

Day of the Two-Man Crew, Just Andy Low...and Me!

I noticed the story of Stewart & Low buzzing the controlled area & I find that very interesting. As I was at the time flight engineer for Tarbell's crew which was split up and assigned to other crews. I was assigned to Kolb's crew and was on the oil refinery mission June 20th 1944 to Politz, Germany. We were damaged by ground fire and had to make the run to Sweden and interment.

Getting back for my reason for this writing.

I, too, can attest to the ability of then **Captain Low's** flying skills. I'm not sure of the dates as I can only surmise that it was after the Stewart & Low dressing down incident. I was at the time just lying around in my bunk having just being assigned to Kolb's crew, when a call for Staff Sergeant Sage to report to a hard stand for a routine aircraft check run. As to this day I don't know how we were able to take a B-24 off Old Buck air field **with only myself and a pilot**. As I and Captain Low made a visual check of the aircraft and all the time I was expecting more flight personal to appear. Having completed inspection and checking the log book I did note that some red diagonals were apparent. Red diagonals will not keep an aircraft grounded. However one or more red Xs on a log book can give the engineer reason for grounding. If he wish's the pilot can override the engineers grounding by entering same in the log. Now an aircraft that was supposed to just having come from maintenance and the log book still with diagonals seemed very odd to me. I inquired to Captain Low who the co-pilot and radio operator were? His reply was just you and me sergeant. **This was Captain Low telling this lowly Sergeant we were going to fly this B-24 to visit a friend of his that was a P-47 pilot at to an air base nearby.** The Captain made the necessary control tower clearance and, with myself in the right-hand pilot's seat, headed down the runway. Low ask me to bring the wheels up which I did and we were off to visit his friend. Landing at the P-47 base we were greeted by some of the pilots their, who wanted to have a close up look at this bomber they were protecting. I was treated as one of them, I don't think that they knew I was just another enlisted man. Anyway Captain Low didn't tell them any difference and I hobnobbed with the 47-pilots at the officer's mess. On our return trip to Old Buck as we were lined up for take off, **Low ask for permission to make a pass over their air field.** Permission was granted and off we went. I can still recall to this day how my feet were trying to push through the floor as Low lifted off and put that B-24 in one of the tightest left hand turns that I had ever experienced before around that control tower. As he came around for the **second time** some tower operator was making it clear **that permission was for the field not the tower.** The operator warning came too late as we were headed back at the tower dipping the wings up and down and made another tight right hand turn at the last possible moment. We landed at Old Buck and to my surprise nothing was ever reported from the fighter base. This was my experience with Captain Low and except for the mission to the oil refinery and interment in Sweden, I will remember always.

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