

DECLASSIFIED  
EOD OR 54002

#26

DECLASSIFIED  
EOD OR 52002

Mission History  
497th Sq 147th

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EOD OR 52002

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EOD OR 54002

DECLASSIFIED  
DOD DIR 5200.9

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DIARY

Director Research and Special Investigations Army Air Force Research Maxwell AFB, Alabama	PR - 10
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49<sup>TH</sup>

FIGHTER

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Time		Time Dated	Incidents, Messages, Orders etc.	Action Taken
in	out			
1300			Received letter from SAC giving outline of 2-2 letters + notification of hits.	Int. Office notified + Int action reorganized.
1700			Capt. Bohmker lectured on his experiences during Java fighting.	all available pilots were required to attend lecture.
1655		1646	Request from 14th St. for a list of bachelor officers of 49th.	Message given to Orderly Room.
			B-23 with Maj. Peterson called out to search for POY Henry Gamble which had crashed.	B-23 went out. Seats crashed plane, and also additional crash involving same type of plane.

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Time		Time Dated	Incidents, Orders, Messages etc	Action Taken	B C D E F G H I J K L M N O P Q R S T U V W X Y Z
In	Out				
	0635	0630	Report to 14th Sq. and Lt. Butler & Lowell duty to DS. Pvt Crawford to Darnell Hospital Danville, Ky.		
	<del>1055</del>	<del>1046</del>	<del>Request from 14th for report of all bachelor officers in 14th.</del>		
	1154	1146	14th Sq. asks for requests for synthetic training material.	Int. Officer notified	
	0840		Controller places all available pilots on alert. Unidentified airplanes reported coming in from sea.	all pilots called to op. office ready for take off.	
	0855		Planes as of 0840 identified as friendly PB4's which had made long range patrol and were overdue.	Pilots notified and reserves placed on standby & readiness	
	Approx. 1000		P38E # 41-2024 damaged in landing at Hamilton Field. Lt W.P. Moore pilot, landing gear, engine, prop & undercarriage damaged	Report made by Sq. Eng. plane turned over to O.P.O. # 4.	

Time		Time	Incidents, Messages, Orders, etc	Action Taken
in	out	Dated		
1300			Recd. 4IC Memo 50-5 of April 10, 1942 regarding Training of personnel for Combat Intelligence.	Training program initiated by Lt. Officer
1415	1510		4 P. 38 <sup>a</sup> called off by Controller Intercept mission. Submitted report on flight of 1415.	4 P. 38 <sup>a</sup> off 1419 Flight leader sighted no unidentified aircraft.

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Time		Time	Incidents, Messages, Orders, etc	Action Taken
In	Out	Noted		
			There gave lecture to pilots regarding pursuit tactics and his experiences as a fighter pilot in the Philippines.	All available pilots were required to attend.

Lethal P-38 interceptor planes demonstrate for S. F. in Army Day show.  
—Call Bulletin Photograph.

## Army's Air Show Gives S. F. a Thrill

Buzzing like so many weird and angry hornets, eight of the Army's lethal P-38 interceptor planes gave San Francisco noontime crowds a wartime thrill today in a sham battle presented as an Army Day event here.

The streamlined, double-tailed ships, whose speed and maneuverability is a military secret, wheeled and climbed while downtown throngs craned their necks to see the show.

### 'DOG FIGHT' STAGED

They sped across the city in a lightning-fast aerial "follow-the-leader," shot out of formation into the swiftly-changing pattern of a vicious dogfight, banked, turned and took up their positions again in two formations of four planes each.

The mock battle, officially described as a "tracking mission" by Major General George C. Kenny, Fourth Air Force commander, was arranged as an Army Day climax here by General Kenny and Major Ernie Smith.

## Man Suicide As Wife Looks On

Failing in an attempted reconciliation with his wife, Raymond Irving Weise, 30, until recently a stationary engineer at a downtown hotel, dramatically shot and killed himself today as they sat in the family car on Ninth street, near Bryant.

Before putting a bullet in his heart, Weise handed his wife a prepared suicide note, Inspector George Dyer said. The note read: "Too bad I love you so much. I'd rather die for my country, but that would involve complications and take too long."

The wife, Agnes, 22, from whom Weise had been separated two weeks, is a stationery store clerk who has been living with her mother, Mrs. W. S. Kishington, 1001A Diamond street.

## 300 British Planes Pound Germans

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Time		Incidents, Messages, Orders, etc	Action Taken
In	Out		
		April 17, 1942	
		Departments notified to divide personnel evenly as to rank in preparation for split of organization.	Department heads notified and lists compiled.
		Requests for synthetic training material to be in to Sp. Hq. not later than ap. 31.	Sub. Officer notified
		Administered tests to pilots on aircraft silhouettes and performance data of foreign planes.	all available pilots were required to take test.
		At 1645 a message was received from Signal Intelligence Western Express Command "Drill" Japanese radio fix established by Portland Oregon on Santa Ana, Calif. Monitor station. At two plottings as 43 degrees North 152 degrees West. The time of the interception was 1650 P.W.T. April 17 - 1942.	Entered in journal and located on situation map.
		April 18, 1942	
		0030 (approx.) Pfc Long of 134th Inf. Det. Mills Field was found shot to death near barracks. All military and civilian personnel were confined to post pending investigation.	all passes cancelled investigation made.
		Restriction lifted 1630.	
		Gen. Knudson of OPM arrived at Mills Field 1020 in C-54.	Met by O.D. and conducted an brief inspection of post.
		At 0035 April 18 a message was received dated 1200 P.W.T. April 18 from 32474 air force. Radio Fix established as 28 degrees 30 minutes North, 116 degrees 30 minutes West. This is off Cape Algeria about half way down Lower Calif.	Entered in journal and located on situation map.

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In	Out		
		<p>Alert called in SF. area approx 1330.</p> <p>Tower called reporting a flashing light on San Mateo Bridge.</p>	<p>Pilots + planes placed in alert.</p> <p>SFIC notified.</p>
2030			
April 20, 1942			
		<p>Capt. Riggs of 4th IC 5-2 called here for purpose of inspecting Squadron 5-2</p>	<p>was given answers to questions in letter of 1-12.</p>
1420		<p>SFIC 5-2 called giving information relating to attack which may be expected April 21. Planes will be Biplanes with white band across insignia on lower wing. Red center of our insignia painted out with white on top wing. Red discs attached to outboard struts as streamers</p>	<p>Intelligence Offices notified. Information given to pilots.</p>

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Time		Incidents, Messages, Orders etc.	Action Taken
In	Out		
		April 21	
0800		Controller placed 2 P-38s on alert. Unidentified ("Drill") target #41 in this area.	Personnel notified
0830		2 P-38s scramble. Knapp and Anderson Pilots.	2 P-38s took off
0845		Low overcast at 1500 feet. Enemy formation Luftwaffe Practice. Information Center had approximately 4 minute time lag as to heading of enemy planes. (Reported)	Engaged 10-580 Navy Dive Bombers at 10,000 feet over Alameda at 0845, then 250° at 1800' to sea. ("Drill")
		April 24	
		Lt. Colonel - Kelsey, Materiel Division, Wright Field, Gave 3 Hour Lecture & Demonstration on Flight Operations & Maneuverability of P-38's Air-planes. Colonel Olds Was present.	
		Training film was shown to the pilots that was received from Hamilton Field. They were shown three films namely "Sex Hygiene" - "Personal Hygiene" - and TF 44-2 "Proced. Method" of Air Sighting."	
		APRIL 25	
1115		5-P-38's Scramble, Pilots Spang, Luck Decker, Hoelle & H. P. Moore	5-P-38's took off
1200		Contacted 2 Navy J-4 F5's at 1145 one faint. 6. Visibility Dragg. Information Center gave a rather high intercept in accordance to the altitude enemy was intercepted.	Engaged 2 Navy J-4 F5's (Drill)
		April-26	
1845		Lt. Hubert C. Moss missing out of 3 ship's flight while returning from "Jummy" mission. Was flying P-38E - 41-2083. Pilots Dimes & Neel in flight did not see him fall. Light house keeper reported a plane box into ocean 4 miles out from Pt. Reyes. Cause unknown. No evidence recovered.	Pilots Dimes & Neel searched area. Looked for some flying boat & 2 speed boats to the scene. Search continued thru the night. Report close in.

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Time		Incidents, Messages, Orders, etc	Action Taken
In	Out		
		APRIL 27 TO 30 Bad weather predominated through these 4 days resulting in no activity on ground or in the air.	
		MAY 1 - 1942 Newspaper Photographers and Reporters accompanied by officers of the G-2 Section visited the field and took pictures of our planes and pilots both in the air and on the ground.	They were instructed by Maj Peterson as to what they could shoot.
2315		MAY 3, 1942 Blackout signal sounded 2315, all clear signal sounded 2355.	All personnel were called out. Airplane engines were started by all the all clear signal sounded.
		MAY 6 - 1942 Major ARMAN PETERSON Commander of the 49th Pursuit Squadron turned over his command to Major Kenneth Wade.	All personnel called out in a formation to hear a talk by both Major's.
		Lt Ralph BUTLER had a forced landing about 2 mi from Hamilton Field. Cause was engine failure. No severe injury to pilot but plane was a washout. No blame was laid to pilot.	All accident reports forwarded and commanding officer called as to condition of pilot.
		MAY 9 - 1942 An order was received splitting the Squadron and sending the old 49th to duty at Hamilton Field. The remaining half were to stay at Mills Field and here after will be known as the 18th Pursuit Sq. Commanded by Lt James V Stone Jr.	The move was made in good order with all departments set-up and operating by 1400. All personnel were housed and all officers were on alert as usual.
		Official assignment was made of all necessary papers as new flying officers to the 49th Pursuit Sq. They were assigned to his Squadron and with orders to advanced combat training and gunnery training to be completed by June 15th.	All necessary papers packed up and pilots were loaded equipment and were kept busy training.
		MAY 12 - 1942 An Air Alert sounded putting four of our planes into the air. No activity was encountered.	Four planes took off but reported no contact with enemy.

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		MAY 18 - 1942	
		Lieut Mike TANGORRA crashed into the bay about 500 yds off shore in P-38 20-748. The crash occurred at approximately 1620 and resulted in Lt TANGORRA'S death.	CRASH boats rushed to the scene of the accident but were too late. Lt TANGORRA'S folks notified and all reports submitted.
		Lt Col. Kelsey visited the field and gave a demonstration of tactical P-38 flying for the trainee pilots.	
		MAY 19 - 1942	
		Col Kelsey lectured on flying characteristics of P-38 while under extreme pressure.	
		<del>MAY 20, 1942</del>	
		MAY 27 1942	
		LT. PETTY <sup>Y</sup> CRASHED A P-38A-40-2013- PILOT RECEIVED ONLY CUTS AND BRUISES. 5 MI. EAST-SOUTH EAST <sup>OF THE FIELD</sup> IS THE LOCATION OF THE CRASH- APPROXIMATELY AT 0815.	
		JUNE 1, - 1942	
		FIRST CLASS WAS HELD IN OLD CHAPEL BUILDING- PURPOSE OF CLASS WAS TO INTRODUCE PILOTS TO THE S-2 SECTION, AND THE JOB THE S-2 DOES. ALL PILOTS OF THE 7TH DID NOT SHOW UP, BUT THE ONES THAT DID COME SHOWED SOME INTEREST.	

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Time		Incidents, Messages, Orders, etc	Action Taken
In	Out		
		<p>June 2 - 1942</p> <p>ALERT CALLED AT 11:00 - 4 PLANES WERE IN THE AIR AT 9:35. NO CONTACT WAS MADE WITH THE ENEMY.</p>	
		<p>JUNE 3 - 1942</p> <p>ALERT CALLED AT 8:40 PLANES WERE IN THE AIR AT 8:45. 4 PLANES WERE IN THE FLIGHT. NO CONTACT WAS MADE WITH THE ENEMY. NO LOSSES.</p>	
		<p>June 3 - 1942</p> <p>Japanese attack Dutch Harbor in the Aleutian Islands. Force was composed of 15 light bombers and no fighters. Several on top of ship. All destroyed. Shores were probably damaged.</p>	
		<p>JUNE 4 - 1942</p> <p>MIDWAY ISLAND ATTACKED BY JAP FORCES. SMALL SLIGHT DAMAGE WAS DONE TO OUR INSTALLATIONS. ALSO REPORT THAT SLIGHT DAMAGE WAS DONE TO OUTLINE HARBOUR.</p>	
		<p>JUNE 5 - 1942</p> <p>SAN FRANCISCO PAPERS REPORT THAT OUR FORCES DAMAGED 2 JAP AIRCRAFT CARRIER AND A WARRIOR IN THE ATTACK ON MIDWAY ISLAND.</p>	

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Time		Incidents, Messages, Orders, etc	Action Taken
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		<p>JUNE - 5, 1942</p> <p>ARMY ARMY BOMBER CRASHED LAST SITE 3 MI. WEST OF HAMILTON FIELD - FULL INFORMATION IS NOT AVAILABLE -</p>	
		<p>June 16, 1942</p> <p>Capt. Spivey with 23 Flying Officers, airborne at 11:00 hour, left Hamilton field for "destination unknown".</p>	
		<p>June 24, 1942</p> <p>Flyers arrived intact at Bradley Field, Windsor Locks, Connecticut. via March Field, Tucson, Dallas &amp; Baton Rouge.</p>	
		<p>July 16, 1942</p> <p>Squadron Detachment entrained at 12:30 hour at Hamilton Field for "destination unknown".</p>	
		<p>July 20, 1942</p> <p>Squadron Flyers left Bradley Field for "destination unknown".</p>	

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July 22, 1942

Flyers left Presque Isle, Maine, this  
the last stop in the U.S. begins  
the Foreign Service of the "49<sup>th</sup>"

July 23, 1942

Ground echelon arrived at Fort  
Dix, New Jersey - 14.30 hours. Fort  
Dix is part of the New York Port  
of Embarkation.

July 24, 1942

Flyers left "BW-1", Greenland.

July 25, 1942

Flyers left Reykjavik, Iceland.

July 27, 1942

Stornaway, Scotland, left behind  
by Squadron Flyers. Officers  
arrived at Acheson Field - via  
Ayre.

August 5, 1942

Ground echelon entrained 1230  
at Fort Dix. - arriving at New  
York harbor and boarded Troop  
Ship USS West Point (formerly S.S.  
America).

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August 6, 1942

USS Westpoint left New York harbor before dawn. - as lead ship of the largest convoy ever to sail. Destination: "Unknown".

August 8, 1942

Arrived Halifax, Nova Scotia 8.30.

August 9, 1942

Left Halifax Harbor - and headed for Open Sea.

August 17, 1942

At dawn, USS Westpoint was in St Georges Channel. Convoy split. Two other ships besides escort with us.

Arrived Liverpool, England about 1630 hours.

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RECORDED  
AND INDEXED

August 18, 1942

Debarked from Troop bus at 8:30  
am. - Market Street, south of  
airport to Railway Station. - En-  
tered and traveled 30 miles  
south to Strassburg - thence in  
truck to Aachen Field. - En route  
for a few men still on duty in  
Squadron in together as a unit  
again.

August 22, 1942

A C-47 transport plane carrying  
the last of our men to Aachen  
field, crashed near Wrexham in  
North Wales, killing 5 Tech Ser-  
geants - and injuring one of -  
the Tech Sergeants of the 49<sup>th</sup>  
Fighter Squadron were Israel Gross,  
Jessie L. Patterson, Jonathan B. Aron,  
Raymond S. Nash, Robert Anderson.  
The injured man, George A. ...

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Sept 1st

2nd Lt. Lyle L. Williams, flying a  
P-38F - Ser No. 41-7669 - crashed  
in Northern England near Burnley  
- while on a training mission

September 3, 1942

Scramble! at 1200 Lt's Work-  
ing and Carlton on alert. About  
12:30 - while flying at 28000ft.  
Lt Carlton - discovering plane  
on fire - bailed out. At 20000  
chute opened - letting him to  
earth in a Farmers back  
yard - about 7 miles from  
plane crash. Lt. was injured  
slightly. Place: - near Wellington

September 6, 1942

Memorial Services held in  
post chapel by Chaplain White  
for 5 Enlisted Men and one  
officer of 49th Squadron who  
have been lost during foreign  
service.

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21 September 1942

Mossbank 00, newest addition to the Squadron died this date. Mossbank was a black and white puppy - breed - just dog. - Although belonging to an officer, Lt. Wolfmueller, he had been adopted by all as Squadron mascot.  
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October 28, 1942

Squadron left Acheam Aerodrome about 0430 hrs to board train. - Arrived in Liverpool at 1030 hrs - where boarded Troop Transport S.S. Uruguay. - eventual destination - unknown.

November 1, 1942

Convoy arrived early morning in Firth of Clyde - a few miles West of Glasgow

November 2, 1942

Convoy again underway - general direction - South and West.

November 2-10, 1942

Convoy on "high seas" - time set back twice - and ahead once. General direction seemed to be: South-West, South, and eventually East. During this time troops were informed that their destination was North Africa - thru booklets of information supplied each one. This was the first intimation to troops of the impending North African Campaign.

November 10, 1942

Began passage thru the Straits of Gibraltar about 2000 hrs - lights could be plainly seen on both the African and European coasts. Troops now knew that their port of debarkation was to be - Oran, Algeria. Word had been received that the advance American troops had been successful in taking over the French N.A. possessions - with the exception of Tunisia

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November 11, 1942

"Armistice Day" for World War I! The  
convoy is well into the "Blue" Mediterranean.  
At approximately 1930 hrs. The lights  
along the coast could be seen - and  
soon entry began into the bay - between  
Cape Falcon and Mers el Kebir.

November 12, 1942

Squadron disembarked onto quay  
at about 2100 hrs. - marched in total  
darkness through Ain et Turk, under  
Mers el Kebir, and into outskirts of  
Oran.

November 13, 1942

Bedded up on streets of Oran at  
0130 hrs. resumed march again at  
0630. thru the city. - Arrived at  
La Senia Aerodrome - located about  
7 miles South of Oran - at 10:30  
hrs. Squadron encamped at extreme  
West end of field. - Use of

November 14, 1942

Air Echelon left England at 2345  
for "destination unknown."

November 15, 1942

Squadron planes left England 0930  
- arriving Tafaraoui, Algeria 1700 hrs.  
One plane missing - pilot: Lt. Lark.  
Air Echelon arrived at 1230 hrs.  
Complete Squadron now located at  
Tafaraoui Aerodrome - approximately  
15 miles South East of Oran.

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November 18, 1942

Squadron move ordered. Marched almost to Arbal Railway Station - Only to have change of orders. We returned to the camp site at Tafaraoui to await further instruction.

November 19, 1942

St Lusk arrived from England

November 20, 1942

Routine mail runs in morning to Algiers and Gibraltar - however St Pebb was forced back from Gibraltar due to weather conditions. At 1410 12 Squadron planes left as escorts for C-47s to Algiers.

November 21, 1942

7 planes on patrol from 0600 to 0915 but no e/a sighted. One plane on patrol from 1200 to 1315 yielded same results. Lt. Kielbasa arrived 1400 hrs. from Algiers bringing report of a 2 hr bombing raid by enemy action. 2 of our P-38's were destroyed - others damaged. - No casualties however. All squadron plane are to report as soon as available to Algiers. All except two were enroute by 1630.

November 22, 1942

2 remaining planes were enroute for Algiers at 0845.

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## Lusk, Plane Crippled, Downs 5 Axis Aircraft

Limping home from battle with one motor of his P-38 interceptor useless, First Lieut. Virgil Lusk of Santa Rosa sighted and "tied into" a flight of Axis troop transport planes somewhere over Africa and downed five of them, it was related here today.

Lusk, 26, is the son of Mrs. Georgia Lusk, state school superintendent-elect. Mrs. Lusk was not in town today, but old family friends told of hearing a recital of the feat in an early morning broadcast from Africa.

A companion of Lusk, likewise returning to base with a crippled P-38, was credited by the broadcaster with getting four transport planes.

Those who heard the report included J. D. Hanna of Santa Rosa, state auditor-elect, and Carl Livingston, attorney for the state oil conservation commission. Both are old friends of the Lusk and Witt families, long prominent in South-

eastern New Mexico, from which young Lusk is descended.

Lieut. Lusk, born at Lovington Sept. 6, 1916, is the son of Mrs. Lusk and the late Dolph Lusk. He was educated at Santa Fe high school, the New Mexico military institute and the United States naval academy, where he spent two years. He entered the army air corps nearly two years ago, training in California and Arizona, and spent several months in England before going to Africa.

He is married, his wife living in California. Two brothers are in the services, Dolph being a first lieutenant of cavalry at Fort Bliss, and Eugene a bombardier cadet in training at San Antonio.

Charles Witt, an uncle, related today that the most serious accident to befall young Lusk since getting overseas occurred on a bicycle. He pedaled into a post in a blackout, suffering injuries which for a time put him out of action.

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19 December 1942

Lts. Guelke and Hand took off on patrol at 12:30. Landed 1400.

Lts. Gusk and Woodward took off 1400. Patrol landed 1530.

Lts. Evans and Gregory took off 1530. Landed 1630.

Lts. Kirschke + Maffatt took off 1630. Landed 1800.

20 December 1942

No operational flights because of inclement weather.

Lts. Gusk and Evans took off 7:15 for weather flight. Landed 8:15. Weather flight covers Bizerte - Tunis area.

21 December 1942

Lts. Bibb and Kielbasa on dawn patrol at 6:30. Down 8:30. Lts. Moore and Mullinax air alert 8:30. Down 10:30.

Operational flight consisting of Col. Thayer S. Elds, Capt. Johnson, and Lieuts. W. P. Moore, Howell, Mullinax, Morris, Hand, Eardant, Grant, Gregory, Working and Kirschke, took off for Port du Salze at 930 and were back at 10:30. Weather cut the flight short.

Lts. Colton + Wheeler for Algeria on business. Return because of inclement weather.

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December 21, 1942

About 14:20 A.F. guns opened fire upon a JU88 which was over the field. The enemy aircraft disappeared into the clouds and soon, out of sight from those on the field. Lt. Woodward and Lt. Moffatt ran on the field toward planes and prepared to take off.

An enemy plane approached the field from the west and made a run over the field toward the east, dropping four bombs and striking within a short distance of our site. The A.F. was again noticed and continued until the plane was out of range.

Two of our officers who were returning from a patrol mission were contacted by radio and told of the enemy aircraft.

The two officers who were preparing to take off at the time of the raid were now airborne. They received instruction from the control tower as to location of the enemy planes and proceeded as directed to their respective places.

Lt. Woodward engaged a JU88 in combat and shot down the aircraft about 25 miles east of the field into a dry river bed.

Lt. Gregory engaged a plane over the base and was confirmed to have met with victory and success.

Further officer Lt. Moffatt returned with a victory, and all were given a warm welcome when they landed.

December 22, 1942

Positive patrol missions at St. Mary, St. Winking, St. Kildara, St. Winking + Kildara were lost for a short period of time due to bad weather conditions in this area.

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26 December, 1942.

Lt. Evans and Lambert continue  
weather logs. 0715 to 0930.

Lt. Carlton and Brewer to repair  
depot at Ovan, left 0930.

Lt. Huston, Hottle, Hays and Woodson  
on fighter sweeps. 0930 to 0400 hours.

French mortar from infantry company  
caused quite some excitement. Radio located  
two camps, inquiring name. No reply.

mistaken for French command post  
(as B. radar indicated) to track immediately.

27 December, 1942.

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28 December 1942

The twenty-eighth was one of the most eventful days the squadron had during the whole North African campaign. It was eventful not only for the pilots but for everyone stationed at Gafsa, Les Dunes. The day began mildly, nothing much had happened for the past week, the fighter sweeps had met little opposition, and everyone was now concerned with routine training possibilities. About breakfast time Lt. Wolk's biplane, 'Red', started having raps, giving birth to six the first time. And Lt. Working and Moore returned from their routine weather hop with Lt. Moore coming in on one engine. They had accidentally encountered enemy fighters and a P-51 which the fighters were accompanying, got in a landing upset, destroying Lt. Moore's engine. He made a beautiful landing and everyone let out a long breath of relief. Things went on much as usual, with the exception of a visit by Major General James Twitche, Brigadier General Blackburn, and two other generals. This caused quite a flutter, one general of a true command position, especially General Doolittle, and four-man colonels.

Everyone was peacefully sitting down when three P-51's came over, causing everyone to shut a hole. The P-51's didn't strike the hills, however, but ran right on over. Right over the field a dogfight occurred, with a P-51 forcing head into a Messerschmitt 109.

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Clouds appeared on the horizon as the  
ground water, but the 1st & 2nd pilots, up from  
the runway, sent down two out of the runway. A  
biting rain to our good day of the 21st.

Now, with only a slight feeling of  
cannon blast of airplanes, during the day,  
but they turned out to be the much needed  
replacements sent for by the twentieth group.  
Twenty-five brand new identical fighters.  
Two were downed because of the muddy  
field, but now everyone had to maintain one.  
We had been badly crippled, sometimes having  
only one plane that could fly at all.

A major in charge of four transports  
used no operations, gave long enough to  
'rain hell' with his entire crew for  
being down temporarily - those 109 41  
were probably used in his mind.

And speaking of transport, that  
long-awaited mail came through. Not  
much work was accomplished in the  
morning, seemed better after the 1st & 2nd  
to be reading it all. Yes, a precious case,  
to our wonderful day. But our day didn't  
end yet. Day two, time an equation  
was not, the big game, each side, but  
the same color as our own number, but  
given both to include <sup>as</sup> only one of them  
black. And finally the flying day  
of the body, with our own team  
in all, something of a record in days. For  
every one of them black, and it's amazing.

The last mission of the day, a successful  
fighter sweep of eight of our pilots, ended badly  
when we lost Lt. Frank P. Mullinar.  
While Lt. Mullinar landed safely, he was

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inside the enemy lines. While Lt. Earnhart made up for our plane was by shooting down a 109 G. This didn't make up for the loss of Frank Mullins. Pete Roper is manager to work back through the enemy lines and return to base to help the squadron carry on. New pilots Lts. Anton, Driver, Wilson, Duncan + Burr arrived.

29 December 1942

Lts. Earnhart and Woods took off 0645 on patrol. Landed 0930.

Lt. Kielbasa took off 0735 on scramble. Landed 0915.

Lts. Ribt, Working, Adler, Evans, Woodward, Wolfmuller, Moffatt, Gregory, Gustke, Kielbasa + Woods on alert patrol 0930 to 1745. Above patrol was in groups of two over the large period of time.

Lts. Morris, Trout, Earnhart, and Hirschler took off on a fighter sweep at 1345. Landed 1230.

Lts. Moore, Adler, Woodward, Gregory, Ribt, Gustke, Hoelle and Kielbasa took off 1430 on escort mission. Landed 1130.

30 December 1942

1. Lts. Hirschler + Woodward on weather hop up 0715 down 0915  
2. Lts. Morris, Hoelle, Ribt, Moore, Morris, Gustke, Trout, Gregory on fighter sweep up 0830, down 1200. Lt. Morris was shot down into the sea outside of Forpali. The squadron not only lost a fine pilot but also a good Squadron Commander and a man who was respected by all.

Lt. Hoelle while shooting on the deck, hit a pole that did considerable damage to his wing. In operations were notified of a plane returning which might make a forced landing. But due to the pilot's ability and personal knowledge of flying, he was able to make a good landing after flying a sweep that appeared to all others to be impossible

to Helle was congratulated by all of the Squadron and admired  
by fellow members of the particular flight for the feat of  
doing the impossible

S. Col. Olds, his landing, descent, parachute, y-inter, Meade, Wallace  
and Capt. Fullmer. one figure jumped up 0100 down 0510

31. December 1941

1. His landing, oxygen on weather top, up 0120 down 0340

2. His last, parachute, Evans, works, Meade, Alder, landing, work, Meade,  
-popey, Wallace, count 1 H-100 for landing 0100 2000. - Evans  
and his heavy sea.

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January 1, 1943

Due to the holiday "spits" operations were called off for the first day of the new year.

Jan 2, 1943

Twelve aircraft fighter sweep in the vicinity of Sousse up 1100 down 1330.

Twelve aircraft bomber escort to Sousse harbor. up 1510 down 1745. Heavy flak encountered ten miles west of Kairouan.

January 3

Eight aircraft P-38, fighter sweep to vicinity of Pichou and Fondouk for tank concentrations and radio stations. Considerable flak and target area. up 1100 down 1300

Eight aircraft P-38, one one missing, four one second; fighters sweep to Pichou as bomber escort.

January 4

Four aircraft P-38's, fighter sweep to look for B-17 down near Mj. B-17 was not seen. up 1100 down 1300

January 5

Eight aircraft, P-38's on low level fighter sweep over Kairouan. The flight was over the target at 1510 when they saw enemy aircraft over head. St. Wolfe and Woodward started to climb and were then able to see the whole flight of enemy aircraft which was between fighters in twenty 109's and 190's. St. Wolfe was pursued by 109 and lost one engine. St. Carhart and Carhart saw this and acted as protection for St. Wolfe as the home ward flight.

St. Moffatt was able to engage a plane in combat and shot it down 109. But he so doing was hit also having his instrument panel destroyed. He saw a P-38 believe to be St. Woodward explode in mid-air and crash. This was later confirmed by St. Partridge. On the ground another plane was burning and this is believed to be St. Kirschke. We have lost two excellent pilots and made thought of officers.

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St Neelle was also attacked and his plane went out of control. He bailed out at 5000 ft. suffering injuries sustained from the pull of the chute and parachute. We have received word of his safety and expect for his return soon.

January 11

Eight aircraft, P-38's on Bomber escort mission north of Bougainville and this side of the Agali Islands. Col. Oddy and Lt. Working shot down a Ju 52 each. Lt. Moore destroyed a P.O.A. six engine aircraft.

One P-38 was damaged.

Jan 12

Eight aircraft P-38's escort bomber mission to Bougainville and Makel. Large ships were observed 10 miles out of the harbor. up 1245 down 1645

Jan 14.

Eight aircraft P-38's escort bombers to Fox and Malakess. up 1000 down 1300.

Jan 15

Eight aircraft P-38's. escort bombers to Tinnis and Pantellia. Our flight ran into a large flight of enemy aircraft which was composed of transport and fighter escorts. The fighter escort came down on our aircraft which was on the deck. The flight split up and dog fight ensued. Lt. Aitken is missing and Capt. Fullmer was seen to have crashed into the sea.

We claim one Ju 52 destroyed and two probable also one P.O.A. probable.

Jan 17.

Sixteen aircraft P-38's escort bombers. up 0250 down 1250. Bomb hits not observed.

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June 28,

This was the last operational flight for the group and Capt. Lt. Forrest, was forced to bail out of his plane and escape temporarily because of trouble with his left engine. Was expected and hoped he might get back, as he was the H.P. of this group. At this time he is supposed to be captured by the enemy.

June 29-

Group was called together and given a farewell address by Col. Olds. Lt. Col. Kirtle was new group commander.

In his parting address, Col. Olds voiced his appreciation to the group for the splendid service they had rendered under his command.

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January 30 - Flying officers left squadron enroute to United States. The officers consisted of Capt. Swelle, Lt. Fuchs, Lt. Rill, Lt. Blueber, Lt. Wolfmuller, Lt. Evans, Lt. Carlton, Lt. Gregory, Lt. Grant, Lt. Gustke, Lt. Working, Lt. Kiehlbasa, Lt. Vohls, Lt. Ward, Lt. Moore.

Lts. Moffatt and ~~Had~~<sup>Adler</sup> still in hospital.

Lts. Caputo, McNulty, Jackson, Cochran, Lt. Dugg, Randolph, Grady, Jones, Niboden & Sleen.

Lts. Anton, Duncan (part) & Wilson, Lt. Van Deventer acting C. I. until transferred.

1-6 Feb. - Nothing to record.

7 - Lt. Van Deventer transferred from 5th.

Feb 8-28

Group operations were nil. Time spent getting ready to depart.

We left the morning of the 20 for Casablanca arrived March 5, and stationed at Moroccan Air Base.

27 March

The following officers were assigned to this squadron with Lt. Newman squadron commander.

Dicker, Stevens, Riley, Smith, Whitford, Hawk, De Moss, Jorgens, Moore, Bland, Neely, Hagerty, Harper, Maulsby, Evans, Sovera, Campbell, Coates, Grant, Ward, Beeger, Knott

28 March.

The squadron started operational training flights of high altitude.

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April 6, 1943

New pilots assigned to this organization St. Little, Lockwood,  
Butter, Chavis,

Squadron went on a mission with bombers, as a trial  
run. Our assignment was as escort for bombers

April 7-14 Operational Training flights were flown by all members  
of this squadron.

The following named pilots are assigned to this squadron  
as of April 11, 1943

2nd Lt's - Walter H. Bergersen, Beryl J. Boatman, Sidney  
R. Cook, John F. Burton, George B. Church, Kenneth B. Davis,  
George J. Edwards, Martin H. Foster, John M. Harris,  
Walter S. Locke.

April 15-18.

Operational Training flights and packing in readiness to depart  
for Java.

April 22. Ground forces departed by train leaving behind  
a small group for air travel.

May 4. Small contingent of men set out in jeeps  
early in the morning. In the afternoon all enlisted  
personnel had departed by air.

May 5. Pilots and planes left.

May 6. Squadron had arrived at Toboqui, and started  
to make camp.

At 8:45 - twelve P-38's of this group took off on an  
escort mission of B-25's for anti-shipping. Lt Newman  
shot up 11:37 on ground. It was also damaged Fw-190 on ground  
after shipping mission, at an airport between Matine  
and Bas-el-Jebel. Lt Paul E. Moore Jr was hit by flak  
and bore into ground. Plane flying in St. Moore's flight  
was damaged due to exploding pieces of aircraft.

May 7. No operational flight of this date.

May 8. Time up - 0730. Twenty four aircraft of this  
squadron took off for Escort mission of six B-26's for  
anti-shipping. P-38's attacked small ships off Kavaaka  
Islands of the Ejiadi group.

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St. Newman  
pilot down as  
of this date

→ May 9. Time up 0930. Twelve of our aircraft off on escort mission of 120 B-17's to Palermo, Sicily. One 1046-Mc shot down by St. Newman or St. De More. Time down - 1440

May 10. Time up 1030 - Twelve P-38's took off to escort B-17's to M. I. C. and Rio Rizzo area in Sicily. Time down 1430 - St. Snyder joined by date of this date

May 11 - Time up 0900 Twelve P-38's took off to escort B-17's to Marsala. St. Newman shot and destroyed two Macchi's 202 one of which was on fire and both of which were seen to crash. St. Wayne M. Charis is missing in action. When last seen he was up side-down, with one engine on fire

May 12. No operational flights - Pilots are doing a little amount of practice dive bombing

May 13 - Time up 1110: Twenty-four P-38's took off to escort B-17's to Cagliari. This 10,3 (2) painted a desert color were seen. St. John Barton was seen to drop out of formation. And later a P-38 pilot was seen to bail out of his plane and open his chute. St. Barton has not returned and must be presumed to be safe but missing in action.

May 14, Time up 1045 hrs: Twelve P-38's took off to escort 18 B-25's to Taranto returned at 1530 hrs.

St. Mark C. Hagan engaged enemy plane just off the coast of Sardinia. He was a little unsure of it vicinity and hole shot. He got first shot, after which he proceeded to make an attack he was successful and later saw the plane crash into the sea. The plane has been claimed as destroyed and was a D. 88

May 15-16-17. No operational flights being the period due to V.O. complaints. A few optional flights were made cross-country at pilots were dissatisfied

New officers assigned to this system at the 15, 2nd Lt. Mouse Homer Jr. 0747007, Harry H. Vogelberg 0747081, 2nd Lt. Aldo Harv 0733843 reported the

16.

May 18, Col Eddie Pickenbacker was present here of this date, and spoke to the officers and men.

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May 18, 1943

Twelve aircraft of this squadron took off at 0950 to escort B-17 to Messina, Sicily. They returned early at 1415 due to unsatisfactory weather conditions. No results.

May 19, 1943

Twelve P-51's took off at 0950 to escort 26 B-17's to Milo A/D located at Trapani, Sicily. The aircraft returned. Lt. Woodard & Howle have not as yet returned from the mission. A supplementary report shall be made concerning this.

Lt. Boatman and Cassler both claim destruction of a 107 each. Another is probably destroyed which can't be claimed by any one pilot as of this date.

As the bombers were leaving the target a group of five to twelve 107's were engaged by members of this squadron. The 107's were painted the color of black with a yellow band around the nose. A engagement was made and the results concerning this engagement are listed above.

May 20-

No report of the enemy pilots - most of them to be lost in action or missing in action.

Lt. Stamer was transferred as of this date to Group. He is replaced in the sqdn, as operations officer by Capt Theloye. Also transferred to the 49<sup>th</sup> was Captain Becker from group.

There was no operational sorties as of this date.

Except

A searching flight was sent at 0600 hrs, in hope of finding the missing officers. Their results were nil.

The rest of the day was spent in practice altitude and bombing missions.

Two new officers were assigned to this squadron. Lts. Ellis and Palmer.

May 21- Twelve P-51's took off to escort B-17's to Catania, Sicily. Over the target our flight was harassed by 20 to 25 Me 109's and Fw 190's. Eye passed our planes to and past the Pantelleria Islands. One of the enemy flights who were over our bombers seemed to have dropped bombs over the aircraft. Lt. Woodard downed one 107. The color of the 107 were black with a yellow band around the nose. Lt. Foster is safe but Lt. Howle is missing.

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May 22, 1945

At 11:00 AM 5-28's office squadron took off for a scout mission with twenty four P-17's. They were over the target, which was Bo Nizic, at 1:00. We have three 10's damaged so add to our victories. St. Super failed to return to base and is presumed to be missing in action.

On this date we were assigned three new officers. Lt's. Grant, Jones and Surler.

The weather is slowly becoming a little warmer and more like Africa.

May 23, 1945

No operational flights as of this date. Two new ground officers were assigned to this squadron. Lt's. Murphy and Nash. This date we St. Man regarding officers. Lt. Murphy supply officer.

May 24, 1945

Operational activities were carried out over Sorbina in a fighter bombing and sweep. The objective, a factory building, was bombed and four hits were observed upon this object. Causing much smoke and dirt to rise up into the air. Turning away from the city and toward the docks, the air crafts straggled the sea plane base and fire was started in four large seaplanes. There were two ME 109's and three Me 108's seen after leaving Algeria. All returned to base safe and seemed to be in a very good mood over the successful mission. This was results of target #1.

Our department enjoyed a most pleasant working day, trying to finally submitt our awards. The entire personnel being in the best of spirits. Another going home rumor heard.

The second target, at Oran, bombed and straggled railroad yards making a direct hit upon target. Others fell just outside of target. A bomb V was straggled, also one two engine seaplane hit upon fire in Tortina Lake. A submarine was sighted out 20 miles of Spadivento, with periscope out of water. A small tug was seen and straggled about 10 miles out of Casablanca, fire and smoke were observed after attack.

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May 15, 1940

Target # - Italo, eight P-38's of this squadron took off for a fighter, bombing mission to Chile Chico and vicinity. Fires were started on hangars and buildings at the target, and at least five bombs were on target. Remains were seen to hit in the immediate area. One boat was set on fire west of Itapoué Is.

Target #

Time out 11:00 for fighter-bombing sweep to Paito base and area at Port Keane. This flight was made up of four aircraft.

It knocked out and set on fire a 10' boat. Capt Decker and Lt Ritter secured hits on jetty. Lt Hall, unable to descend hit on power-towers, and it was last seen to be on fire with great billows of smoke and dust.

May 16, 1940 -

Up at 10:10 hrs. twelve P-38's took off to go to Utauci on fighter-bombing mission for ships and R.R. yards. Lt Hoke destroyed one airplane, with Italian insignia. Three oil tanks set on fire and one machine strafed. One transport - three decks and two masts, set on fire. Two light houses struffed, and one small boat set on fire. After this mission all pilots were in very good spirits and seemed to be quite ready to return immediately on another like mission.

May 17

No operational sorties as of this date - some small scale flying for bomb practice and high altitude

May 18

Time up 10:40 hrs. twelve P-38's of this squadron took off to Rio Puzo and to assist B-25's. No eyes encountered. Hit observed on target

May 19

No operational sorties flown as of this date.

May 20-1940. Twelve P-38's of this squadron took off at 14:30 on bombing-fighter sweep to Chile Chico. The target R.R. station and yards were hit and either totally destroyed or damaged. No ya effect encountered. The mission was a success and mission successful

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May 31

Take off time 0605; twelve P-38's bombed gun positions at Vantallia. Hits were made in all three target areas. Mission successful. No ops encountered.

June 1, 1943

By an accident we were fortunate in knowing that Prime Minister Churchill, Anthony Eden, General Doolittle, Spots, Marshall, Cunningham, and others were in the immediate vicinity this morning.

Prime Minister Churchill gave a short, impromptu speech to them present. Soon afterwards they took off for an unknown destination.

It would seem as though there were some thing in the very near future, in store for us.

H. Bristow was of this date transferred to base quarters.

Twenty-four P-38's on escort mission with B-24's. Target was Terauoca in Sarawak. Several direct hits were observed on target in near vicinity. No ops were seen, track was heavy, heavy, and accurate. All returned safely.

June 2, 1943

Twelve P-38's of this squadron were out on fighter bombing mission to Vantallia. Target were gun positions in and around Vantallia. Bombs were dropped from an altitude of 2000ft. Three near misses were seen in and around a gun position. Three probable hits were scored on another gun position near the end of the dock. The fourth position had two hits in the area of the guns, and the other two bombs were not observed. One bomb was seen to have hit in the town. No ops were encountered. All returned to base safely.

June 3, 1943

No operational fight known as of this date.

Capt Smith left this morning after flying more than 210 combat hours. Sp. Co. was promoted to Captain.

June 4,

Twenty-four P-38's of this squadron on escort mission for B-24 to Milo d/d. Results of the bombing of the other formation of P-38's were not able to be observed because of haze, over target. H. Borgerson and H. Green collided approx. over target and were seen to crash in the ocean. It seems so unusual that two such

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two good pilots and my, should visit this type of fate. Their loss is felt by all members of the Squadron.

June 5, 1943

Fourteen P-38's of this Squadron were off on a fighter bombing mission to bomb gun positions at Pantelleria. Accurate observation was impossible due to dust. It was thought that four bombs were near misses of one gun position, four other bombs were around and between two other gun positions. Four other bombs had hit around another two gun positions. All pilots returned safely to home base.

June 6, 1943

Time up 1400 - Fourteen P-38's were off on a mission to bomb gun positions at Pantelleria. Hits were scored around and on targets, but all results were not observed due to dust and smoke on ground. No aa was encountered. Dak: Slight, accurate and light. We received notice today that Churchill had returned to England after the trip of North Africa.

June 7, 1943.

Orders have been passed that there will be no mail for a month, this concurs in coming mail. The situation is much the same with outgoing mail, as there is little space, and only V-mail shall trickle back. - This fact is important as all here are more concerned with mail than food.

Twelve P-38's took off on fighter-bombing mission to Pantelleria. Targets were hit and covered with dust and fire which made it impossible to make very definite observations. Mission successful, all returned to base.

General Bradley was present today with Mr. Stimpson, asst to Sec of War.

June 8, 1943

Twelve P-38's off at 0900 to escort B-17's to Pantelleria. Hits were made on target. There were allied warships around the island which were shelling it. Mission successful - all returned to base.

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Two B-17's assigned to the  
squad. 1st. Messer and Hoover.

June 9, 1943

Two missions were off at 1320 and 1310 hrs for bombing and escort B-17's to Pantelleria. In the briefing prior to the mission, pilots were given orders not to bomb if White Flags were seen. The mission was a success, and no e/a was encountered. The flak was very light and almost nothing compared to that previous. The B-17's were able to bomb at a much lower level and all hits were very accurate.

June 10, 1943.

The early mission this morning was off to bomb gun positions on Pantelleria Island. Hits were observed on target. The mission was successful and all returned to base safe. One plane was unable to release bombs, and was forced to return to base with bombs.

Captain Newman left the squadron this morning, having completed more than 100 combat hours.

Our new Squadron Commander is Captain H. Kellogg. Who assumed his office and duties as of this date.

The next mission of the date took off at 1700 hrs to bomb gun positions at Pantelleria Island. Bomb hits were made on positions and a few other bombs fell in the town see buildings. All returned to base at 1800. There was more flak present on this mission than previous encounters during the past week.

June 11, 1943

Two missions were off today with bombs, for Pantelleria. After making their run, they also acted as escort for B-17's.

The first Squadron was over target at 1400 and bombed buildings on the south side of the island. They continued on as escort.

The second Squadron was over target at 1600 and there were white panels on island, so no bombs were released.

The B-26's of this flight continued on their to another target. That flight returned to base.

Naval vessels and landing barges were seen off shore by second flight. They were allies, and proceeded to make invasion which is now known.

There were more bombs dropped during the

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Conquest of this island then in the whole course of the  
in the Tanager campaign is a very significant one that this  
is the first time in history that conquest and victory  
has been achieved totally by air.

The best of the enemies seem to be all tumbling  
one after another, and it is but a matter of time till  
total victory shall be ours.

Now that the "milk run" of Pantelaria is over! Where  
to next!

June 12.

Our squadron was off on a great mission to Palermo as escort  
for B-17's. One our target about 11:30 hrs. Two aircraft returned to base  
early, leaving twenty-two that completed mission. Bombers secured  
large number of hits along edge of air concentration field and  
were hit. Six to eight B-17's, one P-40, one ME 109, one Me 102.

Fighters engaged Me 109 and damaged him. No claims  
were made. All returned to base safely after making a  
landing at Vigata for petrol.

June 13

No operations flights were flown as of this date. All pilots were given  
a day off after having a very busy week.

June 14

No operations flights as of this date.  
The two of the planes, B-17's were seen and were  
all hit. Engaged a P-40. One Me 109

June 15, 1943

At 0800 and 0900 two separate flights were sent  
to escort B-26's to Rio Pardo and Willo A.D. in Sicily.  
Over Rio Pardo about twenty to thirty B-26's were seen in  
the distance. Our squadron did not make contact with  
the enemy, but a B-26 was seen to go down from  
engagement with a B-26. The B-26 was seen to  
have dropped bombs along the air base. No  
claims were made. A large formation of B-26's  
approach 200 to 300 in height.

The mission to Willo was successful, three B-26's were  
seen but not encountered. All returned to base safely.

We found our mission was  
not successful but a B-26  
hit 2 B-26's

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HEADQUARTERS  
2686 MEDIUM BOMBARDMENT WING

I certify that this message pertains to combat operations.

DATE JULY 20, 1943

C. R. Johnson, Lt. Col., Air Corps  
Signature (A-3) Operations Officer

TIME 1400

TO: CO 1st 14th 17th 319th 320th 325th Groups

FROM: WEBSTER

THE AIR SEA RESCUE SERVICE HAS CMA DURING THE CURRENT OPERATIONS CMA TELEPHONED THIS HEADQUARTERS EXPRESSING ITS ELATION OVER THE HIGHLY SATISFACTORY ESCORT WHICH HAS BEEN FURNISHED BY P-38'S OF THIS WING PD THE CREW OF ONE OF THE SUNDERLANDS EXPRESSED HIS WILLINGNESS TO "GO ANYWHERE WITH THOSE LIGHTNING BOYS" PD IT IS WITH A GREAT DEAL OF PLEASURE THAT THIS IS PASSED TO YOU PD IT IS DESIRED THAT THE CONTENTS OF THIS MESSAGE BE BROUGHT TO THE ATTENTION OF ALL CONCERNED.

B. B.  
R. B.

As of the 19 of June we have four new pilots  
of the 1st, 14th, 17th, 319th, 320th, 325th Groups

the department was complimented upon  
pleased to all that everyone concerned

June 16, 1943

No operational flights flown

June 17, 1943

No operational flights as of

Trip to Tinian was made

June 18, 1943

Take up 0945 - Twelve P-38's of this  
mission as top cover for Bombers to  
over target at 110 at 6,000' altitude. The  
bombs dropped by Bombers. No 2/a was

Two P-38's were seen to collide off  
west of Tinian and north east of  
P. Campbell and George B. Clark all  
Campbell was thought to have been  
planes hit into water.

June 19, 1943

No operational flights as of this date  
into Constantinople. Outrigger came out for

June 20, 1943.

Take up 0635, 24 P-38's of this  
Double escort mission to No. 1000.  
The target and squadron was located  
in the sea. The usual tactics were  
and we are submitting six claims  
as a result. Capt Becker was shot &  
fought that ensued. He made a landing  
10 miles west of the coast of Sicily  
Island. Members of the squadron  
and got a fix on him. A patrol was flown  
remainder of patrol in aircraft and  
to return to base. A search mission was  
Capt Becker was again located, but due to  
flight was forced to return to base.

to combat operations.

C. R. Jonsson, Lt. Col., Air Corps  
Signature (A-3) Operations Officer

325th Group

URING THE CURRENT OPERATIONS CMA TELEPHONED  
TION OVER THE HIGHLY SATISFACTORY ESCORT  
F THIS WING PD THE CREW OF ONE OF THE  
S TO "GO ANYWHERE WITH THOSE LIGHTNING  
PLEASURE THAT THIS IS PASSED TO YOU PD  
HIS MESSAGE BE BROUGHT TO THE ATTENTION

As of the 19th June we have four new pilots  
Lt. C. J. Wren, Lt. J. J. Wren, Lt. J. J. Wren, Lt. J. J. Wren

late in the afternoon Col Turner and his wife, paid us a visit.  
The Department was complimented upon the good work. And it  
seemed to all that everyone concerned was satisfied

June 16, 1943

No operational flights flown as of this date

June 17, 1943

No operational flights as of this date.

Trip to Tinian was made -

June 18, 1943

Five up 0925 - Twelve P-38's of this squadron were off on a  
mission as top cover for B-24's to Mito aerodrome. Were  
over target at 110 at 6,000' altitude. Hits were not observed from  
clouds dropped by bombers. No 2/a was encountered.

Two P-38's were seen to collide approx four miles directly  
west of Papeete and north east of Savanva Island. Lt. Bruce  
P. Campbell and George B. Church are missing. One pilot Lt.  
Campbell was thought to have been able to bail out. Both  
planes hit into water.

June 19, 1943

No operational flights as of this date - Capt Wilson and Sgt Moore  
into Constantinople. Captenger came out for a visit

June 20, 1943

Five up 0635, 24 P-38's of this squadron were on an  
Bomber escort mission to Bo Kizzo I., P. I., while leaving  
the target our squadron was harassed by 2/a above and  
in the sun. The usual tactics were not employed by 2/a  
and we are submitting six claims for aircraft destroyed  
as a result. Capt Becker was shot down in the dog  
fight that ensued. He made a landing in water about  
40 miles west of the coast of Sicily off the Egean  
Islands. Members of the squadron flew over Capt Becker  
and got a fix on him. A patrol was flown over him for the  
remainder of period in aircraft and then they were forced  
to return to base. A search mission was then flown and  
Capt Becker was again located, but due to darkness the  
flight was forced to return to base.

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As of the 21st, two new pilots were assigned to this squadron. Lt. [unclear] [unclear] as writer

June 21

A return search mission was off at 0550 hrs. to the vicinity of the Cydi Is. and Capt Becker was again located. Food and water was dropped in a life vest. A continual patrol was flown over him until a boat was made the rescue. He was taken to a hospital in Tientsin.

It was due to service beyond the line of duty, that the Sgt. Commanders and Officers of this squadron were able to save the life of Captain Becker. All members are to be congratulated upon their sagacity and devotion to a fellow member.

June 22.

Three pilots of this squadron left to a destination unknown to join another wing, that is forming for service in China or India. Lt. Cusley, Cus-ten, & Harris

Lt. Harris and Captain [unclear] flew escort mission with four other members of the group for King George of England. The flight was from Castel Bionto H/D in [unclear] to [unclear] St. Varsel a new officer joined the squadron as of this date

June 23

No operational flights as of this date -

Captain Becker rejoined the squadron, in good health after his exciting experiences of rescue.

Lt. Churchill a new pilot joined the squadron as of this date.

June 24, 1943

Twelve P-38's off from this squadron to escort [unclear] to [unclear], [unclear]. Mission successful and all returned to base. Considerable enemy chaffing was observed.

June 25, 1943

No operational flying as of this date - however has it that we are on the move again very soon - [unclear] it might be near [unclear]. It will be out to guess they have felt the sting before

June 26, 1943

No operational flying as of this date - Lt. Kelly crashed a few miles away from base. This accident was fatal.

As of 4:15 and [unclear] [unclear] [unclear]

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June 21, 1943

No operational flights as of this date. Sgt. M. Daly was promoted to Captain, and Sgt. Thompson was made First Chief.

June 23, 1943

- by accident - \*

No flights were flown as of this date. Our effort 1055 hrs. to insert 10-20's to Mellie Agh. Barbina. Over target our opposition was composed by 10-20's Me 102 and Me 109's. 4 Me 109's destroyed for the 10-20's and the pilots of these were seen to bail out. St. Mark claim was responsible. All returned to base.

The second flight was off at 1200 hrs. to insert 10-20's to Dec. Mounna Agh, Barbina. We were observed over target at a lower altitude but no contact was made. All returned to base.

By the 23rd, missions all pilots and Sq. Com. attended services at the Court of the Cemetery for St. Neely. A military funeral was given and the St. was buried in the cemetery in front of the cemetery.

St. Todd received his commission as of this date. Sgt. Weston was made the new first Sergeant.

June 27, 1943

No operational flights as of this date.

June 30, 1943

No operational flights as of this date.

July 1, 1943

No operational flights as of this date. Notice was given of the anticipated move on July 4, 1943 at 0400 AM.

July 2, 1943

No operational flights as of this date

July 3, 1943

0400 Squadron started to move to El Bother

Flares were off at 11:00 am in order to escort B-17's to Cap. Lisi and Chelivani. On the first mission St. P. destroyed one ME 109 and recovered safe. The flight to Cap. Lisi and Chelivani was observed to base due to heavy haze. The base was the new field near El Bother.

### American Colonel Is Decorated By French

ALLIED HEADQUARTERS (North Africa), Dec. 26.—(AP)—A special citation was conferred today upon Colonel Thayer S. Olds, 38, of Warren, Ohio, commander of a United States P38 fighter group, by French Major General Juin for highly effective air support given French troops on the southern Tunisian front. Colonel Olds' wife lives in Los Altos, Calif.

The citation said that Olds "constantly attacked with lightning speed enemy columns which were threatening our formations. He is a most generous comrade in arms, a crack pilot and a leader admired by everyone."

"Notably on November 25th," the citation added, "he smashed an enemy motorized column, destroying part of it and dispersing the rest before it had time to close in on our lines."

When the citation was handed to Olds at an advanced base, he remarked:

"I'm getting credit due to my men

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Copy to: Ops.  
General Cannon.

To: C.G., Strategic Air Force. Repts. C.G. 1st and 14th Ftr Gps.  
From: N.A.T.A.F. ADV. A45 July 10

FOR GENERAL DOOLITTLE - WISH TO EXPRESS APPRECIATION OF ENTHUSIASM  
SPIRIT AND SKILL SHOWN BY PILOTS OF FIRST AND FOURTEEN FIGHTER  
GROUPS DURING OPERATIONS 10 JULY - THEIR WORK HAS BEEN MAGNIFICENT-

IMPORTANT-

TOO 10/1015

Signature: Air Commodore.

Distribution by: D.R. TO C.G. S.A.F.  
Liaison Officers of Fighter Groups  
through Ops. Room

July 4, 1943

No operational flights as  
eleven arrives El Perthau.

July 5, 1943.

Twelve P-38's escort  
returned safe.

July 6, 1943

escort - Twenty four P-38's of  
to Humboldt Perini. Daily.  
note. all returned to base

July 7, 1943

No operational flights as  
arrived - three were taken out  
in the Med Ocean.

July 8, 1943

note P-38's off to Perini  
Note were seen to burst on to  
A/C sighted and identified as  
that was encountered at  
This jet was unknown as to  
Cape Carbo then NE to Per  
to Yerbini the target. All

July 9, 1943

First mission off at 0700  
observed. No jet was pro  
two returned were the  
returned to base.

Second mission off at  
Target and many jets but  
results were not observed.

July 10, 1943

In mission at Perini  
The unit was very much looke  
the time was most opportu  
was very favorable. The  
plane decata to Maligou  
dropped behind nests, some to



Copy to: Ops.  
General Cannon.

1st and 14th Ftr Gps.

July 10

EXPRESS APPRECIATION OF ENTHUSIASM

FIRST AND FOURTEEN FIGHTER

THEIR WORK HAS BEEN MAGNIFICENT-

IMPORTANT-

TOO 10/1015

F.  
of Fighter Groups

July 4, 1943

No operational flights as of this date. Squadron advance echelon arrives El Pothlan.

July 5, 1943.

Twelve P-38's escort B-17's to Gerbini A.D. Sicily. All returned safe.

July 6, 1943

escort Twenty four P-38's of this squadron took off at 1245 hrs. to Gerbini, Sicily. E/2 was seen but no contact was made. All returned to base.

July 7, 1943

No operational flights as of this date. Remainder of squadron moved. - They were taken into Tunis and then Catteridge for a swim in the Med Ocean.

July 8, 1943

Twelve P-38's off to Gerbini A.D. Sicily to escort B-26's. Hits were seen to burst on target area. No 2nd ~~seen~~ Mustang engine A/C sighted and identified as Spitfire. These aircraft acted as top cover. That was encountered almost from coast to target and back. This Spit was medium as to caliber and intended for our squadron. Route Cape Carbo then NE to Pachtleria and from there to Licata then to Gerbini the target. All returned safely to base.

July 9, 1943

First mission off at 0700 hrs. to escort B-17's to Casend. No 2nd observed. No Spit was present and the absence of these two elements were the noticeable of this flight. All returned to base.

Second mission off at 1500 hrs. to escort B-17's to Catteridge. Target wind very light but due to dust and high altitude flights were not observed. All returned to base.

July 10, 1943

The mission at Gerbini began at 0800 hrs. as of this date. The unit was very much looked forward to by all of us, and the time was most opportune as the moon and weather were very favorable. The American Troops made landings from Licata to Religious Point. US airborne Troops were dropped behind us, some by paratroopers, others by parachute.

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this mission to consolidate the port, cut communications and occupy adjacent territory. Others must land along the beaches to the eastward and are advancing in a north and westerly direction, to make contact with British forces landing on the western side of the island, which will move inland and northward. British forces (Canadian) will make their landing from Heligoland Point, around the S.E. tip of the Island, to Cape San Diego north of it. British Air Force will be landed back of the beach, then mission to occupy the port, cut communications and occupy adjacent territory.

All of our fighter and bomber strength was sent as support and as soon as the progress of the ground forces permits airfields shall be used by our Air Force.

This squadron has two missions as of this date in support of the above.

The first flight was off at 0845 to bomb in stage targets of opportunity in S.E. sector. This was scene of R.R. Sta. and surrounding area at Puerto Rico, three locomotives and freight cars were strafed and destroyed.

One element of the flight was attacked by a superior number of x/a. Lt Booth was shot down, but five of the six x/a were destroyed. The remainder of the flight returned to base.

The second mission was a fighter bombing to the S.E. sector of island. In the same degree as the first. Over target our aircraft ran into heavy flak and as a result of this we lost two officers and aircraft. Lt Reed and Krupper were the officers lost. Lt Reed was seen to crash into the water and Lt Krupper was seen to have bailed out of his aircraft, which was on fire. The chute was not seen to open and it is doubted if there was any chance of his coming out. The remainder of the flight returned to base -

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July 10, 1943

This squadron was off on early flight to early for bombing - strafing mission. The target was one of opportunity. The line of battle was observed and reported, it was thought that our forces were in good position and moving up well. Barracks, trucks, gun positions and troops were bombed and strafed. The mission was successful and all returned to base.

Second flight was off at 1315 to bomb and strafe Vizzini Sicily. Over target trucks and motor vehicles were bombed. Four of a Me 101 were seen and engaged in combat. Lt. Moulton destroyed two Me 101 and Lt. Larkness destroyed one Me 101. All returned to base, after strafing track and horse drawn guns on the way out of the target. The location was in Cinghiale territory and this was an example of the command support of the Allies.

July 11, 1943

Squadron was off at 0800 on bombing - strafing mission to Sicily. Troop concentrations were dive bombed and strafed. The area was covered with dust and smoke due to all twelve bombs hitting in area. All returned to base. - The general situation was the same and our forces are doing as expected.

Second mission was off at 1050 hrs on fighter - bombing mission to the vicinity of Pettipassio and Cuneo. Trucks and tanks with over 1000 troops were bombed and strafed. Troops and troops were bombed and strafed on road south of Serra de Falco toward Canicatti. All returned to base, and due to the wing needing the Red Cross they were served coffee and doughnuts.

The third mission was off at 1645 to Sicily on a bombing - strafing mission in the vicinity of Cuneo. Trucks were bombed and strafed on road running south of Cuneo. ~~15~~ 15 enemy tanks were seen and strafed. One was observed to have lost its track the others had no visible damage. All returned to base after what we consider a busy day.

July 12, 1943

Twelve aircraft of this squadron were off at 0745 hrs to the vicinity of Cuneo-Petruzzano, Sicily. Rail road station bombed and left for seventy feet was destroyed. Five large trucks were bombed and a tank set on fire. All returned to base.

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Second flight left at 1330 hrs to vicinity of Piner in Jupiter-Domagny  
mission. Truck concentration was located and strafed, and  
several tanks were possibly damaged as a bomb was dropped  
among a few tanks that were hidden in a group of trees.  
Mission was successful and all returned to base.

July 17, 1943

Squadron of twelve P-38's off at 0715 hrs to escort B-26's  
to Messine, Italy. Hits were observed on target and escort  
was provided by our fighter aircraft. Heavy flak was encountered  
of the barrage type. All returned to base.

July 15, 1943

No operational flights as of this date - Captain Mark C. Hagney - 0341305

July 16, 1943

Captain Hagney was hurt last evening while test hopping his  
own aircraft. The crash occurred within the limits of camp and  
every effort was used to do anything that would help but  
our efforts were all in vain, for the situation was beyond our  
control. Several patients are being held this afternoon by the  
Japs.

Squadron was off at 0305 hrs to escort B-26's to base  
Valentia A/D, Italy. Mission was successful as to activity, no  
flak encountered and flak was nil. This was the opposite of  
general opinion as it was known a few days ago that about  
seventy flak were in the immediate vicinity.

A small amount of shipping was observed just off  
the shore of Bizze.

July 17, 1943

Twelve fighter aircraft of this squadron off to escort B-26's to  
Naples. Mission successful and target was covered with hits.  
This is the first mission flown by this group to Italy proper.  
Flak was heavy & barrage type, very accurate. All  
returned to base.

July 18, 1943

No operational flights as of this date. Weather is very warm 1350

July 17, 1943

A search mission was called at 1025 hrs last evening for  
escorting a lumber load in hope of finding B-26 crews. The  
men were not sighted but a launch was seen approaching  
Naples and the overcast covered to our pilots as they

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HEAD QUARTERS  
2686 MEDIUM BOMBARDMENT WING (PROV)

I certify that this message pertains to combat operations.

DATE July 20, 1943

C. R. Johnson, Lt., Col., Air Corps.  
SIGNATURE (4-3) OPERATIONS OFFICER

MESSAGE NO. \_\_\_\_\_ TIME \_\_\_\_\_ TIME 1400

TO: CO 1st 14th 17th 319th 320th 325th Groups

FROM: WEBSTER

THE FOLLOWING MESSAGE FROM GENERAL BOOLITTLE IS QUOTED FOR YOUR INFORMATION  
QUOTE HERE IS A MESSAGE FOR YOU FROM AIR COMMAND POST QUOTE SIGNALING DURING  
TODAYS MISSIONS ON ROME TARGETS WAS EXCELLENT PD PLEASE INFORM ALL GROUPS  
THAT THEIR TRANSMISSIONS WERE RECEIVED PERFECTLY BY ALL INTERCEPT STATIONS  
PD REPORT WAS IN LONDON AND WASHINGTON WITHIN TWO MINUTES OF SENDING OF  
BOMB RELEASE SIGNAL BY LEADING GROUP UNQUOTE PD WE ALSO WOULD LIKE TO EXPRESS  
OUR APPRECIATION FOR YOUR SUPERB COOPERATION UNQUOTE THIS WING WISHES TO ADD  
ITS CONGRATULATIONS FOR A JOB WELL DONE

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12/21  
R. 1

went down for observation  
protecting the island  
is which all are  
detained to base

Target for today...  
now the heart of government  
is surrounded around sea  
being the largest city in  
of the Kingdom. But they  
even than London as the  
heart and soul of Italy.  
of the Allied nations base

This squadron escorted B  
was successful due to  
to base.

The Allied Forces are  
yesterday. A wedge was  
great success washed  
in possession of more than

July 20, 1943  
Twelve P-38's of this sq  
to Vibo Valentia A/D. It  
Eight P-38's were off  
a Sunderland. No night

July 21, 1943  
Cooperational flights were

July 22, 1943  
Twelve aircraft of this sq  
Salerno. Italy. Mission was  
target. All returned to base  
unexpected move. To be  
members of air echelon  
Search mission was flown  
to contact. All returned

July 23, 1943  
Twelve P-38's of this sq  
to Aquino A/D Italy.  
as observed by our pt

HEAD QUARTERS  
BOMBARDMENT WING (PROV)

pertains to combat operations.

C. R. Johnson, Lt., Col., Air Corps.  
SIGNATURE (1-3) OPERATIONS OFFICER

TIME 1400

9th 320th 325th Groups

GENERAL BOOLITTLE IS QUOTED FOR YOUR INFORMATION  
YOU FROM AIR COMMAND POST QUOTE SIGNALING DURING  
ITS WAS EXCELLENT PD PLEASE INFORM ALL GROUPS  
RECEIVED PERFECTLY BY ALL INTERCEPT STATIONS  
WASHINGTON WITHIN TWO MINUTES OF SENDING OF  
GROUP UNQUOTE PD WE ALSO WOULD LIKE TO EXPRESS  
OUR COOPERATION UNQUOTE THIS WING WISHES TO DO  
WELL DONE

went down for observation. During the time this squadron was protecting the rescue ship the other two sqd. saw into 15-16-17 which all are claimed to have been destroyed. All returned to base.

Rome is today the Rome of the Capitol of a great people, now the seat of government of a empire step Caesar. The modern city is sprouted around seven hills on the banks of the Tiber. ROME being the largest city it is the economic, political and social capital of the Kingdom. But beyond this, it is to the Italian people more even than London to the English or Paris to the French, it is the heart and soul of Italy. This is the first time that the Axis Forces of the Allied nation have struck in this direction.

This squadron escorted B-26's to Campino A/D in Italy. The mission was unsuccessful due to heavy haze and all planes returned to base.

The Allied Forces on Sicily made very substantial gains since yesterday. A wedge was driven to the north and the sea, and great success was had by the Americans in the west. We are now in possession of more than half of the island.

July 20, 1943

Twelve P-38's of this squadron were off at 1200 to escort B-26's to Vibo Valentia A/D. Italy. Hits were observed on target.

Eight P-38's were off on a search mission to look for a merchant ship. No sighting was made.

July 21, 1943

No operational flights made as of this date.

July 22, 1943

Twelve aircraft of this squadron off at 0745 to escort B-26's to Salerno. Italy. Mission successful as hits were observed on target. All returned to base. Notice was given today of the unexpected move - To day makes our year over sea for members of air echelon. Left Presque Isle, Maine.

Search mission was flown later in the evening but failed to contact. All returned to base safely.

July 23, 1943

Twelve P-38's of this squadron were off on escort B-26's to Aquino A/D Italy. Bomb hits were very accurate as observed by our pilots. There was no flak and

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Box 92 were called out by bombers, but only two of our pilots saw them. They made one half hearted attack and pulled away making no effort to engage in combat. The situation here is very strange due to absence of fighter and enemy flak.

This evening, the officers had a party for themselves at their new club hut. The strange sound of feminine voices strike the ear, through strains of music.

July 14, 1943

Squadron off to escort B-26 to Marine Air Base. to bomb RR yards. No flak and no 92 - all returned to base. This mission was spectacular in the absence of any kind of resistance. Palermo is nearly full yesterday.

The march resumed more slowly at hand. We are supposed to leave tomorrow for our next stop after spending just a short time in CA Kothar.

July 25, 1943

Group was moved this morning from CA Kothar to St. Marin district. This was perhaps the fastest move that we have made. The new field is very pretty and a little closer to the sea.

July 26,

Camp developed very fast and the situation is now when we can move successfully in a day. No operational flight off to Hlyas.

July 27.

Camp is now practically complete, all departments in operation. Communications are set up. We are able to set up operations in a short time due to our having moved so often. There was no operational flight today.

July 28

No operational flights today. very busy.

July 29

Our squadron escorted B-26 bombers to Italy. They observed several but we made no contact. The B-26s engaged and a slight encounter with us. The B-26s did not land without difficulty.

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July 30

No operational flights today. P/O's, Brewer, McCoy, and D. H. and 2nd Lt's, Mease, Becker, and Bess arrived at this squadron headquarters today. As we will start 4 pilots their presence was very welcome.

Lts. Pecker

Boss, and

Moke, joined

you this date

July 31

F/O McCoy, Brewer, and Wells joined the squad as of this date.

The squadron executed B-26's 5 1/2 and, Italy. Fuel to ground over results were not observed. Light haze was encountered, but mission otherwise uneventful. A pilot from 48th Fighter Squadron filled in vacancy of our flight.

August 1

24 P-38's off at 0800 hrs. to search B-7's to Capodichino I. A. Italy. Observations of bomb hits were impossible due to heavy haze. One B-17, which seen in appearance to be hit by flak. One large merchant vessel observed at 1115 hrs. between the Isle of Capri and Campanella Point. No other observations. Heavy rain squalls were encountered from both Capodichino I. A. and Naples. In return trip home the pilots passed over the island of M. S. Serrino.

August 2

Six of our pilots accompanied a Catalina on an air sea rescue mission. They were searching for a hospital plane which was found almost submerged off the coast of Sicily. The Catalina landed and investigated but no sign of life was apparent. It was a rough sea and a prop was ruined then both engines quit on the flying boat. Our pilots circled the boat and

The 48th Fighter Squadron was on the line today and pilots engaged in to protect it. Two were shot but none were forced to land. Lt. Smith shot down by a B-26 on 2/1/42. The mission was successful and 15 P-38's were launched and mission had an excellent result.

August

No operations

August

Lt. Smith shot down in view of his P-38 on Aug 1st. Our group, while bounced by over Squadron, accounted for a B-26 and a P-38. Bringing his Evans flying on destroyed 2x 2x 2x. Both claimed by the damaged by the P-38. Four destroyed by

August

No operations

August

12 P-38's accompanied a RR T-1 in Sicily. Haze prevented close



30

ights today. F/O's,  
and D. H. S. and 2nd  
er, and Bess arrived  
our headquarters today,  
of pilots their presence

F/O McCoy, Brewer, and Wells joined the  
Squad as of this date.

ated B-26's to Idano,  
and cover results were  
ht. No encounter,  
wise uneventful. A  
F. fighter Squadron filled  
flight.

5800 hrs. to reach B-7's  
Italy. Observations of  
possible due to heavy  
which spun in, appeared.

One large merchant  
1115 hrs. between  
and Campanella Point  
B. This fairly accurate  
from both Capodichino  
On return trip  
passed over historical

2  
mpained a Catalina  
rescue mission. They  
a hospital plane which  
submerged off the shores  
Catalina landed and  
sign of life was apparent.  
and a group was  
gins quit on the flying  
circled the boat and

The Gulf of Capri became a hot spot. Six  
battleships on the Catalina. The 109's  
div-bombers and torpedo at; and our  
pilots engaged in dogfights in an attempt  
to protect it. Two of our pilots returned for  
help but before it could arrive the remainder  
were forced to return because of gas shortage.  
Lt. Knott shot down two Me. 109's and  
Lt. Clark got one. Our forces with a small  
left the flying boat unprotected but  
intelligence summaries report the  
15 F. fighter or arriving with a motor  
launch and pulling up dinghies. Showing  
that an evacuation of the Catalina was  
necessary.

August 3

No operations

August 4

Lt. Knott shot down two Me. 109's, quite an  
achievement in view of the fact that he destroyed  
two F/A on August 2. The members of  
our group, while escorting bombers, were  
bounced by over thirty Me. 109's. Our  
Squadron accounted for 5 destroyed,  
one probable and one damaged, without  
loss of a man. Lt. Finckles destroyed  
a 109, bringing his total to 5. Lt.  
Evans, flying on Lt. Knott's wing also  
destroyed 2x, 1 probable and damaged,  
and claimed by Lt. Godwin. And, a  
damaged by Lt. Manlove, who has  
four destroyed to his credit.

August 5

No operations, Lt. Bennett joined Sqn this date

August 6

12 B-37's accompanied B-26's to bomb  
a RR Jct. in Sicily. A very quiet mission.  
Haze prevented observations. Total was 2x.

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August 7

escorted B-26's to bomb  
RR bridge at Marina d. Cantanara.  
had been hit before, this was a  
fatal bombing and the bridge  
was hit.

August 8

escorted B-26's to bomb Angitola  
On the way to the target two  
passes at our boys and since  
our angle of attack did not  
allow us to see enemy tactics  
above and behind, our pilots  
were alerted and prepared for combat.  
The bombers had to maneuver  
to reach the target as the first was  
and the gas shortage from  
the tanks early caused our  
to leave them before the  
leaving them without fighters

August 9

12 members went on a  
mission. They went over the  
Troops, small boats, radio  
and locomotives were  
opposition encountered was  
although our boys were over  
away and highway slight troop  
movements were encountered  
a direct route to Sicily.  
Lt. Scottie joined 3rd. this date

August 10

1st. Flight Group came under  
the Wing, B-17's, again

Today. No operations. Lt. Rooney joined 3rd. this  
late

August 11

Almost immediately upon entering the  
5th Wing a dive-bombing mission was  
ordered. Our Squadron acted as high cover  
and escort for the 37th, which bombed  
several bridges close to Marina d. Cantanara  
on the Gulf of Italy. Troop movements  
and supply movements were apparently nil.  
The schooner was shelled. Lt. Pope and  
Lt. Finney joined with Jack Pepper and a  
quintet appeared at Ste. Marie du jet.  
The huge truck trailer was the stage and  
the 37th the background. Miss Langford  
again earned her business, many of whom  
were moved by her performance. City  
Market Field. Hope's ambassador was at  
his best and was joyously enjoyed by  
most of the members of the 14th Group, since  
nearly everyone was able to attend. The only  
women present besides Miss Langford  
were three women nurses as spectators.  
Hope reported that people in the States were  
eating horse meat and that Bing Crosby was  
making a fortune selling it. All members  
of the cast were taken for a "biggyback" ride in a B-26.

August 12

No Operations Today

August 13

Lt. Faust joined Squadron accompanied B-17's  
3rd. this date to bomb vicinity of Rome. B-26's  
necessarily bombed in outskirts  
of Rome. That encountered over Rome.

August 14

It is now Capt. Follope, Squadron  
Commander; and now 1st Lt. Sanders,  
promoted from 2nd Lt. Sant White to 1st Lt.

also in  
now 1st  
Lt. Edge

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August 15

Mission of large amount of planes and  
ground of P-38 to combat. Some  
was proposed primarily because Rome  
was declared an open city. By the  
German government. This is a  
certainly not within the U.S. St. Baker  
accept more as well as to avoid  
all sundries. More promotion: Captain  
Linnars and Detours. 1st Lt. Bitter, Evans,  
Hager, Home, Lovers, Manlove, Palmer, Sandifer  
and Vogelzang.

August 16

No operations today. American <sup>troops entered</sup> Messina.

August 17

No <sup>escort</sup> operations today. At 1000 hours  
mission took off to strike the S R and  
highway from Capri to Capri. Cadanzano to  
Cape Stilo on the foot of the Italian coast.  
Boxcars, buildings, gun positions and  
trucks were strafed. Troop movements  
were unobserved. Sicily fell today.

August 18

Early air sea rescue mission took off at 0545 AM  
all took our area escorted two P-38 looking  
for occupants of crashed ship. The 1st Flight  
led by Capt. Decker guarded the PBY while it  
picked up the occupants of 2 dinghies. The  
wing lead of the PBY broke and it was  
unable to take off. Capt. Decker + Lt. Foster  
returned for help. A launch came + took  
off the passengers. Then Lt. Sandifer and  
Lt. Franet escorted the PBY, it taxing on  
the water, until it was nearly ashore. The  
second flight with the second PBY found  
only an empty dinghy.

At 1015 hrs twelve P-38  
of Siderno. hits were  
upon R.R. tracks. Another  
opportunity and a direct  
at Siderno today, and

Aug 19,

Twelve P-38's off at  
and part. Lt. Walter  
Mc 10. Capt Decker  
and Mc 10. Lt. Mark, on

The second mission of  
Foggia and R.R. in  
and all returned to

Aug

At 0630 hrs. twelve  
at location some were  
near crash. But nothing

On take off Lt. We  
plane. He tried to get  
out. The plane crashed  
before from camp, and  
was Lt. Hoke's 40. The  
loss of this officer.  
He not only was a good  
Manual services were  
Chaplain Robinson. The  
Times.

Aug 21,

Twenty-four P-38's of  
Aversa R.R. yards. Head  
to base. Lt. Hester joined

Aug 22, 23,

Aug 25,

Twenty-four P-38's  
Foggia satellites

At 1015 hrs twelve P-38's off to Foggia and strike Hwy R.R. North of Siderno. hits were made on bridge and vicinity, with two or three upon R.R. tracks. Another bridge parallel to this was a target of opportunity and a direct hit was made upon this. Flak positions at Siderno horti, and Povalino were strated.

Aug 19, 1943

Twelve P-38's off at 0910 hrs. to escort B-17's to Foggia R.R. yds and par. str. Lt Walter Hoke destroyed one Me 109 and damaged one Me 109. Capt Decker destroyed one Me 109. Lt Harper destroyed one Me 109. Lt Mark, one of the new officers is missing in action.

The second mission of this date was to escort B-17 to the town of Foggia and R.R. yds. in the vicinity. Hits were observed on target area and all returned to base safely.

Aug 20, 1943

At 0630 hrs. twelve P-38's off on a sea search to escort B-17. At location some wreckage was sighted at location of crashed air craft. But nothing was picked up.

On take off Lt Walter S. Hoke had mechanical failure of his plane. He tried to jettison his belly tanks but only dropped one. The plane crashed at the foot of a mountain within view from camp, and immediately burst into flames. This was Lt Hoke's 40th flight in this squadron as a sortie. The loss of this officer is felt by all members of this squadron. He not only was a good pilot, but a respected officer and man. Memorial services were held on the following Sunday at 0800 by Chaplain Robinson. The remains are in the American Consulate in Tunis.

Aug 21, 1943

Twenty-four P-38's of this squadron off to escort B-17 to Aviano R.R. Yards. Many hits observed on target area. All returned to base. Lt Hester joined sqdn as of this date

Aug 22, 23, 24. No operational flights

Aug 25, 1943

Twenty-four P-38's of this squadron off to strike Foggia satellites #5 and #8 A/E. This mission was the

At 16  
on today. American troops entered Messina

At 17  
was today. At 1000 hours to strike the R.R. and in d. Cadansaro to foot of the Italian col. gun positions and d. Troop movements Sicily fell today.

At 18  
one mission took at 0145 hrs. carried two P-38's bombing the ship. The 15th Flight guarded the B-17 while it parts of 2 dispatches. The B-17 took off and it was Capt. Decker + Lt. Fitter A launch came + took then Lt. Sandifer and the B-17, it taking on was nearly ashore. The second B-17 found

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Longest flight this squadron has made on a strafing mission. Lt. Harper and Mc Coy, Vardel, Kester shot up and destroyed on the ground at least 6 Ju 52's. Also a dark mass was strafed which burst into flames. It might have been planes hidden in trees. Lt. Hill shot up a gun position, a two masted warship was strafed, also boats moving along the coast. One of our new pilots Lt. Kester failed to return. This was his first flight with this squadron. Lt. King, joined Sqn as of this date.

Aug 26, 1943

At 0700 hrs twelve aircraft of this squadron were off to escort B-17's to Capua A/P. Hits were observed on target and contact with E/A did not produce any result or claims. All returned to base, with the exception of Lt. Hubbard, who is missing in action.

Aug 27 1943

Twelve P-38's of this Squadron were off to escort B-17's to Salerno, Italy. This was the last mission to be flown by Capt De Moss and Lt Knott. To climax this flying with the squadron they presented us with a victory apiece. Capt De Moss and Lt Knott destroying each a F.W 190. Lt Hill also returned with a victory over a ME 109. The particular encounter is striking in that Lt Hill was fired upon but he never touched his guns. Lt Hill found that he was low on oxygen broke from our formation and started for home. As he left he was immediately picked up by an E/A. He tried to break and out from the ME 109 but this evasive action was not successful in that the E/A had advantage of speed and position. Lt Hill very quickly went into a steep dive from an altitude of 25,000 ft. and the 109 took the same relative position right on his tail, firing most of the time. Lt Hill tried to pull the aircraft out with controls but this was impossible as his indicated speed was more than 500 mph. He employed trim tabs and Hack-out. The aircraft finally pulled out due to the trim tabs and when it had gained altitude again the pilot regained consciousness again and saw on the water a huge splash. He was doubtful as to whether he had a victory and it was not until the Sqn. returned that he was assured by others on the flight that he was successful.

Lt. Edward J. Hyland is m.i.a. as of this date. He was last seen leaving the western coast of Italy during all his

with a practice bomb.  
friendly field in Sicily.

Aug 28,

Twenty-four P-38's  
Italy. Lt. Evans flew his  
parting jester destroyed  
Lt Hill a victory and  
joined the Sqn as of

Aug 28,

Twelve P-38's escort  
Osteria P. P. 903, Italy.  
one six or seven down  
F/O Richards. Target area  
was being brought back  
for the flight to make a  
not be found. He is m.i.a.

Aug 30,

Twelve P-38's escort  
was jumped just over  
drive away attacking  
her. All returned to base  
this date.

Aug 31, 1943

No operational flights  
Hospital. New Officers  
Scowen, Mounier, Dett

Sept 1, 1943

No operational flights

Sept 2,

No operational flights

Sept 3,

No operational flights

made one strafing mission.  
It shot up and destroyed one the  
a dark mass was strafed which  
been planes hidden in trees. St. De M.  
eastern workshop was strafed, also  
One of our new pilots St. Hester  
left flight with this squadron.  
Date

This squadron were off to  
were observed as target and  
any result of claims. All  
area of St. Hyland, who is missing

were off to escort B-17's to  
mission to be flown by Capt. W. H. Hester  
with the squadron they presented  
and St. Knott destroying each a  
a victory over a ME 109. This  
that St. Hester was fired upon  
in finding that he was low on  
and started for home. As he left  
area. He tried to break and out  
mission was not successful in that  
position. St. Hester seeing this went  
up to 25,000 ft. and the 109 took  
in his tail, firing most of the  
craft out with controls but  
and speed was more than 500 mph.  
The aircraft finally pulled  
in it had gained altitude again  
gun and saw on the water  
as to whether he had a  
squadron. returned that he was  
that he was successful.  
as of this date. He was  
at of Italy losing altitude

with a pressure leak. It is hoped that he was able to make a  
friendly field in Sicily.

Aug 28, 1943

Twenty-four P-38's escorted B-17's to P.P. gas at Terni,  
Italy. St. Simon joined his last mission as of this date and as a  
parting gesture destroyed one ME 109. St. Hester destroyed one ME 202  
St. Hester damaged one ME 109. All returned to base. Major McKemie  
joined the squadron as of this date.

Aug 29, 1943

Twelve P-38's escorted B-17's of the 27<sup>th</sup> and 22<sup>nd</sup> Bomb groups to  
Orto P.P. gas, Italy. At least four ME 109's probable destroyed  
and six or seven damaged. Two ME 202 were destroyed by  
F/O Richards. Target area was well covered with hits. St. McCoy  
was being brought back with one engine when it became necessary  
for the flight to make a turn of 300° when they finished he could  
not re-join. He is missing in action.

Aug 30, 1943

Twelve P-38's escorted B-17's to Viterbo, Italy. One squadron  
was jumped just over the coast of Italy but were able to  
drive away attacking area. Target area well covered with  
hits. All returned to base. St. Simmons joined the squadron as of  
this date.

Aug 31, 1943

No operational flights - St. Sovera returned to squadron from  
Hospital. New officers assigned to this squadron. St. Sparks,  
Schouer, Mounier, Rutt, Kenney, Giles, Oldhouse, and F/O Jones.

Sept 1, 1943

No operational flights

Sept 2,

No operational flights

Sept 3,

No operational flights

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Sept 4 1943

Preparation all done here for the air mission to now out for early tomorrow.

Twelve P-38 escort B-17 Capua Italy.

Sept 5, 1943

This morning the first of the air echelon flew to Sicily, were to leave this afternoon.

Sept 6

Only ground personnel remained in Anzio, operations all out of Sicily. Twelve P-38's off 10:30 hrs to escort B-25's to Capua A/R Italy. Lt. Boatman, Harris, and Ladd each destroyed a ME 109. After mission planes returned to new base in Sicily, Catania A/R.

Sept 7

No operational flights, all planes were in Sicily.

Sept 8

Three support missions were flown by four planes for each mission. They acted as patrol for convoy in the Mers and cover out of Palermo.

Sept 9

First mission flew patrol over Apples (Salerno Area) Twelve P-38  
Second was patrol over Pears (Pisciotta) of Twelve P-38's  
Third mission twelve aircraft over Apples for patrol.

Sept 10

Three missions flown this date, first was patrol over Apples area, second was patrol of twelve aircraft of this sqdn. for patrol of Pears. Third was patrol of Pears area again.

September 11, 1943

Three missions flown this date of twelve planes each mission. First was patrol over Pears area, second flight was patrol over Apples area, third was patrol over Pears area.

Sept 12

Three missions flown  
mission first patrol  
area, third patrol  
Kott, Harper, Gerson

Sept 13

Two missions flown  
and meteorology was

Sept 14

Three missions flown  
The first covered P  
Pattipaglia, second  
Muscigata. Third, a  
one returned to base  
flown.

Sept 15

Three missions flown  
of great position in  
this patrol of 12  
well no, after this  
bomb position hit  
was hit by flak and  
after air bombing

Sept 16

Three missions flown  
air bomb P.R. at  
Ucella, after which  
Third mission was  
patrol of Pears area

Sept 17

Two missions flown  
bombing of Ucella,  
after bombs were dropped  
Pears.



for the air mission to move out  
Cape Bialy.

an echelon flew to Sicily, more to

in Africa, operations all out of Sicily  
escort B-25's to Capua A/F Italy  
each destroyed a ME 109. After  
new base in Sicily, Lentini A/F.

planes were in Sicily

flown by four planes for each  
for convoy in the Med. exp.

the Apples (Salerno Area) twelve P-38  
is (Pisciatto) of twelve P-38's  
it over Apples for patrol.

date, first was patrol over  
patrol of twelve aircraft of  
Pearl. Third was patrol of

11, 1943  
of twelve planes each mission.  
area, second flight was patrol  
patrol over Pearls area

Sept 12, 1943

Three missions flown this date of twelve aircraft each  
mission first patrol Apples area, second patrol Pearls  
area, third patrol Apples area. Capt. Lee Kern, De Moss, St  
Kurt, Harper, Gregory, Evans, Bitter left squadron.

Sept 13, 1943

Two missions flown over Apples area and Pearls' tracks  
and meteorology were 3 P-38's.

Sept 14, 1943

Three missions flown this date of twelve planes per mission  
The first covered Pearls area, ~~second~~ and then dive-bomb  
Pattipaglia, second over Apples area and bombed Torre  
Anicagnite. Third, over Pearls area ordered to bomb Avellino  
all intended to be, but some aircraft damaged due to  
flak.

Sept 15

Three missions flown this date. The first was dive bombing  
of road position in area of Montecorvino Rovello, after  
this patrol of Apples area. Second mission dive bomb  
Avellino, after this patrol Apples. Third mission was dive  
bomb position between Baierno and Monte forte. It 9/16  
was hit by flak and crashed in center of town of Fisciano.  
After dive bombing, patrol Pearls area.

Sept 16, 1943

Three missions flown this date. First of twelve P-38's  
dive bomb P.R. at Pisci. Second dive bomb Montecorvino  
Rovello, after which patrol was flown over Apples  
Third mission bomb village of Avellino, after which  
patrol of Pearls area (Agnoli)

Sept 17, 1943

Two missions flown by twenty-four P-38's. The first was dive  
bombing of Avellino, second dive-bombing of town Nora  
after bombs were dropped 2 P-38's was sent to patrol  
Pearls.

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Sept 18, 1943

Special Mission was ordered to strip Foggia A/C some aircraft were destroyed on ground and fifteen were damaged. Comments were such that many planes on ground were previously destroyed or damaged due to poor roads. As Young and Faust are missing in action the last seen of either pilot was before entering target area. Air column returned to Africa this afternoon. It is now expected from Cyprus.

Sept 19,

All members who were active in Italy were granted a three day leave of duty by Group Commander. No operational flights

Sept 20.

No operational flying - Awards presented to Major Decker<sup>(BSC)</sup> and Capt Murray for their outstanding work with this squadron. Capt Murray received the Silver Star for gallantry in action

Sept 21,

Major Tollope passed on his command to Major McKenzie the new squadron commander. Major Tollope, Becker, Lt. Berry, Harris, Bestman, Holsen, Houser and T/O Richard, left the squadron after completion of their flying in this theatre.

Sept 22,

No operational flights this date. Training flights were flown.

Sept 23,

Major McKenzie gave his introductory address to the squadron and passed on Major Tollope's farewell to the men for their work under his command.

Sept 24,

No operational flights

Sept 25,

No operational flights - Lt. Jackson and White joined this organization

Sept 26, 1943.

Lt. Col. Troy Keith passed on his command of this group to Lt. Col. Oliver Taylor. Lt. John R. Grant rejoined the squadron after being away for a few months, but has not arrived at base as yet.

Sept 27

first operational

early. Twelve P-38's  
The flight stopped  
them off to target  
just off the coast  
cast and was ja

The would have

direction. Purpose of  
German planes are  
all returned without

Our small point

small sail boat which  
all waved to our air

Sept

weather mission, T/O

vicinity of Rome.

No other operations

this date for our three  
the weather. High wind  
screen blew so much

Sept 27,

No operational flight  
set up by Chaplain  
in Italian. ~~Sept 28~~  
rather than gram  
Approximately fifty

Sept 28,

Twelve P-38's off at  
15. to the coast of B  
weather became bad. C  
did not reach coast  
and five small land  
was made.

Operational flights for  
weather.

542  
ordered to strike Foggia A/C with aircraft  
and fifteen were damaged. Comments  
made on ground were previously destroyed  
for records. As Moody and Faust are  
last seen of either pilot was before  
As cockpits returned to Africa this  
dated from Sydney.

new action in Sicily were granted  
by Group Commander. No questions

lands present to Major Dicker, and  
doing work with this squadron.  
Star for presently in action

command to Major McKenzie the new  
in Trollope, Becker, As Derr, Harris,  
As Richard, left the squadron after  
this theatre.

re. Training flight were flown.

introductory address to the squadron and  
well to the men for their work

Johnson and White joined this organization

his command of this group to  
in B. Grant rejoined the squadron  
months, but has not arrived at base

Sept 23, 1943.

last operational flight flown after the return of the squad from  
Sicily. Twelve P-38's off at 0630hrs on a dive bombing mission.  
The flight stopped in Sicily at Yerbani to refuel and further briefing  
then off to target which was A/C at Rodos, Yugoslavia. While  
just off the coast of Yugoslavia the flight ran into heavy over-  
cast and was forced to return to base.

This would have been the first direct of the Allies in this particular  
direction. Purpose of mission was to destroy airbase from which  
German planes are operating against ground troops in Italy.  
All returned without incident.

One small point of notice was a boat load of soldiers in a  
small sail boat which was just off the island of Pagosta. They  
all waved to our aircraft.

Sept 28, 1943

Weather mission, As Brewer and St. Kopecky flew over the  
vicinity of Rome.

No other operations due to very bad weather. We had our first rain  
this date for over three months. There was also a noticeable drop in temperature  
the weather. High winds blew all day. In the evening the cloth  
screen blew so much that no movie could be shown.

Sept 27, 1943

No operational flight as of this date. Tonight under a program  
set up by Chaplain Robinson, Pl. Anthony Arick, <sup>of 497th Sq</sup> started lessons  
in Italian. ~~Sept 26, 1943~~ course will emphasize conversational  
rather than grammar. Mimeographed lessons were distributed.  
Approximately fifty persons attended at Group Chapel.

Sept 20, 1943

Twelve P-38's off at 0630hrs to patrol area of Bastia -<sup>Alba</sup>  
Is. to the coast of Italy. Patrol was just off Bastia when  
weather became bad. Due to increase in bad weather patrol  
did not reach coast of Italy. Observed a few small boats  
and five small landing barges. Saw one but no contact  
was made.

Operational flights for the afternoon called off due to  
weather.

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October 1 1943

Twelve P-38's escorted B-17's to reinforce Italy. Observations on return were twenty landing barges headed toward Italy at high speed. Ships took evasive action when our aircraft was sighted.

At 1300 hrs four aircraft were off to remain with and fly patrol for B-17's on Decimomannu A/D, Sardinia. They shall accompany bombers back to Africa.

There is a show this evening at the local cinema for all personnel.

Oct 2, 1943

No operational flights this date from St. Marie du Tit. Two operational patrol flights were over from Decimomannu A/D Sardinia, one was an escort the other they accompanied B-17 back to Africa.

There was a V.D.C. band and dance team for the evening's entertainment.

We are definitely beginning to have a bit of fall weather.

Oct 3, 1943

Twelve P-38's off to patrol area east and west of Corsica. Eight enemy landing crafts were observed between Elba and Borgo Islands. Six warships believed to be destroyers were seen along coast of Elba. No contact was made with the above.

Reports were to the fact that a mine was soon to be expected.

Oct 4, 1943

What was just rumour yesterday proved early this morning to be very true fact. An explosion left at 10:00 this morning. The noise was very fast and unexpected in that even the rumor mongers had not a chance to work over the story.

There were no operational flights this date, nevertheless all planes left this afternoon for Sardinia, one A/D 30 miles east of Tobruk named Gambat #2.

The transports carrying the men took a course over sea to a point north of Bergaggi, then over Tobruk. The first landing was made at the wrong jett and the men arrived at base the next morning.

Oct 5

St. Marie du Tit -  
Gambat. Camp  
the dust and sand  
The entire day was  
No operations.

Oct 6

St. Marie du Tit  
planes. Many were  
Gambat: Ground  
level of housing  
100 ft. Passes  
could get to all

Oct 7

St. Marie du Tit -  
Gambat, but the  
Gambat: Two of  
east of Rhodes.  
They were to fly  
jobs as attack  
given to all

Oct 8

St. Marie du Tit:  
Gambat: Two of  
hour squadron  
as it became a  
we flew come for  
two destroyers, etc

Oct 9

St. Marie du Tit:  
Gambat: Two more  
date. The first ap  
to land at home  
the second was

D43

B-17's to Naples, Italy. Observations on  
barged headed toward Italy at high  
action when our aircraft was sighted  
It were off to remain with and fly  
circonuuv A/D, Sardinia. They shall  
to Africa.  
evening at the local cinema. for all

ate from St Marie du Tit  
its were for a few Decim manna A/D  
the other they accompanied B71  
dance team for the evenings

to have a bit of fall weather.

a east and west of Corsica. Eight enemy  
between Elba and Borgo Islands. Six  
ers seen along coast of Elba. No  
seen.

a more was seen to be expected.

ay proved early this morning to be  
at 10:00 this morning. The more  
is that even the enemy messages had  
the story.

flights this date, nevertheless all  
for Sicily, are A/D 30 miles east of

The men took a course over sea to  
then over Tobruk. The first landing  
and the men arrived at base the

Oct 5, 1943

St Marie du Tit - nothing to report from this near base.  
Yambut: Camp was set up under adverse conditions due to  
the dust and sand that blew continuously throughout the day.  
The entire day was spent trying to wipe the dust out of the eyes.  
No operations.

Oct 6, 1943

St Marie du Tit - Activity was nil as we are just a group without  
planes. Many went into the wells hunting for birds.  
Yambut: Ground personnel worked on aircraft under a constant  
cloud of blowing sand. Visibility for the day was less than  
.50 ft. Passes were granted to a few men so that they  
could get to Alexandria, Egypt.

Oct 7, 1943

St Marie du Tit - Rumor had another echelon of men for  
Yambut, but this failed to materialize.  
Yambut: Two operational missions were flown to the  
east of Rhodes. Both failed to contact convoy which  
they were to fly patrol for. Living conditions were very  
poor as steak was needed for dinner and rations were  
given to all.

Oct 8, 1943

St Marie du Tit. Continued lack of activity.  
Yambut: Two operational missions were flown and  
one squadron was fortunate to get into the air  
as it became a problem due to dust and sand.  
We flew cover for a convoy of three cruisers and  
two destroyers, south of Rhodes.

Oct 9, 1943

St Marie du Tit: Nothing to report  
Yambut: Two missions were planned for this  
date. The first after getting away were unable  
to land at home base due to sand blowing.  
The second was called off so the visibility was

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nel with the dust and sands blowing very strongly in the winds.

The central mess hall for the group was set up, and consisted of several large British type tents. Oil and gasoline drums were used for tables and chairs. The floor was oiled to help keep down the dust, and one can eat with fair protection.

Oct 10

At Maria du Nit: Nothing to report.

Yambut: Mission for today could not take off due to dust. A trip for a beach head was made to Bardia. It was quite evident as war had been this way with all the aftermath of the 8th Army present. Trucks, tanks, guns, and equipment, both the English, American, and German was evident.

The evening a movie was shown called "The Hunny Company".

Oct 11,

All assets were concentrated for men at Yambut as the plans were now formed to return to sea base.

Activity at St Marie du Nit was continual rest and mapping the chow line on tank.

Oct 12 + 13

Plan started to arrive from Tobruk at St Marie, weather conditions were poor and due to this the squadron trickled back rather than as a whole. Four new pilots assigned to 27th. 2nd Lt. Piley, Schill, Seidman, Schetter.

Oct 14,

Majority of men are now back, a few still are missing but they should be along in a few days. Most of day was active getting out the first mission from St Marie du Nit since the move.

Operations for the day was to escort B-25's to Grosseto, Italy. to bomb communication lines. Mission successful and without event. All returned to base.

We are all sweating out the Captains to return.

Will be arrived later this afternoon.

Oct 15

No operational flight ready to go to base off. The remainder

Oct 16,

No operations. All of these are concerned the ground has now held. The water we have experienced is a hope.

Oct 17

No operational flight. Church services were a picture was shown had just previously. Plans were under way Sardinia but this was

Oct 18,

No operational flight for the past few days activity, conditions.

The food has taken served and for a change.

This evening we performed of the A. Definitely a first of tenth rate act. He enjoyed the show future. To have a

Oct 19

No operational flight. There is a how this with 14000 boxes + these

ds blowing very strongly in the  
the group was set up, and consist  
of tents. Oil and gasoline drums  
chairs. The floor was oil & to  
one can eat with fair protection

report.  
could not take off due to  
was made to Bardia. It was  
back this way with all the  
present. Trucks, tanks, guns, and  
Ammunition, and gamma was

as shown called "The Hummy Country"

for men at Yambut as the  
return to base.  
It was continual rest and making

Tobruk at St Marie, weather  
due to this the squadron  
as a whole. Four new pilots assigned to  
Edman, Schetter,

each, a few still are missing  
in a few days. Most of day  
the first mission from St  
base.

was to escort B-25's to  
communication lines, Mission  
out. All returned to base.  
The Captain to return  
in afternoon

Oct 15, 1943

No operational flights this date a small echelon of men were  
ready to go to Corsica, but at the last minute it was all called  
off. The remainder of the men at Tobruk rejoined the squad.

Oct 16, 1943

No operations. All of the men are now with the squad again  
there are continual rains both day and night. Due to this  
the ground has now become somewhat green. The soil here  
holds the water well and does not produce the mud we  
have experienced in the past. The runways are in good  
shape

Oct 17, 1943

No operational flights -

Church services were held by group Chaplain. In the evening  
a picture was shown, but for what they had seen it before as it  
had just previously been here. That Mr John Doe was the name.  
Plans were underway to send a small echelon to Corsica or  
Sardinia but this was later called off.

Oct 18, 1943

No operational flights. Mission was scheduled but called off.  
For the past few days there has been a definite lull in the  
activity, conditions very quiet and without excitement  
The food has taken a jump for the better. Fresh meat was  
served and for a change it was very palatable

This evening we were fortunate to see the last  
performance of the A. Menzies Troupe, here in Africa. This was  
definitely a first class production, away from the "corn" and  
tentative act. that we have seen so much of. Everyone  
enjoyed the show and hope we are fortunate in the  
future to have a repetition of this

Oct 17, 1943

No operational flights of this date.  
There is a show this evening for the group. A little old New York  
with Ypou, Bowas + Alas Fay.

V  
W  
Y  
Z

Oct 20, 1943

A flight of twelve aircraft of this squadron were off this morning to escort B-17 to Casale M/G, Italy. This is a little north east of Rome. The mission was very successful. EA was encountered over target but when we took action into them they dove away with making further advances. All returned to base, but three reported in Sicily.

The squadron threw a beer party for the enlisted personnel this evening.

After spending well over 14 months we are slowly but surely finding out just where the weak spots are and making adjustments for improve units for all.

Our Col Taylor made a visit up here to our S-2 tent for the return of pilots after the mission. He seemed impressed with our set-up and took quite an interest in all activity here.

Oct 21, 1943

Twenty aircraft of this squadron were off to escort B-17's to Civitavecchia, but this target was covered with a low cloud formation. Albino was the second target, the R.P. & docks were bombed, and fires were seen from a distance, as our planes left target area. All returned to base.

There was a soda formation called this evening for the reading of the Articles of War, and a moral talk by the flight sergeant of this squadron. The following pilots are assigned as of this date. 2nd Lt's, J. Callen, W. Jewell, E. Fritz, H. Greenup.

Oct 22, 1943

Twelve P-51 aircraft flew escort for B-25's to Grosseto, Italy. Target was R.P. bridges ~~with~~ south of town. Our pilots observed heavy smoke and flames arising from target area. No flak or enemy aircraft was encountered.

Today's mission was the completion of St. Tropez flying with this sqdn, as he has flown fifty. He has advanced from a young pilot of just a few months ago to a sqdn leader and one of our best pilots. It pleases us all to know that he is through but the sqdn and group shall miss one of their favorite officers.

There is a shoe  
Strange as  
to improve, and we  
is something to be  
as to what happens  
receiving.

Oct 23  
During this month  
an advance esch  
soon follows. The  
present we have  
Foggia A/P. Italy.  
how long - and  
some one returns.

This evening, I  
the men of the sq  
numbers. This is  
the way of good  
for the majority  
ABruce whiskey.

Oct 24, 1943

Activities at base  
Twenty-four aircraft  
escort B-17's from  
One flight crossed the  
furthest penetration  
successful, but one  
aircraft.

Oct 25, 1943  
Flames returned  
the regular sqdn

Oct 26,  
Operations well  
This evening the



of the squadron were off this morning  
1/6, Italy. This is a little north east  
very successful. EA was encountered over  
action into them they dove away  
vances. All returned to base, but

beer party for the enlisted personnel

4 months we are slowly but surely  
difficulties are and making adjustments.

visit up here to our S-2 tent for  
the mission. He seemed impressed  
quite an interest in all activity here.

squadron were off to escort B-17's to  
covered with a low cloud formation.  
at the B.P. docks were bombed, and  
over. as our planes left target

we called this evening for the reading  
a moral talk by the flight sergeant  
pilots are assigned as of this date.  
K. Fritz, H. Yarnup.

escort for B-20's to Gross, to  
south of town. Our pilots  
flames arising from target  
aircraft was encountered.

the completion of St. Marco  
as he has flown fifty. He has  
pilot of just a few months  
and one of our best pilots.  
so that he is through but the  
one of their favorite officers.

There is a show this evening, Eleanor Powell in *Ship A Hoop*.  
Strange as it might seem the meals have continued  
to improve, and we have fresh meat every day. Perhaps there  
is something to the story of F.B.I. men about having a look  
as to what happened to the food we were suppose to be  
receiving.

Oct 23, 1943

Early this morning everyone were making preparations for  
an advance echelon to leave, with planes and pilots to  
soon follow. The destination was held secret and at the  
present we have only rumor to confirm the location as  
Foggia A/P. Italy.

how long - and just the details shall have to wait till  
someone returns.

This evening thirty six bottles of scotch were given to  
the men of the sqdn by means of "who holds the lucky  
numbers." This is about the only way in which anything in  
the way of good spirits ever is indulged in by the men.  
For the majority it means getting off of poor wine +  
Abruzzi whiskey.

Oct 24, 1943.

Activities at base incl:

Twenty-four aircraft of this squadron took off from Foggia to  
escort B-17's from Maribor, Yugoslavia to Foggia A/P. Italy.  
One flight crossed the border into Austria, thus becoming the  
furthest penetration of aircraft of this sqdn. The mission was  
successful, but again there was no encounter with enemy  
aircraft.

Oct 25, 1943.

Planes returned to base this afternoon. There began  
the regular sqdn duties

Oct 26, 1943.

Operations nil for this date.  
This evening there was a show at the cinema

Oct 21, 1943.

Operations nil. A few training flights were flown. The enlisted men sent to Foggia are still absent from the sqdn with two pilots.

Oct 23, 1943

Operations nil

For the forth coming inspection of higher H.Q. there is a great business of trying to get all things in shape and continue along with all routine duties, he are now starting a tour of 24 hour guard duty, making all men eligible except crew chief and dept heads.

A small group of men were to take off for Corsica but at the last moment it was called off. A year ago the date we departed from Atcham for Liverpool.

Oct 27, 1943

At 0750 hrs twenty-four aircraft of this sqdn were off to escort B-17's to Ball bearing works, Turin, Italy. At a point off Sardinia in the vicinity of Cape Caccia the weather closed in with solid overcast, and we were forced to return to base. The mission was without incident.

This evening there is a show for the group.

Today a year ago was the beginning of the trip to Africa from England for this sqdn.

Oct 30, 1943

Twelve P-38's escorted E-17's of the 2nd and 11th Bomb Groups to Milan, Italy. Due to adverse weather conditions over target bombers were forced to find auxiliary points for bombs. Our fighters remained with bombers till fuel was running low and were forced to leave before bombs were released. Our planes returned to Desomonaire A/P, Sardinia for petrol, and then to base. The majority of this mission was flown at high altitude and the recorded temp. was  $-30^{\circ}$  at 23,000 ft.

Usual camp duties were performed by sqdn.  
A small echelon of men were sent to Desomonaire

A

A/P for servicing

Oct

Twelve aircraft of marshalling, de-Cue berser installations over a height of 500. Enemy movement of

There was a show a picture with Bill's favorite old songs, a sexual nature

November

A section of men were later in the afternoon

Nov 1, 1943

No operations from. At 1000 hrs twelve to escort Eric's from Weiner-Nustadt FL aircraft but over the successful and all saw Bruce and O

Nov 2, 1943

All planes took off due to weather and either return or set do usual camp duties

Nov 4, 1943

One aircraft flew a and vicinity. A few men who were after noon.

3.  
Training flights were flown.  
Foggia are still absent from  
logs.

at higher A/G. There is a great  
deal of things in hope and confidence  
now, we are now starting a tour of  
all new eligible except crew chief

to take off for Corsica but at  
last night. A year ago the date  
was postponed.

Aircraft of this sqdn were off to  
work, Turin, Italy. At a point  
near Cape Caccia the weather closed  
and we were forced to return to base  
without.

for the group.  
beginning of the trip to Africa

The 2nd and 1st Bomb Groups to  
under conditions over target bomber  
points for bombs. Our fighters  
fuel was running low and  
bombs were released. Our planes  
to Sardinia for petrol, and  
this mission was flown at  
high temp. was -30° at 23,000

performed by sqdn.  
we were sent to Desimone

A  
A/D for covering of aircraft when they refueled there.

Oct 31, 1943

Twelve aircraft of this sqdn escorted B-24's to TFI and  
marshalling, p. C. Umbrovia, Italy. Bombers dropped bombs over  
harbor installations and TFI yards, smoke and dust rose to  
over a height of 5000 feet. No flak or eja was encountered.  
Enemy movement of troops, vehicles, or ships was nil.

There was a show this evening, a Araz troupe, and  
a picture with Belle Davis. The Arabs played some of their  
favorite old songs, and accompanied with their music ~~the~~  
a sensual native dance by a young native woman.

November 1, 1943

A section of men were flown by plane port to Foggia, A/D.  
later in the afternoon all planes took off for Foggia.

Nov 2, 1943

No operations from St. Marie.

At 1055 hrs twelve P-40's of this sqdn took off from Foggia  
to escort Eric from Muj, Yugo after they had bombed  
Weimer-Munstadt FW plant. No flak was encountered by our  
aircraft but over target area it was visible. Mission was  
successful and all returned to base, Foggia. This evening we  
saw Bruce and Old Face, a very entertaining show.

Nov 3, 1943

All planes took off from Foggia to return to St. Marie, but  
due to weather only four got through. The remaining had to  
either return or set down. \* They landed at Paterno, Sicily  
Usual camp duties were performed.

Nov 4, 1943

One aircraft flew a weather mission to Sardinia, Corsica  
and vicinity

A few men who were sent to Desimone returned  
this afternoon.

V

W

Y

Z

November 1, 1943

The remaining planes that were forced down at Palermo returned this morning. No operational missions were flown this date. There was a show this evening at the group cinema.

November 2, 1943

Eight P-51's of this sqdn flew a mission to Livorno, IT to bomb road bridge just out side of town. Hits were observed in target area, one sqd was sighted but not engaged. All returned to base in readiness for petrol and then to base.

The new admitted men were assigned to the sqdn.

November 3, 1943

No operational flights this date. Church services were held by group chaplain. This evening there was a show for all.

Nov 8, 1943.

Twelve aircraft of this sqdn. flew escort for B-17's to Turin. This was the "n" time this mission has been under way but has had little success due to the weather. They were fortunate though on this trip as the mission was completed. The aircraft nevertheless flew into very strong head winds and a correction of thirty degrees was necessary to make contact over target.

The usual camp duties were performed.

Nov 9, 1943

Aircraft were out at 0730 hrs to escort B-17's of the 2nd EG to Bologna, Italy. On the way into target one aircraft called out that he was returning to base for petrol. This was Lt Williams of serial 0730575, he is still unreported from and missing in action.

The remainder of the sqdn returned in tact.

Nov 10

At 0700 hrs. in P.M. The majority of our attacking target, but some they returned. Four sqd were seen. Fighters turned into.

Another mission. Operations officer to must be considered.

The weather has feel the breath of war.

Nov 11,

Today marks the service in Africa.

No operational flights.

In Tunis there is of the last war.

The weather was the noon hour.

Nov 12.

No operations.

The winds are coming colder all of the time.

As usual without a down.

A representative of the new doughnuts would be many a day. There was a show.

Nov 13.

No operations.

A continued threat only concern for the for some strain.

were forced down at Palermo returns  
and missions were flown this late  
evening at the group engine

dr flew a mission to Arveto, 11  
at out side of town. Hits were  
one eye was sighted but not  
to A/1 in Sardinia for petrol and  
it was assigned to the 5, dr.

date.  
Group chopine, this evening three

a. flew escort for B-17's to Paris.  
is mission has been under way  
due to the weather. They were  
trip as the mission was completed  
into very strong head winds and  
was necessary to make  
were performed.

as to escort B-17's of the 2nd F.G.  
ay into target one aircraft called  
to Base for petrol this was it  
is still unreported from and

returned in tact

Nov 10, 1943

At 0700 hrs. 12 P-51's escorted B-17's to Bologna, Italy.  
The majority of our escort were forced to turn back before  
reaching target, but five continued on until target, at which  
time they returned. Flak was mounted from Alessandria  
Four eye were seen en route but all turned when our  
fighters turned into them.

Another mission was flown by Sqdn Commander and  
Operations Officer to locate St. Yves. He was not found and  
must be considered missing.

The weather has turned much colder and we now can  
feel the breath of winter.

Nov 11, 1943.

Today marks the anniversary of this sqdn of our year's  
service in Africa.

No operational flights were flown as of this date.

In times there are many celebrations due to the Armistice  
of the last war.

The weather was quite cold, with a little warmth during  
the noon hour.

Nov 12.

No operations

The winds are causing a little trouble to all, and though it is getting  
colder all of the time it is not as bad as it might be.

As usual without a mission, the activities become slowed  
down.

A representative of Red Cross was here for evening meal, giving  
the new doughnuts and their best glumps at an American  
woman in many a day.

There was a show this evening at the cinema

Nov 13.

No operations.

A continual blowing of the heavy winds cause our  
only concern for today.

For some strange reason the meals shot high

W

Y

Z

the noon with enjoyable roast beef being served.  
The officers club had a party this evening for all members.

Nov 14, 1943

No operations - Day passed without any particular change  
of events.

here this evening "So this is the Army"

Nov 15, 1943

No operational flights

Nov 16, 1943

At 10:00 hrs twelve P-38's escorted B-26's to Dijon A/P, France.  
The mission was successful and this is the first time our squad has  
been over France from this theater.

The weather is turning colder all of the time and winter can't  
be far behind.

The group had a show this evening. The program was class B  
respectfully and to many of our minds the question arose the  
for this type of poor entertainment it was not worth having.  
The cold night winds.

Nov 17, 1943

No operations. Flight  
Usual camp duties performed.

Nov 18, 1943

\* We received a few new pilots this date. As Beane, Masgrove, Fordy,  
Wingert, Sale, LeNok.

No operations

Activities are very slow and action is almost nil about camp.  
Every evening a few packages are given out from mail  
call, sort of provides all the Christmas spirit we shall  
enjoy.

Nov 19, 1943

Mission was called but just as aircraft became air bound they were  
ordered to return to base.

There was a show of The Army, Mr. Jordan this evening at group cinema

Nov 20

No operational flights  
Down over Italy  
after escaping from  
and now that it's a  
laugh.

The U.S.O presented

Nov 21

No operational flights  
Out at nowhere call  
Roosevelt, Churchill and  
is to be over in the  
the very near future.  
Italians were seen  
This evening there was  
group cinema. Was  
Lt. Hyland, he parted

Nov 22

Several aircraft of  
Toulouse, France. Just  
was forced to return

Nov 23

No operational flight  
There was a show  
Plans are being made  
know that it shall  
shall taste like

Nov 24

Twelve P-38's flew  
groups to Toulouse, Fr  
lots were seen on target  
hit was obscure but  
these pilots stopped

He said that they arrived  
early this evening for all members.

and without any particular change.

So this is the "Merry"

ed B-26's to Salon A/P, France.

This is the first time our squad has  
beakers.

all of the time and winter coat

evening. The picture was class B  
our minds the question arose the  
Furniture it was not worth having.

times to be, As Beans, Mugs, etc, Party,

ation is almost nil about camp.  
es are given out from mail  
the Christmas spirit we shall

craft became airborne they were

then this evening at group cinema

Nov 20, 1943

No operational flights. Lt. Hyland of this squad who was forced  
down over Italy returned today with Major Bright of H.Q.  
after escaping from prison camp. Their experiences were exciting,  
and now that it's all over they tell some incidents with a  
laugh.

The U.S.O. presented a show this evening for all personnel.

Nov 21, 1943

No operational flights.

Out or nowhere all sorts of rumors started flying about today.  
Roosevelt, Churchill and Stalin were to have been in Tunis. The war  
is to be over in three weeks. And we are supposed to move in  
the very near future. A small echelon of men who could speak  
Italian were selected for a unknown destination.

This evening there was a show Henry Arkich sings it, at the  
group cinema. Was enjoyable for light entertainment.

Lt. Hyland, departed for El Amira out this house

Nov 22, 1943

Sixteen aircraft of this squad were off to escort B-17's to  
Toulouse, France. Just off the coast of Gardanne the flight  
was forced to return due to solid overcast.

Nov 23.

No operational flights

There was a show this evening for all the group.  
Plans are being made for a Thanksgiving Dinner for all, it is  
known that it shall not be Turkey but most fresh meat  
shall taste like Turkey to us.

Nov 24.

Twelve P-28's flew escort for B-17's of the 2nd, 11, 301, and 47th  
groups to Toulouse, France. The target was submarine pens, and  
hits were seen on target. Observations after the first bomb  
hit was obscure due to dust and fire. All returned to base.  
These pilots stopped at St. Mars, Gardanne for refueling.

W

Y

7





Nov 30, 1943

12 P-38's were off to escort B-17's of the 2nd & 99th B.G. to submarine pens at Marseilles, France. Weather forced everyone to return to base without incident.

Movie in evening "Hit The Ice" with Abbott & Costello.

## DECEMBER

1. Squadron escorted B-17's of 2nd & 99th B.G.'s on a return visit to Turin Ball-Bearing Works, Italy. Bombing seemed excellent. 49th Sqdn. was the only one of the 4th which engaged in combat. After over two months of no combat with the enemy, Lt. Becker of St. Paul, Minnesota and J.D. Jones of Los Oak, California both claimed an M.C. 109 "Probably Destroyed". The B-17's later confirmed these "probables" as "destroyed". Lt. Monnier damaged a 109. J.D. Jones received hits in his gondola and "right engine from enemy fire."

2<sup>nd</sup> This ~~evening~~<sup>morning</sup> saw the departure of approximately one half the squadron with Major Murrey to embark from Bizerte probably to near Foggia, etc. One truck driver returning to squadron reported that this group had to sump in mud that evening.

Another show this evening: "Shadow of a Doubt". Camp is beginning to look a little deserted with clubs torn down and tents gone.

2. The 49th Squadron escorted B-17's to submarine pens at Marseilles, France. This time the mission got through. 49th saw six or seven enemy planes but the 18th chased them away first. 49th confirms one of the destroyed of the 18th.

Show this evening "Ship of Fools" with Barbara Stanwyck. Squadron continues to sack for the move.

Major Wilson of 49th announced at movie that this would be the last for us in Africa, then he reviewed the growth of Special Service in the Group during its year in Africa.

Y

7

3. Squadron was to participate in an escort B-17's mission to Fiano Romano I/B, Italy but mission was cancelled during Squadron briefing.

The P.M. came through with "hamburger" for lunch today which the cooks made into "cakes". Lunch was excellent.

Major McKenzie returned to command of squadron after several weeks at Alexandria. Lt. ~~Smith~~ had to go to a General Hospital for a possible appendectomy; he is still at Alex., Egypt.

Afternoon was devoted to training flights for new pilots of the squadron. All pilots are getting a circle of leather with the unofficial insignia of the squadron.

A Brief history of this insignia & description follows: At first ~~as such~~ in the squadron with the arrival of Lt. (later Capt) Mark Hagney. He maintained the insignia was original. The C.S. at the time did not care much and so the design was not pursued. Later after Capt. ~~Hagney~~ <sup>Hagney</sup> was killed Lt. Deru had the design printed on his ship A.P. Many saw and liked the design which consisted of a P-38 with engine nacelles extended into claws or a hand and the gondola conventionalized into a devil's head. In the background is a streak of "lightning" (the British nickname for the P-38) devil's head is red with white horns & teeth, P-38 is green & the "lightning" is yellow.

4. No operational flying today. Holiday. Packing continues. Morning & afternoon devoted to training flights for the new pilots. Lunch was excellent with well prepared meat loaf. Dinner for dinner.

5 Sunday - no operational flying in morning. Church services were well attended. Packing continues. We were told all mail will now be sent to Italy. Our A.P.O. unit is moving with us and so our mail service will be shut off until the move is completed.

Breakfast excellent with ham, & hot cakes with syrup.

Mission set up

6. No operations.

7. Escort C-54 mission given as to whom relieved that ~~the~~ are the ones relieved 37<sup>th</sup> Squadron was 2-54's & escorted to Flight took off from ~~the~~ <sup>Tran.</sup>

Packing continues

8. No operations from ~~the~~ <sup>from the</sup> 3-54's. In Senia, Tran. Packing continues C-54's at Tran

9. No operations from ~~the~~ <sup>from the</sup> 3-54's. ~~the~~ <sup>the</sup> tent striking ~~the~~ <sup>the</sup> Squadron ~~spe~~

10. Mission set up 48<sup>th</sup> did not participate from escort mission it was later for night also in ~~the~~

ate in an escort B-17's mission  
but mission was cancelled.

"hamburger" for lunch today  
Lunch was excellent.

command of squadron after  
Lt. Hendler had to go to  
ible appendectomy; he is

training flights for new  
pilots are getting a circle  
icial insignia of the squadron.  
ignia & description follows:

squadron with the arrival  
ing. He maintained the insignia  
time did not care much and  
l. Later after Capt. ~~Wagon~~ was

ign painted on his ship & D.  
ign which consisted of

extended into claws on a  
ventionalized into a devil's  
streak of "lightning" (the  
devil's head is red with white  
the "lightning" is yellow.

Today, packing continues.

of training flights for the  
killed with well prepared  
ness.

ing in morning. Base services  
continues. We were told  
t to Italy. Our A.P.O. unit  
so our mail service will  
e is completed.

ham, & hot cakes with syrup.

Mission set up for afternoon was cancelled.

6. No operations. Packing continues.

7. Escort C-54 mission set up. No mention or information was  
given as to whom the squadron would escort but it is  
believed that Pres. Roosevelt and Prime Minister Churchill  
are the ones returning from Cairo Conference etc.

37<sup>th</sup> Squadron escorted to Malta & H<sup>q</sup> picked up  
C-54's & escorted them west toward Marsabek.

Flight took off afternoon and spent night at Lania,  
Greece.

Packing continues

8. No operations. <sup>from the base</sup> C-54 Escort spent another night at  
Lania, Greece.

Packing continues. Squadron is supposed to pick up  
C-54's at Grew and escort them to Marsabek.

9. No operations from <sup>the base</sup> squadron notified 2<sup>nd</sup> group <sup>at Grew</sup>  
~~Notified~~ was to leave 11<sup>th</sup> of December. Final packing  
and tent striking was made.

Base Squadron spent night at Algiers.

10. Mission set up to escort B-17's to Turin, Italy but  
H<sup>q</sup> did not participate since they had not returned  
from escort mission.

It was later found that squadron spent this  
night also in Algiers.

11 December '43

3<sup>rd</sup> ground echelon with 7 Lincoln and 1<sup>st</sup> Sgt  
left this morning for Bizerte to go by LST for  
Naples. This echelon spent the night in Bizerte.

Late this afternoon the planes which had gone to  
Oran to escort the C-54's returned. No escort had  
been performed since the C-54's had taken a  
different course directly to Marrakech thus by-passing  
Oran + Algiers:

Experiences  
at Bizerte \*

Rec  
All of our aircraft  
the personnel of the  
our transports for  
This was the last  
Our stay was just  
There was considerable  
put up tents for you  
a

Dec 13, 1943

There was no operation  
since men were in  
condition for the J  
Camp is starting  
improvements about  
winter.

14 Twelve aircraft then  
to El Oasis A.D. A  
shot toward an spa  
control, but pilots  
the victory  
All in and about  
here favorable for  
showers, men ball co

15. Section F-8's used  
They flew with the  
pilots were quite  
Alps.  
Camp is commencing

16. Twelve F-8's used  
BFR go and out.  
We are settling down  
the whole system  
now that we all

with Lincoln and 1<sup>st</sup> Lt  
Bizer to go by LST to  
ent the night in Bizerte.  
planes which had gone to  
returned. No escort and  
the C-54's had taken a  
ly to Marrakech thus by-passing

December 12, 1943

All of our aircraft left at Marie du Sud for Foggia AFB, Italy.  
The personnel of the squadron who remained till the last left  
on transports for the new field. All arrived safely this afternoon.  
This was the last contiguous of mine of this type in Africa.  
Our stay was just one year, one month, and one day.

There was considerable activity about the new camp trying to  
put up tents for quarters, build a new mess hall, ect.

a

Dec 13, 1943

There was no operational flights this date.

Line men were busy all day trying to get all aircraft in good  
condition for the forth coming activity here in Italy.

Camp is starting to get into shape and with a few more  
improvements about we shall have a place to live for the  
winter.

14. Twelve aircraft this squadron escorted B-17's of the 2nd + 21<sup>st</sup> B.G.  
to El Cassis AFB, Athens, Greece. Major McKenry and Lt King both  
shot toward an spa, which flattered and was apparently out of  
control, but pilots had to break off contact and could not confer  
the victory.

All in and about camp are working toward making conditions  
here livable for the winter. The men are busy getting up the  
shower, mess hall ect.

15. Sixteen P-38's escorted B-17's to RR yds at Innsbruck, Germany.  
They flew with the 301 and 41<sup>st</sup> B.G. Hits were on target and all  
pilots were quite concerned about their first view of the  
Alps.

Camp is commencing to look more permanent every day.

16. Twelve P-38's escorted B-17's of the 301 and 21 B.G. to  
RR yds and Hqs. at Padua, Italy.

We are settling down to a routine existence again and  
the whole squadron seems in much better mental condition  
now that we are all busy again.

Y

2

17. No operational flights this date

The weather was threatening all day. We have employed a few Italian civilians to pull the detail of your K/P and report about it. From our positions on this field it is possible to see all of the many flights of aircraft that go overhead for the front and strategic positions we are bombing.

18. No operational flights this date

This afternoon all squadrons were called together and passed in review on the 3d, the war was well in progress with the thought in mind of a later war when such would be held for the history of the war.

19. Sixteen P-38's of this group escorted B-17's of the 5th AF wing to bomb MI factory at Augsburg, Germany. Squad rendezvous with bombers at Udine, from which they received, intense, accurate, heavy flak.

Life has started to settle a little and a few permanent structures are seen about camp.

Arrangements are being made to convert a barn into our group theatre for showing of the films.

20. Sixteen P-38's escorted B-17's to Eleusis A/D, Athens, Greece.

Over target just after bomb run about 15 to 20 Me 109's started to attack bomber formation. Our fighters dove and turned into the enemy.

As a result of this dog fight our squadron claims six Me 109's destroyed, two probably destroyed, and three damaged. Col Taylor has one destroyed to his credit. Lt Sedwone destroyed three, for a new squad record of enemy aircraft destroyed on one flight.

Lts Hoke and Schaefer both have one M/A to their credit. All of our aircraft returned to base without any damage.

Pilots report that bomb- on target were accurate, and that good hits were seen and observed.

21. No operational flying

The day was cloudy and it all out as the jet fuel was our books. It is the only thing that we are not prepared

22. No operational flying

The weather was cloudy. Most of the camp was nothing more to do.

23. No operational flying

24. No operational flying

The new 2. class of the captured show by the arrangements are made to be able to attend. As our second Christmas to it it is just one more excitement and

all day. We have employed a few Italian  
ul. of qua kit. and later about 100.  
his field it is possible to see all  
craft that go overhead for the first  
we are bombing.

etc  
s were called together and passed in review  
all in position with the thought we  
we were would be held for the duration.

escorted B-17's of the 5<sup>th</sup> 47 wing to  
Germany. You rendezvous with  
which they received, intense, accurate, heavy

little and a few permanent structures are

to convert a barn into our group  
plans.

to Eleasis A/D, Athens, Greece.  
about 15 to 20 Mc 109's started to  
fighters down and turned into the 2/1's.  
our squadron claims six Mc 109's  
destroyed, and three damaged. Col Taylor  
lost. It is believed destroyed three,  
many aircraft destroyed on one night.  
both have an 1/1 to their credit.  
one to base without any damage.  
ab: on target, it were accurate, and  
and observed.

21. No operational flying.  
The rain came and we can only stand just what was  
to all out at the field.  
The men our cooks supplied us with a very good dinner of just  
chicken. The only thing there could have been twice as much for  
it was well prepared and very palatable.

22. No operational flying.  
The weather was continued to be very unfavorable for the past few days.  
Most of the camp area is mud and water.  
Nothing more to report.

23. No operational missions.

24. No operational missions this date. Lt. Harrison  
The new 2. axis officer arrived this date and was introduced to all of  
the left and shown by the Capt just what our duties consist of.  
Arrangements were made by the group Chaplain to have all that wished  
to be able to attend the services of the church this evening.  
As our second Christmas our year approaches many look forward  
to it as just another day. Last year there seemed to be  
more excitement and plans for some sort of celebration.

25. Aircraft were off at 07:45 hrs to escort B-17's of the 97<sup>th</sup> & 101<sup>st</sup> B.G. to marshalling yards at Palermo, Italy. Lighter escorted bombers inland from coast near Mairi but solid overcast extending from base of Alps caused all to return.

For the noon meal we were fortunate in that we had turkey for all. The weather has continued to be rain and all of the Foggia valley is mud and water, making it difficult for aircraft and ground vehicles to move about on the roads and runways.

All of us are still eagerly awaiting the many Christmas presents that should have arrived by now. But with our latest move and all we have nothing but hopes in the future.

Church services were held by the group chaplain. Many attended. Midnight solemn High Mass at the Cathedral of San Severo.

26. No operational missions, the squadron is following a training program which has been passed down from 15th H.Q. Pilots are holding classes in the afternoon with each pilot taking one phase of subject and presenting it to all.

The weather has continued with rain and heavy clouds overhead, under foot there is plenty of mud and difficulty moving about and trying to keep dry and warm.

Many packages and mail arrived.

27. No operational missions. Practice formation was flown for the benefit of some of the newer pilots. Due to the rain and mud on the steel runways all aircraft was difficult to land and take off. Some trouble was had in that we have two planes which had slight damage due to the weather conditions.

Almost all of the remainder of the cycle arrived this afternoon. After a long, cold journey from Naples, through the Apennines. This being the cycle almost to full strength again and we expect to have the few remaining men, still on the way, here soon.

Ground training continued with Map Reading and Radio being the topics.

28. Squadron was sent 99<sup>th</sup> T.S.G. to Rimini, Italy where bombs were seen. Mission returned. The remainder of long trip from

29. Twelve F-5B's of 1st and 47 T.S.G. was without work with 2/4 on flight. For the noon meal mess hall. There is the future we

A few officers proceeded to Naples

30. Twelve F-5B's and 49<sup>th</sup> T.S.G. F-16 190's contacted attacked our fighters were at approx. did not stop the to join combat.

31. No operational flights. The rains were again this was New Year missing.



escort B-17's of the 97<sup>th</sup> & 301<sup>st</sup> B.G. to  
Italy. Lightly escorted bombers inland from  
the coast extending from base of Alps caused

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have two planes which had slight  
conditions.

of the side arrived this afternoon.  
in Naples, through the Appian. This  
all struggle again and we expect to  
till on the way, here soon.

with Map Reading and Radio

29 Squadron was off at 0950 hrs to escort B-17's of the 203<sup>rd</sup>  
and 99<sup>th</sup> B.G. to Verona, M/Y, Italy. A secondary target at  
Pisimi, Italy was bombed due to climatical conditions. The  
bombs were seen to hit in SW corner of town and the  
mission returned to base without any incident.

The remainder of the sqdn arrived today from Naples after a  
long trip from Africa.

27. Twelve P-51's off at 1020 hrs to escort B-17's to 99<sup>th</sup> 301<sup>st</sup>  
and 17 B.G. to Poggio Chilia A/D, Italy. The mission  
was without incident and all returned to base with no  
with a/c aircraft.

For the noon meal today we were served out of the new  
mess hall. There is still much work to be done, however for  
the future we shall have much better conditions to eat.

A few officers and enlisted men were given orders to  
proceed to Naples for a period of rest.

30 Twelve P-51's off at 1030 hrs to escort B-17's of the 203<sup>rd</sup>  
and 99<sup>th</sup> B.G. to Verona, M/Y, Italy. 15 to 20 Me 109's and  
Flw 190's contacted just off shore of Ravenna. The 109's  
attacked our fighters from above, approx 32,000 ft. Our fighters  
were at approx 25,000 ft and climbed up toward 24's. They  
did not stop this climbing until approx 38,000 ft. 24's refused  
to join combat.

31 No operational flights

The rains were again with us for the whole day, and though  
this was the year's we much of the spirit and feeling were  
missing.

January 1, 1944

No operational flying

Continual rains throughout the day.

Four more New Year's dinners we had the good fortune to have a good turkey dinner.

A lot of mail arrived throughout the day, and help brighten up the general atmosphere after so much heavy clouds over head

2

January 1944

No operations

There was a group formation called this noon for the presentation of awards to members of the group by General Atkinson.

Sgt Keenan formally, or this year was presented with the Legion of Merit. Major was presented

3. 15 P-51's were off at 0200 hrs to escort B-17's of the 2nd and 99th B.G. to Villa Vado, Italy. Several Me 109's were observed along the western coast of Italy near the Rome area on the way towards the target. Over target fighters were attacked by 6 Macchi 202's. But no claims are made by our pilots. 1st King's aircraft was damaged and he was forced to return to base.

One pilot, Lt Lewis C. Fritz, 0743952, was lost over the target area, he joined in to 1st King's flight and flew the fourth position during a few hours Lt Fritz was missing, after which he was not seen again.

All of the other of the flight returned to base with other incident

4 Twelve P-38's escorted B-17's of the 99th & 2nd B.G. to Sofia, Bulgaria. Due to weather conditions the alternate target at Skoplje, A/B, was bombed. Enemy aircraft were observed to be flying the same formation as our fighters, no contact was made.

5 No operational flying

6. No operational flying

7. Twelve P-38's escorted Weimer Heustadt, German bomb run was not

A few flying off a few days of rest. The weather has cleared

8. Twelve P-38's escorted B-17's Emilia, Italy and zero fighters observed over the mission for Lt S. Ellis this year.

The day passed without a change.

9. Nine P-38's escorted B-17's due to heavy overcast which was 1000, Italy of bomb run as they This evening there was

10. Seven aircraft escorted Bulgarians. Just over and FW.100. The eye to find none there

5. No operational flying

6. No operational flying

7. Twelve P-38's escorted B-17's of the 2nd, 99th, and 301st to Weimer Neustadt, Germany, Messerschmidt Factory. Results of bomb run was not observed as fighters did not get over target.

All the flying officers returned to the square from Cope after a few days of rest.

The weather has cleared up but turned a bit colder.

8. Twelve P-38 escorted B-17's of the 11th, 17th, 301st, and 2nd (B.G.) to Poggio Emilia, Italy and aero-factory. No P-38's were down in water and no flak. Pilots observed hits on the marshing yard, aero factory, and A/B. This was the last mission for H. B. Ellis who has just completed his 50 missions with this group.

The day passed without anything of interest. The weather is cool and fine for a change.

9. Nine P-38's escorted B-17's of 11th, 17th, 301st, and 2nd (B.G.) to Fiume, Italy. Due to heavy overcast over target the secondary one was bombed, which was Fiume, Italy. Six pilots were unable to observe results of bomb run as they had cover for crippled B-17. This evening there was a film at the group theater.

10. Seven aircraft escorted B-17's of 11th, 17th, 301st, + 2nd BG to Sof. 2, Bulgaria. Just over target our aircraft were struck by H. 109's and Fw. 190's. The 99th were very aggressive + took every opportunity to press home their attack. As a result we have three H. 109's

day.  
had the good fortune to

out the day, and help fighters  
so much heavy clouds over

then noon for the presentation  
by General Atkinson.

led with the legion of Merit. Major

at B-17's of the 2nd and 99th  
the 109's were observed along

Prague area on the way towards

attack by 6 Macchi 202's.

It King's aircraft was damaged

743952, was last seen in the

flight and flew the fourth portion

mission, after which he was not

and to pass with other incident

the 99th + 2nd BG to

actions the alternate target

my aircraft were observed to

our fighters, no contact was

and one F-38 destroyed two other F-38's, and three other damaged. All of this without any loss other than one F-38 being slightly damaged.

The usual duties were performed about camp.

11. Eleven F-38's off to escort 301, 119 and F-3 of B-26's to TIRANIA, ITALY. Our pilots did not observe the bomb run as they were over some straggling bombers, coming out of target. The mission was without other incident.

The usual duties were performed about the camp.

→ this evening there was a film "Johnny Comes Marching Home" with J. C. Coyne. It was enjoyed by all.

12. No operational flying.

Major M. Kujala the Squadron Commander was given orders today that he would pass on his command to Captain Sandifer who shall be the new Commander. It is believed that the Major shall assume his new duties with the 1<sup>st</sup> Fighter group.

The usual duties were performed about camp.

This evening there was a film at the group theatre.

13. Fourteen F-38's off to escort B-26's of the 2nd and 44 B-26 to GARDONIA, A/D, Italy. This is located just outside of Rome. Twenty eyes were sighted at two different times, first as they were approaching from the north and the second time as they were leaving the coast south of Rome. Our pilots claim three eyes as probably destroyed, also four other were damaged. Hets were observed on the target (A/D) in the Principino A/D which was target for the B-26's. Any explosion, accompanied with a flash of flame and large column of smoke was observed.

This evening there will be a synd formation for all enlisted men pertaining to the new Training program.

Also there shall be a film called "Coney Island" at the group theatre.

Five pilots were ordered to be on a few minute readiness to leave for England by transport to ferry F-38's to Italy. The men did not leave but we expect them to do so in the next few days.

14. ~~13 P-51's~~ escorted B-17's of the 91<sup>st</sup> and 97<sup>th</sup> BG to Matera, Capoterra. Our pilots observed hits on the target to the left of the hangar, it is situated all over the airfield. A large cloud of thick smoke which appeared to be smoke from an oil fire.

Vapor M-Kangis reported this morning, he was <sup>in the 1st fighter group</sup> ~~in the 1st fighter group~~ <sup>the next command.</sup>

Cpt Zussler is now the squadron commander.

The usual duties were performed about camp.

A film was shown this evening at the group cinema "Pittsburgh" with M. K. K.

The officers and selected men who were at Capri returned this evening after a very enjoyable little vacation.

15. Fourteen P-51's escorted B-17's of the 1<sup>st</sup>, 91<sup>st</sup>, and 97<sup>th</sup> BG to Arcezzo M/F and Bucine Airfield. Many bombs were seen to fall in southwest corner of Arcezzo, no hits observed on Bucine, Airfield. Two Japs were seen in distance approx twenty miles off shore of northern Italian coast.

The synde is now starting to have a separate period every day to be spent in exercise and drill.

The usual duties were performed about camp.

16. Thirteen P-51's escorted B-17's of the 1<sup>st</sup> and 97<sup>th</sup> BG to Klagenfurt, Austria. Approx 17 Japs observed in the vicinity of target and to the south of target. Our flight turned into evening fighters and they turned away. No observations were seen of the bombs on target due to the altitude.

We received two new pilots into the synde today. Lt. E. G. Hummerick 0750588, and Lt. P. M. Goldstein 0750574.

The usual duties were performed.

17. Our synde escorted B-17's of the 1<sup>st</sup>, 97<sup>th</sup> and 2nd BG to Prato, Italy. Two Japs were observed in the vicinity of Prato, but no contact was made. All returned to base without incident.

There were rations sold to all personnel of this squadron.

This evening there is a film at the group cinema.

18. 12 P-38's off at 1100 hrs. to escort B-17's to Fontedua, Italy. (the 301<sup>st</sup> and 42<sup>nd</sup> F.G.), Many bomb hits observed on A/D at Fontedua. No x/a or flak was encountered and all returned without incident.

The day passed without anything other than the regular routine. The weather was about the same as home for a winter day, with heavy clouds overhead and weather just cool enough to make it necessary to wear overcoats and heavy clothing.

19. 10 P-38's escorted B-17's at the 97<sup>th</sup> and 301<sup>st</sup> F.G. to Ciampino A/B, Rome, Italy. Good hits were observed on target by fighter pilots, there were just two burst or flak in bomber area, otherwise no flak. No x/a were seen or encountered. All returned to base without incident.

This afternoon there was a yellow alert called but we were later called off without incident.

St Kenney transferred to HQ weather section 15<sup>th</sup> Air Force.

20. Escort mission of the 301<sup>st</sup> and 77<sup>th</sup> F.G. to Ciampino, Italy by 10 P-38's at this opdn. No encounters, however approx. 1/2 were seen over sea directly west of Rome. Just at the target it was seen to be having some trouble with his aircraft. He was escorted out by Lt Friedman and just off the coast, south of Rome he built out. He was seen in his struggle by Lt Friedman who escorted obtained a fix over him before returning to base.

A search mission was immediately started and they went out the the spot, but there was nothing but oil slick. However a P-38 pilot reported a large crowd on the shore and it is believed that St Hart is safe.

21. Twelve P-38's escorted B-17's of the 301<sup>st</sup> and 77<sup>th</sup> F.G. to La Turbie, and Salon A/B, Toulon, France. Approx. 12 ME-109's were seen and two of them made pass toward the bombers, but as one fighter turned into them they turned away. Acts were observed on administrative buildings, hangars, and dispersal areas. The flak was heavy over target and from the coast at La Turbie. One aircraft landed at Decimomannu A/B, Sardinia for fuel.

Early this morning Lt Simmons, Becker, Collins, Kalms, Kopecky, Jones, La Scottie departed for England in a B-17 to later return with new planes for the 57<sup>th</sup>.

Italy, Italy, Italy  
Fought in. No  
accident.  
regular routine.  
winter day, with  
no marks necessary

Campino A/B,  
the pilots, there  
no mark. No  
at incident.  
we were later

et.

P-38's at this  
area directly west  
along some tracks  
and just sit  
in his roughy  
before returning

at out the  
a P-38 pilot  
and that it burst

S. to P. Turon,  
are seen and  
see fighter  
aved on  
The flash  
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ol.

times, the peckly,  
later returned

Lt. Ellis, Foster, and Latta left the group this afternoon to report  
in base for orders to proceed to the states after completion  
of 50 sorties.

The usual activities were performed about camp. At junction  
in the morning the new Squadron Commander, Captain Paulster spoke  
to the enlisted personnel.

22. Ten P-38's strafed truck concentrations en rd. from Azeo to Fossombrone  
Italy. Over target area at 10000 ft and began strafing towards  
Cepano, then right toward Fossombrone. Between these points the group  
noted ten military vehicles and damaged five others. Continued  
along road to Azeo, circling Azeo and then W. over Pontine Marshes  
in distance. Group then headed SE. along coast to a point approx ten miles  
N. of Azeo from Anzio, where they observed an allied camp. Then east  
to valley north of Cassino. The group did not encounter any flash until  
on the top land, where heavy flash was met on entire route from  
Lattoria to Cassino. Just north of Cassino one P-38's hit by  
flash, the pilot St. Paul J. Wright, bailed out and his chute was  
seen to open.

There was a film this evening for all members of the group at  
the cinema.

23. Twelve P-38's did a raid target of opportunity along road from Mite  
to Monte / Rome. Group proceeded to road end, as at Vicovare  
and dropped one 100 lb bomb from approx 4,000 ft. They circled and  
spiked on the other ridge. After bombing they headed along road  
from Turist to S. Giacomo, during which time they strafed and  
destroyed a German jeep, motorcycle, and a truck. They then returned  
without further incident.

St Wright who was shot down by flash in the vicinity of  
Cassino yesterday set out to the group with no other  
than slight burns. He related that he had been hit three times  
before he bailed out. A Cub pilot who saw the accident related  
that St Wright's ship caught on fire just after St Wright  
bailed out.

St Wright also said that his chute did not open when  
he first pulled the rip cord so that he was forced to  
lean behind him and open the chute with his hands.

A little touch of humor was added by the fact that it was at  
various times by a signal Corp. chow line and was able to get  
a good meal within a few minutes after he hit the ground.

24. The F-38's escorted B-24's of the 41<sup>st</sup> and 4<sup>th</sup> B.G.'s to Sotia, A/P,  
Kulgaria. Eja's were seen engaged in the distance by other F-38's  
but our aircraft made no contact. No flak was encountered. The  
primary target was not reached. Bombs were dropped on Ujpat choplja  
Yugo.

This evening there is a show at the cinema.

Tomorrow just there is a two weeks we had a little rain.  
Several parties will be performed about camp.

25. No operational flying.

A lecture was given this afternoon to all flying officers by the medical  
officer, on the subject of disease in Italy.

This evening many of the officers attended a show given by Joe E  
Blouse, in Taggim. From all reports it was one of the best yet  
and those who were not present there are hoping it might get  
out this way.

26. No operational flying.

The afternoon was devoted to a training program with lectures by St.  
Abington on bombs and their functions; Capt Wilcox on tactics.  
From the wealth of material he has collected during the 18 months  
over seas.

This evening there was a film at the cinema.

The rain came just at sunset and we were all concerned over  
the woods due to the fact that they seemed more than able  
to destroy our camp.

27. Twelve F-38's off to escort F-17's of the 14<sup>th</sup> and 2<sup>nd</sup> B.G.  
to Salon de France A/P, France. Just before entering target area  
made very aggressive attack from both the front of bombers and  
fighter formations. The F-38's were in groups of approx 15 aircraft  
during the combat one Eja became separated. Lt Grant  
was forced to return to base in Sardinia, after his aircraft  
had been damaged. Lt Schorn was forced to crash land



t that it was at  
was able to get  
hit the ground.

G's to 30th, A/P,  
by other F-38's  
encountered. The  
one A/P at Chopta.

be rain.

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given by Joe E  
e of the best yet  
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lectures by St.  
base on tactics  
the 18 months.

concerned over  
more than able

and 2nd RB  
ing target x/a  
t of bombers and  
cross 15 aircraft  
d. Lt Grant  
his aircraft  
cross land

etc. from ground base. The mission was not to be planned to  
have your done after the contact started over target area  
as they were just previous to that.

This afternoon we were entertained by the appearance of Joe  
P. Krown, who got on a one man show. He was well  
received and enjoyed by all. Lt Grant returned to base after  
being picked up by a P-17.

28. No operational flying.

Col Taylor and other members of the base went out in the B-20  
on a reconnaissance mission to find the whereabouts of the two missing  
pilots. Lt Grant and McKay. There were stops made at  
exclusion both in Sardinia and Corsica. Returned without any  
thing to report.

Lt Devoener returned to base from Sardinia

29. No operational flying

Lt. Churchill who was formerly with this base returned today for  
a short visit

There will be a film this evening at the group cinema, which  
the flight produced by special service only for army personnel.  
The film was of the war in Russia.

30. Thirteen F-38's escorted B-17's of the 2nd and 99th B.G. to Murolo  
A/P, Italy. In the main, runs with bombers at western tip of lake Resina  
while approaching target so to 10 up were sighted but when our aircraft  
turned into them they refused to fight

Church services were held by the group chaplain.

We are having a short spell of very favorable weather, the  
whole day was warm and filled with sunshine. It was much  
later in the year to all other than just the first month.

31. Thirteen F-38's escorted B-17's of the 91st and 301st B.G.  
to Murolo just A/P, Resina. Our pilots comment that B-17  
appeared to do a good job over the target. There was no flak  
or fighters seen by our pilots.

There is a film this evening

Today was pay roll for the base.