

The camera is on and I am speaking with Mr. Bill Hogan and you were with the 401st Glider Regiment right?

Mr. Hogan: The 907th Glider Field Artillery.

I'm very sorry about that; the 907th Glider Field Artillery. What year did you go into the military?

Mr. Hogan: I went in December 14, 1942.

Were you assigned immediately to the 101st?

Mr. Hogan: I spent about two weeks in the reception center at Fort Leavenworth, Kansas, and then we were shipped to Fort Bragg, North Carolina. I joined my unit down there and spent my entire Army career with the 907th.

Your specialty was cannon crewman?

Mr. Hogan: I was a gunner on a pac-75.

That is the one we were discussing yesterday that broke down to be carried on a pack mules and you used them because they fit well in the gliders.

Mr. Hogan: Yeah, because you could break them in pieces and drop them from parachutes.

Very good! Now your training at Fort Bragg that was your infantry or your artillery training, basic training?

Mr. Hogan: I only had two weeks of basic training. They were short on men in the 101st in the artillery battalions. So the artillery battalions made up a training cadre; the 907th training cadre. There were about 16 or 18 of us that was late getting in and we only got about two weeks of basic training.

You were assigned directly into the unit?

Mr. Hogan: I was assigned then to B Battery 907. Originally I took my training with the 907 training battery. So I spent my whole career with the 907th.

Now how did that affect you only having two weeks basic training?

Mr. Hogan: Terrible!

You mentioned yesterday that you got the rifle training.

Mr. Hogan: We went to the rifle range, but when I went to my unit I didn't know the manual of arms. I didn't know anything about the panoramic site on the pac-75's. I didn't know too much about military courtesy so it was pretty rough on me.

I imagine that not knowing much about military courtesy, you probably got yourself in some hot water in the beginning without even realizing it.

Mr. Hogan: I got in a lot of trouble a lot of times. But I caught on pretty fast.

Did they have you do push-ups back then when you messed up or didn't salute an officer?

Mr. Hogan: Oh my, yes! They would say, "Give me 50 push-ups!" You give them 50 push-ups and they would say, "How many push-ups did you give me?" "50 Sir!" Get down and give me 50 more for not cheating." You know and things like that.

You got quite a bit of that in the first few weeks until you got used to the whole.....

Mr. Hogan: Even after I went to the unit, we got a lot of that.

Did you have a chance even when you were with your unit to observe other units in the area? Was your unit a little tougher on discipline than some of the others?

Mr. Hogan: We were in the Airborne unit and all the training was pretty tough on Airborne soldiers. It was a lot rougher than a lot of other units because there were a lot of artillery units there and regular artillery units. They didn't have near the tough training that we did. When they would leave in the morning they would all hook the guns up to the truck and these other units would get to ride in them. When we went out in the field to fire the guns or for practice, they would hook the Howitzers to the jeep and we would walk along behind it. We never got to ride.

So you marched out to the artillery range while the leg units were riding out there to the range.

Mr. Hogan: That's right.

I understand. So the training was a little tougher in the mainstream Army.

Mr. Hogan: Yes it was.

In your artillery training did you get to fire quite a bit at Fort Bragg on the pac-75?

Mr. Hogan: Quite a bit.

So by the time you folks deployed to England you felt comfortable with the pac-75?

Mr. Hogan: Yes!

Now as far as the rest of your military training, I take it your unit made up your training deficiencies that you missed by missing the first few weeks of basic training.

Mr. Hogan: I picked it up.

You picked it up kind of catch as catch can as you went along?

Mr. Hogan: But you know I didn't know what S3, S4 or anything like that was.

The terminology; sure that would be confusing. Your glider training, what did that consist of to prepare you to be a glider?

Mr. Hogan: When we went to Fort Bragg out on the parade field, they had what they called mock-ups. It was just a wooden structure built like a floor plan of the glider. We would take those Howitzers out there, push them in those things and then the whistle would blow and we would run out and hook them to the jeep and pretend that we had landed the glider. There were also a lot of mock-ups of C-47 airplanes and we would load those Howitzers in those airplanes in the mock-ups. We did that day in and day out.

So you did practice loading and unloading on mock-ups?

Mr. Hogan: Yes.

How about on actual gliders and aircraft?

Mr. Hogan: Well, they were really short on gliders but when we got our glider training we went to Laurinburg Maxton Air Force Base in North Carolina not too far from Fort Bragg. We took regular glider training down there.

What do the glider training consist of?

Mr. Hogan: You just go out and load the gliders and then you would take flight. They would cut you loose, you would land and then you would simulate going into a firing position.

So before you deployed to England, you did have actual experience landing in a glider?

Mr. Hogan: Yes.

Did you feel comfortable at that point?

Mr. Hogan: No.

I didn't think you would, but I had to ask. I haven't read much good about landing in the gliders. Were there a lot of accidents during training with the gliders?

Mr. Hogan: There wasn't too many at Laurinburg Maxton because we landed on an airfield. We didn't have too many accidents there. But sometimes the wheels would fall off. Of course there were skids underneath the glider in case the wheels came off and the glider would skid in.

Right but that was not too smooth of a way to come down.

Mr. Hogan: No.

When were you shipped over to England, to the training camps in England?

Mr. Hogan: We left Camp Shanks, New York in September of 1943. We got on the USS Stratton and we were out about five days and the ship broke down. They pulled us back in to St. Johns, New Foundland with one destroyer. At that time there were a lot of subs in the North Atlantic. While we were going back in this destroyer was kicking out what they called ash cans; depth chargers. We got back in to St. Johns, New Foundland and they worked on this ship. I don't know what was wrong with it but they worked on it and they wouldn't let us off. It was miserable and the food was terrible. In fact, the worst time of my Army career was on that Stratton. It's unbelievable how bad it was. Then we pulled out of the harbor again and they scraped the bottom of the ship on a rock and knocked a plate loose. So back in the harbor again we went. I'll tell you something funny about that, there was a great big cliff up there and every day in the afternoon, there was a house up there and a little porch on this house, and these girls would come out on this porch and oh gosh it was way up there. They would do the little dance and everybody would run to the side of that ship and they would start yelling, "Queen of the Burlesque show. Down in front, down in front, take it off, take it off down in front!" In the finale these girls would take their pants off and then wave them at us. We were there several days and they finally let us go out. They rotated the men and let the go out to Camp Pepler so they could take a shower. We were taking showers in salt water. So I volunteered for steady k.p. and I got to pull steady k.p. at Camp Pepler for about three days. The food was good and their barracks were out of this world. They had washing machines and nice showers. On that k.p. they had potato peelers; it was a snap and I really enjoyed that. We went back and got on this ship. We stayed on this ship until I believe, an American ship; I believe it was a John Erickson. They pulled in there and we transferred onto the John Erickson. I never will forget that first meal we had on the John Erickson. We went through a chow line and we had steak, peas, and bread. We ate at tables standing up. It was all clean, spic and span. On this Stratton there would be two or three of us take buckets and we would go down to the kitchen and the food was cooked in these big kettles and we would dip the food out of those kettles. We would carry it back up to the stinking rooms about this size here where there would be fifty men; vomit, diarrhea and then you would try to eat that food. That was pretty terrible time.

That was a British ship?

Mr. Hogan: Yes.

So you shipped over from New Foundland to England on an American ship?

Mr. Hogan: We finally go on this American ship and then we went back out and joined a different convoy. From the time we left from New York until the time we got to Liverpool, it was forty-five days. It was a pretty miserable forty-five days.

Now on the American ship did you have any kind of bunks? What did you sleep on?

Mr. Hogan: We had bunks on the American ship. On the British ship we would rotate. One night we would sleep in the hull. The next night we would sleep on the deck. Of course it was cold up there in the North Atlantic that time of year; water would blow over you and it would freeze. We only had two blankets apiece. It was miserable.

It sounds like it was. At least when you got on the long journey, you had a bed to stay in.

Mr. Hogan: When we got on that American ship we had the bunks.

When you arrived in England, what happened then? Where did you go into and what happened to you when you arrived?

Mr. Hogan: We went into South Hampton and pulled into the dock and all of the windows were out of the warehouses. We thought, "Boy these people must be pretty poor over here." But we found out it was bombs that knocked all the windows out.

They brought you into base camp there?

Mr. Hogan: We went in to what they called Bradford Farm. It was about four miles west of Newbury in Burkes; Newbury, Burkes. When we first got there, they moved us into mushroom cellars. Our battery was in the mushroom cellars and they were cold and damp and everybody got sick. So they transferred us and we all lived in tents after that. There was a few that had these huts. I think one or two sections had them but most of us were in tents.

So it was like a big tent city?

Mr. Hogan: Yes.

You were there quite a while.

Mr. Hogan: I don't remember just how long. We were there from October until June.

How did they occupy your time when you were in the base camp? What did they do to keep you busy?

Mr. Hogan: We would get up early every morning. The first thing we would do is we would get up and eat breakfast. Then we would come back and we would have calisthenics for a half hour to forty-five minutes. Two or three times a week we would take a 20 or 30 mile hike. At night a lot of times we would have compass courses. They would say to go so many yards a certain direction. Well you would do that and if you got lost you would wonder all night. We had a lot of training on our Howitzers. We would take them out and of course every time we went out you had to dig them in. When we left, we didn't like that every time we left; we had to fill those holes back and put what sod back was left because we were probably in some farmers pasture.

Did you have the opportunity while you were in England to fire those Howitzers at all?

Mr. Hogan: Yes.

You did? Did they have ranges to take you to practice on?

Mr. Hogan: We fired them quite a bit.

Did you have any recreation time in England? Did they give any furloughs and let you go into the cities and do any exploring?

Mr. Hogan: We got furloughs after the Normandy invasion but you would get passes. We would get passes and go into Newbury. You could get a three day pass.

So you did have a little bit of recreation time?

Mr. Hogan: Yes.

As American soldiers how were you received by the British people?

Mr. Hogan: Good.

Were they nice to you?

Mr. Hogan: They were nice to us.

Was there much to do there recreation wise outside of the base; any dance halls, pubs or anything like that?

Mr. Hogan: There were pubs all over the country and everybody went to the pubs. There was always something going on. Some of the boot-leggers that had boot-logged in West Virginia, they were always working on the whiskey still if they could get by Captain McClung. We would all cook every night. We would steal something out of the kitchen

or we would steal food and take it up to these English and they would cook it for us; or you could go up to the pubs and they threw those darts in the pubs. There was all kinds of pubs; the Hare, the Hound, the Wild Boar, the Red Fox; all different names like that.

It sounds like it was a reasonably enjoyable experience.

Mr. Hogan: It was.

Now getting ready to move on to, let's say to end of May, beginning of June, 1944, when you were preparing for the invasion of France. How far ahead of time did the average soldier, the artillerymen, know what was going to happen?

Mr. Hogan: We didn't know it until we got on the ship to go over.

So you weren't briefed at all ahead of time? You knew that you were going to invade France you just didn't know where or when or anything like that?

Mr. Hogan: About the time we were getting ready to get on the ship...I don't remember that. After that briefing I didn't know anything. I don't know whether the briefing officer was in a hurry or thought, "Well this is a bunch of enlisted men, they don't need to know." So I didn't get too much out of the briefing.

On June 6th you went by ship? How long did that crossing take going across the English Channel?

Mr. Hogan: We were on the ship several days. There were so many ships that we got on in several days. I think you have heard of Operation Tiger?

Yes sir.

Mr. Hogan: During Operation Tiger, they took the unit flyer in and we loaded the flyers with live ammunitions; they issued us with live ammunition and hand grenades. We went down to Bournemouth, England, during Operation Tiger, the time that they went out into the channel we were supposed to fly over toward the coast of France. We didn't know whether or what it was the real thing. Of course I didn't have to make it. We were flying a British force the gliders from the airfield there in Bournemouth, England, and there were some little bitty blocks from where they parked the glider that slipped these over the air lines to keep the wind from flapping them back and forth. We took off from this airfield and they forgot to take these blocks out of these air lines. The glider pilot couldn't handle it and we landed in a cabbage patch right in the middle of Bournemouth, England. The _____ gliders had a tricycle landing gear and they were all made out of plywood. When that glider hit the cabbage patch, the tricycle landing gear came right up inside with us. We had some chains running down to the jeep. This one fellow had knocked the seat out from under him and he grabbed the chains. To this day I can still see him, there was a big whole there in the floor; I can still see him holding on to the chains

and dragging his butt down on the ground and every once in awhile he would hit one of those cabbage heads and he would bounce up.

Was he hurt?

Mr. Hogan: Well it cut him up a little bit but that is about it.

It's funny in retrospect.

Mr. Hogan: Right after that is when we got ready for the invasion. We went to Abergavenny, Wales for where we took off from. When we got up there they liked to have killed us showing off. We were airborne and there were several other units there, just regular tank units. They were all resting. You know what they would do with us? They would get us out there on those streets and they would double-time us up and down those streets in front of those guys. I know the officers were just showing off; in fact I know that.

To show that you were more fit than the rest of them.

Mr. Hogan: That used to make us so mad.

When you went to Normandy on D-Day, they took you guys by ship?

Mr. Hogan: Two; day two.

Day two; you went by ship?

Mr. Hogan: Yes, they didn't have enough gliders.

So they were short.

Mr. Hogan: We went and we got on this liberty ship and it was loaded with an armored unit and part of our artillery unit; part of our battalion. Of course there were no bunks and it was damp, chilly, and rainy. So my buddy and I bedded down under a hatch. I don't know a steel deck; I know it was cold. The next morning we got up and there was oil all over us. This half-track was leaking oil and that oil had dripped on us all night. We were a mess. But we didn't change or anything. We took this ship over and then when we unloaded...

How did you manage to unload? What did you use for docking facilities? Did you unload right onto the beach?

Mr. Hogan: They would throw a net over the side of the liberty ship. They would run the LSI up along this ship and you climbed down this rope net. It would start bouncing so you had to be awful careful when you got into the landing craft. We had big packs and a lot of the fellows just couldn't hold onto the ropes and they would fall off. Of course

there would be four or five underneath him and when they fell they would knock all of the rest of them off. But we finally got on this landing craft and we headed in. There wasn't too much small arms fire but they laid a bracket on us with these 88's. There was one short and one long and one right in the back but they never did hit us. That was the first time I ever got shot at and I kind of got pretty nervous. I thought, "Well we're going to get hit." I had that big pack on my back and we had a jeep in this landing craft and I made a dive to get under that jeep. I got my pack all tangled up and there was no getting under the jeep so I just rolled a couple of feet and sat down.

Sit down and wait it out, hope it out, and pray it out.

Mr. Hogan: Yeah, there was nothing I could do.

How did they get the jeeps and the artillery pieces ashore from the ship?

Mr. Hogan: They were supposed to drive them. At that time you couldn't forward with them. We had a real sticky substance that was real pliable. You would take the fan belt off of the jeep so the fan wouldn't turn. Then you would take this stuff, it was a white putty looking stuff, and you would put it all over the spark plug wires, put it all over the carburetor, put in the air extension on the carburetor and an extension on the gas tank so it could get air and then you could drive them under water. That stuff was so flexible that your accelerator would go ahead and work.

How about that. The early 40 kits.

Mr. Hogan: It came in a big 50-gallon barrel.

Did it work well?

Mr. Hogan: It did if you put it on right. A lot of times I think three or four of ours quit in the water and they pushed them out with bulldozers. When we got there, there were a lot of armored bulldozers.

When your unit first got ashore, what was your initial mission with the artillery battery?

Mr. Hogan: We took off just as quickly as we could. They didn't have much artillery there when we got in. We took off just as quickly as we could and went up and started firing. I was assigned to the bazooka when we landed there plus a gunner's job. Me and another fellow had the bazooka and we had six rounds of bazooka ammunition apiece. Of course we started walking along and he got sick and he passed out along the road. I don't know. There were dead people everywhere. He passed out along the road and he had those extra six rounds of ammunition and I thought, "Well I got to carry that too." So I took his six rounds of ammunition and that made me twelve rounds of that heavy bazooka ammunition, plus the bazooka, plus my big pack and man I was tired.

How in the world were you still walking?

Mr. Hogan: I was tired!

I would imagine so.

Mr. Hogan: I thought, "Well I can't leave that bazooka ammunition there.

Your artillery came forward and I can't quite picture what your lines were like. You said you had a bazooka. Was that for the defense of the artillery piece?

Mr. Hogan: They set out flank guards in a unit just like this because we walked and I was on the bazooka team.

How many men did you have assigned to let's say one artillery; one gun?

Mr. Hogan: There were supposed to have been twelve men. You have your chief of section, your gunner, your number one, number two, number three, number four, and number five. There were generally about twelve men. There were supposed to be but we never had that many.

What did you normally operate with?

Mr. Hogan: All we normally had was about ten; eight to ten.

That is about normal for the Army in any day and time. So you had that bazooka..Did you have to put it into use?

Mr. Hogan: No I didn't have to use the bazooka until I got to Holland.

So how long were you in France the first time; about two weeks?

Mr. Hogan: I think about thirty days.

Once France was secure and the heavier units come forward, I'm sure they brought heavier artillery in. When the following units come in, the armor units they brought in the heavier guns so they pulled you'll back?

Mr. Hogan: We supported our infantry units like the 501, 502, and the 506th. When they pulled us all back, the whole division came back. Then we went down by Cherbourg and we were there for a week or two before we got transportation back to England.

Did you go back to the same camp in England that you started from?

Mr. Hogan: We had a good time down in Cherbourg though.

Did you really?

Mr. Hogan: Going through all those pill boxes down there.

Through all the German defenses in Cherbourg?

Mr. Hogan: Yeah.

Does anything of interest stick out in your mind from sniffing around?

Mr. Hogan: We went down there one day, me and my buddy and we were in one of these bunkers and the hand grenades were stacked up to the ceiling.

It was still in there?

Mr. Hogan: Yeah, oh yeah. There was everything in there: aid station, potato measure stacked right up to the ceiling stacked right where you could get them and throw them. In pulls a big GMC truck and all these clean guys get out of the truck. It was full of officers and enlisted men alike. They got out of the truck and this officer got out in front of them and he said, "Men, I want to tell you something. You are in a combat area. The front lines is just up there about a mile. There are a lot of souvenirs around here. I want you to consider everything booby-trapped. Nobody picks up a thing unless I inspect it first." They were all lined up there and he was addressing them down. We got us one of these German grenades, each one of us, and we screwed the canister off, poured the powder out and we threw those grenades right in the middle of them and yelled, "Grenades!" You never saw a bunch of guys scatter so much in your life. He came up there and this officer wanted to know what outfit we were from and we made up some big deal and just walked off. We liked to have scared them to death though.

I should say so.

Mr. Hogan: But what they would do, these fellows in the ordinance or quartermaster; when they could they would take a truck and bring them up to every post and let them look around. They would do that a lot.

So these were rear echelon guys that they would bring a truck forward so they could snoop around and pick up some souvenirs. You went back to base camp at Cherbourg and stayed there?

Mr. Hogan: We went back to base from Cherbourg we went back to Newbury.

You went back to Newbury and began to get ready for Market Garden?

Mr. Hogan: Yes.

That came in September. You have a very interesting tale to tell about your first attempt to go into Holland.

Mr. Hogan: While we were in Newbury, we had several missions that were cancelled. We had a mission cancelled at Chartres, France, just outside of Paris. We were supposed to help liberate Paris. Then we had a mission cancelled at Tournai, Belgium. The British beat us in there. There were four or five of those missions that were scrapped before we went to Holland.

So they would get you up and get you ready?

Mr. Hogan: We would get up and go to the airfield and get loaded and almost ready to take-off. Now the Paris mission at Chartres, Patton beat us in there. They said he sent word to our commanding general to take the shoe shine boys back home and that he didn't need them over there.

The shoe-shine boys...did that come from the jump boots with the toe? They do hold a nice shine. You said that your first trip to Holland was a mishap with your glider.

Mr. Hogan: Yes.

Can you retell that for me please?

Mr. Hogan: Yes, we got this last mission. There is something in there I want to tell you though about General Eisenhower. Before our Holland invasion there was a lot of fighting going on between the troop carrier groups and the airborne; mainly the paratroopers. There had been so much evasive action during the Normandy campaign that it caused a lot of hard feelings. Of course there was always some man that was looking for trouble. They would get in these pubs and if there were any Air Force pilots in there, generally the paratroopers would start making insulting remarks about these glider pilots and Air Force pilots taking evasive action and then there would be a big fight. It got pretty bad. It got so bad that they called our unit, the division, and the troop carrier group out. I remember we were lined up in a big field. I don't know if this was a whole division or just a battalion or two. I just can't remember. General Eisenhower came and spoke to us. I can remember he said, "I absolutely will not tolerate any evasive action." He said that whenever we got in those planes or gliders, he wanted those pilots to assure us that we would get over the drop zone. He said, "There is enough fighting going on without you fellows fighting among yourselves!" I can remember the last thing he said; he said it in such a nice way. He said, "I see you fellows aren't wearing your European Theater Ribbon. I wished you would all wear that." Then they dismissed us. After we had so many dry runs, our division commander, General Taylor, came and made a talk to us. There was a lot of griping going on about all of the false runs and everything. He got up on the hood of the jeep and said; "Now men, I know that you are just as disappointed as I am about these cancelled missions but I will have you know one thing. The next mission will be bigger and better. I know that you are all looking forward to it." Can you imagine a general saying that? You can read several books about that. When we got this mission for Holland and really that is the only mission that I got briefed on really good. I did learn a little something about that. Of course everybody was saying, "We have had some dry

runs, we are not going.” We went in the airfield and loaded the gliders and went to the big hanger to spend the night. It was a big canvas hanger. It had a big frame and it was all canvas. We spent the night in there. There was a lot happening in there and maybe I better not tell you about it.

Whatever you are comfortable with.

Mr. Hogan: Well what I was going to tell about entertainment in that hanger...at night in this big hanger they would have movies. They had to change the reel, they just had one projector. When they changed the reel it was a darker picture. Everybody had a big supply of rubber-bands; you know like the kind you use on the parachute or to blouse your boots and everybody had a flashlight. At the time there were a lot of search lights in England and the German planes would fly over. They would spot these German planes with these search lights. We were in this hanger and somebody would blow up a _____ and they would push her around up in there and over people and they would take these rubber bands, reach down and pick up a little piece of that gravel and they would spot under these flashlights and they would shoot them down. Then they got to putting a little dust in them. If they popped it right over it, it would shower you with dust. Somebody got the bright idea to urinate on it and then they got it to bouncing around and if you shot that thing down it really showered you. But that was the entertainment.

You had to break the tension somehow

Mr. Hogan: There was always somebody who could think of something. We went out to the airfield and we loaded the glider and we were supposed to take off the next day which was September 19th, and that was my 20th birthday. We loaded the glider the best that we could and went in and spent the night in this big hanger shooting down these balloons. Early the next morning we went out to the glider. There was our glider pilot there and of course we all took a look and I hate to say anything about him but it kind of upset us. We asked him to check out load in the glider and he didn't check our load. It was kind of a tricky situation when you loaded one of those gliders because you had to figure out the center of gravity and get everything loaded just right. We had a jeep, small arms ammunition, gasoline, bazooka ammunition, 105 ammunition, our ration and just more things like that. We asked him to check the load and he said, “No it will be fine.” He didn't even look at it. He had a _____ machine gun and we had a fellow in the unit that had a carbine. He had goofed off and hadn't turned it in to get it repaired and it wouldn't fire properly. So he walked down around and told the pilot that he would trade guns with him. The glider pilot said okay so they traded. I told the pilot I said, “You better do something about that carbine. That gun want work.” He said, “It will be alright. I don't need a gun.” It was kind of chilly in September. I had a good pair of horsehide leather gloves. He kept looking at my gloves. He told me that if I would loan him my gloves that he could fly the glider a lot better. I said, “Well if you can fly the glider better, you can take the gloves.” So he took the gloves and we all got ready to board. The pilot was Flight Officer William _____. They didn't have a co-pilot. They would pick out one of the enlisted men and give them a fast course on how to fly the glider. Corporal Paul Solinski was acting as co-pilot. Me and Private Hardin Workman were sitting in the jeep

inside that glider. We all got ready to take off and we all put on our Mae West and he started putting on his flak jacket. There were flak jackets lying around there. So we said, "What are you doing putting on that flak jacket going over the water?" He said, "We want have any problems. I want need a Mae West; besides when we get over France, it will be quite a hassle for me to get out of this Mae West and get into my flak jacket. So I am just going to wear my flak jacket." He put his flak jacket and the rest of us put our Mae West on. We took off in pretty good shape and flew over toward the channel. The weather was pretty clear until we got to the channel. When we got to the channel we started running in and out of fog banks. We finally hit one of these fog banks and we didn't come out of it. You absolutely couldn't see a thing. I'll always think that we got a lot of slack in the tow rope and got hooked around the wing and it pulled us sideways. We were all telling him to cut her loose. He kept fighting that glider and he wouldn't cut her loose and he finally cut the glider loose. After he cut the glider loose, there he was up there with a flak jacket on and of course he had on my leather gloves. I can remember the first thing he did was he took those leather gloves off that I had loaned him and he threw them back to me. The windshield was folded down on that jeep and those gloves landed on the windshield of that jeep. I said, "To heck with the gloves!" Then he was trying to fly the glider and trying to get out of that flak jacket and get his Mae West on. He was having a terrible time. When we unhooked and started down toward the water I thought, "Well this is it. I'm going to get it." I got kind of frantic and thought for sure that I was going to get killed. I seemed to think that if I got killed the whole world was going to stop. Then something kind of set to me and I was calmed down. I thought back and just for a second I kind of lived my whole life over and I thought of everything bad that I never done and that I was sorry for. Something seemed to say, "It's okay!" Another thought came to my mind and I thought, "What the heck; there are guys getting killed every day and the world still goes on. If I get killed, no big deal. There is a lot of people getting killed now." I decided I would rather try to stay along just as long as I could. I had my knife in my boot. I reached down and grabbed my knife and cut the top out of my glider and made me a hole. We had never had any training in landing a glider in the water and there was doors on each side of the glider; escape doors. We kicked those out which was the wrong thing to do because when we hit the water the water rushed in those holes. We should have left them closed. All of us, except the pilot and he had lost his Mae West, we all inflated our life jackets. That was the wrong thing to do because you would get back in the tail section and you couldn't move. But we didn't know any different; they had never given us any training. The minute we hit the water I shot out the top of the hole that I had done. I got out and looked around and I was the only one out there. I thought, "Oh boy, the rest of these fellows are all dead." In a little while I seen this Hardin Workman. His head was bumping against that fabric so I whacked a hole in that glider real quickly. I pulled him out and propped him up on the wing. I got Solinski out and I can still see the look on Sol's face when I pulled him out. Then I pulled the gunner pilot out. I was busy around there. When I pulled these guys out they all just sat down. I told this Hardin Workman. When I pulled him out the first thing he said to me was, "Oh Lordy Lordy slaughterhouse, my head is cut clear off." I said, "No, Hardin, you are alright!" He said, "No, I can feel the blood running down my back." I said, "No you have been knocked out. We have been in a bad glider crash." He said, "No my neck is cut off!" I said, "No you will be alright in a little bit." I got all these guys out and I had smuggled a

camera along and I had it wrapped up in plastic in my gas mask. After we kind of got everything settled down there I thought, "Boy I will never get another picture like this." I got that camera and crawled clear out to the end of the wing and I took two or three pictures. Then about that time the airplane came over and they dropped the life raft. I started for the life raft and I had my Mae West inflated. The water was rough and cold. That Mae West kept tipping me over on my back. I just couldn't swim on my back in that rough water. I finally got back to this glider wing. I guess I did the right thing. I didn't go after it, we got picked up. I always think about it. I had provisions of it. The pilot was out there and _____ was out there with no Mae West. He was all upset because he didn't have a Mae West. I got down in the water and I either got a water or a gas can. I cut it loose and I poured the contents out of it and tie a rope in the handle and then tied it around him. By the way, after I cut the top out of that glider when we were going down I had put my knife back in my boot and I had snapped it shut. I still had my knife. It kept getting lower in water and I decided that I would cut a wing off. It was mostly wood and we would float on this wing. I got back down in that thing again and I got an axe off of the side of the jeep and I started chopping. I seen one of those steel control cables and I knew that I couldn't cut those with an axe. I was afraid that if I went ahead and chopped the wing off, the garter would form a V and we wouldn't have any place to stay. So I quit that. The pilot told me, he said, "Now you get back down in there again. I have a map in a waterproof case. We can get that map and with the watch we can find out where we are." I said, "Well I am not going down in that thing again. I have been in two times. I'm getting full of that salt water. It's not going to do us any good to know where we are."

There was nothing you could do about it.

Mr. Hogan: No. I don't know how long we were out there but they alerted the air/sea rescue and the British picked us up. Of course all of these guys couldn't walk. I had to help them over to the edge of the wing to get on this boat. I never did think there was too much wrong with the pilot. I got them all pushed up onto the boat and I had my pack lying out on the end of the wing; I threw it out. I told that skipper on the boat, I said, "Can I go back over there and get my pack?" He said, "You damn fool! You let that pack go to hell. You are lucky to get out of that by the skin of your teeth." I had been busy and I just had to stop and think of the predicament we were in.

There was too much going on at the time for you to do to take care of yourself and your buddies to worry about it. Now once you got picked up by the British and taken back to England...

Mr. Hogan: The British picked us up; do you want all of this story?

Sure.

Mr. Hogan: The British picked us up in something like a PT-Bomber. In fact I had got a letter from a British soldier who had been in an air/sea rescue and he wanted me to attend a meeting in England and he said he could find out who picked me up. We took off our wet clothes and they gave us jump boots, pants without any belt loops, turtle neck

sweaters, and stocking caps. They took us over to _____ and they took Workman and _____ to the hospital. Solinski needed to go but he told me, "I cannot go to the hospital right now!" I said, "How come Sol?" He said, "I have got to have some Copenhagen before I can go to the hospital. I had three big rolls of Copenhagen in that glider and I've got to have some Copenhagen before I go to the hospital." When Sol ran out of Copenhagen, you couldn't get along with him. So he said, "I will just go with you." I said, "Okay you go with me; we have got these clothes on and we will hide out for two or three days." So we had these Dutch Guilders and every place we went to buy Copenhagen they wouldn't let us have any; we didn't have any British money. It was getting night and we got down to a British transit mess and those guys fed us. Every guy that was down there he asked them for Copenhagen. Finally one of the British soldiers had a little can of white stuff; snuff. Sol got some of that so he was happy then. We wondered around town and it got to be bedtime so we decided that we better hide out a day or two. As it got time to go to bed we didn't have any place to stay and we didn't want to register at the American Red Cross. So we went into the American Red Cross and sneaked us some blankets and got in the corner of the room and went to bed on the floor without registering. We hadn't been asleep very long until the MP's woke us up. They took Sol to the hospital and took me back. I don't remember where they took me. I went back to get ready to make my second trip to Holland.

The second trip to Holland was successful and you went by glider?

Mr. Hogan: Yeah, the second trip we had an awful good pilot. I can't remember his name; it was either Bartlett and he was from Wheeler, Texas, or his name was Wheeler and he was from Bartlett, Texas.

I have heard of Wheeler, Texas, so it may be Bartlett from Wheeler, Texas.

Mr. Hogan: He had only been over from the states for two days; they flew him over. Of course he told us the girls were still good looking in the states and you could still get hamburgers and chocolate malts. We had been overseas a long time. He said, "When you guys get on this glider, I am going to put you in the drop zone. I am going to put you right there." He went in and checked our load all over and made sure that it was okay. He said it was ready to go and we had a lot of confidence in him. He was going to take me without a Mae West. He said you don't have to go into combat if you don't have all of your equipment. The thing to do is to go to the side of the runway and sit down. So I went to the side of the runway and sat down on my helmet. I looked up through there and the glider was taking off and there I sat. Here comes this Lieutenant and he said, "Get on that glider and get ready to go up." I said, "I am not going without a Mae West. He said, "You want need a Mae West. I said, "Well I did a day or two ago!"

He was telling the wrong soldier that.

Mr. Hogan: I just sat there. He went and got some Colonel and they came down and gave me quite a talking to. They wound up going back up to headquarters and they brought me one of those real nice Mae West that the Air Force wore. So then I put it on, we got in the

glider and took off. At that time I was on the glider, we had the pilot, Sergeant Charles Richardson, I could be wrong on this. We made it fine and he was a good pilot. He let each one of us fly the glider. He let her just get to wobbling and he would tell us to turn her back a little. We were having a big time. This Sergeant Richardson that we had, he had just come over as a replacement and all he ever did was train recruits. We had all been in combat and he hadn't. We had to help him out a lot. When he would yell at us we wouldn't do too much. Then he wouldn't know what to do. We got over starting into Holland and they started shooting at us. You would look down on the ground and you would see these little puffs of smoke. There were all these German soldiers down there and pretty soon these bullets started going through the glider wing. It just sounded like somebody was popping pop corn. So we knew then that they were shooting at us. So we decided that we would shoot back at them. We were getting our guns ready and I don't know if you are familiar with the grease gun.

A little bit.

Mr. Hogan: Well you know there is a fixed firing pin in them. Well Sergeant Richardson didn't know that and we were all getting ready. He gets his grease gun and he pulls the bolt back and he thought that he could put a shell in the chamber. So he pulls the trigger on this grease gun and when he pulled that trigger that bolt flew forward, picked up a round and threw it in the chamber and fired. His finger froze on the trigger and he just shot that glider full of holes. By the time that we got over that, we were past the German soldiers.

He put 50, 45- rounds into the glider.

Mr. Hogan: Of course he got scared; his finger just froze on that trigger. We got over the drop zone and we asked the pilot where he was going to land. There was just dust scattered everywhere. He said, "I got a spot picked out up there. We said, "You can't put her in there." He said, "You watch me." He did; he put her right in there. It didn't hurt anybody. It knocked the end of the wing off toward the tail section but he got it put in okay.

So you got into Holland okay. What was your mission in Holland again same fire support?

Mr. Hogan: Fire support; when we got to Holland they didn't have any artillery support for our infantry units.

So you were the first artillery going in on Hell's Highway?

Mr. Hogan: Yeah. They rushed us in there just as fast as they could and we started firing.

How long were you on that campaign?

Mr. Hogan: The division was there about 70 days but I wound up in the hospital in England.

You got hurt there at Bastogne..not at Bastogne but at Market Garden?

Mr. Hogan: Yeah but we went up and spent a lot of time up along Hell's Highway and we did a lot of firing there. Normally in an artillery unit you would never get a chance to fire your rifle or see an enemy soldier.

Not usually, right.

Mr. Hogan: We were up there at Veckel and one day I looked out right out there in front of our guns and there was a lot of activity right out in front of the guns about 20 or 30 yards. So I walked out there and asked, "What outfit are you guys from?" They said, "The 501." I said, "Well what are you doing back here digging in. I want you guys on the front line." He looked at me and said, "Hell man, this is the front line!" He said, "Look out through there." So I looked out through them trees and you could see those German soldiers. They cut the road there.

The 501 had been pushed back a bit.

Mr. Hogan: Yeah. They cut the road there and you could see these German soldiers running up and down the road and the tanks were burning. I didn't know what to think. I went back to the gun and we got an order that said, "Pull your guns out of the pits and get ready for direct fire on these German tanks!" So we got the guns pulled out of the pits. I was a gunner. I saw the German tanks out there. I tried to get these cross hairs on this tank but there were a lot of trees between us and those German tanks and those guys right there in front of us dug in. So we decided that we better not fire and get a tree burst and kill all of them. We never did get to shoot at them; those tanks. We went out there with the infantry and helped them out. Captain McClung sent out several patrols. I went out on a bazooka patrol trying to shoot those tanks. I never did hit one. That lasted quite a while. I think they cut the road two different times. That was a terrible mess where they cut that road. Those tanks were just knocked out all up and down that road.

You said you got hurt at Market Garden and you got evacuated?

Mr. Hogan: Yeah.

Can I ask what happened? How did you get hurt?

Mr. Hogan: We had been up there probably for about three or four weeks. The quartermaster came in down around Ninemegan and set up a portable shower. You could go down there and take a shower and they would give you clean clothes. We were just covered in mud and dirty. It was wet and muddy up there. They said that the first so many men that got down to the command post could go take a shower. So I headed for the command post. We got on this truck and headed down this high dyke road. While going

down this road they shelled this road. A weapons carrier was what we were in. They were moving along in front of the truck and the next thing that happened the truck was over on its side in a ditch and I had my leg under it. I first went to the battalion aid station. From the battalion aid station I went to the division. From the division aid station I went to the division evacuation hospital and from the division evacuation hospital I went to the British evacuation hospital. It was five days before I got back to England.

How long were you laid up in England?

Mr. Hogan: I don't know, from then until just a little while before the Bulge.

They fixed you up in time to participate in the Bulge?

Mr. Hogan: I was in England in the hospital and of course there were several of us from the 101st and we were worried that they wouldn't send us back to the 101st.

It was common for them to assign returnees from evacuations from hospitals to wherever.

Mr. Hogan: We talked a whole river then. We didn't want to get assigned to any; we called it the 4F outfit.

The no leg outfits.

Mr. Hogan: Yeah. One day one of these boys found out there was a plane going to France. In the meantime our unit had pulled out of Holland and had gone back to Marmignolle.

Right, to the rest of the unit.

Mr. Hogan: So we all went up to see the doctor to see if he would release us. He released them all but me. The doctor told me that I wasn't ready to leave the hospital. I said, "Well I am going to go whether you release me or not!" He said, "You know if you go you are going to be AWOL and you could get in trouble. You need to spend a little more time in the hospital." I said, "Well it don't make any difference, I am going to go." He said, "Well I can see that you are going to go. I will just make it simpler for you. I will just sign your release and you want get into trouble that way." So he signed my release and we went out and caught this airplane to Marmignolle, France, and I went back and joined my unit.

Now when you went up to rest camp, I understand, you were shipped by truck to Bastogne.

Mr. Hogan: At Bastogne you say?

Yes!

Mr. Hogan: I got back in Marmignolle and there was about a whole battalion eating at the mess hall. Whenever that chow whistle would blow, everybody started running. My leg was still sore. But anyway the chow whistle blew and I had on a pair of hot metal boots. When that whistle blew I was leading the whole bunch. I ran down these steps and I went to make a turn at the bottom and my leg gave away. They took me back to the hospital.

The same leg that you hurt?

Mr. Hogan: Yes. They took me back to the hospital there in Marmignolle. I was there in the hospital at Marmignolle about five days. One morning about 4 o'clock the ward sergeant woke everybody up and he said, "There will be a doctor in here in a few minutes and he is going to inspect every man in here. If you are fit you will go outside and get on that truck and go back to your units." So here came this doctor down the line. This guy beside me said, "Heck there is no need for us waiting until he gets here." So we just got up and put our clothes on and went outside and crawled on the truck and went back to our units. I got back to the unit. Of course I had lost all of my equipment in Holland; I didn't have anything. I just got back to the unit four or five days before and I was really short on equipment. When I got back in I reported in and they told me to go to the supply room and pick up my equipment. I went down to the supply room and Sergeant ____, our supply sergeant, wasn't even there and that stuff was just scattered everywhere. So I picked up some ammunition and a blanket. I couldn't find any overcoat and a raincoat. I picked me up some stuff and went out and got on the truck and we headed into the Bulge.

I heard about the conditions in the bulge; cold, surrounded, terrible.

Mr. Hogan: For me to tell my Army experiences it generally takes about five hours. I have made a lot of tapes for people.

Do you have any tapes for your family?

Mr. Hogan: I don't know.

What we are doing if you would like, give me your home address and once these tapes are transcribed, I will send a copy of the tape to you of this interview. It could be used for your children or great grandchildren. Most people say yes they would like a copy of the tape. We are offering that service. I will send a copy of the tape to you.

Mr. Hogan: We all remember things in different ways. If you just stop and think about it; maybe read a letter from home or look at a picture, you can generally tell. Some of these fellows and me too I suppose, you get to telling these things and each time it gets a little bigger and in a little while you start to thinking that it is really the truth. I don't want to add anything or take anything away; it's just the way I remember it.

Your memories are quite good; quite clear. Your reflections will definitely help us in our work. I can't thank you enough. I appreciate your time. I am going to shut this off so you can get ready to go and

Mr. Hogan: The thing that I remember most was the dedication to a temporary cemetery in Holland. One morning I got up and I was dirty. I decided that I would wash my face and clean up. I washed my face and shaved. I didn't want to get that done until they called down and said that the cleanest man in each section report down to headquarters. I had to be the cleanest man. I just shaved and cleaned up so I went down to the command post. There were several guys down there and they lined us up and they picked out about ten of the cleanest men. Of course we were all filthy. They said, "Now men going to dedicate a temporary military cemetery. You are to go down there and represent the 907th for these ceremonies." So we got in the back of the truck and went down that high dyke road where the shells had fallen and we came to this cemetery. The first thing I remember is the smell; it was the sweet sickening smell of the dead. We pulled into this cemetery and got out of the truck and there was a big pile of boots. They had no body bags then. They would take their boots off of them; that is the only thing and they would pile them up in a pile. I looked up on the rise and the American flag was flying. While we were there they brought in some truck loads of dead soldiers. Two men would get up in the truck and they would slide them back to the back of the truck and two men on the ground would get them by their arms and legs, if they had any, and take them over and put them in this pile. They would take their shoes off and wrap them up in a blanket or shelter half and pile them up in this pile. They lined us up and marched us up to this freshly dug grave. The chaplain was there he said a few words. The sergeant in charge of the firing squad, he gave the order to present arms. They fired three volleys and the bugler blew taps. I never will forget the feeling I had; all those guys over there being buried like animals. I knew that none of them if they could wouldn't have complained. That is what I remember most.

Thank you for sharing that with me. That is a tough memory. Is there anything else you would like to share?

Mr. Hogan: I've been shot at and shelled and every other thing but that sticks with me the most. I go out to our cemetery now for memorial services. I go out there and I can still smell that old smell. I can still see that pile of boots. I can still see that flag up on the hill and I can still see all of those dead guys. I can still hear the firing squad and I can still hear the bugle; even today.

(Tape ends)