

Lieutenant Colonel Douglass Hurt

World War II Veteran

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6th Hour – American History

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Lt. Col. Douglass Hurt

This is a brief history about my Uncle Doug who served during World War II. Douglass Hurt was born in Dallas, Texas on February 1, 1921. Uncle Doug grew up in a big house in town, but also had a cow and chickens in the backyard like the country folks. When he was in junior high, he asked to change schools so he could join the R.O.T.C. program at the high school. The school he attended only went to the first through eighth grade and the school that had the R.O.T.C. program was from eighth to twelfth grade. Once he changed schools and joined the R.O.T.C. he admitted that he joined for the uniform that was furnished. He wasn't a uniform freak, but was happy to receive clothes that were not hand-me-downs. This was during the depression and money was tight.

In the summer of 1940 it became obvious that it would be impossible for both his brother and Uncle Doug to attend college. So it was decided that Uncle Doug would work and send his brother Wilbur to school first. After Wilbur graduated and Uncle Doug took some engineering drawing classes, Doug was able to get a job in a shipyard building PC's. This was a 173 foot ship. It wasn't too long after this the war began and his shipyard began building ships for World War II. His job was considered a Defense job and Uncle Doug was able to avoid the draft. Uncle Doug was 22 years old.

In early 1943, Uncle Doug was one of the few not wearing a military uniform of some type. When Doug walked down the streets in Houston, Texas, service men would turn around to

see the disability that was keeping him out of the military. As the war progressed it became clear that the ship yards would be closing. If Doug was drafted at this point, he would become part of the walking infantry. He decided to volunteer for the Army Air Corps and be a pilot like his brother Wilbur was.

On August 11, 1943, Doug was inducted into the Army and was Aviation Cadet bound. Once he became an Aviation Student his pay went from \$21 to \$50 per month. Uncle Doug says this was "really living". There were so many pilots washing out, the Corp asked him to change his career direction to a Navigator. Uncle Doug became a Navigator and was transferred to San Antonio, Texas and from there he transferred to preflight school at Ellington Field near Houston and then to Laredo Army Air Field. This is where he attended Gunnery School. After Gunnery School, Doug went to Navigation school. Here he trained on an A.T. - 7 planes. He graduated in October 1944. He was a Second Lieutenant Army Air Corps. He was assigned to a B-17 crew out of Lincoln, Nebraska.

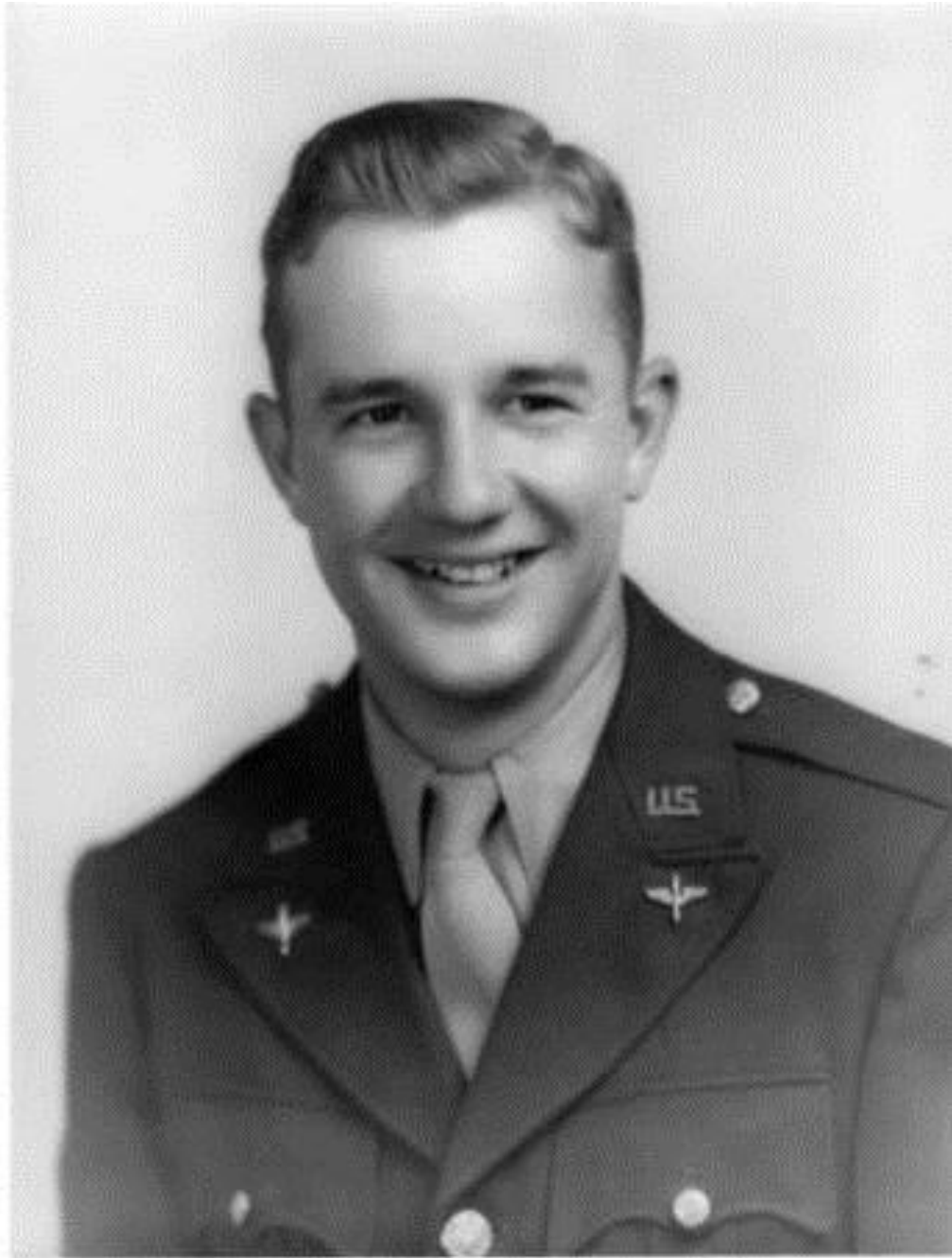
Uncle Doug's crew flew five missions before the war ended. First was Vipiteno which is south of Innsbruck at the Railroad marshaling yards. Second was Southwest of Bologna to attack the German troops. They did so well on the first attack (by not hitting any of their own troops); they were asked to come back for another mission. Third was a second attack at Southwest of Bologna. Four was Zevio which is south of Verona. The mission was to destroy a bridge over the Adige River. Fifth and final mission was Bolzano in the Brenner Pass.

Flying these five missions got him the Air Medal. He was in the 301st Bomb Group, 352nd Squadron. At the war's end he was promoted immediately to 1st Lieutenant.

My Uncle Doug went on to serve in the Korean War. He retired shortly before the Vietnam War. Uncle Doug also worked for the United States Air Force as a Weatherman.

October 2012, my uncle Douglass Hurt was asked to be honored through the Honor Flight Network. They transport America's veterans from San Antonio, Texas to Washington, D.C. to see the memorials placed in their honor.

Of all of the wars in recent history, it was World War II that truly threatened our very existence as a nation. Now, with more than 1,000 World War II veterans dying each day, our time to express our thanks to these brave men and women is running out.



Douglass Hurt , Cadet



**Douglass Hurt and B-17 and crew
(third from left standing)**



Douglass Hurt, Navigator



**Douglass Hurt and B-29 and crew
(third from left, light colored uniform)**



Browning Machine Gun, .50 caliber

This gun was used by the Navigator and was fired through a tiny window on the air plane.

e. BOLOGNA M/Y's: 12 B-17's 2, 97, 99, and 301 B. G.P. dropped ~~3000~~ tons of 500 lb bombs at 1115/1215 hrs. from 10,000 ft. 15 L/O returned early, 1 was lost to flak; 9 chutes opened. The B. G.P. was attacked by 25/30 ME-109's, MA-202's and FW-190's. The B-17's destroyed 8 ME-109's and probably destroyed 4 ME-109's and 1 FW-190. Bomb strike photos show: Good coverage of both ends of M/Y's., 1 large explosion, believed to be munitions, and several smaller ones, severe damage to 15 warehouses and 7 train sheds and to rolling stock and tracks.



Mission Three at Bologna – October 5, 1943

Mission Four, south of Verona, Italy

March 10, 1945

Bomb bursts cover the Verona railroad yards, Italy during a successful bombardment mission by planes of the 301st Bomb Group, 32nd Bomb Squadron on 28 May 1944.



Army Air Medal

Awarded to Douglass Hurt for having flown 5 successful missions.





Leitenaunt Colonel, Douglass Hurt



Alamo Honor Flight

October 2012

(Douglass Hurt, age 91 -front row, third from left)