was 3 yrs old. I returned
to live with my Father in 1935 as
he remarried.

I went to Elementary schools in Ohio
& PA, graduating from Kinzua, PA
High School in 1940. I then was
employed by The South Penn Oil Co
in Bradford, PA in the production
of crude oil.

I enlisted in The Aviation Cadet
program on 29 Aug 42 in Buffalo,
N. Y.

In Mar 1943, I was issued orders
and a train ticket to Berry Hills
Tenn. The station master had no
knowledge of such a place, but he
wished me good luck. I was the
first passenger on the train in
Bradford, Pa. A local madam saw
each train of F & gave a Zippo lighter
& a carton of cigarettes to each depart-
ing soon to be G. I. The train
stopped at each station from Bradford
to Pittsburgh, picking up more
individuals headed for Berry hills.

We were put up over night in
hotel in Pittsburgh, where I learned
another train from the east made
up of individuals headed for Berry
Hills also spent the night. The
combined wanderers departed the
next morning. We arrived at
a siding after dark. It was
raining mixed with snow. We were
all dressed in civies, we route
stepped, seemed like forever until
we came to a gate, inside were
tar paper barracks, we could see
the windows were open, fellows
inside in long Johns, hollering out
at us, "You'll be sorry!"

At Berry Hills I completed classification & my first hitch at K.P.

On to Maxwell Field for Pre-Flight. On completion there, on to Douglass, GA for Primary and the great PT-17. Upon completion, on to Basic at Cochran Field, Macon GA, in the Jotter Vibrator BT-13. Then on to Advanced at Moody Field, Valdosta, GA in AT-9's & AT-10's. The class of F 43K graduated on 3 Dec I think.

I was commissioned a 2nd LT, received leave & then reported to Salt Lake City, where we were crewed up.

AFTER several weeks The crew
I was assigned to as a Co-Pilot
of B-17's were shipped off to
Rapid City, S.D. As I recall our
training was cut short due to
need of crews in England.

We then went to Kearney, Neb
for what reason I don't recall,

AFTER a long train ride to
Camp Kilmer N.J. we finally em-
barked from N.Y. on His Majesty's
transport ARAWA, A refrigeration
boat. We slung our hammocks
from the meat hooks. Lots of
sea sickness. (13 days)

Upon arrival in England we
spent a few days at Stone, A

replacement center. We were
Assigned To The 709th Sqd, 447
Bomb Group Near Rattlesden.

I WAS ASSIGNED THE BUNK THAT ED
FROST AND ONE OF THE STUDENT OFFICERS
IN 43K HAD OCCUPIED. HE WAS
SHOT DOWN ON HIS FIRST MISSION.
I SAW HIM IN 1965 AT MYRTLE BEACH
AFB. S.C.

ON MY 11th MISSION, 13 JULY 1944,
MORICH, GERMANY, TWO ENGINES DAMAG-
ED BY FLAK, WE COULDN'T KEEP UP
WITH THE FORMATION. WE WERE HIT
BY ME 109'S. GUNNER KNOCKED ONE
DOWN. WE HAD 2 BADLY WOUNDED,
LEFT & RIGHT WAIST GUNNERS.

MADE TO his house in Crepy. I
learned The bombardier & The right
waist gunner were in the same
Town. All crew members made it
safely to the ground. Three were
eventually captured & were POW's
until the end.

AFTER many moves by The French
underground I linked up with
The 3rd Army. I was TAKEN TO
Paris in a Jeep, Flew out of
Orly to England, back to The
old group then back to The STATES.
I WAS ASSIGNED TO Roswell, N.M.
For B-29 TRAINING. I volunteered

For B-25 instructor school at
Brooks Fld, Tex. Upon completion
was assigned to LA Junta, Col.
IT WAS IN THE ACT OF closing,
was then assigned to Bakers Field
Cal. That also was closing so
was assigned to The Fifth Ferry-
ing Group at Love Fld, Dallas, Tex.
There I flew B-25's, C-47's,
AT-6's + P-38's.

was then transferred to Miami
INT APT (36th ST). Flew as Co-pilot
on C-46's from there to Natal
Brazil, bringing troops back to
the states from Africa.

I was advised that as an
evadee I couldn't be shipped
overseas under the then regulations
without approval by Congress, &
that I wouldn't fit in the big
picture, so I opted for release
from active duty. Was released
Oct 1945.

I remained active in the Reserve
at Pittsburgh.

I returned to work at South
Penn Oil, Co.

I was married to Elizabeth M.
Riley on 18 Jan 1946. We have one
son.

In the spring of 1953 the word

was passed that B-25 drivers
were needed. I was recalled and
ordered to Wichita Falls, Tex. as
a missed pilot in the Q-13 radar
training program. (B-25's)

Feb 54 was transferred to James
Connally, Waco Tex as missed pilot
in E-5 fire control system. (B-25's)

Spring of 56 was assigned to
Air Sea Rescue. Attended Spcl Pilot
training class at West Palm, Fla in HU-16's.
As a staff rescue controller. Then
assigned to 3rd Grp Hq in
Japan, then on to Korea (K-55)
back to Japan to finish out the
tour.

1957 was assigned to Robins AFB, Ga.

AS A NAV Aids FLT Inspection Pilot.

I attend FAA Flight Inspection School AT Will Rogers Fld, OK.

I spent 5 yrs AT Robins, Flying C-47's & T-29's.

MAY OF 62 I WAS TRANSFERRED TO ALASKA IN FLT INSPECTION. THERE WE FLEW C-54'S & C-47'S. IN SEPT 62

FAA THROUGH PROJECT FRIENDSHIP ASSUMED THE MILITARY FLT INSPECTION SO I WAS ASSIGNED TO FAA FOR 6 MO. WE TOOK OUR SPECIAL EQUIPPED C-54 & CHECKED OUT THEIR PILOTS. THE AIRCRAFT WAS PERMANENTLY ASSIGNED TO FAA.

I RETURNED TO ELMENTOR FAFB

As a Mission Pilot. C-54's & C-119's

June 1965 I was transferred to
Patrick AFB, Fla. as Scheduling
Officer for Range support ACFT.
There I flew C-54's, C-47's, T-29's
C-131's, U3A, *

July 67 I was drafted to base
Ops Officer, and remained in
that position until Aug 69, when
I was assigned as an Airlift
Controller (C-130's) at Don Mueang
AB, Bangkok, Thailand.

Upon completion of my tour I
returned to Patrick AFB, Fla where
I retired 31 Oct 70.

I retired with Total Military
Service - 28 yrs. LTCOL, Command
Pilot app 7,800 hrs.

In 1969 we had purchased
a small citrus grove which
we operated until 1981 when
we sold.

We winter in FLA + summer
in PA. Enjoy gardening + traveling.

The reason The dates, etc
are not exact. All my records
are in FLA where we claim state
of residence + where we spend
the winters.

George E. Young