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INDEX

Squadron History  
428th Bombardment Squadron (M)

**P.R.C.**

- SECTION 1. . . . . Outline History
- SECTION 2. . . . . War Diary
- SECTION 3. . . . . Awards
- SECTION 4. . . . . Special Accounts
- SECTION 5. . . . . Miscellaneous

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Apptd. September 15, 1943.

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OUTLINE HISTORY  
428TH BOMBARDMENT SQUADRON  
310TH BOMBARDMENT GROUP(M)  
ARMY AIR FORCES

The 310th Bombardment Group, nee the 309th Bombardment Group, was wrought of General Order Number 15, published March 1, 1942, at Fort George Wright, Washington. This technical embryo of what was to become a formidable force was not activated until it passed to Tuscon, Arizona, and thence to Jackson Army Air Base, Jackson, Mississippi.

The cadre of the unit was formed of personnel from the 22nd Bombardment Group at Lake Muroc, California, on January 22nd, 1942. It moved to Langley Field, Virginia, and then again to the Jackson Army Air Base on March 5, 1942. "The 309th Bombardment Group" began to take a physical form. Their commander until April 20th was Lieutenant-Colonel William C. Lee, at which time they moved again to the Meridian Army Air Base, ninety-five miles from Jackson.

At Meridian more personnel were assigned to the unit. Meridian was their home for less than a month. Many of the personnel were on detached service obtaining training that was to stand them in good stead in combat much later. On May 15, 1942, they departed for Columbia Army Air Base by rail. The day they arrived at Columbia, May 17th, the total strength of the squadron was one hundred and thirty-three men. The first Sergeant of the outfit at this time was Lester L. Abernathy, who had been appointed to that office on the 27th of April.

Originally, each bombardment group had one reconnaissance squadron assigned. The 428th's first designation was the 37th Reconnaissance Squadron. Upon arrival at Meridian, it was changed to the 39th Reconnaissance Squadron, and then on May 1st, 1942, it became the 428th Bombardment Squadron per General Order Number 81, Headquarters, 3rd Air Force, Tampa, Florida,

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dated 25 April 1942.

Up to the 8th of June, 1942, the squadron was without a commanding officer, in fact, it had no officers assigned at all. On the day mentioned, Second Lieutenant Calvin F. Titus Jr, Bombardier, was assigned, joined, and assumed command. His duties were legion. Beside the command of the squadron, he was Group Operations Officer, Group Intelligence Officer, Group Summary Court Officer, and, yes, Squadron Class "A" Finance Officer.

On the 20th of June, 1942, 1st Lieutenant James P. Walker joined the squadron and assumed command. He followed by only a few days a veritable horde of officers and enlisted men which rapidly swelled the ranks. However, the exodus almost equalled the influx, and the total net increase was only seven. More airplanes were assigned, equipment obtained, and sections established.

From the 1st to the 10th of July the squadron roster increased from 162 to 194 men. On the 16th it rose to 280, an increase of 120 in two days. A flight training program for the new fledglings rolled into top speed. The 428th was beginning to earn its salt.

Since Columbia Army Air Base was the squadron's home for almost three months, it might be well to give a brief description of the base and the conditions there. The thing that most squadron members recall most clearly was the heat, a humid, sticky inferno that let up slightly only in the early hours of the morning. The entire group lived in pyramidal tents under conditions that might have been those of the field. The Air Base was constructed on sandy, dusty ground, and although the runways were concreted, during operations a great swirl of choking dust and sand rose over the field. Sawdust had to be scattered in the company streets, and water sprayed over them to keep the dirt to a minimum. Except for administration and finance

-2-  
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buildings, which were for the most part hot-house tar paper shacks, permanent installations were still unfinished, although work on them was being rushed at top speed.

On the 29th of July, the command changed. 1st Lieutenant William M. Bower, one of our Tokio heroes, was assigned to the squadron and Lt. Walker was relieved of the command. On the same day, 2nd Lieutenant Richard T. Lindeberg joined the squadron and relieved 2nd Lieutenant Wilson R. Haines of his adjutant's position. On August 1st the squadron roster boasted three hundred and forty-eight names.

Tragedy struck its first blow at the squadron on August 4th when 2nd Lieutenants Neal Curtis and Charles Patillo crashed to their deaths at the field. They had been but recently checked out. This was the first and only fatal landing accident the squadron has had.

Ten days later, on the 14th, the group moved to Walterboro, South Carolina, to the site of what was to be the Walterboro Army Air Base. What greeted us was weak runways, a swamp full of insects, a meagre road net that looked like a tank proving ground, and very little else. In addition to preparing themselves for combat, the unit did yeoman service as a pioneer unit. Brand new barracks had just been completed (in places they were still under construction) and the personnel moved into these. They were little better than tents, however, for they held for hours after dark the sticky heat of the South Carolina swamps. The desert was never like this.

On the 15th of August, 1st Lieutenants Bower and Walker received promotion orders. Captain Kent Sagendorph, peacetime expert on aviation and author of many notable works on the subject was assigned to the unit as Squadron Intelligence Officer, the first that the squadron had, as of August 3rd. On the 25th, Master Sergeant Abernathy was transferred out of the unit to accept an O.C.S. appointment, and S/Sgt Melvin R. Johnston was appointed

CONFIDENTIAL

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(4)

First Sergeant, having previously been acting First Sergeant for a short period.

Our arrival at Walterboro seemed to inspire a myriad of what was to prove shortly, very well founded rumors. Though the matter was hyper-secret, the civilians in the town of Walterboro afforded remarkably authoritative information, as things worked out.

Suddenly the beehive of Walterboro was thrown into a further frenzy of activity. Equipment was packed, boxes marked, remarked, unmarked, loaded, unloaded, and reloaded. It was a 24-hour a day proposition. In the midst of the confused activity, thirty-six men and twelve officers received orders on the 28th of August to proceed to a staging area. The roster included:

Captain Sagendorph	2nd Lts: Purifoy	Wheeler
1st Lt. Wilson	Rambosek	Basich
1st Lt. Ryterband	Frost	
	Call	
	Wescott	
	Haines	
	Harder	
M/Sgt Hollen	Sgt Robinson	Cpl Marshall
T/Sgt Box	Oldweiler	Van Norstman
S/Sgt Brotherton	DeBlaker	Jablow
Brown	Davis	Sumakis
Riley	Freisser	Henderson
Nicodemus	Stilp	Johnson, M.
Rodely	Fayne	
Eichenseer		
Stewart		
Pearson		
Pfc Weber	Pvt Campbell	Pvt McGuire
Versaw	Metz	Meckel
Luciano	McCarthy	Tyler

This was the first section to leave the outfit for an overseas destination. The three echelons were eventually split until fully nine sections had a more or less detached existence from one time to another. It wasn't until better than six months later---after the unit had been operating

CONFIDENTIAL

CONFIDENTIAL

(5)

for better than three mos. that the squadron achieved approximate unity  
once again.

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## History of the Squadron Air Echelon

\* \* \*

(Foreward--: The 428th Squadron, as with the other three Squadrons in the group,-- the 379th, 380th and 381st-- had hardly completed building its organization up to T.O. strength as a unit in the latter part of August, 1942, when it was abruptly divided into three echelons--Flight, Air, and Ground. At this time the squadron was just beginning to get itself comfortably established on its new base, the Walterboro Army Air Base at Walterboro, South Carolina, to which it had moved on August 15, 1942, from the Columbia Army Air Base at Columbia, South Carolina. The following narrative deals with the movements, activities, and experiences of the Air Echelon from the time of its separation from the other echelons on August 28, 1942 until it joined them in African in the early part of the African Campaign).

\* \* \*

At the division of the squadron into echelons in the latter part of August, 1942, the following named officers and men were assigned to compose the Air Echelon: (This list will be found attached to the end of this narrative)

These eleven officers and thirty-four men were almost immediately alerted for departure for a destination which rumor at that time could describe only uncertainly as a "Port of Embarkation." After two or three "dry runs" (and, incidentally, within the next few days we were to learn that dry runs were evidently highly essential maneuvers in our activities), we entrained on August 28th with the Air Echelon of the other three squadrons, for our staging area at Fort Dix, New Jersey.

Our train commander for the trip was Captain William G. Gridley, of the 380th Squadron. Shortly after the train pulled out from the station in Walterboro, our future mailing address was announced, with an A.P.O. number that had

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been assigned to us. Except for the really excellent meals served in the dining car, a few poker games, a continuous flow of unfounded rumors, and considerable more or less harmonious singing, the trip to Fort Dix was uneventful, and we were detained there, bag and baggage, in the early afternoon of August 29th.

After a roll call revealed no absentees at the station at Fort Dix, we then hiked a distance of about three long miles to our barracks area at the corner of New Jersey Avenue and Tenth Streets, and immediately proceeded to move in and make ourselves at home. We found the barracks buildings and mess building assigned to us to be in somewhat dirty condition, the dirt no doubt having been accumulated from the rushed arrivals and departures of other outfits who had occupied them ahead of us. This did not dampen our spirits, however, and we were eager to get at the process of "being staged."

For the next few days our activities were somewhat hectic, and we were pushed at a feverish pace. Night and day there was much rushing about, with the attendant confusion of attempting to do many things and to be in many places at the same time. Little sleeping could be done. There were all kinds of "shots" to be taken, dog tags to be made and issued, all necessary supplies and equipment to be obtained and issued, small arms to be cleaned and issued, firing practice to be taken at the range, continuous drills in "passenger list order", numerous inspections and instructions on packing "A-bags" and "B-bags", and then numerous dry runs at all hours of the night and day. Meanwhile there came the inevitable rain and mud, but withal everyone carried through with a will.

On the night of September 4th, what appeared to be another dry run turned out to be the real thing. We turned out with all equipment and baggage, then instead of returning to the barracks, loaded into trucks and went

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to the railroad yard where we formed in passenger list order and sat on our bags in complete darkness to await our train. There were thousands of other men jammed throughout the yards, and, with a long train loading and departing every half hour, there was much coming and going and confused milling about in the darkness. Finally, however, we loaded into the last car of our train, which departed with us at 1:00 A.M. on September 5th.

As soon as we were aboard the train, which was loaded to the gills, officers and men alike almost immediately fell asleep, and the aisles as well as the seats were full of them and their baggage. 1st Lt. Samuel A. Wilson, who was in charge of the echelon, didn't get a chance to sleep, since twice during the trip he had to go from our last car all the way to the front car of the train, to see the train commander for detraining instructions, and by the time he had climbed over the sleeping men in the aisles to make the two journies, the train was pulling into station in Elizabeth, New Jersey, to unload.

The unloading was accomplished in darkness and with much groaning and scrambling for the proper "passenger list" line-up again, and we were hustled in a daze of weariness and near-exhaustion from loss of sleep and dragging carrying heavy bags and equipment, onto a ferry boat which, when it was loaded with every man it could hold, shoved off to take us over the Hudson River to where the Queen Mary was waiting for us. At that stage we hardly cared what kind of accommodations we found on board, just so it was sufficient space in which to lie down and sleep. As a matter of fact, that was just about all we found for space, and most of us were asleep in it at some hour not too late in the day of September 5th when the Queen Mary slipped silently out of the harbor, past the Statue of Liberty, and into the broad Atlantic. Those of us who were awake watched the Statue slowly dim and fade into the haze behind us

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then turned our eyes ahead to wonder what experiences would come to us before the day in the far away future when we would return to our own, our native land.

We were told that the Queen Mary was carrying approximately 17,000 men (in addition to her crew), all Air Corps men, the Air Echelon of an entire Air Force. Our voyage across the Atlantic to England was to be a fast one, with the proud and bold Queen Mary running the gauntlet of enemy submarines at top speed and unescorted, confidently daring to match her speed and skill against all the enemy had to offer. Our echelon was assigned inside quarters in the Verandah "K" Grill, and our deck space was on the Sun Deck on the port side. The men would spend 24-hour periods alternately in the Grill and on the deck, alternating with another unit. The officers were assigned to bunks in staterooms, twelve officers to each stateroom designed to accommodate two passengers under normal conditions. Needless to say we were packed like sardines from stem to stern of our huge vessel, and while thousands of men were sleeping, other thousands were constantly moving in lines, to chow, from chow, to deck space, to inside quarters, to latrines, from latrines, to the PX, from the PX, to meetings, from meetings to the life boat deck in submarine alerts, and just plane "to and from" --God knows where! Bumping around through all of this maze of lines were stragglers lost from their units, officers attempting to make inspections, medics attempting to get to sea-sick patients and vice versa, M.P.'s trying to direct traffic, men looking for this, men looking for that, and men just looking.

Nevertheless, taking everything into consideration, our echelon fared very well, our morale was high, and the crowding, pushing, and shoving from place to place was all done good-naturedly and as a part of playing the game. By far the majority of us were landlubbers, and the thrill and adventure of making such a magnificent trip, with enough very real danger present to add

CONFIDENTIAL

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just the proper amount of sporting flavor, kept our minds far away from our physical discomforts.

Without event, our circuitous route across the Atlantic was completed when on the early morning of September 11, 1942, we steamed into harbor at Gourock, Scotland. The ship immediately began unloading. Our echelon remained aboard ship to unload on September 12, when we took a tender over to the railroad station at Gourock. We were there loaded onto a train which took us across Scotland through Glasgow and into East Anglia. This trip kept us on the train overnight, and we arrived at Harleston, Norfolk County, on the early morning of September 13, from where we were transferred in British trucks to our first station in England, an R.A.F. Base at Hardwicke, near Norwich, and also in Norfolk county.

Becoming settled and established in the Nissen huts provided for us was routine for the next few days, but becoming acquainted with the British customs and practices was something else. We managed to "catch on" rather rapidly, however, and to conform our behavior fairly well to what we learned the R.A.F. expected of us. At first the R.A.F. officers and men seemed to regard us somewhat as curiosities, and our informality at all times as being in poor taste, but excusable because we were Americans, and with Americans, "anything goes." To us, the English boys seemed to be so much bound by custom, class lines, and a traditional routine, that we couldn't see how they got much real fun out of life---but then our ideas of fun were so entirely different from theirs, for the most part, that perhaps our judgment was irrelevant.

Our stay at Hardwick lasted until October 29, 1942, and during this period we were putting in our time with training lectures, classes, security measures, and in preparation for training flights. Our ships and crews began to come in, one or two at a time, and practice flights under R.A.F. procedure were in order. There was plenty of rain, cloudy and foggy weather, and mud to enter-

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tain us practically all of the time, but many of the men found real entertainment on trips to Bungay, Norwich, Harleston, Honington, Liverpool and London. Needless to say, the English girls for miles around received a quite enthusiastic rush and the writer understands that a good time was had by all.

To mention an incident or two that happened during this period, other than routine, on September 19, Lt. Wilson took a fall from an English bicycle and fractured his collarbone, and after that for a few weeks went around, one foot in the mud and all strapped up. On September 28th Captain Sagendorph, Lt. Haines, L. Basich, and Lt. Wilson went to R.A.F. base at Hethel for a few days of classes on R.A.F. intelligence procedure. After completing these classes Captain Sagendorph and Lt. Wilson were sent to Holme-on-Spalding Moor, an R.A.F. Operational base, to study the intelligence procedure in actual operation. Likewise, Lt. Basich was sent to a base at Snaith, near Yorkshire, and Lt. Haines went to London to attend a naval craft identification school.

Meanwhile, more of our planes and crews were coming in, and going immediately into flying, practice bombing, and operational flights. On October 19, 1943, at about 11:20 A.M., while we were in the midst of one of the numerous "Red" alerts we continuously had, a JU-88 suddenly found our field through the overcase, came over on the deck, strafing as he came, and dropping three 250-kg bombs. One of the bombs landed close to our Squadron Operations hut, the officer's recreation hut, a small storage hut, and a hangar. Only Sgt. Spiro Sumakis was in the recreation hut at the time, and, although the hut was flattened, he was unhurt. He was seen to stumble from the ruins, his hair full of plaster dust, shaking his fist at the sky and shouting unprintable imprecations. Major William Bower, Captain Dick Aldridge, Lt. John Loutrel, Lt. Sam Wilson, and Lt. George Basich of our squadron were in the operations hut, along with a number of men from other squadrons. Although this hut was badly wrecked and strafed, and the nearby storage hut and hang-

CONFIDENTIAL

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gar badly damaged and riddled with holes, miraculously, not a man was injured. After that, however, we were strongly impressed with the use to which our bomb shelters were designed to be put!

The other two bombs made craters on the field, and fragments of one of them slightly damaged one of our planes.

While at various times different men in our echelon witnessed bombing raids on Bungay, Norwich, and other towns near our base, this was the only time our field was a target for them.

On October 29th the 428th flight and air echelons moved to Flixton Air Base near Bungay, but before we began to get ourselves comfortably situated there, the air echelon was divided into priorities. The first priority, composed of Captain Sagendorph, Captain Ryterband, S/Sgt. Thomas Preisser, Master Sergeant James L. Box, and S/Sgt. William Stewart and S/Sgt. Phillip H. Nicodemus, left Bungay under highly secret orders in the early hours of the morning of November 4th, and joined the first priorities of the air echelons of the other squadrons at Hardwich for a destination at that time unknown to us.

Two days later, in the early hours of the morning of November 6th, the second priority departed in the same manner, heading quietly out in the night. The second priority was composed of 1st Lt. Sam Wilson, S/Sgt. Larry Barbour, S/Sgt. Clem Van Norstran, Sgt. Robert Versaw, T/Sgt. Franklin Oldweiler, S/Sgt. William Brotherton, and Sgt. Percy Campbell. We joined the second priorities of the other squadrons at Hardwicke, went to Diss by truck, loaded onto a train with several other outfits under command of Major Roberts, of the 47th Bomb Group, and pulled out for a destination named to us only as Lopcombe Corner.

While changing trains in London we were fed in restaurants in the Water-

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loo Station, to which we had been transferred by truck from Liverpool station. Thence from London our train took us to Grately, from where we were taken in trucks to Lopcombe Corner, which turned out to be the base of an American Coast Artillery Battalion. Arriving there at about 7:30 P.M. on November 7th, with a cold drizzle of rain falling on us, we found that we were not expected, and hence had to shift for ourselves more or less in finding quarters for the night. We finally found a few scattered empty Nissen huts with bare concrete floors, and slept on blankets on the floors for that night.

Until November 13th we remained at the camp, "Middle Wallop", at Lopcombe Corner, spending practically all of the time inside the huts out of the rain and the mud, and on a one-hour alert for departure at any time. Then we were abruptly loaded into trucks which took us to Ibsley, which turned out to be another staging area for movement overseas once again, this time to Africa. Captain Sagendorph and others of our first priority were there, but on November 14th they left us again.

After three or four dry runs we finally loaded onto C-47's at Bern on the Night of November 18th, ten men with their baggage to a plane, and just before midnight took off for Africa. None of us knew our exact destination, but believed it to be Casablanca, and our belief was true. The morning of November 19th, 1942, we landed at Port Lyautey at about 9:45 A.M., but only to refuel, and then on to Oran, where we landed at Tafaroui Air Base, where the Twelfth Air Force was just getting situated in its headquarters

We were orphans at Tafaroui, not knowing where we were supposed to go from there, and finding no one who knew anything about the location of the 310th Bomb Group. We got along fine, however, sleeping in an old barracks building on top of a pile of camouflage netting during the nights, and eating good food in the Headquarters Mess. After three or four days, with a few air raid alerts scattered along to keep us from becoming too bored, we found that the 310th was at Casablanca, and on November 25, 1942, the day

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before Thanksgiving Day, we flew down to join them.

The remainder of our original Air Echelon came by boat from England to Oran, then by train to join the squadron at Berteaux, Algeria. Our history from this point is merged in that of the squadron reformed.

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## The History of Flight Echelon

On September 5th, 1942, the first flight of the 428th squadron took off from Walterboro, South Carolina and landed that evening at Westover Field which was to be their home for the next two weeks--two weeks crammed with work and study in preparation for crossing the North Atlantic.

The first flight with the Squadron C.O., Major Bill Bower, leading the way, took off from Westover Field on September 18th and flew to Presque Isle, Maine. After being grounded by the weather men for three days, the flight was resumed on September 21st and that night the men slept for the first time on foreign soil, --Goose Bay, Labrador.

Taking advantage of a good break in the weather, this first flight of six ships wasted no time in getting up to Blue West One in Greenland, otherwise known as BW-1, the very next day.

Land of glaciers, icebergs, snow, ice and a tricky, one-way landing strip, this stopping-off point offered little in the line of entertainment or even comfort for the men. The first flight was joined in Greenland by the flights of Helsabeck, Gshwandtner, and Milius, who were leading flights of A-20's across.

The trip was resumed the following day with a hop to Iceland--land of the Kronur, the blonds, and the Bourg Hotel. After a night of drinking two percent beer at 15 kronur a throw, the flight took off in instrument weather and set sail for England, flying always below 500 feet and dodging rain storms.

Landing at Prestwick, Scotland, the flight was told to get on the move in an hour, so it was a spot of tea, a biscuit, and off again.

This first flight--the first B-25's of the 310th Bomb Group to land in England--set down after dusk at our new home in Hardwick, Norfolk

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County, England September 24th.

By October 8, 1942, all ships and crews of the 428th had arrived safely with the exception of Captain Jimmy Walker, who was delayed by weather and who landed in Bungay on October 30.

The 428th Squadron was moved to a satellite drome at Bungay on October 29th and the squadron settled down to some serious training. Also a little serious pub crawling. Life was good there in England--Bell Hotel, the Sampson Hercules, WAAF, WREN, Scotch, and lousy beer.

But all good things come to an end and on November 7th Helsabeck in 077, Beatty in 053, Brennan in "Mickey", and Twitch Thompson in 066 loaded up and flew to Portreath near Land's End, England. After a few days briefing Helsabeck and Beatty left for Gibraltar with a group of P-38's. On November 13th, Beatty was ordered to Casablanca by Major General Doolittle and became the first of the group to land in Africa. Thompson and Brennan showed up two days later and they were followed by Helsabeck, Martin, and Marsh.

On November 29th the advance flight was ordered to Algiers to start combat operations. Here they were met by Canham and the fun began with the first raid on Gabes on December 2nd, 1942.

After operating from Algiers under the worst possible conditions for two weeks, the men were ordered to Telergma on December 14th and resumed operations. Here began that scourage of pilots,--the low-level sea sweep skip-bombing missions.

Then the rest of the squadron began to catch up and a move was made to Berteaux on January 26th, 1943, but it was not till March 9th that the final crew showed up and the squadron was complete as far as the flight echelon was concerned.

16  
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HISTORY OF THE REAR ECHELON  
A Squadron Detachment

At midnight of the 23rd of November, 1942, 3 officers and 27 enlisted men commanded by 2nd Lt. Wilson R. Haines left Bungay in the dead of the moonless night for Hardwick some six miles off. The Rear Air Echelon, commanded by 1st Lt. F.J. Cole consisted of 110 enlisted men and 25 officers. At approximately 2 AM of the 24th, this echelon left for the rail head at Diss by motor transport.

After a four hour wait in the chill morning, the Liverpool train arrived and we were on our way. We arrived at the coast--at just about dusk; the fog had then began to settle on the smoke covered, dingy, rather ugly city. The detachment boarded the H.M.S. Derbyshire, a transport that had until recently seen service as a light cruiser, that evening. After four days-- on the morning of the 28th, the convoy shoved off. Our thanksgiving day meal on board had beans for its main course.

The trip was notable for the extreme inadequacy of the enlisted men's quarters and the more miserable character of the food that fell to the lot of the enlisted men. British-American relations really took a beating on this trip--it was much worse than our first ocean voyage. Gastronomic complications reached an unhappy climax one night during a particularly high sea.

On the morning of the 29th we last saw land off the coast of Ireland. Other than occasional depth charges and a man overboard in one of the other transports, from the landlubber's innocent eyes the journey was without excitement--until we entered the straits of Gibraltar.

On the evening of the fourth of December we saw city lights for the first time in four months. Tangiers and the cities on the Northern neck of Spanish Morocco, and some anonymous little villages N.W. of "Gib" were the marvels we

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beheld. The greatest part of the convoy moved onward in the dark of night while the H.M.S. Derbyshire and a few others dropped anchor in the harbor, literally shadowed by the "rock" stronghold. One ship was reported ramméd that evening; in any case, the morning revealed that one of the transports had its bow stove in.

Of more than passing interest was the regularity with which Catalinas dropped depth charges on the western part of the harbor. By international law it is forbidden that the Spanish side of the harbor be bombed—which holds true for the straits itself, also. Consequently, to discourage sneak efforts by Axis underwater craft these missiles are dropped.

Late in the afternoon of the fifth, the Monarch of Bermuda and H.M.S. Derbyshire left the harbor with an escort of 3 British destroyers. Dawn found us steaming along the North African coast. Soon the harbor at Oran came into view. We were safely moored against the dock at the French Naval stronghold of Mers-El-Kebir. That afternoon the unit disembarked and proceeded to the somewhat battered remains of the Ex-French Naval Air Base, Tafaroui, some 20 miles inland. Sidi-bel-Abbes, the headquarters of the famous and colorful French Foreign Legion of almost mythical fame was but 10 miles to the south.

Tafarouis will always hold a memorable spot in our minds if only for the quantity and degree of its discomforts. The full potentialities of mud were met and endured. "Span" fell rapidly from a rather high spot in the G.I. heart. What was perhaps more remarkable was the attempt of the base organization to assign one of our Master-Sergeants with seven hitches to work picking up trash in a Service Group Area. The powers of prevention by a Second Lieutenant are practically nil.

At periodic intervals a few planes of our own group would arrive and then

CONFIDENTIAL

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pass onward. Lt. Brennan, who had arrived in Africa almost a month earlier and was ~~is~~ detached to ferry General Patton, passed through and announced the Group's first combat mission, and its first loss--Lt. Bishop and his crew. Corporal McKean, who had been an engineer on Lt. Brennan's ship left us for Casablanca to be with his plane.

1st Lt. Cole left for Telergma on December 18th by Air Transport and left 2nd Lt. E.C. Knight of the 370th in command. On about the 5th of January 2nd Lt. Call left for Telergma with Captain Walker. S/Sgt. Ward B. Brown, one of our turret specialists, was hospitalized and ostensibly lost to the squadron because of the recurrence of an old back injury. Before enlisted in the Army Brown had been a member of the Boston Bruins hockey team.

Shortly after midnight on January 13th, the Rear Air Echelon left Tafaroui. We proceeded to the railhead at Arbal by MIT and at 6:30 we entrained. History repeated itself when this time the sons boarded the "Quarante Huits", or 40 & 8 cars, the meanest piece of oriental torture ever devised by Western civilization. 26 men and all their baggage were crowded into one little boxcar, not large enough for ten. Other than a mess-car fire on the 14th in which an enlisted man of another squadron was burned, nothing untoward happened. We just rode, and watched the bare hills and plains of North Africa roll by. At Setif we had an ~~alter~~ <sup>alter</sup>, but were not attacked. After arriving at Telergam early in the afternoon of the 15th, we proceeded to Ber-teaux, 6 miles eastward by MIT and arrived in sufficient time to set up our pup-tents by nightfall.

19  
CONFIDENTIAL

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## REAR AIR ECHELON COMPLIMENT

2nd Lt. Wilson R. Haines	Sgt. Kenneth C. Tyler
2nd Lt. Wilbur F. Call	Cpl. Robert E. McGuire
2nd Lt. George F. Basich	Cpl. Albert J. Meckel
T/Sgt. Leo F. DeBlaker	Cpl. William R. Palmer
S/Sgt. Ward B. Brown	S/Sgt. Robert O. Stout
S/Sgt. Walter L. Decker	S/Sgt. Edward D. Stroyke
S/Sgt. Joseph R. Eichenseer	S/Sgt. Wing Y. Lim
S/Sgt. Joseph T. Jones	Cpl. Charles V. O'Valle
S/Sgt. John F. Marshall	S/Sgt. Andres M. Rosales
S/Sgt. Loy W. Riley	Pvt. Anthony M. Sutton
Sgt. William Metz	Pvt. William L. Phillips
Sgt. Charles C. Payne	Cpl. Martin M. McKean
Cpl. Clarence Henderson, Jr.	
Sgt. Seymour Jablow	
Sgt. Millard J. Johnson	
Cpl. William F. McCarthy	
Sgt. Glendon J. Prather	
Sgt. Spiro A. Sumakis	

CONFIDENTIAL

20

CONFIDENTIAL

The History of the Ground Echelon

The ground echelon began its history on September 5, 1942, when all members were out on the field at Walterboro, South Carolina, watching our planes of the Flight Echelon fade into the distant horizon to the north. The big question in everyone's mind was when and where we would ever see them again.

So began a period of inactivity waiting for orders alerting us for overseas duty. On September 18th we moved to Greenville, South Carolina, to make room for the 321st Bomb Gp who were scheduled for the training and preparations we had just completed. In Greenville, under the command of 2nd Lieutenant Richard T. Lindeberg, the unit spent the days drilling in close and extended order drills, and listening to various lectures. Finally definite orders came but unexpected in its contents. We were to further split into the Advanced Ground Echelon and Rear Ground Echelon.

So at 4:00 P.M. , October 17, 1943, 116 enlisted men and 3 officers entrained for Ft. Dix, N.J. There the usual preparations, "dry runs", changing and rechanging the loading lists, and alerts were experience. The big day arrived on November 1, 1942 when we left Fort Dix at 1:00 P.M. bound for the Pennsylvania Station in New York. We took a ferry from there to Pier 15, Staten Island, and boarded the U.S.S. Monticello, our home for 18 days.

Up to the time we still had no knowledge of where we were going. We knew our Air and Flight Echelons were in England but something, no one could explain what, made us certain we were headed in a different direction. Three days out at sea we learned of the coming invasion of North Africa, and we were scheduled to land D-5 day or five days after the start of the invasion.

CONFIDENTIAL

27

CONFIDENTIAL

Since no one knew definitely how the plans would function we were warned to prepare for a landing down nets and possibly with a fight on our hands. The now amusing fact was that we had never been issued small arms or handled them until we had arrived at Fort Dix, two weeks previously. However, all went as timed except that the harbor at Casablanca was so damaged that we spent an extra five days sailing around waiting for it to be repaired. We docked on the 18th of November but waited until the next day to land.

Rumors and speculations had been flying thick and fast; because our echelon was split we thought perhaps we were to be replacements for other groups. But all were dispelled at the sight of Captain Gordon C. Locke, Group S-2 officer, who was at the dock to greet us. Through his efforts we were billeted in barracks at Mediouna airport, located about 17 miles from Casablanca. Other less fortunate units pitched pup tents in the rain after marching full pack plus "A" bags through the entire length of the city. At the airport we found many old firmeds of the Air Echelon who had come down from England in the first and second priorities. The highlight of the first evening was hot "C" rations and coffee.

Part of the planes from our squadron and others were at Gazes airbase but soon left for the front. Meanwhile there was nothing for us to do so the 5th Wing assigned the individual squadrons to various gas dumps to guard. Capt. Kent H. Sagendorph, Squadron S-2 Officer, assumed command and we moved to Fedala, a small town north of Casablanca. Capt Sagendorph did a splendid job of picking a bivouac area where we were comfortably quartered for a little less than a week. On December 15, 1942 our orders to the front came in and we packed again.

CONFIDENTIAL



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The rest of the group formed a train in Casablanca and picked us up at Petite St. Jean on the morning of the 16th. Our accommodations were the famous "40 and 8" cars but through the effort of Capt Ryterband, who spoke French quite well, we got more cars than scheduled so relieved the cramped quarters a bit. About the only good that can be said of the trip was the sight seeing done all along the way. December 21st we pulled into the yards at Telergma, Algeria, where we had a big reunion with our Flight Echelon and once again we were a squadron.

73  
CONFIDENTIAL

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HISTORY OF THE REAR GROUND ECHELON  
428TH SQUADRON

On the afternoon of October 17, 1942, the Ground Echelon departed from Greenville Army Air Base, South Carolina, destination, Fort Dix staging Area. The Rear Echelon, composed of seventy-eight enlisted men and four officers, under the command of Lt. Henry P. Davis, Jr., was left at Greenville to follow up at a later date.

During the remainder of this stop in Greenville, the men were put through a period of intensive training in drill, calisthenics, practice gas attacks, proper handling and firing of weapons, and demonstrations on the methods of handling incendiary bombs in case of an attack. All this training was preparatory to overseas shipment. The men were given physical examinations, followed by weeding out of the unfit and their replacement by new men, bringing our strength up to par.

On November 20, 1942, we received orders for our move. There followed a flurry of packing, policing the barracks and area, and many last minute minor administrative details. By nightfall everyone was packed and ready to go. Bright and early the next morning everyone was out. By noon, all the area was spick and span, and we had been on two or three dry runs. At twelve o'clock we loaded on the truck again, went down to the rail siding, and boarded the train. This time it was no dry run. At 2:00 PM the train pulled out of Greenville, bound for Camp Kilmer, New Jersey. We arrived there at 3:30 PM on November 22nd, were met at the train by the staging area commander, and conducted to our respective areas, which were about one mile from the depot.

Here, for the next month and twenty-three days, we again went through the same course of training. Close order drill, gas mask drill, calisthenics, and physical exams, interspersed now and then with a formal parade and review

CONFIDENTIAL

CONFIDENTIAL

274

before the Post Commander. These would have been approved and enjoyed by all the men but for the icy conditions and bitter cold.

Our stay at Camp Kilmer was very enjoyable because of the fact that we were not restricted to the Post, but were able to visit nearby towns, New York, Philadelphia, Washington, and many others. A good many of the personnel were even able to work in a short visit home.

During our stay here, we were twice on movement orders and stricken off at the last minute because of transportation difficulties, but on January 13, 1943, we boarded the train, headed for the New York Port of Embarkation, and by 8:45 that night we were all aboard the ship, John Erickson. Having heard tales of other detachments spending several days in the New York harbor, we all decided to hit the bay and the next morning to have a look around, but at 7:00AM that very next morning, while at the breakfast table, with a long, mournful howl from the whistles and much bell ringing we were on the way. All the personnel managed to get on deck for a last look at the Statue of Liberty and that long to be remembered New York Skyline. We were outside the mine field and on our way to new lands and new adventures, only the convoy commander knowing the whereabouts of these.

Since we were to spend some time on this boat, we looked into the condition of our personnel. The men were all bedded down, as comfortably as could be expected on a troop transport, and some few of them had even managed to obtain staterooms. The officers were all in staterooms, six in each. As for the food, we think that all men will agree, it was the best. We were on a Swedish vessel carrying the original Swedish cooks. We were fed in two sittings, each table with its own individual waiter, and in the evening we were entertained by a dinner orchestra, followed by movies. During the day-time there were always two hours of musical entertainment

CONFIDENTIAL

CONFIDENTIAL

by the boat's orchestra, card playing, reading, and if desired, a tramp around the sun deck.

Our trip across was very uneventful, no action, a calm sea, and very little sickness. Our only excitement being on the night of our seventh day out, when the John Ericson developed motor trouble, lagging behind the convoy. This was soon fixed and we were back in position by morning. There followed four more uneventful days, the monotony broken only by boxing matches on deck each afternoon. These were staged by Lt. Davis, a former golden gloves champion, the fighters coming from all organizations aboard ship.

At about 2:00 P.M. on the afternoon of January 25th, we were able to see the faint horizon of the African Coast, and by 7:00 P.M. we had wended our way through an extensive mine field and were moored at the docks in Casablanca.

We were notified to prepare for immediate debarkation. Then followed a rush of repacking and issuing ammunition. By the time our turn arrived, it was 1:30 A.M. of the following morning, the 26th. We were checked off the boat, and formed on the docks. Then followed our little trek of four miles to the bivouac area. The officers and several of the first three graders were out on point against snipers with tommy guns. We arrived in the bivouac area at 3:30, placed out guards and turned in for what little sleep we could get, thinking we would be on our way again at dawn, but as usual, we were mistaken. We spent another month in this area. In a few days' time we were all beginning to get well settled in pup-tents or whatever makeshift shelter we could erect. We were drawing exceptionally good rations, and fared well, considering the one stove we had on which to prepare food. Being right on the beach, we never lacked for bathing facilities. Altogether, the personnel had a very enjoyable stay here, being able to go into town almost any time. Recreation facilities were available in the form of baseball, volley ball

CONFIDENTIAL

HG  
CONFIDENTIAL

or boxing equipment. We were also provided with sufficient ammunition to give the men all the practice they desired or needed. During our stay here, we learned that the remainder of the squadron was near Telergma.

Again on February 28th we were ordered to break camp and told that we were heading toward the front. We were up before daylight, packed, breakfasted and were issued "C" rations for one day. At 7:00 P.M., we loaded on trucks and headed for the Casablanca airport. After an hour or so of waiting there we were loaded on C-47 transports, and took off for Bortaux where our unit was based. We arrived at the field around 3:30 P.M., and were greeted by the sight of the old familiar B-25's and the many familiar faces we had last seen in the good old U.S.A. Here again we were back at our old jobs, and in the routine of things again after six months of moving around.

CONFIDENTIAL  
27

CONFIDENTIAL

On the first day of January, 1943, the squadron moved, under orders, from Telergma to an abandoned agricultural college six miles to the South at Berteaux. Although the squadron personnel were still living in pup tents here, there were at least fairly comfortable quarters for the administrative sections.

The college consisted of a large, two-story tile and stucco building surrounded by a walled courtyard, the walls of which were actually surrounding outbuildings for the cattle. The stable opposite the administration building was cleaned out as much as possible, and the combat crews were installed in half of it, the other half being used by the farmer for stock. This was not by any means a regal arrangement for them, for stable odors and the lowing of the critters in the other half kept them awake at night, however, it did protect them to some extent from the frosty nights and kept them together where in the evenings they could play cards, spin yarns, and otherwise amuse themselves. The Special Service Section at this time was still only a dream.

Officer's quarters for the combat crews were fixed up in the second story of the administration building, where they too, were all together. Since there were yet no cots, they immediately began building beds for themselves from the boxes the fragmentation bombs came in.

On the first day of the move from Telergma, no attempt was made to set up a permanent squadron area, and the boys merely pitched their tents on the open field, some distance from the main buildings. In spite of the fact that it was New Year's Day, and a moving day to boot, there was a mission, to the La Goulette Docks at Tunis. Unfortunately, the planes were all forced to turn back because of bad weather, and no bombs were dropped. 428th was out in strength, with the following personnel of the

CONFIDENTIAL

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squadron participating:

1st Lts.	Helsabeck	2nd Lts:	Stack	Enlisted Men:
	Beatty		Williams	Kirkland
	Colvin		Wheeler	Rebello
	Gshwandtner		Wilson	Everard
	Herold		Kelly	Glover
	Doolittle		Lindeberg	Swin
	Canham			Mathis
	Thompson			Parker
	Loutrel			Temple
				Stage
				Foley

On January first the sum total of the personnel present for duty was 136. The remainder of the 292 on the roster were strung out over three continents. At least 78 were in the States. Half the flight echelon had yet to arrive from England. The rear air echelon was quartered at Tafaroui. Half the advance ground echelon was in Morocco. Lt. Brennan and his crew were on detached service flying for General Patton. Actually the 136 men at Berteaux were the advanced portion of the advance ground echelon and seven crews and seven crew chiefs of the forward half of the air echelon. First sergeants and acting first sergeants went wild. First Lieutenant Chester A. Helsabeck, only 21, was in command of the squadron.

On the second of January, Major Bower and Captain Walker and their crews arrived at Berteaux from Tafaroui near Oran. Lt. Helsabeck was relieved of command by Major Bower. The scheduled mission to La Goulette was incomplete again, this time because the fighters failed to appear at the rendezvous at Thelepte, just over the Tunisian border.

The fourth was a good day for scares. Two planes took off in the early afternoon to search for an alleged glider, one presumed to have landed saboteurs in the vicinity. Nothing was found. That evening, Private William Gaefke sustained a mysterious bullet-wound in his wrist, fortunately not serious. The source of the bullet which wounded him is still unknown, but fox holes were deeper that night.

CONFIDENTIAL

29

CONFIDENTIAL

A mighty force, eighteen B-25's took off from Berteaux on the fourth bound for the railroad yards at Kairouan, holy city of Islam in Tunisia. Visibility at the target was zero. Four planes dropped their bombs on an "ETA" run. Results were unobserved. The next day German broadcasts exclaimed their horror at the seeming indiscriminate bombing of the Moslem holy city. Perhaps they had a point. It's evident some damage was done. Seven trips to Kairouan equals one trip to Mecca to the devout moslem.

On the return trip low on the deck the formation received its only opposition from American ground fire at Thelepte. Lt. J.R. Holstead of the 379th received a scalp wound over his left eye that rendered him unconscious. His co-pilot, Lt. Wilvert, made his first B-25 landing and it was perfect. Captain Walker's ship had windows in the cockpit shattered and the navigator's compartment sustained holes. Lt. Richard Norvell, navigator, received superficial wounds over the left eye and on one finger. It was a close call. 428th personnel on the mission were these:

## Officers:

Walker	Gshwandtner	Loutrel	Frost
Truelove	Herold	Stack	Bingham
Helsabeck	Doolittle	Cum <del>ing</del> ham	Lindeberg
Beatty	Marsh	Williams	Middleton
Colvin	Canham	Wheeler	
Upchurch	Thompson	Wilson	

## Enlisted Men:

Kirkland      Rebello, Everard, McDonald, Swim, Mathis, Parker, Temple,  
Bosworth      Stage Richardson Schletz, Dickey, Ficeto.

Another armada (?) of eighteen planes took off for the Kairouan railroad yards on the sixth. The target was well bracketed, causing many explosions. Direct hits on the track were claimed. Slight heavy flak was experienced from the target area, but only after the run had been completed. No damage was sustained by our aircraft.

CONFIDENTIAL



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Personnel of our squadron participating were: Officers: Bower, Beatty, Gshwandtner, Herold, Doolittle, Thompson, Loutrel, Wheeler, Kelly, Lindeberg. Enlisted men: Kirkland, Glover, Swim, Mathis, Temple, Stage.

During the day two alerts were sounded in the area. P-38's ventured out from the field across the road from Surs, but to our knowledge no enemy plane came close enough to put us in any danger.

Kalaa Srira railroad junction was the target for six planes on January 10th. Four bombed the primary target and the other two hit a railroad track at Ben Zina as a target of opportunity. Splendid results were claimed.

Intense heavy flak emitted from the Sousse area ease of the target. No vital damage was sustained by our aircraft. One of the escorting P-38's went down near the target for causes unknown. The planes returned, substantially holed. In fact, after the bomb run, the evasive action was so violent that Sergeant McDonald was cut by the jagged metal about a flak hole in the nose. A horseshoe was working overtime for Mac. Our boys on this one were: Officers: Walker, Martin, Norvell, Frost, Smith, Bingham, Middleton, Enlisted Men: Duncan, MacDonald, Richardson, Middleton, Schletz, Dickey, Bennett, Ficeto.

Five B-25's of our group participated in a combined sea search-land target mission,--whichever came first. Two cargo vessels were sight but no hits were claimed. S/Sgt Parker and S/Sgt Kirkland jointly shot down a big 6-engined Blohm and Voss transport. P-38's accounted for two more transports. It was the first aircraft to fall before the guns of the unit. Captain Walker had trouble with his landing gear but all went well. Our men on this trip were: Officers: Wheeler, Wilson, Bingham, Lindebert, Walker, Truelove, Beatty, Canham, Norvell, Kirkland Enlisted men: Kirkland, Rebelló, Mathis, Parker, Foley, Richardson, Schletz.

CONFIDENTIAL

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On the twelfth of January two missions of six planes each were alerted for Sea Search missions East of Sfax. Nothing was sighted and four bursts of flak afforded the total opposition. All aircraft returned safely. 428th personnel: Helsabeck, Beatty, Colvin, Upchurch, Gshwandtner, Herold, Doolittle, Cunningham, Williams, Wheeler, Lindebert. Enlisted men: Lockhart Duncan, Kirkland, Mathis, Temple, Stage.

On the fifteenth the rear section of the air echelon finally made its way to Berteaux. The number of our personnel jumped from 152 to 177. However, we lost Captain Sagendorph, our S-2 officer. He was recalled to the states---the envy of every man in the group.

Captain Sagendorph is the author of "Thunder Aloft". For years he has been a military reporter and editor of aviation magazines. The unit hated to lose him--yet envied him.

On the 17th, the 428th participated in the second of two raids in which the group participated. The target for the second mission was the Graiba Railroad bridges. The mission failed. Most of the bombs were over. Several bombs fell in the area of the spur Southwest of the target.

Five unidentified aircraft high above the target area never ventured to attack. There was no flak opposition. All planes returned safely. Our boys on this one were: Walker, Truelove, Colvin, Marsh, Canham, Norvell, Wilson, Frost, Bingham, Lindeberg, Middleton. Enlisted men: Lockhart, Duncan, Kirkland, Rebello, Everard, MacDonald, Parker, Bosworth, Foley, Richardson, Schletz, Dickey, Surbaugh, Ficeto, Queen.

By the 19th, Rommel's forces were in frenzied retreat and its advance units were surging into Southeast Tunisia by way of the Medenine-Tripoli road. Medenine itself was the most important position along the trail of the Axis caravan.

The target was a grove North of town reported to be loaded with MT

CONFIDENTIAL

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and armored vehicles, and the main highway intersection in the center of town. The grove itself was hard to hit, and any vehicles there suffered heavily. One flight bombed a grove south of town that appeared to have more possibilities of affording good cover for a greater number of vehicles. Hits here resulted in columns of dense smoke. The center of town was inundated by accurate bombing and the intersection itself obliterated. A good job well done.

Hopeless short machine gun fire offered quixotic opposition. Three enemy fighters were seen but none attempted interception.

Our personnel: Bower, Walker, Truelove, Helsabeck, Beatty, Colvin, Upchurch, Canham, Thompson, Norvell, Wheeler, Wilson, Kelly, Frost, Bingham, Lindeberg, Middleton. Enlisted men: Lockhart, Davis, Duncan, Kirkland, Rebello, Everard, Stilp, Glover, Mathis, Parker, Foley, Richardson, Schletz, Surbaugh, Ficeto, Queen.

The twenty-first of January was a busy day--and night. Our planes participated in one of two group raids. The target for our mission was Pont Du Fahs, a main German advance depot. The town received a substantial pounding. The road north to Tebourba was severed and a railroad bridge was reported destroyed in the same area. Seventeen aircraft participated on the raid. No opposition was reported. Our men: Wheeler, Kelly, Frost, Smith, Lindeberg, Middleton, Bower, Walker, Truelove, Beatty, Marsh, Thompson, Martin, Norvell, Glover, Frank, MacDonald, Mathis, Bosworth, Richardson, Queen, Schletz, Dickey, Bennett, Surbaugh, Ficeto, Naworski.

During the night there were four separate alerts. After each all were forced to arise and head for fox holes.

The twenty-second was a hallmark in our air effort. We participated in our first coordinated attack with disastrous results for the enemy and our squadron's first tragic results also. Lt. Robert McDougal and his

CONFIDENTIAL

CONFIDENTIAL

crew of the 379th were lost to ground fire on the return trip. We lost S/Sgt. Billy Duncan from 20-millimeter fire as our planes skimmed the trees 200 feet off the deck. S/Sgt Lockhart, the radio operator on the same ship received a slight head wound.

The target was well bracketed by fragmentation bombs. The Northeast part of the drome was particularly hard hit. The concensus of opinion indicated that numerous aircraft were destroyed. Reports in the April issue of "Impact" indicate that better than forty aircraft were damaged or destroyed not to mention the other destruction that was caused.

Intense heavy and light flak was thrown up at the target. Some bursts seemed larger than that of the conventional burst of the 88 mm variety. It approached a barrage type intensity. However it was fire from the "green hill" area on the return trip that caused our losses.

Our boys on this one were: Bower, Walker, Truelove, Helsabeck, Colvin, Upchurch, Thompson, Martin, Norvell, Cunningham, Kelly, Frost, Smith, Bingham, Middleton. Enlisted Men: Lockhart, Duncan, Everard, Glosz, Stage, Richardson, Schletz, Dickey, Bennett, Surgaugh, Ficeto, Queen, Naworski.

That night we were alerted for a possible paratroop attack. The moon was full and with the losses of the day the war had come home. That day the trail of two German officers who had been hiding out was found. Arab informers reported they had been busily engaged at spying for the last few days. Nothing came of it--though coupled with air alerts it was a jumpy night.

The target for Sunday, the 24th, was Medenine airdrome, an important Axis drome for the retreating luftwaffe. The assigned target was barren so the formation moved on to an auxiliary landing ground Southeast of the town that was visibly much occupied.

CONFIDENTIAL

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The airdrome was completely covered by fragmentation bombs. An estimated twenty-five to thirty mixed aircraft types were destroyed. Installations were hit. As the dust and smoke cleared, a field littered with debris could be discerned.

Moderate heavy flak from the target and slight amounts from two other spots along the route did no damage. The men did notice that in the five days between the Medenine raids that the Mareth Line was beginning to shake. A camel caravan seen en route added to the dissonance of modern war in this ancient bit of nowhere. Our boys on this one were: Herold, Canham, Walker, Truelove, Martin, Norvell, Wilson, Frost, Smith, Bingham, Middleton, Davis, Rebello, Parker, Foley, Richardson, Schletz, Dickey, Bennett, Surbaugh, Ficeto.

Major Bower was transferred to the Seventh Wing on the twenty-sixth. When it was announced that Captain Walker was to command the 428th the response was really enthusiastic. The "Chief" was our first C.O.--actually it was by dint of his work that the squadron was moulded and many resented a newcomer taking over the fruits of another's labor. Actually Major Bower never had us together long enough to display his worth so it was no reflection on him.

2nd Lt. Haines relieved 2nd Lt. Lindeberg of his adjutant duties. Lindy became a bombardier in the early days of December when crews were scarce. It enabled him to devote his full time to mastering a man-sized job.

The target for the 28th was the ~~Sfor~~ aircraft marshalling yards. It was a honey. The entire length of the yards was pitted by 300 pounders. Buildings in the barracks area--the target of one flight--suffered direct hits. The roundhouse was badly damaged. Fires were visible long after the target had been passed.

CONFIDENTIAL 35

CONFIDENTIAL

Heavy intense flak from the target area was of a truly accurate nature. The  
The probf was in the pock-marked planes.

Four ME-109's and two FW-190's attacked in the target area and thereafter their count was rather indeterminate. The fire of one of these, a MA-200, crippled Lt. Thompson's ship sufficiently to force a crash landing deep in enemy territory. To all intents and purposes they seemed lost to us. The future was to prove us wrong.

The P-38's were seen to destroy one of the ME-109's. S/Sgt Kirkland of the 428th destroyed another ME-109 as did S/Sgt Fred Lindsay of the 379th. S/Sgt Glover, Thompson's gunner, finished off a Macchi, the plane that forced them to crash-land. Our personnel: Truelove, Beatty, Gshwandtner, Doolittle, Marsh, Canham, Thompson, Hartman, Milius, Stack, Vestal, Williams, Wheeler, Kelly, Lindeberg. Enlisted Men: Kirkland, Everard, Stilp, Bosworth, Myers, Glover, MacDonald, Mathis, Parker, Temple, Stage, Queen.

Twelve B-25's set out through a ground haze that actually engulfed the planes halfway down the runway on the bleak morning of the 29th. The target was ~~El Oaine extreme~~ at ~~Tunfa~~ once again--one which recalled unpleasant memories.

The weather cleared up a few miles East and it looked like clear shooting for ourselves---and Axis ack-ack. However, once they passed Mateur a solid bank of overcase below extended beyond the bay of Tunis. There was no choice but to return.

Eight to ten ME-109's were encountered on return. The P-38 escort engaged and destroyed two of the enemy aircraft. Once again heavy and light flak was encountered en route--though no damaged to the B-25's was incurred.

428th personnel on this raid were: Walker, Truelove, Gshwandtner, Doolittle, Canham, Hartman, Vestal, Williams, Middleton. Rebello, Parker, Stage, Temple, Dickey, Surbaugh, Ficeto.

36  
CONFIDENTIAL

CONFIDENTIAL

The last mission of the month was directed at the rail installations at El Acouinet near Gabes. Strings crossed the main rail lines and the southern spur. Direct hits on trains on both the South and West spurs were reported. Smoke was visible sixty miles from the target.

One element made its run against a flak battery effectively silencing it. Intense heavy flak at the target was very happily slightly off in direction.

Ten to twelve ME-109's were engaged by our flight as soon as the target was left behind. Two were shot down and another pair were listed as probables as a result of the tirret fire of our lads. S/Sgt Dickey got his first, and S/Sgt Kirkland his second.

428th pilots and crew: Walker, Truelove, Gshwandtner, Doolittle, Marsh, Hartman, Stack, Williams, Wilson, Frost, Middleton, Rebello, Mac Donald, Temple, Richardson, Schletz, Dickey, Surbaugh, Stilp.

First Lieutenant Charles Thompson, Second Lieutenant Andrew Kelly and S/Sgts Harold Glover, Kenneth Queen, and William Everard returned today, the 31st, via C-47. They brought back an amazing story of a successful crash landing and a remarkable four day trek to safety through enemy lines.

We had expected them to be hale and hearty but it seemed impossible for them to avoid being captured. The special account read like a pulp magazine story. As it was they looked mighty haggard. It was obvious that they had had a mighty rough time.

Our part in the Group's effort on February 2nd was another sea search. Six B-25's took off with 500 pounders. At 1200 they sighted a convoy of eleven vessels---five of them a naval escort with top cover of seventeen planes. The possibilities of greater losses than potential gains made it seem unwise to attempt a run. The crews attempted to call for more help but jamming prevented their making radio contact.

CONFIDENTIAL

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428th personnel: Helsabeck, Colvin, Marsh, Loutrel, Milius, Smith, Vestal, Harder, Stack, Cunningham, Frost, Middleton, Lockhart, Davis, Mac Donald, Bosworth, Foley, Schletz, Dickey, Myers, Phillips, Bennett, Surbaugh, Ficeto, Naworski.

In the group's other raid for the day, Lt. Allred and his crew of the 379th were forced down behind enemy lines before the target. The crews reported good results against the Sfax El Maou Landing Ground, the target.

The day: ~~February 3rd; the target: the railroad and highway bridge~~ four miles North of Maknassy. Number of airplanes: 18.

Surprise was an element of today's attack. The bombing pattern was excellent but the bridges remained intact. Delayed fuses of the 1000 lb. bombs caused the bombs to blow up after they had buried themselves deep in the river bed. Though the target was bracketed by strings and some ricocheted off the target, no damage could be discerned.

Flak began to burst after the turn-away. Had they seen the boys a little sooner the Axis guns might have improved their deflection sufficiently to make it unpleasant. As it was all aircraft returned safely, our complement being these: Walker, Beatty, Gshwandtner, Herold, Doolittle, Wheeler, Canham, Loutrel, Hartman, Vestal, Wilson, Frost, Smith, Lindeberg, Middleton, Rebello, Mathis, Parker, Temple, Stage, Dickey, Phillips, Bennett, Surbaugh, Ficeto, Naworski.

Bordj Toual airdrome near Gabes missed hell today because weather once again obscured the target area. 18 planes took off. 18 returned. Two bursts of flak through the clouds in the target area were fruitless for the Axis.

428th personnel: Beatty, Canham, Loutrel, Hartman, Harder, Milius, Vestal, Wheeler, Wilson, Smith, Lindeberg. Kirkland, Rebello, Stimp, Mathis, Parker, Foley, Myers, Phillips, Bennett, Naworski.

CONFIDENTIAL



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On February 7th, Sunday, after a mission attempt proved abortive, we had our first dress formation since we left the states. It was evident that we needed a lot of practice. A cleaning and pressing establishment here could made a fortune on Lt. "Gus" Wheeler alone.

The occasion for the formation was the awarding of the Purple Heart to S/Sgts Lockhart and Swim. S/Sgt Swim had been nicked in the hand on an early raid. S/Sgt Lockhart received a head injury when S/Sgt Duncan was killed.

The Gages Airdrome raid of February eighth was a costly, painful fracas for the group. the 428th returned undamaged, though we lost four crews of 16 and five airplanes.

The crews had just been briefed to hit El Ouina though the weather report predicted poor bombing conditions. As they were about to leave, an order from higher echelon directed the formation to follow the B-26 group at Telergma who had been briefed for the target.

Their tactics of climbing from takeoff was not to our liking. Once in the target area they clover-leafed and approached the target from the sea. A meagre escort of P-38's were clustered off the left wing and ahead, necessarily engaged in protecting themselves. As our formation swung to the right over the sea Northeast of Gages, S/Sgt Loy G. Myers of the 428th shot down the first ME-109 to come close. The enemy fighters could be seen taking off long before the bombers came close to the target.

The target itself was well covered with fragmentation bombs. Three fires were ignited. The whole drome was covered by dust and smoke. Heavy, intense, accurate flak came from the target area. There was hardly a ship that wasn't riddled. Lt. Sacknoff of the 381st had better than 300 holes in his ship. Miraculously, of the crews that returned, only one had flak injuries, and they were not serious.

39

CONFIDENTIAL

CONFIDENTIAL

As soon as the formation left the target area the twenty to twenty-five ME109's who had made contact in the bomb run started in earnest to attack. They did lazy eights to their heart's content. The 381st lost two crews and so did the 380th. Four returning gunners had claims for destroyed ME-109's. It was a hard blow all things considered.

Our personnel complement on this raid were: Helsabeck, Upchurch, Marsh, Canham, Loutrel, Norvell, Hartman, Smith, Milius, Vestal, Harder, Stack, Cunningham, Wilson, Frost, Middleton, Lockhart, Davis, Rebello, Stimp, Payne, MacDonald, Swim, Parker, Bosworth, Foley, Dickey, Myers, Phillips, Bennett, Surbaugh, Ficeto.

The day of February 10th marked an emphasis on a new species of tactics in sea search. General Doolittle rode in the lead ship of a highly successful low level sea search. Of four barges (Siebel Ferries) sighted all were damaged or sunk with no loss to us. Only light flak of moderate intensity was experienced, and the damage we sustained was negligible.

The return of the nine ships seemed more of a feat. Only three of the nine returned. Rain squalls, snow, and ceiling zero characterized much of the weather on the return trip. Our crews were strung from Paddington near the front down to Biskra. All returned within two days.

428th personnel: Gshwandtner, Herold, Doolittle, Williams, Temple, and Stage.

After four days of really bad weather things cleared up sufficiently to permit operations again. The news reports seemed to indicate that the Axis made good use of this breather.

Six bombers were alerted to find shipping, in the bay of Tunis. Armed naval vessels were seen hove to in the bay. No attack was made once again. All aircraft returned safely, our men being these: Helsabeck, Upchurch, Norvell, Cunningham, Davis, Richardson.

CONFIDENTIAL

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On February 17th, we bombed our first target on Axis soil proper, Villacidre Airdrome in Sardinia. Twelve planes loaded with frags took off at 1310 hours.

The primary target was pretty well cloud obscured. However, nine aircraft were believed to have achieved excellent results on the drome. They bombed through a hole in the clouds. The lead three saved their bombs and dropped them on Decimomannu airdrome. Forty to sixty aircraft were parked in show parade formation. One string fell amongst these parked aircraft, and another string caused an explosion in the adjacent hangar area.

On the way home slight heavy and light flak was encountered from the city of Cagliari. A few scattered bursts were ineffective at the target. All aircraft returned unscathed.

428th personnel: MacDonald, Swim, Temple, Bosworth, Stage, Foley, Richardson, Dickey, Myers, Phillips, Surbaugh, Ficeto, Middleton, Walker, Helsabeck, Upchurch, Gshwandtner, Herold, Doolittle, Marsh, Frost, Loutrel, Norvell, Milius, Harder, Stack, Cunningham, Williams, Smith

Things looked pretty ominous this morning, the 21st of February. The Germans were driving through Kasserine pass. We were on alert to move within an hour if necessary. Somehow, we could sense that it wasn't as bad as all that, but we knew it was bad, and that our forces weren't nearly as strong as we wanted to believe.

At 1100 the first of the six plane search missions took off, looking for shipping. The briefing took an ominous tone for the orders were literally to do or die. The Axis was desperately short of gas and sinking the tanker that had been reported in the Mediterranean would go a long way toward decreasing Axis pressure on our ground troops.

The sea search was not fruitful. An HE177 on reconnaissance was inter-

CONFIDENTIAL

CONFIDENTIAL

cepted by the P-38's and dispatched, but not until its tail cannon had downed two of our fighters. In their eagerness they must have mistaken it for an HE-111. It was losses like this that hurt the most. One of the downed fighters made a good landing and we dropped him a life raft. Men of the 428th on the raid were: Williams, Truelove, Gshwandtner, Doolittle, Stage, Temple.

By noon more definite reports had arrived concerning this Axis fuel shipment. Six planes were alerted for a mission down the gun barrels. One was forced to return because of mechanical failures.

The tanker was seen sinking when last seen, the superstructure a raging inferno. It was reported to be of at least 10,000 tons. Lt. Canham and Milius of the 428th proceeded over an escorting cruiser, one of the four naval escort and left it with part of the stern below water. The mission was a phenomenal success.

At least two aircraft of the convoy's air cover were destroyed by the escort and S/Sgt Myers of the squadron downed a JU-88 on the bomb run. The flak, both light and heavy, and the machine gun fire was very intense and at point blank range it couldn't help but be very accurate. Lt. Milius, whose aircraft was badly damaged was forced to make a water landing thirty miles North of Cape Serrat. The fate of the crew was in doubt for two days.

Captain Whitis's aircraft was a complete washout. It was crash landed at Bone, a total wreck. 428th personnel on this raid were: Canham, Hartman, Milius, Vestal, Harder, Wilson, Frost, Middleton, Stilp, Myers, Foley, Surgaugh, Ficeto, Dickey, Parker, Rebello.

Of the three missions run from Berteaux on the twenty-second, Captain Helsabeck led one of the two over Kasserine pass. Eight aircraft proceeded to the target area only to find a nine-tenths cloud coverage, a 500-foot ceiling, and showers in the target area. Dejectedly, they returned with

42  
CONFIDENTIAL

CONFIDENTIAL

their bombs for they knew that troop concentration was to cause much damage. Weather has been one of the curses of February operation. 428th personnel: Helsabeck, Cunningham, Truelove, Lockhart, Davis, Norvell, Gshwandtner, Williams, Herold, Temple, Stage, Doolittle.

On the 23rd, Lt. Atkinson and his crew were lost (381st) after another successful sea search. Though the crews may have been assigned to different squadrons, the differences ended there. Cadet classmates, bunk mates, fellow fliers, a loss to one was a loss felt as keenly by all. The flying officers of the 381st occupied one side of the upstairs room in the administration building, the 428th, the other. Three of their seven were missing now. The next day raised the total to five of seven. When was it to be their turn, the 428th wondered. The hearts of the men were beginning to melt. In all seriousness the flying men would approach one or other of the ground personnel, entreating them that they be certain that these letters, that pile of francs, those pictures, get home. There wasn't any "if" implied. It was "when". Such were the minds of these men. To the bystander it was heartbreaking.

The morning of the 23rd found the situation more critical than ever. Three of our planes went on the first of two low level sea searches. Once again no shipping was observed.

One of the escorting P-38's was forced to land in the water for unknown reasons. Life vests and two rafts were dropped. Captain Helsabeck landed at Bome to speed air-sea rescue aid. 428th personnel: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Walker. Loutrel, Smith, Bennett, Phillips, Swim, Marsh, Stack, MacDonald, Bosworth, Payne.

In the second sea search the 381st lost two more crews--those commanded by Lt. Martin and Capt. Eddy. Major Ferguson, G.O. of the 381st, was riding with Capt. Eddy. Lt. Loomis and his crew of the 380th was also lost.

CONFIDENTIAL

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One of the returning three planes would never be fit to fly again. When was this to end? When was the 428th luck to fail us?

Twelve planes of the 12th Bomb Group did a fine job at Kasserine Pass. They'd been working on ground support targets for a week. Attached to the 12th Air Force from the Ninth, they were wise in the ways of making living conditions in the field most bearable. They helped us a lot. A swell bunch of boys.

It wasn't til the 28th that, after a much needed respite to gather scattered spirits into a fighting unit once again, there was another mission. The target was the bridges at La Heneta.

The bridge was definitely hit by delayed action 500 and 1000 lb. bombs. Both ends were hit and two more were seen to crash through the superstructure before exploding. Two flak batteries at the bridge were silenced. The bombs were dropped at altitudes from fifty to one hundred and fifty feet.

Slight light flak from the target area was ineffective. Anti-aircraft fire from a grove en route was similarly inaccurate. A great day. 428th personnel: Gshwandtner, Williams, Truelove, Mathis, Stage, Doolittle, Walker, Middleton, Frost, Surbaugh, Ficeto, Dickey, Jenkins, Marsh, Stack, McDonald, Bosworth, Payne, Hellsbeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Canham, Holley, Vestal, Rebello, Langford, Hartman.

March First. The mission for this date was more or less uneventful. The planes were out on a sea search and no shipping was sighted. Two destroyers were seen at a distance but no attack was made as our bombers were on the far leg of the search and were looking for merchant shipping.

Squadron members on this mission were: Hellsbeck, Cunningham, Walker, Colvin, Upchurch, Lockhart, Davis, Canham, Wilson, Vestal, Hartman, Rebello, Parker, Gshwandtner, Williams, Truelove, Norvell, Mathis, Kirkland, Marsh,

CONFIDENTIAL

CONFIDENTIAL

Stack, MacDonald, Bosworth, Payne, Middleton, Frost, Surbaugh, Everard, Dickey, Jenkins, Holley, Butterfield, Lindeberg, Haines, Richardson, Langford.

Our squadron lost one of its best-liked officers on the 2nd of March when Lt. Wilbur F. Call was killed in a motor accident. Other officers injured in the accident were: Lts. Shiver, Harris, Alexander, and Kuhn. The officers were being towed from Telergma to our base at Berteaux when they were rammed by a two and a half ton truck. Lt. Call was killed instantly. Lt. Shiver suffered a head injury and a broken leg. Lt. Kuhn's injuries were not determined as he was still unconscious. The other officers had head cuts and bruises.

On the 3rd, Lt. Call's funeral was held, at three o'clock. Lt. Kuhn died at two o'clock. Jimmy Smith, one of the enlisted men, suffered severe burns about the hands while starting a fire with gasoline.

The planes were out again, and the target was a landing ground in enemy territory without, as far as we knew, a name. It's coordinate number was Z-0456. There was no activity and no aircraft at the assigned target, so the bombers went on to a landing ground at Z-0048, which contained 15-20 aircraft. Bombs covered the entire target area, and strings were seen to fall across the field. There were eight or ten revetments on the field and another string was seen to fall the length of the field about fifteen yards in front of the revetments. Still another string fell across the road, where six trucks were parked, firing at the formation. Many planes were believed destroyed on the ground. Squadron members on the raid were: Cahham, Wilson, Vestal, Hartman, Rebello, Parker, Holley, Butterfield, Swim, Bennett, Langford, Marsh, Stack, Norvell, McDonald, Bosworth, Payne, Gshwandtner, Williams, Herold, Doolittle, Temple, Stage, Wheeler, Peterson, Lindeberg, Mathis, Kirkland.

45  
CONFIDENTIAL

CONFIDENTIAL

On the 4th of March Lt. Kuhn was buried. He had been with the squadron only a short time when he was killed. Lt. Milius left the squadron to report to the Headquarters of the Twelfth Air Force, and so the wearing away process started, and old friends began to leave on way or another.

Again our planes searched the sea in quest of enemy shipping. The weather over the water was CAVU, but no enemy shipping was sighted. Two destroyers were observed approximately five miles off Cape Bizerte, but no attack was made.

Squadron personnel on the search were: Gshwandtner, Williams, Truelove, Temple, Stage, Helsabeck, Cunningham, Upchurch, Colvin, Lockhart, Davis, Canham, Wilson, Vestal, Hartman, Rebello, Parker, Middleton, Frost, Surbaugh, Ficeto, Dickey, Jenkins, Holley, Butterfield, Swim, Richardson, Langford.

On the sixth we learned that Lt. Milius, who previously had gone to the Headquarters of the Twelfth air force, had been transferred to the Northwest African Training Command. Another sea search by the boys and again nothing happened. No enemy shipping sighted and all planes returned to the base with their bombs. The following received credit for the mission: Gshwandtner, Williams, Truelove, Doolittle, Temple, Stage, Middleton, Frost, Surbaugh, Mathis, Dickey, Jenkins, Helsabeck, Cunningham, Upchurch, Colvin, Lockhart, Davis, Marsh, Stack, MacDonald, Bosworth, Payne, Canham, Wilson, Vestal, Hartman, Rebello, Parker, Holley, Butterfield, Swim, Bennett, and Langford.

The seventh was a Bad day for the enemy's supply system. It started out like the rest--another sea search, but the ending was quite different. The group caught the enemy where it hurt. One large merchant ship, believed to be a freighter, received deadly hits. Huge columns of smoke and large

CONFIDENTIAL



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pieces of debris went high into the air and the ship was sinking when last observed. A small freighter was hit and seen to go down quickly. Two other ships were seen to be on fire. The escort reported three ships on fire. Both bombers and escort strafed the entire convoy, which consisted of from four to eight escort vessels. The flak was intense, and heavy at the target, accurate as to range, but poor on deflection. There was also intense light machine gun fire at the target. Sergeant MacDonald dropped a five hundred pound bomb in the dead center of one of the three ships sunk. When hit, the convoy was proceeding from Sicily to Tunis. Squadron members on the mission were as follows: Marsh, Stack, MacDonald, Bosworth, Kirkland, Peterson, Purifoy, Queen, Guilfoyle, Michalek.

The next day, in a most inspiring group formation, T/Sgt. Lockhart and S/Sgt Swim were presented with the Purple Heart by Colonel Hunter. Officers and enlisted men were in dress uniform to witness the citations. Later, in the squadron area, Captain Walker presented the combat wings to T/Sgt. Richardson, S/Sgts Bennett, Dickey, Ficeto, Langford, Myers, Stilp, Schletz, Swim, Naworski, Queen; Sgts. Payne, Surbaugh; Cpls. Phillips. This certainly was a day for celebration. Captain Aldridge, who formerly was squadron operations officer, arrived from England where for some months he had been sweating out orders to move.

On the eleventh there was another sea search. No shipping was sighted once again. Three small vessels were seen, believed to be destroyers or corvettes, but no attack was made on them. Flak was slight, heavy, and came from the small ships, but the formation was out of range. 428th personnel: Marsh, Stack, MacDonald, Bosworth, Kirkland, Hartman, Holley, Brock, Swim, Glass, Langford, Hellsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin Peterson, Purifoy Queen, Guilfoyle, and Michalek.

CONFIDENTIAL

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The other thing that made this a good day was the five kegs of beer that were rolled out for the boys, and the movie that night, "The Grapes of Wrath" which was shown in the new day room, the same being one of the out-buildings which had been fixed up with seats and cleaned out.

The following day the outfit had a battle on their hands. The mission was the same as usual--another sea search. The formation sighted eleven vessels consisting of Siebel Ferries and barges. As before there were two flights, upper and lower. Then ran into intense, accurate light flak and machine gun fire at the target. As the lower flight was on its bomb run, bombs from the higher element were seen to drop among the vessels and black smoke came up from two of them. The lower flight then tore into the vessels, dropping bombs and finishing what had been started by the first flight. It was hard to determine the exact damage done, as the weather was bad; however, an observed, Flight Lieutenant Dunn, R.A.F., was of the opinion that at least six vessels were sunk. A two-engine enemy aircraft, seen in the distance, was attacked by escort and seen to go down into the sea. Lt. Stack received a nasty shoulder wound from flak. The crews from 428th: Aldridge, Bingham, Truelove, Richardson, Versaw, Norvell, Sampson, Marsh, Stack, Mac Donald, Bosworth, Kirkland, Hartman, Schwane, Brock, Blaauw, Spender, Marrs, Black, Holley, Butterfield, Connors, Glass, Langford, Helsabeck, Hunter, Upchurch, Lockhart, Davis, Colvin, Vandenberg (General).

The group received notice that they had been cited by President Roosevelt for their good work. There was little else doing between the 12th and the 26th, the next mission. On the 15th, the combat crews left to go to the rest camp for a while. Lts. Thompson and Kelly, still somewhat shaken by their harrowing experience, left for the United States. On the 17th Lt. Harris was discharged from the hospital. Lt. Shiver and M/Sgt. Wood were evacuated to Oran. Captain Walker was appointed to the grade of Major. It

CONFIDENTIAL

CONFIDENTIAL

promised to be a pleasant surprise for him when he returned from rest camp.

The 22nd came, and with it orders to split the squadron into various echelons again. It looked as though we were in for another move, which seemed like a good idea. Berteaux was getting tiresome. That night there was an air raid alert, but as usual, we didn't even hear an airplane. It was getting so that no one got out of bed for the alerts.

Promotions began coming in for the officers in the squadron. Captain Walker was officially a Major, Captain Wilson from 1st Lt. to Captain, 2nd Lts. Blaauw, Brennan, Basich, Ferrand, Haines, Purifoy, Wescott, and Harder were all promoted to First Lieutenants. First Lieutenant Norvell was promoted to Captain. More promotions followed; 2nd Lt. Bingham, Butterfield, Cunningham, Frost, Lindeberg, Middleton, Smith, Wheeler, Williams and K.G. Wilson all promoted to First Lieutenant.

On the 24th the workshop caught fire. In it at the time was an ambulance, and before the fire could be put out, it had burned completely up, as did the workshop itself. All the decontaminating trucks were pressed into service, and there was a great deal of excitement and rushing around. Some of the combat boys returned from their rest cure, and said they had a wonderful time.

On the 26th, the Target was Grombalia tank farm. Ten of the planes dropped their bombs near a hill just South of Laverie. Two planes dropped theirs across the railroad track at the Northwest corner of town, and some hit the center of town, but apparently they missed the tank farm, for no explosions or fires were seen. Pamphlets were also dropped in the target area. 428th personnel: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Norvell, Walker, Peterson, Purifoy, Queen, Guilfoyle, Michalek, Brennan, Knight, Herring, Smit, Davis, Ganham, Wilson, Vestal, Rebello, Parker, Hartman, Brock,

CONFIDENTIAL

CONFIDENTIAL

Blaauw, Spencer, Marrs, Black, Aldridge, Bingham, Truelove, Richardson, Schletz.

The mission of the 28th of March was a sea search. Visibility was very poor, and there were broken clouds over the entire route. Twenty mile per hour surface winds made the sea very choppy, and the mission did not uncover any shipping. Only a few 428th crew members were out: Marsh, Wescott, MacDonald, Bosworth, Payne, Hartman, Middleton, Frost, Surbaugh, Ficeto, Dickey, Jenkind, Wheeler, Moulder, Swin, Mathis, Kirkland.

Fate struck the 428th a blow below the belt today--one as tragic as it was ironical. Fortunately it wasn't as bad as it might have been.

April 4th, 18 B-25's took off on a sea search once again at 1300 hours. This time bomber command allowed us to use the altitude approach. Once the target was sighted each box of six was to pursue a separate path so timed and coordinated that one would pass over the target as the other passed off, without being in any danger from the following bombs of the other and so that they could regain a close formation in jig time. As the attack was to come from three directions, one or two bombs were bound to hit the vessel with reasonably accurate bombing regardless of the change in course resulting from her evasive action. It was an opportunity to prove we could get results without employing the skip-bombing technique and its attendant losses.

Three merchant vessels and four escorting vessels were sighted. The largest was picked out for the target and the planned attack set off. A hospital ship--suddenly identified in the middle of the convoy, where international law decrees that it shouldn't be, threw the plan into an indeterminate state as some dropped their bombs, some didn't, and others altered their course, interfering with others.

Captain Helsabeck, in the lead, retained his bombs, whereas the

CONFIDENTIAL

CONFIDENTIAL

second element in his box dropped theirs. Knowing that a mission failure here might mean the skip bombing in the future he determined to hazard the flak for a second run on another vessel.

The second element left the first, having dropped its bombs. As the lead element of three dropped its bombs--alone and apart from the remainder the escorting ME-109's swooped down on what looked like duck soup. Five or six of 20 ME-109's went down to the kill. Davis in the lead whip killed the pilot of an ME-109 striking from eleven o'clock. The plane--minus a controlling hand, plowed through the tail of Lieutenant Middleton's ship. Both went down in uncontrolled spins. Four chutes were seen to open,--but five months later no other word has come of the crew. They were: 1st Lt. Roland Frost, 1st Lt. Laula Middleton, S/Sgt Norris Dickey, S/Sgt William Everard, S/Sgt Stephen Surbaugh, T/Sgt Howard Jenkins.

That it was S/Sgt Everard's first mission since he was shot down last February didn't help.

Five ME-109's continued after the remaining two. The 20 minute running dog fight that ensued is a saga of the B-25 and two magnificent pilots. Captain Helsabeck and his wing pilot, Lt. Wheeler maneuvered and teamed their fire power that S/Sgt Kirkland was able to shoot another down, damage another, with S/Sgt Davis's help and never sustain a hole therefor. It was an amazing performance--not another bomber in the world could have accomplished it. The A-20 might have more maneuverability but it doesn't have the quality of discouraging fire power.

One merchant vessel was seen to be burning, a stream of black smoke was pouring from the second. Intense, inaccurate light flak, and moderate heavy flak, inaccurate as to range, belched forth from the vessels at the target. 428th personnel: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Walker, Wheeler, Moulder, Swim, Mathis, Kirkland, Middleton, Frost, Surbaugh,

CONFIDENTIAL

CONFIDENTIAL

Everard, Dickey, Jenkins, Aldridge, Bingham, Truelove, Richardson, Schletz, Norvell, Brock, Blaauw, Spencer, Marrs, Black, Holley, Butterfield, Connors, Glass, Langford. (X)

BoRizzo on the 5th was the first Sicily target to come our way. It was a costly one for the Axis but again so it was for the 428th. Captain Aldridge crash landed just off the coast when his engines were severely damaged by flak at the target. Lt. Jackson of the hapless 381st landed nearby. Both crews seemed to emerge safely from their planes.

A complete surprise, some eighty to ninety aircraft were poorly dispersed on the airdrome. Strings of frags were seen to burst along the neat rows of aircraft. Installations adjacent to the field were hit.

Four ME-109's were seen to crash from the fire of the B-25's and one to the escort. S/Sgt Davis, S/Sgt Langford and Sgt. Payne of the 428th notched their guns for one each. The flak at the target was moderate and accurate.

That Lt. Roy Southward, the pilot of our first replacement crew, went down with Captain Aldridge was hard. It was his first mission, and he was separated from his twin brother with whom he had attended flying school. We lost also our "A" flight leader, our squadron navigator and bombardier. The lost crew: Captain Richards A. Aldridge, pilot, 2nd Lt. Ray Southward, Co-pilot, Captain Richard T. Norvell, Navigator, Captain Denver W. Truelove, S/Sgt Howard Schletz, T/Sgt Warren Richardson, Radio Operator. Other 428th crews on the mission were; Hellsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Walker, Wheeler, Moulder, Swim, Mathis, Kirkland, Canham, Wilson, Vestal, Stilp, Parker, Hartman, Gshwandtner, Williams, Herold, Temple, Stage, Doolittle, Loutrel, Smith, Naworski, Bennett, Marsh, Wescott, MacDonald, Bosworth, Payne, Brock, Blaauw, Spencer, Marrs, Black, Holley, Butterfield, Connors, Glass and Langford.

CONFIDENTIAL

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On the 6th, Captain "Gish" Gshwandtner led the group on an eighteen plane raid, a sea search mission. It was high altitude this time. The crews reported three hits and many near misses on a convoy of three merchant vessels and a convoy of four escorting vessels. Two were reported smoking and a third on fire.

The light flak was short and the moderate heavy flak was generally inaccurate. Five or six ME-109's--the convoy's top cover, were effectively screened from our bombers by our escort.

On the 10th sea sweeping was again the order of the day, but it was the air that was whisked clean. No shipping was sighted. However a formation of twenty-five JU-52's escorted by 4 JU-88's chanced across our path. It was a field day. Ten JU-52's and two JU-88's fell before the fire of the bomber's turrets. After the remainder of this Tunis-bound convoy was about obliterated by our escort, three ME-109's and an ME-210 intercepted them off Bizerte and stayed with them until the boys reached Cape Serrat. The escort accounted for one of these. S/Sgt Black got his first plane in this clay pidgeon meet. Crews on the sixth and the tenth respectively were: The sixth: Gshwandtner, Willsiams, Herold, Temple, Stage, Dooblittle, Pell, Loutrel, Smith, Naworski, Bennett Phillips, Marsh, Wescott, MacDonald, Bosworth Payne, Canham; Wilson, Vestal, Rebello, Brown, A.R., Hartman. And the tenth: Hel-sabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Brock, Blaauw, Spencer, Marrs, Black.

Part of the plan to eliminate the effectiveness of Axis air support was to hit each landing ground with craters. The mission of eighteen aircraft on the 11th of April was one of this nature. Visited frequently previously, St. Marie duZit was loaded with flak, mostly mobile stuff. This, and the lack of knowledge concerning permanent enemy flak positions in the area made ack-ack fire an especial hazard.

CONFIDENTIAL

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This time this landing ground West of Tunis and North of the road from Medjez El Bab was well covered. The revetments in the West, the Western side and the central portions of the field were particularly hard hit.

The flak at the target was moderate to intense and accurate. The holes in the ship was sufficient testimony of its effectiveness to and from the target. Intense light flak en route was below altitude.

In any case the boys all came back, though they were battle-scarred. On the whole it was a very commendable performance. 428th personnel: Gshwandtner, Williams, Herold, Temple, Stage, Doolittle, Walker, Bingham, Knight, Queen, Martin, Wink, Canham, Wilson, Vestal, Rebello, Meyers, Hartman, Loutrel, Smith Naworski, Bennett Phillips, Peterson, Purifoy, Foley, Guilfoyle, Michalek, Amirault.

Two missions were flown against landing grounds on the twelfth. The second was led by Captain Helsabeck on the Oudna Landing Ground. Again the target was reported to be well covered. One string was dropped among three aircraft parked in the center of the field. Black smoke billowed from the landing ground on the turn away.

The defenses at the target were slight and generally inaccurate. En route they were subjected to fire in three places but no damage was incurred. The successful direction of the route through the least well-defended area in the hotbed of ack-ack West and North of Tunis is a tribute to the ability of Lt. Colvin, the lead navigator--from the 428th. All planes returned safely. 428th personnel: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Walker, Brock, Blaauw, Spencer, Marrs, Black, Holley, Butterfield, Connors, Glass, Langford, Marsh, Wescott, Keys, Bosworth, Payne, Wheeler, Moulder, Swim, Mathis, Kirkland, Bingham, Knight, Queen, Martin, Wink, Canham, Wilson, Vestal, Rebello, Myers, Hartman, Peterson, Purifoy, Foley, Guilfoyle, Michalek, Reed, R.H.

CONFIDENTIAL



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Just one ship of the 428th participated in our next raid on Gudna, an 18 bomber affair on the 16th of April. Since the first raid the airdrome had been repaired and this time twenty aircraft were seen on the target. Not far from Tunis, it occupied a strategic location. The bombing set off one large, violent, explosion. The bulk of the bombs hit the target. One string straddled a rail line just South of the field obtaining several direct hits. All planes returned safely. Strangely, there was no flak. 428th personnel: Wheeler, Moulder, Swim, Mathis, Kirkland,

Evidences of fifteen paratroops having landed some thirty or forty miles Southeast of Berteaux was discovered today. A double alert was posted on the planes. Nothing came of it.

The 18th was a red letter day in the history of the group. Thirty-nine aircraft took off for the extreme Northwest tip of Sardinia. Once the area was reached, eighteen proceeded to Port Torres, ~~sinking~~ sinking one Merchant vessel burning, setting another afire and severely damaging the docks. The bomb pattern was exceptionally well concentrated. Two columns of black smoke streamed up from the railroad yards. One large explosion was reported. Highly successful.

The second eighteen led by Captain Helsabeck bombed nearby Fertilia for its first allied visit. Forty to fifty aircraft were dispersed on the field. The whole drome was covered with frags. The hangar installations on either side were hit. A gasoline storage dump was set off. An estimated twenty-five aircraft were destroyed. That seemed to be a conservative generalization.

Absolutely no opposition was encountered. It was too good to be true.

The grand success was climaxed in the evening by a banquet in which General Doolittle was the star guest. All available personnel of the air force who had participated in the Tokio raid gathered in our bar to celebrate the anniversary of the raid. Captain Truelove was gone, of course, but

55 CONFIDENTIAL

CONFIDENTIAL

Major Bower, Major Wilder, Captain Pound, and Captain Daniels and Major Hoover were there. The group was well represented, and it made us swell with pride.

The announcement of the fate of their less fortunate mates on that remarkable raid, --already surmised--cast a bit of a pall on the little band--as it did amongst allied airmen all the world over. Here the hurt was especially sharp--and many must have vowed that the day will come when--.

428th personnel on the day's raid: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Walker, Brock, Blaauw, Spencer, Marrs, Black, Holley, Butterfield, Connors, Glass, Langford, Loutrel, Smith, Naworski, Bennett, Glover, Canham, Wilson, Vestal, Rebello, Myers, Hartman, Peterson, Purifoy, Foley, Guilfoyle, Michalek, Amirault, Gshwandtner, Dauley, Herold, Temple, Stage, Doolittle, Wheeler, Moulder, Swim, Mathis, Kirkland, Bingham, Knight, Queen, Martin, Wink.

The 428th contributed ten planes to the group's third twelve-plane raid of the day on Axis landing grounds. K-2338 North of Tunis was the target. Five to eight aircraft in the Southwest corner of the field were in the center of the area most heavily covered by 100 pounders. The Southeast Northwest, and central position (two aircraft reported here were also well hit) Two buildings on the North end of the field were left burning. Intense accurate flak was thrown up at the target and near the target but all returned safely.

A gunner of the 379th was killed by flak on the second raid. 428th Personnel: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Ridenour, C.H., Col., Brock, Blaauw, Spencer, Marrs, Black, Holley, Butterfield, Connors, Glass, Langford, Marsh, Wescott, Keys, Bosworth, Payne, Gshwandtner, Williams, Herold, Temple, Stage, Doolittle, Wheeler, Moulder, Swim, Mathis,

56 CONFIDENTIAL

CONFIDENTIAL

Kirkland, Bingham, Knight, Queen, Martin, Wink, Canham, Wilson, Vestal, Rebello, Myers, Loutrel, Smith, Naworski, Bennett, Glover, Peterson, Purifoy, Foley, Guilfoyle, Michalek, Reed.

Eighteen aircraft participated in another fruitless sea search on the 23rd of April. The lack of shipping was a surprise considering the dire straits of the Axis. All planes returned safely. 428th personnel: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Brock, Blaauw, Spencer, Marrs, Black, Holley, Butterfield, Connors, Glass, Langford, Canham, Wilson, Vestal, Rebello, Myers, Hartman, Loutrel, Smith, Naworski, Bennett, Glover, Peterson, Purifoy, Swim, Guilfoyle, Michalek, Amirault.

Five days later another eighteen ship flight participated in an altitude sea search early that morning. At 0813 two unescorted medium-sized vessels were seen and the formation deployed for their runs. One direct hit and many near misses were observed on the targets. When last observed it was burning and had stopped. Fighters confirmed this report. Fighter-bombers of the escort scored a direct hit on the other merchant vessel.

Intense light flak at the target was short of range and slight, heavy flak was no better. Two ME-109's, the top cover, were driven off by the escort. An ME-210 came up from low on the deck. S/Sgt. Horace S. Marrs, radio operator and lower turret gunner dispatched him as he passed beneath. It was his first claim.

428th personnel on the 28th raid: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Brock, Blaauw, Spencer, Marrs, Black, Holley, Butterfield, Connors, Glass, Langford, Canham, Wilson, Vestal, Rebello, Myers, Hartman, Loutrel, Smith, Naworski, Bennett, Glover, Peterson, Purifoy, Foley, Guilfoyle, Michalek, Reed.

No shipping was seen early on the sea sweep of the 29th. However a patrol of ten to twelve ME-109's and one 6-engined flying boat were sighted.

57 CONFIDENTIAL

CONFIDENTIAL

Only two of them slipped past our escort and one of these was shot down. The P-38's destroyed the flying boat and two of the fighters.

Shortly after the attack one good-sized naval vessel was sighted in the distance but the fighters were too short of gas to risk an attack that might take them another fifteen minutes. If the purpose of the patrol was to force our formations to return they were successful. 428th men on the raid: Gshwandtner, Williams, Herold, Temple, Stage, Doolittle, Wheeler, Moulder, Swim, Matbis, Kirkland, Bingham, Knight, Queen, Martin, Wink, Amirault.

The assigned target for eighteen aircraft on April 30th was the landing ground at J-3850. The target was barren of planes and any installations or dumps. The formation leader decided to bomb a road junction on the Tunis-Medjez-El-Bab highway just Southeast of the target. Direct hits were scored by the maze of 100 pounders that fell. 30,000 nickels were strewn all over the course over Axis territory.

Heavy, intense and very accurate flak studded the course both in and out at the target,--At Massacault, St. Cyprien, and Borj Toual. We lost Lt. Sullivan and his crew of the 379th from a direct hit by St. Cyprien guns. Perhaps two chutes were seen to open. The planes were really riddled. As the campaign neared its climax the penned-in enemy was affording exceptional ack-ack opposition. 428th personnel: Canham, Wilson, Vestal, Rebello, Myers, Hartman, Loutrel, Smith, Naworski, Bennett, Glover, Peterson, Purifoy, Foley, Guilfoyle, Michalek, Amirault, Marsh, Wescott, Keys, Bosworth, MacDonald, Brennan, Southward, Herring, Smit, Davis, Bingham, Knight, Queen, Martin, Wink.

By the fifth of May the Axis was indeed in dire straits. We were prepared to go all out once again in low level sea sweeps to annihilate the evacuating force. However, to minimize potential losses the flights of six were to make runs in elements of two. If just one vessel were found, only one element would cross it. The second two would stand by only if the first was unsuccessful.

58 CONFIDENTIAL

CONFIDENTIAL

Just off the Egadi Islands they flushed a convoy of one medium merchant vessel and two small ones. It was unescorted. All three vessels were attacked and all three hit. The largest sank immediately, another was sinking rapidly and the third was burning so furiously that its complete gutting could reasonably be assumed. It was strictly a 428th mission and another feather in the unit's Indian chief headdress. Machine gun fire from the vessels was ineffective. 428th personnel: Gshwandtner, mission leader; Williams, Herold, Martin, Stage, Doolittle, Brock, Blaauw, Spencer, Marrs, Warlie, Holley, Walker, Connors, Glass, Langford, Marsh, Wescott, Keys, Bosworth, Wink, Brennan, Southward, Herring, Smit, Davis, Peterson, Purifoy, Queen, Guilfoyle, Michalek, Reed.

The 6th of May raid on the Port of Fayignana in the Egadi Islands was part of the policy to deprive the Axis of as many vessels as possible for an evacuation. The bombs were generally long, but a few near misses were scored on the two merchant vessels in the harbor. Bombs covered the dock areas so the raid was by no means a total loss.

Slight heavy, inaccurate flak was to no avail in the target area. An ME-109 off Bizerte kept a respectful distance. On return a few scattered bursts from positions on the other islands of the group were far enough off to be quikotic. 428th men participating: Gshwandtner, Williams, Herold, Stilp, Davis, Doolittle, Wheeler, Moulder, Swim, Mathis, Kirkland, Bingham, Knight, Queen, Martin, Wink, Marsh, Wescott, Keys, Bosworth, McDonald, Brock, Blaauw, Spencer, Marrs, Warlie, Canham, Wilson, Vestal, Rebello, Myers, Hartman, Loutrel, Smith, Naworski, Glover, Bennett, Peterson, Purifoy, Herring, Guilfoyle, Michalek, Amirault.

In many respects the mass raid on Palermo on May 9th marks a change or a hallmark in the development and use of our air power in the Mediterranean,

59 CONFIDENTIAL

CONFIDENTIAL

The fact that mass coordinated attacks were possible reflected our increased strength. That we were able to attack the Axis closer to the roots of its effort thereby crippling its capabilities more or less permanently rather than hitting vessels, planes, and other more tactical targets, is indicative of another important change.

Captain Helsabeck led better than one hundred medium bombers in an effort against the marshalling yards and docks of Palermo. The entire operation was a complete success. It was the largest daylight operation in the history of air warfare in this theater.

The assigned marshalling yards area was covered. Many direct hits on the tracks were noted.

The flak was intense, heavy, and described as very accurate. There were enough guns to throw up barrage flak and the tracking type also. Old timers declared it was the most intense concentration they had ever braved. All aircraft returned safely. The news of the Axis crumbling in Northern Tunisia wasn't at all hard to take. Joy reigned supreme in the group bar that night.

428th Personnel: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Hunter, Brock, Blaauw, Spencer, Marrs, Waffie, Holley, Butterfield, Connors, Glass, Langford, Marsh, Wescott, Keys, Bosworth, MacDonald, Wheeler, Moulder, Swim, Mathis, Black, Bingham, Knight, Queen, Martin, Wink, Canham, Wilson, Vestal, Rebello, Myers, Hartman, Loutrel, Smith, Naworski, Bennett, Glover, Peterson, Purifoy, Foley, Guilfoyle, Michalak, Reed, Gshwandtner, Williams, Herold, Stilp, Ciampi, Doolittle.

Marsala on the 11th was a repetition of Palermo. Area assigned again was devastated. Smaller Marsala was more completely demolished than Palermo. Columns of billowing smoke 8,000 feet high could be seen sixty miles away. The coordinated attack seems the air forces' most deadly weapon.

Slight heavy flak at the target was bolstered by an attack of from

60 CONFIDENTIAL

CONFIDENTIAL

twelve to fifteen ME-109's, FW-190's and RE-2001's from nearby airdromes. Three ME-109's were destroyed by the bombers in the attack just after target. One B-25 that was piloted by Lt. Timmerman of the 380th was crippled by fighters and then from flak coming from guns on Favignana. Though four members of the crew were hurt, the plane made a successful crash landing at Cape Zebib. The plane was a total loss. 428th personnel: Canham, Wilson, Vestal, Rebello, Myers, Hartman, Loutrel, Smith, Naworski, Bennett, Glover, Peterson, Puriofy, Foley, Guilfoyle, Michalek, Amirault, Marsh, Wescott, Keys, Bosworth, MacDonald, Holley, Butterfield, Connors, Glass, Langford, Brock, Blaauw, Spencer, Marrs, Warlie.

By May 13th the final issue in Tunisia seemed a matter of hours--and so it proved to be. Another aerial armada made for Cagliari that morning. Almost a million pounds of explosives were dropped in this record-breaking daylight raid. The 310th again was in the vanguard of the medium bombers.

The marshalling yards was in ruins the next day. A terrific explosion followed by a spurting black column of smoke was a result of a direct hit on the chemical plant. The bulk of the town was obliterated from view by a pall of gray and black smoke. Cagliari boasted a population of 100,000 early that morning. After this raid a few weeks later it dropped to 7,000.

Moderate heavy accurate flak came from the target area and at least one flight of six suffered substantial damage. All planes returned. Heavy units reported that smoke was visable from the African coast. 428th personnel: Gshwandtner, Williams, Herold, Stilp, Stage, Doolittle, Johnson, Col., Wheeler, Moulder, Swim, Mathis, Kirkland, Reed, Bingham, Knight, Queen, Martin, Wink, Marsh, Wescott, Keys, Bosworth, MacDonald, Akers, E.A., Brennan, Southward, Herring, Smit, Davis, R.M., Brock, Blaauw, Spencer, Marrs, Warlie, Basich.

61 CONFIDENTIAL

CONFIDENTIAL

The campaign in Tunisia is over but for the air forces the war goes on. On the 14th of May 36 B-25's of the 310th, nine from the 428th, took off to bomb Olbia Harbor in Northeastern Sardinia. With Cagliari soon to be out, Olbia looms doubly important. The targets for the last two weeks have included many important harbors. It looks as though the design was much greater than just to cripple a potential evacuation effort.

Direct hits were made on two of three merchant vessels and many near misses were scored on a third. The docks were plastered by one flight of twelve. The escorting fighter bombers achieved a direct hit on a large merchant vessel anchored in the outer harbor. A large oil slick began spreading and a fire was started as a result of the P-38's effort.

Slight heavy and light flak came up from the target area. As they proceeded across land, inaccurate fire of the guns of Port Torres was short. The escort destroyed at least one of a dozen enemy fighters on the approach to the target and they destroyed a sea plane on the return trip. All of our aircraft returned safely. 428th personnel: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Pell, Brock, Blaauw, Spencer, Marrs, Warlie, Holley, Butterfield, Connors, Glass, Langford, Bower, Marsh, Keys, Wescott, Bosworth, MacDonald, Bremicker, Maj, O., Wheeler, Beatty, Swim, Mathis, Kirkland, Amirsault, Bingham, Knight, Queen, Martin, Wink, Canham, Wilson, Vestal, Rebello, Myers, Hartman, McConnell, Maj, O., Loutrel, Smith, Bennett, Glover, Naworski, Peterson, Purifoy, O'Valle, Guilfoyle, Michalek.

The next three days were declared a holiday. Many of the personnel took off for parts unknown, The Colonel took a plane to Cairo, Captain Daniels flew one to Casablanca, and amongst others, Lt. Rouchs of the 381st took off for Oran. On the return trip they hit a mountainside in the overcase. Another vacation turned to tragedy.

CONFIDENTIAL

62



CONFIDENTIAL

On the 18th operations were resumed once again, against little Pantelleria, but forty miles off Cap Bon in Tunisia. The targets were the docks and adjacent installations in the city of the supposed Axis "Malta".

Strings walked through the docks, jetties, and adjacent works. The gun positions there, special targets, were well covered by the smoke and debris of bomb hits. Some fifteen small craft were obliterated by a string that paralleled the docks.

The harbor and its area emitted heavy inaccurate flak of moderate intensity. All aircraft returned safely. Twelve ships of the 428th participated in the flight of thirty-six. Captain Helsabeck led the flight. 428th personnel: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Hunter, Brock, Blaauw, Spencer, Marrs, Warlie, Basich, Holley, Butterfield, Connors, Glass Black, Marsh, Wescott, Keys, Bosworth, MacDonald, Brennan, Southward, Herring, Smith, R.M. Davis, Smith, Kach, Versaw, Temple, Ciampi, Gshwandtner, Gena, Herold, Stilp, Stage, Pell, Wheeler, Moulder, Swim, Mathis, Kirkland, Bingham, Knight, Queen, Martin, Wink, Canham, Wilson, Vestal, Rebello, Myers, Hartman, Loutrel, Buglass, Naworski, Bennett, Glover, Peterson, Purifoy, Foley, Guklfoyle, Michalek, Reed.

For variety's sake they gave us an airdrome for a target on the 19th. Of the 24 aircraft that attacked Milis airdrome only one was 428th. Forty to forty-five multi-motored aircraft were dispersed on the target. The installations and aircraft dispersed on the North side of the field were particularly well hit. Here alone some six to eight fires were set off. At least six aircraft were hit when 100 pounders beat a tattoo on the East dispersal area. Fires were started in the South dispersal area also.

Some ten enemy aircraft engaged the escort, and one of them was seen to crash into the sea. Flak at the target was slight, heavy, and inaccurate, hence, innocuous. 428th personnel: Brennan, Southward, Herring, Smit, Davis,

63 CONFIDENTIAL

CONFIDENTIAL

The target was Alghero on the 20th, Alghero-Fertilia, unhit since the Porto Torres raid. Twenty-four aircraft led by Captain Hellsabeck dropped fragmentation bombs across the Southwest, Northeast corners and the center of the field. Fires were reported. The runway was hit as were at least three separate dispersal areas. Some thirty multi-engined bombers were dispersed on the field.

Again it was very slight heavy and light flak through which they flew, although more was expected. Two single-engined aircraft made no attempt to attack. All aircraft returned safely. 428th personnel: Hellsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Walker, Holley, Butterfield, Connors, Glass, Black, Marsh, Wescott, Keys, Bosworth, MacDonald, Brock, Blaauw, Spencer, Marrs, Warlie, Brennan, Southward, Herring, Smit, Davis, Smith, Koch, Versaw, Temple, Ciampi, Gshwandtner, Gena, Herold, Stilp, Stage, Doolittle, Karosen, Wheeler, Moulder, Swim, Mathis, Kirkland, Bingham, Knight, Queen, Martin, Wink, Canham, Wilson, Vestal, Rebello, Myers, Hartman, Beatty, Buglass, Naworski, Bennett, Glover, Peterson, Purifoy, Foley, Guilfoyle, Michalek, Amirault, Basich.

Villacidro airdrome received a load of frags on the 21st, but it was costly to the group. Intense, accurate, heavy flak in the target cost us two airplanes and crews, Lt. McCormick of the 380th and Lt. Beachum of the 379th.

The Eastern half of the airdrome, our target in a coordinated effort with the 321st Bomb Group was particularly well hit on the Northern side. One gun position was silenced. The Southeast dispersal area was hit by one flight. At least twenty-five aircraft were seen on the target. Fires and black smoke obscured observation.

One of a large number of intercepting Axis fighters was destroyed by the formation. At least four more were put away by the escort. The enemy aircraft followed the formation hoping for a straggler. The radio operator and aerial gunner of Lt. Lindke's ship (379th) bailed out of his craft when

64 CONFIDENTIAL

CONFIDENTIAL

evasive action became so violent that it seemed the ship was out of control.  
428th personnel: Holley, Butterfield, Connors, Glass, Black.

The next airdrome on the black list was Olbia-Venafiorita in Sardinia on the 24th of May. Fifteen to twenty aircraft were dispersed on the landing ground. Thirty-six dropped 2,484 frag bombs in the four corner areas and the center. A few aircraft were dispersed in each of these general areas. One direct hit was reported on an ME-323. Two large fires burst forth from buildings in the Southeast corner of the drome as a result of hits.

Six to eight enemy aircraft engaged the last flight of the formation. One of their number was shot down just after the target with no loss to the bombers.

Moderate to intense and accurate flak resulted in the slight damage of a few aircraft of our bunch, but all bombers returned safely.

428th men: Helsabeck, Cunningham, Upchurch, Lockhart, Davis, Colvin, Walker, Brock, Blaauw, Spencer, Marrs, Warlie, Holley, Butterfield, Connors, Glass, Ciampi, Marsh, Wescott, Keys, Bosworth, MacDonald, Canham, Wilson, Vestal, Rebello, Myers, Hartman, Loutrel, Buglass, Naworski, Bennett, Glover, Peterson, Purifoy, Foley, Guilfoyle, Michalek, Reed, Gshwandtner, Gena, Herold, Stilp, Stage, Doolittle, Wheeler, Moulder, Swim, Mathis, Kirkland, Bingham, Knight, Queen, Martin, Wink.

The next episode in the history of the 428th took place on the 26th when Gela-Ponti Olivo airdrome on the South Coast of Sicily was pounded. It was a job well done. The bulk of the bombs strung down the edges but a few strings down the center enveloped at least seven aircraft. Several fires sprang up in the center of the field.

Slight heavy flak at the target proved harmless though later Lt. Campbell veered off for Malta when one engine went out for unknown reasons.  
428th personnel: Gshwandtner, Gena, Herold, Stilp, Stage, Doolittle, Walker,

CONFIDENTIAL

CONFIDENTIAL

Bingham, Knight, Queen, Martin, Wink, Holley, Butterfield, Connors, Glass, Storms, Williams, Edwards, Lim, Jack, Black, Marsh, Wescott, Keys, Bosworth, MacDonald, Hartman, Brennan, Southward, Herring, Smit, Davis, R.M., Smith, Koch, Versaw, Temple, Ciampi, Brock, Blaauw, Spencer, Marrs, Warlie, Peterson, Purifoy, Foley, Guilfoyle, Michalek, Amirault.

The 27th of May was a day of much reorganization. Captain Canham, Captain Hellsabeck, Captain Gshwandtner, Lt. Doolittle, Lt. Herold, Lt. Upchurch, S/Sgt Stage, and T/Sgt Rebello and Lockhart were removed from combat. Captain Hellsabeck became Squadron Operations Officer, Captain Canham 379th Operations Officer, Lt. Upchurch became Squadron Bombardier, Lt. Doolittle became squadron Navigator. Lt. Lindberg became squadron adjutant, Lt. Haires became Executive Officer, Lt. Harris became an Intelligence Officer, Lt. Marsh, Beatty, Holley, and Brock became respectively A, B, C, and D flight leaders. Lt. Davis became Squadron Armament Officer. It looked like a new squadron. 1st Lt. Colvin was transferred to Wing.

On the 28th work against the Axis was resumed. The airdrome today was Sciacca on the Southwest coast of Sardinia. Thirty-six aircraft dropped their bombs all over the countryside. A navigational error caused a late landfall East of the target. Poor visibility only added to the confusion. The flak was slight and inaccurate from a point five miles from Ribera and Argento.

One B-25 left the formation on the climb. From the escort we gathered that he was forced to make a water landing. Nothing has been heard from them since. You guessed it-- it was the 381st. Lt. Stecher and his crew this time. 428th personnel: Holley, Lambert, Boatler, Glass, Langford, Williams, Edwards, Spencer, Black, Jack, Smith, Koch, Versaw, Temple, Ciampi, Brennan, Southward, Herring, Smit, Davis, Wheeler, Moulder, Swim, Mathis, Kirkland, Beatty, Gena, Wartman, Stilp, Myers, Loutrel, Buglass, Naworski, Bennett, Glover, Peterson, Tooles O'Valle Guilfoyle, Michalek, Reed.

66 CONFIDENTIAL

CONFIDENTIAL

On May 29th it was Pantelleria again, and it looked like the little island was in for it this time. The West end of town and the R.D.F. were the specific targets and they were demolished. Dust obscured results. Moderate heavy and light flak was off in deflection again. All aircraft returned safely. 428th personnel: Marsh, Wescott, Vestal, Bosworth, Storms, Hartman, Walker, Wheeler, Moulder, Swim, Mathis, Kirkland, Amirault, Bingham, Knight, Queen, Martin, Wink, Brock, Blaauw, Keys, Marrs, Warlie, Weld, Ols., Brennan, Southward, Herring, Smit, Davis, R.M., Smith, Koch, Versaw, Temple, Ciampi.

The evening of the 29th was the occasion for a grand farewell party. Captains Gshwandtner, Canham, and Helsabeck were to leave for Bomber training Command and they were given a final send-off. With them went much that was the heart of the unit. Everyone became improperly high and sumptuously satiated with hamburgers and French beer. A friend of the Major's, Lt. Jane Salisbury, offered a pleasing diversion to our female-starved eyes.

Pantelleria again for the last raid of the month, the 31st. Eighteen B-25's participated. It seemed as though the effort was going to accumulate for a purpose. 53,000 pounds of bombs is a lot to rain on only three gun positions. They were reported well covered--but it takes a direct hit to knock out a gun for good. Smoke as usual hindered observation on a pin point target like that.

The flak was moderate heavy, with poor deflection. The study was becoming monotonous. 428th personnel: Holley, Bower, Boatler, Glass, Langford, Young, Williams, Edwards, Spencer, Jack, Black, Smith, Koch, Versaw, Temple, Ciampi, Loutrel, Buglass, Naworski, Bennett, Glover, Peterson, Purifoy, Lim, Guilfoyle, Michalek, Reed.

The First of June anywhere else would be a sign for great rejoicing, for lightly turning one's thoughts to this and that. But the first of June

67 CONFIDENTIAL

CONFIDENTIAL

for us merely meant another raid, this time on Olbia Harbor. Eighteen aircraft dropped forty-two 1000-pounders on three merchant vessels in the inner harbor. A probable hit and several near misses resulted in heavy black smoke from a 400-footer just Southwest of the pier. Northeast of the mole another 400-footer received a direct hit and was left burning. The third merchant vessel was missed. One crew reported a direct hit on the end of the pier.

Four B-25's were hit by moderate to intense accurate heavy flak at the target. For three minutes thereafter, ten ME-109's and MA-200's bore in. Two more aircraft were damaged by their fire. One B-25 of the 379th crash landed in the sea within swimming distance of Phillipville. The crew was rescued. Another of the 381st was washed out at Bone. Only one 428th plane participated: Butterfield, Murphy, Connors, Colley, Storms.

Three days later, Pantelleria was struck again. Three more gun positions were inundated. Several fires were set off this time. Slight to moderate heavy flak afforded mighty little opposition. Two of the positions from which fire was experienced were targets. They were silenced. Lt. Marsh led twelve of the planes in the formation of eighteen. 428th personnel: Marsh, Wescott, Vestal, Bosworth, Ringler, Hartman, Walker, Bingham, Knight, Queen, Martin, Wink, Wheeler, Moulder, Swim, Mathis, Reed, Brock, Blaauw, Keys, Marrs, Warlie, Brennan, Southward, Herring, Smit, Davis, R.M., Butterfield, Murphy, Connors, Colley, Storms, Holley, Lambert, Boatler, Glass, Langford, Calvin, Col., Obs., Williams, Edwards, Spencer, Jack, Black, Smith, Koch, Versaw, Temple, Ciampi, Beatty, Gena, Wartman, Stilp, Myers, Walsh, Peterson, Purifoy, O'Valle, Guilfoyle, Michalek, Amirault, Loutrel, Buglass, Naworski, Bennett, Glover.

Eighteen more planes and two more gun positions on the bomb-batty isle on the fifth. Only this time it wasn't a milk run. As we left the

68 CONFIDENTIAL

CONFIDENTIAL

target, fifteen to twenty ME-109's and FW-190's attacked. Our escort had gone ahead and left us. We lost Lt. Schlitzkus's plane (379th). S/Sgt. Koon, the bombardier, was the only one not rescued. The crew was pretty badly shot up. S/Sgt Langford of the 428th claimed two of the five ME-109's shot down. We were fortunate that it wasn't worse. 428th personnel: Brock, Blaauw, Keys, Marrs, Wallie, Wortman, Bower, Brennan, Southward, Herring, Smit, Morris, Butterfield, Murphy, Connors, Colley, Storms, Holley, Lambert, Boatler, Glass, Langford, Bremicker, Col., Obs., Wescott, Hogan, O'Valle, Chalmers, Donaldson, Reed, Puriofy, Hartzell, Lim, Martin, J.E., Skypeck.

June 6 was a memorable day for the thought it represented. Lt. Marsh, T/Sgts Rebello, Lockhart, and S/Sgt. Stage left for home. It's a thought that's dear to the hearts of all of us. After a month of echelon making, rumors, and impending moves, the unit was finally on its way to a new location.

Lt. Lindeberg took an advanced detail to King's Cross at Kondiat, Tunisia, South of Souk El ~~Kehis~~ on the first of the month. On the fourth, fifth, sixth, and seventh, the remainder of the unit made its way by B-25 or truck convoy.

Our new base was set in the center of a flat plateau area surrounded by hills. The area was lush agricultural ground--richer than any we had seen in Africa. The runway was large enough for a fighter to take off across the breadth of the field. Outside of this, nothing could be said for the place. It was incredibly dusty and hot, and there was no shade or relief from the heat anywhere. The wheat fields in and around the field caught fire several times while we were there, and all available equipment had to be rushed to the fire before it caused damage to the equipment on the field. Tall weeds with large white flowers covered the squadron area and had to be hacked down before the place was habitable. Finally, however, we managed to set up camp.

69

CONFIDENTIAL

CONFIDENTIAL

On June 8th the first operation out of our new base at King's Cross was a 428th Squadron affair. It was a three plane mission to drop some 100,000 surrender pamphlets to the armed and civilian forces of Pantelleria. Lt. Peterson led this unique mission. It was his first as both element and mission leader.

Another item of sentimental interest involved the return to combat of the old "077", the "Reluctant Dragon". The battered bomber, Captain Helsebeck's old ship, has been enjoying a rest cure since its venerable master completed his remarkable tour of operations.

The plane which was once featured by the INS in a nationwide story is now entrusted to the care of 2nd Lt. Thomas Southward. This was his first sortie in the left side of the cockpit. He couldn't have picked a more tried and true plane.

The assigned area was covered with the load. Very slight, in-accurate heavy flak was experienced by the formation. The personnel taking part in the mission were: Peterson, Tooles, Wortman, Guilfoyle, Michalek, Walker, Southward, Edelman, Lanning, Kelly, Hirt, Purifoy, Hartzell, Lin, Martin and Skyepek.

Lt. Holley lead a flight of 36 planes on a gun position in Pantelleria on June 9th. The mission was a remarkable piece of precision bombing. 10 elements of 12 laid their bombs across the target area, and for a target that small it was something of a feat. A large explosion accompanied by a bright red fire indicated that the battery's ammunition dump was also destroyed.

Lt. Holley's performance was exceptional for his first attempt at flight leader. Indeed, it would have been considered excellent for the most seasoned commander.

One single-engined enemy aircraft was observed, but no contact was made. Very slight in-accurate flak was thrown up, typically Italian. 428th personnel having a part of the mission were: Holley, Whitehurst, Vestal, Glass, Langford, Hartman, Hunter, Wheeler Moulder, Swim, Mathis, Stevens, Reed, Bingham, Knight,

70

CONFIDENTIAL



CONFIDENTIAL

Queen, Martin, Wink, Beatty, Gena, Wortman, Stilt, Myers, Doolittle, Brennan, Stewart, Herring, Smit, Davis, Wescott, Hogan, Naworski, Chalmers, Donaldson, Brock, Blaauw, Keys, Marrs, Warlie, Holmes, Walker, Williams, Edwards, Spencer, Jack, Black, Smith, Waugh, Versaw, Temple, Ciampi, Loutrel, Buglass, Boatler, Bennett, Glover.

The mission for June 10th was Pantelleria's gun position #1, just North and East of the city, this time by an aerial armada of 42 planes of our group. The raid seemed part of the program of striking the Isle with additional vigor for her refusal to surrender.

The area was completely devastated. The two buildings used for pinpointing the battery area were demolished and the bulk of the 1,000 pounders were right on the target. The mission was a new high for the weight of bombs dropped on one raid by our group. 126,000 lbs. of bombs dropped on one raid by our group on one gun position. Was ever a target twice as large accorded the same amount of missiles?

Slight, heavy flak of good range and general poor deflection was encountered. It did no damage.

For the first time since he became Squadron Commander, Major Walker was allowed to fly his own plane on a mission. It was number 30 for our C.O. Boys on this one: Holley, Whitehurst, Vestal, Glass, Langford, Hartman, Wheeler, Moulder, Swim, Mathis, Kirkland, Bingham, Knight, Queen, Martin, Wink, Walker, Harder, Box, Upchurch, Reynolds, Doolittle, Brennan, Stewart, Herring, Smit, Davis, Wescott, Hogan, Naworski, Chalmers, Donaldson, Brock, Blaauw, Keys, Marrs, Warlie, Williams, Edwards, Spencer, Jack, Black, Smith, Wilson, Versaw, Temple, Ciampi, Loutrel, Lim, Buglass, Boatler, Bennett, Glover, Butterfield, Sebor, Connors, Colley, Storms, Purifoy, Hartzell, Martin, Skyeck.

71

CONFIDENTIAL

CONFIDENTIAL

The last visit to luckless Pantelleria of the 310th Group was on June 11th consisting of 48 planes. It was the most ambitious effort of the group from the point of view of planes flown on a single mission.

The "cease bombing" signal was received 10 minutes after leaving the target. In the preceding 24 hours, better than a 1,000 plane flotilla had dumped their lethal load on the wee isle. 100 of these sorties were the 310th. Never has so small a target been so heavily hit.

The first assigned target was a section of road that was well covered. A large ammunition dump was hit--- the resulting explosion sending debris and smoke a mile high.

The second aiming point was the barracks area near the drome, fires and explosions being seen. One transport plane was hit.

The 3rd target was another road area near the coast. Results were questionable, but no matter, the Island was done. The absence of flak is a testimonial to the accuracy of the work of the previous days. All planes returned from the mission safely. Members of the mission: Walker, Harder, Upchurch, East, Morris, Doolittle, Wheeler, Moulder, Swim, Mathis, Stevens, Bingham, Knight, Queen, Martin, Wink, Peterson, Tooles, Hotopp, Guilfoyle, Michalek, Southward, Edelman, Lanning, Kelly, Mirt, Butterfield, Sebor, Connors, Colley, Storms, Beatty, Gens, Wortman, Stilpp, Myers, Brennan, Stewart, Herring, Smit, Davis, Wescott, Hogan, Naworski, Chalmers, Donaldson, Brock, Blaauw, Keys, Marrs, Warlie, Williams, Edwards, Jack, Spencer, Black, Smith, Koch, Versaw, Temple, Ciampi, Wilson.

The smoke had hardly cleared away from hapless Pantelleria when the AAF, on June 12th, switched her might to an all out attack on Lampedusa.

Pantelleria shuddered under the weight of 8,000,000 pounds of explosives the week before her surrender. It was the first time in the history of warfare that air power -- virtually alone and unaided was able to cause a stronghold to

72 CONFIDENTIAL

**CONFIDENTIAL**

surrender. The "campaign" of Pantelleria was a tribute to detailed planning and precision bombing. It can't help but have an ominous meaning to the enemy.

Today, 48 planes of our group in two missions of equal size participated in the first day's effort to subdue Lampedusa in a similar fashion. Bombs covered half the city, wiped out two or three warehouses at the harbor's edge, and straddled some gun positions. The barrack area was well covered. Some bombs fell amongst 7 or 8 boats in the N.W.E. section of the harbor. Lampedusa hoisted the flag of truce tonight. Participants in the raid were: Holley, Whitehurst, Vestal, Glass, Swim, Langford, Hartman, Wheeler Moulder, Mathis, Stevens, Reed, Bingham, Knight, Queen, Martin, Wink, Brock, Blaauw, Keys, Marfs, Warlie, Wilson, Southward, Edelman, Hirt, Lanning, Kelly, Smith, Koch, Versaw, Temple, Ciampi, Beatty, Gena, Wortman, Stilp, Myers, Brennan, Stewart, Herring, Smit, Davis, Weacott, Hogan, Naworski, Chalmers, Donaldson, Loutrel, Buglass, Boatler, Bennett, Glover, Butterfield, Waugh, Connors, Colley, Storms, Purifoy, Hartzell, Lim, Martin, Skyepeck, and Amirault.

On June 15th, after a two day rest, the 310th rode again and the riding was rough. The target for the day was Sciacca Airdrome. 50 aircraft were officially reported on the field. At least two-thirds of our bombs hit the Southwest side of drome and the dispersal area amongst the olive trees on the South end of the field. A number of hits were seen amongst the planes and some building installations were hit.

Moderate to intense heavy flak with good range and poor deflection emanated from the town of Sciacca, around the drome, and Cape San Marco. Little damage was incurred from the flak, though Lt. Wortman had a rather close call with a fragment that cut the shrouds of his chute and bruised his shoulder.

The formation was attacked by 20-25 ME-109's, FW-109's, and MA-300's before and over the target. 5 enemy aircraft were destroyed and one was probably destroyed by our aircraft.

**CONFIDENTIAL**

CONFIDENTIAL

It was a narrow escape for "50". Lt. Peterson's plane was pretty hard hit but fortunately in no vital spot. However, Lt. Peterson gave orders to be ready for a crash landing before he ascertained that no vital damage had been incurred. Sgt Michalek shot down the offender. It was an ME-109 and his first victory. Lt. Butterfield's ship was also considerably worse for the wear.

Sgts Michalek, Donaldson, and Myers each claimed one destroyed. It was the 3rd for Myers. Pvt Skyeck, of our squadron, and S/Sgt Carthell, of the 381st, obtained an ME-109 and FW-190 respectively. S/Sgt Langford claimed a probable. All in all it was a shooting day. The 428th "Pursuit Squadron" did well in this raid. Members of our squadron who had a hand in this "hot one": Holley, Whitehurst, Vetal, Glass, Langford, Hartman, Wheeler, Swin, Moulder, Mathis, Stevens, Reed, Bingham, Knight, Queen, Martin, Wink, Brock, Keys, Marrs, Ringler, Southward, Lim, Eelman, Lanning, Kelly, Hirt, Smith, Koch, Versaw, Temple, Ciampi, Beatty, Gena, Wortman, Stilp, Myers, Brennan, Stewart, Herring, Davis, Wescott, Hogan, Toolles, Naworski, Chalmers, Donaldson, Peterson, Hotopp, Guilfoyle, Michalek, Amirault, Butterfield, Sebor, Connors, Colley, Storms, Purifoy, Hartzell, Martin, and Skyeck.

The following is a press release concerning the mission:

Hardly catching their breath from their nearly month long pounding of Pantelleria and the swift capitulation of Lampedusa, one of the B-25 Mitchell Groups in the medium bomb wing of the Strategic Air Force today accounted for certain destruction of five enemy aircraft and one probable in an attack on the Scilian Air Base of Sciacca.

In addition to taking the measure of the Axis in the air, they scored hits among dispersed aircraft on the ground, as well as among airdrome buildings. Among the victory claimants today was Sgt Michalek, South Lyon, Mich., whose Mitchell made home despite hits in vulnerable parts as it left the target. He said: "Approaching the target, we were attacked by four planes from the right. The flak was heavy, but we muddled through and dropped our bombs. Just as we were leaving the target, five other enemy fighters, peeled off and came in at our tail from the right side. One hit our right engine nacelle, knocking out our electrical equipment, but I retaliated by shooting him down, in flames. We swapped lead back and forth. He was plenty stubborn, coming in to about 250 yards before going down in flames. I put tracers into a second plane but he couldn't stand the heat and pulled away. We thought that our gas tank was full of holes when the gauge failed to work. The pilot then called through the inter-phone to get set for a crash landing in the Mediterranean but when we checked we found we would make the landing field "OK", if the hydraulic system operating the landing wheels hadn't been damaged by enemy fire. Fortunately, everything was intact. So now we will get more joy rides with the pilot, Lt. A.C. Peterson, Buffalo, N.Y., whose cool-minded flying brought us back

74 CONFIDENTIAL

CONFIDENTIAL

safely 10 feet above the water". His victim was an ME-109.

Describing the tussle with the Axis fighters, S/Sgt Loy G. Myers, Hume, Ohio, another turret-gunner, who got his third victory, an ME-109, asserted: "They were very daring -- like a football player streaking toward the goal after a sneak play, but our interception was too good, and down they went".

Sgt William M. Donalson, 1562 N. High St., Columbus, Ohio, who also got an ME-109, remarked about the stubbornness of the enemy: "They were very stubborn," he said, "to the point of losing their lives. One crossed on top of us about 250 yards away and I raked him from prop to rudder. I saw him crash into the water."

Other claimants, also turret-gunners, were: S/Sgt Richard J. Corthell, Whitman, Mass., a FW-190, and Sgt George F. Skyeck, Holyoke, Mass., an ME-109.

S/Sgt Alvin I. Langford, Chester, Pa., claimed a probable destruction of an ME-109.

On this mission the B-25s were escorted by the Lightnings from the same group which today strafed radio installations at Marsala and left them smoking and in flames.

Today, June 18th, the raid on Golfo Aranci in the Northern part of Sardinia ranks with the best the group has ever accomplished. It is one of the two or three that will stand out brightest in the annals of the 310th.

Two waves of 18 led by Captain Coddington of the 381st and Lt. Brock of our unit knocked out two merchant vessels, damaged a third, and severely damaged installations, docks and jettys. Photos revealed a truly remarkable set of bombing patterns. Railroad tracks near the jetty were hit and strikes on many buildings on the west side of town emitted clouds of smoke.

The formation and the escort of P-38's were intercepted at the target by approximately 50 ME-109s, FW-190s and MA-200s. Until another comes along, the strength of this enemy formation will stand out as the largest that has so far intercepted any medium bomber group, known to this writer.

Perhaps more remarkable was the performance of the gunners --- particularly ours. Not a ship was lost, though a couple received minor damage. The gunners accounted for eight enemy fighters. Pvt Black, S/Sgts Langford, Glover, Bennett, and Myers, all of the 428th, each accounted for one ME-109. S/Sgts Sczcniaik, Eddie Smith and Everett Liffett, of the 380th, also claimed ME-109s. The fact that all claimants were flying at the tail end of the flights speaks volumes for their performance. The P-38s accounted for 15 other fighters for the loss of one.

75 CONFIDENTIAL

CONFIDENTIAL

23 enemy aircraft destroyed of 50 for one lost! This, coupled with the remarkable bombing drew a particularly fine commendation from General Doolittle. It was quite a lick! Participants of the raid were: Brock, Fleming, Keys, Marrs, Warlie, Hartman, Elker, Waugh, Davidson, Snoddy, Tow, Sierlicki, Bingham, Knight, Queen, Martin, Wink, Beatty, Gena, Lanning, Stilp, Myers, Wortman, Brennan, Stewart, Smit, Herring, Davis, Wescott, Hogan, Naworski, Donaldson, East, Glass, Holley, Whitehurst, Vestal, Langford, Williams, Edwards, Spencer, Jack, Black, Smith, Koch, O'Valle, Temple, Ciampi, Reed, Loutrel, Fleming, Boatler, Bennett, Glover, Butterfield, Hook, Sebor, Connors, Colley, Storms, Buglass, Sandstrom, Kalis, and Rankin.

On June 21st, the 310th sent 36 ships to the continent proper for the first time. The target was Salerno, just south of Naples. Salerno is the bottle neck through which all rail transport to the toe --- and hence, Sicily, --- must necessarily pass. The major target was a large trestle and the impressive marshalling yards around it. Many direct hits were reported on the trestle and industrial buildings and the railroad. The spur southeast of the trestle was seriously damaged. Smoke and dust covered the target area.

The target course took the formation within easy sight of the Isle of Capri and Sorrento. They were silent today. No flak was experienced, no fighters seen. All in all a good day --- except for Lt. Loutrel.

Old "083's" left engine started ailing on the climb to the target. The right engine began sputtering on the dive to the deck after the bomb run. Full rich mixture cured the left engine, but violent, vigorous vibrations caused by the right engine could only be stopped by feathering. Lt. Loutrel limped into Sidi Ahmed with one good (?) engine. On the approach leg, the remaining power plant gave signs of disinterest and to make it worse, the wheels wouldn't lock in their lowered position. The motor and the balloon barrage ahead excluded the possibility of going around.

Landing was the only alternative. One wheel locked on contact, the other

76 CONFIDENTIAL

CONFIDENTIAL

didn't. The result -- no O83. No one was injured, but there is one less of our original war horses that can be alerted. Active personnel: Holley, Wilson, Wink, Vestal, Glass, Langford, Hartman, Bingham, Knight, Queen, Martin, Peterson, Hirt, Toolles, Hotopp, Guilfoyle, Michalek, Southward, Edelman, Lanning, Kelly, Purifoy, Hartzell, Lim, Martin, Skypeck, Brock, Fleming Keys, Marrs, Warlie, Williams, Koch, Edwards, Spencer, Jack, Black, Smith, O'Valle, Bosworth, Ciampi, Loutrel, Fleming, Wortman, Bennett, Glover, Buglass, Sandstron, Kalis, Hook, Rankin, Butterfield, Sebor, Foley, Colley, Storms, and Reed.

The next raid in which the 428th participated had the Olbia Venafiorita A/D for its target on June 28th. The formation of 36 a/c was led by Major Walker.

The entire target area was well covered by fragmentation bombs. Hangars in the southeast corner were left burning, and some 15-18 large a/c in this area were believed damaged or destroyed. 3 other fires were started, and one aircraft in the northwest corner received a direct hit taking off and crashed into another a/c, destroying both.

5 enemy fighters made no attempt to close in. The flak was of the heavy variety, slight to moderate, and inaccurate. The day was most memorable for the 428th effort which put 18 planes over the target. Far cry from the day when the group could muster no more than 8 or 9 serviceable aircraft. Just another symbol of our group's growing power. Participants in this raid were: Walker, Harder, Upchurch, East, Tow, Morris, Doolittle, Blaauw, Wilson, Nessif, Bosworth, Agin, Waugh, Davidson, Snoddy, Sierlicki, Loutrel, Fleming, Boatler, Bennett, Glover, Buglass, Sandstron, Rankin, Kalis, Hook, Butterfield, Sebor, Connors, Colley, Storms, Holley, Whitehurst, Glass, Vestal, Langford, Hartman, Wheeler, Moulder, Swim, Mathis, Kirkland, Reed, Bingham, Toolles, Knight, Queen, Martin, Wink, Peterson, Hotopp, Guilfoyle, Michalek, Foley, Southward, Edelman, Kelly, Hirt, Purifoy, Hartzell, Lim, Martin, Skypeck, Brock, Fleming, Keys, Marrs, Warlie, Martin, Williams, Edwards, Spencer, Jack Black, Smith, Koch, O'Valle, Temple, Ciampi, Beatty, Gena, Lanning, Stilp, Myers, Wortman, Smit,

77 CONFIDENTIAL

CONFIDENTIAL

Brennan, Stewart, Herring, Davis, Wescott, Hogan, Naworski, Chalmers, Donaldson, and Amirault.

On June 30th, 36 aircraft, the 3rd twelve of which were led by Lt. Holley, dropped 300 pounders on the Sciacca Airdrome in Sicily. The entire landing area, including the runway was well covered. Fires were started amongst buildings just southwest of the landing area. A flak position in this area was also covered. Some 30-35 aircraft were dispersed on the field.

Four to six ME-109s attacked the last element of the formation -- ours. S/Sgt Langford probably destroyed one of the more persistent. However, what was more important was the flak. It was moderate to intense and very accurate. Though no serious damage resulted, the planes brought back considerable evidence of a mighty rough mission. The boys were glad to get back in one piece. Happy warriors of the 428th on this mission were: Peterson, Toolles, Hotopp, East, Michalek, Amirault, Southward, Edelman, Lanning, Kelly, Hirt, Purifoy, Hartzell, Lim, Martin, Skypeck, Beatty, Gena, Kalis, Bosworht, Morris, Wortman, Brennan, Stewart, Herring, Temple, Davis, Wescott, Hogan, Naworski, Chalmers, Donaldson, Buglass, Sandstron, Foley, Hook, Rankin, Holley, Whitehurst, Vestal, Glass Langford, Hartman, Wheeler, Swim, Moulder, Mathis, Kirkland, Reed, Bingham, Knight, Queen, Martin, and Wink.

The month of June saw by far the greatest weight of bombs dropped by our group in any one month. It played better than a minor part in the fall of Pantelleria. The 428th shot down 9 enemy aircraft without loss to us. The June 18th raid was a new high in the amount of fighter interception of any of our formations, and also with a new high for bombing accuracy. It well deserved the commendation of Major General Doolittle. The 428th was largely responsible for the good showing that day. We lost one plane during the month; Lt. Loutrel's crash landing in 083 at Sidi Ahmed after our first Italy raid.

July 3rd saw a 36 plane formation visit Milis Airdrome in Sardinia. The airdrome was well covered with the exception of the northern corner. The south-south-

78 CONFIDENTIAL



CONFIDENTIAL

western dispersal area which contained about 15% of the planes and installations was particularly well covered by mixed 500 and 300 lb bombs. Direct hits on two aircraft started fires. A large explosion on the west side of the drome could be felt at 10,000 feet. Black smoke billowed up a mile high.

Though no aircraft were seen in the air, flak provided much more effective opposition than our last trip there. It was described briefly as moderate to intense and accurate. Flight Officer Hoyghtalmy of the 381st was forced to crash land in the water just off the target.

Lt. Brennan's bombardier, Sgt Herring, suffered an arm injury by fragments that entered the nose. Our warriors that trip were: Holley, Whitehurst, Vestal, Glass, Langford, Hartman, Wheeler, Wilson, Swim, Mathis, Kirkland, Reed, Waugh, Davidson, Snoddy, East, Agin, Loutrel, Stewart, Boatler, Bosworth, Mc Donald, Hook, Buglass, Sandstron, Nessif, Rankin, Butterfield, Sebor, Stewart, Colley, Storms, Beatty, Gena, Kalis, Stilp, Myefs, Wortman, Brennan, Fleming, Herring Smit, Davis, Southward, Edelman, Lanning, Kelly, Hirt, Brock, Fleming, Keys, Marrs, Warlie, Martin, Williams, Edwards, Spencer, Jack, Black, Smith, Koch, O'Valle, Temple, Campi, and Amirault.

July 4th, the Anniversary of our Declaration of Independence seemed to mark the inaugural of another series of raids designed to further cripple the air force in Sicily by first: actually damaging enemy planes, and second: by rendering more airdromes unserviceable.

Today, the first target was Gerbini #6, the sixth of nine satellites to the parent drome. On these 10 Gerbini dromes alone -- in their concentrated position, some 171 fighters, not to mention other types had been reported just the day before. the signs were ominous.

Happily of 10-15 ME-109's seen only three made passes and those were ineffectual. Flak -- slight to moderate of the heavy type, was generally very inaccurate.

Unhappily, identification difficulties made for only fai results. Hits were

79 CONFIDENTIAL

CONFIDENTIAL

observed at East and West ends of target and largely off of it. Some strings were through the center of the field a mile off. 15 a/c were seen on this second field and their damage is a matter of conjecture. Load was 300 and 500 pounders.

Our gladiators were: Holley, Whitehurst, Vestal, Glass, Langford, Hartman, Wheeler, Moulder, Swim, Mathis, Kirkland, Reed, Waugh, Davidson, Snoddy, East, Lim, Agin, Beatty, Gena, Kalis, Stilp, Myers, Wortman, Brennan, Fleming, Stewart, Smit, Davis, Southward, Edelman, Lanning, Kelly, Hirt, Brock, Fleming, Keys, Marrs, Jack, Warlie, Martin, Williams, Edwards, Spencer, Black, Smith, Koch, O'Valle, Temple, Ciampi, Amirault, Loutrel, Stewart, Boatler, Bosworth, Mc Donald, Sandstron, Hook, Nessif, Rankin, Butterfield, Sebor, Colley, and Storms.

The target for the fifth of July was the 1st Satellite in the Gerbini system. Some 36 planes participated in this fiasco over eastern Sicily.

Strings of bombs fell from South to North along the extreme East edge of the field, with the Northeast section being particularly well hit. Several strings fell in an area between the Southwest corner of the field and a railroad. One large and three smaller fires were started in the Northeast section of the field.

Tardy recognition of the target prevented one element from bombing Satellite #1. This element dropped its load on Ponte Olivo Airdrome as a target of opportunity. A direct hit was seen on one of six aircraft and several others may have been damaged.

6 to 8 ME-109s and MA-200s attacked the formation ineffectually just after the target. Moderate to intense heavy flak of fairly accurate quality was experienced at the target. Some inaccurate heavy flak at Licato Gela, Ponte Olivo Airdrome. On the whole the results were poor. Only two of our crew went on the mission: Walker, Harder, Upchurch, Reynolds, Box, Doolittle, Buglass, Sandstron, Nessif, Hook, and Rankin.

The morning of July 6th, 36 B-25's led by Lt. Holley dropped 275x300 lb bombs on the Biscari/San Pietro A/D in central Sicily. Bombs started at the Southwest

CONFIDENTIAL

CONFIDENTIAL

end of the Airdrome and strung across the entire length of the field. The runway and landing areas were completely covered. One group of buildings and installations were also hit. The result: one Axis airfield definitely done in. The results were particularly heartening since the last few performances were definitely mediocre. Perhaps another feather in LT. Holley's cap.

No flak or enemy aircraft observed. From every point of view the ideal mission.

Personnel of the 428th were: Holley, Whitehurst, Vestal, Glass, Langford, Hartman, Wheeler, Moulder, Swim, Mathis, Kirkland, Reed, Wilson, Doty, Stewart, Bosworth, Mc Donald, Walker, Harder, Upchurch, Tow, Sierlicki, Buglass, Sandstron, Nessif, Hook, Rankin, Butterfield, Sebor, Hotopp, Colley, Storms, Brock, Fleming, Keys, Marrs, Warlie, Martin, Williams, Edwards, Spencer, Jack, Black, Smith, Koch, O'Valle, Temple, Ciampi, Amirault, Beatty, Gena, Kalis, Stilp, Myers, Wortman, Waugh, Davidson, Snoddy, East, Agin, Southward, Edelman, Lanning, Kelly, and Hirt.

Gerbini #7 was visited by 36 B-25's July 7. Several strings of bombs fell through the center of the L/G, others were seen to cut across the southeast corner where 6-8 enemy aircraft were reported parked. One flight of 6 bombers failed to identify the target and bombed Catania Airdrome. Results unobserved.

The Gerbini system now consists of one airdrome and 14 satellites -- closely grouped and extremely well camouflaged. Insufficient target identification aids for the most part to add to bombing difficulty. As a result, considerably more air strength is required to knock them out than would usually be the case.

Moderate, heavy flak of better than usual accuracy from the target area and along the coast from Catania and Mass Reitano. A new landing strip was discovered in the way of observation.

Personnel on the raid were: Brock, Fleming, Keys, Marrs, Warlie, Martin, Jack, Williams, Edwards, Spencer, Black, Smith, Koch, O'Valle, Temple, Ciampi, Amirault, Walker, Tooles, Upchurch, Tow, Sierlicki, Buglass, Sandstron, Nessif, Hook, Rankin, Butterfield, Sebor, Hotopp, Colley, Storms, Beatty, Gena, Kalis, Stilp, Myers, Agin,

CONFIDENTIAL

CONFIDENTIAL

Wortman, Waugh, Davidson, Snoddy, East, Southward, Edelman, Lanning, Kelly, Hirt, Holley, Whitehurst, Vestal, Glass, Langford, Hartman, Wheller, Moulder, Swim, Mathis, Kirland, Reed, Wilson, Dory, Stewart, Bosworth, and Mc Donald.

On the 9th of July, Gerbini #7 was visited once again with somewhat more favorable results. Several strings of bombs hit across the center of the field and runway. Some hits were also observed on the extreme end of the runway and the field. One large explosion and fire was observed on the target. Crews reported 10-15 aircraft on the drome. One flight bombed to the east of the primary target and is believed to have hit the southwest corner of Satellite #3. Two fires and an explosion were observed as a result of this bombing.

Though no flak emanated from the target, some came from Gerbini A/D and along the coast from Catania down to Pazallo Harbor. No enemy aircraft engaged. S/Sgt Paul Mathis was the first man in the squadron to complete 50 missions and for that reason was taken off combat status. To our knowledge he was the first radio operator of the first AAF bomber to land in Africa. His has been a remarkable tour of duty.

The boys that took part in the raid: Holley, Whitehurst, Vestal, Glass, Reed, Langford, Hartman, Peterson, Wheeler, Moulder, Swim, Mathis, Kirkland, Wilson, Dory, Foley, Bosworth, Mc Donald, Beatty, Chambers, Kalis, Stimp, Myers, Wortman, Waugh, Davidson, Snoddy, East, Agin, Wescott, Hogan, Naworski, Chalmers, Donaldson, Brock, Fleming, Keys, Marfs, Warlie, Martin, Williams, Spencer, Jack, Black, Smith, Koch, O'Valle, Temple, Ciampi, Peterson, Tooles, Hotopp, Martin, Michalek, Amirault, Southward, Edelman, Lanning, Kelly, Hirt, Butterfield, Sebor, Connors, Colleyand Storms.

Sciaccia Airdrome on July 10th proved to be as formidable as it was tragic. Flight Officer Collins and his crew of the 381st had their craft literally blown from the sky. Flight Officer Collins was as well liked as any officer on the base and one who seemed to have a rich military future ahead of him. For the 381st it

82 CONFIDENTIAL

CONFIDENTIAL

was the 13th crew lost since we arrived in Africa.

Lt. Denton, the other wingman in the element, was forced to land at Sousse because of flak damage. 6 other planes suffered considerable damage and four crew members returned injured. The flak was described as very intense and very accurate; S/Sgt Kirkland, a veteran of 48 missions exclaimed, "Without a doubt, the worst yet!"

Reports indicate that bombs of the 36 plane formation covered the entire drome; the center of it being particularly hard hit. Hits were reported among parked aircraft at the south central edge of the field. A large explosion with a bright red fire and much smoke was observed coming from the target area.

Our squadron had two crew participating: Smith, Koch, O'Valle, Temple, Ciampi, Waugh, Davidson, Snoddy, East, and Kirkland.

36 B-25s took off to bomb Sciacca Airdrome on July 11, the same target hit the day before. This time though flak damage was heavy no losses were sustained. At least 21 a/c were hit, five of which were forced to land at dromes nearer the East Coast. Lt. Buglass brought his plane into Sousse with a feathered prop on one engine.

Intense, very accurate, heavy flak was experienced over target and from positions at Menfi, the town of Sciacca, and Cape San Marco.

The result is another of the truly amazing feats of the 310th. Of the 55 a/c on the field, photo interpretation confirmed the destruction of 39 aircraft and damage to another pair. Higher echelon authorities described it as the most successful bombing of an airdrome by a single group since the start of the war. That damage was incurred with 300 pounders rather than fragmentation bombs seems almost beyond belief.

It could be interpreted as another feather in the hat of Lt. James T. Holley. Another crackerjack job of flight leading --- happily coincident with remarkable bombing.

83

CONFIDENTIAL

CONFIDENTIAL

Pvt Robert W. Temple, Captain Gshwandtner's old radio operator, achieved his fifty trips against the Axis today. He was another boy who participated in the group's first raid.

428th personnel on the raid: Holley, Whitehurst, Vestal, Glass, Langford, Hartman, Walker, Wheeler, Moulder, Swim, Stilp, Kirkland, Reed, Wilson, Stokes, Foley, Bosworth, Mc Donald, Bingham, Knight, Nessif, Martin, Wink, Peterson, Tow, Blaauw, Tiefel, Stewart, Houseman, Gena, Kirtley, Konchinsky, Manfre, Stevens, Brock, Fleming, Keys, Marrs, Warlie, Martin, Williams, Edwards, Spencer, Jack, Black, Smith, Koch, O'Valle, Temple, Amirault, Loutrel, Stewart, Boatler, Martin, Glover, Lick, Buglass, Sandstron, Queen, Hook, Rankin, Butterfield, Sebor, Connors, Colley, Storms.

July 12th Found Gerbini #10 the subject for briefing. 36 B-25s took off in the morning to render it useless. Hits were observed across the center and east one-third of the target. A few bombs were short and over. Close proximity to another airdrome caused one flight to hit #8 and a new landing ground unreported before, just south of the target. Perhaps 20 aircraft were on the last drome mentioned, and possibly 10 were rendered unserviceable.

10-12 ME-109s and MA-200s attacked just after leaving the target. A probable and a destroyed, the latter shot down by Sgt John R. Lyon, added to the group's total bagged. F/O Cook, of the 381st, was so badly riddled that the radio operator and top turret gunner bailed out. They landed close to the front lines and returned to our base three days later unmarked by their experience.

Slight, inaccurate, heavy flak was the only obstacle at the target. More flak was thrown up along the East Coast until friendly territory was reached. On the whole, it was the most successful of the Gerbini raids.

For 1st Lts W.A.K. Wheeler, W.J. Hartman, and E.W. Williams, the date marked the close of at least the first phase of their combat career. Lt Wheeler obtained his own plane for his 19th raid, Lt Williams received his for his 34th. Lt Hartman was our outstanding navigator at the time of his retirement. It was his pin-point-

84 CONFIDENTIAL

CONFIDENTIAL

ing that enabled the Air Sea Rescue Service to find Lt Milius and his crew on that memorable day, February 21st. His successor will have large shoes to fill. The Squadron shall miss all three for both military and personal reasons.

Crew members that trip were: Beatty, Chambers, Kalis, Stilp, Myers, Wortman, Wescott, Hogan, Naworski, Chalmers, Donaldson, Butterfield, Sebor, Connors, Colley, Morris, Brock, Fleming, Keys, Marrs, Warlie, Martin, Williams, Edwards, Spencer, Jack, Black, Smith, Koch, O'Valle, Tow, Ciampi, Amirault, Holley, Whitehurst, Vestal, Glass, Langford, Hartman, Wheeler, Moulder, Swim, Martin, Kirkland, Reed, Wilson, Stokes, Foley, Bosworth, Mc Donald, Peterson, Tooles, Hotopp, Hook, Michalek, Hirt, Southward, Edelman, Lanning, Kelly, Waugh, Davidson, Snoddy, East, and Agin.

The target of July 13th was Enna, and it had for its purpose to weaken transport facilities to central Sicily particularly from the Northwest. The target was not located and San Catalso was hit ineffectually. Near misses on tracks, sidings, rolling stock and roads were observed. A barracks installation northwest of town was the only hit worthy of mention. No flak or fighters observed.

Perhaps the most important result of the mission was S/Sgt Robert O. Kirkland, Lt Wheeler's gunner, achieving his fiftieth raid. S/Sgt Kirkland had  $3\frac{1}{2}$  planes to his credit -- S/Sgt Ferrie O. Parker, since grounded by eye trouble, and he were co-owners of the squadron's first claim, against ME-323. His loss can't help but leave a gap.

Personnel on that one: Holley, Whitehurst, Vestal, Glass, Langford, Peterson, Waugh, Davidson, Snoddy, East, Agin, Wilson, Stokes, Foley, Bosworth, Mc Donald, Reed, Loutrel, Stewart, Boatler, Martin, Lick, Glover, Buglass, Sandstrom, Queen, Hook, Rankin, Butterfield, Sebor, Connors, Colley, Kirkland, Beatty, Chambers, Kalis, Stilp, Myers, Wortman, Wescott, Hogan, Naworski, Chalmers, Donaldson, Smith, Koch, O'Valle, Jack, Ciampi, Bingham, Knight, Nessif, Martin, Wink, Blaauw, Tiefel, Stewart, Tow, Houseman, Gena, Kirtley, Kochinsky, Manfre, and Stevens.

36 B-25s headed for Enna the morning of July 14th, to fulfill the assignment

85 CONFIDENTIAL

CONFIDENTIAL

mapped the day before. The road junction was inundated by well-directed strikes. Direct hits on the railroad tracks at both ends of the tunnel were observed. The town was hit by one element. Several large buildings were hit and a large fire was ignited on the north edge of town. Excellent work.

Slight heavy and light flak were experienced over the target. 4 unidentified single-engine fighters made no attempt to attack.

We had only two crews that trip: Blaauw, Tiefel, Stewart, Tow, Houseman, Gena, Kirtley, Kochinsky, Manfre, and Stevens.

July 16 was another red letter day for the Air Force, Group, and Lt. Holley. 36 aircraft took off for Vibe Valencia Airdrome led by Lt Holley. They covered the entire landing field with high explosives. It was about as sweet a bombing pattern ever dropped by the Group.

When the smoke and haze cleared, five or six fires were observed in dispersal areas, and four more were seen from direct hits on hangars and buildings in the barracks area. Actually, it means the almost total loss to the Axis of one of her most precious airdromes.

Photo interpretation reveals 75 aircraft, chiefly fighters, on the field. Of these, 50 were destroyed and two damaged by the efforts of our Group, and the following 321st Group. Vibe Valencia was the last base from which any effective enemy air opposition might have harassed our ground troops. The success was timely and truly amazing.

The eight or ten enemy fighters seen at the target were driven off by the escort. No flak experienced.

Participants of our squadron were: Holley, Walker, Vestal, Glass, Langford, Lim, Wilson, Dory, Foley, Bosworth, Mc Donald, Reed, Butterfield, Sebor, Connors, Colley, Storms, Bingham, Knight, Nessif, Morris, Wink, Martin, Blaauw, Tiefel, Stewart, Tow, Houseman, Gena, Kirtley, Kochinsky, Manfre, Stevens, Loutrel, Stewart, Boatler, East, Glover, Lick, Buglass, Sandstrom, Queen, Hook, Rankin, Smith, Koch, O'Valle, Chalmers,



CONFIDENTIAL

Ciampi, Peterson, Tooles, Hotopp, Guilfoyle, Michalek, Southward, Edelman, Kelly, Lanning, Hirt, Purifoy, Hartzell, Lim, Martin, and Skypeck.

On July 17, ~~the unit~~ contributed 36 aircraft to a gigantic day effort on the heart of Naples; on the marshalling yards and the adjacent installations.

Numerous hits were observed on the marshalling yards. Hits also reported on locomotive repair shops, textile plants, and the roundhouse. A large fire with black smoke curling a mile into the air was seen as a result of hits on the oil storage dump. Strings of bombs were seen to fall through the shell factory, torpedo factory, and the arsenal. A terrific explosion followed, the concussion was felt at 12,000 feet. It was the largest area literally hemmed in with military targets ever assigned to the boys.

The fact ~~that~~ intense heavy flak injured no one made it a complete success; the second in a row for the group. Six RE-201s and MA-202s seen at the target made no attempt to attack.

428th personnel participating: Beatty, Chalmers, Chambers, Kalis, Stilp, Myers, Smit, Wortman, Brennan, Fleming, Swin, Davis, Wescott, Hogan, Naworski, Reed, Donaldson, Peterson, Tooles, Hotopp, Guilfoyle, Michalek, Southward, Edelman, Hirt, Lanning, Morris, Purifoy, Hartzell, Lim, Martin, Skypeck, Loutrel, Stewart, Glover, Boatler, East, Lick, Buglass, Sandstrom, Queen, Hook, Rankin, Butterfield, Bingham, Sebor, Connors, Colley, Storms, Knight, Nessif, Kelly, Wink, Blaauw, Tiefel, Stewart, Tow, Houseman, Gena, Kirtley, Kochinsky, Manfre, and Stevens.

The next inevitable step in the drive to show the Italian people the light was a devastating attack on Rome on the 19th of July. The 310th mustered a mighty 72 aircraft for its part in the coordinated attacks; and they all returned safely. It far outstripped any daylight raid in history in its size and also the successful completion of the mission. Our particular target in the gigantic scheme were the twin Ciampino Dromos -- our greatest emphasis on the North field.

Hits were reported amongst hangars, administrative buildings in the south corner.

CONFIDENTIAL

CONFIDENTIAL

Patterns fell across the center of the landing area into revetments containing from 30-40 aircraft in the Northwest corner. One direct hit on an enemy aircraft was observed. Railroad tracks at the station adjacent to the drome were severed.

It is believed that at least 10 aircraft were destroyed on the South drome, in the Southeast dispersal area by direct hits alone. The center of this landing area was also covered not to mention hangars and a fuel dump.

Lt. Colonel Bower, our old C.O., flew over his second Axis capital. Only Berlin remains -- and shudders. Captain Helsebeck returned to the base for the day and participated in the mass attack. 17 of our squadron's planes were used.

Lt. Marion Vestal joined the ranks of the Nifty Fifty club. Another in a succession of great days.

Our contribution to the raid: Holley, Whitehurst, Vestal, Glass, Langford, Peterson, Wilson, Dory, Foley, Bosworth, McDonald, Reed, Butterfield, Sebor, Connors, Colley, Storms, Loutrel, Stewart, Boatler, Hook, Glover, Lick, Buglass, Sandstrom, Queen, Morris, Rankin, Waugh, Davidson, Snoddy, East, Agin, Beatty, Chambers, Kalis, Stimp, Myers, Wortman, Wescott, Hogan, Naworski, Chalmers, Donaldson, Bingham, Wink, Knight, Messif, Martin, Martin, Blaauw, Tiefel, Stewart, Tow, Houseman, Gena, Kirtley, Kochinsky, Manfre, Stevens, Helsebeck, Edwards, Upchurch, Risteau, Brinson, Doolittle, Koch, Moulder, Baraniuk, Sisson, Ringler, Smith, Stokes, O'Valle, Sierlicki, Ciampi, Peterson, Tooles, Hotopp, Guilfoyle, Michalek, Southward, Edelman, Lanning, Kelly, Hirt, Purifoy, Hartzell, Lim, Martin, Skypeck, and Lindeberg.

The next raid, July 20th, was a breather for us but a hard one for the group. 36 planes flew over Monte Corvina Airdrome, south of Naples, and lost two planes for unknown reasons. Lt Honop's ship of the 379th blew up over the target -- and that of Lt Paulds of the 380th crash landed successfully just off the Italian shore.

Bombs very well covered the Northwest, Northeast, and South dispersal areas. Six or seven planes suffered direct hits in the south dispersal area and left burning. Another string fell amongst ten to twelve aircraft in the east dispersal area.

88 CONFIDENTIAL

CONFIDENTIAL

Fires were started in the hangars. Only very slight light flak was reported. One ME-109 observed at the target but no attack was made. No 428 personnel.

For July 22nd, the target, Battapaglia R.R. Yds., South of Naples, was an effort to further cripple rail communications down to the toe of the boot. Lt. Holley was formation leader and Major Walker rode as flight commander.

Two strings of bombs fell on the spur just South of the target proper. A few bombs landed on the tracks just East of the Southern spur. Buildings just off the marshalling yards to the North and several narrow buildings on the West side of town were hit.

Lt Peterson's right engine gave out on the climb and he was forced to turn back with his wingman. These three dropped their missiles on a rail siding of Agripole. Results unknown. Cloud coverage over both targets handicapped bombers and made observations difficult.

Lt Peterson and Lt Southward landed at Bizerte. All other planes returned to base. For Lt Merle E. Smith it was the fiftieth mission.

We contributed twelve crews: Holley, Walker, Upchurch, Glass, Langford, Doolittle, Peterson, Wilson, Dory, Foley, Bosworth, Mc Donald, Amirault, Butterfield, Sebor, Connors, Colley, Storms, Bingham, Knight, Nessif, Martin, Wink, Blaauw, Tiefel, Tow, Stewart, Houseman, Gena, Kirtley, Kochinsky, Manfre, Rankin, Brock, Fleming, Keys, Marrs, Warlie, Martin, Waugh, Davidson, Snoddy, East, Agin, Smith, Stokes, O'Valle, Jack, Sierlicki, Peterson, Tooles, Hotopp, Guilfoyle, Michalek, Southward, Edelman, Lanning, Kelly, Hirt, Wescott, Naworski, Hogan, Chalmers, Donaldson.

The next day, July 23, the 310th wreaked more havoc on the Axis drome system. 36 B-25s toed off for Crotone Airdrome on the instep of Italy's boot. Direct hits were made on hangars and buildings on the West side of the drome and among aircraft parked there. At least 10 single-engine aircraft were believed hit on the North side and three strings ran through the center of the landing ground destroying three or

89

CONFIDENTIAL

CONFIDENTIAL

four large aircraft. Hits on installations on the Northwest side of the target gave rise to the fires and smoke which was seen.

Actually, it meant the last mission of their first tour of operation for six men. S/Sgt William Bosworth and Lt. Keith G. Wilson completed their 50th mission without incident. For Lt Holley and two members of his crew, S/Sgt Alvin I. Langford and T/Sgt John D. Glass, it was their last mission. They were withdrawn from combat to participate in a bond-selling drive. For Lt Holley it was his 428th mission. For the other two it was 43.

Very slight, inaccurate heavy flak was the only opposition.

Personnel on the raid were: Holley, Whitehurst, Upchurch, Glass, Langford, Dory, Doolittle, Peterson, Wilson, Foley, Bosworth, Mc Donald, Butterfield, Sebor, Connors, Colley, Storms, Brennan, Fleming, Swim, Smit, Davis, Waugh, Davidson, Snoddy, East, Brock, Fleming, Keys, Marrs, Warlie, Martin, Wescott, Hogan, Naworski, Donaldson, Purfoy, Hartzell, Lim, Martin, Skypeck, Bingham, Knight, Nessif, Martin, Wink, Gena, Blaauw, Tiefel, Stewart, Tow, Houseman, Kirtley, Kochinsky, Manfre, and Black,

The next airdrome to bear the weight of the wrath of the 310th was Scales Airdrome, on July 27 -- again just about 25 miles South of Naples. The bomb pattern covered all but a small portion of the West section of the landing ground. The majority of the bombs made their pattern across the center of the landing area from West to East. The railroad spur East of the field was hit by a string of bombs that landed over. 11 or 12 aircraft were believed destroyed. No opposition of any type.

Crews: Loutrel, Stewart, Boatler, Jack, Lick, Buglass, Sandstrom, Queen, Hook, Rankin, Toolles, Jones, Risteau, Manfre, Sisson, Butterfield, Sevor, Baraniuk, East, Agin, Brock, Keys, Berent, Marrs, Warlie, Martin, Doolittle, Wescott, Hogan, Lewis, Naworski, Chalmers, Donaldson, Stokes, Foley, Morris, Mc Donald, Bingham, Fassett, Nessif, Martin, Wink, Southward, Edelman, Lanning, Kelly, Hirt, Purfoy, Hartzell, Lim, Tow, Skypeck, Boswell, Everliss, Spencer, Booth, Douglas, Farley, Evans, Lunger, and Seviantek.

CONFIDENTIAL

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CONFIDENTIAL

The last mission of the month, on July 30, was Practica Di Mare Airdrome, South of Rome this time. Approximately 100 aircraft decorated its perimeter. Strings of bombs were seen to fall from South to North along the East side of the airdrome amongst about 40 parked aircraft. The North and Southeast landing areas were particularly hard hit. One JU-52 attempting to land was seen to explode in mid-air. Two ME-323's were left burning. Buildings on the East side of the field were hit and fires were observed.

Very slight heavy flak was ineffective. Five ME-109s in the target area would not hazard an attack. Some 50 transport aircraft were observed in two formations near the target. One crew: Tooles, Jones, Risteau, Weiland, and Sisson.

The Milazzo Port and Dock area North of Messina was the last target accorded us out of King's Cross, this was August 1. 24 B-25s dropped their bombs on buildings, warehouses, and harbor installations all around the inner harbor. One string of bombs hit the base of the North quay resulting in a large explosion. The oil refinery and railrodd yards were hard hit. Hits were reported on two merchant vessels in the harbor. Two fires and smoke rising to 2,000 feet were the last things observed after the turn away from the target.

Slight to moderate accurate heavyflak and inaccurate light anti-aircraft fire were experienced over the target. Two planes weredamaged. Corporal Bean was the only 428th participant. His capacity: Aerial Photographer.

91

CONFIDENTIAL

CONFIDENTIAL

Our new base is Menzel Temime on the South Coast of Cap Bon Peninsula far up near the tip. Our first target was Crotone airdrome in lower Italy, on August 7, 1943.

Many bombs landed across the North part of the landing area. These strings set off three explosions. Buildings on the West side of the field were damaged. The South end of the Landing area was covered also. Some twenty-five to thirty aircraft were dispersed on the North-West perimeters. No claims for hits on these were made.

Slight inaccurate heavy flak was thrown up at the target. Flak of more intense quality came from the town of Crotone but it was just as inaccurate. Again no fighters were seen, which is just fine. For S/Sgt. Donald E. MacDonald and John M. Loutrel, 1st Lt., it was the fiftieth mission. 428th personnel: Walker, Harder, Upchurch, Guilfoyle, Michalek, Doolittle, Ryterband, Knight, Whitehurst, Spencer, Vezey, Black, Bean, Brennan, Fleming, Connors, Smit, Davis, R.M., Loutrel, Stewart, Boatler, Martin, R.J., Glover, Lick, Fleming, Dory, Sierlicki, Tow, Ciampi, Toolies, Jones, Ristean, Weiland, Sisson, Brock, Berent, Keys, Marrs, Warlie, Martin, Reed, Stokes, Lewis, Foley, Morris, McDonald, Butterfield, Chambers, Baraniuk, Colley, Ringler, Boswell, Everliss, Swim, Kelly, Booth, Douglas, Farley, Evans, Langer, Sevianteck.

On the 8th of August the target was a railroad trestle at Marina d. Catanzaro, inside the toe of Italy. It was designed to disrupt completely the last line of rail communication to central Italy still open.

Though the target area was well covered and the bomb pattern actually good---reconnaissance proved that the trestle was intact. The marshalling yard East of the bridge was hard hit. An adjacent warehouse was hit causing an explosion. It was 1st Lt. J.E. Upchurch's 50th mission. 428th personnel: Brock, Berent, Keys, Marrs, Warlie, Martin, Wescott, Hogan, Naworski,

92  
CONFIDENTIAL

CONFIDENTIAL

East, Agin, Stokes, Lewis, Foley, Manfre, Graham, Reed, Butterfield, Chambers, Baraniuk, Colley, Davis, R.M., Upchurch, Boswell, Everliss, Swim, Booth, Kelly, A.R., Douglas, Farley, Evans, Lunger, Sevianteck, Peterson, Holley, Hotopp, Guilfoyle, Michalek, Peterson, A.I., Purifoy, Hartzell, Gonnors, Martin, J.E., Skypeck, Williamson, Knight, Whitehurst, Spencer, Glover, Bingham, Fassett, Nessif, Martin, R.J., Wink, Blaauw, Tiefel, Stewart, Two, Houseman, Fleming, Dory, Sierlicki, Smit, Ciampi.

August 9th found the motto "If at first you don't succeed, try, try again." applicable. We did. Thirty-six B-25's took off for Marina di Catanzara in an ambitious plan to hit both the North and South bridges plus the railroad junction. The approaches to the South bridge were hit though the bridges remained intact. A section of the marshalling yards and nearby buildings were also hit causing a red-flamed explosion.

The North bridge was claimed to be hit as was a road bridge. Hits were reported in the railroad yards and repair yards. Some were seen on the North spur.

No enemy aircraft--no flak was again the summary of the operation. For S/Sgt Lowell W. Swim it was the last mission of his first tour. 428th personnel: Peterson, Holley, Hotopp, Guilfoyle, Michalek, Peterson, Westcott, Hogan, Naworski, Marrs, Warlie, Stokes, Lewis, Foley, Martin, Graham, Butterfield, Chambers, Baraniuk, Colley, Skypeck, Franks, Wilson, S.A. Obs., Boswell, Everliss, Swim, Booth, Kelly, Douglas, Farley, Evans, Lunger, Sevianteck, Bingham, Fassett, Nessif, Martin, R.J., Wink, Lick, Blaauw, Tiefel, Stewart, Tow, Houseman, Knight, Whitehurst, Spencer, Vezey, Glover, Brennan, Fleming, J., Boatler, Smit, Davis, R.M., Reed, Koch, Moulder, O'Valle, Morris, Ringler, Waugh, Davidson, Snoddy, East, Agin.

The next assignment of our squadron was the Crotone-Bosco Lago airdrome on the twelfth. 24 B-25's of which the lead 12 were ours missed

93 CONFIDENTIAL

CONFIDENTIAL

Our record for the last few days by photo interpretation has been consistent-- consistently bad.

Slight, heavy, inaccurate flak from nearby Crotona airdrome offered the only opposition. One run, 24 hits, 24 errors. 428th personnel: Beatty, Walker, Kalis, Stilp, Myers, Doolittle, Kyle, Col. Obs., Brennan, Fleming, J., Herring, Smit, Davis, R.M., Waugh, Davidson, Snoddy, East, Agin, Southward, Stewart, Lanning, Kelly, Hirt, Wortman, Toolas, Jones, Risteau, Weiland, Sisson, Frank, Fleming, Dory, Sierlicki, Manfre, Ciampi, Bingham, Fassett, Nessif, Martin, Wink, Lick, Blaauw, Tiefel, Stewart. W., Tow, Houseman, Knight, Whitehurst, Spencer, Vezey, Glover, Holley, Peterson, A.C., Hotopp, Guilfoyle, Michalek, Peterson D.L., Stokes, Lewis, Foley, Morris, Graham, Wescott, Hogan, Naworski, Marrs, Warlie, Reed.

The Rome-Littorio Marshalling Yards provided the most ambitious target in almost a month on the 13th. Our mission was to destroy the Northern half of the railroad installations.

Due to dist and smoke pots, observation of results were indefinite, but photo interpretation revealed a job well done. How well is in one sense determined by the fact that Axis authorities proclaimed it an open city the next day. One explosion caused flames to rise 2,000 feet, followed by a huge cloud of black smoke. A great day, for we had no losses.

Six of our planes were forced to turn back because of the failure of the supercharger on the ship of the leader of the last box.

One of two attacking enemy aircraft was destroyed. Moderate heavy flak was experienced to target and this assumed an intense quality. The route over land was excessively long as we were forced to follow the 321st Bomb Group. 428th personnel: Brock, Berent, Keys, Marrs, Warlie, Martin, Wescott, Hogan, Naworski, Stilp, Myers, Goeckel, Purifoy, Hartzell, Queen, Martin, J.E., Skypeck, Butterfield, Chambers, Baranink, Colley, Storms

CONFIDENTIAL



CONFIDENTIAL

Boswell, Everliss, Connors, Booth, Kelly, A.R., Frank, Douglas, Farley, Evans, Lunger, Sevianteck.

Continuing on the program to establish blocks at bottlenecks of communications utilized by evacuated enemy forces, we were assigned the job of putting out the Punto Di Staletti railroad and highway bridges. On the 16th of August 36 B-25's were somewhat hindered by cloud cover. However the road just North and South of the bridge were hit. Strings that fell short severed the railroad line. Other strings cut their railroad communications at different points and the highway North and South of the trestle.

No opposition of any kind was experienced. Another milk run with only fair results.

Perhaps the most interesting item concerning this mission is that First Lt. Henry G. Bingham was Major Walker's co-pilot at one time, and this day he led the raid--and Major Walker lowered the flaps and landing gear for his erstwhile assistant. It was 1st Lt. Butterfield's 50th mission. 428th men involved: Bingham, Walker, Nessif, Martin, Wink, Lick, Hinman, Blaauw, Fassett, Stewart, Tow, Houseman, Knight, Harder, Spencer, Vezey, Black, Bean, Butterfield, Jones, Baraniuk, Colley, Storms, Boswell, Everliss, Karvel, Booth, Kelly, A.R., Douglas, Farley, Evans, Lunger, Sevianteck, Peterson, Fleming J., Hotopp, Guilfoyle, Michalek, Wortman, Brennan, Holley, Herring, Smit, Davis, Stocks, Lewis, Foley, Morris, Graham, Southward, Berent, Lanning, Kelly, P.J., Hirt, Purifoy, Hartzell, Lim, Marrs, Glover, Goolsby, Fleming, T., Dory, Connors, Neview, Ciampi, Reed.

The target for the 17th was the railroad switchback between Palermiti and Vallfiorta a bit inland from Saveranto on the ball of Italy's foot. Direct hits were seen on the tip of the hairpin curve. The road was hit on both sides of the curve. Seven ships of the 36 failed to see the target while three bombed an opportunity target at Cantazaro without results. No

CONFIDENTIAL

CONFIDENTIAL

opposition once again. 428th men: Buglass, Sandstrom, Queen, Hook, Rankin, Fleming, T., Dory, Connors, Neview, Ciampi.

On August 19th misfortune and sorrow visited the 428th after an absence of four and a half months. Lt. James Fleming, co-pilot for Lt. Brennan was killed almost instantly by a flak fragment over the Salerno marshalling yards. Lt. Brennan's handling of a badly crippled ship was as outstanding as any flying any pilot of this group has ever done. With one engine out, the other rapidly heating, delivering only partial power; with broken hydraulic lines and a nose wheel that refused to lower because of severed cables, Lt. Brennan made a landing that saved the rest of the crew. The plane was washed out completely, largely because the right tire of the main landing gear was flat. S/Sgt. Davis had been slightly injured by the flak burst. Lt. Keys and S/Sgt Smit received superficial cuts when the plane fell over on its nose and proceeded to ground-loop, nose down on its good wheel. The planes of Lt. Brennan's wingmen, Lts. Douglas and Boswell, were also well riddled.

Forty-eight aircraft dropped 288 five hundred pounders to good effect. The northern two thirds of the marshalling yards was peppered with hits. Tracks just Southeast of the bridge were severed. Bombs walked through gas holders, causing a large explosion. The railroad station was obliterated, and the repair shops and cement factory suffered hits. Three enemy aircraft in the vicinity of the target were driven off by the escort. Moderate heavy flak at the target was extremely accurate. 428th personnel:

Brock, Walker, Baraniuk, Marrs, Warlie, Doolittle, Martin, Wescott, Harder, Naworski, Chalmers, Donaldson, Puriofy, Hartzell, Lim, Martin, R.J., Ciampi, Reed, Ryterband, Gena, Kirtley, Kalis, Manfre, Black, Koch, Moulder, O'Valle, Colley, Ringler, Edwards, Stewart, Burkett, Jack, Glover, Peterson, Holley, Hotopp, Guilfoyle, Michalek, Wortman, Buglass, Fassett, Queen, Hook, Rankin, Bean, Lewis, Foley, Morris, Graham, Basick, Brennan, Fleming, Keys, Smit, Davis.

CONFIDENTIAL

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On the 26th of August, 36 B-25's took off to bomb the Grazzinese Airdrome just North of Naples. It is the central drome of a triumverate enemy fighter bases. These aircraft have given some annoyance to formations that have been sent to bomb marshalling yards in the area.

The Northwest and southeast corners, the North, West, and East areas were hit. One hangar suffered a direct hit. At least two of the twelve aircraft observed were believed destroyed. Dense cloud formations hindered observation. It obscured the target on the bomb run for one element.

One ME-109 was sighted. It didn't venture an attack. Some light flak was experienced from small craft a mile off shore both in and out from the coast. 428th personnel: Peterson, Holley, Hotopp, Guilfoyle, Michalek, Wortman, Buglass, Sandstrom, Queen, Hock, Rankin, Stokes, Lewis, Foley, Morris, Graham, Amirault, Southward, Edelman, Lanning, Kelly, P.J., Hirt, Akerland, Tooles, Jones, Herring, Weiland, Sisson, Wescott, Hogan, Naworski, Marrs, Donaldson, Goeckel, Bingham, Walker, Nessif, Martin, R.J., Wink, Lick, Haines, Knight, Whitehurst, Spencer, Vezey, Storms, Bean, Brennan, Sebor, Kalis, Smit, Agin, Boswell, Everliss, Karvel, Booth, Kelly, A.R. Douglas, Chambers, Evans, Lunger, Sevianteck.

The next day was one of rest for the 428th but the roughest in six months for the 310th group. The target was the Benevento marshalling yards about thirty miles Northeast of Naples.

After reaching the coast some 40-50 enemy fighters attacked the formation. We lost the crews and planes of Captain Johnson, Lt. Ruppelt, and Lt. Carpenter all of the 379th. The target was extremely well covered. Eighteen enemy planes fell to the 310th's guns. It was the highest total we've ever scored on one raid, but it cost us, too.

Sixty B-25's struck the marshalling yards at Civitavecchia at 1219 on August 30. It was a better job of bombing than the 310th has done in

97 CONFIDENTIAL

CONFIDENTIAL

quite a while. The yards were completely inundated by hits and adjacent warehouses and repair shops destroy. There was one huge explosion. A few bombs were long into the edge of town.

There was some slight light and heavy flak at the target--all of it very inaccurate. A good day. Lt. Beatty lead the formation.

428th personnel: Beatty, Epperson, Boatler, Stilp, Myers, Doolittle, Wescott, Hogan, Naworski, Versaw, Donaldson, Lemahiev, Purifoy, Hartzell, nessif, Martin, J.E., Skypeck, Reed, Brennan, Sebor, Keys, Smit, Ciampi, Boswell, Everliss, Karvel, Booth, A.R. Kelly, Douglas, Farley, Evans, Lunger, Sevianteck, Walker, Harder, Hotopp, Neview, Rankin, Peterson, D.L., Johnson, Peterson, A.C., Holley, Queen, Hook, Michalek, Stokes, Lewis, Konchinsky, Morris, Graham, Frank, Southward, Edelman, Lanning, Kelly, P.J., Hirt, Lick, Toolles, Jones, Herring, Weiland, Sisson, Stewart, Fassett, Lim, Martin, Wink.

Brock, Berent, Baraniuk, Guilfoyle, Warlie, Martin, Hill, Blaauw, Tiefel, Stewart, Tow, Houseman, Knight, Whitehurst, Spencer, Vezey, Storms, Willaimson, Basich, Gena, Kirtley, Kalis, Manfre, Black, Akerland, Koch, Moulder O'Valle, Colley, Ringler, Edwards, Chambers Burkett, Jack, Risteau.

CONFIDENTIAL

98

CONFIDENTIAL

SECTION II  
WAR DIARY --

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Sheet No. 1 War Diary, 428th Bombardment Sqdn. Fort Dix, New JerseyMonth of October, 1942. Prepared by

- | DAY | EVENTS  |
|-----|---|
| 20  | Day spent in cleaning rifles. Teeth checked and shots were given. Impregnated clothing issued. Awakened at 0215 hours for shortage check-up.<br>• "B" bags ordered packed and ready for shipment by 0700 hours tomorrow.  |
| 21  | Still receiving more clothing and more shots. Morale is still up there.   |
| 22  | Men drilled on manual of arms. Lecture given on various types of ammunition boxes and different types of bombs. Pvts. Vito Angelini and Harry Albert dropped to the Replacement Pool for dental care. Sgt. Max Krycenko and Pvt. George Keeley replacing them. Sgt. Mc Iver discharged from hospital. Dry run at 0730 hours with all equipment. |
| 23  | The heights of hilarism was reached today when Sgt. Bartholomeo T. Ficeto cut the hair of seven men to spell "victory". Sgt. Mischnick (V), Sgt. Worwa (I), Pvt. Scott (C), Pvt. Ward (T), Pvt. Gilbert (O), Cpl. Seitz (R), Sgt. Bunke (Y) made up the team.   |
| 24  | Squadron had pictures taken of their famed "victory" team. The whole squadron formed a V with the word "victory" in the center.   |
| 25  | The only squadron that took roll call this morning. Boys finally given permission to go to a show.  |
| 26  | It rained so we all had it relatively easy. Some poker playing going on.  |
| 27  | Went on a hike through the woods of Ft. Dix. Looks as though autumn is setting in with all the leaves falling to the ground. Prepared for dry run but none came.  |
| 28  | Extended order drill through the woods kept the troops occupied for the morning. Another hike at noon and the boys were really tired.   |
| 29  | Close order drill in the morning and a hike at noon. Lights blew out at 2030 hours and remained out for twenty minutes.   |
| 30  | Some drilling and a physical check-up.  |
| 31  | Payroll made and signed but not used. Told to pack bags and be ready to depart by 1100 hours tomorow. Two Baby Ruth candy bars passed out to each man.  |

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Sheet No. 2 War Diary, 428th Bombardment Sqdn. Fort Dix, New JerseyMonth of November, 1942. Prepared by:

- | DAY | EVENTS  |
|-----|---|
| 1   | The long awaited day has finally arrived. Hearty breakfast served at 0730 hours. Given a packed lunch of four sandwiches and a fruit to last each man till breakfast the next morning. Left barracks at 1045 hours and marched in a light rain to the railroad station. Boarded train at 1230 hours. Train left Fort Dix at 1300 hours. Arrived at New York Harbor at 1545 hours. Boarded a ferry under the Pennsylvania station. Crossed the harbor to Staten Island pier 15. Boarded U.S.S. Monticello at 1655 hours. Assigned quarters on "B" deck. Bunks are four high. Life preservers attached to each bed. Everyone dampened but happy to be aboard. |
| 2   | Reveille at 0530 hours. Dressed in the dark. Ate breakfast standing up. Food fairly good. View from port hole reveals quite a few ships all around us, aircraft carriers, destroyers and battleships included. Blimps flying overhead. Ocean is calm. No seasickness reported as yet. Estimated 7000 troops aboard ship. Rumors have our destination somewhere in Africa. Warned to wear life belts at all times. To sleep at night fully clothed. Lights out at sun down - total darkness till next morning.   |
| 3   | Second day at sea and all's well. Allowed half hour on deck in the morning and one hour at noon. Passed a Time Belt showing the clocks up an hour. The Monticello was formerly the Italian liner Comte Grande built in 1928. Acquired by U.S. in winter of 1942 from Brazil. Carries crew of 700. First trip as troop transport.  |
| 4   | The ocean swelled over-night and this morning the Atlantic is rough and rugged. The wind and rain are really whipping across the decks. It's fun to watch the ships rise and fall as they plow into the waves. A tanker in the convy is really taking a beating. Our destination has been revealed as Casablanca in French Morocco. We compose the second section of the convoy; the first one having preceded us by five days. Out to two meals per day. Breakfast and supper. Beans for breakfast, swell coffee though.   |
| 5   | Another day dawns aboard the U.S.S. Monticello. Men are sorely in need of shaves. Haven't had wter in the latrine for two days now. Typhus shots were given. It looks like a storm brewing. Lt. Lindeberg read what to do and what not to do when in Casablanca. Signed partial payroll for \$5.  |
| 6   | Really a rough day. Waves lashing high onto the deck of the ship. U.S. money being collected and exchanged into overseas currency. Close to \$1000 collected. The ship's store has cut the sale of candy. Cigarettes sell for \$.55 a carton.   |
| 7   | Beautiful day. Sky is clear and the ocean calm. Only black mark is beans for breakfast again. Men shaving 3 and 4 day old beards with water from canteens.  |
| 8   | Sunday on a convoy is the same as any other day. News flashes report first section of convoy has landed. Our compartment ate first today and luckily so for we had chicken for supper and peach pie. Was it good!!!   |

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Sheet No. 3 War Diary 1st Bombardment Sqdn. U.S.S. MonticelloMonth of November, 1942 Prepared by

## DAY

## EVENTS

- 9 Collected \$5 partial pay. Due to yesterday's mad rush for chow, all C.Os. have to identify their men before they can eat.
- 10 Today dawned the most beautiful day of the trip so far. The ocean is exceptionally smooth and the sky is just streaked from the rising sun. Makes me forget there is a war going on. The specialty of the day though were the showers. Seven showers going full blast with enough water coming out of them to wet a fly and approximately 3500 men had to take showers. If you had 60 seconds under the water you were lucky.
- 11 Armistice day. Field rations passed out. Ration "K" consisting of breakfast, dinner and supper units. Ration "D" a concentrated chocolate form, 3 cans of hard tack with coffee, 1 can vegetable stew, 1 can meat hash and 1 can meat and beans. Arm band of the American Flag also given to be worn when we landed.
- 12 Ammunition passed out; 120 rounds for rifles and 100 rounds for machine guns. Everyone preparing to debark.
- 13 Even on the Atlantic we get dry runs. Everyone was all set to land but no soap. What's happened to all the land we used to have around?
- 14 Still plodding through the deep Atlantic.
- 15 Exactly two weeks ago today we started out. Another dinner of chicken and peach pie with a package of cigarettes to every man.
- 16 Notified that we eat last in our compartment from now on; the result of a drawing.
- 17 Corporal Macy was admitted to the hospital with a sore throat. Pvt. Bean nursing a sore ankle; unable to walk.
- 18 Hooray!! Land has finally been sighted. Ships are now streaming toward the harbor. Orders have been issued preparatory to landing. The men are flocking to the decks to see land. It's a great feeling and everyone shows it. The ships have now entered the harbor of Casablanca. Half-sunken ships and battered hulks can be seen all along the waterfront. Natives paddling to the side of the boats and begging for smokes and sweets. It'll take a long time to forget this day. No landing orders yet. Cpl. Macy released from the hospital.
- 19 The orders to unload are finally here. With their field packs on their back and their "A" bag over their shoulder we all bid "Goodbye" to the U.S.S. Monticello. Everyone dumped their "A" bag in one spot and then we marched to a secluded place to await transportation to our new home. The natives are peculiar looking people dressed in rags. The rain caught up with us and we were forced to march to a warehouse for shelter. From there we packed into buses and headed out for Mediouna Airport, located about 12 miles from town. There we met Capt. Sagendorph, Capt. Ryterband, Lt. Wilson, Lt. Furifoy, M/Sgt Box, S/Sgt Freisser, S/Sgt Nicodemus who had flown down from England.

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Sheet No. 4 War Diary 428th Bombardment Sqn. Mediouna Airport, CasablancaMonth of November 1942 Prepared by

DAY

EVENTS

- 19 The rest of the Echelon were to join us later. Our new home is in barracks with no lights or beds. Ate about 2230 hours and got to bed at 2400 hours.
- 20 Everyone slept late. Looked over French planes shot by American Forces. It rained part of the day. The mud is ankle deep.
- 21 Men spent day in getting straightened.
- 22 Group mess set up today. Granted permission to write letters and also to visit French Garrison a few miles up the road.
- 23 Outfit divided into 4 platoons and assigned defense posts.
- 24 Men in groups of 5 are allowed to go to town. Orderly Room was set up in one of the barracks. S/Sgt Barbour, T/Sgt Oldweiler, S/Sgt Brotherton, S/Sgt Stewart, and S/Sgt Van Norstran arrived from England with plenty of tales of bombings.
- 25 Had an alert today. Three platoons to cover the hill and the fourth to be held in reserve. Passes to town cancelled.
- 26 Thanksgiving Day. No turkey but steak and sweet potatoes and peas with French bread. It was swell. Signed payroll. French Garrison put off limits.
- 27 Stood retreat today. A loaded bomb went off and everyone thought our first air raid was on.
- 28 It rained today and it was more muddy than ever. You'd walk forward one step and slide back three.
- 29 S/Sgt Du Val painted a sign to be placed over the grave of Edward Micha, Lt. J.G., U.S.N., killed in action over this field on November 9, 1942.
- 30 Passes to town are again being issued.

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Sheet No. 5 War Diary 428th Bombardment Sqdn. Fedouna Airport, CasablancaMonth of December, 1942 Prepared by

## DAY

## EVENTS

- 1 Payroll was brought in today. Played ball in the morning.
- 2 Payday today. Two months for the boys with a free package of cigarettes to everyone. Plenty of poker and crap games floating through the barracks.
- 3 A B-25 flew so low over the field that it skimmed the roof tops by inches. It was a real thrill to see one again though.
- 4 Played ball .
- 5 Rumors hitting high and wide again of another movement.
- 6 Put on a twohour alert. Notified that we were going to some small town north of here to guard some oil drums. With our planes an "X" mission we can't do anything else till they get back. Capt. Sagendorph assumed command. The best of all is that we will be by ourselves. The new town is Fidela.
- 7 Lt. Lindeberg and 1/Sgt Johnston went to the new field. Reports that it's better than Meddouna. No mud, beautiful view of the Atlantic; sounds good. Capt. Ryterband, M.C., called at 2400 hours when Pvt. Hennebry took sick. Cpl Norris and Pvt Vertigal were transferred out of the outfit and assigned to a mobile radio unit.
- 8 Our movement has been cancelled, temporarily at least. Men put on guard duty again. Cpls. Moore and Minahan reduced to grade of private for overstaying their pass.
- 9 Quite a few of the boys took sick with the G.I.'s. Cigarettes and candy passed out again; half pack of cigarettes a day is our ration.
- 10 Supplies were moved over to the new base with an advance detail.
- 11 We moved today and moved to a swell spot. We're situated on a plantation between Fedala and Casablanca. We sleep in pup tents. The place is shaded by trees. The Headquarter Building is one to be envied by any general staff in a combat zone. The food is swell. Everyone agrees that it is a much better haven than our last place
- 12 Roll call at 0700 hours and everyone shaves today, from Capt. Sagendorph down.
- 13 Chicken is king today. The camp also played host to some visitors, owner and friends of the plantation, who came to look over the place.
- 14 Guard details have been set up; 27 men on a 24 hour shift, to guard drums of oil and gas.
- 15 The winds came and the rains came and blew hell all over the area. A couple of tents were blown over. Received orders to push off. Broke camp in the rain and headed for train depot. Waited from 0600 hours to 1200 hours for train. 22men sleeping in each box car on the 40 and 8 line.

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Sheet No. 6 War Diary 420th Bombardment Sqdn. Troop train to new baseMonth of December, 1942 Prepared by

DAY

EVENTS

- 16 Had "K" ration for breakfast. Had a hot meal at Fez. Travelled through the Atlas Mountains.
- 17 Awoke in Oujda this morning. Had breakfast and laid over all day. Men went into town and raised hell for which the Captain raised hell. Met the truck convoy. Mischnick and Haggard left behind when truck convoy pulled out.
- 18 Morning dawned at Tlemcen; Algiers at the foot of the Tlemcen Mountains. Rode all morning high in the mountains. Stopped for chow at Sidi-Bel-Abbes and St. Barbe-De-Tlelat.
- 19 Ate chow at El-Affround and Maison Caree in the rain. Blackout regulations put into effect as of tonight. We're in the battle zone! S/Sgt Duncan reported missing from the train.
- 20 Ate chow at M. Zita. The weather is really cold up in the mountains. Lots of G.I. equipment around.
- 21 We land today! our place is Telergma Airport about 28 miles from town, Constantine. Plenty planes around. Surrounded by the Tlemcen Mountains. Met combat crew members. Pitched pup tents.
- 22 S/Sgt Duncan breezed in on a freighter. It rained again. Lt. Chester J. Helsabeck assumed command of the outfit. Combat crews full of tales of their 7 bombing raids. A couple of the raids were over Bizerte with the airport their objective. They really went to town that day for they destroyed 28 Planes on the ground, plus the destruction of the runways and the havoc raised among the personnel. Another raid was over Tunis with the El Acouina Airport as their objective and on another occasion again over Tunis to bomb a railroad yard. They met considerable flak but nothing could keep the boys away; they plowed through to drop the mail. The docks at Sousse and the Bay at Gabes along with a bridge just north of Sfax met the full prowess of the 428th fighters. On all these raids not one ship was lost and not a man was injured. A few bullet holes and a few close calls were considered part of the day's work.
- 23 Men built up their tents; mad regular homes. Found out that we could send cablegrams home.
- 24 The sun came out today for a very short while. Xmas Eve had some of the fellows playing poker until the wee hours.
- 25 Merry Xmas! Had a swell turkey dinner. Received cigarettes, candy and toilet articles. The sun shone beautifully. Mc Iver, Moore and Leonard didn't get back from town.
- 26 Just the after effects of an Xmas Day - no excitement.
- 27 The camp awoke colder 'n' hell this morning. A heavy frost all over the place. The sun came out at noon and really warmed up the camp. What was believed a German plane flew overhead tonight.

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Sheet No. 7 War Diary 428th Bombardment Sqn. Telerg

Month of December, 1942 Prepared by

DAY

EVENTS

- 28 Crews got all set today to go on a mission but it was called off at the last minute. Received orders to tear down ~~all~~ the houses that were built. Sours, Schultz, Patrick and Ruh failed to return from town which makes 7 men out.
- 29 Passes have been cancelled as a result of the 7 A.M.O.L. The men finally returned later, at noon.
- 30 It's 1300 and 12 B-25s took off on a mission - 3 of ours mixed in with them. The target is Sfax. All 12 planes returned intact to report that they blasted the railroads at Sfax.
- 31 All's quiet with the mission called off.

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Sheet No. 8 War Diary 428th Bombardment Sqdn BerteauxMonth of January, 1943 Prepared by

DAY

EVENTS

- 1 Happy New Year! We moved to a new field 6 miles up the road. A place called Berteaux. Bad weather forced the planes back from La Goulette Harbor.
- 2 Major Bower flew in along with Captain Walker and a few of the boys. The new field is a deserted agricultural college. Mission returned when escort failed to show up.
- 3 Received orders to move our tents across the field and spread out more. Rain postponed the move though. Engineering section moved out on the line.
- 4 Moved to new area. Some of the boys pitched their tents over their fox-hole. Planes took off for Kairouan R.R. yds. but bad weather prevented their seeing the target. Pvt Gaefcke was mysteriously shot in the wrist.
- 5 Had our first squadron formation today before the Major, the first in a long time. The mail has started to flow in.
- 6 Had two alerts today. One at 1530 hours and one at 2130 hours. The P-58s took off on the first one but no enemy planes came over the field in either instance. 18 planes flew over the railroads at Kairouan and blasted them. A direct hit was scored on the round house. Today marks the second day that we didn't have bread or crackers with our meals.
- 7 Cooks came through with some fresh biscuits for a change. R.R. at Kula & Sirra was hit. Tracks badly damaged. Alternate target Ben Zinn R.R. also hit.
- 8 In the morning the R.R. yards at Soussa were hit and at noon a bridge. Plenty of flak was met and the planes were pretty well banged up. Mac-Donald got his head banged up a little when they shot down on their target too fast. \$7500 in money orders sent home.
- 9 Road junction south of Hammet was the objective today but bad weather slowed them down. The enlisted combat crews had a party and tried to drink all the vino in Africa.
- 10 T/Sgt Horsting reduced to S/Sgt; Sgt Dwyer to Pvt; Bosworth, Dickey, Parker, and Temple made Sgt; Foley and Stage made corporal.
- 11 It was a bang-up day for the 428th today. Kirkland downed the first enemy plane of the campaign. The flight set out to intercept a convoy and bumped into a flight of Italian transports. All guns blazed away but Kirk's were the hardest hitting. P-58's got 2 more. On the return trip Captain Walker's landing gear, having been shot-up, failed to function. After circling the field for a half hour they cranked it down and made a beautiful landing.
- 12 The planes took off again for patrol duty but nothing came up. The wind is whipping it up today. Dust clouds formed all around the camp.
- 13 The dust storm never came. Usual squadron duties. Planes again swept the sea lanes but no luck.
- 14 Sure had a scare thrown to us tonight. 3 flares were seen floating down just over the village of Berteaux. That was OK till a plane was heard, then everyone

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Sheet No. 9 War Diary 428th Bombardment Sqdn BertauxMonth of January, 1943 Prepared by

DAY

EVENTS

- 14 dug for China. No bombs were dropped. Another sea search for our bombers but still no shipping sighted.
- 15 Permission was granted for 12 men from each squadron to go into Constantine for bathing purposes. The rest of the Air Echelon came in from Oran. Capt. Sagendorph was recalled to the States by Washington, D.C. They almost had to throw a guard around his baggage. Our flight ran into a bunch of JU-52's and JU-88's and 1 six-engine flying boat. Between escort and B-25's, 5 JU-52s and the flying boat were dropped.
- 16 Again a sea search with no shipping sighted. P-38's got a Ju-52 and JU-88. A hay stack mysteriously caught fire down by the R.R. tracks and illuminated the whole area. Lt. Shiver along with Du Val, Skoll, Gablinske, and Weber rushed down to fight it.
- 17 The boys missed their target altogether this noon. Target was a R.R. bridge at Graiba. Doc. Ryterband threatened to have fried chicken tomorrow since it failed to lay an egg.
- 18 Group FX opened up with one chocolate bar per man. More articles to be added later.
- 19 Big raid over Medinine. Objective believed to be depot for German supply trucks. Direct hits were scored on all targets. B-17's, B-26's, and B-25's flying towards the front all day long. Jerry flew over at 1300 hours and put us on the alert.
- 20 No mission, no noise, no nothing.
- 21 A mission over Pont Du Fahs with great success; highway and bridge bdown up. Alerted 4 times throughout the night. Would have been smart to sleep in fox-hole.
- 22 18 planes on a mission to bomb an airport; El Acouina. The target was blasted and plenty of planes were destroyed. Gunner Billy Duncan caught a piece of flak in his side on the return trip being the first 428th man killed in action over enemy territory. James Lockhart received a head injury. All planes accounted for. Alerted for possible parachute attack as a result of the full moon. Evidence found in the mountains of 2 German officers lived there for 2 days spying on the field.
- 23 They buried Billy Duncan today. Most of the combat men went. Jerries flew overhead and blasted the field at Constantine. Lucky they missed us for there were plenty.
- 24 They called out the troops to scour the mountain side for paratroopers. Piled into jeeps and trucks and searched the mountains and Arab homes but found no one. They blasted the airport at Medinine destroying numerous planes. 5 planes were destroyed while attempting a take-off.
- 25 Major called a formation and warned the men on booby traps.
- 26 Capt. Walker assumed command of the outfit again. Everyone is beaming. Bring

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Sheet No. 10 War Diary 428th Bombardment Sqdn BerteauxMonth of January, 1943. Prepared by

DAY

EVENTS

- 26 on the war now! The Major went up to Bomber Command. They bombed the city of Medinine again leaving it a smouldering wreck.
- 27 A special broadcast from Washington telling of President Roosevelt's historic meeting with Prime Minister Churchill was heard by those that stayed up till 0300 hours. Had 2 alerts tonight. Lt. Haines assumed the adjutant's job giving Lt. Lindeberg more time to fly.
- 28 The boys took off for the R.R. Yds. at Sfax. They dropped their bombs in perfect order. Direct hits on box cars and buildings. S/Sgt Kirkland again scoring by downing an ME-109. Lt. Thompson made a crash landing in "no man's land". Lt. Kelly, CP; S/Sgt Everard, RO; S/Sgt Glover, G; Sgt Queen, B, were the crew. P-38 pilots reported them as having made a good landing. They sent a movie from Constantine; Jeanette Mac Donald and Nelson Eddy in "I married an angel". They canvassed the side of the shed used as a mess hall and shot the film.
- 29 Had an early morning alert just as our boys were taking off but the Jerries didn't dare to come through the pass. The planes flew over El Aouina airport but low clouds prevented their dropping the bombs. Rumors have a British patrol picking up our lost lads, nothing official. Received orders to requisition summer clothing.
- 30 "Ole" Kirkland dood it again. After smashing a railroad junction at El Aounet they were jumped by about 15 ME-109s. Ole Kirk blazed away and got a direct hit. Not to be out-done "Pop" Dickey took his toll of one and one probable. The score to date: Kirkland - 3, Dickey - 1 and 1 probable. Direct hits were scored on R.R. lines and cars, smoke visible for 60 miles. "Doc" Ryterband had an inspection for body lice but found none. Shucks, even lice can't stand our smell.
- 31 S/Sgt Larry Jenkins spent the day at Telergma and developed the pictures he had snapped throughout the African Campaign. He had some beautiful shots. The five lost boys returned at dusk and told of their hazardous and narrow escapes.

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Sheet No. 11 War Diary 428th Bombardment Sqdn. BerteauxMonth of February, 1943 Prepared by

## DAY

## EVENTS

- 1 Pay day. Paid out \$16,000 and collected \$11,000 in money orders. The "lost" crew went on a well-earned rest.
- 2 They increased the value of the franc today; giving 50 francs to a dollar rather than 75. A hurried trip to Telergma failed to get the money order cash back. Large convoy sighted but did not attack due to heavy escort. Attempt to get help by radio failed as air waves were jammed.
- 3 Took off with 1000 pounders today. Objective was a bridge north of Maknassy vital to Nazi supply line. One flight dropped their bombs; bridge damaged but not destroyed.
- 4 Target was spared today because of low clouds.
- 5 Bad weather kept the boys grounded. 12th Bomb Group flew in with 14 B-25s; "Pink elephants". Arrived from the desert.
- 6 Barbour chiseled some French tents from Telergma so we now have a day-room. Tried to get lights in all the pup tents but not enough juice available.
- 7 Planes took off for Elmas, Sardinia but faulty guns made them return. Swim and Lockhart were awarded the Purple Heart for injuries received on combat.
- 8 Airdrome at Gabes was bombed with no loss to the squadron but 4 ships were lost from the Group; 4 ships and 3 fighters over the target. Gunner Myers chalked up his first victory when he downed an ME-109. "Naughty but Nice" was shown at the movies.
- 9 All's quiet with the weather turning colder.
- 10 They took off on the "milk run" and spotted a convoy of Barges headed inland. Results: 3 barges sunk and 1 probable. General Doolittle went along. Planes grounded at Biskra when bad weather set in. General Doolittle skimmed the R.R. tracks and came in. It started to snow and rain.
- 11 The weather man hit us with everything today - snow, rain, hail and what not. Versaw and Tressler were drowned out as was Jack. Tents were blown over and slit trenches filled with water. All planes grounded.
- 12 Weather shaped up beautifully today with the sun coming through. Snow still covered the mountain tops though.
- 13 All's quiet ~~xxx~~ except when a Pink Elephant buzzed the orderly tent too damn close.
- 14 6 planes accompanied by 24 fighters went on patrol duty but nothing sighted. "Rebecca" was shown on the screen today.
- 15 Kairouan Airdrome got it today. Bombs dropped on runways and dispersal areas. 3 fighters shot down by our escort.

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Sheet No 12 War Diary 428th Bombardment Sqdn. BerteauxMonth of February, 1945 Prepared by

DAY

EVENTS

- 16 \$15,000 worth of money orders returned when P.O. ran out of blanks. Crew returned from vacation. Eschert joined Naworski in hospital with bad cold.
- 17 Brother Jenkins went on his first mission today as photographer. Target was Villacidro Airport, Sardinia. Boys claim they really raised hell; place was cluttered with JU-52s and fighters. Lt. Wilson admitted to hospital.
- 18 Weather kept ships grounded. Joan Bennett in "Girl Trouble" was shown at the movies. Broke up Group Mess today.
- 19 The weather man threw a howling wind at us today that tried to tear up the area. All planes grounded.
- 20 A few of the boys came back from town pretty well lit-up which caused a series of "chewing" with the 1/Sgt. Hrycenko, Stewart, and Scott returned from town after staying overnight.
- 21 A field day at sea! A 10,000 ton tanker disguised as a freighter was spotted off the coast accompanied by three other ships. When the flight pulled away a cruiser had been sunk and the tanker was left a blazing inferno with flames shooting as high as 300 feet. It is believed Lt. Canham and crew sunk the cruiser. P-38s got a JU-88 and a torpedo plane. Lt. Milius crashed into the Mediterranean off the coast of Bone. The whole crew, S/Sgts Foley, Myers, Stilp and Lt. Harder, were rescued by a British Sea Patrol. Rest of planes landed at Bone for the night.
- 22 Word came through that the boys in the sea weren't rescued after all. When the rescue crew arrived there was nobody there. It is believed they drifted to safety. Had two daylight alerts and one at midnight.
- 23 The sea rovers were picked up today after 21 hours afloat on a raft. A British Sea Rescue party found them floating in the Mediterranean and took them into Bone. Lts. Milius and Harder and S/Sgt Stilp returned to the Base. Foley and Myers were taken to the hospital for treatment. Planes went on another sea search but no luck.
- 24 All's quiet today. Combat crews given a rest.
- 25 They attempted a practice bombing mission today but bad weather set in too fast. Had fresh eggs for breakfast and fresh beef for supper. What no stew?
- 26 Foley and Myers returned from the hospital. Both pretty well banged up.
- 27 The officers took it out on the enlisted men by nosing them out in a tight ball game.
- 28 Pay day today. Bridge at La Hencha was blown the hell off the map. Rear detachment flew in and P.F.O. Forzano had the distinct honor and privilege of burning the old duty roster. Ahem--- the enlisted men beat the officers 6 to 5.

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Sheet No. 15 War Diary 420th Bombardment Sqdn. BerleauxMonth of March, 1943 Prepared by

## DAY

## EVENTS

- 1 The planes went on a sea sweep but the sea lanes were clean. Could be that maybe the Axis have learned their lesson.
- 2 Another tragedy befell the squadron today. Lts. Call, Shiver, Harris, Kuhn and Alexander were hit by a 2 1/2 ton truck while they were being towed in from Telergma. Lt. Call was killed instantly. Lt. Shiver suffered a head injury and a broken leg. Lt. Kuhn's injury wasn't determined as he was still unconscious. The others had cuts and bruises.
- 3 Had the funeral for Lt. Call this noon. Lt. Kuhn died at 1400 hours. The others are on the road to recovery. They dropped frags on an airport in Gabes with plenty of damage done. Estimated 15 to 20 planes destroyed. Jimmie Smith burnt his hand starting a gas fire.
- 4 Lt. Kuhn was buried today. Planes again swept the sea lanes with nothing but the calm sea visible. Capt. Walker bought 5 kegs of beer for the Squadron and what a party we had! Everyone was so lit-up we had a hell of a time keeping a black-out.
- 5 No news.
- 6 Another sea sweep with nothing happening.
- 7 Convoy sighted and boy did they blast the hell out of it! 3 ships were left a flaming wreck. Mac Donald dropped a 500 pounder right dead center of one. Two of the three ship were sunk. Action took place as the convoy was proceeding from Sicily to Tunisia.
- 8 In a fitting ceremony that took place this noon, T/Sgt Lockhart and S/Sgt Swim were presented the Purple Heart by Colonel Hunter. Officers and enlisted men turned out in full uniform to witness the citations. Afterwards, in front of the Orderly Tent, Capt. Walker presented combat wings to T/Sgt Richardson, S/Sgts Bennett, Dickey, Ficeto, Jenkins, Langford, Myers, Naworski, Queen, Stilp, Swim, Schletz, Sgts Payne, Surbaugh and Opl Phillips.
- 9 Lt. Brock and Lt. Blaauw flew in with their crew of Black and Marrs.
- 10 No change.
- 11 A sea search today. Three destroyers sighted but did not attack. 5 kegs of beer put on tap for the boys. "Grapes of Wrath" shown in the new day-room.
- 12 They sighted an 11 ship convoy of Seibel Ferries and Barges today and tore into it. Couldn't determine the extent of damage done. Lt. Stack received a pretty bad shoulder wound from flak.
- 13 Combat crews were told to get ready for a rest. Latest flashes have it that President Roosevelt has cited the 310th Bomb Gp for its' meritorious work.
- 14 Dry run for the combat boys. Bad weather kept the transports from picking them up.

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Sheet No. 14 War Diary, 420th Bombardment Sqn. BerteauxMonth of March, 1943. Prepared by

DAY

EVENTS

- 15 Well the boys took off today for their rest cure. We got the orders that sent Lts. Thompson and Kelly back to the States.
- 16 No news.
- 17 Lt. Harris was discharged from the hospital. Lt. Shiver and M/Sgt Woods were evacuated to Oran. Captain Walker was appointed Major. What a surprise for him when he gets back from his rest cure.
- 18 Hot cakes for breakfast. Nothing exciting. Whitfield and Akulonis sent to hospital.
- 19 Had an alert, first in a long time.
- 20 Received orders to start wearing helmet, gas mask and arms at all times. Fvts Leonard and Ruh assigned to a week of hard labor for overstaying their passes.
- 21 No news.
- 22 Received orders to break up the outfit. Looks like another move. Had an alert around midnight.
- 23 Capt. Walker officially made Major. Lts Wilson and Norvell made Captain. Lts Ferrand, Haines and all co-pilots made first.
- 24 The workshop caught fire and all decontaminating trucks were pressed into service. Most of the combat crews returned from rest cure with some tall tales.
- 25 Major Walker flew in with the rest of the combat men.
- 26 Planes took off on first mission after their rest cure. Target was a gasoline dump but they didn't fare so well.
- 27 Planes took off but heavy dust forced them to return.
- 28 A sea sweep today almost to the coast of Sicily but nothing doing.
- 29 Bad weather kept the planes grounded.
- 30 No mission.
- 31 Rumors have the 310th moving to Fez where they will break up and form new groups. Pay call today. No mission. 36 planes flew practice formation at noon.

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Sheet No. 15 War Diary 428th BOMBARDMENT Sqn. BerteauxMonth of April, 1943 Prepared by

## DAY

## EVENTS

- 1 Every available ship was loaded with frags but bad weather called the mission off. The target was an airdrome on the other side of the Mediterranean.
- 2 No mission, all's quiet.
- 3 Bad weather still kept the planes grounded.
- 4 Planes off on another sea search. We lost "48". Lts. Middleton and Frost, S/Sgts Surbough, B; Everard, RO; Dickey, G; along with T/Sgt Jenkins, photographer crashed at sea when a crippled ME-109 piled into them. Four parachutes were seen to open. Fate of crew unknown. S/Sgt Kirkland accounted for one ME-109 as did S/Sgt Elvin A. Davis. Both shot a third one. One ship of the convoy is believed sunk and another probably. New crew assigned; twin brother combination. 2nd Lts T.H. and R.R. Southward, Pilot and Co-pilot, S/Sgt Howard, Engineer, Sgt Wink, Gunner, S/Sgt Martin, Radio Gunner.
- 5 An air base in Sicily, Bo Rizzo, was the hot-spot today. Capt. Aldridge went down. Co-pilot was Lt. Southward assigned only one day. Capt. Truelove, B, Capt. Norvell, N, T/Sgt Richardson, RO, S/Sgt Schletz, G, were on the crew. They went down just off the coast of Sicily. There is some hope of their rescue by the enemy. Frags were dropped all over the field destroying numerous planes of all types. Total estimated between 80 and 90 planes.
- 6 They had an early morning "milk run". Met a convoy and went to town on it. A destroyer was blown up and three vessels left blazing. No news on the fallen crew.
- 7 Day of rest for crews.
- 8 The cattle buyers went on a spree. Lts Alexander and Harris and the 1/Sgt bought a steer for the squadron. An 800 pounder cost \$150.
- 9 The 1/Sgt butchered the steer today and now we have the steaks all set for Sunday dinner. Had the band concert at noon.
- 10 The boys were after a convoy today but tangled with a flock of JU-52s escorted by ME-210s. T/Sgt Lockhart got one from the lower turret and S/Sgt Davis got one from the upper.
- 11 Had our steak dinner today with an alert right in the middle of it for which no one dispersed causing some hell to be raised. Planes took off for an airport at St. Marie Du Zit. Hit with 100 pounders.
- 12 Two 18 plane missions. First one headed for yesterday's target and unloaded their pay dirt on about 15 planes. They met plenty of flak. Second flight headed for Gudna Airdrome, 11 miles outside of Tunis but found it empty. They bombed the runways anyway. Sue Mc Pherson, Red Cross nurse, stopped by the Orderly Tent to use the phone. Barbour missed the truck back from town. Cost him 1000 francs, \$20, to convince a jeep driver to bring him back. Sold rest of seats in jeep so it only cost him 100 francs.

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Sheet No. 16 War Diary 425th Bombardment Sqdn. FertouxMonth of April, 1943. Prepared by

## DAY

## EVENTS

- 13 Had a formation this noon at which time Major Walker started a rumor. He claims we are to move towards the front within a week.
- 14 Pictures were taken of the combat crews and other departments.
- 15 Kramer was visited at the hospital and found to be pretty sick with kidney trouble. Riley was also taken to the hospital.
- 16 Evidence has been found of 15 parachutists having landed in the vicinity. Planes again unloaded their bombs at Oudna Airfield. Approximately 20 twin and single engine planes on the field at the time. Band came with a Red Cross Nurse as a singer. Guards were doubled. All ordnance men were transferred to form their own outfit.
- 17 Early morning briefing at 0430 hours. Planes took off on a sea sweep but when a couple of "Spits" buzzed the formation the F-38s dropped their belly tanks and prepared for action; they mistook the Spits for enemy fighters. Mission turned back as a result. "Doc" Ryterband warned the men against malaria now that the hot weather is setting in.
- 18 36 planes took off for Sardinia. 18 planes attacked Alghero/Fertillia Airdrome destroying 40 to 50 planes, exploded a gas dump and set the hangers on fire. Other formation attacked the docks and harbors at Port Torres destroying 3 cargo vessels and leaving a large one burning. No opposition what-so-ever.
- 19 No of our planes on the mission; just spares.
- 20 1/Sgt Johnston finally persuaded Major Walker to let him go on a mission and it was a rough one. Landing Ground at La Sebala between Tunis and Bizerte. Flak was popping all around.
- 21 Bad weather kept the planes grounded.
- 22 Heavy rainfall made the runways unserviceable. Crews alerted but none took off. Had a squadron formation at which time Capt. Wilson presented wings to combat crew members and Articles of War were read. Phillips was arrested and confined at Telergma for taking money out of the escape kit and substituting paper. First Atebrin tablets passed out for malaria.
- 23 The weather man really hit us with a barrage today! A hail storm that lasted for 15 minutes and hail as big as your thumb. It was followed by a rain storm and everyone is soaked. Fox-holes were flooded and pup tents washed out. Leonard stepped into what appeared to be a small puddle and fell into a fox-hole filled with 4 feet of water. Approximately 100 men were evacuated to the day room for the night.
- 24 The rain started again early this morning and lasted all day. A few more holes were flooded and forced the occupants to move. Double feature at the movies.
- 25 Easter Day and the sun came out. Men started drying their wet clothing. Runways unserviceable. Had spaghetti and spam with chocolate cake for our Easter dinner. Crews alerted at supper time.

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Sheet No 17 War Diary 428th Bombardment Sqn. Berteaux

Month of April, 1943. Prepared by

DAY EVENTS

26 No mission

27 No mission. Movies in the evening.

28 A sea search today. Two merchant vessels sighted and a near miss on the stern of one ship caused smoke and flame to pour out. ME - 109 was chalked up by Marre and Lockhart.

29 Another sea search but nothing cooking. Atebrin pills passed out.

30 The whole base woke up with the G.I.'s and cramps. Many of the boys were up all night. The whole sector seems to have been affected by the atebirin pills. Landing ground and road junction near Tunis were attacked. Hits on the road were scored.

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Sheet No. 18 War Diary 428th Bombardment Sqdn. BerteauxMonth of May, 1943. Prepared by

## DAY

## EVENTS

- 1 No mission.
- 2 Boys called out early in the morning for a mission but it was cancelled.
- 3 Mission scheduled with planes to fly in at 200 feet over shipping. Crews sweated the mission but it was called off at noon. Stewart, Black and Temple failed to return from town. B-17s flying below a storm late at night were directed to a safe landing by searchlights. The 1/Sgt had to go to town to find the missing boys.
- 4 Temple, Black and Stewart busted to private. "My Favorite Blonde" shown on the screen.
- 5 428th went out on a 6 ship formation to attack a 3 ship convoy with new tactics. A 2 ship element with 4 fighters on each wing to attack at 200 feet. Results: 1 freighter sunk, 1 left blazing and the third left badly damaged. All planes returned safely.
- 6 36 ship formation headed for Port Favignana. Results had best be forgotten as the mountain sides and sea claimed most of the bombs. Colonel Hunter called a meeting of all bombardiers and proceeded to chew their ---?
- 7 The news of the fall of Tunis and Bizerte was greatly hailed. The band put on a show.
- 8 Crews alerted but no mission scheduled.
9. The ancient Roman ruins at Timgad have been visited by many of the boys these past few days. Amphitheater built on the hillside still stands as does the huge archway in the center of the village. Frenchmen all along the countryside were waving flags in celebration of "Victoire". 428th had 10 of the Group's 36 planes that bombed Palermo in Sicily. 300 pound bombs were dropped all over the R.R. Yards and tracks. Harbor installations were wrecked. Huge columns of grey smoke could be seen rising from the city and harbors. No enemy aircraft observed. Over 400 Allied planes participated in this raid.
- 10 Communications jeep on the way to the Roman ruins over-turned and Sgt Mc Carthy received a broken collar bone. Eschert received a fractured rib. Eichenseer and Trombley were bruised and Met and Mc Guire untouched.
- 11 Another 36 ship formation from the Group, 6 of ours bombed Marsala, Sicily. The load was 1000 pounders this time. The entire area was filled with bomb bursts. Columns of billowing smoke could be seen for a distance of 60 miles. 12 to 15 enemy aircraft attacked the formation. Three ME-109s shot down.
- 12 The Red Cross doughnuters were here this morning. Squadron being broken into Flight, Air, and Group Echelons.
- 13 Another Group 36 ship formation set out for the Marshaling and freight installations of Cagliari, Sardinia. A direct hit was scored on a chemical plant which caused an explosion and a huge column of smoke. One merchant vessel was seen burning in the harbor.

CONFIDENTIAL

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Sheet No. 19 War Diary 428th Bombardment Sqn. Berteaux

Month of May, 1943. Prepared by

## DAY

## EVENTS

- 14 Again Sardinia with the docks and shipping at Olbia as the target. Direct hits were scored on 2 merchant vessels and a near miss on a third. Harbor installations were covered with hits. One small vessel approximately 200 tons was sunk in the port. Direct hit on a large merchant vessel outside of the harbor. Very little flak. Strong rumor of a three day pass for the Group.
- 15 Three day holiday starting today; no operations, no overnight passes and all planes grounded.
- 16 No news.
- 17 Last day of the holidays.
- 18 Docks and harbor on the island of Pantelleria were hit today. Docks and adjacent installations well covered. Bombs hit on both sides of road south of docks. String of bombs dropped on gun positions in the harbor area.
- 19 No mission today for the squadron.
- 20 Alghero/Fertilla Airdrome was the target today. 20-30 planes were in the dispersal area. A string of bombs were dropped by the first flight scoring hits on the planes. Some fires were reported. Another flight hit the hangers and installations.
- 21 Combat crews were awarded their Air Medals and Oak Leaf Clusters in a formal ceremony. Presentations were made by Major Walker. The troops later passed in review. Villacidro Airdrome was the target at noon with 1 428th ship in the formation. Frags were dropped on about 10 or 15 planes.
- 22 Changed the Orderly Tent around for a different appearance. Had a small shower which was most welcome.
- 23 No news.
- 24 Olbia/Venafiorita Landing Ground, Sardinia was bombed with frags. 15-20 aircraft were in the dispersal area. The field was well covered with bomb bursts. 8 enemy aircraft engaged the formation but were driven off by the escort.
- 25 Started to break squadron into Echelons again. All crates and equipment to be stenciled.
- 26 Ponte Olivo was the target this time. The field was covered with frags amongst some 30 aircraft. Runways were bombed.
- 27 Capt. Gahwandtner, Capt. Canham, Capt. Hellsbeck and crews were taken off combat status. Lt. Colvin transferred to Wing. Lt. Lindeberg appointed adjutant. Lt. Haines appointed Executive Officer.
- 28 Rumors spreading fast as to our destination.
- 29 Pantelleria took a pounding with 1000 pounders. 428th had a radio building to

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Sheet No. 20 War Diary 428th Bombardment Sqn. ~~Herzegovina~~

Month of May, 1943. Prepared by

DAY

EVENTS

- 29 take care of. Bombs were dropped in the assigned area leaving the building a wreck. The rest of the formation hit the docks sending them up in flame and smoke.
- 30 Advance Echelon prepared to leave for new base but were dry- runned. Souk - El-Abra is supposed to be the new base.
- 31 Fay day. Gun emplacements on Pantelleria was the objective; 1000 pounders were dropped effectively on the target. 10-12 barges were noted in the harbor. 3 transports were also seen on the airdrome. Cpts. Canham, Hellsbeck, and Gshwandtner transferred to NATC, probably homeward bound.

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Sheet No. 21 War Diary 428th Bombardment Sqdn. BerteauxMonth of June, 1943. Prepared by

## DAY

## EVENTS

- 1 A formation hit Olbia Harbor , Sardinia with 1000 pounders. A direct hit on a merchant vessel and several near misses were reported. A direct hit was scored on one of the piers. The advance detail loaded trucks in preparation for leaving for the new base.
- 2 Advance detail left for Souk-El-Arbra at 0500 hours by truck. S/Sgts Kirkland and Mc Donald failed to return from town. Movie projector failed to operate.
- 3 Truck convoy returned. Tents and equipment loaded. Pvt Mc Crow given 7 days hard labor for failing to take atebrine.
- 4 Advance Echelon took off by plane, B-25. 50 minutes to new field, Kings Cross, located between Souk-El-Arbra and Souk-El-Khemis. Runways wide enough to permit a 3 ship formation to take off at the same time. Bivouac area located amongst a field of green weeds. No trees for shade. Days are hotter'n six kinds of hell. Nights are peaceful and quiet with a cool breeze blowing. Kirk and Mac found in a hospital the result of a jeep wreck. Kirk had two broken ribs and Mac bruised pretty badly.
- 5 Truck convoy left Berteaux with remainder of equipment. Lt. Marsh, T/Sgts Lockhart and Rebello and S/Sgts Elvin Davis and Stage ordered home. Kirkland and Mc Donald returned to Base. Pvt Mc Crow A.W.O.L. from new base. Pantelleria took another pounding with 1000 pounders; gun positions were the target. When the formation hit the deck, they were jumped by a flight of enemy planes. S/Sgt Langford accounted for two of them.
- 6 Rear Echelon ferried to new base.
- 7 Mess hall moved to new location. New crew assigned; that makes 6 new crews and 5 planes assigned.
- 8 Pvt Mc Crow returned to camp. Sgt Skyeck reduced for misconduct. 3 ship formation with some 100000 pamphlets headed for Pantelleria; strictly 428th formation. "077" went on her first mission since Capt. "Joe" Helsebeck left. Lt Southward was at the helm. Friendly naval units sighted outside of harbor.
- 9 Pvt Mc Crow broke arrest and went over the hill again. Due to the heat work is called off between 1200 hours and 1600 hours. A 36 ship formation again hit Pantelleria. Gun positions took a pounding this time. 10 of 12 elements hit the target area. Ammunition dump destroyed.
- 10 Swimming facilities at Tabarka have been checked. Gun positions at Pantelleria bombed again; this time a 42 ship formation, 126,000 pounds of bombs. An indication of Allied air might. A few months ago a 24 ship formation was considered a sight.
- 11 Our day for the swimming hole at the monastery. Provisions made with the English laundry to handle our wash. 48 planes again hit Pantelleria; 1,000 planes hit the Island the preceding 24 hours. Ten minutes after the bombing the white flag was hoisted and the Island occupied. An ammunition dump was hit.

CONFIDENTIAL

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Sheet No. 22 War Diary 426th Bombardment Sqdn. Kings CrossMonth of June, 1943. Prepared by

## DAY

## EVENTS

- 12 G.I.s have been prevelant throughout the camp the past few days. The night of the Air Force in North Africa was switched to the Island of Lampedusa. 48 planes from our group hit it destroying three warehouses and gun positions. Half the city was covered with bombs. Lampedusa was made a quick believer for she hoisted the white flag that night.
- 13 Practically all of Group is messing with us from LA Colonel down to Lieutenants and we're not drawing rations for them.
- 14 All's quiet.
- 15 Group Anniversary. Big beef feast; ugh, real meat! Plenty drinks. Fire started in field destroying several acres of wheat. Alerted at 1500 hours when parachutists were reported in vicinity. Sciacca Airdrome took a pounding today. At least 50 A/C were on the field. The dispersal area and buildings were covered with bombs. 20-25 fighters attacked the formation. Lt. Peterson's ship was hit and almost forced to make a crash landing in the Mediterranean. Sgt Michalek brought down the guy that done the damage. Donaldson, Myers and Skyepek took their toll of the enemy. Number 3 for Myers. S/Sgt Langford claimed a probable; 4 ships and a probable.
- 16 No mission for the squadron.
- 17 Another day of rest.
- 18 Golfo Aranci, in Northern Sardinia, felt the sting of our bombers today. 2 18 ship formations hit it destroying 1 merchant vessel and damaging two others. Buildings and adjacent installations were hit. Formation was intercepted by 50 ME-109s, FW-190s and MA-200s, the largest interception to date; Black, Langford, Glover, Bennett, and Myers accounted for 5 of them, the others of the Group claim 3 more. P-38s got 15 and lost one of their own; no bombers lost. This was Langford's fifth making him the first ace of the squadron. Another fire threatendd the planes but was subdued.
- 19 Two trucks dispatched to Tunis. Day off for combat crews. St. Joseph of Thibar Monastary put "off limits".
- 20 Another day of rest for the crews. Two more trucks to Tunis.
- 21 36 ships hit Italy for the first time. Salerno, just south of Naples, took a pounding. Salerno is the main line in transporting men and equipment to the boot of Italy. The marshalling yards and a large trestle were hit. No flak or fighters this time. Old "83's" right engine started to sputter on the dive to hit the deck which made Lt. Loutrel feather the propwhile over the Mediterranean. He brought it in on one engine to Sidi Ahmed. When attempting to land, the wheels wouldn't lock when down. One wheel did lock on contact but the nose wheel and other one folded up. No one was injured but the ship was demolished.
- 22 We had some rain. Pvt Mc Craw returned to base.
- 23 6 spares in the air today and all returned.

CONFIDENTIAL

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Sheet No. 23 War Diary 428th Bombardment Sqdn. King CrossMonth of June, 1943. Prepared by

DAY

EVENTS

- 24 Mc Craw flown to Telergma for confinement pending trial.
- 25 No mission, no news.
- 26 No mission. Truck to the beach at Tabarka.
- 27 At a Group formation held on the runway, Colonel Hunter presented the Soldier's Medal to S/Sgt Loy G. Myers for his heroic work in holding carbon dioxide tube to inflate the life raft when he and his crew had crashed into the Mediterranean on February 21, 1943. The rush of carbon dioxide froze his hands. Lt. Duncan, of the 381st, also received the Soldier's Medal. After the presentation the troops passed in review.
- 28 36 ships led by Major Walker struck at the Olbia/Venafiorita Airdrome in Sicily. Frags were dropped amongst 15-18 large aircraft. A direct hit was scored on a plane as it was taking off causing it to crash into another one. Five enemy fighters were observed but no attempt was made to intercept our formation. Flak was in-accurate. Men warned to carry arms at all times as reliable sources indicated parachute troops were to be dropped in the vicinity. Fire sighted at top of mountain late at night.
- 29 A truck took swimmers to the beach at Le Colle. Lt. Basich, T/Sgt Stilp, and S/Sgts Freisser, Myers, Smit and Guilfoyle were in an accident near Le Colle. Fortunately, no one was injured.
- 30 Pay day. We had 12 of the 36 ships that hit Sciacca Airdrome in Sicily. The runway and dispersal area housing some 30-40 aircraft were well covered with bombs. 6 ME-109s attacked the last element. S/Sgt Langford got a probable. There was plenty of flak and the planes showed it.

CONFIDENTIAL

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Sheet No. 21 War Diary 428th Bombardment Sqdn. Kings CrossMonth of July 1943 Prepared by

## DAY

## EVENTS

- 1 Had a formation today at which time Major Walker informed us all that we'd have to put in one hours drill 6 out of 7 nights a week. Its. Bingham, Knight, Wescott, Blaauw, Peterson, Purifoy, T/Sgts Yowell, Stewart, Peterson, Bennett and S/Sgts. Glover, Queen, Martin, Wink, Michalek and Foley left on a 5 day rest cure.
- 2 Had our first hour of drill today. Also had our first air raid alarm in a long time. JU 88's were reported bombing a field 20 miles away. Blasts could be heard.
- 3 Again 36 planes striking at Milis Airdrome in Sardinia. The airdrome was well covered except the northern extremities. The southwest dispersal area was particularly well covered. Direct hits were scored on 2 airplanes causing a fire to break out. A large explosion on the west side of the field could be felt at 10,000 feet. No enemy aircraft were observed but flak as intense. Sgt. Herring, bombardier, was wounded by flak in the arm.
- 4 Fourth of July and again Sicily took it on the nose. Gerbini #6, one of the 9 satellites of the parent airdrome was visited. 3 ME 109's made a pass at the formation but no damage done. Likewise little damage done by the bombardiers. The center of the target was largely missed. Pvt. McCraw was returned from Telergma and confined at Souk-el-Arba.
- 5 The 1st satellite in the Gerbini system took it from 36 planes. The extreme east edge of the field was hit. Area between southwest corner and the railroad yards was hit. One large and 3 smaller fires were started. One element recognized the target too late and hit the Ponte Oliva airdrome scoring a direct hit on one of 6 aircraft. 6 to 8 enemy planes attacked but ineffectively. We only had 2 ships in this formation.
- 6 Had 3 separate grass fires today. The whole field was threatened when a high hit wind started blowing. Arrangements have been made in Bone to house 5 of our men nightly while on pass. Lt. Brennan and crew on rest cure. The Biscari San Pietro airdrome in central Sicily was hit with 300 pounders. Bombs were strung the entire length of the field. One group of building installations were also hit.
- 7 Gerbini #7 was visited by our bombers. Bombs hit across the southeast corner amongst some 6 to 8 enemy aircraft.
- 8 Had some most welcomed rain today.

CONFIDENTIAL

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Sheet No. 25 War Diary 428th Bombardment Sqdn Kings CrossMonth of July 1943 Prepared by

DAY

EVENTS

- 9 Gerbini no. 7 was again visited with more favorable results this time. Several strings of bombs hit the center of the field and runway. Hits were also observed on extreme east end of runway. 10-15 enemy planes were observed on the field. Two fires and an explosion were observed. T/Sgt. Paul E. Mathis, Radio-Gunner on O53 was grounded after completing his 50th mission. Sgt. Kramer returned from the hospital after every-one though he was headed home.
- 10 Scacca airdrome proved pretty costly to the group when 381st had one of her ships blown right out of the sky. An explosion with plenty of smoke was observed coming from the target. Center of the field was particularly hard hit. Temple completed his 50th mission and was grounded.
- 11 An unidentified plane flew over last night around 10 and dropped a small bomb just before reaching the runway. William "Pop" Pinto got his traveling papers, sending him back to the States to get a discharge. Sciacca airdrome took a pounding in one of the most successful raids, the 310th has ever pulled. Photos reveal that out of 55 aircraft, 39 of them were destroyed. Flak was so intense that 21 of the 36 planes were hit. 5 planes had to land on the east coast. Lt. Buglass brought his plane into Sousse with a feathered engine.
- 12 Continuing their task to make airdromes in Sicily unfit, Gerbini #10 took a pounding. A few bombs fell short and over. Closeness of airfields caused a flight to hit #8 airdrome. 10-12 ME 109's and MA 200's jumped the formation. Some 20 planes were believed destroyed on #8 airdrome.. Lts. Wheeler, Williams, and Hartman completed their 50th Mission and were subsequently grounded. Had an alert in the middle of the show.
- 13 In an attempt to weaken transport facilities to central Sicily, Enna was hit. Near misses on tracks and sidings were observed. A barracks northwest of town was the only good hit. S/Sgt. Kirkland, probably the best gunner of the squadron completed his 50th mission and was retired from combat. A P-40 pilot put on an exhibition and put his plane through the wringer.
- 14 The prestige lost in yesterday's raid was regained today when a formation of 36 planes hit Enna again. Direct hits on tracks on both ends of tunnel were observed. One element hit the town, large buildings were hit and a fire started. Our French land lady threw a party for us in honor of Bastille Day, supplying us with fresh meat, vegetables and beet. A G.I. revue was given afterwards. Pvt. Moynihan confined to guard house pending court-martial for leaving his post while on plane guard. Today's mission marked the 100th combat mission for our squadron; 615 sorties. Our gunners have been credited with 25 enemy planes. In addition the squadron has participated in Group raids that have sunk 36 Axis ships.

CONFIDENTIAL

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Sheet No. 26 War Diary 428th Bombardment Sqdn Kings CrossMonth of July 1943 Prepared By

DAY

EVENTS

- 15 Strong rumor has O53 going back to the States for a bond selling tour with original crew. O53 is the only ship in the group that still has the original engines, participated in the first raid of the Group, the first medium bomber in North Africa and has completed better than 50 missions.
- 16 Lt. Holley led a flight of 36 planes over Vibo Valincia airdrome. 5 or 6 fires broke out in the dispersal area and 4 in hangars as results of direct hits. The entire landing field was covered. Photos revealed at least 75 planes on the field - fighters being dominant. 50 of these beleived damaged Enemy aircraft interception was driven off by our escort. No flak.
- 17 The 310th supplied 36 ships toward the huge Armada that flew into Naples hitting the Marshalling yards and adjacent installations. Hits were reported on locomotive repair shops, textile plants and a round house. A hit on the oil storage dump sent black smoke curling a mile into the air. A terrific concussion was experience at 12,000 feet when a string of bombs hit a shell factory and the Arsenal. Heavy flak was prevalent as were 6 enemy fighters which refused to engage in combat. Capt Joe Halsabeck flew in for a visit.
- 18 No mission scheduled. Capt. Joe buzzed the hell out of the area with an A-20. New crew assigned.
- 19 The raid of raids came off today as our group supplied 72 airplanes towards that huge fleet that blasted Rome. Probably the largest and most coordinated attack of its size in history. Our target was the Ciampino airdromes. Hits were reported amongst hangars and administration buildings. At least 10 aircraft in dispersal areas were destroyed by direct hits. Capt Joe flew in the raid. The squadron supplied 17 planes for the mission. Lt. Vestal completed no. 50 today.
- 20 Back down to 36 ship formations again. Monte Corvina airdrome south of Naples. Our squadron flew as spares today. Another crew assigned.
- 21 Day of rest for the crews. Lts. Wheeler & Williams, and T/Sgt. Mathis along with S/Sgt. Kirkland said goodbye and headed for home.
- 22 One of the worst dust storms ever seen blew across Kings Cross. Dust respirators and goggles had to be worn. The kitchen flies were blown over and practically all the tents had stakes pulled out. What hurt most was that we had to wait till the dust subsided before we could tap our 3 kegs of beer. The railroad yards at Battipaglia south of Naples was todays target. A string of bombs were dropped just south of the target. Several long narrow buildings on the west side of town were hit. Lt. Peterson's right engine gave out as they approached the target and he had to fall off - his wingmen with him. They chose a target of their own choosing and hit a railroad track. Lt. Peterson and Southward landed at Bizerte. Other came in. Lt. Smith completed no. 50.

CONFIDENTIAL

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Sheet No. 27 War Diary 428th Bombardment Sqdn Kings CrossMonth of July 1943 Prepared by

DAY

EVENT

- 23 Grotone airdrome on the instep of Italy's boot played host to our bombers today. Direct hits were made on hangars and buildings on the west side of the field. At least 10 planes were believed hit. 3 strings ran through the center of the landing ground. Lt. Wilson, T/Sgt. Bosworth, and S/Sgt. Langford said "fini" today. Lt. Holley, T/Sgt. glass and S/Sgt. Langford were taken off of combat. A formation, to present awards, was called off when the weather man predicted another sand storm.
- 24 Decision of Pvt McCraws court martial was announced. 3 months hard labor and fined \$25 for each of 3 months. No mission.
- 25 Another off day. Combat Crews given overnight passes.
- 26 Formation held today and Air Medals were presented. Rumors have us moving to Cape Bon near Tunis.
- 27 Death decree issued on all dogs running loose in the area. Although no opposition was encountered the raid over Scalia Airdrome wasn't any too successful. Dust storm started to close in on the valley, but the rains came and drove it off.
- 28 Poor Dusty as the first victim ordered before the firing squad; but no firing squad could be found. "Wild Bill" Harris was finally deputized and lil'ole Dusty took a full clip from a German Luger before he took his last breath.
- 29 Had a French Stage show. Everyone was all set for the strip tease artist but it turned out to be mostly a tease and not a strip. A mosquito net was set up so that even the bugs couldn't get near.
- 30 Lt. Toolles fell in as spare to bomb the Practica de Mare airdrome, south of Rome. 1 JU 52 attempting to land was blown in mid-air. 2 ME 323's were left burning. Buildings on the east side were hit. The plane Lt. Toolles had fallen in for made a crash landing when only one wheel and his nose wheel came down.
- 31 Pay Call. Advance echelon made up and ready to leave in the morning.

CONFIDENTIAL



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Sheet No. 28 War Diary 426th Bombardment Sqdn Kings CrossMonth of August 1943 Prepared by

DAY

EVENT

- 1 Morning mission called off. <sup>N</sup>o ships on the second one. Advance echelon left for new base on the cape, Menzel-Temime.
- 2 Mrs. Miniver shown on the screen; no mission scheduled.
- 3 Still no mission. Planes ferried the 82nd Fighter to the Cape. Pvt. Moynihan's court-martial held and he was fined \$30.00
- 4 Another bunch was sent up to Menzel-Temime by plane.
- 5 C-53's and C-47's carried our equipment down while our bombers ferried the personnel. The field is located just outside the village of Menzel-Temime on the easter tip of the cape. Approximately 1 mile from the Mediterranean. The beach is strewn with old German wreckage - evidence of where an evacuation tried to take place. Our area is amongst fig and olive trees. Each area lined off by rows of cactus trees. Everyone now sleeping in pyramidal tents. Lts. Wilson and Smith and T/Sgt. Bosworth started on their first leg homeward bound.
- 6 The rest of the troops flew in today. Day spent in getting organized.
- 7 First mission from the new field was the Crotone Airdrome. Bombs landing on the norther part of the field caused 3 explosions. Buildings on the west side of the field were damaged. No claims were made on some 25 to 30 planes in the dispersal areas. Flak was very innacute. Lt. Loutrel and S/Sgt. MacDonald finished no. 50.
- 8 In an attempt to disrupt rail communications to central Ital a railroad trestle at Marina d'Catanzaro was set after. The trestle still stands but a warehouse was hit causing an explosion. Lt. Upchurch entered the "NiftyFifty" club today.
- 9 Received a radio for our day room, which is to be set up in the officers mess. Spurred on by yesterdays "not too successful" raid they took another slap at yesterdays bridge. Bomb bursts were reported allaround the bridge but none on. A section of the marshalling yards were hit. Hits were reported in the railroad yards. S/Sgt. Swim said fini to combat.
- 10 Advance echelon had a day in Tunis. Movies shown in the opening behind our area. No mission.
- 11 Jimmy Gilligan dug deep into his receipe book and brought forth nothing short of hot biscuits for dinner today. To top it off we had fresh American butter too. No mission.
- 12 24 ships set out from here for Crotone-Bosco Larga airdrome, the results are best put by Lt. Basich Assistant S-2 officer, 1 run, no hits, 24 errors. 7 Italian prisoners attached for detail work.

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Sheet No. 29 War Diary 428th Bombardment Sqdn Kings CrossMonth of August 1943 Prepared By

DAY EVENT

- 13 Bill Harris was injured as were the 7 prisoners when his jeep overturned in a freakish accident. Bill and 2 of the prisoners were taken to a hospital, extent of injuries unknown. The northern half of the marshalling yards in Rome was our part of the target. Smoke pots and dust prevented keen observation but photo interpretation revealed a job well done. One explosion caused flames to shoot 2,000 feet followed by a huge cloud of black smoke. The following day Rome was declared an open city. Bob Hope and Frances Langford put on a show for the base. All the British and the Frenchmen in the sector showed up.
- 14 No mission. About a dozen foreign vehicles have been secured by various members of the squadron giving us a motor pool of our own. Pvt. Temple placed in arrest of ops, pending court martial for cwracking a stolen jeep.
- 15 Bill Harris' injuries were finally revealed as just a strained muscle in his right thigh.
- 16 Still attempting to sever R.R. communications, the railroad yards at Puntre Di Stallety were hit. The target was partly obscured by clouds. However, the road north and south of the bridge were hit and a string of bombs dropped on the railroad line itself. Lt. Butterfield, completed his 50th mission.
- 17 The picture "Casablanca" was shown while a bombing could be heard going on somewhere between our base and Bizerte. R.R. switchboard between Palermi and Valle Fiorita on the ball of Italy's foot was the target. Results were mediocre.
- 18 Pvt Leonard returned after 5 days AWOL.
- 19 The Salerno marshalling yards south of Naples was the rough target for the target today. Lt. James L. Fleming flying as co-pilot for Lt. Brennan was killed by a burst of flak that crippled the ship and injured Robert "Sluggo" Davis the gunner. The plane crash landed at Bocca Di Falca airdrome in Sicily. The landing was made with no flaps, one engine, main wheels down and right tire flat, no nose wheel. T/Sgt. Smit and Lt. Keys were bruised up on the landing. 380th lost a ship in the sea. Bombs were dropped on installations bordering the north marshalling yards. The west half of the yards were demolished. Direct hits were observed on the tracks. Gas holders were hit causing a large explosion. Italian communique admit heavy damage. S/Sgt. Glover completed his 50th mission.
- 20 Lt. Fleming was buried in the 2nd Armored Division Cemetery, Palermo Sicily Plot A Row no. 4, Grave 92. No mission scheduled.
- 21 An attempt was made to show a movie but the projector bogged down.
- 22 Just a quiet day.

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Sheet No. 30 War Diary 428th Bombardment Sqdn Kings CrossMonth of August 1943 Prepared by

DAY EVENT

- 23 S/Sgt. Bill Herring was presented with the purple heart today at a formation held on the runway.
- 24 Crews sent up to practice their bombing in hopes of improving their eye. General Ridenour, Wing Commander, was expected to make the rounds. Bill Harris returned from the hospital.
- 25 A formation was held for visiting dignitaries - Generals Spaatz, Doolittle, and Ridenour plus high French and British officials. Lts. Butterfield, Hartman, Holley, Loutrel, Upchurch, Vestal and T/St. Glass and S/Sgts Langford, Swim, Glover and McDonald left for Ifraine, Algeria to await further orders sending them home. Sgt. Stout and Cpl. McKean were reduced to grade of Private by a court martial held by the Tunis M.P.'s.
- 26 Section leaders called in to discuss echelons and loading lists for a possible move. A formation of 36 planes took off to bomb the Grazzinese airdrome just north of Naples. It is the central drome of a triumverate that has supplied enemy fighter interception to formations seeking to bomb the marshalling yards in that area. The north, west and east corners were hit. One hangar suffered a direct hit. At least 2 aircraft suffered severe damage. Dense clouds prevented complete observation. 1 ME 109 was seen but it did not attack. Light flak was experienced. Lt. Bingham, T/Sgt. Marrs, S/Sgt. Foley completed, there 50th miss on
- 27 We flew as spares today and luckily for today's mission proved costly as the Group lost 3 Bombers when they were attacked by approximately 50 fighters. 18 enemy planes was shot down. Major Elmer H. Epperson new C.O. to be made the rounds today - Major Walker slated for a higher Command position.
- 28 Mission called off today reportedly for lack of fighters as a result of yesterday's heavy losses (P-38's suffered heavily). Rumors flying of a movement. S/Sgt. Chalmers received a broken arm when the truck returning from Tunis was side-swiped.
- 29 No mission. Orders taken for Scotch and champagne to celebrate our years anniversary on Sept 5th.
- 30 60 bombers led by Lt. Beatty struck at the Marshalling yards at Civitavecchia at 1219 hours. The yards were completely smothered with hits. Adjacent warehouses and repair shops were destroyed. There was one huge explosion. There was light and heavy flak. Sgt. Hazel H. Duncan, former Ordnance Chief who had been reduced for inefficiency and placed on DS with the 321st Bomb Gp was killed in an auto accident.
- 31 Pay call. Officers club officially opened. Bar was stacked with liquor from Tunis.

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SECTION III

AWARDS

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AWARDS SECTIONCapt. Helsabeck, Chester J., 0659980.

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #31, 12th AF, Feb 20/43; 3rd OLC - GO #54, NAAF, Apr 22/43;  
 4th OLC \* GO #65, NAAF, May 3/43; 5th OLC - GO #80, NAAF, May 24/43; 6th  
 OLC - GO #80, NAAF, May 24/43; 7th OLC - GO #17, NASAF, June 27/43.

1st Lt. Cunningham, Robert L., 0727857

AM - GO # 26, 12th AF, Feb 16/43; 1st OLC - GO #33, 12th AF, Feb 20/43;  
 2nd OLC - GO #54, NAAF, Apr 22/43; 3rd OLC - GO #80, NAAF, May 24/43;  
 4th OLC - GO #80, NAAF, May 24/43; 5th OLC - GO #94, NAAF, June 1/43.

Capt. Golvin, Jay W., 0725919

AM - GO #26, 12th AF, Feb 16/43; 1st OLC \* GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #31, 12th AF, Feb 20/43; 3rd OLC - GO #54, NAAF, Apr 22/43;  
 4th OLC - GO #65, NAAF, May 3/43; 5th OLC - GO #80, NAAF, May 24/43; 6th  
 OLC - GO #17, NASAF, June 27/43.

Capt. Upchurch, Jerry E., 0659610

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #65, NAAF, May 3/43; 3rd OLC \* GO #65, NAAF, May 3/43; 4th  
 OLC - GO #65, NAAF, May 3/43; 5th OLC - GO #80, NAAF, May 24/43; 6th OLC  
 - GO #94, NAAF, June 1/43.

T/Sgt. Lockhart, James H., 13040163

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #33, 12th AF, Feb 20/43; 3rd OLC - GO #65, NAAF, May 3/43;  
 4th OLC - GO #65, NAAF, May 3/43; 5th OLC - GO #81, NAAF, May 24/43; 6th  
 OLC - GO #81, NAAF, May 24/43; 7th OLC - GO #94, NAAF, June 1/43.

S/Sgt. Davis, Elvin A., 39303647

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #65, NAAF, May 3/43; 3rd OLC - GO #65, NAAF, May 3/43; 4th  
 OLC - GO #80, NAAF, May 24/43; 5th OLC - GO #80, NAAF, May 24/43; 6th OLC-  
 GO #80, NAAF, May 24/43; 7th OLC - GO #17, NASAF, June 27/43.

Capt. Gellwardtner, Frank J., 0659973

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #31, 12th AF, Feb 20/43; 3rd OLC - GO #93, NAAF, May 31/43;  
 4th OLC - GO #93, NAAF, May 31/43; 5th OLC - GO #93, NAAF, May 31/43; 6th  
 OLC - GO #17, NASAF, June 27/43; 7th OLC - GO #35, NASAF, Aug 6/43.

1st Lt. Williams, Edwin W., 0728143

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #35, 12th AF, Feb 28/43; 3rd OLC - GO #93, NAAF, May 31/43;  
 4th OLC - GO #93, NAAF, May 31/43; 5th OLC - GO #93, NAAF, May 31/43; 6th  
 OLC - GO #35, NASAF, Aug 6/43; 7th OLC - GO #35, NASAF, Aug 6/43.

-1-

CONFIDENTIAL

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## AWARDS SECTION

Capt. Doolittle, Leonard N., 0790945

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #54, NAAF, Apr 22/43; 3rd OLC - GO #80, NAAF, May 24/43;  
 4th OLC - GO #80, NAAF, May 24/43; 5th OLC - GO #17, NASAF, June 27/43;  
 6th OLC - GO #40, NASAF, Aug 17/43; 7th OLC - GO #40, NASAF, Aug 17/43.

1st Lt. Herold, Armin F., 0440326

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #31, 12th AF, Feb 20/43; 3rd OLC - GO #65, NAAF, May 3/43;  
 4th OLC - GO #80, NAAF, May 24/43; 5th OLC - GO #17, NASAF, June 27/43.

Pvt. Temple, Robert W., 12031017

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #35, 12th AF, Feb 28/43; 3rd OLC - GO #22, NASAF, July 13/  
 43; 4th OLC - GO #22, NASAF, July 13/43; 5th OLC - GO #22, NASAF July  
 13/43; 6th OLC - GO #35, NASAF, Aug 6/43; 7th OLC - GO #35, NASAF, Aug  
 6/43; 8th OLC - GO #35, NASAF, Aug 6/43; 9th OLC - GO #35, NASAF, Aug 6/  
 43.

S/Sgt. Stage, Albert A., 36235431

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #65, NAAF, May 3/43; 3rd OLC - GO #31, May 31/43; 4th OLC -  
 GO #93, NAAF, May 31/43; 5th OLC - GO #93, NAAF, May 31/43.

S/Sgt. Tow, Charles W., Jr., 18135953

AM - GO #40, NASAF, Aug 17/43; 1st OLC - GO #40, NASAF, Aug 17/43.

Capt. Beatty, John H., 0789769

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #31, 12th AF, Feb 20/43.

1st Lt. Wheeler, William A. K., 0728141

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #31, 12th AF, Feb 20/43; 3rd OLC - GO #70, NAAF, May 8/43;  
 4th OLC - GO #70, NAAF, May 8/43; 5th OLC - GO #17, NASAF, June 27/43;  
 6th OLC - GO #22, NASAF, July 13/43; 7th OLC - GO #35, NASAF, Aug 6/43.

2nd Lt. Sandstrom, John E., 0795491

AM - GO #40, NASAF, Aug 17/43; 1st OLC - GO #40, NASAF, Aug 17/43.

T/Sgt. Mathis, Paul E., 15099210

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #31, 12th AF, Feb 20/43; 3rd OLC - GO #65, NAAF, May 3/43;  
 4th OLC - GO #70, NAAF, May 8/43; 5th OLC - GO #18, NASAF, July 4/43; 6th  
 OLC - GO #18, NASAF, July 4/43; 7th OLC - GO #35, NASAF, Aug 6/43; 8th  
 OLC - GO #40, NASAF, Aug 17/43; 9th OLC - GO #40, NASAF, Aug 17/43.

-2-

CONFIDENTIAL

CONFIDENTIAL

AWARDS SECTIONS/Sgt. Kirkland, Robert O., 14064537

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #31, 12th AF, Feb 20/43; 3rd OLC - GO #33, 12th AF, Feb  
 20/43; 4th OLC - GO #70, NAAF, May 8/43; 5th OLC - GO #70, NAAF, May 8/  
 43; 6th OLC - GO #70, NAAF, May 8/43; 7th OLC - GO #70, NAAF, May 8/43;  
 8th OLC - GO #70, NAAF, May 8/43; 9th OLC - GO #17, NASAF, June 27/43;  
 10th OLC - GO #35, NASAF, Aug 6/43.

Capt. Janham, Arthur E., 0791043

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43; 2nd  
 OLC - GO #31, 12th AF, Feb 20/43; 3rd OLC - GO #80, NAAF, May 24/43; 4th  
 OLC - GO #80, NAAF, May 24/43; 5th OLC - GO #80, NAAF, May 24/43; 6th OLC -  
 GO #18, July 4/43; 7th OLC - GO #18, NASAF, July 4/43.  
 NASAF,

1st Lt. Wilson, Kieth G., 0728144

AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #33, 12th AF, Feb 20/43; 2nd  
 OLC - GO #93, NAAF, May 31/43; 3rd OLC - GO #93, NAAF, May 31/43; 4th  
 OLC - GO #93, NAAF, May 31/43; 5th OLC - GO #17, NASAF, June 27/43; 6th  
 OLC - GO #40, NASAF, Aug 17/43; 7th OLC - GO #40, NASAF, Aug 17/43; 8th  
 OLC - GO #40, NASAF, Aug 17/43.

S/Sgt. Toley, Patrick L., 31094834

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #93, NAAF, May 31/43; 3rd OLC - GO #93, NAAF, May 31/43; 4th  
 OLC - GO #17, NASAF, June 27/43.

T/Sgt. ReBello, John E., Jr., 11018868

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #31, 12th AF, Feb 20/43; 3rd OLC - GO #80, NAAF, May 24/43;  
 4th OLC - GO #80, NAAF, May 24/43; 5th OLC - GO #80, NAAF, May 24/43; 6th  
 OLC - GO #17, NASAF, June 27/43.

2nd Lt. Kalls, William H., Jr., 0666679

AM - GO #40, NASAF, Aug 17/43.

S/Sgt. Farker, Perrie C., 17036553

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #31, 12th AF, Feb 20/43.

1st Lt. Marsch, Edward D., 0790370

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #65, NAAF, May 3/43; 3rd OLC - GO #93, NAAF, May 31/43; 4th  
 OLC - GO #93, NAAF, May 31/43.

1st Lt. Stack, James F., 0728121

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
 2nd OLC - GO #33, 12th AF, Feb 20/43;

-3-  
CONFIDENTIAL

CONFIDENTIAL

AWARDS SECTION1st Lt. Stack, James F., 0728121 (Cont'd)

3rd OLC - GO #54, NAAF, Apr 22/43; 4th OLC - GO #18, NASAF, July 4/43.

S/Sgt. Hook, Raymond K., 37124825

AM - GO #40, NASAF, Aug 17/43; 1st OLC - GO #40, NASAF, Aug 17/43; 2nd OLC - GO #40, NASAF, Aug 17/43.

S/Sgt. McDonald, Donald E., 16024891

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #33, 12th AF, Feb 20/43; 2nd OLC - GO #65, NAAF, May 3/43; 3rd OLC - GO #65, NAAF, May 3/43; 4th OLC - GO #93, NAAF, May 31/43; 5th OLC - GO #18, NASAF, July 4/43; 6th OLC - GO #18, NASAF, July 4/43.

T/Sgt. Bosworth, William H., 35302027

AM - GO #31, 12th AF, Feb 20/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #80, NAAF, May 24/43; 3rd OLC - GO #80, NAAF, May 24/43; 4th OLC - GO #17, NASAF, June 27/43; 5th OLC - GO #17, NASAF, June 27/43; 6th OLC - GO #22, NASAF, July 13/43.

S/Sgt. Duncan, Billy M., 14077693

AM - GO #30, 12th AF, Feb 19/43.

Sgt. Payne, Charles C., 6664691

AM - GO #65, NAAF, May 3/43; 1st OLC - GO #69, NAAF, May 7/43; GO #80, NAAF, May 24/43.

1st Lt. Middleton, Loula M., 0660174

AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #31, 12th AF, Feb 20/43; 2nd OLC - GO #54, NAAF, Apr 22/43; 3rd OLC - GO #18, NASAF, July 4/43.

2nd Lt. Snoddy, William G., 0666722

AM - GO #40, NASAF, Aug 17/43; 1st OLC - GO #40, NASAF, Aug 17/43.

1st Lt. Frest, Roland, 0663033

AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #31, 12th AF, Feb 20/43; 2nd OLC - GO #54, NAAF, Apr 22/43; 3rd OLC - GO #18, NASAF, July 4/43.

S/Sgt. Barbaugh, Stephen G., 17020679

AM - GO #31, 12th AF, Feb 20/43; 1st OLC - GO #18, NASAF, July 4/43; 2nd OLC - GO #18, NASAF, July 4/43.

-4-

CONFIDENTIAL



CONFIDENTIAL

AWARDS SECTIONS/Sgt. Rankin, James V., 37113211

AM - GO #40, NASAF, Aug 17/43; 1st OLC - GO #40, NASAF, Aug 17/43.

S/Sgt. Ficeto, Bartholomeo, 32306484AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
2nd OLC - GO #18, NASAF, July 4/43.2nd Lt. Davidson, James C., 0738107

AM - GO #40, NASAF, Aug 17/43; 1st OLC - GO #40, NASAF, Aug 17/43.

S/Sgt. Dekey, Norris D., 19059687AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #31, 12th AF, Feb 20/43;  
2nd OLC - GO #18, NASAF, July 4/43; 3rd OLC - GO #18, NASAF, July 4/43;  
4th OLC - GO ##22, NASAF, July 13/43.1st Lt. Milius, Morris O., 0725508

AM - GO #13, NAAF, Mar 11/43.

T/Sgt. Jenkins, Howard L., 20761267

AM - GO #65, NAAF, May 3/43.

2nd Lt. Hotopp, Henry J., 0666670

AM - GO #40, NASAF, Aug 17/43.

1st Lt. Haeder, Frank A., 0728075

AM - GO #94, NAAF, June 1/43.

1st Lt. Hartman, William J., 0790955AM - GO #31, 12th AF, Feb 20/43; 1st OLC - GO #54, NAAF, Apr 22/43; 2nd  
OLC - GO #93, NAAF, May 31/43; 3rd OLC - GO #93, NAAF, May 31/43; 4th  
OLC - GO #93, NAAF, May 31/43; 5th OLC - GO #17, NASAF, June 27/43; 6th  
OLC - GO #35, NASAF, Aug 6/43; 7th OLC - GO #35, NASAF, Aug 6/43; 8th  
OLC - GO #35, NASAF, Aug 6/43; 9th OLC - GO #35, NASAF, Aug 6/43.1st Lt. Vestal, Marion S., 0662318AM - GO #80, NAAF, May 24/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC\*  
GO #80, NAAF, May 24/43; 3rd OLC - GO #80, NAAF, May 24/43; 4th OLC -  
GO #18, NASAF, July 4/43; 5th OLC - GO #35, NASAF, Aug 6/43; 6th OLC -  
GO #35, NASAF, Aug 6/43; 7th OLC - GO #35, NASAF, Aug 6/43; 8th OLC-GO #35,  
NASAF, Aug 6/43; 9th OLC - GO #40, NASAF, Aug 17/43.T/Sgt. Stilp, John P., 36235918AM - GO #33, 12th AF, Feb 20/43; 1st OLC-GO #80, NAAF, May 24/43; 2nd OLC-  
GO #35, NASAF, Aug 6/43; 3rd OLC-GO #35, NASAF, Aug 6/43.

-5-

CONFIDENTIAL

CONFIDENTIAL

AWARDS SECTIONS/Sgt. Myers, Loy G., 15098341

AM - GO #85, NAAF, May 25/43; 1st OLC - GO #85, NAAF, May 25/43; 2nd OLC - GO #85, NAAF, May 25/43; 3rd OLC - GO #85, NAAF, May 25/43.

Maj. Walker, James P., 023903

AM - GO #31, 12th AF, Feb 20/43; 1st OLC - GO #31, 12th AF, Feb 20/43; 2nd OLC - GO #51, NAAF, Apr 22/43; 3rd OLC - GO #80, NAAF, May 24/43.

1st Lt. Bingham, Henry G., Jr., 0727839

AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #70, NAAF, May 8/43; 2nd OLC - GO #93, NAAF, May 31/43.

Capt. Norvell, Richard T., 0431338

AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #42, NAAF, Apr 10/43; 2nd OLC - GO #65, NAAF, May 3/43; 3rd OLC - GO #22, NASAF, July 13/43.

Capt. Truelove, Denver V., 0427637

AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #31, 12th AF, Feb 20/43; 2nd OLC - GO #18, NASAF, July 4/43; 3rd OLC - GO #18, NASAF, July 4/43.

S/Sgt. East, Charles D., 33190549

AM - GO #40, NASAF, Aug 17/43; 1st OLC - GO #40, NASAF, Aug 17/43.

T/Sgt. Richardson, Warren F., 6138549

AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #42, NAAF, Apr 10/43; 2nd OLC - GO #65, NAAF, May 3/43.

S/Sgt. Kelly, Phillip J., 35306685

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Schultz, Howard G., 18070482

AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #31, 12th AF, Feb 20/43.

S/Sgt. Houseman, Charles M., J., 13114315

AM - GO #35, NASAF, Aug 6/43.

1st Lt. Martin, Grover W., 0790371

AM - GO #30, 12th AF, Feb 19/43.

S/Sgt. Hirt, Fred A., 32437875

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

-6-

CONFIDENTIAL

CONFIDENTIAL

AWARDS SECTION1st Lt. Smith, Merle E., 0728119

AM - GO #31, 12th AF, Feb 20/43; 1st OLC - GO #65, NAAF, May 3/43; 2nd OLC - GO #80, NAAF, May 24/43; 3rd OLC - GO #18, NASAF, July 4/43; 4th OLC - GO #18, NASAF, July 4/43; 5th OLC - GO #35, NASAF, Aug 6/43; 6th OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Naworski, Edward F., 15098261

AM - GO #31, 12th AF, Feb 20/43; 1st OLC - GO #18, NASAF, July 4/43; 2nd OLC - GO #18, NASAF, July 4/43; 3rd OLC - GO #18, NASAF, July 4/43; 4th OLC - GO #35, NASAF, Aug 6/43.

T/Sgt. Bennett, Robert L., 35265765

AM - GO #30, 12th AF, Feb 19/43; 1st OLC - GO #65, NAAF, May 3/43; 2nd OLC - GO #65, NAAF, May 3/43; 3rd OLC - GO #80, NAAF, May 24/43; 4th OLC - GO #17, NASAF, June 27/43; 5th OLC - GO #35, NASAF, Aug 6/43; 6th OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Colley, Francis E., 37214484

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43.

Capt. Holley, James T., 0790342

AM - GO #70, NAAF, May 8/43; 1st OLC - GO #70, NAAF, May 8/43; 2nd OLC - GO #80, May 24/43; 3rd OLC - GO #17, NASAF, June 27/43; 4th OLC - GO #22, NASAF, July 13/43; 5th OLC - GO #22, NASAF, July 13/43.

1st Lt. Butterfield, William M., 0377475

AM - GO #70, NAAF, May 8/43; 1st OLC - GO #70, NAAF, May 8/43; 2nd OLC - GO #94, NAAF, June 1/43; 3rd OLC - GO #22, NASAF, July 13/43; 4th OLC - GO #22, NASAF, July 13/43.

S/Sgt. Connors, Charles L., 35301229

AM - GO #66, NAAF, May 5/43; 1st OLC - ?; 2nd OLC - GO #17, NASAF, June 27/43; 3rd OLC - GO #22, NASAF, July 13/43; 4th OLC - GO #22, NASAF, July 13/43.

T/Sgt. Glass, John D., 18068120

AM - GO #66, NAAF, May 5/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #17, NASAF, June 27/43; 3rd OLC - GO #22, NASAF, July 13/43; 4th OLC - GO #22, NASAF, July 13/43;

S/Sgt. Langford, Alvin I., 33311906

AM - GO #65, NAAF, May 3/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #80, NAAF, May 24/43; 3rd OLC - GO #82, NAAF, May 24/43; 4th OLC - GO #35, NASAF, Aug 6/43; 5th OLC - GO #35, NASAF, Aug 6/43.

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AWARDS SECTION

Capt. Brock, James C., 0437732

AM - GO #80, NAAF, May 24/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #94, NAAF, June 1/43; 3rd OLC - GO #17, NASAF, June 27/43; 4th OLC - GO #22, NASAF, July 13/43; 5th OLC - GO #22, NASAF, July 13/43.

1st Lt. Blaum, Harold A., 0727841

AM - GO #80, NAAF, May 24/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #94, NAAF, June 1/43; 3rd OLC - GO #35, NASAF, Aug 6/43; 4th OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Spencer, Ronald L., 17033236

AM - GO #66, NAAF, May 5/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #94, NAAF, June 1/43; 3rd OLC - GO #35, NASAF, Aug 6/43; 4th OLC - GO #35, NASAF, Aug 6/43.

T/Sgt. Watts, Horace S., 38084770

AM - GO #66, NAAF, May 5/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #94, NAAF, June 1/43; 3rd OLC - GO #35, NASAF, Aug 6/43; 4th OLC - GO #35, NASAF, Aug 6/43; 5th OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Black, James F., 18062665

AM - GO #66, NAAF, May 5/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #82, NAAF, May 24/43; 3rd OLC - GO #18, NASAF, July 4/43; 4th OLC - GO #35, NASAF, Aug 6/43.

1st Lt. Peterson, Arthur C., 0790397

AM - GO #80, NAAF, May 24/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #94, NAAF, June 1/43; 3rd OLC - GO #35, NASAF, Aug 6/43; 4th OLC - GO #35, NASAF, Aug 6/43.

1st Lt. Wescott, Robert M., 0728140

AM - GO #94, NAAF, June 1/43; 1st OLC - GO #94, NAAF, June 1/43; 2nd OLC - GO #35, NASAF, Aug 6/43; 3rd OLC - GO #35, NASAF, Aug 6/43; 4th OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Guilfoyle, Frederick J., 12085250

AM - GO #70, NAAF, May 8/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #17, NASAF, June 27/43; 3rd OLC - GO #35, NASAF, Aug 6/43; 4th OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Michalek, Joseph F., 36178871

AM - GO #70, NAAF, May 8/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #17, NASAF, June 27/43; 3rd OLC - GO #35, NASAF, Aug 6/43; 4th OLC - GO #35, NASAF, Aug 6/43.

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AWARDS SECTION1st Lt. Thompson, Charles A., 0790424

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #33, 12th AF, Feb 20/43.

2nd Lt. Tanning, Fred H., 0666684

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

2nd Lt. Kelley, Andrew B., 0662456

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43.

F/O Edelman, Forrest J., T-142

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Queen, Kenneth E., 18047129

AM - GO #80, NAAF, May 24/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #17, NASAF, June 27/43; 3rd OLC - GO #17, NASAF, June 27/43; 4th OLC - GO #35, NASAF, Aug 6/43; 5th OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Ulover, Harold E., 6138717

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43; 2nd OLC - GO #31, 12th AF, Feb 20/43; 3rd OLC - GO #33, 12th AF, Feb 20/43; 4th OLC - GO #80, NAAF, May 24/43; 5th OLC - GO #35, NASAF, Aug 6/43; 6th OLC - GO #35 - NASAF, Aug 6/43; 7th OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Everard, William J., 36235461

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43; 2nd OLC - GO #31, 12th AF, Feb 20/43.

2nd Lt. Fleming, Thornton, 0794388

AM - GO #40, NASAF, Aug 17/43.

S/Sgt. Swins, Lowell W., 13064477

AM - GO #33, 12th AF, Feb 20/43; 1st OLC - GO #65, NAAF, May 3/43; 2nd OLC - GO #70, May 8/43; 3rd OLC - GO #17, NASAF, June 27/43; 4th OLC - GO #17, NASAF, June 27/43; 5th OLC - GO #18, NASAF, July 4/43; 6th OLC - GO #35, NASAF, Aug 6/43.

Pvt. Phillips, William E., 13044887

AM - GO #65, NAAF, May 3/43.

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AWARDS SECTIONCapt. Lourel, John M., 0790366

AM - GO #26, 12th AF, Feb 16/43; 1st OLC - GO #31, 12th AF, Feb 20/43; 2nd OLC - GO #33, 12th AF, Feb 20/43; 3rd OLC - GO #93, NAAF, May 31/43; 4th OLC - GO #93, NAAF, May 31/43; 5th OLC - GO #17, NASAF, June 27/43; 6th OLC - GO #35, NASAF, Aug 6/43; 7th OLC - GO #35, NASAF, Aug 6/43.

F/O Hogan, Jack F., T-120145

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

F/O Moulder, Robert W., T-120164

AM - GO #70, NAAF, May 8/43; 1st OLC - GO #94, NAAF, June 1/43; 2nd OLC - GO #18, NASAF, July 4/43; 3rd OLC - GO #35, NASAF, Aug 6/43.

1st Lt. Purifoy, Lawrence L., O-727917

AM - GO #80, NAAF, May 24/43; 1st OLC - GO #80, NAAF, May 24/43; 2nd OLC - GO #17, NASAF, June 27/43; 3rd OLC - GO #35, NASAF, Aug 6/43; 4th OLC - GO #35, NASAF, Aug 6/43.

1st Lt. McLain, Gerald M., 0662951

AM - GO #80, NAAF, May 24/43; 1st OLC - GO #94, NAAF, June 1/43; 2nd OLC - GO #35, NASAF, Aug 6/43; 3rd OLC - GO #35, NASAF, Aug 6/43; 4th OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Davis, Robert M., 19078610

AM - GO #94, NAAF, June 1/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Herring, William S., 34304215

AM - GO #94, NAAF, June 1/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43.

1st Lt. Brennan, Samuel J., Jr., 0791668

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43.

2nd Lt. Keys, Paul R., 0729979

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43; 3rd OLC - GO #35, NASAF, Aug 6/43.

Sgt. Mirault, Osborne J., 31117861

AM - GO #13, NASAF, June 14/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43; 3rd OLC - GO #35, NASAF, Aug 6/43.

-10-

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AWARDS SECTIONSgt. Reed, Robert H., 35358672

AM - GO #13, NASAF, June 11/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43; 3rd OLC - GO #35, NASAF, Aug 6/43;

T/Sgt. Smith, Richard F., 36304826

AM - GO #13, NASAF, June 11/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Martin, Robert J., 37150828

AM - GO #13, NASAF, June 11/43; 1st OLC - GO #18, NASAF, July 1/43; 2nd OLC - GO #35, NASAF, Aug 6/43; 3rd OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Wink, Jacob A., 34088150

AM - GO #13, NASAF, June 11/43; 1st OLC - GO #18, NASAF, July 1/43; 2nd OLC - GO #35, NASAF, Aug 6/43; 3rd OLC - GO #35, NASAF, Aug 6/43.

Pvt. Warlie, Roger R., 39020223

AM - GO #13, NASAF, June 11/43; 1st OLC - GO #22, NASAF, July 13/43; 2nd OLC - GO #35, NASAF, Aug 6/43.

1st Lt. Roel, Richard J., 0661108

AM - GO #18, NASAF, July 1/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43; 3rd OLC - GO #35, NASAF, Aug 6/43.

Sgt. Versaw, Robert E., 17038011

AM - GO #18, NASAF, July 1/43.

2nd Lt. Hartwell, Jacob S., 0796921

AM - GO #35, NASAF, Aug 6/43.

S/Sgt. Storrs, Donald W., 19053723

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

1st Lt. Southward, Thomas H., 0730982

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Hing, Wing Y., 18096639

AM - GO #35, NASAF, Aug 6/43.

2nd Lt. Nessif, Joseph M., 0666698

AM - GO #40, NASAF, Aug 17/43; 1st OLC - GO #40, NASAF, Aug 17/43.

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AWARDS SECTIONSgt. Jack, Robert C., 16047421

AM - GO #35, NASAF, Aug 6/43.

2nd Lt. Edwards, William P., 0794649

AM - GO #35, NASAF, Aug 6/43.

1st Lt. Buglass, Kenneth G., 0661075

AM - GO #35, NASAF, Aug 6/43.

1st Lt. Boatler, Sidney K., 0408446

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

2nd Lt. Tooles, William B., 0791550

AM - GO #35, NASAF, Aug 6/43.

2nd Lt. Wortman, Robert A., 0731550

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43.

2nd Lt. Whitehurst, Ray E., 0732603

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

2nd Lt. Stewart, Hugh W., 0734275

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

1st Lt. Waugh, Carter H., 0727815

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

Sgt. Donaldson, William M., 15107377

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

Cpl. Skypeck, George F., 31126900

AM - GO #35, NASAF, Aug 6/43.

Sgt. Uvalle, Charles V., 32235848

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43; 2nd OLC - GO #35, NASAF, Aug 6/43.

Sgt. Stevens, William F., 31136556

AM - GO #35, NASAF, Aug 6/43.

-12-

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AWARDS SECTION

S/Sgt. Thalmers, Gordon W., 17054028

AM - GO #35, NASAF, Aug 6/43; 1st OLC - GO #35, NASAF, Aug 6/43.

S/Sgt. Martin, Jack E., 36160347

AM - GO #35, NASAF, Aug 6/43 ; 1st OLC - GO #35, NASAF, Aug 6/43.

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HEADQUARTERS NORTHWEST AFRICAN AIR FORCES  
A. P. O. 650

2 Aug 1943.

GENERAL ORDERS )  
:  
NUMBER 154 )E X T R A C T\* \* \* \* \*  
SECTION II -- AWARDS OF DISTINGUISHED FLYING CROSS

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Cir. No. 126, Hq NATOUSA, 2 July 1943, the Distinguished Flying Cross is awarded to the following named personnel, Air Corps, United States Army, residence and citation as indicated, in the name of the Commanding General, NATOUSA:

ARTHUR E. CANHAM, O-791043, Capt, Mill Valley, Calif. For extraordinary achievement while participating in aerial flight in the North African Theatre of Operations as pilot of a B-25 type aircraft. While leading an element on a low level bombing attack against an enemy convoy in the Sicilian Straits on 21 February 1943, Capt. Canham observed that the flight leader's element was in danger of being hit by intense anti-aircraft fire from a cruiser and two destroyers. Resolutely leading his element in an attack on the cruiser, Capt. Canham directed hostile fire from the land element to his own element. Several direct hits sank the cruiser. His steadfast devotion to duty and his consistent calm efficiency in the face of concentrated anti-aircraft fire have reflected great credit upon himself and the Armed Forces of the United States.

\* \* \* \* \*  
By command of Lieutenant General SPAATZ:

OFFICIAL:

/s/ William W. Dick,  
WILLIAM W. DICK,  
Colonel, A. G. D.,  
Air Adjutant General.E. P. CURTIS,  
Brigadier General, USA,  
Chief of Staff.

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HEADQUARTERS TWELFTH AIR FORCE  
A. P. O. 650

11 Sept 1943.

GENERAL ORDERS )  
:  
NUMBER 52 )E X T R A C T

\* \* \* \*

SECTION III -- AWARDS OF DISTINGUISHED FLYING CROSS.

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 126, NATOUSA, 2 July 1943, the Distinguished Flying Cross is awarded to the following named personnel, Air Corps, United States Army, residence and citation as indicated, in the name of the Commanding General, NATOUSA.

JAMES T. HOLLEY, 0790342, First Lieutenant, Tuscaloosa, Ala. For extraordinary achievement while participating in aerial flight in the North African Theater of Operations as pilot of a B-25 type aircraft. Leading his formation in an attack on Sciacca Airdrome, 11 July 1943, Lieutenant Holley distinguished himself through his aggressiveness and resolute courage. In the face of intense and accurate anti-aircraft fire, he steadfastly held to his course, enabling his bombardiers to score direct hits on the target, destroying thirty-nine out of fifty-five aircraft on the ground, and rendering the field unserviceable at a time when it was of great value to the enemy as a fighter base for operations against the Allied invasion of Sicily. Lieutenant Holley's outstanding leadership and unflinching devotion to duty have reflected great credit upon himself and the Armed Forces of the United States.

MARION S. VESTAL, 0662518, First Lieutenant, Grand Rapids, Mich. For extraordinary achievement while participating in aerial flight in the North African Theater of Operations as bombardier of a B-25 type aircraft. On 21 February 1943, while on a sea search over the Sicilian Straits, his formation located and attacked a large enemy tanker escorted by a cruiser and two destroyers. Flying as lead bombardier for his element, Lieutenant Vestal directed his pilot in making a low-level run over the cruiser as a second element attacked the tanker. Intense anti-aircraft fire from the cruiser and destroyers severely damaged his B-25 as it approached the target at mast level. However, despite the uneven flight of his aircraft, Lieutenant Vestal adjusted his sight with such cool precision that he scored direct hits on the cruiser, which was later confirmed as having sunk. His outstanding professional skill and his steadfast devotion to duty have reflected great credit upon himself and the Armed Forces of the United States.

\* \* \* \*

By command of Lieutenant General SPAATZ:

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OFFICIAL:

E. P. CURTIS,  
Brigadier General, USA,  
Chief of Staff.

/s/ William W. Dick  
WILLIAM W. DICK,  
Colonel, A. G. D.,  
Adjutant General.

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HEADQUARTERS  
310TH BOMBARDMENT GROUP (M)  
APO 520

July 8, 1943

GENERAL ORDERS)

NO. 10)

E X T R A C T

\* \* \*

SECTION 1. AWARDS OF THE PURPLE HEART

1. William B. Herring, A.S.N. 34304215, Sgt., Air Corps, U.S. Army. For wounds received while on an operational mission against the enemy July 3, 1943. Residence at induction: Washington, North Carolina.

\* \* \*

/s/Anthony G. Hunter,  
ANTHONY G. HUNTER,  
Colonel, Air Corps  
Commanding.

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HEADQUARTERS  
310TH BOMBARDMENT GROUP (M)  
APO 520

March 12, 1943.

GENERAL ORDERS)

NO. 5)

E X T R A C T

\* \* \*

SECTION 1. AWARDS OF THE PURPLE HEART

1. James F. Stack, O-728121, 2nd Lt., Air Corps, U.S. Army. For wounds received as a result of enemy action while on an operational mission. Residence at appointment: Tacoma, Washington.

\* \* \*

/s/ Anthony G. Hunter  
ANTHONY G. HUNTER,  
Colonel, Air Corps,  
Commanding.

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HEADQUARTERS  
310TH BOMBARDMENT GROUP (M)  
APO 520

February 5, 1943.

GENERAL ORDERS)

NO. 1)

E X T R A C T

\* \* \*

SECTION 1. AWARDS OF THE PURPLE HEART

1. James H. Lockhart A.S.N. 13040463, Technical Sergeant, Air Corps,  
U.S. Army. For wounds received in enemy action on January 22nd, 1943.  
Residence at enlistment: Pittsburg, Penna.

\* \* \*

/s/Anthony G. Hunter,  
ANTHONY G. HUNTER,  
Colonel, Air Corps,  
Commanding.

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HEADQUARTERS  
310TH BOMBARDMENT GROUP (M)  
APO 520

February 5, 1943.

GENERAL ORDERS)

NO. 1)

E X T R A C T

\* \* \*

SECTION 1. AWARDS OF THE PURPLE HEART.

1. Powell T. Swin, A.S.N. 13064477, Staff Sergeant, Air Corps, U.S. Army. For Wounds received in enemy action on January 8th, 1943. Residence at enlistment: Calhoun Street, Radford, Virginia.

\* \* \*

By Order of Colonel HUNTER:

/a/ Anthony G. Hunter  
ANTHONY G. HUNTER,  
Colonel, Air Corps,  
Commanding.

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HEADQUARTERS  
310TH BOMBARDMENT GROUP (M)  
APO 520

July 21, 1943

GENERAL ORDERS)

NO. 12)

E X T R A C T

\* \* \*

SECTION I. AWARDS OF THE PURPLE HEART

1. William F. Stevens, A.S.N. 3113656, Sgt. Air Corps, U.S. Army.  
For wounds received while on an operational mission against the enemy 19  
July, 1943. Residence at enlistment: North Dartmouth, Massachusetts.

\* \* \*

/s/ Anthony G. Hunter,  
ANTHONY G. HUNTER,  
Colonel, Air Corps,  
Commanding.

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HEADQUARTERS  
NORTHWEST AFRICAN STRATEGIC AIR FORCE

3 May 1943.

GENERAL ORDERS)

NO. 7)

EXTRACTSECTION II AWARDS OF THE SOLDIER'S MEDAL

1. Loy G. Myers, 15098341, S/Sgt., Air Corps, U.S. Army. For heroism displayed on 21 February, 1943. Sgt. Myers, when the plane on which he was a crew member was forced to make a crash landing at sea, found that the valves on the life raft would not operate. With only a few minutes left before the sinking of the life raft and the aircraft, Sgt. Myers broke the valve covers, and by holding the carbon dioxide bottles with his hands succeeded in inflating the raft. Absorption of heat by the rushing gas froze his hands, but he held on until the raft was inflated, thus saving the lives of his fellow crew members as well as his own. The heroism and quick action displayed by Sgt. Myers on this occasion reflects great credit on himself and the military service of the United States.

By command of Major General DOOLITTLE:

/s/ Hoyt. S. Vandenberg  
HOYT S. VANDENBERG,  
Brigadier General, G.S.C.,  
Chief of Staff.

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SECTION IV  
SPECIAL ACCOUNTS

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On the ninth of August, S/Sgt. Lowell W. Swim, bombardier, of 618 Calhoun Street, Radford, Virginia, completed his fiftieth mission. An air veteran long before his 19th birthday, S/Sgt. Swim stands for much that is finest in our American youth.

Not too long after Pearl Harbor, and barely out of high school, Lowell headed for the nearest Army Air Corps recruiting office. His purpose: ultimately to get a crack at the Japs.

However his first stop overseas was in England last September--in his mind a sidetrack. Two months later he flew to Africa, where his plane was detached from its unit and assigned to ferrying Generals. A month of this peaceful pastime was more than enough for the youngster. He took the bull by the horns and requested a return to his unit and a combat assignment in no uncertain terms.

S/Sgt. Swim saw his first enemy flak on January first, years before he'll have any need for a razor. A few days later, on the ninth of January, a random fragment from an anti-aircraft shell injured his hand. Nothing daunted, two days later Swim was back at his post.

He chooses a high altitude sea sweep in early April as the one he'd most like to forget. S/Sgt. Swim was riding in the lead V of three of a formation alerted to attack an Italy-bound convoy.

Once the target was sighted and the flights proceeded on their many-angled bomb runs, the sudden identification of a hospital ship in the center of the convoy so disconcerted the bomb run plan that the lead element of three found itself away from the protective cover of the remainder of the flight and the escorting fighters.

With the exception of five enemy fighters, each of which could amass as much fire power at any one point as the three B-25's combined, the Mitchells

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were alone. The pilot of the first ME-109 suffered a burst in the cockpit from almost point-blank range. Uncontrolled, the enemy fighter sheared a wing off the B-25 on the leader's other wing before it assumed its final spinning attitude. Just another of those strictly chance freaks of fate that are so costly.

The ensuing "dive to the deck" with the airspeed indicators of the bombers reading better than 400 miles an hour and the ensuing 10-minute dog-fight with four ME-109's will be a saga in the minds of the men who fly B-25's which will live a long time. Before the fighters turned back they had lost another to the turret of the gunner in S/Sgt. Swim's ship, and the fliers learned that even lone B-25's properly handled can outfly and outfight the ME-109.

Truly, the feat was dimcolored by the loss of friends and the fact that the whole incident was possible only because of Axis disregard of the "Rules of War" and our own determination to abide by them didn't ease anguished minds.

Subsequently, S/Sgt. Swim helped to avenge these losses. His bombs have sent Axis vessels to the sea's bottom, wracked aircraft and airdromes in Sicily, Sardinia and Italy, not to mention marshalling yards at Palermo, Cagliari, and Naples.

When asked to comment on his last raid he had this to say: "Lieutenant, these raids are getting easier, and we're getting better." After a pause, typical of his fine Americanism and quiet perseverance, perhaps because he has a touch of Cherokee in his makeup, he added, "You know, I still want my crack at the Japs." If he does get there, "Hirohito, beware!"

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S/Sgt. Harold E. Glover is a son of which East Andover, Maine, might well be proud. The 29-year old turret gunner, an Andover High School product completed his fiftieth mission in August. He gained access to the brotherhood of the "Nifty Fifty", a clique of elite airmen (with charmed lives) who have survived fifty raids against the Axis. His has been a truly hazardous combat career.

Glover is just completing his eighth year in the armed forces and it's been terrific. Just a year ago he was preparing to move overseas. After a flight over the Northern route, he landed in England early last fall. His unit flew to Africa in the middle of November and on December 2nd he flew his first mission against the Axis.

It was an insignificant raid by present day standards. Just six B-25's accompanied by six P-38's entered the heart of Tunisia and braved its formidable defenses. But the crews themselves, forward of the bulk of their units, had slept on the cold wet ground with the plane their only shelter the night before. They had cooked their own breakfast and then loaded the bombs they were to drop so purposefully. Every man was an initiate to combat that day, as in a sense was much of our air force. The best B-25 combat tactics were yet to be established by the experience these men were soon to gain. Intelligence could offer little more than the target's geographical coordinates. Indeed, each mission was a separate nightmare.

In the course of his combat career, S/Sgt. Glover has been credited with two confirmed claims for destruction of enemy fighters and with probably finishing off another pair. The January day when he bagged his first plane could inspire the granddaddy of all nightmares.

The target was the marshalling yards at Sfax on the East coast of Tunisia. The flak situation as plotted by intelligence was dishearteningly ominous. The fighter picture wasn't any more favorable.

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Over the target flak bursts knocked out one motor, severed the hydraulic system and oil lines, and badly impaired the controls of the plane in which S/Sgt. Glover was riding. Once out of range of the ground batteries, five fighters took a definite dislike to the limping plane.

S/Sgt. Glover downed a Macchi 200 as it pressed its attack home too close for its own good. The others were discouraged with the picture of their mate spinning helplessly and by the efficient, overworked P-38 escort. At the same time it was clearly apparent that a crash landing was imminent, and inevitable. The pilot saw a mud flat to the left, lost most of his speed in a diving turn, one wing tip clipping the scrub growth on the edge of the lake, and set her down--a perfect belly landing. Not a member of the crew was injured.

A quick recapitulation showed them to be about twenty miles Southeast of their target. The spot was a good eighty miles from friendly soil. From the East some eight enemy infantry men were seen to deploy in a line abreast coming across the mud flat perhaps a half mile off. The fliers fired their plane and set off Westward post haste. They eluded the enemy in the brush of the hills.

About an hour before dusk they chanced upon a little native village off the beaten path. In no time a small horde of Arabs gathered round exhibiting a questionable degree of good will. The Arab was in a difficult position during the struggle. To be caught cooperating with the enemy of the force that occupies the area usually was rewarded with the maximum penalty. Hence allegiance usually followed the victor.

However, money has been known to carry weight with the best of people and this poverty-stricken lot looked susceptible. The airmen offered to pay five of them picked by their leader a retainer for the service of guiding them through the lines. More was promised once they reached safety. Mean-

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while the natives had commandeered the chutes the stranded soldiers took from the plane to provide warmth. It was evident that not all were in accord with what was to be done.

Some resented being left out of the party. However, it would have been unwise to hire more for a large band would attract attention and be apprehended too easily. Then too, there were just five airmen. Should the natives have taken a change of heart, they would have only been more difficult to deal with. In any case, the party was to move once night fell. The airmen were to wait in the courtyard of the house on the outskirts of the village.

Sgt. Glover's mates noticed that one of the disgruntled went packing in the direction of an Axis encampment. Worried, they posted themselves where cover was easily taken. The precaution paid dividends, for just about dusk the nettled native returned with an Italian patrol. They passed within ten yards of the fugitives as they hid behind a cactus hedge. As soon as they moved out of range of hearing, the Americans took off for the hills. They firmly resolved to avoid any contact with anyone until they reached safety.

For three days they stuck to the hills. Roads and habitations were religiously avoided. Rest was confined to the darkest hours of the night while one or the other stood guard. The hard ground was their bed.

They subsisted on the rationed contents of their escape kits. Occasionally a mountain spring provided fresh water.

The last two days were spent in no man's land, for at the time the enemy was advancing as the allies were forced to retreat in this sector. Occasionally the presence of the enemy was discernable on either side of them. Before they came across a lone jeep on reconnaissance in no man's land, they had seen A-20's skip bomb, JU-87's dive bomb, and ME-109's strafe. At one time an artillery duel to the North between the French to the Northwest and the Germans to the Northeast held their interest. The height of mental agony

5  
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arose when two panzer division columns advanced down valleys on either side of them to the lines Westward---and then were repulsed.

After an eternity of anxiety, friendly troops were reached. Haggard, tired, and disheveled, the grimy lot ate their first square meal in four days. A 24-hour session in bed and they were back to their base. The surprise reunion was reminiscent of things that happen "only in the movies". A few days later, once recuperated, S/Sgt. Glover went back to work and watching our might and effectiveness grow.

Subsequently combat technique improved, fighter superiority was attained, and our capabilities grew by leaps and bounds. Glover was able to see from a seat in the ring what devastation the air forces can effect. Notable climaxes were reached later in the Rome and Naples area, when they were raided. Relatively few men have been fortunate enough to see all of these developments. In years to come his grandsons will be well entertained by myriads of tales, and none will be, or need to be, fabricated.

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Once there was a tough American fighter-bomber called the Reluctant Dragon. That name in bright Chinese red lacquer and in Chinese script is still emblazoned on the side of the B-25. But today her crew affectionately call her the Flying Patch.

For there are more than 150 patches on the tough hide of this olive drab bomber, patches on wings and fuselage. Two new gas tanks replace the old ones destroyed by enemy action during the 26 missions on which she has been flown by Capt. Chester J. ("Joe") Helsabeck, Jr., 21, of Walnut Cove, N.C.

And she has a new astradome, to replace the old one destroyed by enemy flak. It crashed the dome and knocked the observer unconscious, but fortunately did not kill him.

"The more patches she gets the better she flies," Joe Helsabeck said today as he gave the Flying Patch an affectionate pat as she stood on the field ready for instant action.

Her patches vary in size from relatively small ones to an eighteen inch hole left by a 20-millimeter bullet that plowed through the upper turret and killed the turret gunner.

"That is the most terrible thing that ever happened to me. That is the worst I have ever felt in my life," this 21-year old boy said with complete sincerity as he told of the death of his turret gunner. "He is the only member of the original crew on the Flying Patch who is not still with us."

Joe was bringing his crew and the Flying Patch home from a run over Tunis, where the flak is so deadly, when the 20-millimeter bullet plowed into the bomber.

Flak spattered off the plane, but all Joe and his crew could think of was the dying boy who was one of them and had been more than a friend. For th

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there is a fraternity among bomber crews that surpasses anything on land or sea---the fraternity of men each of whose life is interdependent upon the other.

But Joe brought the old Patch, the dying boy and the rest of the crew safely home. And a few days later, the biggest patch of all, so smoothly integrated as to be indistinguishable from the rest of the plane, was completed and the bomber ready to fly again.

"And one day when we came home, this thing was floating around in one of the gas tanks," said Joe, as he drew a 20-millimeter cannon shell out of the pocket of his flying jacket.

"If it hadn't been a dud, none of us would be here today," he added, "It would just have exploded that tank of gasoline and that plane like a fire-cracker." So Joe carried the dud bullet around in his pocket as a lucky piece.

At 21, Joe Helsabeck is a respected veteran of the North African campaign, the kind of pilot his commanding officer puts on display when visitors arrive at squadron headquarters.

Joe is a tall, slim, good-looking kid, with big brown eyes and dark hair. Already he has the Air Medal and a flock of leaf clusters tucked away in his barracks bag. There is already a Distinguished Flying Cross, tagged with his name, on the way to North Africa.

Under ordinary circumstances, Joe would be a senior at the University of North Carolina, worrying about nothing more pressing than mid-year exams, a place on the baseball team and a date for the prom. And in June his parents, Dr. and Mrs. C.J. Helsabeck would come down to the University to see Joe get his sheepskin. So would Betty Bell, of Boston, Mass., Joe's best girl.

But at 21, Joe is a Captain in the Air Corps, a first pilot and a flight leader in a squadron that has been dealing daily and deadly punishment

8 CONFIDENTIAL

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to the enemy on missions over land and sea for three and a half months.

Joe flew down from England as part of the first American bomb group to land in Africa after the beginning of the campaign. Since then he has gone on twenty-six missions over enemy targets.

"I just run a shuttle service between here and whatever the target the bosses pick," Joe said today. A shuttle service, incidentally, with the bomb bays full.

Joe began this shuttle service over enemy targets when there was virtually no opposition from either enemy flak or fighters. On his initial run over the now dread Gabes, he encountered no opposition.

This boy can remember when it was comparatively easy to fly a mission over Tunis and Bizerte where the flak is now heavier---according to American pilots who had the experience in bombing missions over France and Germany-- than anything encountered over Europe.

Joe has seen the American bombers flying on both sides of the old Patch destroyed within a few seconds of each other by enemy action. But every time he has brought the old Patch home. He flew the Patch on the first American raid on Sicily. And on dangerous sea-sweeps, he brings the Patch down to within 200 feet of enemy shipping.

"But he always brings us home, " Staff Sgt. Elvin A. Davis of Kinzua, Oregon, turret gunner, said proudly. "Our Captain is the best damn flier on this whole field."

That's what the rest of his crew thinks of him too. The red-headed navigator, J.W. Colvin of Houston, Texas, the bombardier, Lt. Jerry Upchurch, of Atlanta, Ga., and the radio gunner, James Lockhart of Pittsburg, swear by 21-year-old Joe.

"Yes sir," they breathe reverently, "he always brings the Old Patch home."

-38

CONFIDENTIAL

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The other day 23 year old "Machine Gun Mc Cluney" or "Black Jack" or more frequently just plain Mc Cluney completed his 50th mission. The record shows that the youthful air veteran's legal appellation is 1st Lt. John Mc Cluney Loutrel; that he resided at 270 Irving Avenue, South Orange, New Jersey and Mason's Island, Mystic, Connecticut, and that his wife, nee Lillian Westauay, resides at 35 Jones Road, Englewood, New Jersey.

His pseudonyms were hard earned and deserved. Actually, they are terms of endearment, for in the minds of his fellow airmen, "McCluney" is tops.

Early last fall, soon after the outfit was established on a drome the East Anglian coast, a sneak raider came through the low overcast that is their favorite fighting (?) ground and chanced upon our undefended field. It was the first American airfield in England to be bombed. Lt. Loutrel was its only defense. As chance would have it, the path of the plane flying at minimum altitude was a collision course with the point on which he stood. Midst a hail of enemy fire Lt. Loutrel directed his small arms fire at the offender until a nearby bomb blast blew him over. Fortunately, he was uninjured. That night he reflected ruefully, "You know, I must have missed the bastard."

Lt. Loutrel was one of the first American flyers to land in North Africa. He was the operations officer of a small detachment of planes that preceded the bulk of the unit into combat. It was his responsibility to see that the planes were kept in running order with the aid of a lone crew chief and an amazing one screw driver per airplane. It was the operations officer's responsibility to evaluate his unit's strength, assign crews to planes, direct when they were to fly, and check in test flight planes whose worthiness was in question. His duties then were largely administrative rather than of a combat nature.

In those early days, crewmen were scarce and reserves non-existent. Really significant is that in the unit's first 13 raids, the man whose duties were mostly administrative had flown against the Axis 13 times --- more than any other man in

10 CONFIDENTIAL

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the command. A rated first pilot, he had flown as bombardier-nose gunner (which added to the significance of one of his pseudonyms), navigator, co-pilot, and even pilot. His accomplishments were diverse and well executed.

Once the remainder of the unit appeared, he returned full time to his job as operations officer. He fretted for a month. Finally he was relieved of his ground duties and flew regularly. Subsequently he became flight leader.

The first few months of the campaign were filled with discomforts--the cold, wet, winter, the lack of fuel, the lack of food and its poor quality, the ordeal of a shave, and perhaps most important, the dearth of hard liquor, which seems to have medicating effect on the minds of hard working airman. An incidental discomfort was the frequent need by night and day to dispatch one's self to the closest air raid shelter---too often a slit trench holding six or seven inches of water.

The situation called for new modes of living, new styles of dress and coiffure. Ingenious John paced the field with his somewhat freakish examples. First, he let his hair down. By spring his chin was covered with a flowing 3-month jet black growth, his ears were hidden under a top thatch more aptly described as a mane, his upper lip was a thing to behold, and incidentally, his pride and joy. His walrus type mustache was tonsorially inelegant in only one respect. The left wing persisted in dropping low. The shaving problem, and part of the heat problem, solved.

He pioneered in the mode of dress. The practice was to don the great bulk of his clothes, shedding or adding the outer layers as expediency might require. Thus he fought, lived, slept, and ran for air raid shelters, adequately attired.

The astounding, unassuming young warrior cut quite a figure. A bit of his nose and twinkling, deep set blue eyes were all that appeared through the maze of camouflage. It was hard to believe that beneath it all was a Phillips Academy (Andover, Conn.) grad.

One of the most appreciated products of his facile mind was his solution of the liquor problem. A renovated native alcohol stove remodeled to burn gasoline,

77 CONFIDENTIAL

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a bit of copper tubing discarded from a wrecked aircraft, a couple of empty cans, and a keg of native wine supplied sufficient "high octane" spirits to satiate the most war-tired veteran. He claimed that it was only a crude copy of the still in his Trinity College Dorm which brewed his "dinner" while he was away to morning classes. That it didn't affect the efficiency of this squadron is indicated by its amazing combat record---for obvious reasons confidential.

In the course of better than eight months of operations, Lt. Loutrel had, as is to be expected, many mighty close calls, but the one nominated by him for the title of most unpopular was a mission directed against a North Sicilian port. Ten minutes before the target a force of 50 enemy fighters engaged the formation, some 25 Macchi 202's engaging the escort and 25 ME-109's attacking the bombers. "Black Jack" was an element leader in the last box of six---more disparagingly known as "tail end Charlie" by airmen.

The bulk of this attacking force concentrated its fire on this last flight. When all was over, the bombers accounted for at least eight of the attacks, and six of the claimant's flew in Lt. Loutrel's flight. His top turret gunner accounted for one enemy fighter, and the lower turret man for another. That day the fighters and bombers together accounted for 24 out of 50 enemy aircraft for the loss of one P-38. Mc Cluney's only regret: that he had no machine gun.

A few days later he brought a ship home from Italy with one engine out. He was able to lower just one wheel of his landing gear, and once lowered, it couldn't be raised. Half way through the approach leg his remaining engine sputtered and quit. All hands emerged safely. 1st Lt. Loutrel spent the night at his base, unconcernedly discussing Machiavelli with an ex-Princeton lad. That's our Mc Cluney.

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The date was November 11, ironically enough, but this time in 1942. The occasion, what was to the best of our knowledge the first landing of an American Air Force Bomber on African soil. The place; Casablanca, the pilot; First Lieutenant John Beatty of Hamburg, New York.

Today Lt. Beatty's squadron participated in its hundredth mission against the Axis. The date on which the squadron reached the century total coincided with the French "Declaration of Independence" day. Somehow the fact seems to reflect the glory that France has regained sine November 11, 1942, and too, it reflects the deeds which have helped wipe a bit of the irony from the date of Lt. Beatty's landing.

The accumulation of one hundred raids and 615 sorties against the Axis may not be exceptional---what is remarkable is that on these missions but two crews were lost. The members of one of these crews have been reported by the Red Cross Organization as prisoners of war.

That bleak day in the fall of '42 when Gabes was the first target assigned to our eager youngsters seems a far cry from the present. In those early days the air crews themselves loaded their planes, prepared their own food, and likely as not made their bunks in or under their planes. A lone crew chief afforded 3rd echelon maintenance, something a fully staffed and equipped unit now relegates to a Service Group. The crew chief endeavored these miracles with the aid of a particularly versatile screwdriver, amazing ingenuity, and damned little else. The air raid alarm consisted of a cow bell, the air warning system was a shout from the tower down to the guard near the bell.

In the beginning when flak positions had yet to be charted, when intelligence could afford little more than the co-ordinates of the target, when friendly fighters were fewer than hen's teeth, and when medium bombardment tactics had yet to be established by hard work and bitter experience, each mission was a separate nightmare. Not the least of the feats of this unit was a substantial part in experimenting

13 CONFIDENTIAL



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with and establishing the tactics which have made for the success of medium bombardment in the African and Tunisian Campaigns.

The first targets were places such as Bizerte, Tunis, Sfax, and Gabes, --- and similar points with exceptional anti-aircraft defenses. Later they were reserved for our heavies, who had the advantage of being able to fly at altitudes which lessened flak damage probabilities. Their superior fire power was admirably adapted to handle the increased risk of enemy fighters at those altitudes.

Strategic needs next guided this group's activities to what is called the low-level sea sweep. Actually, it means flying down the gauntlet of the enemy's gun barrels at a minimum altitude. To the average crewman, it's an invitation to suicide---yet its success as a means of clearing the Sicilian Straits was as phenomenal as its success in the far East. The Group has credit for having sunk at least 36 enemy vessels, ranging from a few Siebel Ferries up through a light cruiser.

Perhaps the high point of this series of operations was a mission of five planes, three from the squadron aforementioned, against a "must". The plum was a ten-thousand ton Axis tanker, escorted by five or six naval vessels (one a light cruiser) and an air cover. At the time the military situation was definitely grave; it occurred just a day or two before the Kasserine crisis---when the Axis forces were known to be in desperate need of fuel. Yes, the tanker was sunk.

Captain Arthur E. Canham, then a First Lieutenant, and Lt. Morris O. Milius had for their part in the mission the rather distasteful assignment of acting as a diversion target for the enemy cruiser's fire. However, the prospect of acting as clay pigeon did not appeal, and the two made a run on the vessel, with what one escorting P-38 pilot described as a dive-bomb attack down to 100 feet. Later, Lt. Milius was forced to make a water landing --- but not until he was close enough for the Air Sea Rescue Service to do a fine job.

The squadron participated in four such successful sea sweeps against partic-

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ularly important targets. In all, the unit had more than an average responsibility in at least seven of the commendations and citations the Group of which it is a part has received. She has had confirmations for twenty-five of the enemy aircraft claimed destroyed.

The other day the squadron led a group of B-25s on Sciacca Airdrome in Sicily, in what has been labeled by higher command as the most successful raid of the war by a single group on one airdrome. Photo interpretation revealed that 39 of 55 fighters on the field were destroyed and an additional pair damaged.

Of sentimental interest is that the leaders of the raid, 1st Lt. James T. Holley, of Tuscaloosa, Alabama, was a close friend of another Alabama boy, the pilot of the only crew of the squadron still classed as missing.

All this, and much more un-mentioned, has been gained for the loss of only 13 men. What better tribute could these, who are not with us, have than the record their buddies have amassed? What better day for the 100th mission by their squadron than Bastille Day?

First Lt. John Beatty is alert and ready for the unit's 101st attack on the enemy. So are the remaining seven of the original fourteen planes of the squadron ready for more retribution on the Axis for the Allies, but perhaps more so for their thirteen boys. Let the record stand high for others to emulate. We earnestly hope that they will.

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15

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SECTION V  
MISCELLANEOUS

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COMBAT DATA

<u>Month</u>	<u>Men lost</u>	<u>Total Sorties</u>	<u>E/A shot down</u>	<u>Total Raids</u>	<u>Ships sunk or prob.</u>	<u>A/C Lost</u>
Dec.	0	33	0	8	1	0
Jan	1	66	5	16	0	1
Feb	0	43	1	12	5	0
Mar	0	42	0	9	9	0
Apr	12	75	6	13	2	2
May	0	109	0	15	5	0
Jun	0	130	11	13	2	0
July	0	179	22	18	0	1
Aug	1	126	0	11	0	1

Sortie loss ratio of aircraft ----- .75 of 1%

Sortie loss ratio of crews ----- .225 of 1%

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420TH BOMB SQUADRON

L to R sitting -

Capt August F. Rambossek, Eng-Officer  
Lt Richard T. Lindeberg, Adjutant  
Lt Wilson R. Haines, Exec. Officer  
Maj Elmer H. Epperson, C.O.  
Capt Lawrence G. Hill, Oper. Officer  
Capt Samuel G. Wilson, S-2  
Capt Louis Ryterband, Sq Med. Officer

Back row -

Lt Raymond H. Ferrand, Jr., Ass't. Arm. Officer  
Lt Wayne A. Harris, Ass't S-2  
Lt George F. Basich, Ass't S-2

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See envelope at  
back of report for missing  
photos.

CAPT DARR	MAJOR SPURSON	LT DART	"The Chief"	LT DARR	CAPT DARR
Major P. Welker Capt Darr					
"Lost to his country, home, & friends on his 49th raid."					

1st Platoon	3rd Platoon
1st Squad	1st Squad
IT FRANK HARDER LOST ON HIS 17 <sup>th</sup> RAID. HE HELPED SINHA CAPTURED	

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ROUDIAT CONFIDENTIAL

See envelope at back  
of report for missing photo's.

SGT BILL MISHNICK  
CAP. "DINO"  
HAGGARD

1ST SGT  
JOHNSON

G.I. JOE  
CASABLANCA TO  
LAF. 800

SOUK  
EL  
ARBA

UNRECORDED  
BY  
DAG 6643

LT. LINDBERGH  
"THE ADJ. AT WORK"  
1200 IN THE SWAMP

THE FLAG AT  
KINGS  
CROSS

JUNE 5, 1943

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"BERTEAUX" **CONFIDENTIAL**

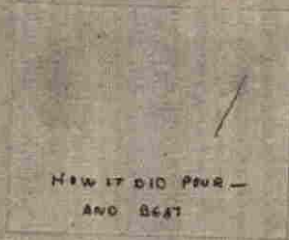


BERTAUX Army Air Base

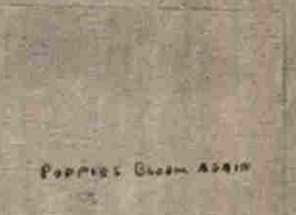


Staffs  
Kitchener  
Tomlin  
Walker  
Black  
Stage

See my envelope  
of report scope  
photos for missing  
back



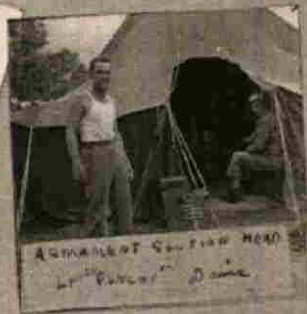
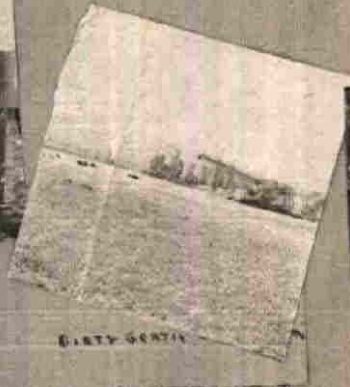
HOW IT DID POUR -  
AND GET



POPPERS GLOOM ADMIN



SIXTY SIXTY



ARMAMENT SOLUTION HEAD  
BY PAPER DOME

**CONFIDENTIAL**



"BERTEAUX" CONFIDENTIAL



DONUTS & COFFEE



NICE FLAG?



PEGGY ROBLES DONOVAN  
ADMIRERS

"SUSIE"

DONUTS?



T&E 1ST SGT,  
HAS A PET-WHILE  
McCANN DENI

1ST SOLDIER'S ADVT.  
YALINING TO BE  
A 1ST SOLDIER

1ST/SGT. JOHNSON  
RIDGES HEAD AGAIN -  
-A YET

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"BERTEAUX"

①  
PT "Doc" Daniels  
LT "King" Sutherland  
LT "Joe" Cunningham

TWO COLTS  
SGT. TERSON BLACH  
GRUTT

See envelope at  
back of report  
for missing photos.

②  
HOME FOR  
FIVE MONTHS

COR. OLD SOLDIER  
CPL. LA TULLIPE

SGT. SPIRO SUMANIS  
THE UNIT'S MOST  
BRAVE PATRIOT

③  
1ST Sgt. JORDAN  
"Shot Go & Skell" CA. WEBER  
"His Partner in Crime" THE DOGT  
MILK  
ORDERLY

A FULL FOUR HRS  
CPL. J. SMITH  
CPL. A. VOLLRATH

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THE "CHIEF" (MAJOR J.P. WALKER) flying "The Reluctant Dragon"



Lt. Smith's "LUCKY" 985



Lt. Peterson's - VIRGINIA STUNGEON



Captain Runk's "Bad Seed"



Lt. Brennan's "Duke II" O-47A Serial Patten 75 Personal property - just flight 1/1/44



CAPT. John DeClancy Eastel's O-47A 083 We remain disoriented at night

For missing photos see envelope at back of rept.

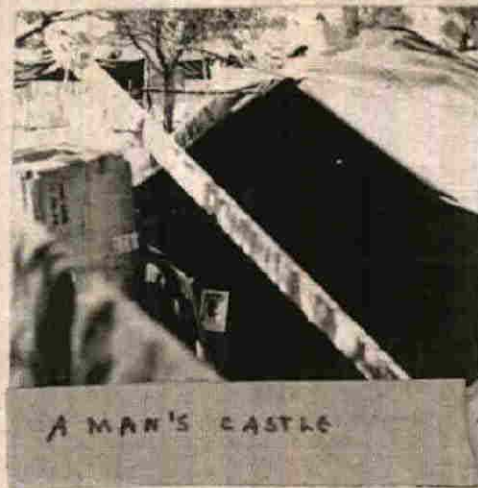
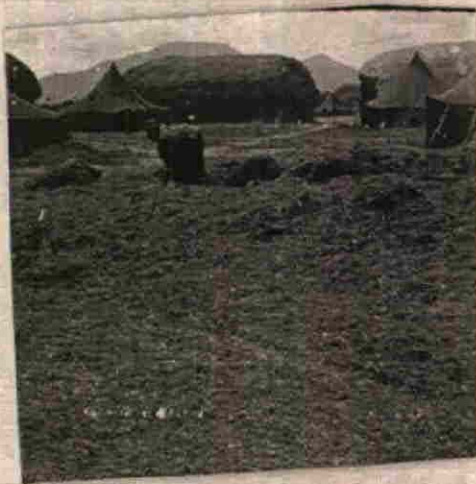
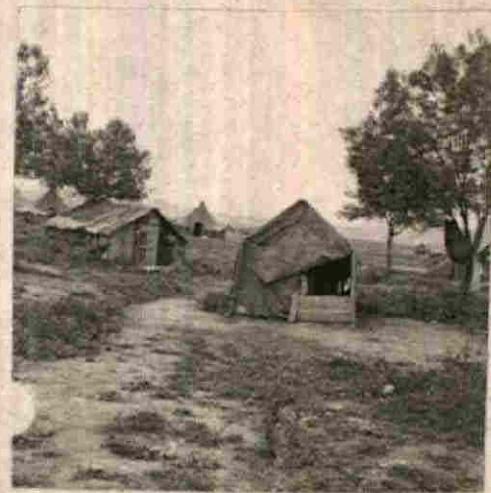
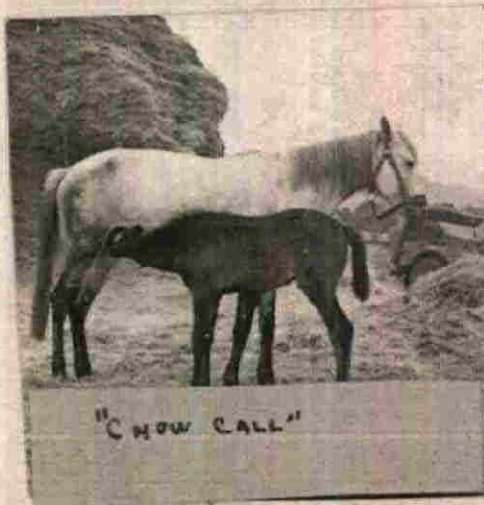


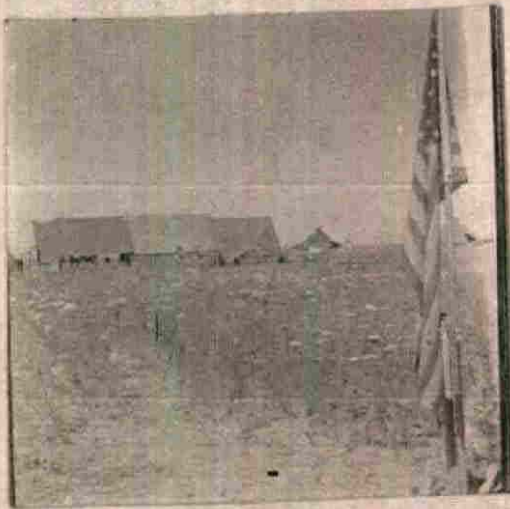
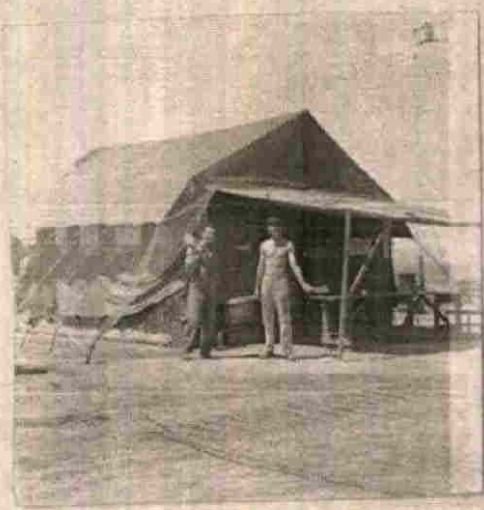
CAPT. CANNON'S "SHANGHAI LIA" SHE WAS BROKEN TO PIECES BY TORPEDO and going along

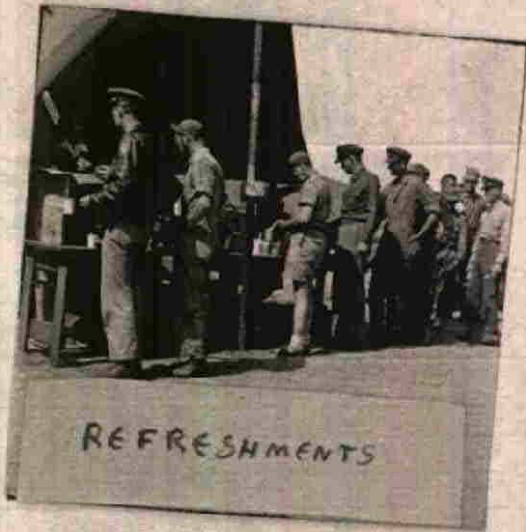
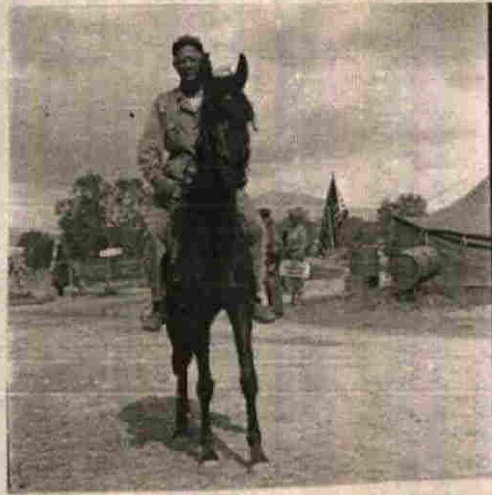


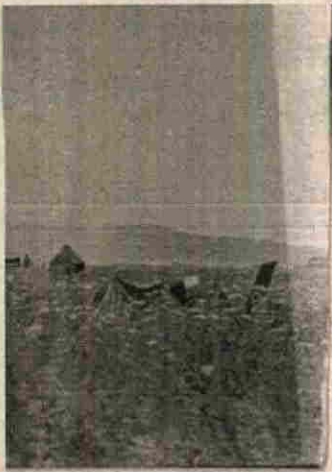
Lt WHEELER'S "STORMY WEATHER"

CONFIDENTIAL





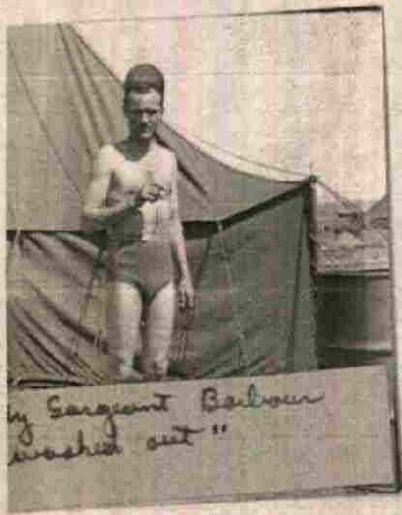




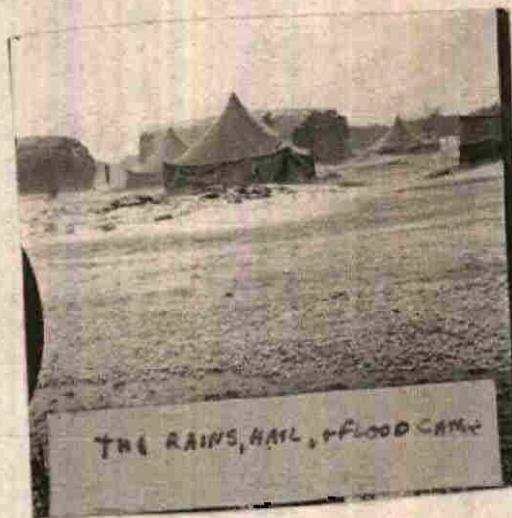
Helsbeck's "The Reluctant"  
" - (Crazy Rabbit's  
"Old Patel")



CPL BILL "OZARKS" HARRIS



by Sargent Belvoir  
"washed out"



THE RAINS, HAIL, + FLOOD CAMP

