

# Dailies of the 323rd

Transcribed by Nancy Perri

323rd DAILY REPORTS 1942 Prepared by Capt. Alexander H. Bright

15 April 1942 - 91st Bomb Gp. (H), AAF, activated, per General Order #31, 3rd AF, under authority contained in General Order #34, Hqs. AFCC, April 15, 1942, at Harding Field, Baton Rouge Louisiana.

16 May 1942 - 323rd Bomb Squadron (H), AAF, activated at MacDill Field, Tampa, Florida.

18 June 1942 - Squadron transferred to Army Air Base, Walla Walla, Washington. Left MacDill Field, June 22, 1942, and arrived destination June 26, 1942, per Special Order #169, paragraph 24, Hqs. AAB MacDill Field, dated June 18, 1942. This was a permanent change of station and squadron was released from assignment with 3rd Air Force and reassigned to 2nd Air Force.

16 August 1942 - Squadron moved to Pendleton Air Base, Pendleton, Oregon, per Administrative Order #4, Hqs. 91st Bomb Gp (H), Army Air Base, Walla Walla, Washington.

18 August 1942 - Squadron returned to Army Air Base, Walla Walla, Washington, per Voco, Hqs. 91st Bomb Gp (H), Army Air Base, Walla Walla, Washington.

24 August 1942 - Squadron divided into Air and Ground Echelons:  
Air Echelon 38 Officers 47 Enlisted Men  
Ground Echelon 17 Officers 257 Enlisted Men  
Ground echelon transferred to Fort Dix, New Jersey, per Special Order #46, dated August 19, 1942. Departed from Army Air Base, Walla Walla, Washington at 1430 hours, August 24, 1942 and arrived Fort Dix, New Jersey, at 0330 hours, August 28, 1942. The Air Echelon left the Army Air Base, Walla Walla Washington, at 1100 hours, August 24, 1942, for Boise, Idaho. This was a permanent change of station for both the Air and Ground Echelons.

4 Sept. 1942 - Ground Echelon departed Fort Dix, New Jersey for embarkation, N.Y.E.P. at 2100 hours, arriving at embarkation point at 0330 hours, per letter File No. 370.5, Hqs, Fort Dix, New Jersey.

5 Sept. 1942 - Ship left Embarkation Point at 1445 hours.

11 Sept. 1942 - Ship arrived at Debarkation point.

12 Sept. 1942 - Disembarked at 1100 hours and proceeded via rail to Thrapston, England and then via motor convoy to Kimbolton Air Base,

Kimbolton, England, arriving at 0330 hours, 13 September 1942.

14 Oct. 1942 - The ground Echelon arrived at new Station, Bassingbourn, England.

15 Oct. 1942 The Air Echelon arrived at Prestwick Scotland, per Special Order #263. Hqs. AFB, Dow Field, Bangor, Maine, dated September 23, 1942. From here they proceeded to Bassingbourn, England, to join the Ground Echelon.

16 Oct. 1942 - About three (3) practice operational training missions were conducted, as weather permitted, between the time of our arrival in England and our first active mission over enemy territory on November 7, 1943.  
323rd DAILY REPORTS Cont'd.

16 Oct. 1942 cont'd.

Makeup of our nine (9) Combat Crews as follows:

DELTA REBEL No. 2 (#42-5077)

George Birdsong (P)  
Joseph Reynolds (CP)  
Ernest Miller (N)  
Robert Abb (B)  
Eugene Remmell (E)  
Steven Perri (AE)  
Harry Kulchesky (R)  
Buzz Byrd (AR)  
Henry Carter (TG)  
Randy Petersen (UG)

EAGLES WRATH #41-24524)

Charles Giauque (P)  
Edward Lethers (CP)  
Larry Ott (N)  
William Butler (B)  
James Jones (E)  
Keva Sumergrad (AE)  
Herbert Corl (R)  
Lloyd Mahan (AR)  
Lyle Taylor (TG)  
Walter Wawrzynek (UG)

VERTIGO (#41-24547)

Martin McCarty (P)  
Robert Rand (CP)  
Robert Duggan (N)

Louis Briglia (B)  
John McCormack (E)  
Philip Cardin (AE)  
William Dunnavant (R)  
George Engle (AR)  
Robert Trent (TG)  
Forrest Lehew (UG)

PENNSYLVANIA POLKA (#41-24544)

Alan Bobrow (P)  
John Sanders (CP)  
John Roten (N)  
Norman Andrews (B)  
Paul Bass (E)  
Arthur Sullivan (AE)  
Cyril Curb (R)  
Lewis Fredricks (AR)  
Robert Card (TG)  
Richard Wirt (UG)

CAREFUL VIRGIN (#41-24639)

William Clancy (P)  
John Gladstone (CP)  
Harry Ackerman (N)  
Jack Fisher (B)  
Kenneth Heron (E)  
William Wheeler (AE)  
Adam Taliercio (R)  
Michael Olexa (AR)  
Henry Streets (TG)  
Joseph Conley (UG)

LIL AUDREY (#41-24523)

Joseph Yuravich (P)  
Robert Shaw (CP)  
Byron Bennett (N)  
John Bell (B)  
Clarence King (E)  
Thaddeus Kusowski (AE)  
David Hatch (R)  
  
James Farrar (AR)  
  
Richard Shumard (TG)

Alvar Platt (UG)

STUPEN-TAKET (#41-24549)

Lawrence Dwyer (P)  
John Evins (CP)  
Charles Maas (N)  
Dean Bohlen (B)  
Ford Cowherd (E)  
Carl Hunter (AE)  
James Thompson (R)  
Marshall Miller (AR)  
Joseph Alvey (TG)  
George Fournier (UG)

TEXAS BRONCO (#41-24589)

Eugene Ellis (P)  
Kenneth Futch (CP)  
Howard Dunham (N)  
Marvin Beiseker (B)  
Rodney Demars (E)  
Anthony Gaeta (AE)  
Edward Corrigan (R)  
Nathan Floyd (AR)  
William Howard (TG)  
Russell Gillian (UG)

PANHANDLE DOGIE (#42-25570)

William Anderson (P)  
James Lee (CP)  
Everett Clinard (N)  
Lyle Karnath (B)  
Robert Marrer (E)  
Lavern Senn (AE)  
Rex Barker (R)  
Anthony McCauley (AR)  
Herman Odegard (TG)  
Richard Flint (UG)

7 Nov. 1942

On this date the first operational mission against the enemy was carried out by the 91st Bombardment Group (H). The total effort was fifty-six (56) Fortresses of which our Group supplied fourteen (14) ships from the 322nd and 324th Bombardment Squadrons. Lt. John H. Roten, Navigator, participated as

navigator for one ship, and S/Sgt. Steven J. Perri, participated as ball turret gunner and assistant aerial engineer on another ship. No ships or complete crews of this Squadron participated in this mission. Objective was the enemy Submarine Base at Brest, in occupied France. Lt. Col. Stanley T. Wray, Group Commander was leader of this Mission. Results: Because of scattered clouds, which partly obscured visibility of target, the results were not observed. However, photographs of the targets reveal that considerable damage was done.

8 Nov. 1942:

Four (4) ships and complete crews of this Squadron participated in Bombing mission against and enemy Airdrome and Dispersal Area at Abbeville, in Occupied France. Strong enemy pursuit was encountered and Flak from enemy A.A. was heavy. However, our bombers were escorted by a Squadron of Spitfires, which aided materially in protecting them from the enemy pursuit planes. This was what is known as a Diversion raid, the main attack being against the enemy Locomotive and Steel Works at Lille, in occupied France. Lt. Everett L. Clinard Jr. was quite seriously wounded, and was hospitalized immediately after landing. Lt. Lyle G. Karnath, Bombardier, was seriously wounded, being hospitalized immediately after landing, due to wounds received on account of Flak. Lt. Clinard was a Navigator and Lt. William M. Anderson was his pilot. Their ship was severely damaged, and Lt. Eugene B. Ellis, Pilot of another ship, seeing Lt. Anderson lose formation, dropped back to aid him and escorted the injured ship and crew safely to the home base. The enemy, doing his best to bring this ship down, failed on account of the skill and teamwork of our crews. Clouds made observation of results of this mission difficult. S/Sgt. Howard, flying in ship #589, was officially credited with destroying one (1) enemy plane, FW-190.

9 Nov. 1942:

As part of an effort of forty-four (44) ships, thirteen (13) from the 91st Bombardment Group (H), two (2) ships and complete crews of this squadron, pilots Lt. Charles R. Giauque and Lt. Martin W. McCarty Jr., participated in a Bombing mission against Enemy Submarine Docks and Pens at St. Nazaire, in occupied France. Due to our skill in making approach to vicinity of target, the enemy was taken by surprise and failed to get his Pursuit Planes in action against us. However, Flak from the ground defenses was quite heavy. A shell exploded in bombardiers compartment of Lt. McCarty's ship, fatally wounding Lt. Louis B. Briglia, Bombardier, who expired during the night, after ships had returned to their Base. Sgt. William W. Dunnavant was severely wounded in action and his ship severely damaged. Ships landed in Exeter, Southwest England, for purpose of refueling. Mission was

quite successful.

10 to 14 Nov. 1942:

Ground school and training activities were conducted for the combat crews and maintenance personnel. During this time special emphasis was given to organizing the ground defenses for this field.

14 Nov. 1942:

Primary target for the bombing mission was the Enemy Submarine Base in La Pallice in occupied France. Visibility being difficult there, ships went to St. Nazaire, an alternate target, to bomb warehouses and submarine facilities of the enemy. Result of the raid: Bombs were seen bursting on objective, and it is believed mission was quite successful. Only three (3) enemy fighters were encountered. Six (6) ships of our Squadron took part with the following named officers as pilots: First Lieutenants Clancy, Dwyer, Yuravich, Birdsong, Ellis and Bobrow.

15 to 17 Nov. 1942:

Ground school and training activities were conducted and four (4) enlisted men joined the Squadron ground personnel from a replacement center on November 17th.

17 Nov. 1942:

In a bombing mission against Submarine facilities of enemy at St. Nazaire, in occupied France, six (6) ships in this Squadron participated. Considerable enemy action was encountered. Direct hits were seen on the target and many fires were started. Our bombing was from an altitude of 19750 feet. T/Sgt. King, in ship #523, was officially credited with destroying one enemy aircraft, FW-190.

18 Nov. 1942:

Bombing mission was carried out against Submarine Pens and Docks at La Pallice, in occupied France. Very little enemy action was encountered. Due to bad weather conditions over the target area, some bombs were dropped on alternative and last resort targets at St. Nazaire and Lorient, in occupied France. Our Squadron had four (4) ships taking part in the raid with the following named officers as pilots: Lieutenants Clancy, Yuravich, Dwyer and Birdsong.

19 to 21 Nov. 1942:

Squadron engaged in training activities and ground school.

22 Nov. 1942:

Bombing mission against enemy Submarine Docks and Pens at Lorient in occupied France. Both main and alternate targets were so

obscured by overcast that no bombs were dropped. All ships returned safely, having encountered but little enemy resistance.

23 Nov. 1942:

Bombing mission to St. Nazaire, over occupied France. Weather conditions were very bad. No results could be ascertained. Enemy pursuit quite active. Only one (1) ship of this Squadron, Lt. McCarty as pilot, participated. Two (2) ships from 91st Bomb Group (H) were missing.

24 to 30 Nov. 1942:

Squadron engaged in training activities and ground school. Seven (7) enlisted men were assigned and joined the ground personnel on November 30th.

1 to 5 Dec. 1942:

Squadron engaged in training activities and ground school.

6 Dec. 1942:

Bombing mission against Locomotive Works of enemy at Lille, in occupied France. Raid was considered quite successful, although considerable enemy activity was encountered. Six (6) planes from our Squadron took part with the following named officers as pilots: Captains Yuravich, Dwyer, and Clancy and Lieutenants Bobrow, Anderson and Giaouque. Staff Sergeants Alvey and McCauley more officially credited with destroying one (1) enemy aircraft each, both aircraft being FW-190's.

7 to 11 Dec. 1942:

Squadron engaged in training activities and ground school. Lieutenants Ellis and McCarty were awarded the Air Medal and Lieutenants Clinard and Karnath were awarded the Purple Heart. Lieutenant Briglia awarded the Distinguished Flying Cross, posthumously.

12 Dec. 1942:

Bombing mission against concentration point for enemy aircraft at Romilly, in occupied France. Raid was considered unsuccessful, as there were 10/10 clouds over target, although some bombs were dropped on or near the alternative target, the marshaling yards at Rouen, France. Sgt. Flint, flying in ship #007, was officially credited with destroying one (1) enemy FW-190.

13 to 19 Dec. 1942:

Squadron engaged in training activities and ground school. An A-20 ship #AL-441, was assigned to this squadron for purpose of Tow Target flying.

20 Dec. 1942:

Two (2) ships of this squadron, piloted by Captain Yuravich and Lieutenant Bobrow, participated in a bombing mission over concentration point for enemy aircraft at Romilly, in occupied France. One (1) FW-190 was shot down by S/Sgt. Sullivan, Ball Turret Gunner, flying in ship #544. Raid considered quite successful.

21 Dec. 1942:

Staff Sergeants Alvey, McCauley and Howard were awarded Air Medals.

22 to 29 Dec. 1942:

Squadron engaged in training activities and ground school.

30 Dec. 1942:

Bombing mission against enemy Submarine Pens and Docks at Lorient in occupied France. Major Paul D. Brown, Commanding Officer, was in the leading ship. Other pilots were Captains Dwyer and Yuravich and Lieutenants Birdsong, Giauque, Anderson and Ellis. All ships returned to the Base but some were badly damaged. In ship #525 Captain Yuravich and Lt. Shaw, pilot and copilot respectively, were severely injured. S/Sgt. Shumard, tail gunner, also seriously injured. Lt. Fisher, Bombardier in ship piloted by Captain Clancy, was severely injured in the leg. Captain Bright was observer in ship #523. Due to the skill and judgment of Lt. Shaw, copilot, and T/Sgt. King, Aerial Engineer, the ship was kept in formation and landed safely at the home Base. S/Sgt. Howard was also slightly injured.

Considerable activity by the enemy was encountered and our Squadron was officially credited with fourteen (14) enemy planes destroyed, as follows: Lt.'s Miller and Ott, T/Sgts. Rimmell and Marrer, S/Sgts. Kusowski, Shumard, Perri, Cowherd and McCauley, one (1) each FW-190. Lt. Dunham, T/Sgts. Demars and Jones, S/Sgts. Farrar and Mahan, one (1) each ME-109. This mission was fairly successful.

31 Dec. 1942:

Squadron engaged in training activities and ground school.

1943 Dailies of the 323rd Squadron

Transcribed by Nancy Perri

JANUARY

3 Jan. 1943 - Four ships of this squadron participated in bombing mission over enemy submarine



pens and docks at St. Nazaire, France. One ship turned back due to malfunction of engines. The ships were piloted by the following - Capt. Clancy, Lt.'s Birdsong, Anderson, and McCarty. Heavy A.A. fire and quite a few enemy fighters were encountered. One of our ships was last seen going down in the vicinity of the target. The plane was the first loss to our squadron and the following crew is missing - Pilot, 1st Lt. Anderson, Co-Pilot, Lt. Lee, Nav., Lt. Roten, Bombardier, Lt. Karnarth, Engineer, T/Sgt. Marrar; Assistant Engineer, S/Sgt. Senn, Radio Op. T/Sgt. Barker; Assistant Radio Op. S/Sgt. McCauley, Tail Gunner, S/Sgt. Odegard; and Utility Gunner, Sgt. Flint. The other ships returned safely though slightly damaged by enemy action. Bomb load was five, one thousand general-purpose bombs. Damage to enemy installations was considerable. Four enemy fighters were shot down. T/Sgt. Rimmell accounting for two; S/Sgt. Olexa, and S/Sgt. Carter for one each.

4 to 13 Jan. 1943 - Squadron engaged in training activities and ground school.

13 Jan. 1943 - Three ships of this squadron piloted by Capt. Dwyer, Lt. Birdsong and Lt. McCarty participated in bombing mission over storage warehouses and locomotive shops at Lille, France. Bomb load was ten, five hundred general-purpose bombs. Light enemy opposition encountered. Bombing results good. Ships returned safely. Two FW 190s downed by S/Sgt. Olexa.

14 Jan. 1943 - Capt. Yuravich, 1/Lt. Shaw, S/Sgts. Shumard and Howard were awarded the Purple Heart.

14 to 23 Jan. 1943 - Squadron engaged in training activities and ground school. Due to adverse weather conditions, not much flying is being done.

15 Jan. 1943 - S/Sgt. Perri was awarded the Air Medal

20 Jan. 1943 - Lt. Fisher was awarded the Purple Heart.

23 Jan. 1943 - Piloted by Lt. Giaque, one ship of this squadron took part in mission against submarine installations at Lorient, France. However, ship did not complete mission, becoming lost from formation in overcast. T/Sgt. Jones was hospitalized with frostbitten hands. Lt. Clinard, Lt. Beiseker and S/Sgt. Taliercio served as crewmembers on ships flown by other squadrons on this mission. It is a set policy for squadrons in this group to cooperate with each other in furnishing crew members when needed. By this means, maximum number of ships in the group are enabled to participate in missions.

24 to 27 Jan. 1943 - Squadron engaged in ground school and training activities.

25 Jan. 1943 - Capt.'s. Dwyer and Bohlen, 1st Lt.'s Bell, Bennett, Bobrow, Sanders, Andrews and Roten; T/Sgts. Bass and Curb; S/Sgts. Marrar, Card, Farrar, Fredricks, Hatch, Hunter, Kusowski, Miller, Shumard and Platt, and Sgt. Fournier were awarded the Air Medal. T/Sgt. King, S/Sgt. Alvey and Sgt. Flint (missing in action) were awarded the Oak Leaf Cluster.

27 Jan. 1943 - Four ships of this squadron, piloted by Capt. Dwyer, Lt. McCarty, Lt. Birdsong and Lt. Giauque participated in the first over Germany itself by American heavy bombers. Target was the Diesel engine factory at Wilhelmshaven. Bomb load was five one thousand pound general purpose. Both Wilhelmshaven and Emden were bombed with good results. A.A. fire was light and inaccurate, but gunners shot down ten of them. Sgt. Lehw accounted for two of them; S/Sgt. Farrer, T/Sgt. Remmell, S/Sgt. Byrd, Sgt. Petersen, S/Sgt. Sumergrad, S/Sgt. Mahan, S/Sgt. Taylor and Lt. Clinard accounted for one each. Though slightly damaged, all ships returned safely. Ship #24547, "Vertigo" piloted by Lt. Martin McCarty, landed with a crew member wounded.

29 Jan. 1943 - B-17 ship no. 24639 was assigned to this squadron.

## FEBRUARY

2 Feb. 1943 - Five ships of this squadron took part in a projected mission against the enemy but due to adverse weather conditions were forced to turn back shortly after the takeoff.

4 Feb. 1943 - Five ships of this squadron, piloted by Capt. Bishop, Lt.'s Birdsong, McCarty, Bobrow and Ellis took part in a mission against the Hamm Marshaling Yards. Due to weather conditions alternative target of Emden was bombed. Ships were loaded with ten five hundred pound general-purpose bombs. Results of bombing considered good. Heavy enemy flak encountered. Numerous enemy fighters engaged us. Two of our ships and their crews did not return.

Believed missing as result of enemy fighter activity. Crews missing - ship 544, Pilot, Lt. Bobrow; Copilot, Lt. Saunders; Nav., Lt. Clinard; Bombardier, Lt. Andrews; Engineer T/Sgt. Bass; Asst. Engineer, T/Sgt. Wheeler; Radio Op., T/Sgt. Curb; Asst. Radio S/Sgt. Fredricks; Tail Gunner, Sgt. E. R. Campbell; Utility Gunner, Sgt. Blackburn. Ship 589, Pilot, Lt. Ellis; Copilot, Lt. Futch; Nav. Lt. Dunham; Bombardier, Lt. Biseker; T/Sgt. Demars; Asst. Engineer, S/Sgt. Gaeta; Radio S/Sgt. LaMedica; Asst. Radio Op. S/Sgt. Floyd; Tail Gunner, S/Sgt. Howard; Utility Gunner, Sgt. Mastrobaradino. S/Sgt. Hatch was wounded in action.

5 to 14 Feb. 1943 - Squadron engaged in training activities and ground school. Adverse weather conditions prevented activity in the air.

9 Feb. 1943 - S/Sgt. Hatch was awarded the Purple Heart.

14 Feb. 1943 - Mission undertaken against Hamm Marshaling Yards in Germany but due to adverse weather conditions all ships returned to base without dropping their bombs. Our group had no encounters with enemy.

15 Feb. 1943 - Ground school and training activities.

16 Feb. 1943 - Four ships of this squadron, piloted by Capt.'s Dwyer & Clancy, Lt.'s Giauque and McCarty took part in the mission to St. Nazaire locks and basin entrance for enemy submarines. Bombs were thousand pound general-purpose bombs. Bombing was very successful. Enemy A.A. fire heavy. Sixty-five enemy fighters encountered, two of which were definitely shot down.

16 Feb. 1943 - Flight Officer Brooks assigned to us from the R.A.F.

20 Feb. 1943 - Ship No. 24464 was assigned to this squadron and was lost by the 324th on March 4th in a forced sea landing.

25 Feb. 1943 - Ship No. 24599 was assigned to this squadron.

26 Feb. 1943 - Four ships of this squadron, piloted by Capt. Dwyer, Lt.'s McCarty, Giauque, Birdsong participated in raid against enemy submarine and shipbuilding yards at Wilhelmshaven, Germany. Results fair. Enemy A.A. fire was heavy. Also encountered twenty of their fighters and five bombers. The 91st shot down two fighters, S/Sgt. Trent accounted for one FW 190.

27 Feb. 1943 - Four ships of this squadron, piloted by Capt.'s Dwyer & Bishop, Lt.'s Giauque and Birdsong took part in a raid on shipbuilding slips in Port Militaire, Brest, France. One was abortive. Thousand pound general-purpose bombs were used. Mission judged partially successful. Heavy A.A. fire encountered but their fighters were not seen. Our ships returned safely.

March

3 March 1943

Four ships of this squadron: Pilots, Capt. Bishop, Lt. Giauque, Walker (attached), Capt. Dwyer attacked the Marshaling Yards at Rouen with great success. All ships returned safely.

4 March 1943

One combat crew from the 92nd Group was attached to us for training.

4 March 1943

Four ships of this squadron, piloted by Capt. Clancy, Capt. McCarty, Lt. Giauque and Lt. Birdsong participated in bombing against enemy marshaling yards at Hamm, Germany. A.A. fire heavy. Sixty-five enemy fighters encountered. After a furious battle, we shot down four of them. Lt. Fisher accounted for a Me 109, T/Sgt. Remmell for a Me 110, and S/Sgts, Streets and Perri shot down one FW190 each. Our ship No. 549 and entire crew missing, believed shot down by enemy fighters. The following personnel is missing: Pilot, Capt. McCarty, Copilot, Lt. Hill, Nav., Lt. B. M. Bennett, Bombardier, Lt. Bell, Engineer, T/Sgt, McCormack, Assistant Engineer, Sgt. Cardin, Radio Op., T/Sgt. Dunnavanti, Assistant Radio Op., S/Sgt. Engle, Tail Gunner, S/Sgt. Trent, and Utility Gunner, Sgt. Pereira. T/Sgt. Corrigan who was flying with the 324th Squadron that day was missing in action. Ship No.077 seriously damaged. Lt. Wiley, seriously wounded. Lt. Birdsong, Lt. Miller, S/Sgt. Kusowski and T/Sgt. Corl were also wounded. The 91st group was the only group over the target and the bombing was perfect.

6 March 1943

Three ships of this squadron, piloted by Capt. Dwyer, Capt. Clancy, and Lt. Giauque, took part in bombing mission against enemy's Marine Naval Power Plant at Lorient, France. A.A. fire was very light. Two enemy fighters encountered but none were shot down. All our ships returned

safely. Bombing results were excellent. T/Sgt. Corl and S/Sgt. Kusowski were awarded the Purple Heart.

7 March 1943

A full crew was assigned to this squadron. They were: Lt. Lamberson, Lt. Nicholls, Lt. Steraglans, Lt. Stark, T/Sgts. Bagwell and Mooney, Corp. Raynolds and Pvt. Brummel. Ship No. 29475 was assigned to this squadron.

8 March 1943

Three ships of this squadron, piloted by: Capt. Dwyer, Capt. Clancy and Lt. Giauque took part in bombing mission against enemy marshalling yards at Rennes, France. Five hundred pound, general purpose bombs were used with good results. A.A. fire was light. Twenty-five enemy fighters were engaged, one of which was shot down and another probably shot down. S/Sgt. Kenneth Heron was accredited with one FW190. All our ships returned safely. Bombing result was excellent.

9 March 1943

Ship No. 5787 was assigned to this squadron.

10 March 1943

Lt. Hammond assigned to this squadron as a copilot.

12 March 1943

1/Lt.'s Biggs, and Silvernail, 2nd Lt.'s Hays, Boehn, Bennett and Sullivan, S/Sgts. Cronk, Gaynor, Williams and Robinson were assigned to the squadron for combat duty.

12 March 1943

Four ships of this squadron, piloted by Capt. Dwyer, Lt. Giauque, Lt. Birdsong and Lt. Walker participated in bombing mission over enemy territory. One ship bombed the airport dispersal area at Abbeville, France. Others bombed the locomotive depot, south of Amiens, France, without good results. A.A. fire light. Only five enemy fighters encountered, none of which were shot down.

15 March 1943

1st Lt. Blakeney, 2nd Lt. Van Bommel, T/Sgts. Williams, Barrett and Neal; S/Sgts. O'Brien, Wilson and Arihood; Pvt. Roden were assigned to this squadron for combat duty

16 March 1943

Ship No. 29642 assigned to this squadron.

17 March 1943

S/Sgt. Henry A. Carter, Jr., tail gunner for Lt. Birdsong, was run over by an automobile near Baldock and killed.

18 March 1943

Five ships from our squadron, piloted by Capt. Dwyer and Clancy; Lt. Giauque, Rand and Walker

took part in the extremely successful bombing of the submarine building yards at Vegasack, Germany. Approaching from a northeasterly direction and flying across the narrow direction of the target. The bombing was well directed and concentrated, securing praise from all high commands, including Winston Churchill. Seven nearly completed submarines on the ways are believed destroyed. This was the largest effort of US bombers so far, with ninety-seven ships over the target. Three tons of bombs were carried for the first time on a big mission.

22 March 1943

Six ships from our squadron, piloted by Capt. Dwyer, Clancy and Bishop; Lt.'s Evins, Giaouque Rand bombed the shipyards at Wilhelmshaven. Bombing was good. Bombs were dropped by JU88's on parts of the formation when well off shore after leaving the target. Four enlisted men joined this squadron as ground personnel.

26 March 1943

Ship No. 29657 was assigned to this squadron.

28 March 1943

Five ships from this squadron piloted by Capt's. Dwyer, Clancy and Bishop, Lt's. Evins, Reynolds and Walker took part in mission o the locomotive works in the marshalling yards at Rouen, France. One hole through the clouds permitted good bombing, although the approach was not as briefed.

April

3 April 1943

T/Sgt. J. F. Jones awarded the Oak Leaf Cluster for the Air Medal. Capt's. Clancy and Mass; 1st/Lt.'s Rand, W. C. Butler, Evins, Giaouque and Lethers; T/Sgts Corl and Gillian, S/Sgt.'s Byrd, Olexa, Streets, Sumergrad, L. L. Taylor, Petersen and Wawrzynek awarded the Air Medal. 1st/Lt. Beiseker awarded the Air Medal posthumously. S/Sgt. Carter awarded the Air Medal posthumously. S/Sgt. Engle awarded the Air Medal.

4 April 1943

Seven ships of this squadron, piloted by Capt's. Dwyer and Clancy, Lt.'s Giaouque, Biggs, Rand, Walker, Evins took part in the raid on the Renault Works in Paris. Bombing results were good. 1st/Lt. Retchin, 2nd/Lt.'s Baalmas, Paulson and E. J. Reynolds, S/Sgts. Kalisheck, Wuczik, King, Meade, Conard and Ruber assigned and joined this squadron for combat duty

5 April '193

Three ships of this squadron, piloted by Capt. Dwyer, Capt. Clancy and Lt. Lethers took part in the mission of the important enemy fighter repair shops, just south of Antwerp, which was carried out with good results.

16 April 1943

Six ships of our squadron, piloted by Capt's. Dwyer and Clancy, Lt.'s Rand, Biggs, Evins and Birdsong took part in the mission on the power station at Lorient, France. The bombing results

were poor, most of the bombs dropping into the river to the right of the target.

17 April 1943

Eight ships of this squadron, piloted by Capt's. Dwyer, Clancy and Giauque, Lt.'s Birdsong, Biggs, Rand, Evins and Walker took part in the mission on the F. W. Works at Bremen, Germany. Our squadron was leading the 91st group, which led the whole mission. Major P. D. Brown and Capt. Dwyer with Navigator Capt Charles Maas made a fine team in leading over the route, briefed under hazy ground visibility, and dropping a dense pattern on our target with excellent results.

19 April 1943

Ships No. 5206 and 29687 assigned to this squadron.

20 April 1943

Three combat crews from the 94th Bomb Group attached to this squadron for training.

21 April 1943

Major P. D. Brown, our Commanding Officer, was transferred to the 94th Bomb Group as Executive Officer.

1 May 1943

Seven of our ships, piloted by Capt.'s Dwyer, Birdsong; Lt.'s Evins Gladstone, Lethers, Rand and Biggs making up "C" Flight, took part in the mission to St. Nazaire. The weather was so poor that our group dropped no bombs on the target. Strong head winds and thick weather contributed to the formations breaking up and many made a land fall near the Channel Isles, off the French coast, thinking it was England. Enemy fighters attacked at that time when our ships were at a low altitude and Lt. Rand was shot down into the sea, north of Brebant Island. The crew of the ship, No. P547, was Maj. M. Rosener from the 94th Group; Lt. R. Rand, Lt. D. M. Sternglanz, T/Sgts. C. V. King and D. B. Hatch; S/Sgts. J. B. Farrar, T. F. Kusowski, A. B. Platt, R. E. Shumard and W. C. Wawryznek.

4 May 1943

Six of our ships, commanded by Capt.'s Dwyer, Clancy and Giauque; Lt.'s Retchin, Evins and Birdsong took part in the mission on the Ford Works at Antwerp as the lead flight of a composite group made up of the 91st and 305th - over strength. This mission - the first evening attack - was carried out with heavy fighter support, including six squadrons of P47s. It was affected by a complicated crisscross diversion and accomplished excellent bombing results. There were no losses and almost no enemy fighter opposition.

6 May 1943

Lt.'s. Forsblad, Rodman, Syphard and Slator; T/Sgt.'s Zimmerman and Nichols; S/Sgt.'s Balzer, Stephenson and Valerio were assigned to our squadron for combat duty.

13 May 1943

Six ships from our squadron, piloted by Capt.'s Clancy and Giauque; Lt.'s. Silvernail, Retchin, Biggs and Stark took part in the mission to Meault, France. Two of our ships were shot down by enemy fighters over the target. The crews were as follows; Pilot, Lt. Biggs; Copilot, Lt. Hayes, Nav. Lt. B. Blakeney, Bomb. Lt. Huehn, Eng. T/Sgt. J. J. Williams, W.G. S/Sgt. J. J. Cronk; Radio Op. T/Sgt. O'Brien, BT, Sgt. Donefrio, T.G. S/Sgt. Valerio, W.G., Sgt. J. Roden, Ship No. 642 - Pilot Lt. Stark, Copilot Lt. J. T. Evins; Nav. Lt. Syphard; Bomb. Lt. Nichols; Radio Op., T/Sgt. Mooney; Eng., T/Sgt. Bagwell; Asst. Eng., Sgt. Reynolds; BT, S/Sgt. Arihood; T.G. Sgt. Brummeland W.G. Sgt. Wirt. Lt. Oakley, along as photographer, was also lost on this ship.

14 May 1943

Five ships from our squadron, piloted by Capt. Dwyer, Capt. Clancy, Capt. Giauque, Lt. Retchin and Lt. Silvernail took part in the mission on Kiel, Germany. The whole bombing formation was led by Capt. Dwyer and the bombing by our group was most successful. This mission marked a new long-range bombing by USAAF, daylight bombers into Germany. Capt. Dwyer and Capt. Bohlan were on their 25th mission and became the 3rd and 4th in our group to reach this figure. All our ships returned without any casualties.

15 May 1943

Five ships from our squadron, piloted by Capt. Clancy, Capt. Giauque, Capt. Birdsong, Lt. Silvernail and Lt. Retchin took part in the mission to Wilhelmshaven, Germany. 10/10 clouds prevented the ships from reaching the target and the bombs were dropped on Heligoland. All ships returned safely.

16 May 1943

Lt. Kethley, Lt. Cox, Lt. Sternberg, Lt. Cullen, T/Sgts. Dessault and Bragg, S/Sgts. Danielson, Stokes, Burks and Bacon were assigned to our squadron for combat duty.

17 May 1943

Four of our ships, piloted by Capt. Clancy, Lt. Silvernail, Lt. Retchin and Capt. Birdsong took part in the mission to Lorient, France. The weather and bombing were good and all ships returned safely. Capt. Maas, navigator for Capt. Dwyer, was transferred to 4th Wing.

19 May 1943

Six of our ships, piloted by Capt. Clancy, Capt. Birdsong, Capt. Giauque, Lt. Silvernail, Lt. C.A. Bennett and Lt. Retchin took part in the mission to Kiel, Germany. Bombing was good as was the diversionary raid on Flensburg. All ships returned safely.

21 May 1943

Six ships of our squadron, piloted by Capt.'s Clancy, Birdsong and Giauque, Lt.'s. Silvernail, Retchin and Forsblad went on the mission to Wilhelmshaven. Intense enemy fighter opposition - 150 to 200 - was encountered before reaching the target. Attacks were made on the group leader 'en masse' and our ships were badly shot up. Lt Retchin, in ship No. 657 was shot down. In his crew were Copilot, Lt. Lamberson; Nav., Lt. Floyd; Bomb., Lt. Byrnes; Radio Op., T/Sgt. Musik; Assist. Radio Op., S/Sgt King; B. T., S/Sgt. Meade; R.W.G., T/Sgt. Kalfsbeck; L.W.G., S/Sgt.

Huber;  
and T.G., S/Sgt. Cunard.

25 May 1943

Capt. Bishop made Commanding Officer of our squadron.

28 May 1943

Capt. Dwyer transferred to 4th Wing.

29 May 1943

Five ships from our squadron, piloted by Capt. Clancy, Capt. Giaouque, Capt. Birdsong, Lt. Silvernail and Lt. Kethley took part in the mission on St. Nazaire. This was the largest U.S. heavy bombing effort to date with three combat wings of three groups each - a total of 169 ships taking part. Six were lost. Bombing results were good and our group encountered very little fighter opposition. At the same time Rennes was attacked by about seventy of our bombers and La Pallice by about fifty B 24s. Capt. Giaouque, S/Sgt. Mahan, T/Sgt. Thompson and T/Sgt. Sumergrad completed their 25 missions and were relieved of further operational duty.

9 June 1943

10 men joined our Squadron in the ground echelon.

10 June 1943

12 men were assigned to our Squadron in the ground echelon

11 June 1943

Two ships of this squadron took part in a raid to Germany on which the primary and secondary targets were not bombed because of poor visibility and bombs were dropped ineffectively on scattered targets of opportunity in the North Germany. Our ships were #559 piloted by Lt. Silvernail and #787 piloted by Lt. Kethley. All ships of our group returned without damage.

13 June 1943

Five of our ships took off for Bremen. Four piloted by Capt. Birdsong, Lt. Forsblad, Lt. Silvernail, Lt. Kethley bombed the target and Capt. Clancy's ship had to return early as the fuel pump on No. 3 engine was out. Bombing was fair and very little enemy fighter opposition was encountered owing to a diversion by another formation of Bombers to Kiel. Flak was also less intense and accurate than expected.

15 June 1943

Five ships of our squadron took off on a mission to France. Owing to unusually cold weather and four layers of cloud cover amounting to 9/10 to 10/10 most of the time, the mission returned after reaching the French coast over the Jersey Islands where flak was encountered. Capt. Bishop, leading the whole group was the only one of our squadron getting over enemy territory. The following were abortive owing to failures - Lt. Silvernail, Lt. Kethley, Capt. Birdsong, and Lt. Lethers.



22 June 1943

Six ships of our squadron piloted by Capt. Clancy, Capt. Birdsong, Lt. Silvernail, Lt. Kethley and Lt. Bennett completed a mission to Germany on a synthetic rubber plane at Huls near the Ruhr. Lt. Forsblad took off but was abortive. Heavy fighter opposition was encountered with 5 ships lost by our group, 3 from the low "B" flight. Bombing was fair. Lt. Hoehn, the first member of the 91st group who happens to be a member of the 323rd squadron combat crews to go down over enemy territory and successfully escape and return to England, visited us for the first time since his escape.

25 June 1943

Five planes Capt. Birdsong, Capt. Clancy, Lt. Bennett, Lt. Silvernail, and Lt. Kethley completed sorties on a mission, which because of 10/10 weather failed to bomb the primary target at Hamburg. Bombs were released blindly over Germany. All of our ships returned although other groups suffered losses of 16 ships. Capt. Clancy, Lt. Miller and Lt. Ott completed their 25 operations.

26 June 1943

Four ships of this squadron - Pilots Lt. Smith, Capt. Birdsong, Lt. Kethley, and Forsblad completed sorties on a mission planned on Villacoublay, but which could not attack any target because of poor visibility. Light enemy opposition encountered.

29 June 1943

Five ships of this squadron piloted by Capt. Birdsong, Lt. Forsblad, Lt. Bennett, Lt. Kethley, and Lt. Silvernail took part in and completed a mission to bomb the airdrome at Tricqueville, France. Although there was 10/10-cloud cover over the target and the ships returned without dropping bombs in as much as this effort was planned as a diversion feint to aid another effort, it had certain value. Spitfire support was splendid and no enemy opposition was encountered. Capt. Birdsong and Capt. Ackerman completed their 25 operations and as predicted gave everyone on the field and the crew the greatest scare of their 25 operations when they zoomed hangar B from grass level -- missing by inches.

29 June 1943

Our C.O., Capt. Bishop became "Major Bishop."

The dates not mentioned above for the month of June, are accounted for in the fact that our combat crews have had daily schedules in all the required subjects pertaining to their combat training, to include every day not engaged in missions.

The following is a list of new Combat Crews assigned to this squadron as of June 29, 1943:

Miles, R. M. (P)

Smith, E. J.

(P)

Von der Heyde, Donald S. (P)

Haldon, H. T.	(CP)			Cramer, J.
M.	(CP)			Bru, R. L.
	(N)		Banowetz, M. E.	(N)
		Farringer, Leroy	(N)	
Feld, Ernie	(B)			Hansen, L. S.
	(B)			Brom, Walter S.
Parris, J. M.	(E)			Lyberger, H. R. (E)
			Cosac, Peter	(E)
Chandelewsdki, S.	(AE)			Young, L. M.
	(AE)			
Mitts, Homer J.	(AE)			
Phanouf, Frank	(R)			Schmitt, G. J.
Kopolosky, John R.	(R)			
Michaud, N. K.	(AR)		Antonacchio, F. A.	(AR)
Wannamaker, Wm. F.	(AR)			
Maynard, F. J.	(G)	Mazzola, Joe. W.	(G)	
Walton, Mack D.	(TG)			
West. E. H.	(UG)	Bone, T. D.	(UG)	
Sperman, Dick	(UG)			

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4 July 1943

Five planes of our squadron took off on the mission to bomb aero-engine works at Le Mans, France. Lt. Forsblad as spare was abortive and ships of Lt. Kethley, Silvernail, Bennett and Smith successfully bombed the target. No ships of our group were lost and fighter attacks were light.

6 July 1943

Lt. Thomas reported for combat duty with crew to our squadron.

6 July 1943

Following is a list of our new combat crew members:

(P) McCammon, Keene; (P) Thomas, 2nd/Lt. R. W.; (CP) Bruce, John P.; (CP) Klimklow, 2nd/Lt.; (N) Gill, Richard W.; (N) Lausted, 2nd Lt.; (B) Ohman, Daniel V.; (B) Couzzi, 2nd Lt. M. J.; (E) Cianfichi, Americo; (E) Goodwin, Jr, C. J.; (AE) Regan, James A.; (AE) Kienberger, W. M.; (r) Blackwood, Douglas V.; ® Blonstein, S/Sgt. C.; (AR) Perotta, Mike A.; (AR) Ziernicki, R. S.; (TG) Poling, Herman; (TG) Lengyel, S/Sgt. M.; (UG) Kruger, George R.; (UG) Brooks, T/Sgt. R. I.

10 July 1943

Six of our ships piloted by Lt.'s Lethers, Bennett, Kethley, Miles and Smith took part on a mission to bomb plane repair shops at Vill Couglay. Poor visibility prevented bombing either target or the hangars on Drome at Caen. Lt. Forsblad's ship did not return. Observations were made of his ship leaving formation apparently with four engines going OK, inside the French coast going out. An unidentified plane with two chutes out was seen later land in the sea one-half mile off the French coast at St. Aubin. This was the first operational mission for the whole crews of Lt.'s Miles and Smith. Enemy fighter attacks were heavy and were directed principally against "B" flight, which was our squadron. Members of the missing crew were: Pilot - Lt. L. E. Forsblad, CP - Lt. J. J. Bennett, N - Lt. R. W. Gill, B - Lt. J. W. Cheshire, R - Sgt. B. W. Zimmerman, TT T/Sgt. H. W. Balzer, BT - S/Sgt. J. W. Stephenson, R.W.G - Sgt. J. L. Filder, L.W.G - S/Sgt. J. D'Ovidio, TG - S/Sgt. H. K. Olsen.

16 July 1943

Ship #734, "Red Balloon" was assigned to our squadron.

17 July 1943

Three ships of our squadron: Pilots Lt.'s Miles, Bennett & Lethers completed sorties on a mission to Hanover, Germany. Weather was 10/10 over target and bombing was out of the question. Many planes aborted before reaching enemy coast due to poor visibility for rendezvous. Lt. Arcaro's crew reported to this squadron for combat.

17 July 1943 - Following is a list of our latest combat crew reporting.

1/Lt. Arcaro, A. G.	(P)
2/Lt. Niemczyk, R.	(CP)
2/Lt. Warner, H. K.	(N)
2/Lt. Glover, W. F.	(B)
S/S. Braun, H. R.	(R)
S/S. Lawless, C. P.	(AR)
S/S. Scheible, W. R.	(E)
S/S. Lindholm, E. F.	(AE)
S/S. Sparks, H. R.	(TG)
S/S. Kamrh, C. E.	(UG)

24 July 1943

Three ships of our squadron: Pilots - Lt.'s Silvernail, Miles, Von der Heyde, completed mission to Hersva, Norway, carrying out very effective bombing on a new aluminum plant. No E/F opposition was encountered.

25 July 1943

Six ships flying flight "B" - Pilots Lt.'s Kethley, Silvernail, Bennett, Smith, Von der Heyde, Miles took part in a mission to Hamburg and returned without casualties. Bombing was good, light E/F opposition but unusually intense Flak around Hamburg. Other attacks were delivered on Kiel and

Wenernunse at the same time.

26 July 1943

Six ships of our squadron took off at leading flight of 91st group, which was lead group of 101 C. W. with Major Bishop and Capt. Lethers in lead ship for a mission to Hamburg. Poor visibility caused difficulty in assembly and our group went over the target with another C. W. Our planes over the target were piloted by Maj. Bishop, Capt. Lethers, Lt.'s Silvernail, Smith and Miles. Bombing was fair.

29 July 1943

Three ships of our squadron stood by as spares for mission to Kiel but did not fill in and returned to base.

30 July 1943

Six ships, Pilots Lt.'s Silvernail, Thompson, Smith, Kethley, Miles, McCannon, Von der Heyde took off on mission to Kassel. Lt. Mc Cannon and Lt. Miles were missing but crossed the target and the other ships completed the mission. E/F were out in great numbers and flak was intense. Bombing was good.

Members of the missing crews were as follows:

P - Lt. McCannon, CP - J. P. Bruce, N - Lt. R. U. Duggan, B. D. V. Ohwan, E - T/Sgt. A. Cianfichi, WG - S/Sgt. H. R. Sparks, R. T/Sgt. Douglas V. Blackwood, BT - S/Sgt. Mike a Perotta, TG - S/Sgt. Herman Poling, WG - S/Sgt. Geo. R. Kruger. P - Robert M. Miles, CP - Lt. Harold T. Holden, N - Robert L. Gru. B - Lt. Erwin Feld, E. T/Sgt. James H. Parris, TT - Stanley C. Chmielewski, UG - T/Sgt. Frank Phanouf, WG - S/Sgt. Chester P. Lawless, TG - S/Sgt. Fred J. Maynard,  
WG - S/Sgt. Earl E. West.

July 1943

33 men joined the ground echelon during the month.

NOTE: Days when no flying on missions or practice flights were mentioned -- combat crews were actively engaged in the regular class instruction as prescribed by wing.

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AUGUST (1 thru 11 were not in the Daily Reports)

12 August 1943

Six planes of our squadron took part in a mission to bomb public utility and artificial gasoline plants at Gelsenkirchen in the Ruhr - Pilots Capt. Lethers, Lt.'s Rodman, Arcaro, Silvernail, Kethley and Thompson. Major Bishop lead the group with Capt. Lethers and bombing accuracy was not too good, owing to poor visibility and smoke screen. Lt.'s Kethley and Thompson's ships were badly hit by the first E/F attacks and did not return. Their crews were as follows:  
Billy K Delta Rebel No. 2

P - 1st/Lt. Jerold D. Kethley  
P - 2nd/Lt. Robert Thomson  
CP - 2nd/Lt. Ennis Cox.  
CP - 2nd/Lt. S. Klimkow  
N - 2nd/Lt. Robert Stenberg  
N - 2nd/Lt. G. F. Lausted  
B - 2nd/Lt. James Cullen  
B - 2nd/Lt. M. J. Couzzi  
RO - T/Sgt. Conrad Dessault  
RO - T/Sgt. R. I. Brooks  
TT - S/Sgt. Robert Danielson  
TT - T/Sgt. C. J. Goodwin, Jr.  
BT - S/Sgt. Harold Stokes  
BT - S/Sgt. Wayne Kienberger  
WG - T/Sgt. Alfred Bragg  
WG - S/Sgt. R. S. Ziernicki  
WG - S/Sgt. Wilfred Bacon  
WG - S/Sgt. M. Langley  
TG - S/Sgt. John Burke  
TG - S/Sgt. Charles Blonstein

Capt. Lethers and Lt. Silvernail and Sgt. Wilson completed their twenty-five missions. This was the first attack by USAAF on the Ruhr proper and was carried out by our group at 30,000 feet, also a new high bombing altitude. Intense cold of 42 degrees centigrade below Zero. S/Sgt. H. R. Braum of our squadron and one other member of the 91st died from lack of oxygen and exposure. The 91st lost 4 ships in all and we lost the old "Delta Rebel No. 2" on its thirty-third trip over enemy territory.

15 August 1943

Three ships of our squadron; pilots Lt.'s Bennett, Smith and Von der Hyde completed a mission on an airdrome near Holland (which bombed flushing) with fair results. All ships of the 91st returned safely.

16 August 1943

Four planes of our squadron - Pilots Lt.'s Bennett, Arcaro, Smith and Von der Heyde took off on a mission to bomb aviation installations at Le Bourget Airdrome near Paris. The bombing was most successful, without loss to our group, over enemy territory. Lt. Bennett was abortive and Lt. Smith had an explosion in his ship two miles short of the French Coast. He turned back and ditched in the channel 4 miles off the English Coast. All of his crew were immediately rescued and landed at New Haven.

17 August 1943

Three planes of our squadron, Pilots Lt.'s Bennett, Arcaro and Von der Heyde took off for Schweinfurt, Germany on the longest mission yet for our wing. All three of our planes were missing on this very disastrous bombing mission in which our group, which led the whole attack

on the target lost nine planes. Our crews were as follows:

Stup n takit #42-29559

V-Packett #42-5225

Eagles Wrath #41-24524

P 1st/Lt. C. A. Bennett

P 2nd/Lt. Don S. Von Der Heyde

P 1st/Lt. A. J. Arcaro

CP 2nd/Lt. S. A. Dahlman

CP 2nd/Lt. Donald Primeau

CP 2nd/Lt. R. Niemczyk

N 1st/Lt. Van Bommel

N 2nd/Lt. E. J. Yelle

N 2nd/Lt. H. K. Warner

B 1st/Lt. M. J. Sullivan

B 2nd/Lt. W. S. Brown, Jr.

B 2nd/Lt. W. F. Glover

TT T/Sgt. F. C. Cowherd

TT S/Sgt. P. Comac

TT T/Sgt. J. F. Jones

WG S/Sgt. H. G. Gaynor

Bt Sgt. H. J. Mitts

WG S/Sgt. E. F. Lindholm

RO T/Sgt. W. J. Barrett

RO T/Sgt. J. R. Kopolosky  
RO Sgt. D. E. Kaech  
BT Sgt. J. F. Greager  
WG S/Sgt. B. F. Wannemacher  
BT S/Sgt. H. K. Michaud  
TG S/Sgt. E. P. Troy  
TG S/Sgt. M. D. Walton  
TG S/Sgt. W. G. Golden  
WG S/Sgt. T. J. Hunt  
WG S/Sgt. D. Sparman  
WG S/Sgt. R. E. Dearth

19 August 1943

The 91st supplied 8 ships for a composite group on a mission to Gilze-Rivin Airfield, Holland. No ships of the 323rd took part, but Major Bishop led the Mission.

20 August 1943

Three new combat crews reported for duty to the 323rd Squadron on this date. The list is as follows:

P 1st/Lt. Morris Guttu  
1st/Lt. H. R. Dalton  
Lt. K. W. Thompson  
CP 2nd/Lt. Charles Loeber  
Lt. J. R. Stevens  
Lt. D. W. Stringer  
N 2nd/Lt. Edgar Richardson

Lt. J. A Sulli

Lt. R. M. Temaat

B 2nd/Lt. Alvah Allen

T/Sgt. T. S. Dugan

Lt. C. N. Nicholl

RO S/Sgt. Herschel Kelley

T/Sgt. C. L. Jensen

T/Sgt. E. G. Schoenhart

TT T/Sgt. Robert Crain

S/Sgt. R. L. Orawood

T/Sgt. C. R. Heinritz

BT S/Sgt. John Delaney, Jr.

S/Sgt. J. E. Wallin

S/Sgt. J. A. Searles

TG Sgt. J. Murren

S/Sgt. P. R. Taylor

S/Sgt. F. C. Zawadski

WG S/Sgt. J. A. Trotz

S/Sgt. W. L. Hoots

S/Sgt. J. S. Hachey

WG S/Sgt. Merle Hilgert

Lt. R. Hull

S/Sgt. V. M. Sickick





AAF. Sgt. Bannon from duty to DS RAF Station at Kindham per par 10 sq. #232nd Hqs. 1st Bomb Wing. S/Sgt. Smallow from duty to DS, 10th Replacement Depot, per 1sq. #143 Headquarters AAF Station 121. Pvt.'s. Kittrell, Latsha, Safford, Sowlesky and Spall appointed Pvt's 1/Cl per 1 Sq #20 effective 1 Sept. 1943.

S/Sgt. Brigman from DS to duty. 1/Lt.'s Kethley and Sternberg; 2/Lt.'s Couzzi, Cox, Cullen, Klink, Lausted and Thompson; T/Sgt.'s Brooks, Dessault, Goodwin, S/Sgt.'s Bacon, Blonstein, Bragg, Burke, Danielson, Lienberger, Lengyel, Stokes and Ziernicki from missing in action to dropped from rolls.

FLYING: One A/C flew on a cross-country flight for a total of 2:00 hours. One A/C flew on a standard beam approach flight for a total of 1:00 hours

2 September 1943

PERSONNEL CHANGES: 1/Lt. Manassero from duty to transferred to 13th photo SQ. per par. 1 SO #241 Hqs. 5th AF. Capt. Ross assigned and joined per VOEG VIII AAF. CPL. Bonds from duty to transferred to 813th Bomb SQ. per par. 7 SO #235 Hqs. 1st BW. S/Sgt.'s Carey, Lomasney and Migut appointed T/Sgts; Sgt. B. M. Lyons appointed S/Sgt.; Cpl's Allison (SD), Carpenter, Castleberry, Christiansen, R. S. Cooper, Evans, Edmondson, Hale, Hinds, Klamm and Kuenhold appointed Sgts. Per par. 3 SO #137 Hqs. 91st Bomb Gp. Effective 1 Sept. 1943. Pvt. J. J. Jones, from DS to duty. 1/Lt. Leggett assigned and joined per par. 2 SO #138 Hqs. 91st Bomb Group. Pvt. Crain assigned and joined per par. 1 SO #138 Hqs. 91st Bomb Group.

FLYING: Three A/C took off for conches and Evreux Airfields, France, both primary targets. Owing to thick weather reported over France, the effort was recalled as it reached the English Channel at Selsey Bill on the way out. All returned. 2 A/C flew on a standard beam approach flight for a total of 2:00 hours.

AWARDS AND CITATIONS: The Air Medal was awarded for participation in five separate missions over enemy territory, per GO #138, HQ VIII BC, dated 2 Sept. 1943, to the following:

1/Lt. Anthony G. Arcaro, 0-660542

2/Lt. Donald Primeau, 0-799357

The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate missions over enemy territory, per GO #138, HQ VIII BC, dated 2 Sept.

1943 to the following:

T/Sgt. Peter Comac, 13028702

T/Sgt. John R. Kopolosky, 09240963

S/Sgt. Dick Sparman, 39610180

S/Sgt. William F. Wannemacher, 32427503

3 September 1943

Personnel changes: Pvt. Pisarski and Pvt. Raker from duty to transferred to 40th Bomb Group, per par. 8 Sq. #237, Hqs. 1st Bomb Wing.

FLYING: One A/C flew on a standard beam approach flight for a total of 1:30 hours.

Mission to Romilly, France: Two A/C took off on a mission to bomb the airfield at Romilly,

France. Lt. Dalton returned early and Lt. Smith completed the mission. Slight enemy opposition was encountered and fair bombing results were observed on the last resort target at Evreux. No casualties to the squadron.

Crews credited with mission: Ship #079 -(P) 1/Lt. Eldon

J. Smith, (CP) 2/Lt. James M. Cramer, (N) 2/Lt. Melbourne N. Banowetz, (B) 2/Lt. Lloyd S. Hansen (E) T/Sgt. Harold

R. Lyberger, (AE) S/Sgt. James S. Hachey, (R) T/Sgt. George J. Schmitt, (AR) S/Sgt. Felix A. Antonacchio (G), S/Sgt. Joseph W. Mazzola. (G) S/Sgt. Thomas B. Bone

CREWS ABORTING: Due to mechanical failure. Ship #040, 2/Lt. Warrington B. Dalton, Jr. (P), 2/Lt. Morris M. Gutter (CP), 2/Lt. Joseph A. Sully (N), 2/Lt. Richard F. Hull (B), T/Sgt. Glenn L. Jensen (E), S/Sgt. William L. Hoots (AE), T/Sgt. Thomas S. Dugan (R), S/Sgt. Raymond L. Orahod (AR), S/Sgt. John A. Wallin (G), S/Sgt. Philip R. Taylor (WG).

4 September 1943

PERSONNEL CHANGES: S/Sgt. Appicella; Sgt.'s Allshouse, Alton and Archer assigned and joined per par. 3, SO #138, HQ 91st Bomb Group, dated 4 Sept. 1943, effective same day. S/Sgt. Cass and Cpl. Sanborn from duty to DS at Burtonwood Repair Depot, per par 19, SO #236, HQ. 1st BW. 2/Lt.'s Seykora, Weise, Mersereau, Gabler, Perritt, Rolfe, Hill, Rosenfeld, Karp. Poole, Gough and Dear; T/SATs. Bickley, Fetty, Stokes, Weintraub; S/SATs. Brush, Wyskoski, Johnson, Belville, Oliver, Golden, Sample, Sell, Neimas, Barts, Brooks and Davis assigned and joined per par. 5 SO #135, HQ. 91st Bomb Group, Dated 4 Sept. 1943, effective same day.

FLYING: One A/C flew on a local high altitude flight for a total of 1:30 hours.

5 September 1943

PERSONNEL CHANGES: Pfc. Stoneback assigned and joined per par 5 SO #89, 2nd General Hospital. S/Sgt. Neimas assigned and joined. Capt.'s Bright and Flanagan assigned and joined to SO, HQ. 91st. Bomb Group per par. 8 SO #138, HQ. 91st Bomb Group.

FLYING: Three A/C flew on a local formation flight for a total of 3:00 hours.

6 September 1943

PERSONNEL CHANGES: Sgt. Fagan assigned and joined per par. 1 SO #1 90, 2nd General Hospital. PFC Stoneback assigned and joined per par 5 SO #89, 2nd General Hospital corrected to read per par I SO #204, Hqs. 1st replacement control depot. 1/Lt.'s Arcaro, Bennett, Sullivan and Von der Heyde; 2/Lt.'s Brown, Dahlman Glover, Niemczyk, Primeau, Warner and Yelle; T/Sgt.'s. Barrett, Cowherd J. F. Jones and Klopoisky; S/Sgt.'s Comac, Dearth, Gaynor, Golden, Hunt, Lindholm, Michaud, Sparman, Troy, Walton and Wannemacher; Sgt.'s Creager, Kaech and Mitts from missing in action to dropped from rolls. 2/Lt.'s Bramble, Mack, Ellis and Singer; T/Sgt. Zimmerman; S/Sgt.'s Reich, Bernasconi, Poppa and Ridings assigned and joined per par 1, SO #139, HQ. 91st Bomb Group. T/Sgt. J. M. Williams assigned and DS per par. 1 SO #139 Hqs. 91st Bomb Group. W/O Oliver assigned and joined per par 5 SO #139 Hqs. 91st Bomb Group. 2/Lt. James from duty to transferred to 322nd Bomb Squadron, per par. 4 SO #139 Hqs. 91st Bomb Group. S/Sgt. Shallow from DS to duty. 1/Lt. Stinson from leave to duty to SD. T/Sgt. Migut; S/Sgt.'s Minehan and Ray from duty to missing in action. 1/Lt. Van Bemmell from missing in action to dropped from rolls.

FLYING: One A/C flew on a cross-country flight for a total of 1:45 hours.

MISSION TO STUTTGART, GERMANY: Four A/C of this squadron took part in this mission. Thick weather over primary target prevented bombing and bombs were dropped on the railway yards at Offenburg. Our combat wing went in last and received very light opposition from enemy fighters. Shortage of gasoline forced Lt. Shaper to ditch in the channel near Hastings on the return. The landing damaged the plane so that the release levers for the dinghy bins could not be pulled. Some of the Mae Wests failed to operate. All got out of the plane with minor bruises. Seven were picked up within twenty minutes by mine layers nearby and three were lost, as follows: T/Sgt. Walter F. Migut (R), S/Sgt. Edward J. Minehan (AE), S/Sgt. Bernard D. Ray (G).

**CREWS CREDITED WITH MISSION:**

Ship #639 Capt. John T. Gladstone (P); Major John C. Bishop (Group Commander); 1/Lt. Robert N. Paulson (N); 1 /Lt. Edward J. Reynolds, Jr. (B); T/Sgt. John A. Delancy (E); S/Sgt. James S. Hachey (AE); T/Sgt. George J. Schmitt (R); S/Sgt. James R. Searls (AR); F/0 George M. Brooks (G); S/Sgt. Venceslaus M. Sikich (UG).

Ship #079 1/Lt. Eldon J. Smith (P); 2/Lt. James N. Cramer (CP); 2/Lt Melbourne N. Banowetz (N), 2/Lt. Lloyd S. Hansen (B); T/Sgt. Harold R. Lyberger (E); S/Sgt. Leroy M. Young (AE); S/Sgt. Herschel L. Kelly (R); S/Sgt. Felix A. W. Tonachio (AE); S/Sgt. Joseph W. Mazzola (G); S/Sgt. Thomas B. Bone (UG).

Ship #040 2/Lt. Warrington B. Dalton, Jr. (P); 2nd/Lt. Morris M. Gufta (CP), 1st/Lt. Joseph A. Sulla (N); 2/Lt. Richard F. Kull (S); S/Sgt. Lawrence J. Myrtle (E) 401st; S/Sgt. William L. Hoots (AE); T/Sgt. Thomas S. Dagan (R); S/Sgt. Raymond L. Orahoad (AR); S/Sgt. John A. Wallin (G); S/Sgt. Phillip R. Taylor (UG).

Ship #540 2/Lt. Lloyd S. Scraper (P); 2/Lt. Raymond E. Stephens (CP); 2/Lt. Woodrow W. Mays (N); 2/Lt. Steven W. Manson (B); Sgt. Noah C. Kirk (E); S/Sgt. Raymond L. LaFon (AR); S/Sgt. Murle O. Milgert (UG).

**THIS SHIP DITCHED UPON RETURN NEAR HASTINGS AND THE FOLLOWING MEN WERE LOST (MIA):**

S/Sgt. Edward J. Mineham (AE); T/Sgt. Walter F. Migut (R); S/Sgt. Bernard D. Ray (G).

**CASUALTIES:** S/Sgt. Raymond L. LaFon (AE) on ship #540 wounded slightly and was hospitalized.

**AWARDS AND CITATIONS:** The Air Medal was awarded for participation in five separate flights over enemy territory, per GO #1 42, HQ. VIII BC, dated 6 Sept. 1943, to the following: S/Sgt. Edward J. Minehan, 32447719. The Oak Leaf Cluster to the Air Medal was awarded for the destruction of one enemy aircraft while participating in a mission over enemy territory; per GO #142, HQ VIII BC, dated September 6, 1943, to the following: Sgt. Harold K. Olsen, 34050176. The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate missions over enemy territory, per GO #142, HQ. VIII BC; dated 6 Sept. 1943, to the following: 1/Lt. John T. Gladstone, 0?662776, and 2/Lt. Richard C. Rodman, 0?735456.

7 September 1943

PERSONNEL CHANGES:

PFC Kirk and Pvt. Crain appointed Sgts. per par. 6 SO 137, HQ. 91st Bomb Group, effective 1 Sept. 1943.

FLYING: Six A/C flew on a high altitude formation flight for a total of 27:00 hours. One A/C flew on a cross-country flight for a total of 2:00 hours.

8 September 1943

PERSONNEL CHANGES: T/Sgt. Williams from DS to duty. Sgt. Fagan erroneously carried as assigned and joined. 1/Lt. Stinson promoted to rank of Capt. per par. 6 SO #247, Hqs. 8th AF effective 4 Sept. 1943.

FLYING: Four A/C flew on a local formation flight for a total of 13:00 hours. Five A/C flew on a high altitude formation flight for a total of 15:00 hours. One A/C flew on a cross-country flight for a total of 1:00 hour.

SPECIAL EVENTS:

A SQUADRON PARTY WAS ENJOYED BY ALL PERSONNEL OF THE SQUADRON. The occasion was the celebration of one year's service in the ETO.

9 September 1943

PERSONNEL CHANGES: 2/Lt. Regis Te Maat and S/Sgt. L. W. Young from duty to MIA 31 Aug 1943, corrected to read KIA 31 Aug 1943. 2/Lt.'s Davis, Banowetz and Hansen promoted to rank of 1/Lt.'s per par. 10 SO #241, Hqs. ETOUSA, 29 Aug. 1943.

FLYING: One A/C flew on a cross-country flight for a total of 2:00 Hours.

AWARDS AND CITATIONS: The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate missions over enemy territory, per GO #144, HQ. VIII BC, Dated 8 Sept. 1943, to the following:

1/Lt. Eldon J. Smith, 07792646

2/Lt. Lloyd C. Hansen, 07731058

S/Sgt. Joseph W. Mazzola, 11071058

S/Sgt. Leroy W. Young, 14001206

The Oak Leaf Cluster to the Air Medal was awarded for the destruction of one enemy aircraft while participating in a mission over enemy territory, per GO #145, HQ VIII BC, dated 9 Sept. 1943, to the following:

S/Sgt. William F. Wannemacher, 32427503.

10 September 1943

PERSONNEL CHANGES: Sgt. Fagan assigned and joined per teletype 1st. BW.

FLYING: One A/C flew on a cross-country flight for a total of 2:30 hours. One A/C flew on a standard beam approach flight for a total of 1:30 hours.

11 September 1943

PERSONNEL CHANGES: EM Strength section corrected to read as follows:

M/Sgts. 16; F/Sgt. 1; T/Sgt.'s. 24; S/Sgt.'s. 58; Sgt.'s. 91; Cpl.'s 66; Pfc's 40 and Pvt.s 36. T/Sgt.

Hitchins from DS to duty. Pvt. Carr from duty to AWOL 9 Sept. 1943 0001 hours.  
FLYING: Three A/C flew a cross-country flight for a total of 3:00 hours.

12 September 1943

PERSONNEL CHANGES: 2/Lt. Faringer from duty to DS at AAE Station 112, per. par. 7 SO #243, Hqs. 1st BW. Cpl. L. Sandborn from DS to Duty.

FLYING: One A/C flew on a cross-country flight for a total of 1:00 hour.

SPECIAL EVENTS: There was a Grand Party given for enlisted personnel of the group celebrating one year in the ETO on the night of II Sept. 1943.

13 September 1943

PERSONNEL CHANGES: No Changes this date. FLYING: Six A/C flew on a local formation flight for a total of 18:00 hours. One A/C flew on a cross-country flight for a total of 1:45 hours. Flying: Six A/C flew on a local formation flight for a total of 18:00 hours. One A/C flew on a cross-country flight for a total of 1:45 hours.

14 September 1943

PERSONNEL CHANGES: Pvt.'s A. Barrett, Jr. From duty to transfer to 322nd Bomb Squadron per par. 3, SO #142, Hqs. 91st Bomb Group, dated 13 Sept. 1943. 1st Lt. Hanes from duty to transferred to HQ. 41st BW per par. SO #248. HQ's. 1st BW, dated 13 Sept. 1943. Pvt. Carr from AWOL to confine to transferred in confinement to 40th BW per par. 7, SO #248, Hqs. 1st BW, dated 13 Sept. 1943. Sgt. Daniel and Pvt. R. D. Elliott from duty to transferred to 41st BW per par. 7, SO #248, Hqs. 1st BW, dated 13 Sept. 1943. PFC. Cole; Pvt.'s Skutton, Standafer, Allen, Barber, Brunson from duty to transferred to 40th BW per par. 7, SO #243, Hqs. 1st BW, dated 13 Sept. 1943. PFC Pulee and Ackers from duty to transferred to 1st station compliment per par. 8, SO #248, Hqs. 1st BW, dated 13 Sept. 1943. PFC Watford assigned and joined per par. 8, SO #243, Hqs. 1st BW, dated 13 Sept. 1943. Sgt. Bannon from DS to duty.

FLYING: Nine A/C flew on a local high altitude formation flight for a total of 31:00 hours. One A/C flew on a cross-country flight for a total of 2:00 hours.

15 September 1943

PERSONNEL CHANGES: Cpl. Vikrey appointed Sgt. Per par 5, SO #143, Hqs. 91st Bomb Group, effective 15 Sept. 1943.

MISSION: To Romilly, France. Six A/C of this squadron took off at 1500 on a mission to Romilly, France and all crews completed the mission, returning safely to base at 2100 to 2130 with the exception of ship #040, which landed at Okinston due to gasoline shortage. Scattered, inaccurate, meager flak was reported at Poix, Coulombiers, Longueville and at the target for our a/c at 22,000 and 24,000 feet. Crews report results of this groups bombing to be poor with all bombs falling short of the target; however, belief is that bombs of other groups covered the target area. Eight to ten single engine enemy fighters were reported seen but there were no attacks on our group.

CREWS CREDITED WITH MISSION:

SHIP #639: 1/Lt. Eldon J. Smith (P), 2/Lt. John J. Karp (CP), 2/Lt. Melbourne N. Banowetz (N), 2/Lt. Lloyd S. Hansen (B), T/Sgt. Harold Lyberger (E), S/Sgt. Leroy Young (AE), T/Sgt. George J. Schmitt (RO), S/Sgt. Felix Antonacchio (AR), S/Sgt. Joseph Mazzola (G), S/Sgt. Thomas Bone (UG).

SHIP #714: 2/Lt. Warrington B. Dalton (P), 2/Lt. David A. Bramble (CP) 2/Lt. Joseph A. Sulli (N), 2/Lt. Richard F. Hull (B), T/Sgt. Glenn L. Jensen (E), S/Sgt. William L. Hoots (AE), T/Sgt. Thomas S. Dugan (R), S/Sgt. Raymond L. Orahoad (AR) S/Sgt. John A. Wallin (G), S/Sgt. Phillip R. Taylor (UG).

SHIP # 274: 2/Lt. Karl W. Thompson (P), 2/Lt. Drayton W. Stringer (CP), 2/Lt. Arthur S. Poole (N), 2/Lt. Wilbur W. Nicoll (B), T/Sgt. James S. Hachey (E), S/Sgt. Carl R. Heinritz (AE), T/Sgt. Patrick B. McLaughlin (R), S/Sgt.

James R. Searls (AR), S/Sgt. Theodore C. WYSKOSKI (G), S/Sgt. Venceslaus M. Sikich (UG).

SHIP #040: 2/Lt. Joseph J. Seykora (P), 2/Lt. James M. Cramer (CP), 2/Lt. William H. Weise (N), 2/Lt. Bernard H. Sasler (B), T/Sgt. William J. Bickley (E), S/Sgt. Theodore T. Wyskoski (AE), T/Sgt. Edgar G. Fetty (RO), S/Sgt. Raymond Ridings (AR), S/Sgt. Beauford D. Brush (G), S/Sgt. James F. Servile (UG).

SHIP #079: 2/Lt. Morris M. Guttu (P), 2/Lt. Charles R. Loeber (CP), 2/Lt. Edgar L. Richardson (N), 2/Lt. Alvah Allen (B), Sgt. Robert L. Crain (E), S/Sgt. John A. Delaney (AE), T/Sgt. Herschel L. Kelly (RO), Sgt. John J. Bird (AR), Sgt. Charles A. Allshouse (G), S/Sgt. James A. Regan (UG).

SHIP #750: 2nd/Lt. John W. Merritt (P), 2/Lt. Eugene V. Hill (CP), 2/Lt. Frank O. Role (N), 2/Lt. Benjamin Rosenfeld (S), T/Sgt. Harry L. Stokes (E), S/Sgt. William J. Golden (AE), T/Sgt. Harry J. Weintraub (RO), S/Sgt. James W. Sample (AR), S/Sgt. Charles H. Oliver (G), S/Sgt. Raymond H. Sell (UG).

No Casualties.

16 September 1943

PERSONNEL CHANGES: 2/Lt.'s Schaper, Monson, Mays and Stephens; S/Sgt. Hilgert from leave of absence to duty. 1/Lt. Smith, 2/Lt.'s Cramer, Banowetz and Hansen; T/Sgts. Lyberger and Schmitt; S/Sgts. Young, Antonacchio, Mazzola and Bone from duty to missing in action.

MISSION TO NANTES, FRANCE: Six ships of this squadron took off for Nantes, France on a mission to bomb a 450-foot submarine mother ship in the Port Maritime. Intense smoke forced bombing of a target of opportunity. All ships returned except #079, Lt. Smith (P), which left the formation under control south of Rennes. The plane is thought to have hit the ground three miles NW of Grand Fougeray. Three parachutes were reported out.

MISSING IN ACTION: Ship #079 -1/Lt. Eldon J. Smith (P), 2/Lt. James M. Cramer (CP), 2/Lt. Melbourne N. Banowetz (N), 2/Lt. Lloyd S. Hansen (B), T/Sgt. Harold R. Lyberger (E), S/Sgt. Leroy M. Young (AE), T/Sgt. George Schmitt (R), S/Sgt.'s Felix A. Antonacchio (AR), Joseph W. Mazzola (G), Thomas B. Bone (UG).

CREWS CREDITED WITH MISSION:

SHIP #714: 2nd/Lt.'s Warrington B. Dalton, Jr. (P), David A. Bramble (CP), Joseph A. Sulli (N),

Richard F. Hull (B), T/Sgts. Glenn L. Jensen (E), Thomas S. Dugan (RO), S/Sgts. William L. Hoots (AE), Raymond L. Orahod (AR), John A. Wallin (G), Philip R. Taylor (UG).

SHIP #274: 2/Lt.'s Karl W. Thompson (P), Drayton M. Stringer (CP), Quentin H. Ellis (N), Wilbur W. Nicholl (B), T/Sgts. James S. Hachey (E), Paul L. Zimmerman (RO), S/Sgts. Carl R. Heinritz (AE), James R. Searls (AR), Theodore C. Zawadski (G), Venceslaus M. Sikich (UG).

SHIP #750: 2nd/Lt.'s John W. Perritt (P), Eugene V. Hill (CP), Frank O. Role (N), Benjamin Rosenfeld (B), T/Sgts. Harry L. Stokes (E), Harry J. Weintraub (RO), S/Sgts. William J. Golden (AE), James W. Sample (AR), Charles H. Oliver (G), Raymond H. Sell (UG).

SHIP #739: 2nd/Lt.'s Joseph J. Seykora (P), Robert C. Mercer (CP), William H. Weise (N), Bernard H. Gable (B), T/Sgts. William J. Bickley (E), Edgar G. Fetty (RO), S/Sgts. Theodore J. WYSKOSKI (AE), Raymond Ridings (AR), Beauford D. Brush (G), James F. Belville (UG).

SHIP #079 (401ST Ship): 2nd/Lt.'s John J. Karp (P), Robert L. Gooch (CP), Arthur S. Poole (N), Nick P. Dear (B), T/Sgt.'s Frederick H. Hitching (E), Patrick B. McLaughlin (RO), S/Sgts. Rudolph J. Bartok (AE), Robert K. Brooks (AR), Melvin Lemmas (G), Sgt. Earnest T. Archer (UG).

CASUALTIES: No Casualties other than the missing crew.

17 September 1943

PERSONNEL CHANGES: No Changes this date.

FLYING: 2 A/C on local high altitude flight for total of 3:00 hours.

18 September 1943

PERSONNEL CHANGES: Remarks of 6 Sept. '43 corrected to read, S/Sgt.'s Ray, Mineham and Migut from missing in action to killed in action. Remark of 10 Sept. '43 corrected to read, 1/Lt.'s Banowetz and Hansen instead of 2/Lt.'s Banowetz and Hansen.

FLYING: Two A/C flew on local high altitude flight for total of 4:30 hours.

19 September 1943

PERSONNEL CHANGES: 1/Lt. Rodman, 2/Lt. Derson and F/O Czerwinski; T/Sgt. Kane; S/Sgt.'s Braisted, Thotz and Vaccaro and Sgt. Murren from MIA to dropped from rolls. 2/Lt.'s Baird, Brager, Cramer (MIA), Dalton and Thompson promoted to rank of 1/Lt. Per par 3, SO #248; Hqs. Etousa, dated 5 Sept. 1943. 2/Lt.'s Francis and Charman promoted to rank of 1/Lt. Per par. 19, SO #253, Hqs. Etousa effective 10 Sept. 1943. 2/Lt.'s Faringer, Guttu and Schaper promoted to 1/Lt. Per par. 13, SO #252, Hqs. Etousa, effective 9 Sept. 1943.

FLYING: One A/C flew on a local flight for a total of 2:00 Hours.

20 September 1943

PERSONNEL CHANGES: T/Sgt. Schoenhart from absent sick in hospital to transferred, detention of patients, 2nd General Hospital, per par 2, SO #161, Hqs, AAF Station 121, dated 18 Sept. 1943. 1st Lt. Faringer from DS to duty. T/Sgt. Wood from duty to DS, Burtonwood repair depot per par. 2, SO #249, Hqs. 1st BW dated 14 Sept. 1943. Pvt. Jones from duty to DS, 8th AF Gunnery School per par. 10, SO # 249, Hqs. 1st BW, dated 14 Sept. 1943. 1/Lt. A. R. Kuehl assigned and joined per par 1, SO #145, Hqs. 91st Bomb Group, dated 19 Sept. 1943. S/Sgt. C.



R. Williams assigned and joined per par. 2, SO #145 Hqs. 91st Bomb Group, dated 19 Sept. '43.  
FLYING: One A/C flew on a local flight for a total of 1:30 hours.

21 September 1943

PERSONNEL CHANGES: S/Sgt. Cass from DS to Duty.

FLYING: One A/C flew on a cross-country flight for a total of 3:00 hours.

22 September 1943

PERSONNEL CHANGES: No changes this date.

FLYING: Three A/C flew on a local formation flight for a total of 6:00 hours. One A/C flew on a local flight for a total of 2:00 hours. One A/C flew on a cross-country flight for a total of 2:00 hours.

#### AWARDS AND CITATIONS:

The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate missions over enemy territory, per CO #157, HQ VIII BC, dated 22 Sept. 1943, to the following:

1/Lt. Edward J. Reynolds, Jr. 0-732661

2/Lt. Melbourne N. Banowetz, 0-735965

S/Sgt. Felix A. Antonnacchio, 32432036

S/Sgt. George J. Schmitt, 35335081

23 September 1943

PERSONNEL CHANGES: No changes this date.

FLYING: One A/C flew on a local flight for a total of 2:00 hours.

MISSION: To Nantes, France:

Six A/C of this squadron took part on a mission to Nantes, France to bomb a new submarine supply ship. The target was covered by a dense pattern doing considerable damage to shipping and plants but missing selected target. All ships returned without loss.

#### CREWS CREDITED WITH MISSION:

SHIP #274: 1/Lt. Lloyd S. Schaper (P), 2/Lt.'s Raymond E. Stephens (CP) Woodrow W. Mays (N) Steven W. Monson (B), T/Sgts. John M. Williams (E) Paul L. Zimmerman ®); S/Sgts.

Raymond (NMI) Sidings (AE) Rocco (NMI) Poppa (AR) Walter W.

Reich (G) Donald E. Irons (UG).

SHIP #040: 1/Lt. Warrington B. Dalton, Jr. (P); 2/Lt.'s David A. Bramble (CP) Joseph A. Sulli (N); Richard F. Hull (B); T/Sgt.'s Glenn L. Jensen (E), Thomas S. Dugan (RO); S/Sgt.'s William L. Hoots (AE), Raymond L. Orahoad (AR),

John A. Wallin (G), Philip R. Taylor (UG).

SHIP #407: 1/Lt.'s Karl W. Thompson (P), Leroy (NMI) Faringer (N); 2/Lt.'s Drayton W. Stringer (CP), Robert C. Singer (B); T/Sgt.'s Carl R. Heinritz (AE), John L. Caldwell (RO); S/Sgt.'s James S. Hachey (E), James R. Searls (AR), Venceslaus M. Sikich (UG); Sgt. Donald M. Dalton (G).

SHIP #520: 1/Lt. Morris M. Guttu (P); 2/Lt.'s Charles R. Loeber (CP), Edgar L. Richardson (N);

T/Sgt. Herschel L. Kelly (RO) S/Sgt.'s Calvin E. Camp (B), John A. Delaney (AE), Merle O. Hilgert (UG); Sgt.'s Robert L. Crain (E), John J. Bird (AR), Charles A. Allshouse (G).  
SHIP #739: 2/Lt.'s Joseph J. Seykora (P), Robert C. Mercer (CP), William H. Weise (N), Bernard H. Gable (B); T/Sgt.'s William J. Bickley (E), Edgar G. Fetty; S/Sgt.'s Theodore T. WYSKOSKI (AE), Austin O. Johnson (AR), Beauford D. Brush (G), James F. Belville (UG).  
SHIP #714: 2/Lt.'s John J. Karp (P), Robert L. Gough (CP), Arthur S. Poole (N), Nick P. Dear (B); T/Sgt.'s Frederick H. Hitchens (E), Patrick B. McLouchlin (R); S/Sgt.'s Rudolph J. Bartos (AE), Robert K. Brooks (AR), Melvine Lemmas (G), Edward C. Davis (UG).

NO CASUALTIES.

24 September 1943

PERSONNEL CHANGES: No changes this date.

FLYING: Two A/C flew on local flights for a total of 3:30 hours. 1 A/C flew on a cross-country flight for a total of 2:00 hours.

25 September 1943

PERSONNEL CHANGES: 2/Lt.'s Thomas E. Walsh (P), Charles W. Hull (CP), Harry T. Cliffe (N), James A. Fullerton (B); T/Sgt. George J. Frank; S/Sgt. Harold L. Goldberger assigned and joined per par. 3 SO #148 Hqs. 91st Bomb Group. T/Sgt. Albert C. Jaskiewicz and S/Sgt.'s T. D. (10) Frazier, Robert R. Robinson, David L. Baker, assigned and DS, AAF Station 172, per par. 3, SO #L48, Hqs. 91st Bomb Group.

FLYING: No flying this date.

26 September 1943

PERSONNEL CHANGES: PFC Ristau from duty to DS, Burtonwood Repair Depot, per par. 16 SO #9 HQ 1st Bomb Division. Pvt. Chastain from duty to DS, Burtonwood Repair Depot, per par. 5 SO #L48 HQ 91st Bomb Group. S/Sgt.'s Baker, Frazier and Robinson from DS to duty.

FLYING: No flying this date.

MISSION TO: MEULAN, FRANCE: Six A/C of this squadron took off on a mission to bomb the Airdrome at Meulan, France. Poor visibility inside France caused return without bombing. All ships returned safely.

CREWS CREDITED WITH MISSION:

SHIP #639: Major John C. Bishop (Air Commander); Capt. John T. Gladstone (P); 1/Lt.'s Robert N. Paulson (N), Edward J. Reynolds, Jr., (B); F/O George M. Brooks (G); T/Sgt. Harry L. Stokes (E); S/Sgt.'s William J. Golden (AE); James W. Sample (AR), Raymond H. Sell (UG); Sgt. John P. Armstrong (R)-401st.  
SHIP #714: 2/Lt.'s John J. Karp (P), Robert L. Gough (CP), Arthur S. Poole (N), Nick P. Dear (B); T/Sgt.'s Frederick H. Hitchens (E), Patrick B. McLoughlin (RO); S/Sgt.'s Rudolph J. Bartok (AE), Robert K. Brooks (AR), Melvin (NMI) Lemmas (G), Edward C. Davis (UG).

SHIP #739: 2/Lt.'s David A. Bramble (P), Philip C. Mack (CP), Quenton H. Ellis (N), Robert C. Singer (B), T/Sgt.'s John M. Williams (E), Paul L. Zimmerman (RO); S/Sgt.'s Jerry T. Bernasconi (AE), Rocco Poppa (AR), Walter W. Reich (G), Raymond Ridings (UG).

SHIP #740: 1/Lt.'s Warrington B. Dalton, Jr. (P), Lloyd S. Shaper (CP); 2/Lt.'s Joseph A. Sulli (N), Richard F. Hull (B); T/Sgt.'s Glenn L. Jensen (E), Thomas S. Dugan (R); S/Sgt.'s William L. Hoots (AE), Raymond L. Orahood (AR), John A. Wallin (G), Phillip R. Taylor (UG).

SHIP #750: 1/Lt. Morris M. Guttu (P); 2/Lt.'s Charles R. Loeber (CP), Edgar L. Richardson (N), Alva Allen (B); T/Sgt. Herschel L. Kelly (RO); S/Sgt.'s John A. Delaney (AE), John J. Bird (AR), Merle O. Hilgert (UG); Sgt.'s Robert L. Grain (E), John J. Bird (AR), Charles A. Allshouse (G).

SHIP #772: 1/Lt.'s Karl W. Thompson (P), Leroy Faringer (N); 2/Lt.'s Drayton W. Stringer (CP), Wilbur W. Nicoll (B); T/Sgt.'s Carl R. Heinritz (AE), John L. Caldwell (RO); S/Sgt.'s James S. Hachey (E), James R. Searls (AR), Venceslaus M. Sikich (UG); Sgt. Donald M. Alton (TG).

CASUALTIES: No Casualties

27 September 1943

PERSONNEL CHANGES: T/Sgt. Jaskiewicz from DS to duty; T/Sgt. Carl R. Heinritz, 33208150, from duty to KIA, 2/Lt.'s Hill, R. F. Hull, Merritt and Role; T/Sgt.'s Fetty and Stokes; S/Sgt.'s Golden, Sample, Sell and Oliver from duty to MIA. T/Sgt. Dugan from duty to absent sick in hospital LD, Diddington. (WIA).

MISSION: TO EMDEN GERMANY

Four A/C of this squadron took part on a mission to Emden, Germany. The mission was led by two B-17 pathfinders from the 92nd group equipped for marking the target for bombing through clouds. 9/10s cloud cover over the target forced this bombing method into use with doubtful results. Enemy fighters were active and eager. Sgt. Heinritz was KIA by a 20mm direct hit. The 91st had three ships missing one of which was 2/Lt. Merritt in ship #750.

CREWS CREDITED WITH MISSION:

SHIP #772: 1/Lt.'s Karl W. Thompson (P), Leroy Faringer (N); 2/Lt.s Drayton W. Stringer (CP), Wilbur W. Micoll (R); T/Sgt.'s James S. Hachey (E), James R. Searls (AR), Vengelaus M. Sikich (UG); Sgt. Donald M. Alton (TG)

SHIP #714: 1/Lt. Morris M. Guttu (P); 2/Lt.'s Charles R. Leeber (CP), Edgar L. Richardson (N), Alvah Allen (B); T/Sgt. Herschel L. Kelley (RO); S/Sgt.'s John A. Delaney (AE), Merle O. Hilgert (UG); Sgt.'s Robert L. Crain, John J. Bird (AB), Charles A. Allshouse (G).

SHIP #739: 2/Lt.'s David A. Bramble (P), Phillip G. Mack (CP), Quenton H. Ellis (N), Robert C. Singer (B); T/Sgt.'s John M. Williams (E), Paul L. Zimmerman (RO); S/Sgt.'s William L. Hoots (AE), Phillip R. Taylor (AR), Walter W. Reich (G), Raymond Ridings (UG).

Casualties: T/Sgt. Carl R. Heinritz was KIA by a direct hit by a 20mm shell from an enemy A/C. T/Sgt. Thomas S. Dugan wounded in Action receiving head injuries, and was hospitalized.

28 September 1943

PERSONNEL CHANGES: 1/Lt.'s Smith, Hansen, Banowetz and Cramer; 2/Lt.'s Hill, B.F. Hull, Perritt and Role; T/Sgt.'s Fetty, Lyberger, Schmitt and Stokes; S/Sgt.'s Antonacchio, Bone,

Golken, Mazzola, Oliver, Sample, Sell and young from  
MIA to dropped from rolls.  
FLYING: No flying this date.

29 September 1943

PERSONNEL CHANGES: No changes this date.  
FLYING: Three A/C flew on a local formation flight for a total of 0:00.

30 September 1943

PERSONNEL CHANGES: 2/Lt. Seykora from duty to absent, sick in Hospital LD, 10th Station Hospital; Pvt. Elkey from duty to DS, 1st Bomb Division, per voco; 2/Lt. Donovan assigned and joined per par. 2, SO #150, Hqs. 91st Bomb Group (Unit equipment officer).  
FLYING: No flying this date.

AWARDS AND CITATIONS: The Air Medal was awarded for the destruction of one enemy aircraft while participating in a mission over enemy territory, per CO #7, Hqs. 1st BD, dated 30 Sept. 1943, to the following:

S/Sgt. Raymond C. Ridings, 15337741

The Air Medal was awarded for the participation in five separate missions over enemy territory, per CO #7, Hqs. 1st BD, dated 30 Sept. 1943, to the following:

1/Lt. Warrington B. Dalton, 0-672336

1/Lt. Lloyd S. Schaper, 0-795493

2/Lt. Woodrow W. Mays, 0-6787736

2/Lt. Stephen M. Monson, 0-736717

2/Lt. Joseph A. Sulli, 0-801520

S/Sgt. James S. Hachey, 31159964

S/Sgt. James R. Searls, 35438697

#### TABULATION OF E/A ENCOUNTERS SEPTEMBER 1943

DATE	A/C #	CLAIMANTS NAME AND RANK POSITION	E/A TYPE	ALLOWED AS
16	739	S/Sgt. Raymond C. Ridings	BT	FW190 Destroyed
23	740	S/Sgt. John E. Wallen	TG	FW190 Destroyed
274		2/Lt. Steven. W. Monson	B	FW190 Damaged
040		S/Sgt. William L. Hoots	RG	FW190 Destroyed
520		S/Sgt. Merle O. Hilgert	RWG	FW190 Destroyed

#### GROUND SCHOOL ATTENDANCE FOR THE MONTH OF SEPTEMBER 1943

SUBJECT	MEN ATTENDING	MAN HOURS
Aircraft Recognition	86 - CC	86:00
Bail Out & Dinghy Drill	30 - CC	65:00

AFCE Lecture	8 - P. B	9:00
Bomb Trainer	7 - B	7:00
Bombing Lecture	10 - EM/B	10:00
Code Practice	1 - R	1:00
Harwell Trainer	19 - R, AR	28:00
Link Trainer	40 - P, CP	39:00
Prisoner of War Lectures	216 - CC	196:00
Psychology of flying lecture	All CC not flying	
Radio Procedure	5 - R. AR	5:00
Radio Network	1 - R	1:00
Security Lecture	60 - CC	60:00
Shadowgraph Trainer	6 - G	6:00
Skeet Shooting	37 - CC	91:00
Average Score 16 - Shot at 25 each		
Spotlight Trainer	18 - G	9:00 >>

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AC

Prepared by James R. Leggett, 1/Lt.

1 OCTOBER 1943

Personnel Changes: S/Sgt. Lewis A. Hill assigned and joined.

Flying: Two A/C flew on a local flight for a total of 2:30 hours.

2 OCTOBER 1943

Personnel Changes: T/Sgt. Marion J. Darnell promoted to M/Sgt effective 1 Oct. '43. S/Sgt. Herschel L. Kelly promoted to T/Sgt. effective 1 Oct. '43. Sgt's. John J. Bird, Marcus R. Cather, Rudolph W. Christiansen, Robert G. Crain, Noah C. Kirk promoted to S/Sgt. effective 1 Oct. '43. Cpl. Charles F. Wegman and Pfc's David O. Armstrong and Donald J. Campbell promoted to Sgt. effective 1 Oct. '43. Pfc's Edward B. Blanchfield, Dolph D. Boyer, Harold Calvert, Jerome A. Holtman promoted to Cpl. Effective 1 Oct. '43. Pvt's. Andrew Hubko and Charles H. Huffman promoted to PFC effective 1 Oct. '43. Pvt's. Walter J. Hughes and Jerome A. Holtman promoted to PFC. effective 1 Oct.'43. Pvt. Joseph J. Jones from DS at 8th AF Gunnery School to duty.

Flying: One A/C flew on a local flight for a total of 1:15 Hours.

MISSION: To Emden Germany: Five A/C of this Squadron took off for Emden Germany and all ships returned safely after bombing with indifferent results through 10/10s clouds with pathfinder leader. Very light enemy fighter opposition was encountered.

Crews credited with mission:

Ship #040: 1/Lt. Warrington B. Dalton, Jr. (P); 2/Lt's. Thomas E. Walsh (CP), Joseph A. Sulli (N); T/Sgt. Glen L. Jensen (E); S/Sgt's. William L. Hoots (AE), Raymond L. Orahood (R), Austin O. Johnson (AR), John A. Wallin (G), Phillip R. Taylor (UG); Sgt. Ira R. Campbell (B).

Ship #274: 1/Lt. Morris M. Guttu (P); 2/Lt's. Charles R. Loeber (CP), Edgar L. Richardson (N), Alvah Allen (B); T/Sgt. Herschel L. Kelley (R); S/Sgt's. John A. Delaney (AE), Merle O. Hilgert (UG); Sgt's. Robert L. Crain (E), John J. Bird (AR), Charles A. Allshouse (G), Louis H. Zusser (OB) - 8th Air Force Combat Camera Man.

Ship #520: 2/Lt's. John J. Karp (P), Robert L. Gough (CP), Arthur S. Poole (N), Nick P. Dear (R); T/Sgt's. Frederick H. Hitchins (E), Patrick S. McLoughlin (R); S/Sgt's. Rudolph J. Sartos (AE), Robert K. Brooks (AR), Melvin Leimas (G), Edward C. Davis (UG).

Ship #739: 2/Lt's. David A. (P), Phillip G. Mack (CP), Quentin H. Ellis (N), Robert C. Singer (B); T/Sgt's. John M. Williams (E), Paul L. Zimmerman (R); S/Sgt's. Jerry T. Bernasconi (AE), Raymond Ridings (AR), Walter W. Reich (G), James A. Regan (UG).

Ship #740: 1/Lt. Karl W. Thompson (P), 2/Lt's. Drayton W. Stringer (CP), William H. Weise (N), Wilbur W. Nicoll (B); Lt. Hight (OB); T/Sgt. William R. Scheible (E); S/Sgt's. James S. Hachey (AE), Frank J. Barry (R) -324th, James R. Searls (AR), Beauford D. Brush (G), Vengelaus M. Sikich (UG).

No Casualties

### 3 OCTOBER 1943

Personnel Changes: 2/Lt. Sulli from duty to DS at AAF Station 112. 2/Lt's. David R. Boswell (P), Donald S. Murray (N), James W. McNulty (CP), Marion M. Walshe (B); S/Sgt. Thomas G. Vinson and Sgt. Richard T. Clarity assigned and joined. S/Sgt's. Kenneth F. Jerge, Willard P. Chandler, Paul W. King and Sgt. Lawrence H. Silberger assigned to DS at 1st Wing Gunnery School. 2/Lt. David A. Bramble appointed 1/Lt. per par 12, SO #268. HQ's ETOUSA, effective 25 Sept. '43. 2/Lt. John J. Karp appointed 1/Lt. per par 17, SO #270, HQs ETOUSA effective 27 Sept. '43.

Flying: One A/C flew on a cross country flight for a total of 2:30 hours.

Awards and Citations: The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate missions over enemy territory, per GO #164, HQ's VIII BC, dated 3 Oct. 1943, to the following: 2/Lt. Kenneth C. Homuth, 0-801069.

### 4 OCTOBER 1943

Personnel Changes: S/Sgt's Kenneth F. Jerge, Willard P. Chandler, Paul W. King and Sgt. Lawrence H. Silberger from DS at 1st Wing Gunnery School to duty. S/Sgt. B. Z. (10) Byrd appointed T/Sgt. effective 1 Oct. '43. T/Sgt. Thomas S. Dugan from absent sick in hospital LD at Diddington to duty. , 2/Lt's Woodrow W. Mays, Stephen M. Monson, Raymond E. Stephens; T/Sgt's. William J. Bickley, Harry J. Weintraub; S/Sgt's. Donald E. Irons, James A. Regan; Sgt's. Earnest T. Archer and Donald M. Alton from duty to missing in action.

Flying: One A/C flew on a local flight for a total of 1:00 hour.

MISSION: To Frankfurt Germany: Five A/C took off on a mission to Frankfurt, Germany. The mission bombing was reported successful and P-47s and Spitfire 1Xs gave unusually good support. Lt. Karp and Lt. Bramble aborted and Lt. Schaper was missing, being last seen leaving

the formation after the target near Limburg.

Crews credited with mission:

Ship #040: 1/Lt. Warrington B. Dalton, Jr. (P), 2/Lt's. Thomas E. Walsh (CP), William H. Weise (N); T/Sgt. Glenn L. Jensen (E); S/Sgt's. William L. Hoots (AE), Raymond L. Orahoad (R), Austin O. Johnson (AE), John A. Wallin (G), Phillip R. Taylor (UG).

Ship #740: 1/Lt. Karl W. Thompson (P); 2/Lt's. Drayton W. Stringer (CP), Edgar L. Richardson (N), Bernard H. Gabler (B); T/Sgt. William R. Scheible (E); S/Sgt's. James S. Hachey (AE); Frank J. Harry (R), Beauford B. Brush (G), Venceslaus M. Sikich (UG); Sgt. James R. Searls (AR).

Crews Aborted:

Ship #520: 2/Lt's. John J. Karp (P), Robert L. Gough (CP), Arthur S. Poole (N), Nick P. Dear (B); T/Sgt's. Frederick H. Hitchins, Patrick B. McLoughlin; S/Sgt's. Rudolph J. Bartos, Robert K. Brooks, Melvin Leimas, Edward C. Davis.

Ship #739: 2/Lt's. David A. Bramble (P), Phillip G. Mack (CP) Quentin H. Ellis (N), Robert C. Singer (B); T/Sgt's. John M. Williams (E), Paul L. Zimmerman (R); S/Sgt's, Jerry T. Bernasconi (AE), Raymond Ridings (AR), Walter W. Reich (G), Rocco Poppa (UG).

Crews missing in action:

Ship #274: 1/Lt. Lloyd S. Schaper (P); 2/Lt's. Raymond E. Stephens (CP), Woodrow W. Mays (N), Steven W. Monson (B); T/Sgt's, William J. Bickley (E), Harry J. Weintraub (R); S/Sgt's. Donald E. Irons (AE), James A. Regan (UG); Sgt's. Ernest T. Archer (AR), Donald M. Alton (C).

No Casualties

5 OCTOBER 1943

Personnel Changes: T/Sgt. B. Z. Byrd from duty to transferred (12th RCD AAF Station 591), T/Sgt. Rurel R. Wood from DS (Burtonwood Repair Depot) to duty, 3 October 1943. 2/Lt's Kenneth T. McFarland Jr. (P), William L. Wood (CP), Manuel Fisher (N), Cecil E. Williams (B); S/Sgt. Mexico J. Barraza; Sgt's. William M. Donmoyer, Jr., Melvin Schissler were assigned and joined the 91st Bomb Group, S/Sgt. Merle E. Carey and Sgt's John Koroly, Lawrence C. Morel, were assigned and DS to AAF Station 172.

Flying: One A/C flew on a local flight for a total of 1:00 hour.

6 OCTOBER 1943

Personnel Changes: 2/Lt. Marion M. Walshe promoted to rank of 1/Lt. effective 4 September '43. 1/Lt. Mulkey from duty to DS (AAF Station 117). 2/Lt. Edward J. Malkowski was attached and joined (1773rd ordnance S & M Co (avn). S/Sgt. Merle E. Carey; Sgt's. John Koroly and Lawrence C. Morel from DS (AAF Station 172) to duty.

Flying: Two A/C flew on a standard beam approach flight for a total of 2:00 hours.

Awards and Citations:

The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate missions over enemy territory, per GO #9, HQ 1 BD, dated 6 October 1943, to the following:

1/Lt. Leroy Faringer, 0-670723

S/Sgt. Raymond C. Ridings, 15337341.

The Air Medal was awarded for participation in five missions over enemy territory, per GO #9, HQ 1 BD, Dated 6 October 1943, to the following:

T/Sgt. Carl R. Heinritz, 33208150, Posthumously.

1/Lt. Morris M. Guttu, 0-672805

1/Lt. Karl W. Thompson, 0-738048

2/Lt. Richard F. Hull, 0-741566

2/Lt. David A. Bramble, 0-797961

2/Lt. Edgar L. Richardson, 0-734977

2/Lt. Drayton W. Stringer, 0-680539

2/Lt. Quentin H. Ellis, 0-749674

2/Lt. Wilbur W. Nicoll, 0-741538

F/O George M. Brooks, T-190477

T/Sgt. Thomas S. Dugan, 31149660

T/Sgt. Herschel L. Kelley, 39532161

T/Sgt. Glenn L. Jensen, 19116213

T/Sgt. Paul L. Zimmerman, 35663787

S/Sgt. Merle O. Hilgert, 16031613

S/Sgt. John A. Delaney, 31139615

S/Sgt. John E. Wallen, 32511030

S/Sgt. Phillip R. Taylor, 19064178

S/Sgt. Venceslaus M. Sikich, 36000389

S/Sgt. Raymond L. Orahood, 16073463

S/Sgt. William L. Hoots, 16073336

7 OCTOBER 1943:

Personnel Changes: Cpl. John Burns from sick in quarters LD to duty. Sgt. John Koroly from duty to sick in quarters LD. 2/Lt. Walshe erroneously promoted to 1/Lt. effective 4 September 1943, on morning report dated 5 October 1943. 2/Lt. Thomas E. Walsh promoted to rank of 1/Lt. Effective 4 September 1943.

Flying: One A/C flew on a cross country flight for a total of 1:50 hours.

Five A/C flew on a formation flight for a total of 10:00 hours.

8 OCTOBER 1943:

Personnel Changes: 2/Lt. Neal P. Ward (P) assigned and joined (91st BG); Corporals Malvin Levine, William Lieberman, Austin M. O'Malley and PFC Jack Pengelly were dropped from duty to DS with the 303rd BG; Corporals Paul A. Kralik and William C. Linsky were dropped from duty to DS with the 379th BG; 2/Lt. Gough from duty to sick in quarters LD; T/Sgt's. Frederick H. Hitchins and Patrick B. McLoughlin; and S/Sgt's. Edward Apicella, Robert K. Brookes,



Edward G. Davis, Melvin Leimas - duty to missing in action to dropped from rolls. 1/Lt. John J. Karp and 2/Lt's. David R. Boswell, Bernard H. Gabler, Arthur S. Poole from duty to missing in action to dropped from rolls.

Mission: Six A/C of this squadron took off for Bremen, Germany. Colonel Clemens K. Wurzbach flew with Capt. Gladstone leading the group and also two combat wings in to our target which was not successfully bombed. Excellent support by P-47's carried our bombers almost to the target and gave good withdrawal support from the vicinity of Meppen. An unusual number of twin engine enemy fighters were out using rockets actively on six o'clock attacks. One of our A/C failed to return.

Crews credited with mission:

Ship #539: Lt. Col. Clemens K. Wurzbach Air Commander; Capt's. John T. Gladstone (P), Monroe Williams (N); 1/Lt's. Robert N. Paulson (N), Edward J. Reynolds Jr. (B); F/O George M. Brooks; T/Sgt. Edward W. Kusowski (R); S/Sgt's Theodore T. Wyskoski (AE), Austin O. Johnson (AM), James F. Belville, (UG); Sgt. Boyde W. Yeager (E)

Ship #740: 1/Lt. Thomas E. Walsh (P); 2/Lt's. Charles W. Hull (CP), Harry T. Cliffe (N), James A. Fullerton (B) T/Sgt's. Albert C. Jaskiewicz (E), George J. Frank (B); S/Sgt's. Robert R. Robinson (AE), T. D. (10), Frazier (AR), David L. Baker (G), Harold L. Goldberger (UG).

Ship #712: 1/Lt. Morris M. Guttu (P); 2/Lt's. Charles R. Loeber (CP), Edgar L. Richardson (N), Alvah Allen (B); T/Sgt. Herschel L. Kelley (R); S/Sgt's. John A. Delaney (AE), John J. Bird (AR), Charles A. Allshouse (G), Merle O. Hilgert (UG); Sgt. Robert L. Crain (E).

Ship #040: 1/Lt. Warrington B. Dalton Jr. (P); 2/Lt's Robert C.

Mersereau (CP), William H. Weise (N); T/Sgt's. Glenn L. Jensen (E), Thomas S. Dugan (R); S/Sgt's. William L. Hoots (AE), Raymond L. Orahood (AR), John A. Wallin (G), Phillip R. Taylor (UG); Sgt. Donald J. Campbell (B).

Ship #739: Lt/Col. Monroe W. Melton (CP); 1/Lt. David A. Bramble (P); 2/Lt's. Quentin H. Ellis (N), Robert C. Singer (B); T/Sgt's. John N. Williams (E), Paul L. Zimmerman (R); S/Sgt's. Jerry T. Bernasconi (AE), Raymond Ridings (AR), Walter W. Reich (G), Rocco Poppa (UG).

Missing in Action:

Ship #520: 1/Lt. John J. Karp (P); 2/Lt's. David R. Boswell (CP), Arthur S. Poole (N), Bernard H. Gabler (B), T/Sgt's. Frederick H. Hitchins (E), Patrick B. McLoughlin (R); S/Sgt's. Edward Apicella (AE), Robert K. Brockes (AR), Melvin Leimas (G), Edward C. Davis (UG).

9 OCTOBER 1943

Personnel Changes: 1/Lt's. Norris M. Guttu, Thomas E. Walsh; 2/Lt's. Alvah Allen, Harry T. Cliffe, James A. Fullerton, Charles W. Hull, Charles R. Loeber, Edgar L. Richardson; T/Sgt's. Albert C. Jaskiewicz, George J. Frank, Herschel L. Kelley; S. Sgt's. David L. Baker, John J. Bird, Robert G. Crain, John A. Delaney, T. D. (10) Frazier, Harold L. Goldberger, Merle O. Hilgert, Robert R. Robinson; Sgt. Charles A. Allshouse, from duty to missing in action to dropped from rolls.

MISSION: To Anklam, Germany: Four A/C of this squadron took off for Anklam, Germany, on a

six hundred mile beeline direct from London. One ship #714, 1/Lt. Bramble (P) returned to base after having reached the vicinity of the Danish Coast due to malfunctioning of engines. Ships #740, 1/Lt. Morris M. Guttu (P) and #772, 1/Lt. Thomas E. Walsh (P), did not return and were listed as missing in action. The fourth A/C #172, 1/Lt. Warrington B. Dalton, Jr. (P) successfully completed its mission and returned safely.

Crews Credited with Mission:

Ship #172: 1/Lt. Warrington B. Dalton, Jr. (P); 2/Lt's. Robert C. Mersereau (CP), William H. Weise (N); T/Sgt's Glenn L. Jensen (E), Thomas S. Dugan (R); S/Sgt's. William L. Hoots (AE), Raymond L. Orahood (AR), Beauford D. Brush, James F. Belville (UG).

Crews Aborted:

Ship #714: 1/Lt. David A. Bramble (P); 2/Lt's. Phillip G. Mack, Quentin H. Ellis, Robert C. Singer; T/Sgt's. John M. Williams, Paul L. Zimmerman; S/Sgt's. John J. Bird (AR), John A. Delaney (AE), Charles A. Allshouse (G), Merle O. Hilgert; Sgt. Robert L. Crain (E).

Crews Missing in action:

Ship #740: 1/Lt. Morris M. Guttu (P); 2/Lt's. Charles R. Loeber (CP), Edgar L. Richardson (N), Alvah Allen (B); T/Sgt. Herschel L. Kelley; S/Sgt's. John J. Bird (AR), John A. Delaney (AE); Charles A. Allshouse (G), Merle O. Hilgert; Sgt. Robert L. Crain (E).

Ship #772: 1/Lt. Thomas E. Walsh, 2/Lt's Charles W. Hull (CP), Harry T. Cliffe (N), James A. Fullerton (B); T/Sgt's. Albert O. Jaskiewicz, George J. Frank (R), S/Sgt's. Robert R. Robinson (AE), T. D. (10) Frazier (AR), David L. Baker (G), Harold L. Goldberger (UG).

10 OCTOBER 1943:

Personnel Changes: Cpl. Poplarski from duty to SD (91st Bomb Group); M/Sgt. Katona from duty to DS (Burtonwood Repair Depot); S/Sgt. Zawaezki from duty to absent, sick in hospital LD (49th Station Hospital); 2/Lt's. Jems T. Weiby Jr. (P), Joseph E. Brezzano Jr. (CP), Daniel J. Harrington (N), Sidney Kaplan (B) were assigned and joined (91st Bomb Group); PFC Edward W. Ristau and PVT. Jack S. Chastain from DS (Burtonwood Repair Depot) to duty.

Mission: To Munster, Germany: Two A/C of this squadron took off for Munster, Germany. One Ship #714, 1/Lt. David A. Bramble (P) aborted when the tail gunner's oxygen supply was impaired causing the enlisted man to pass out at 25,000 feet. The second ship #761, 1/Lt. Karl W. Thompson (P), completed the mission successfully and upon its return, landed at Hardwich. Our combat wing received little enemy-fighter opposition. Bombing was good.

Crews Credited with mission:

Ship #761: 1/Lt. Karl W. Thompson (P), 2/Lt's. Drayton W. Stringer (CP), Harold C. Strain (N), Wilbur W. Nicol (B); T/Sgt's. William R. Scheible (E), Thomas S. Vinson (R); S/Sgt's., James S. Hachey (AE), James R. Searls (AR), Willard W. Chandler (G), Venceslaus M. Sikich (UG).

Crews Aborted:

Ship #714: 1/Lt. David A. Bramble (P); 2/Lt's. Phillip G. Mack (CP), Quentin H. Ellis (N), Robert C. Singer (B); T/Sgt's. John M. Williams (E), Paul L. Zimmerman (R); S/Sgt.'s Jerry T.

Bernasconi, Raymond Ridings (AR), Walter W. Reicky, Rocco Poppa (UG).

11 OCTOBER 1943:

Personnel Changes: 2/Lt's. Charles H. Samuelson (P), Nenad Kovachevich (CP), Arthur J. Jumsden (N), Edward J. Kaiserski (B), assigned and joined (91st BG); PFC Ristau from duty to DS with the 303rd Bomb Group. PFC Vrba from absent, sick in hospital LD (49th Station Hospital) to duty to SD (HQ-91st Bomb Group); 2/Lt. Rosenfeld from duty to sick in quarters LD, 10 October 1943; S/Sgt. Peters from duty to absent, sick in hospital LD (49th Station Hospital).

12 OCTOBER 1943:

Personnel Changes: 1/Lt. Paulson from duty to transferred to the 2900th CGRC Group Bomb Prov.; Pvt. Ralph H. Liedtke assigned and joined (HQ's. 91st Bomb Group); 2/Lt. Dear from duty to sick in quarters LD, 11 October 1943.

Awards and Citations: The Oak Leaf Cluster to the Air Medal was awarded for the destruction of one enemy aircraft while participating in a mission over enemy territory, per GO #10, HQ. 1st BD, Dated 12, October 1943, to the following:

S/Sgt. James S. Hachey - 31159964

S/Sgt. John E. Wallin - 32511030

S/Sgt. William L. Hoots - 16043336

S/Sgt. Merle O. Hilgert - 16031613

13 OCTOBER 1943:

Personnel Changes: Sgt. Carl M. Cooper from duty to DS with No. 3 Signal School at Compton-Bassett; F/o. Brooks from duty to discharge effective 12 October 1943 to accept commission as 2/Lt. ASM-02044827; 2/Lt. Arthur J. Jumsden assigned and joined (91st Bomb Group) effective 11 October 1943, corrected to read as follows: Arthur J. Lumsden (N), 2/Lt. Pvt. Spencer from duty to confinement, 0100 hours; PVT. Joseph J. Jones from duty to AWOL 0001 hours.

Flying: One A/C flew on a cross country flight for a total of 3:00 hours.

14 OCTOBER 1943:

Personnel Changes: 2/Lt's. Nick P. Dear, Robert L. Gough, Benjamin R. Rosenfeld, and S/Sgt. John Koroly from sick in quarters LD to duty; 2/Lt. Sulli DS with AAF Station 112 to duty 12, October 1943.

Mission: To Schweinfurt, Germany: Two A/C of the squadron took off at 1045 Hours on a mission to Schweinfurt, Germany. Ship #761: 1/Lt. Karl S. Thompson (P) returned to base due to engine trouble while the second ship #172, 1/Lt. Warrington S. Dalton, Jr. (P) successfully completed its mission and returned safely to base.

Crews credited with mission:

Ship #172: 1/Lt. Warrington B. Dalton, Jr. (P); 2/Lt's. Neal P. Ward (CP), Joseph A. Sulli (N); T/Sgt's. Glenn L. Jensen (E), Thomas S. Dugan (R); S/Sgt's. William L. Hoots (AE), Raymond L. Orahood (AR), Willard W. Chandler (G), Phillip R. Taylor (UG) and Sgt. Donald J. Campbell (B).

Crews Aborted:

Ship #761: 1/Lt's. Karl W. Thompson (P), Leroy Faringer (N); 2/Lt's. Drayton W. Stringer (CP), Wilbur W. Nicoll (B); T/Sgt's. William R. Scheible (E), Thomas G. Vinson (R); S/Sgt's. James S. Hachey (AE), James R. Searls (AR), Lawrence G. Morel (G), Venceslaus M. Sikich (UG).

No Casualties

15 OCTOBER 1943:

Personnel Changes: PVT. Joseph J. Jones from AWOL to duty 0800 hours.

Flying: One A/C flew on a cross country flight for a total of 2:00 hours.

16 OCTOBER 1943:

Personnel changes: Sgt. Koroly from duty to absent, sick LD to the 49th Station Hospital; WOJG Oliver from duty to DS with AAF Station 113.

Flying: One A/C flew on a cross country flight for a total of 1:30 hours.

17 OCTOBER 1943:

Personnel Changes: T/Sgt. Lamb from duty to DS at Bovingdon

Flying: Three A/C flew on a high altitude formation flight for a total of 4:30 hours.

18 OCTOBER 1943:

Personnel Changes: 2/Lt. Seykora (absent, sick in hospital) promoted to rank of 1/Lt. effective 1 October 1943.

Flying: One A/C flew on a high altitude formation flight for a total of 5:00 hours. Three A/C flew on a local flight for a total of 4:00 hours.

Awards and Citations: The air medal was awarded for participation in five separate missions over enemy territory, pergo 13, HQ 1st BD, dated 18 October 1943, to the following:

2/Lt. Charles R. Loeber, 0677803

2/Lt. Robert C. Singer, 0728405

2/Lt. William H. Weise, 0-878301

T/Sgt. John M. Williams, 37206149

S/Sgt. John J. Bird, 12011908

S/Sgt. Robert G. Crain, 20811738

S/Sgt. Walter W. Reich, 12157456  
Sgt. Charles A. Allshouse, 13089935

19 OCTOBER 1943:

Personnel Changes: 1/Lt. Warrington B. Dalton Jr., S/Sgt. Raymond Orahood, Cpl. Harold L. Elliott from duty to sick in quarters LD.

Flying: Four A/C flew on a cross country flight for a total of 4:15 hours. Four A/C flew on a local flight for a total of 10:00 hours. Three A/C flew on a formation flight for a total of 8 hours.

20 OCTOBER 1943:

Personnel Changes: CPL. Alphonse F. Falcone assigned and joined (91st Bomb Group); PVT. Joyce R. Elkey from DS with 1st Bomb Division to duty; T/Sgt. Donald E. Lamb from DS at Bovingdon to duty; 1/Lt. Warrington B. Dalton Jr. from sick in quarters LD to duty; S/Sgt. James I. Peters from absent sick in the 49th Station Hospital to duty; CPL. Seymour Simpson from duty to sick in quarters LD; T/Sgt's. Edwin D. Walsh, Everett E. Roberts, Henry Kanfoush; S/Sgt's. Vincent J. Garofalo, James E. Dumouchel, Wilton Franchuk, Francis Lasker, Leonard W. Lemire, Fred A. Stewart, were assigned and joined (91st Bomb Group); S/Sgt's. Eugene A. Scott and Solomon Schuster were also assigned and joined (91st Bomb Group).

Flying: Three A/C flew on a local high altitude formation flight for a total of 9:00 hours. One A/C flew on a local high altitude flight for a total of 2:00 hours. One A/C flew on a cross country flight for a total of 1:00 hours.

Mission: To Duren Germany:

One ship of this squadron took part in a mission to Duren, Germany and after having penetrated well into enemy territory, turned back before reaching the target because of a very high solid wall of clouds estimated up to 35,000 feet.

Crews Credited with mission:

Ship #761: 1/Lt's. Karl M. Thompson (P), Leroy Faringer (N); 2/Lt's. Drayton W. Stringer (CP), Wilbur W. Nicoll (B); T/Sgt's. William R. Scheible, Mexico J. Barraza (R), S/Sgt's. James S. Hachey, James R. Searls (AR), Lawrence C. Morel (G), and Venceslaus M. Sikich (UG).

No Casualties.

21 OCTOBER 1943:

Personnel Changes: T/Sgt. Roy M. Ford assigned and joined (91st Bomb Group); (Record of events as of 20th October 1943 corrected to include: One plane takes off on operation mission over (target unstated) Germany; one plane returns to base. Mission not completed due to inclement weather).

Flying: Five A/C flew on a local formation flight for a total of 15:00 hours. Two A/C flew on a

cross country flight for a total of 1:30 hours.

Personnel Changes: CPL. Harold L. Elliott and S/Sgt. Raymond L. Orahood from sick in quarters to duty; Sgt. Al A. Spickman from duty to absent, sick in hospital LD (49th Station Hospital); CPL. Clyde E. Dunn DS at AAF Station Three A/C flew on a local formation flight for a total of 4:00 hours.

Awards and Citations: The Air Medal was awarded for participation in five separate missions over enemy territory, per GO #16, HQ, 1st BD, dated 23 October 1943, to the following:

T/Sgt. William R. Scheible, 15019010

Sgt. Donald J. Campbell, 37149724

24 OCTOBER 1943:

Personnel Changes: 1/Lt. Dalton from duty to sick in quarters LD; Sgt. Mitchamore from duty to DS at Bovingdon; 2/Lt. Donovan from duty to DS at AAF Station 101.

Flying: One A/C flew on a local flight for a total of 1:30 hours. One A/C flew on a cross country flight for a total of 1:30 hours.

25 OCTOBER 1943:

Personnel Changes: M/Sgt. Katona from DS at Burtonwood Repair Depot to duty; CPL. Seymour Simpson from sick in quarters LD to duty.

Flying: Four A/C flew on a local formation flight for a total of 8:00 hours.

26 OCTOBER 1943:

Personnel Changes: PFC. Hubko from duty to absent sick LD at 49th Station Hospital.

Awards and Citations: The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate missions over enemy territory, per GO #17, HQ 1st BD, dated 26 October 1943, to the following:

1/Lt. Warrington B. Dalton, 0-672336

1/Lt. Samuel M. Slaton, 0-61672

S/Sgt. William L. Hoots, 16073336

S/Sgt. Raymond L. Orahood, 16073463

S/Sgt. Venceslaus M. Sikich, 36000389

S/Sgt. Phillip R. Taylor, 19064178

The Oak Leaf Cluster was awarded for the destruction of one enemy aircraft over enemy territory, per GO #17, HQ 1st BD, dated 26 October 1943 to the following: S/Sgt. Raymond L. Orahood, 16073463.

27 OCTOBER 1943:

Personnel changes: No changes.

Flying: One A/C flew on a local flight for a total of 1:00 hours.

28 OCTOBER 1943:

Personnel changes: Sgt. Al. A. Brickman from absent sick LD at the 49th Station Hospital to duty.

29 OCTOBER 1943;

Personnel changes: Pvt. Joseph J. Jones duty to transferred to 1st Station Complement Squadron (SP), effective 24 October 1943; PFC Arthur R. Johnson and PFC Kenneth W. Cook were assigned and joined (12th replacement depot); T/Sgt. Ford C. Cowherd assigned and joined (HO 8th AF) to DS (HQ 8th AF) effective 25 October 1943; PFC Kenneth W. Cook from duty to transferred to the 982nd MP CO. (AVN); 1/Lt. Seykora from sick in quarters LD to absent, sick in hospital LD (5th General Hospital); M/Sgt. Gole from DS at Burtonwood Repair Depot to duty.

30 OCTOBER 1943:

Personnel Changes: S/Sgt. Zawadski from absent sick LD at 49th Station Hospital to duty effective 21 October 1943; S/Sgt. Peters from duty to absent sick LD at 49th Station Hospital.

Flying: Six A/C flew on a high altitude formation flight for a total of 5:00 hours. One A/C flew on a local high altitude flight for a total of 2:00 hours. One A/C flew on a cross country flight for a total of 0:45 hours.

31 OCTOBER 1943:

Personnel Changes: 2/Lt. Dear from duty to transferred to 482nd Bomb Group; 2/Lt. Kenneth C. Homuth assigned and joined (324th Bomb Squadron); Sgt. Detwiler from DS to duty; (from Burtonwood Repair Depot); Sgt. Causey from duty to sick in quarters LD.

#### TABULATION OF E/A ENCOUNTERS OCTOBER 1943

DATE A/C CLAIMANTS NAME AND RANK

POSITION E/A TYPE ALLOWED AS

4	740	2/Lt. Edgar L. Richardson
B	FW-190	Damaged
740	S/Sgt. Beauford Brush	
TG	FW-190	No Claim
040	Sgt. Donald J. Campbell	
B	ME-110	Damaged
8	639	Sgt. Boyd W. Yeager
TT/G	ME-109	Damaged
040	S/Sgt. Raymond L. Orahood	
BT/G	ME-110	Destroyed

	739	S/Sgt. Rocco Poppa
	W/G	ME-109 Damaged
9	172	S/Sgt. T. T. Wyskoski
	TG	ME-110 Probable

GROUND SCHOOL ATTENDANCE FOR THE MONTH OF OCTOBER 1943

SUBJECT            MEN    MAN HOURS

Aircraft Recognition 139 - CC 139:00

Airmanship Lecture 19 - P, CP 66:30

Bail Out & Dinghy Drill 30 - CC 30:00

Bomb Trainer 13 -B 13:00

Camera Bombing 7 -B 7:00

Code Practice 35 - R 63:30

Combat Film 98 - CC 98:00

Gunnery Lecture 51 - N, B, G 51:00

Harwell Trainer 22 - R, AR 32:30

Link Trainer 78 - P, CP 82:45

Navigation - Check Out 5 - B 5:00

Prisoner of War Lectures 21 - CC 21:00

Radio Aids Lecture 32 - CC 16:00

Radio Network 11 - R 11:00

Radio Procedure 4 - R, AR 4:15

Security Lecture 21 - CC 21:00

Shadowgraph Trainer 16 - G 16:00

Skeet Shooting-Average Score 14-shot at 25 each

45 -CC 126:00

Spotlight Trainer 39 - G 29:30



Target Identification 55 - N,B,P,CP 55:00

1 November 1943

Personnel Changes: S/Sgt.'s Mexico J. Barraza (32433482), Merle E. Carey (37224995), Kenneth F. Jerge (32382674), Noah C. Kirk (14043389) and Thomas G. Vinson (18170169) appointed T/Sgt.'s. Sgt.'s David O. Armstrong (31122358), Donald J. Campbell (371499724), John N. Castleberry (39095309), Richard T. Clarity (31228532), William M. Donmoyer, Jr. (33240731), Leslie R. Hinds (38106250), Richard H. Klamm (17091632), John Koroly (33293692), Otto J. Kuenhold (35317366), Lawrence C. Morel (31107610), Melvin Schissler (13152659), and Lawrence H. Silberger (12129360) appointed S/Sgt.'s, Cpl. Aubrey H. Capps (38089193) and Pvt. Jerrold L. Stratton (37127158) appointed Sgts. Pfc's William H. Calvin (15394218), Charles F. Guignon (37075251), Donald F. Safford, Jr. (38338626), Walter A. Spall (37337588) and Pvt. Francis E. Plyer (36244276) appointed Cpls. Pvt. Benjamin D. Dugger (14092321) appointed Pfc. S/Sgt. Clarence E. Costner (38089381) returned to grade of Sgt. Sgt. Mitchamore (18056960) returned from DS at Bovingdon to duty.

GROUND SCHOOL	MEN	MAN HOURS
Link Trainer	6-P, CP	6:00
Shadowgraph Trainer	3-G	3:00
Code Practice	6-R, AR	12:00
Radio Procedure	4-R	4:00

Flying: Three A/C flew on local flights for a total of 1:30 hours.

2 November 1943:

GROUND SCHOOL	MEN	MAN HOURS
Harwell Trainer	4-R, AR	6:00
Spotlight Trainer	4-G	2:00
Gee Trainer	6-N	6:00
Link Trainer	6-P, CP	6:00
Aircraft Recognition	10-CC	10:00

Flying: Four A/C flew on local flights for a total of 2:30 hours.

3 November 1943:

2/Lt. Arthur J. Lumsden from duty to sick in hospital LD (49th Station Hospital) wounded in Action.

Mission to Wilhelmshaven, Germany:

Crews Credited with Mission:

Ship #639: Capt. John T. Gladstone (P), Major John C. Bishop (Air Commander), 2/Lt. Kenneth C. Homuth (N), 1/Lt. Edward J. Reynolds, Jr. (B), T/Sgt. Noah C. Kirk (E), S/Sgt. Theodore T. Wyskoski (AE), T/Sgt. Edward W. Koprowski (R) - 324th Sq., S/Sgt. Austin O. Johnson (AR),

2/Lt. George M. Brooks (G), S/Sgt. James F. Belville (UG), Capt. Fred R. Larsen (OB).  
 Ship #739: 1/Lt. David A. Bramble (P), 2/Lt. Phillip G. Mack (CP), 2/Lt. Quentin H. Ellis (N),  
 2/Lt. Robert C. Singer (B), T/Sgt. John M. Williams (E), S/Sgt. Jerry T. Bernasconi (AE), T/Sgt.  
 Paul L. Zimmerman (R), S/Sgt. Rocco Poppa (AR), S/Sgt. Beauford D. Brush (G), S/Sgt.  
 Raymond Ridings (UG).  
 Ship #712: 2/Lt. Neal P. Ward (P), 2/Lt. James W. McNulty (CP), 2/Lt. Donald S. Murray (N),  
 2/Lt. Marion M. Walshe (B), T. Sgt. Kenneth F. Jerge (E), S/Sgt. Lawrence H. Silberger (AE),  
 T/Sgt. Thomas G. Vinson (R), S/Sgt. Richard T. Clarity (AR), S/Sgt. Willard P. Chandler (G),  
 S/Sgt. Paul W. King (UG).  
 Ship #761: 2/Lt. Kenneth T. McFarland (P), 2/Lt. William L. Wood (CP), 2/Lt. Manuel Fisher  
 (N), 2/Lt. Cecil E. Williams (B), S/Sgt. David O. Armstrong (E), Sgt. Tabor W. Best (AE)-322nd  
 Sq., T/Sgt. Mexico J. Barraza (R), S/Sgt. William M. Donmoyer (AR), S/Sgt. Lawrence C. Morel  
 (G), S/Sgt. Melvin Schissler (UG).  
 Ship #040: 2/Lt. Charles H. Samuelson (P), 2/Lt. Nenad Kovacbevich (CP), 2/Lt. Arthur J.  
 Lumsden (N), 2/Lt. Edward J. Kaiserski (B), T/Sgt. Edwin D. Walsh (E), S/Sgt. Milton Franchuk  
 (AE), T/Sgt. Roy M. Ford (R), S/Sgt. Francis Lasker (AR), S/Sgt. James E. Dumouchel (G),  
 S/Sgt. Vincent J. Garofalo (UG).  
 Ship #815: 2/Lt. Jens T. Weiby, Jr. (P), 2/Lt. Joseph E. Brezzano, Jr. (CP), 2/Lt. Daniel J.  
 Harrington (N), 2/Lt. Sydney Kaplan (B), T/Sgt. Everett E. Roberts (E), S/Sgt. Leonard W.  
 Lemire (AE), T/Sgt. Henry Kanfoush (R), S/Sgt. Eugene A. Scott (AR), S/Sgt. Soloman  
 Schuster (G), S/Sgt. Fred A. Steward (UG).  
 Ship #060: 1/Lt. Karl W. Thompson (P), 2/Lt. Drayton W. Stringer (CP), 1/Lt. Leroy Faringer  
 (N), 2/Lt. Wilbur W. Nicoll (B), T/Sgt. William R. Scheible (E), S/Sgt. James S. Hachey (AE),  
 S/Sgt. James F. Quinn, Jr. (R), S/Sgt. James R. Searls (AR), Sgt. Francis L. Rumble (G), S/Sgt.  
 V. M. Sikich (UG).

#### Bombing Results:

This mission was a PFF job and there were no observations due to 10/10 cloud cover.

70-500 lb. G. P. Bombs and 98 Incendiary bombs were dropped.

Flak: Moderate inaccurate flak was encountered at the target.

Escort and Enemy Fighters: P-47 and P-38 escorts were scheduled for cover over the whole route over enemy territory but was not on hand for approximately ten minutes between the I. P. and the target, during which time three ships of this group were shot down by hard pressed nose attacks.

Casualties: 2/Lt. Arthur J. Lumsden, Navigator on Lt. Samuelson's crew was severely wounded by .303 caliber slug in his right arm. Effectively successful first-aid was given by Lt. Kaiserski, probably saving Lt. Lumsden's arm, and Lt. Lumsden was hospitalized in station hospital.

4 November 1943

GROUND SCHOOL:        MEN        MAN HOURS

Harwell Trainer 4 - R. AR 6:00

Spotlight Trainer 4 - G        2:00

Bail Out & Dinghy Drill for 1 complete crew.

FLYING: No flights this date.

5 November 1943

T/Sgt. Mayo R. Mastrobaradino (32428541) assigned and joined organization thru 91st Bomb Group from 2900th CCRC.

2/Lt. Marion M. Walshe 0-673840 duty to absent, sick in hospital, LD (49th Station Hospital) Wounded in Action.

MISSION: To Gelsenkirchen, Germany:

Crews Credited with Mission:

Ship #172: 1/Lt. David A. Bramble (P), 2/Lt. Phillip G. Mack (CP), 2/Lt. Quentin H. Ellis (N), 2/Lt. Robert C. Singer (B), T/Sgt. John M. Williams (E), S/Sgt. Jerry T. Bernasconi (AR), T/Sgt. Paul L. Zimmerman (R), S/Sgt. Rocco Poppa (AR), S/Sgt. B. D. Brush (G), S/Sgt. R. Ridings (UG).

Ship #712: 2/Lt. Neal P. Ward (P), 2/Lt. James W. McNulty (CP), 2/Lt. Donald S. Murray (N), 2/Lt. Marion M. Walshe (B), T/Sgt. Kenneth F. Jerge (E), S/Sgt. Lawrence H. Silberger (AE), T/Sgt. Thomas G. Vinson (R), S/Sgt. Richard T. Clarity (AR), S/Sgt. Willard P. Chandler (G), S/Sgt. Paul W. King (UG).

Ship # 761: 2/Lt. Kenneth T. McFarland (P), 2/Lt. William L. Wood (CP), 2/Lt. Manuel Fisher (N), 2/Lt. Cecil E. Williams (B), T/Sgt. Merle E. Carey (E), S/Sgt. Theodore T. Wyskoski (AE), T/Sgt. Mexico J. Barraza (R), S/Sgt. William M. Donmoyer (AR), S/Sgt. Lawrence C. Morel (G), S/Sgt. Melvin Schissler (UG).

Ship #774: 1/Lt. Karl W. Thompson (P), 2/Lt. Drayton W. Stringer (CP), 1/Lt. Leroy Faringer (N), 2/Lt. Wilbur W. Nicoll (B), T/Sgt. William R. Sheible (E), S/Sgt. James S. Hachey (AE), T/Sgt. Roy M. Ford (R), S/Sgt. James R. Searls (AR), Sgt. Francis L. Rumble (G), S/Sgt. Venceslaus M. Sikich (UG).

Ship #040: 2/Lt. Jens T. Weiby, Jr. (P), 2/Lt. Joseph E. Brezzano, Jr. (CP), 2/Lt. Daniel J. Harrington (N), 2/Lt. Sidney Kaplan (B), T/Sgt. Everett E. Roberts (E), S/Sgt. Leonard W. Lemire (AE), T/Sgt. Henry Kanfoush (R), S/Sgt. Eugene A. Scott (AR), S/Sgt. Solomon Schuster (G), S/Sgt. Fred A. Stewart (UG).

Bombing Results: Bombing results of this Group's bombs were unobserved due to industrial haze and partially effective smoke screen. 210 M-47, A1 Incendiary bombs were dropped by this squadron.

Flak: Intense but inaccurate flak was encountered over the target.

Escort and Enemy Fighters: P-47 escort was scheduled for cover over the whole route over enemy territory and was exceptionally good all the way. No direct fighter attacks were received by our Group, all ships of the Group returning safely to base.

Casualties: 2/Lt. Marion M. Walshe, Bombardier on Lt. Ward's crew was injured when hit by a flak fragment in the right thigh. Effective first aid was given by Lt. Murray and Lt. Walshe was hospitalized.

Awards and Citations: The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate operational missions, per General Order #19, Hqs. 1 BD, Dated Nov. 1, 1943 to the following:

- 1/Lt. Karl W. Thompson, 0-738948
- 2/Lt. Drayton W. Stringer, 0-680539
- S/Sgt. James R. Searls, 35438697

The Distinguished Flying Cross was awarded for participation in twenty-five separate operational missions, per General Order #190, Hqs. VIII BC, dated 5 November 1943, to T/Sgt. James D. Thompson.

6 November 1943:

2/Lt.'s Kenneth C. Homuth 0-801069, Charles J. Samuelson 0-671998, Joseph A. Sulli 0-801520, Neal P. Ward 0-667608 and Jens T. Weiby, Jr. promoted to rank of 1/Lt. effective 1 Nov. 1943. PFC Charles H. Huffman (6819699) returned to grade of Pvt. effective 26 Oct. 1943. Sgt. Mitchamore (18056960) duty to DS at Bovingdon. Pvt. Edward C. Pierson (37279344) assigned and joined squadron through 91st Bomb Group.

GROUND SCHOOL:	MEN	MAN HOURS
Shadowgraph Trainer	3 - G	3:00
Bomb Trainer	3 - B	3:00

Flying: Three A/C flew on local flights for a total of 3:00 hours.

7 November 1943:

1/Lt. Arthur G. Nugent, MC, 0-503004, assigned and joined squadron from 12th RCD, effective 23 Oct. 1943. Cpl.'s David S. Lorbeicke (39602151) and Leo F. Thompson (14033444) from duty to DS at Burtonwood Repair Depot. Pvt. Francis K. Clancy (11054630) assigned and joined squadron from Hqs. & Hqs. Sq. 39th Service Group.

Ground School: None scheduled.

Mission: To Wesel, Germany

Crews Credited with mission:

Ship #761: 2/Lt. Kenneth T. McFarland, Jr. (P), 2/Lt. William L. Wood (CP), 2/Lt. Manuel Fisher (N), 2/Lt. Cecil E. Williams (B), T/Sgt. Merle E. Carey (E), S/Sgt. Theodore T. Wyskoski (AE), T/Sgt. Mexico J. Barraza (R), S/Sgt. William M Donmoyer (AR), S/ Sgt. Lawrence C. Morel (G), S/Sgt. Melvin Schissler (UG).

\* Ship #040: 1/Lt. Charles H. Samuelson (P), 2/Lt. Nenad Kovachevich (CP), 2/Lt. William H. Weise (N), 2/Lt. Edward J. Kaiserski (B), T/Sgt. Edwin D. Walsh (E), S/Sgt. Milton Franchuk (AE), T/Sgt. Roy M. Ford (R), S/Sgt. Francis Lasker (AR), S/Sgt. James E. Dumouchel, (G), S/Sgt. Vincent J. Garofalo (UG).

Ship #712: 1/Lt. Jens T. Weiby Jr. (P), 2/Lt. Robert C. Mersereau (CP), 2/Lt. Daniel J. Harrington (N), 2/Lt. Sydney Kaplan (B), T/Sgt. Everett E. Roberts (E), S/Sgt. Leonard W. Lemire (AE), T/Sgt. Henry Kanfoush (R), S/Sgt. Eugene A. Scott (AR), S/Sgt. Solomon Schuster (G), S/Sgt. Fred A. Stewart (UG).

Ship #774: 1/Lt. Karl W. Thompson (P), 2/Lt. Drayton W. Stringer (CP), 1/Lt. Leroy Faringer (N), 2/Lt. Wilbur W. Nicoll (B), T/Sgt. William R. Scheible (E), Sgt. Joel L. Zeigler (AE) - 401st, S/Sgt. Walter E. Getsey (R) - 324th, S/Sgt. James R. Searls (AR), Sgt. Francis L. Rumble (G), S.

Sgt. Venceslaus M. Sikich (UG).

Ship #803: 1/Lt. David A. Bramble (P), 2/Lt. Phillip G. Mack (CP), 2/Lt. Quentin H. Ellis (N), 2/Lt. Robert C. Singer (B), T/Sgt. John M. Williams (E), S/Sgt. Jerry L. Bernasconi (AE), T/Sgt. Paul L. Zimmerman (R), S/Sgt. Walter W. Reich (G), S/Sgt. Raymond Ridings (UG).

\* This A/C forced to turn back over North Sea due to engine trouble - no credit for mission.

Bombing Results: This mission was a PFF job and due to 10/10 cloud cover over the target results were unobserved.

40 - 500 lb. G. P. bombs were dropped by this squadron.

Flak: Meager inaccurate flak encountered over the target for our A/C flying at altitudes of 27,000 to 28,000 feet.

Escort and enemy fighters: P-47 escort was scheduled for cover over the whole route over enemy territory and was excellent all the way. There was only one enemy fighter seen on the entire mission and it did not make an attack. All ships of this Group returned safely to base.

Awards and Citations: The Air Medal was awarded for participation in five separate operation missions, per GO #20, Hqs. 1 BD, dated 7 Nov. 1943, to the following:

S/Sgt. James F. Belville, 15076723

S/Sgt. Beauford D. Brush, 37311501

S/Sgt. Theodore T. Wyskoski, 33284737

8 November 1941:

2/Lt.'s Edwin R. Reid (P), 0-797181, Richard G. Morgan (CP), 0-684028, George Marghita (N), 0-673857, John B. Haus (B), 0-682327, S/Sgt.'s John A. Gustafson, Jr. 14041783, Benton E. Lowry, Sr., 15331444, Sgt.'s Anthony W. Czarnecki 32466895, Arnold L. Hovey 36370430, Ernest O. Kretchmer 37268743, and

Pvt. Melvin P. Stoddard 32470353 assigned to and joined Squadron from 91st Bomb Group.

2/Lt. James F. Donovan DS at AAF Station 101 to duty.

GROUND SCHOOL:      MEN              MAN HOURS

Spotlight Trainer	4 - G	2:00
Code Practice	2 - R, AR	5:00
Radio Lectures	1 - R	2:30
Radio Test	1 - AR	2:00

Flying: No flights this date.

9 November 1943:

2/Lt. Stringer 0-680539 promoted to rank of 1/Lt. effective 1 Nov. 1943.

GROUND SCHOOL                      MEN              MAN HOURS

Calisthenics & Physical Training	70 - CC	35:00
Link Trainer	2 - P, CP	2:30
Harwell Trainer	3 - R, AR	5:30
Wing Network	4 - R	4:00
Radio Test & Review	2 - AR	6:00
Target Identification	4 - N, B	4:00
"Gee" Trainer	3 - N	3:00

Flying: Six A/C flew on a local formation flight for a total of 12:30 hours. One A/C flew on a high altitude flight for a total of 0:30 hours.

Awards and Citations: The Purple Heart was awarded for wound received on mission of 23 Sept. 1943, per GO #20, Hqs. 1 BD, dated 7 Nov. 1943: Sgt. Charles A. Allshouse, 13089935.

10 November 1943:

Personnel Changes: M/Sgt. Gole, 14030924, duty to transferred to 12th Replacement Control Department. T/Sgt. Massie, 17045577, duty to transferred to Photo Section Hqs. 8th Air Force.

GROUND SCHOOL:            MEN            MAN HOURS

A/C Recognition	7 - CC	7:00
Link Trainer	2 - P	2:00
Bomb Trainer	3 - B	3:00
Harwell Trainer	6 - R, AR	9:00
Spotlight Trainer	6 - G	3:00

Flying: Three A/C flew on a high altitude formation flight for a total of 6:00 hours. One A/C flew on a local flight for a total of 1:30 hours. One A/C flew on a cross-country flight for a total of 0:30 hours.

11 November 1943

Personnel Changes: PFC Currie (SD), 36058904, returned to grade of Pvt. effective 5 Nov. 1943. 32 Officers and 25 EM of 401st Bomb Group attached for training and joined 9 Nov. 1943. 9 EM of 401st Bomb Group attached for training and joined 10 Nov. 1943.

Ground School: No ground school scheduled for this date.

Flying: Five A/C flew on a high altitude formation flight for a total of 22:30 hours. One A/C flew on a cross country flight for a total of 2:30 hours.

12 November 1943

Personnel Changes: 2/Lt. Rosenfeld, 0-671316, from duty to DS at Hqs. SOS ETOUSA.

Ground School            Men            Man hours

Link Trainer 6 - P, CP 5:15  
Wing Network 2 - R 2:00  
A/C Recognition 20 - CC 20:00

Flying: Four A/C flew on cross country flight for a total of 3:30 hours.

13 November 1943

Personnel Changes: 1/Lt. Seykora, 0-798594, transferred to 5th General Hospital effective 12 Nov. 1943. 2/Lt.'s Frank R. Kolts (P), 0-677777, Ehud Merkel (CP), 0-746393, Charles R. Alexander (N) 0-685920, Harold H. White (B) 0-685909, and Sgt. John P. Guros 32465898, assigned and joined from 91st Bomb Group effective 12 Nov. 1943. Sgt.'s Matthew S. Kryjak, 32430013, Roy F. Grandquist, 37178174, Abraham S. Homar 31445410, Omer E. Sharpe 38068710, John V. Hill 16071796, assigned and sent to DS at AAF Station 172 effective 12 Nov. 1943. Capt. Ross 0-369173, transferred to CG NYPE. One Officer erroneously listed twice on report of 11 Nov. 1943 as being attached to SQ., thereby reducing the number by one.

Ground School: Men Man Hours

Link Trainer 4 - P, CP 5:00  
Harwell Trainer 4 - R, AR 6:00  
Spotlight Trainer 6 - G 3:00

Flying: Five A/C flew on a high altitude formation flight for a total of 15:00 hours. One A/C flew on a local flight for a total of 1:30 hours.

14 November 1943

Personnel Changes: T/Sgt. Samuel R. Digristina 12036750, and Cpl.'s Walter H. Worstall 36328061, Floyd E. Nicholson 17043521, and William A. Hester 37130356, from duty to DS at Burtonwood Repair Depot. Sgt.'s Roy F. Grandquist 37178174, Abraham S. Homar 31445410, and John V. Hill 16071796, from DS at AAF Station 172 to duty.

Ground School: No ground school scheduled this date.

Flying: No flights this date.

Awards and Citations: The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate operational missions, per GO #22, Hqs. 1 BD, dated 14 Nov. 1943, to the following:

1/Lt. David A. Bramble, 0-797961  
1/Lt. Leroy Faringer, 0-670723  
2/Lt. Wilbur W. Nicoll, 0-741538  
S/Sgt. James S. Hachey, 31159964  
S/Sgt. Raymond C. Ridings, 15337341  
S/Sgt. James R. Searls, 35438697

The Air Medal was awarded for participation in five separate operational missions, per GO #22, Hqs. 1 BD, dated 14 Nov. 1943, to the following:

2/Lt. Philip G. Mack, 0-803083  
S/Sgt. Jerry T. Bernasconi, 32474111  
S/Sgt. Lawrence C. Morel, 31107610  
S/Sgt. Rocco Poppa, 33302181  
Sgt. Francis L. Rumble, 32544636

15 November 1943

Personnel Changes: 1/Lt. Reynolds 0-732661, promoted to rank of Captain effective 9 Nov. 1943. 1/Lt. Dalton 0-672336, sick in quarters LD to absent, sick in hospital LD at 5th General Hospital. Sgt.'s Matthew S. Kryjak 32430013, Omer E. Sharpe, 38068710, to DS at AFF Station 172 to duty. Cpl. Colomario 33149988, from duty to absent, sick in hospital LD 49th Station Hospital, effective 14 Nov. 1943. WOJG Oliver W-2121561, DS at AAF Station 113 to duty, effective 14 Nov. 1943.

GROUND SCHOOL            MEN    MAN HOURS

Shadowgraph Trainer    3 - CC    3:00  
Bomb Trainer            3 - B     3:00

Flying: One A/C flew on a local flight for a total of 1:00 hour.  
One A/C flew on a cross country flight for a total of 2:00 hours.

16 November 1943:

Personnel Changes: 1/Lt. Dalton, 0-672336, absent, sick in hospital LD at 5th General Hospital to duty. Pvt.'s Forrest L. Lehew, 35380319, and William V. Kenney, 31135267, DS at 8th Air Force Gunnery School to transferred to 8th Air Force Gunnery School.

Ground School: None scheduled this date.

Mission: To Knaben, Norway (Abortive Sortie).

Crews Credited with Mission:

Ship #712: 1/Lt. Albert R. Kuehl (P), 2/Lt. James W. McNulty (CP), 2/Lt. Donald S. Murray (N), Capt. Samuel M. Slaton (B), S/Sgt. Calvin E. Camp (B), S/Sgt. David O. Armstrong (E), S/Sgt. Lawrence H. Silberger (AE), T/Sgt. Thomas G. Vinson (R), S/Sgt. Richard T. Clarity (AR), S/Sgt. Willard P. Chandler (G), S/Sgt. Paul W. King (UG).

Ship #040: 2/Lt. Charles H. Samuelson (P), 2/Lt. Nenad Kovachevich (CP), 2/Lt. Arthur J. Lumsden (N), 2/Lt. Edward J. Kaiserski (B), T/Sgt. Edwin D. Walsh (E), S/Sgt. Milton Franchuk (AE), T/Sgt. Roy M. Ford (R), S/Sgt. Francis

Lasker (AR), S/Sgt. James E. Dumochel (G), S/Sgt. Vincent J. Garofalo (UG).

Ship #060: 1/Lt. Karl W. Thompson (P), 2/Lt. Drayton W. Stringer (CP), 1/Lt. Leroy Faringer



(N), 2/Lt. Wilbur W. Nichol (B), T/Sgt. William R. Scheible (E), S/Sgt. James S. Hachey (AE), S/Sgt. James F. Quinn, Jr. (R), S/Sgt. James R. Searls (AR), Sgt. Francis L. Rumble (G), S/Sgt. Venceslaus M. Sikich (UG).

Ship #761: 2/Lt. Kenneth T. McFarland, Jr. (P), 2/Lt. William L. Wood (CP), 2/Lt. Manuel Fisher (N), 2/Lt. Cecil E. Williams (B), T/Sgt. Merle E. Carey (E), S/Sgt. Theodore T. Wyzkoski (AE), T/Sgt. Mexico J. Barraza (R), S/Sgt. William M. Donmoyer (AR), S/Sgt. Lawrence C. Morel (G), S/Sgt. Melvin Schissler, (UG).

Ship #815: 2/Lt. Edwin R. Reid (P), 2/Lt. Robert C. Mersereau (CP), 2/Lt. John B. Haus (N), 2/Lt. George Marghitta (B), Sgt. Earnest O. Kretchmer (E), Sgt. Melvin P. Stoddard (AE), S/Sgt. Benton E. Lowry, Jr. (R), Sgt. Arnold L. Hovey (AR), Sgt. Anthony W. Czarnecki (G), S/Sgt. John A. Gustafson, Jr. (UG).

Crew Aborted: Broken Oil Line:

Ship #739: 1/Lt. David A. Bramble (P), 2/Lt. Phillip G. Mack (CP), 2/Lt. Quentin H. Ellis (N), 2/Lt. Robert C. Singer (B), T/Sgt. John M. Williams (E), S/Sgt. Jerry T. Bernesconi (AE), T/Sgt. Paul L. Zimmerman (R), S/Sgt. Raymond Ridings (AR), S/Sgt. Walter W. Reich (G), S/Sgt. Rocco Poppa (UG), Major Martin, (401st Gp.) (OB).

Story by Phil Mack, Co-Pilot

In the copy of the 91st "Daily", 16 Nov '43, "Mission to Norway," it is reported that the crew on which I served as Co-Pilot aborted. That is correct and the reason stated is "broken oil line." My recollection is that it was a blown oil cooler, but that really doesn't matter. The effect would have been the same: we lost our oil to that engine and couldn't feather the prop.

I wrote up my view of this mission and it was published in an earlier issue of the RI.

We were about 50 miles from the coast of Norway when the incident occurred. Our Pilot, Capt. Dave Bramble, made the decision to abort and head back to England.

The return trip seemed simple enough. We had flown on three engines often enough that it was no big deal. I'll have to admit, this was the first time we couldn't feather the prop. It was spinning a high speed and without oil. I had heard reports of aircraft in such a condition having the prop come off and fly up and over the wing--possibly striking the fuselage or the wing. The energy in such a piece of rotating equipment made it a very lethal weapon.

We cruised a little above an overcast, tuned in the BBC on the ADF and listened to "Music While you Work." Every once in a while we would dip our nose into the clouds and put the Ball Turret Gunner, S/Sgt. Ray Ridings, "on instruments," to which he responded in the negative.

About half way to the coast of England, a JU-88 appeared off our left wing. We looked at him and he looked at us. We both dove into the clouds. (Discretion was the better part of valor?)

After a while, we relaxed a bit as our Navigator reported we were approaching the coast of

England. Great! We were almost home. Still above the overcast, we were suddenly aware that there were big puffs of black smoke appearing around us. The British ack-acks were firing at us!

We fired the colors of the day and hope the flares would burn through the overcast and be visible to someone in the Anti-Aircraft Unit. No such luck. Our best success was in taking evasive action.

Then, still above the overcast, a British Beau fighter appeared right in front of us making head-on interception coming up through the overcast. He was not seen to fire his guns but he might have and missed us.

The Beau fighters were single pilot aircraft and we reasoned that he would not necessarily consider us as "enemies."? But how sure could we be? We all knew the Germans had some captured B-17s and might well have attempted a bombing mission in one of them under such conditions.

Fortunately, the RAF pilot, who had elected to stay with us, refrained from further attack. He did accompany us all the way to Bassingbourn and never left until he could report we were on the ground. And we all breathed a sigh of relief.

The irony of it was that although we were intercepted by an enemy aircraft, fired upon by anti-aircraft cannons, and intercepted by a hot-loaded RAF Beau fighter, we never got credit for a mission.

Ironically, my Form 5 flight log shows that we were credited with 5.7 hrs. flight time we were only about 50 miles from the coast of Norway when we turned back. In fact, the Group had continued on to the target and returned to Bassingbourn ahead of us! We were slowed down, of course by the wind-milling propeller.

But as they used to say in the RAF, "We'd live to fight another day."

Those "DAILIES" were brief. (And maybe not too accurate.)

Flak: Meager and inaccurate at several points in Norway with no flak in the target area.

Escort and Enemy Fighters: There were no fighter escorts on this mission.

Bombing Results: Our A/C circled the area three times without finding the target, which was obscured with snow, and ice, which covered the entire area.

Flying: Six A/C flew on a formation and high altitude flight for total of 42:30 hours. A/C completed bombing flight with a total of 37:30 hours. Lt. Williams, Lt. Kaiserski, Lt. Marghita, S/Sgt. Campbell, S/Sgt. Camp, dropped 12 - 500 lb. Bombs.

Awards and Citations: The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate operational missions, per GO #23, HQ 1 BD, 16 Nov. 1943 to the following:

2/Lt. Quentin H. Ellis, 0-749674

S/Sgt. Raymond C. Ridings, 15337341

S/Sgt. Venceslaus M. Sikich, 36000389

The Purple Heart was awarded, per same order, to the following:

2/Lt. Arthur J. Lumsden, 0-801484

2/Lt. Marion M. Walshe, 0-673840

17 November 1943:

Personnel Changes: S/Sgt. Thomas S. Dugan, 31139660, was promoted to T/Sgt. effective 15 Nov. 1943. John P. Guros, 32465898, Sgt.'s Ernest O. Kretchmer, 37268743, Matthew S. Kryjak, 32430013, were promoted to S/Sgt. effective 15 Nov. 1943. Pvt.'s Ralph H. Liedtke 20655728, Melvin P. Stoddard 32460353, promoted to Sgt.'s effective 15 Nov. 1943. Pvt.'s 1st class Joseph P. Franke 17076896, Hubko 33106433, promoted to Cpl.'s effective 15 Nov. 1943. Ward 0667608 and Morgan 0684028, from officers duty to sick in quarters LD.

Ground School:	Men	Man Hours
Radio Network	3 - AR	3:00
Code Practice	3 - AR	6:45
Link Trainer	5 - P. CP	5:00
Spotlight Trainer	4 - G	2:00

Flying: One A/C flew on a local flight for a total of 2:00 hours. Five A/C flew on a high altitude formation flight for a total of 20:00 hours.

18 November 1943:

Personnel Changes: S/Sgt. LaFon (3543894) reduced to the grade of Pvt. effective 15 Nov. 1943. Theodore B. Webb, Pfc., assigned from Hqs. & Hqs. Sq. 39th Service Group and DS to AF Station 113. 2/Lt. Nicholl, 0-741438 duty to sick in quarters LD>

Ground School:	Men	Man Hours
Shadowgraph Trainer	2 - G	2:00
Bomb Trainer	1 - B	1:00
Link Trainer	4 - P, CP	4:00

Flying: Five A/C flew on a high altitude formation practice mission for a total of \_\_\_?\_\_\_ hours.

Awards and Citations: The Distinguished Flying Cross was awarded for participation in 25 separate operational missions, per GO #203, HQ VIII Bomber Command, dated 18 Nov. 1943, to Capt. Robert N. Paulson.

19 November 1943:

Personnel Changes: Cpl. Felix W. Colomarino transferred to 49th Station Hospital effective 18, Nov. 1943. 1/Lt. Robert H. Edmondson assigned and joined from 91st BG. T/Sgt. Henry J. Streets (35275544) assigned and joined from 91st BG. 1/Lt. William J. Thurman, Jr. (CP) 0-411993; 2/Lt.'s Cecil G. Gorby (P), 0-801273, Edward H. Wallner (N), 0-688144, Eleuterio C. Rodriguez (B) 0-750154, Roman V. Maziarz (P) 0-802597, Peter M. Delo (CP) 0-808522, Mortimer Pudnos (N) 0-809717, Arthur D. Clay (B) 0-741471, Floyd B. Hackleman (P) 0-801595, John S. Karlac (CP) 0-807856, Dan B. Jordan (N) 0-809624, Roy L. Jones (B)

0-750144, Doyle E. Bradford (P) 0-802706, Albert T. Trandell 0-690507 (N), Arturo E. Camosy (CP) 0-736986, Jack E. Athearn (B) 0-750110; S/Sgt.'s Joseph T. Depoti (13128142), Joseph Lacascia (32412774), Marvin Powers, Jr. (18218980), Henry A. Berty (33285543). Frederick G. Parkins (13132134), Frank J. Thau (36704247) Hobart P. Peterson (16076305), Norman H. Burin (12186354); Sgt.'s Urban A. Jacoboski (20646663), Anthony J. Bernotti (13052154), Walter P. Leader, Jr. (11122367), Robert W. Heller (35373756), Lyman J. Schafer (16132887), Elmer P. Payne (18226273), Charles Kolence (33418984), Robert J. Grabowski (35723171), Donald F. Pilcher (17071605), Bernard F. Bellettiere (12160268), William A. Reynolds, Jr. (37355636), Howard X. Beanblossom (35690847), Lucian Wright (38272144) Nicholas P. Merletti (31168499) Malcolm E. Brandt (35494204) and Robert L. Modell who are at present DS for training with 381st Bomb Group assigned to Sq. from 91st Bomb Group, per Special Order 177, dated 18 Nov. 1943. Pfc. Webb (32100003) from DS at AAF Station 113 to duty. 10 2/Lt. and 19 EM who were attached from 401st Bomb Group released from temporary duty and returned to own organization.

Ground School:	Men	Man Hours
Link Trainer	5 - P, CP	5:00
Harwell Trainer	4 - R, AR	6:00
Aircraft Recognition	6 - CC	6:00
Gunnery Lecture	5 - G	5:00

Flying: Three A/C flew on a local high altitude formation flight for a total of 4:30 hours.

Awards and Citations: The Oak Leaf Cluster to the Air Medal was awarded for participation in five separate operational missions, per GO #24, HQ 1 Bombardment Division, dated 19 Nov. 1943, to the following:

T/Sgt. Thomas S. Dugan (31139660)  
T/Sgt. William R. Schieble (15019010)  
S/Sgt. Venceslaus M. Sikich (36000389)

20 November 1943:

Personnel Changes: M/Sgt. Gerald M. Burkhart (7022680), Sgt.'s Emil M. Yezdimir (33173697) and Norman R. Simmons (14063283), Pfc. James M. Roberts (13126721) and Pvt. Anthony J. Sopata (16141694) duty to DS at Burtonwood Repair Depot. S/Sgt. Whitmal W. Hill, Jr. and Cpl. Alan K. Wallace (18045827) transferred to 441st Sub Depot Class I, effective 19 Nov. 1943. 2/Lt. Walshe, 0-673840, absent, sick LD at 49th Station Hospital to duty.

Ground School	Men	Man Hours
Link Trainer	5 - P, CP	5:30
Bomb Trainer	3 - B	3:00
Skeet	9 - G	27:00

(Average Score - 16. Average rounds fired - 25.0)

Awards and Citations: The Air Medal was awarded for participation in five separate operational missions, per GO #25, HQ 1 BD, dated 22 Nov. 1943, to the following:

2/Lt. Robert C. Mersereau (0-678297)  
T/Sgt. Mexico J. Barraza (32433482)  
T/Sgt. Thomas G. Vinson (1817016)  
S/Sgt. Willard P. Chandler (13130407)

Ground School :	Men	Man Hours
A/C Recognition	5 - C, CC	50:00
Shadowgraph Trainer	3 - G	3:00
Link Trainer	6 - P, CP	6:00
Wing Radio Network	4 - AR	4:00

Flying: No flying this date

21 November 1943:

Personnel Changes: M/Sgt. Cardwell transferred to 441st Sub Depot (Class I). M/Sgt. Samuel S. Seymour assigned and joined from HQ and HQ SQ. 39th Service Group, effective 19 Nov. 1943. 1 ea. 1st/Lt. 20 2/Lt.'s and 15 EM attached from 401st BG relieved from temporary duty and returned to own organization. 1 ea. 1st/Lt. 15 2/Lt.'s and 24 EM DS at 381st Bomb Group, listed on 19 Nov. 1943, to duty. Cpl.'s David S. Lorbiecke and Lee F. Thompson DS at Burtonwood Repair Depot to duty.

No Ground School

No Flying

22 November 1943:

Personnel Changes: S/Sgt. Kerr to DS at AAF Station Mardlesham, Suffolk. 1/Lt. Hulkey DS at Station 117 to transferred to 1773rd Ordnance S&M Company, effective 21 Nov. 1943. 2/Lt. Malkowski relieved from attached to 1773rd Ordnance S&M Company to assigned and joined, effective 21 Nov. 1943.

Ground School:	Men	Man Hours
Link Trainer	5 - P, CP	5:30
Bomb Trainer	3 - B	3:00
Skeet	9 - G	27:00

(Average Score - 16. Average rounds fired - 25.0)

No Flying

Awards and Citations: The Air Medal was awarded for participation in five separate operational missions, per GO #25, HQ 1 BD, dated 22 Nov. 1943, to the following:

2/Lt. Robert C. Mersereau 0-678397  
T/Sgt. Mexico J. Barraza (32433482)  
T/Sgt. Thomas G. Vinson (18170168)  
S/Sgt. Willard P. Chandler (13130307)

23 November 1943:

Personnel Changes: S/Sgt. Korely (33293692) duty to absent sick in 49th Station Hospital, effective 18 Nov. 1943.

Ground School	Men	Man Hours	
Link Trainer	6 -P, CP	6:00	
Shadowgraph	3 - G	3:00	
Harwell Trainer	4 - R, AR	6:00	
Dinghy and Equipment Lectures - 4 complete Crews			80:00

No Flying:

24 November 1943:

Personnel Changes: S/Sgt. Peters (14013453) from absent, sick in 49th Station Hospital, to duty LD. PFC William C. Ralston (15382619) assigned and joined Sq. from HQ 8th Bomber Command through 91st BG.

Ground School	Men	Man Hours
Link Trainer	4 -P,CP	5:00
Wing Radio Network	4 - AR	6:00
P/W Lecture	40 - CC	40:00
A/C Recognition	16 - CC	16:00

Flying: Six A/C flew on a high altitude formation flight for a total of 21:00 hours. One A/C flew on a cross country flight for a total of 1:45 hours.

25 November 1943:

Personnel Changes: S/Sgt. Edward Ennis (16039628) assigned and joined from HQ 8th AFRD through 91st BG.

Ground School:	Men	Man Hours
A/C Recognition	10 - CC	10:00
Shadowgraph	3 - G	3:00
Link Trainer	2 - P, CP	2:15
Bomb Trainer	3 - B	3:00

Flying: Seven A/C flew on a high altitude formation flight for a total of 14:00 hours. One A/C

flew on a local flight for a total of 1:30 hours.

26 November 1943:

Personnel Changes: Pfc's Johnny R. Daugherty (35266326) and Leslie Gibson (35266144) from duty to transferred to 441st Sub Depot (Class I). Cpl.'s Albert F. Rosati (37164022), Ramon A. Ortiz (38074916) and T/5 Nicholas Gatti (32202726) assigned and joined from 441st Sub Depot (Class I). T/Sgt. Cowherd (15068629) DS at HQ 8th Air Force to transferred to HQ 1st Air Force, effective 21 Nov. 1943.

Ground School	Men	Man Hours
Turret Instructions	4 -E, BT	8:00

Mission: To Bremen Germany

Crews Credited with Mission:

Ship #639: Capt. John T. Gladstone (P), Major John C. Bishop (Air Commander), 2nd Lt. Kenneth C. Homuth (N), 1/Lt. Edward J. Reynolds, Jr. (B), T/Sgt. Noah C. Kirk (E), S/Sgt. Theodore T. Wyzkoski (AE), T/Sgt. Edward W. Koprowski - 324th (R), S/Sgt. Austin O. Johnson (AR), 2/Lt. George M. Brooks (G), S/Sgt. James F. Belville (UG).

Ship #761: 2/Lt. Kenneth T. McFarland, Jr. (P), 2/Lt. William L. Wood (CP), 2/Lt. Manuel Fisher (N), 2/Lt. Cecil E. Williams (B), T/Sgt. Merle E. Carey (E), Sgt. Roy F. Grandquist (AE), S/Sgt. John P. Guros (R), S/Sgt. William M. Donmoyer (AR), S/Sgt. Lawrence C. Morel (G), S/Sgt. Melvin Schissler (UG).

Ship #172: 1/Lt. Charles H. Samuelson (P), 2/Lt. Nenad Kovachevich (CP), 2/Lt. William H. Weise (N), 2/Lt. Edward J. Kaiserski (B), T/Sgt. Edwin D. Walsh (E), S/Sgt. Milton Franchuk (AE), T/Sgt. Roy M. Ford (R), S/Sgt. Francis Lasker (AR), S/Sgt. James E. Dumouchel (G), S/Sgt. Vincent J. Garofalo (UG).

Ship #086: 1/Lt. Jens T. Weiby, Jr. (P), 2/Lt. Joseph E. Prezzano, Jr. (CP), 2/Lt. Daniel J. Harrington (N), 2/Lt. Sydney Kaplan (B), T/Sgt. Everett E. Roberts (E), S/Sgt. Leonard W. Lemire (AE), T/Sgt. Henry Kanfoush (R), S/Sgt. Eugene A. Scott (AR), S/Sgt. Solomon Schuster (G), S/Sgt. Fred A. Stewart (UG).

Ship #739: 1/Lt. David A. Bramble (P), 2/Lt. Phillip G. Mack (CP), 2/Lt. Quentin H. Ellis (N), 2/Lt. Robert C. Singer (B), Capt. Samuel M. Slaton (B), T/Sgt. John H. Williams (E), S/Sgt. Jerry T. Bernasconi (AE), T/Sgt. Paul L. Zimmerman (R), S/Sgt. Raymond Ridings (AR), S/Sgt. Walter W. Reich (G), S/Sgt. Rocco Poppa (UG).

Ship #815: 1/Lt. Warrington B. Dalton, Jr. (P), 2/Lt. Jewell F. Stevens, Jr. (CP), 1/Lt. Joseph A. Sulli (N), S/Sgt. Donald J. Campbell (B), T/Sgt. Glenn L. Jensen (E), S/Sgt. William L. Hoots (AR), S/Sgt. Raymond L. Grahoad (R), S/Sgt. Omer E. Sharpe (AR), S/Sgt. John S. Wallin (G), S/Sgt. Phillip R. Taylor (UG).

Ship #746: 2/Lt. Edwin R. Reid (P), 2/Lt. Richard G. Morgan (CP), 2/Lt. John B. Haus (N), 2/Lt. George Marghita (B), Sgt. Earnest O. Kretchmer (E), Sgt. Melvin P. Stoddard (AE), S/Sgt. Benton E. Lowry, Sr. (R), Sgt. Arnold L. Hovey (AR), Sgt. Anthony W. Czarnecki (G), S/Sgt. John A. Gustafson (UG).

This ship was forced to turn back over enemy territory due to engine trouble but was given credit for the mission.

Flak: Flak was meager to intense but inaccurate for our Group over the target area.  
Escort and enemy fighters: Fighter support was with the Group as scheduled and was very good.  
There were no enemy fighter attacks on Group; only a few being seen in the distance.  
Bombing Results: Bombing results were unobserved due to dense haze and smoke over the target area. 30 x 500 G.P. and 100lb. 47 I. B. Bombs were dropped by this SQ. One ship brought his bombs home and ship #815, although going over the target, was unable to get his bombs away because of mechanical failure of the toggling apparatus.  
No Casualties:

27 November 1943:

Personnel Changes: M/Sgt. William R. Love (18052760) and Sgt. Peter J. Hoffman (32190321) duty to DS at Burtonwood Repair Depot. PFC Aiken (38098025) DS at APO 634 Wellingborough to duty effective 26 Nov. 1943. S/Sgt. Kerr (13041310) DS at AAF Station Mardlesham, Suffolk to duty. 2/Lt. Lumsden, 0-801482, absent, sick in 49th Station Hospital, to absent sick in 30th General Hospital

Ground School	Men	Man Hours
Shadowgraph Trainer	3 - G	3:00
Link Trainer	6 - P,	6:00
Wing Radio Network	3 - R, AR	4:00
Turret Instruction	4 - E. BTG	8:00
Radio Code Practice	4 - R, AR	6:30

No Flying:

28 November 1943:

No Personnel Changes:  
No Ground School:  
No Flying:

29 November 1943:

Personnel Changes: T/Sgt. John M. Williams (37206149) returned to grade of S/Sgt. effective 24 Nov. 1943.

No Ground School:

Flying: Six A/C flew on a high altitude formation flight for a total of 27:00 hours.

30 November 1943:

Personnel Changes: T/Sgt. Charles Galian (16026506) and S/Sgt. Earl Heron (16037544) from duty to DS at AAF Station 582. T/Sgt. Samuel R. Digristina (12036750) and Cpls. William A. Hester (37130356), Floyd E. Nicholson (17043521) and Walter H. Worstall (36328061) from DS at Burtonwood Repair Depot to duty effective 28 Nov. 1943. 2/Lt. Fred T. Gardner (P), 0-672343, assigned and joined from 91st Bomb Group.



Ground School:	Men	Man Hours
Shadowgraph Trainer	2 - G	2:00
Link Trainer	4 - P, CP	4:00

Flying: Seven A/C started out on a mission but were recalled thereby flying a total of 31:30 hours on a high altitude formation flight.

#### TABULATION E/A ENCOUNTERS FOR NOVEMBER 1943

Date	A/C #	Claimants, Name and Rank	Position
E/A Type	Allowed As		

3 Nov. 1943	815-N	T/Sgt. Everett E. Roberts	TT/G
	FW-190	Damaged	
	815-N	S/Sgt. Solomon Schuster	T/G

FW-190	No Claim
761	2/Lt. Cecil E. Williams Bomb.

FW-190	Damaged
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761	S/Sgt. Lawrence C. Morel	T/G
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ME-110	No Claim
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739	2/Lt. Quentin H. Ellis	Navigator
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FW-190	Destroyed
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739	S/Sgt. Beauford D Brush	T/G
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ME-109	Damaged
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739	S/Sgt. Raymond Ridings	BT/G
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FW-190	Destroyed
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712	2/Lt. Marion M Walshe	Bombardier
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FW-190	Damaged
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060	S/Sgt. Venceslaus Sikich	LW/G
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ME-109 Destroyed

639 2/St George M Brooks T/G

FW-190 Damaged

172 T/Sgt. E. D. Walsh TT/G

FW-190 Damaged

323rd Dailies - Prepared by James R. Leggett, 1st Lt. AC December 1943

1 December 1943:

Personnel Changes: Cpl. Murray from sick in quarters to duty; Sgt. Simmons from DS at Burtonwood Repair Depot to duty; Sgt. Carl M. Cooper from DS with No. 3 Signal School; Cpl. Tongsassett to duty; 2/Lt. Douglas Harding (P), 2/Lt. Leonard J. Hosack (CP), 2/Lt. Watson L. Grant (N), 2/Lt. Henry L. Sanucky (B); S/Sgt. Wallace R. Beyer (AE); Sgt.'s John J. Frankey (E), Charles W. Tedesco (AG), Hubert D. Peterson (R), Samuel Grazioso (G), Robert G. Vaughan (AR); 2/Lt.'s Kenneth Sutherland (P) Stanley L. Jordan (CP), Frederick H. McBride (N), Leslie A. Price (B); Sgt.'s Andrew E. Tarasuk (AE), Malcolm M. McCuery (R), Robert C. Kyle (E), Raymond Butler (AR), Fred A. Tabor (G), Rathel C. Bennett (AG), 2/Lt.'s Edward B. Register, Jr., (P), William J. Mutsinger (CP), Carl L. Kroll (N), Ralph F. Bunk (B); S/Sgt. Jack E. Hobson (G); Sgt.'s John E. Tilton (E), Merritt W. Metzger (R), Roy J. Schleich, Jr. (AE), Philip E. Merrill (AR), Charles D. Countryman (AG); 2/Lt.'s Walter M. Pickard (P), Bascom P. Smith (CP), Milton L. Pike (N), Robert R. Warren (B); S/Sgt. Lewis C. Alger (AE), Sgt.'s Edward C. White (E), Perry E. Wofford (AE), Wayne C. Wrightsman, Jr. (AR), Darrel E. Moran (G); Pvt. 1 Class Edmond E. Crafton (R); were assigned and joined (HC-EAFRD). 1/Lt. Jens T. Weiby, Jr., 2/Lt.'s Daniel J. Harrington, Sidney Kaplan, Joseph E. Prezzaro, Jr.; T/Sgt.'s Henry Kanfoush, Everett E. Roberts; S/Sgt.'s Leonard W. Lemire, Solomon Schuster, Eugene A. Scott, Fred A. Stewart, from duty to Missing in Action.

Mission: To Leverkusen, Germany: Seven A/C of this squadron took off on a mission to Leverkusen, Germany to bomb the chemical works of I. G. Farben Industry A. G.

Ship #040: Was forced to turn back over England when the Pilot's oxygen regulator failed to function properly. Flak was reported to be meager to moderate and inaccurate for our group at 26,000 feet.

Fighter Escort: Was scheduled for the entire route over enemy territory and was excellent except for about 20 minutes during which time 40 to 50 enemy fighters pressed home many nose attacks. Five ships of our group are missing, including Lt. Weiby and his crew in Ship #086 of this squadron who were reported last seen on the way home dropping out of the formation under control.

Ship #761: Landed at Leiston and Ship #172 at Framlingham due to gasoline shortage. Bombing results of the mission were unobserved due to 10/10-cloud cover over the target, which brought PFF bombing procedure into use.

No Casualties:

Crews credited with Mission:

Ship #774: 1/Lt. David A. Bramble (P), 2/Lt.'s Phillip G. Mack (CP), Quentin H. Ellis (N), Robert C. Singer (B), T/Sgt. Paul L. Zimmerman (R), S/Sgt.'s David C. Armstrong (E), Jerry T. Bernasconi (AE), Raymond Ridings (AR), Walter W. Reich (G), Rocco Poppa (UG).

Ship #015: 1/Lt.'s Warrington S. Dalton, Jr. (P), Joseph A. Sulli (N); 2/Lt. Jewell F. Stevens, Jr. (CP), T/Sgt.'s Glenn L. Jensen (E), Thomas S. Dugan (R); S/Sgt.'s Donald J. Campbell (B), William L. Hoots (AE), Raymond L. Orahod (AE), John E. Wallin (G), Phillip R. Taylor (UG).

Ship #761: 2/Lt.'s Kenneth T. McFarland, Jr. (P), William L. Wood (CP), Manuel Fisher (N), Cecil E. Williams (B); T/Sgt.'s Merle E. Carey (E), Mexico J. Barraza (R); S/Sgt.'s Francis Lasker (AE), William M. Donmoyer (AR), Lawrence C. Morel (G), Vincent J. Garofalo (UG).

Ship #746: 2/Lt.'s Frank R. Kolts (P), Robert O. Mersereau (CP), Charles R. Alexander (N), Harold H. White (B); S/Sgt.'s Matthew S. Kryjak (E), John P. Guros (R); Sgt.'s Abraham S. Homar (AE), Omer E. Sharpe (AR), John V. Hill (G), Roy F. Grandquist (UG).

Ship #172: 2/Lt.'s Edwin R. Reid (P), Richard G. Morgan (CP), John B. Haus (N), George Marghita (E); T/Sgt. Benton E. Lowry, Sr. (R); S/Sgt.'s Ernest O. Kretchmer (E), Arnold L. Hovey (AR), Anthony W. Czarnecki (G), John A. Gustafson, Jr. (UG); Sgt. Melvin P. Stoddard (AE).

Crews Aborted:

Ship #040: 1/Lt. Neal P. Ward (P); 2/Lt.'s James W. McNulty (CP), Donald S. Murray (N); T/Sgt.'s Kenneth F. Jerge (E), Thomas G. Vinson (R); S/Sgt.'s Calvin E. Camp (B), Theodore T. Wyzkoski (AE), Richard T. Clarity (AR), Willard P. Chandler (G), Paul King (UG).

Crew Missing in Action:

Ship #086: 1/Lt. Jens T. Weiby, Jr. (P), 2/Lt.'s Joseph C. Prezzano, Jr. (CP), Daniel J. Harrington (N), Sydney Kaplan (B); T/Sgt.'s Everett E. Roberts (E), Kenry Kanfoush (R); S. Sgt.'s Leonard W Lemire (AE), Eugene A. Scott (AR), Solomon Schuster (G), Fred A. Stewart (UG).

2 December 1943:

Personnel Changes: Sgt. Wrightsman from duty to sick in quarters; Sgt. Robert S. Cooper from duty to transferred to the 12th replacement control depot effective 30 Nov. 1943.

Flying: Two A/C flew on a local flight for a total of 2:00 hours.

3 December 1943:

Personnel Changes: Sgt. Robert J. Grabowski from sick in quarters to absent, sick in the 49th Station Hospital.

4 December 1943:

Personnel Changes: Sgt. Lester H. Dull from, absent, sick in hospital LD with the 49th Station Hospital, to duty; 1/Lt. Charles A. Bennett (P), assigned and DS (HQ 8th AF) effective 27 Nov. 1943; M/Sgt. Marion J. Darnell, Sgt. Granville H. Taylor, PVT 1st Class Jerome A. Holtman from duty to DS with the Burtonwood Repair Depot.

Flying: Five A/C flew on a local high altitude formation flight for a total of 7:30 hours. Three A/C flew on a high altitude formation gunnery flight for a total of 4:30 hours. One A/C flew on a high altitude bombing practice flight for a total of 2:30 hours.

5 December 1943:

Personnel Changes: 2/Lt. Lumsden from, absent, sick LD with the 30th Station Hospital, to transferred to the 30th Station Hospital effective 1 Dec. 1943; PVT 1 Class Leddon, sick in quarters LD to duty; S/Sgt.'s Rollin L. Davis, Benton E. Lowry, Sr., Rudolph W. Christiansen appointed T/Sgt.'s effective 1 December 1943; Sgt.'s Anthony W. Czarnecki, Arnold L. Hovey, Nevin E. Hale, Jr., Harold N. Mitchamore (DS) appointed S/Sgt.'s effective 1 Dec. 1943; Pvt.'s 1 Class Joseph M. Cassidy, Walter J. Hughes, James M. Roberts were appointed Corporals effective 1 Dec. 1943; Pvt.'s Robert C. Christman, Anthony J. Sopata (DS) appointed Pvt's 1st Class effective 1 December 1943; CPL. Holler reduced to grade of private effective 1 December 1943.

Mission to: Paris France (Abortive Sortie):

Three A/C of this squadron took off on a mission to Paris France to bomb the Ball Bearing Works of C.A. M. 28 A/C of this group were scheduled to take part in this mission. However, only ten were able to get off before the field closed in. Very meager AA Fire and no enemy aircraft were encountered. Fighter escort was scheduled for the entire mission and was excellent all the way. 10/10 cloud cover over all briefed targets resulted in this group's returning without bombing. All ships landed safely at Ridgwell.

No Casualties.

Crews credited with mission:

Ship #761: 2/Lt.'s Kenneth T. McFarland, Jr. (P), William L. Wood (CP, Manuel Fisher (N), Cecil E. Williams (B), T/Sgt.'s Merle E. Carey (E), Mexico J. Barraza (R); S/Sgt.'s Theodore T. Wyzkoski (AE), William M. Donmoyer (AR), Lawrence C. Morel (G), Austin O. Johnson (UG).

Ship #815: 2/Lt.'s Frank R. Kolts (P), Ehud Merkel (CP), Charles R. Alexander (N), Harold H. White (B); S/Sgt.'s Matthew S. Kryjak (E), John P. Guros (R); SSTS. Francis L. Rumble (AE), Omer E. Sharpe (AR), John V. Hill (G), Roy F. Grandquist (UG).

Ship #739: Edwin R. Reid (P), Richard G. Morgan (CP), John B. Haus (N), George Marshita (B); T/Sgt. Benton E. Lowry, Jr. (R); S/Sgt.'s Earnest O. Kretchmer (E), Arnold L. Hovey (AR), Anthony W. Czarnecki (G), John A. Gustafson, Jr. (UG); Sgt. Melvin P. Stoddard (AE).

6 December 1943:

Personnel Changes: M/Sgt. Gerald M. Burkhart, Sgt. Emil M. Yezdimir, Cpl. James M. Roberts

and PFC Anthony J. Sopata from DS at Burtonwood Repair Depot to duty effective 5 Dec. 1943.

7 December 1943:

Personnel Changes: Cpl. Carter reduced to grade of private effective 4, December 1943. 2/Lt.'s Quentin H. Ellis, Kenneth T. McFarland, Jr., Wilbur W. Nicoll, Robert S. Singer, William H. Weise, promoted to 1/Lt.'s effective 29 November 1943. 2/Lt. Mack promoted to 1/Lt. effective 1 December 1943.

Awards and Citations: The Air Medal was awarded for exceptional meritorious achievement, while participating in five separate bomber combat missions over enemy continental Europe. The courage, coolness and skill displayed by these officers and enlisted men upon these occasions reflect the great credit upon themselves and the Armed Forces of the United States, per GO #31, HQ 1st BD, 7 December 1943, to the following:

2/Lt. Manuel Fisher  
2/Lt. Kenneth T. McFarland, Jr.  
2/Lt. Cecil E. Williams  
2/Lt. William L. Wood  
T/Sgt. Merle E. Carey  
S/Sgt. William M. Donmoyer  
S/Sgt. Austin O. Johnson  
S/Sgt. Melvin Schissler

8 December 1943:

Personnel Changes: S/Sgt. Koroly from absent sick in hospital (49th Station Hospital) to transferred to 49th Station Hospital effective 5 December 1943.

9 December 1943: No Change.

10 December 1943:

Personnel Changes: Sgt. Wrightsman from sick in quarters LD to duty. 2/Lt.'s William E. Reid (P), John L. Smith, Jr. (BN), Herbert A. Markie (CP); S/Sgt. James L. Green, Sgt.'s Joseph O. Fowler, Larry Silverstein were assigned and joined HQ 1st CCRC Group effective 9 December 1943. Flying: Five A/C flew on a local formation flight for a total of 10:00 hours.

Awards and Citations: Major John C. Bishop, 0-430564, The Distinguished Flying Cross for extraordinary achievement while serving as pilot on twenty bombardment missions of enemy occupied continental Europe. Displaying great courage and skill, Major Bishop has materially aided in the success of each of the twenty missions and his actions are an inspiring example for his fellow flyers. The courage, coolness and skill displayed by Major Bishop on all these occasions reflect the highest credit upon himself and the Armed Forces of the United States, - per GO #219, HQ VIII Bomber Command, 10 December 1943.

The Oak Leaf Cluster for five missions per GO 352, HQ 1st BD, 10 December 1943, was awarded to the following:

Capt. John T. Gladstone  
1/Lt. Joseph A. Sulli  
2/Lt. Robert C. Singer  
2/Lt. Quentin H. Ellis  
T/Sgt. Glen L. Jensen  
T/Sgt. Paul L. Zimmerman  
S/Sgt. John E. Wallin

11 December 1943:

Personnel Changes: Sgt. Fegeley from duty to sick in quarters LD. M/Sgt. Mattie from duty to transferred to the 12th replacement control depot. 1/Lt. Thomas J. Gannon (B), 2/Lt. William R. James (P), were assigned and joined (322nd Bomb Sq) effective 9 Dec. 1943.

Mission: To Emden, Germany: Five A/C of this squadron took off at 0845 hours on a mission to Emden, Germany to bomb the center of the city. AA fire at the target was moderate and accurate for our A/C at 22,000 and 24,000 feet. Only four enemy aircraft were reported observed.

Supporting fighters effectively drove away enemy aircraft although very few of our fighters were seen. Good bombing results were reported by returning crews; a high column of yellow smoke as well as many hits in the area around the inner and old inner harbors and two large fires in the Northwest section of the town having been observed. All ships of this group returned safely. No Casualties

Crews credited with Mission:

Ship # 739: Lt.'s Bramble (P), Hackleman (CP), Ellis (N), Singer (B); T/Sgt. Zimmerman (R); S/Sgt.'s Williams (E), Bernasconi (AE), Ridings (AR), Poppa (UG); and Sgt. Reich.

Ship #746: Lt.'s Kolts (P), Merkel (CP), Alexander (N), White (B); S/Sgt.'s Kryjak, Guros; Sgt.'s Wright (AE) Sharpe (R), Hill (G), Grandquist (UG).

Ship #712: Lt.'s E. R. Reid (P), Morgan (CP), Haus (N), Marghita (B); T/Sgt. Lowry (R); S/Sgt.'s Kretchmer (E), Hovey (AR), Czarnecki (G), Gustafson (UG).

Ship #815: Lt.'s Dalton (P), Maziarz (CP), Sulli (N); T/Sgt.'s Jensen (E), Dugan (R); Campbell (B), Hoots (AE), Searls (AR), Wallin (G), Taylor (UG).

Ship #172: Lt.'s Samuelson (P), Kovachevich (CP), Weise (N), Kaiserski (B); T/Sgt.'s Walsh, Ford (R); S/Sgt.'s Franchuk (AE), Lasker (AR), Dumouchel (G), Garofalo (UG).

12 December 1943:

Personnel Changes: M/Sgt. William R. Love and Sgt. Peter J. Hoffman from DS at Burtonwood Repair Depot to duty.

Flying: One A/C flew on a local flight for a total of 2:00 hours.

Awards and Citations: The Oak Leaf Cluster to the Air Medal was awarded for five separate missions over enemy occupied continental Europe, per GO #33, HQ 1st SD, 12 December 1943 to the following: S/Sgt. Theodore T. Wyzkoski

13 December 1943:

Personnel Changes: Sgt. Fegeley from sick in quarters LD to duty. Sgt. Reich wounded in action (remains duty).

Mission: To Bremen\_ Germany: Seven A/C of this squadron took off at 0830 hours on a mission to Bremen, Germany to bomb the center of the city. At the target AA fire was moderate and accurate for our A/C at 26,000 and 28,000 feet. There was no enemy fighter opposition and our fighter support was reported as exceptionally good. Bombing results were generally unobserved. All ships of our group returned safely.

Casualties: S/Sgt. Walter W. Reich was slightly injured by flak fragments sustaining abrasions about the face.

Crews credited with mission:

Ship #774: Lt.'s Thompson (P), Stringer (CP), Faringer (N) Nicoll (B); T/Sgt.'s Scheible (E), Mastroberardino (R), S/Sgt.'s Searls (AR), Zawadski (G), Sikich (UG); Sgt. Wyzkoski (AE).

Ship #761: Lt.'s McFarland (P), Harding (CP), Fisher (N), Williams (B); T/Sgt.'s Carey (E), Barraza (R); S/Sgt.'s Donmoyer (AR), Morel (G), Schissler (UG); Sgt. Rumble (AE).

Ship #746: Lt.'s Kolts (P), Merkel (CP), Alexander (N), White (B); S/Sgt.'s Kryjak (E), Guros (R); Sgt.'s Homar (AE), Sharpe (AR), Hill (G), Grandquist (UG).

Ship #172: Lt.'s Samuelson (P), Corby (CP), Weise (N), Kaiserski (B); T/Sgt.'s Walsh (E), Ford (R); S/Sgt.'s Franchuk (AE), Dumouchel (G), Garofalo (UG); Sgt. Schafer (AR).

Ship #739: Lt.'s Bramble (P), Mack (CP), Ellis (N), Singer (B); T/Sgt.'s Williams (E), Zimmerman (R); S/Sgt.'s Bernasconi (AE), Ridings (AR), Reich (G), Poppa (UG).

Ship #815: Lt.'s Reid (P), Bradford (CP), Haus (N), Marghita (B); T/Sgt. Lowry (R); S/Sgt.'s Kretchmer (E), Hovey (AR), Czarnecki (G), Gustafson (UG); Sgt. Stoddard (AE).

Ship #712: Lt.'s Ward (P), Sutherland (CP), Murray (N), Walshe (B); T/Sgt.'s Jerge (E), Vinson (R); S/Sgt.'s Silberger (AE), Clarity (AR), Chandler (G), King (UG).

Awards and Citations: 2/Lt. Edward J. Kaiserski 0-741569, for meritorious achievement while serving as Bombardier on a B-17 Airplane on a mission over Germany, 3 November 1943. When approaching the target a twenty MM cannon shell exploded in the nose compartment of his A/C seriously wounding the Navigator and causing other serious damage. Lt. Kaiserski coolly remained at his bombsite and released the bombs accurately on the target. Having accomplished this, he moved his wounded comrade, administered emergency first-aid and then manned the nose guns, skillfully fighting off vicious frontal attacks on his aircraft. The courage, coolness and technical skill displayed by Lt. Kaiserski reflected great credit upon himself and the Armed Forces of the United States; per GO #224, HQ 8th AF, 13 December 1943.

14 December 1943

Personnel Changes: T/Sgt. Rudolph W. Christiansen, S/Sgt. Nevia E. Hale, Jr.; Sgt. Francis L. Edmondson were placed from duty to transferred (322nd Bomb SQ, 91st Bomb Group); T/Sgt. Joseph J. Carey, S/Sgt. Otto J. Kuenhold, Jr., were placed from duty to transferred to 324th Bomb SQ, 91st Bomb GP; T/Sgt. James M. Lomasney, S/Sgt. Leslie R. Hinds and S/Sgt. Richard H. Klamm were placed from duty to transferred to the 401st Bomb SQ, 91st Bomb Group.

15 December 1943:

Personnel Changes: No Changes.

16 December 1943:

Personnel Changes: Sgt. Loper from duty to sick LD with the 49th Station Hospital; PFC Watford from duty to sick in quarters LD; 1/Lt. Nugent from duty to DS with the 8th AF PROV. MED FLD SV Sch.

Mission: To Bremen, Germany: Eight A/C of this squadron took off at 0850 hours on a mission to Bremen, Germany to bomb industrial installations very near the center of the city. AA fire at the target was intense and accurate. There were no direct attacks made on our group by enemy aircraft. Bombing results were unobserved due to 10/10 undercast. All NC of this group returned safely.

No Casualties:

Crews Credited with mission:

Ship #774: Lt.'s Thompson (P), Hackleman (CP), Faringer (N), Nicoll (B), T/Sgt. Scheible (E); S/Sgt.'s Sikich (AE), Berty (R) Searls (AR), Zawadski (G).

Ship #814: Lt.'s Dalton (P), Stevens (CP), Sulli (N), S/Sgt.'s Campbell (B), Armstrong (E), Hoot (AE), Orahod (AR), Wallin (G), Taylor (UG); Stratton (R).

Ship #712: Lt.'s Ward (P), McNulty (CP), Murray (N); Walshe (B); T/Sgt.'s Jerge (E), Vinson ®; S/Sgt.'s Silberger (AE), Clarity (AR), Chandler (G), King (UG).

Ship #739: Lt.'s Bramble (P), Mack (CP), Ellis (N), Singer (B) T/Sgt.'s Williams (E), Zimmerman (R); S/Sgt.'s Bernasconi (AE), Ridings (AR), Reich (G), Poppa (UG).

Ship #761: Lt.'s McFarland (P) Wood (CP), Fisher (N), Williams (B); T/Sgt.'s Carey (E), Barraza (R); S/Sgt.'s Donmoyer (AR) Morel (G), Schissler (UG); Sgt. Beanblossom (AE).

Ship #746: Lt.'s Kolts (P), Merkel (CP), Alexander (N), White (E); S/Sgt.'s Kryjak (E), Homer (AE), Curos (N); Sgt.'s Sharp (AR), Hill (G), Grandquist (UG).

Ship #172: Lt.'s Samuelson (P), Maziarz (CP), Weise (N), Kaiserski (B); T/Sgt.'s Walsh (E), Ford (R); S/Sgt.'s Franchuk (AE), Schafer (AR), Dumouchel (G), Garofalo (UG).

Ship #947: Lt.'s Reid (P). Morgan (CP), Haus (N), Marshita (B); T/Sgt. Lowry (R); S/Sgt.'s Kretchmer (E), Hovey (AR) Czarnecki (G), Gustafson (UG); Sgt. Stoddard (AE).

17 December 1943:

Personnel Changes: S/Sgt.'s David O. Armstrong, John P. Guros, Ernest O. Kretchner, Matthew S. Kryjak, Bill M. Lyons, John M. Williams were appointed T/Sgt.'s effective 15 Dec. 1943. Sgt.'s



Roy F. Grandquist, John V Hill, Abraham S. Homar, Francis L. Rumble, Omer E. Sharpe, Melvin P. Stoddard were appointed S/Sgt.'s effective 15 Dec 1943. PFC Theodore B. Webb was appointed Corporal effective 15 Dec. 1943. Pvt. Raymond L. LaFon was appointed PFC effective 15 Dec 1943.

18 December 1943:

Personnel Changes: PFC Watford from sick in quarters LD to duty.

19 December 1943:

Personnel Changes: S/Sgt Gatti from duty to sick in quarters LD. Sgt. Fegeley from duty to absent, sick in hospital LD with the 49th Station Hospital.

Flying: Three A/C flew on a local flight for a total of 7:00 hours. One A/C flew on a practice bombing flight for a total of 3:00 hours Two A/C flew on a cross country flight for a total of 8:00 hours.

20 December 1943:

Personnel Changes: T/Sgt. Galian from DS with AAF Station 585 to duty. T/5 Nicholas Gatti erroneously listed as S/Sgt in remarks of 19 Dec. 1943. T/5 Gatti from sick in quarters LD to duty.

Mission: to Bremen Germany: Seven A/C of this squadron took off at 0620 hours on a mission to Bremen, Germany to bomb the center of the city. AA fire was intense and accurate for our group. Seventeen to twenty enemy aircraft were reported to attack the wing, some of which E/A were using rockets. Bombing which was on PFF and reports of crews indicate that most of their bombs fell short. All A/C returned to base safely.

No Casualties:

Crews credited with mission:

Ship # 639: Capt. Gladstone (P), Major Bishop (Air Commander), Capt. Reynolds (B). Lt. Homuth (N), Lt. Brooks (G); T/Sgt. Kirk (E), S/Sgt.'s Wyzkoski (AE), Johnson (AR); S/Sgt. Belville (UG); Sgt. Liedtke (R).

Ship #739: Lt.'s Bramble (P), Mack (CP), Ellis (N), Faringer (N), Singer (B); S/Sgt.'s Williams (E), Zimmerman (R); S/Sgt.'s Bernasconi (AE), Ridings (AR). Reich (G), Poppa (UG).

Ship #712: Lt.'s Ward (P), McNaulty (CP) Murray (N), Walshe (B); T/Sgt.'s Jerge (E). Vinson (R); S/Sgt.'s Silberger (E), Clarity (AR). Chandler (G), King UG).

Ship #761: Lt.'s McFarland (P), Harding (CP), Fisher (N), Williams (B); T/Sgt. Carey (E); S/Sgt.'s Rumble (AE), Donmoyer (AR), Morel (G), Schissler (UG); Sgt. Testam (R).

Ship #746: Lt's Kolts (P), Seikel (CPI, Alexander (N), White (B); T/Sgt.'s Kryjak (E), Gurus (R); S/Sgt.'s Homar (AE), Sharpe (AR). Hill (G), Grandquist (UG).

Ship #172: Lt.'s Maziarz (P), Thurman (CP) Phamos (N), Clay (B); S/Sgt's Depoti (E), LaCascia (R); Sgt.s Jacoboski (AE), Meander (AR) Heller (G), Larbotti (UG).

Ship #815: Lt's Hackleman (P), Karlao (CP) Jordan (N) . Jones (B); S/Sgt.'s Powers (E), Berty (R); Sgt. Schafly (AE), Payne (AR), Kolence (G), Merletti (UG).

Awards and Citations: The Oak Leaf Cluster was awarded to the below names for participation in five separate missions over enemy occupied territory per GO #38, HQ 1 BD, 20 Dec. 1943:  
T/Sgt. John W. Williams.

21 December 1943:

Personnel Changes; No Changes

Flying: Three NC flew on a local flight for a total of 6:00 hours.

22 December 1943;

Personnel Changes: S/Sgt. Peters from duty to sick in quarters LD.

Mission: To Osnabruck, Germany: Seven A/C of this squadron took off at 1060 hours to bomb the Transportation Center of Osnabruck Germany, very important marshalling yards which are surrounded by a large freight station, repair shops for rolling stock yard locomotive sheds. No accurate AA fire was reported on this mission. But there were 25 enemy fighters described as FW190's and ME109's were reported seen from vicinity of the I P thru and beyond the target. They made many attacks during this time and damaged the aircraft of our group which did not return, being last seen leaving the formation at the enemy coast line on the way home. No bombing results were observed due to 10/10 cloud cover.

Ship #803 (324th Ship), Lt. Hackleman (P), was forced to return to base very shortly after takeoff due to heavy leakage in the oxygen system.

All ships of this squadron returned safely. No Casualties:

Crews credited with mission:

Ship #615: Lt.'s Thompson (P), Corey (CP), Faringer (N), Nicoll (B), T/Sgt.'s Scheible (E), Mastrobaradino (R), S/Sgt.'s Hachey (AE), Searls (AR), Zawadski (G) Sikich (UG).

Ship #746: Lt.'s Kolts (P), Merkel (CP). Alexander (N), White (B): T/Sgt's Kryjak (E), Guros (R); S/Sgt.'s Homar (AE), Sharpe (AR), Hilt (G), Grandquist (UG).

Ship #896:(322nd SQ Ship): Lt's Reid (P), Morgan (CP), Haus (N), Marshita (B); T/Sgt's Kretchner (E). Lowry (R); S/Sgt.'s Stoddard (AE). Hovey (AR). Czarnecki (G), Gustafson (UG). Ship #761: Lt.'s McFarland (P) Wood (CP), Fisher (N) Williams (B) T/Sgt.'s Carey (E), Barraza (R); S/Sgt.'s Bramble (AE), Donmoyer (AR), Morel (G). Schissler (UG).

Ship #040: Lt.'s Maziarz (P), Delo (CP), Pudnos (N) Clay (B) S/Sgt's Depoti (E). LaCascia (R); Sgt's Jacoboski (AE), Meander (AR), Heller (G), Beanblossom (UG).

Ship #739: Lt's Bramble (P) Mack (CP), Ellis (N), Singer (B): T/Sgt's Williams (E), Zimmerman (R), S/Sgt's Bernasconi (AE), Ridings (AR), Reich (G), Poppa (UG).

Ship #712: Lt.'s Ward (P). McNulty (CP), Murray (N), Walshe (B), T/Sgt.'s Jerge (E), Vinson (R) S/Sgt.'s Silberger (AE), Clarity (AR), Chandler (G), King (UG).

Crews Aborted:

Ship #803 (324th SQ Ship): Lt.'s Hackleman (P), Karlao (CP), Jordan (N), Jones (B), S/Sgt.'s Powers (E), Berty (R), Sgt.'s Schafer (AE), Kolence (G), Bellettiere (UG).

23 December 1943:

Personnel Changes: Capt. Reynolds from duty to transferred to casualty pool 12th RCD AAF Station 591. M/Sgt. Marion J. Darnell, Sgt. Granville H. Taylor, Jerome A. Roltman (CPL),

were placed from DS with the Burtonwood Repair Depot to duty. S/Sgt. Mitchamore from DS at Bovingdon to duty. Pvt. Aldrich from duty to transferred to the 401st Bomb Sq. 91st Bomb Group. Cpl. Edward C. Mendoza assigned and joined (8th AFRD). Capt. Flanagan from duty to transferred (HQ-ETOUSA) effective 18 Dec. 1943. S/Sgt. John Koroly assigned and joined (12th RCD).

Flying: Three A/C flew on a high altitude formation flight for a total of 9:00 hours. One A/C flew on a local flight for a total of 2:00 hours.

24 December 1942:

Personnel Changes: 1/Lt. Nugent from DS to duty.

Mission: To Andres, France:

Nine A/C of this squadron took off at 1100 hours to bomb a military constructional works just south of the village of Andres, France. It is not known just what this installation is, but there is more than a suspicion that it is Hitler's secret weapon in the form of a tremendous rocket gun or guns, or a launching sight for pilot less rocket A/C. Moderate and accurate AA fire was encountered but there was no enemy fighter opposition. Heavy overcast over the target made it impossible to locate the target with the result that all ships of this squadron brought their bombs back. Ships of the composite group had a small opening in the clouds for their target but returned crews believe results were poor. All A/C of our group returned safely.

No Casualties:

Crews credited with mission:

Ship #539: Major Bishop (Air Commander); Capt. Gladstone (P), Lt.'s Homuth (N), Trendell (B), Cannon (E), Brooks (G); T/Sgt.'s Kirk (E); Streets (TG); S/Sgt.'s Rumble (AE), Johnson (AR), Belville (UG); Sgt. Liedtke (R).

Ship #815: Lt.'s Kolts (P), Merkel (CP), Alexander (N), White (B), T/Sgt.'s Kryjak (E), Coors (R); S/Sgt.'s Homar (AE), Sharpe (AR), Hill (G), Grandquist (UG).

Ship #712: Lt.'s Ward (P), McNulty (CP), Murray (N), Walshe (B); T/Sgt.'s Jerge (E), Nieman (R); S/Sgt.'s Silverman (AE), Clarity (AR), Chandler (G), King (UG).

Ship #739: Lt.'s Bramble (P), Mack (CP), Ellis (N), Singer (B); T/Sgt.'s Williams (E), Zimmerman (R); S/Sgt.'s Bernasconi (AE), Ridings (AR), Reich (G), Donmoyer (UG).

Ship #774: Lt.'s Thompson (P), Stringer (CP), Fisher (N), Nicoll (B); T/Sgt.'s Scheible (E), Mastroberardino (R); S/Sgt.'s Hachey (AE), Searles (AR) Zawadski (G), Sikich (UG).

Ship #172: Lt.'s Samuelson (P), Kovachevich (CP), Weise (N), Kaiserski (B); T/Sgt.'s Walsh (E), Ford (R); S/Sgt.'s Franchuk (AE), Lasker (AR), Dumouchel (G), Garofalo (UG).

Ship #672: Lt.'s Reid (P), Morgan (CP), Haus (N), Marshita (B); T/Sgt.'s Kretchmer (E), Lowry (R); S/Sgt.'s Stoddard (AE), Hovey (AR), Czarnecki (G), Gustafson (UG).

Ship #030: 1st Lt.'s Maziarz (P), Helo (CP), Pudnos (N), Clary (B); S/Sgt. LaCascia (R); Sgt.'s Frawley (E), Jacoboski (AE), Meander (AR), Heller (G), Vaughan (UG).

Ship #040: Lt.'s Corey (P), Thurman (CP), Waller (N) Rodriguez (B); S/Sgt.'s Ruskins (E) S/Sgt's Pilcher (AE), Bellettiere (AR), Reynolds (G), Beanblossom (UG).

Awards and Citation: The Air Medal was awarded for exception meritorious achievement, while

participating in five separate bomber missions over enemy continental Europe. The courage, coolness and skill displayed by these Officers and Enlisted men upon these occasions reflect the greatest credit upon themselves and the Armed Forces of the United States, per GO, US HQ 1st BD to the following:

T/Sgt. Roy M. Ford  
S/Sgt. Vincent J. Garofalo  
S/Sgt. Francis Lasker

25 December 1943:

Personnel Changes: S/Sgt. Brunst from duty to absent, sick LD with the 49th Station Hospital effective 23 Dec. 1943. Sgt. Grabowski from absent, sick LD with the 49th Station Hospital to duty.

26 December 1943:

Personnel Changes: 1/Lt. Faringer from duty to transferred to the 12th RCD. Sgt.'s Fritz H. Dost, and Lewis E. Simpson from duty to DC with the Burtonwood Repair Depot.  
Flying: Two A/C flew on a local formation flight for a total of 3:00 hours.

27 December 1943:

Personnel Changes: S/Sgt. James T. Strange assigned and joined (91st Bomb Group) effective 24 Dec. 1943; S/Sgt. Peters from sick in quarters LD to duty; 1/Lt. Bennett (DS) promoted to rank of Captain effective 22 Dec. 1943.

Flying: Six A/C flew on a local formation flight for a total of 12:00 hours. Six A/C flew on a local high altitude formation flight for a total of 9:00 hours.

28 December 1943:

Personnel Changes: Sgt. Holder from duty to

\_\_\_\_\_ with 16 SCH Tech.

2/Lt. H. Rosenfeld from DS with the ET USA to transferred to D.S. effective 1 Dec. 1943. T/Sgt. J. Aruantes assigned and joined (91st Bomb Group) effective 27 Dec. 1943.

Flying: One A/C flew on a local high altitude flight for a total of 3:00 hours. Seven A/C flew on a local high altitude formation flight for a total of 21:00 hours.

Awards and Citations: The DFC was awarded for the completion of fifteen missions and the destruction of two enemy aircraft while serving as gunner over enemy occupied continent Europe per GO #241, HQ VIII SC, 28 Dec. 1943 to the following:

S/Sgt. Raymond O. Ridings, 15337341.

The Oak Leaf Cluster to the Air Medal is awarded for exceptional meritorious achievement, while participating in five separate Bomber Combat Missions over enemy continental Europe. The courage, coolness and skill displayed by these officers and enlisted men upon these occasions reflect the greatest credit upon themselves and the armed forces of the United States, per GO #40, HQ 1st BD, 28 Dec. 1943, to the following:

1/Lt. Drayton W. Stringer  
1/Lt. Karl W. Thompson  
1/Lt. William H. Weise

2/Lt. Edward J. Kaiserski  
S/Sgt. Jerry T. Bernasconi  
S/Sgt. Lawrence O. Morel  
S/Sgt. Rocco Poppa  
S/Sgt. Walter W. Reich

29 December 1943:

Personnel Changes: T/Sgt. Barraza from duty to sick in quarters LD. 1/Lt. Thompson promoted from 1/Lt. to rank of Captain effective 24 Dec. 1943. 1/Lt. Dalton promoted to rank of Captain effective 25 Dec. 1943. 2/Lt.'s Manuel Fisher, Robert S. Mersereau, Edwin B. Reid, William L. Wood were promoted to the rank of 1/Lt. effective 25 Dec. 1943. CPL. Blanchfield from duty to DS with the NO. 7 Radar School. 1 1/Lt, 11 2/Lt.'s and 18 enlisted men were assigned and joined (8th AFRD).

Flying: Six A/C flew on a local high altitude formation flight for a total of 36:00 hours. One A/C flew on a local flight for a total of 1:00 hours.

30 December 1943:

Personnel Changes: CPL. Velma J. Scot and PFC Rene P. Gerard were assigned and joined (HQ 8th AFRD) effective 29 December 1943

Mission: To Ludwigshafen, Germany:

Ten A/C of this squadron took off at 0810 hours to bomb the chemical works of I. G. Farben Industries at Ludwigshafen, Germany. The aiming point was the center of the works which is the center of research on oil, rubber, explosives and chemicals. Meager, inaccurate AA fire was encountered by our group flying at altitudes of 21,000 to 23,000 feet. Twenty to thirty enemy fighter, mostly ME109s, were seen and made several attacks. Our escort was as briefed except for the P-36s expected on withdrawal. Bombing results were unobserved due to 10/10 cloud cover over the target which brought PFF bombing into action. All A/C of this squadron completed the mission and returned safely.

No Casualties.

Crews Credited with mission:

Ship #774: Capt. Thompson (P), Lt.'s Stringer (CP), Weise (N), Nicoll (B); T/Sgt.'s Scheible (E), Mastrobaradino (R); S/Sgt.'s Hachey (AE), Searls (AR), Zawadski (G), Sikich (UG).

Ship #939: Lt.'s Bradford (P), Mersereau (CP), Trendell (N), Athearn (B); S/Sgt.'s Peterson (E), Bunin (R); Sgt. Wright (AE), Merletti (AR), Brandt (G), Modell (UG).

Ship #746: Lt.'s Samuelson (P), Kovachevich (CP), Smith J. L. (N), Kaiserski (B); T/Sgt.'s Walsh (E), Ford (R); S/Sgt.'s Franchuk (AE), Lasker (AR), Dumouchel (G), Garofalo (UG).

Ship #815: Capt. Dalton (P), Lt.'s Stevens (CP), Sulli (N), Warren (B); T/Sgt.'s Jensen (E), Dugan (R); S/Sgt.'s Hoots (AE), Taylor (G), Sgt.'s Wrightsman (AR), Moran (UG).

Ship #040: Lt.'s Gorby (P), Thurman (CP), Wallner (N), Rodriguez (B); S/Sgt.'s Parkins (E); Thau (R); Sgt.'s Pilcher (AE), Bellettiere (AR), Reynolds (G), Beanblossom (UG).

Ship #761: Lt.'s McFarland (P), Wood (CP), Fisher (N), Williams (B); T/Sgt. Carey (E); S/Sgt.'s Koroly (AE), Donmoyer (AR), Schissler (UG); Sgt. Liedtke (R).

Ship #965: Lt.'s Hackleman (P), Camosy (CP), Jordan, D. B. (N), Jones, R. L. (B); S/Sgt.'s

Powers (E), Berty (R); Sgt.'s Schafer (AE), Payne (AR), Kolence (G), Grabowski (UG).  
Ship #372: Lt.'s Reid (P), Morgan (CP), Haus (N), Marghita (B); T/Sgt.'s Kretchmer (E), Lowry (R); S/Sgt.'s Stoddard (AE), Hovey (AR), Czarnecki (G), Gustafson (UG).  
Ship #739: Lt.'s Bramble (P), Mack (CP), Ellis (N), Singer (B); T/Sgt.'s Williams (E), Zimmerman (R); S/Sgt.'s Bernasconi (AE), Ridings (AR), Reich (G), Poppa (UG).  
Ship #712: Lt.'s Ward (P), McNulty (CP), Murray (N), Walshe (B); T/Sgt.'s Vinson (R); S/Sgt.'s Kyle (E), Silberger (AE), Clarity (AR), Chandler (G), King (UG).

31 December 1943:

Personnel Changes: 1/Lt. Nugent promoted to rank of captain effective 27 Dec. 1943. 2/Lt. Malkowski promoted to rank of 1/Lt. effective 27 Dec. 1943. Sgt. Simmons from duty to absent, sick LD with the 49th Station Hospital effective 29 Dec. 1943. Sgt.'s Brunst and Loper from absent, sick LD with the 49th Station Hospital to duty. Sgt. Stratton from duty to absent, sick LD with the 49th Station Hospital. PFC Gus R. Frain assigned and joined (HQ 91st Bomb Group). S/Sgt. Lewis A. Hill from duty to transferred to the 12th RCD.

Mission: To Cognac, France: Seven A/C of this squadron took off at 0820 hours to bomb the Bordeaux-Merignac Airdrome located five miles west of Bordeaux, France, with the village of Chateau-Bernard, France as the secondary target. Moderate and accurate AA fire for our group at 18,000 to 19,000 feet was reported by returning crews. Fifteen to twenty-five enemy fighters, mostly ME109s and FW109s and two JU88s were observed and these were in contact with our group from the time it crossed the French Coast going in until just before reaching Cognac. Fighter escort was scheduled for entire route over enemy territory; but due to the fact that our group entered the French Coast south of course and about forty minutes late none were seen until reaching the secondary target at Cognac. One A/C of our group was lost when attacked by seven or eight enemy aircraft upon entering the French Coast and another was hit by flak upon leaving the French Coast and failed to return. Crew reports were that bombing was good and well concentrated on target area of the Cognac Airdrome which was bombed due to 10/10 cloud cover over the primary target. Flames and smoke could be seen for about twenty minutes after leaving the target area. All ships of this squadron completed the mission and returned safely.  
No Casualties.

Crews credited with mission:

Ship #639: Major Bishop (Air Commander), Capt. Gladstone (P), Lt.'s Homuth (N), Gannon (B), Brooke (G); T/Sgt.'s Kirk (E), Dugan (R); S/Sgt.'s Wyzkoski (AE), Johnson (AR), Belville (UG).  
Ship #739: Lt.'s Bramble (P), Mack (CP), Ellis (N), Singer (B); T/Sgt.'s Williams (E), Zimmerman (BR), S/Sgt.'s Bernasconi (AE) (AE) Ridings (AR), Reich (G), Poppa (UG).  
Ship #040: Lt.'s Gorby (P), Thurman (CP), Wallner (N), Rodriguez (B); S/Sgt.'s Parkins (E), Thau (R); Sgt.'s Pilcher (AE), Bellettiere (AR), Reynolds (G), Beanblossom (UG).  
Ship #761: Lt.'s Ward (P), McNulty (CP), Murray (N), Walshe (B); T/Sgt.'s Jerge (E), Vinson (R); S/Sgt.'s Silberger (AE), Clarity (AR), Chandler (G), King (UG).  
Ship #966: Lt.'s Hackleman (P), Camosy (CP), Jordan, D. B. (N), Jones R. L. (B); S/Sgt.'s Powers (E), Berty (R); Sgt.'s Schafer (AE), Payne (AR), Kolence (G), Grabowski (UG).  
Ship #746: Lt.'s Samuelson (P), Kovachevich (CP), Smith, J. L. (N), Kaiserski (B); T/Sgt.'s Walsh (E), Ford (R); S/Sgt. Franchuk (AE), Lasker (AR), Dumouchel (G), Garofalo (UG).

Ship #774: Capt. Thompson (P), Lt.'s Stringer (CP), Weise (N), Nicoll (B); T/Sgt. Mastrobaradino, (R); S/Sgt.'s Kyle (E), Hachey (AE), Searls (AR), Zawadski (G), Sikich (UG).

#### TABULATION OF E/A ENCOUNTERS DECEMBER 1943

DATE	A/C#	CLAIMANTS	POSITION	E/A TYPE	ALLOWED AS
1	815	S/Sgt. Campbell	Bomb	FW-190	Damaged
22	040	Sgt. Robert Heller	T/G	ME-109	No Claim
	746	S/Sgt John V Hill	T/G	FW-190	No Claim
	040	S/Sgt Joseph Depoti	TT/G	FW-190	No Claim
31	965	Sgt. R. J. Grabowski	RWG	FW-190	Damaged

#### GROUND SCHOOL ATTENDANCE FOR THE MONTH OF DECEMBER 1943

SUBJECT	MEN ATTENDING	MAN HOURS
Aircraft Recognition	146-CC	146:00
Bomb Trainer	9-B	9:00
Code Practice	81-R,AR	158:30
Engineering Lecture	12-AE	12:00
Gunnery	31-N,B	31:00
Gee Trainer	9-N	9:00
Harwell Trainer	29-R,AR	33:30
Link Trainer	103-P,CP	103:30
Prisoner of War Lecture	75-CC	75:00
PFF Lecture	17-B	17:00
Radio Instructions	15-R,AR	86:30
Radio Lecture	12-R,AR	17:30
Shadowgraph Trainer	18-G	18:00
Skeet Shooting	18-CC	54:00
Average score - 15 Shot at - 25 each.		
Spotlight Trainer	20-CC	10:00
Target Identification	58-P,CP,N,B	58:00
W/T Lecture	5-R,AR	2:30
Wing Network	59-R,AR	79:30

## Dailies of the 323rd

### 3. Transcribed by Nancy Perri

1 Jan. 1944: New Years Day in the squadron was but little if any different from any other in the year. That is, there was nothing in the way of a celebration that most of the personnel have been accustomed to in civilian life. The normal routine, when no operational mission was scheduled, was followed. Four radio operators attended Wing Radio Network. Four pilots had Link

Trainer for an hour each, and three ships made local cross country flights. At the mess halls, all personnel were served with a nice turkey dinner.

2 Jan. 1944: Next day, three ships did local formation flying as a training project. This is often the case in order to give experience to pilots who are expected to get adjusted to flying together in formation. There was nothing done in the way of ground school training.

3 Jan. 1944: January 3, 1944 was a busy day. All the Synthetic Trainers were in full operation. Link, Shadowgraph, Spotlight and Gee trainers were all taken up. Ass't radio operators had their check. Aircraft recognition class was held, and radio operators had code practice. With them, this is necessary. An assistant radio operator is not often called upon to take over as a radio operator unless in case of emergency. Such instances very seldom occur in this squadron, but it is felt that there should be a capable assistant on the ship at all times during an operational mission.

4 Jan. 1944: After an interval of four days in operational missions, eight of our ships participated in a mission to Kiel, Germany. Ships 815, 939, 372, 774, 761, 746, 172 and 759 flown by Capt. Warrington B. Dalton, Jr., 2/Lt. Roman V. Maziarz, 1/Lt. Charles H. Samuelson, 2/Lt. Kenneth Sutherland, 1/Lt. Kenneth T. McFarland, Jr., 2/Lt. Frank R. Kolts, 2/Lt. Douglas C. Harding, 2/Lt. Doyle E. Bradford, and their crews, respectively, went over the target and dropped their bombs and returned to this base. They had a good escort of American fighters, which seemed to have kept the enemy fighters from giving our ships any trouble. The flak was moderately heavy but inflicted little damage to our planes. Our ground crews soon made them ready for another mission the next day. Such events tend to raise morale among all the men both ground and air echelons. While no enemy planes were shot down by our gunners, the primary purpose of the mission was accomplished. We dropped our bombs on the target and returned safely without loss of ships or personnel. Flying personnel, who did not participate in today's mission, took training on the ground. The basic policy is to stress training so as to enable each individual to be occupied in developing his ability to the highest degree as well as building morale. A man on the ground doing nothing while his comrades are in the air slugging it out with the enemy is far from happy. He should have something to occupy his mind until the ships come home.

5 Jan. 1944: Again, eight ships took off. This time the target was Tours, France. Nine were scheduled but Ship #372 did not succeed in taking off due to mechanical failure. Ships # 774,



428, 739, 712, 070, 939, 172, and 746 flew over the target and dropped their bombs. Capt. Thompson, 2/Lt. Pickard, 2/Lt. Maziarz, Capt. Dalton, Lt. Sutherland and 2/Lt. Harding, 1/Lt. Samuelson and 2/Lt. Kolts and their crews flew their ships in the order indicated above. The fighter escort was again on the job and prevented the enemy fighters from coming within close range of our guns. Damage by enemy anti-aircraft guns was slight.

Some of our gunners witnessed or experienced the effects of flak hitting their ships. It is not a pleasant sound, but so long as the flak fails to strike the men, it is not taken very seriously. These eight ships returned safely. Bombs were dropped in the target area so the mission was considered as "completed" and each man added one more to hit total toward the one they all look forward to - twenty-five. The men on the ground, not flying, had physical training and attended a class in Aircraft Recognition.

6 Jan. 1944: On the sixth day of the New Year, two ships made a local cross-country flight of about three hours duration. Flights of this nature are beneficial to both the pilot and navigator. In this country, navigation is a very important factor in flying. It is very easy for a ship to become lost without getting very far away from its home base. Looking downward from above, the countryside looks pretty much the same, so if the pilot is aiming to land at a specific point, he must have the services of a navigator who knows his job. Thirty man-hours were spent in studying aircraft recognition. Tests are given the men from time to time in order to ascertain their ability to recognize all types of aircraft both friendly and enemy. Instructors try, by using various devices such as flashing pictures on the screen, and posting the various models of aircraft in a room to help gunners to quickly recognize all types. Also, there was a critique lecture given by Capt. Fisher, Group Gunnery Officer, to all gunners. Their training is of the utmost importance in the type of warfare which this squadron is engaged in.

The mission of the fifth was the ONE HUNDREDTH for this group. There was one scheduled for the sixth but it was "scrubbed" which means that everything was made ready for the takeoff but for reasons known to higher headquarters, plans were cancelled. Such occurrences are quite frequent. Crews were called up from their beds early in the morning, rushed to the combat mess halls for breakfast, and then attended the briefing, drew their flying clothes and equipment and went to their planes, only to be advised later on that they were not going out on a mission after all. Whether they are glad or not, is open to question. It depends on the individual. The general opinion is, however, that once they have gone to so much trouble making ready for the

take-off, that they had as well go on for a completed mission.

7 thru 10 Jan. 1944: Mission to Ludwigshaven, Germany: On the 7th, the mission was not "scrubbed". Eight of our ships made it to Ludwigshaven, Germany and back without any serious difficulty. Major John C. Bishop, Squadron Commander, and Captain John T. Gladstone, Squadron Operations Officer, led the group in ship #639 "The Careful Virgin" which has made an enviable record as a ship. It is equipped with all the accessories that make it a lead ship and seems to be the one that Major Bishop usually flies when he leads. It was formerly flown by Captain William E. Clancy who, with his crew, completed twenty-five missions and are now, back in the United States. Other ships taking part in this mission were: #761, 2/Lt. Kolts and crew; #815, Capt. Dalton and crew; #372, 1/Lt. Edwin R. Reid and crew; #712, 2/Lt. Sutherland and crew; #739, 1/Lt. Bramble and crew, #172, 1/Lt. Samuelson and crew; and 2/Lt. Maziarz and crew.

Enemy aircraft seldom came within range of our guns. Fighter escort was provided by the American fighter Squadrons. Bombs were dropped in the target area and this, the one hundred and first for the squadron and group, is chalked up as a completed mission. It marked the twenty-fourth for both Major Bishop and Captain Gladstone. Crews left on the ground attended school and took part in various training activities. Such work was continued by all crews until January 11, when another mission was flown. However, the 9th being Sunday, all ground training activity was cancelled. This is done in order to give the men a breathing spell, to take stock of themselves. The church services are quite well attended and a lot of the fellows take this time off as an opportunity to write home and to do a lot of things of a personal nature. Passes are given so they can visit with the local people in towns nearby.

There is a library provided by the American Red Cross, as well as a snack bar where a soldier can go for refreshments or to read a book or a newspaper. Also, there is a theater located over the consolidated mess, which shows American films, as well as English. The Church Services, Red Cross Club, and the Theater contribute no little part toward maintaining the high level of morale that is to be found among the troops of this squadron.

11 Jan. 1944: Mission to Oschersleben, Germany: Oschersleben, Germany, that is the FW-190 factory there, felt the full impact of tons of bomb's dropped from ships of the 8th Air Force on January 11, 1944. This squadron sent seven ships, all of which returned except ship #372. It fell a victim to German fighters, which gave us a lot of trouble for a change. Our fighter escort

did not seem to our gunners, so efficient as they have been in the past. However, the enemy lost six fighters destroyed, and two damaged by our gunners. T/Sgt. Joseph T. Depoti, top turret gunner, and S/Sgt. Walter P. Meader, Jr., ball turret gunner, both flying in ship #939, each shot down a FW-190. S/Sgt. Robert C. Kyle, top turret gunner, S/Sgt. Rathel C. Bennett, tail gunner, and S/Sgt. Fred A. Tabor, waist gunner, flying in ship #172, each shot down an ME-109 or FW-190.

One FW-190 and one ME-109 were identified as damaged by T/Sgt. Marvin Powers, Jr., a top turret gunner, and 2/Lt. Roy L. Jones, bombardier, nose gunner, respectively who were flying in ship #739. Those individuals, who succeed in taking such a toll of the enemy, earn the gratitude of all in this command and of all the people of the United Nations who are allied in this war against the enemy. For each enemy fighter destroyed, the gunner who does it is awarded the Air Medal or an Oak Leaf Cluster thereto.

Ships of this squadron taking part in this mission and their crews were: #774, Captain Thompson and crew; #739, 2/Lt. Hackleman and crew; #761, 1/Lt. McFarland and crew; #939, 2/Lt. Maziarz and crew; #172, 2/Lt. Sutherland and crew; #040, 2/Lt. Gorby and crew; and #372, 1/Lt. Reid and crew. The latter was shot down by enemy fighters in the vicinity of the target. It is not known whether or not they are alive and prisoners of war or still at large somewhere in enemy occupied territory. Even if the ship is severely damaged or destroyed, its personnel can often don their parachutes and bail out to safety. Here is a complete list of the crew which is carried as "mission in action": Pilot, 1/Lt. Edwin R. Reid, Co-pilot, 2/Lt. Richard O. Morgan, Navigator, 2/Lt. John S. Haus, Bombardier, 2/Lt. George Marghita, Engineer, T/Sgt. Ernest O. Kretchmer, Assistant Engineer, Sgt. Melvin P. Stoddard, Radio Operator, T/Sgt. Benton E. Lowry, Sr., Assistant Radio Operator, S/Sgt. Arnold L. Hovey, Tail Gunner, S/Sgt. Anthony W. Czarnecki, and Utility Gunner, S/Sgt. John A. Gustafson, Jr. This was a crew that had anywhere from nine to ten missions credited to each individual. They had a good record for combat and as soldiers. Every reason of hope that they are safe is still held by this squadron. As yet, nothing has been heard of them.

Ships returning to the base, after this mission, were all considerably damaged by the enemy. During the following three days, the ground crews were busy getting them back into commission again. That was achieved by the 14th thanks to a very capable engineering staff who spared no pains to do their best work on ships in need of it. Combat crew engaged in ground school and training activities.

It is the policy of the Squadron Commander to permit forty-eight hour passes to combat crews. This is handled by means of a roster posted by squadron operations in advance so that a man may make up his mind as to where he would rather go and make plans to enjoy his time off duty. In that period, both officers and enlisted men are enabled to visit most any place in England that strikes their fancy. These passes are given as often as conditions warrant and usually, each man gets two a month. In addition, twenty-four hour passes are given as well as the usual evening pass, which is called the "blue" one and is for local use only.

14 - 20 Jan. 1944: Mission to Croisette, France: On January 14th another of Hitler's secret construction works at Croisette, France was successfully bombed, three ships of this squadron participating. All returned safely. The crews reported but little enemy opposition. Ships #712, #746 and #965, with Capt. Bramble and crew, 2/Lt. Harding and crew, 2/Lt. Pickard and crew represented this squadron. This was what the crews speak of as "an easy one". They like one of this sort now and then. One reason for it being easy for us is a strong escort all the way.

On the 15th, 18th, 19th and 20th, missions were scheduled but usually, just before their takeoff, they were scrubbed. Our ships that were scheduled to take off were curtailed since the ground crew had spent a lot of time getting ready for the missions that did not materialize. Major Bishop and Captain Gladstone would wait for next time since it would be their 25th mission, then they would be through with combat flying in this theatre.

21 Jan. 1944: Enemy airfields and installations in France are often times attacked by flying fortresses of the 8th Air Force. On January 21, this was done. Ten ships of our squadron took part. We were leading ship of our group formation that day. Major Bishop and Captain Gladstone flew the lead ship #639, "The Careful Virgin". 1/Lt. Sidney R. Francis went along as an observer. The "A" crew is one that fly's in the lead ship when our squadron is leading the group. It is composed of personnel who are more experienced combat men and who know their jobs thoroughly.

Other crews taking part in this mission were: Ship's #746 Lt. Kolts and crew; #761, Lt. McFarland and crew; #739, Lt. James and crew; #172, Lt. Samuelson and crew; #815, Lt. Dalton and crew; #965 Lt. Sutherland and crew; #040 Lt. Harding and crew; #759 Lt. Register and crew; and #712 Lt. Ward and crew. But little enemy opposition was encountered from either their fighters or anti-aircraft. Three of our ships, including #639 made more than one

bomb run over the target area. Members of the "A" crew reported that they were "sweating" it out as they repeatedly made that bomb run trying to make a perfect release right on the target. After it was made, our ships made what is called the "Old 91st Getaway" when they really speed for home. No ships were lost.

It being the last mission for Major Bishop and Captain Gladstone, there was a nice reception prepared for them when they landed. Major Bishop had been with the squadron ever since it was formed at Mac Dill Field, Florida. As a Pilot, Squadron Operations Officer, and as Squadron Commander, he had won the respect and friendship of all that came in contact with him. Captain Gladstone joined the organization at Boise, Idaho as a co-pilot. He served in that capacity with a crew on ship #639. Later, he became a pilot and then Squadron Operations Officer. He and the Major made what one would call the perfect pair. With their good nature, love of fun, warm devotion to duty and the welfare of the men who served under their direction and to all in this squadron and the 91st group as well. So there was a reception made ready for them, the main feature of which was a big tub of ice-cold water in a truck. By several husky young ground crewmen. Being aware that they would perhaps try to evade such a kindly reception the ground crew managed to cure that situation. The Group Commander, Colonel Putnam, went to where the ship was to land and put them both in his Staff Car and brought them to the very place where they were most wanted.

As the ships came back, three of them gave the field a "medium buzz". These ships were being flown by Major Bishop, Lt. Ward and Lt. Kolts. Lt.'s Ward and Kolts, later left Major Bishop to put on the show alone on ship #639 "Careful Virgin". He came so low the first time that the men on the ground thought of falling for cover. Next time, they started for cover, and the third time they fled, supposedly praying as they went. That ship came so low that a man standing up would have fallen flat, either for his own safety or for fright. Photographers were on hand taking pictures of the "buzz job" and afterwards they showed just what a job it was. They say that Captain Gladstone, himself, was getting scared, but Major Bishop just kept getting lower and lower. Finally, he came in and landed. Col. Putnam brought him up to the water wagon and the ducking was definitely begun. M/Sgt. Leathers, a Crew Chief, seemed to have been ducked himself, having been caught by a hose that was also in very much use.

For two men to be so handled upon completion of a tour of twenty-five missions, to be manhandled and ducked into a tub of water and otherwise tossed about might seem to the more "Pious" person, a cruel way of doing things that is, of expression of our good

feeling toward them. Well, that is how it was done. For them, it was not all bad. The individual, with something under his coat, promptly came forward and handed them a long quart bottle of spirits to revive them. After that, it was all over. Both officers and enlisted men felt proud of them and relieved of their having completed their tour so successfully. Wherever they go, afterward, the good wishes of this squadron go with them.

22 Jan. 1944: Upon Major Bishop being relieved as Squadron Commander, Major James F. Berry assumed command on January 22, 1944. With his background of training and experience, he is eminently well qualified for the position, and the squadron feels lucky in having him as its leader. 1/Lt. Albert R. Koehl had been serving as assistant operations officer for several months. So he carried on as Operations Officer in lieu of Captain Gladstone, being relieved. It is the policy to relieve flying officers from duty with their organization upon their completion of twenty-five operational missions; so Major Bishop and Captain Gladstone were replaced.

23 - 24 Jan. 1944: From the twenty-second to the twenty-fourth of January, ground school and other training activities were engaged in. On the 24th there was a practice mission. It was made up of six of the least experienced crews. They were briefed and handled just as if going on a real mission. It was at high altitude. Each crewmember was at his assigned position and instructed to do his work just the same as on the real thing. Such missions are of especial value to the pilots, co-pilots, bombardiers and navigators. With experiences leaders to check them on their weak points, they learn to do well in practice what is so necessary to them later on when it is real combat. Personnel such realize the value of time spent on a practice mission once they come in contact with the enemy.

On the 24th, nine of our crews were briefed and took off on a mission to Frankfurt, Germany. Ships and crews were: #759, Capt. Thompson and crew; #712, Lt. Ward and crew; #040 Lt. Gorby and crew; #815, Capt. Dalton and crew; #759, Lt. Bradford and crew; #985, Lt. Hackleman and crew. For some reason, known only to higher headquarters, the mission was recalled after the ships had reached enemy territory. On their return, they were unable to land due to weather conditions so they went to a distant field for their landing. No ships were lost on this occasion. For several days it was hoped credit would be allowed for this, but no sortie credit was given.

25 - 28 Jan. 1944: During the four days between the 24th and the 29th, ground school and training activities were engaged in. Local formation flying was prominent as part of the training of

aircrews. Ground school was well attended, however, flying is given preference in training of crews. Practice in the air is of the greatest importance. Crewmembers had a lot of training in handling their equipment. Keeping their guns in good condition, adjusting their oxygen equipment, and learning how to keep them warm at high altitude. On the 27th there was a feature event for the squadron. A formation was held of both ground and flying personnel to partake in the ceremony of awarding the Air Medals and Oak Leaf Clusters to some that had been earned by individuals in the squadron. This had been done in the group, before. Doing it in the squadron seemed to add more spirit to the organization. All personnel liked to see the boys get their awards for work well done. Major Berry presented the award to each person cited in the general orders in the presence of the whole squadron. Also, he expressed his intention as squadron commander of continuing to carry on and adding to the record made in the past.

29 Jan. 1944: On January 29, Frankfurt, Germany, was the target for bombers of the 8th Air Force. That day, twelve of our crews and twelve of our ships took part in this mission. It was made possible because of the recent increase in strength of the squadron as well as the absence of so many losses as we have had in the past. Following is the list of crews and ships taking part: Ship's #774, Capt. Thompson and crew; #739, Lt. Gorby and crew; #712, Lt. Ward and crew; #815, Capt. Dalton and crew; #939, Lt. Maziarz and crew; #761, Lt. James and crew; #172, Lt. Samuelson and crew; #965, Lt. Hackleman and crew; #758, Lt. Bradford and crew; # 040, Lt. Register and crew; #639, Lt. Harding and crew; and #746, Lt. Kolts and crew. Considerable enemy opposition was encountered both from their fighters and their flak. All ships returned safely without injury to their personnel, but some of the ships were quite severely damaged by flak, especially Ship #759. Had it not been for the courage and skill of the pilot, 1/Lt. Doyle E. Bradford, most likely it would have been lost. The top of its rudder was torn off in a collision with another ship, as well as being damaged by flak. S/Sgt. James L. Greene, tail gunner on ship #761 shot down one FW-190. T/Sgt. David O. Armstrong, top turret gunner on the same ship, probably destroyed one ME-110. S/Sgt. Wallace R. Beyer, waist gunner on ship #639, severely damaged one ME-109. The above named individuals are among the newer men in the squadron and the skill displayed on this occasion reflects credit on themselves and the quality of training they have received. This was a completed mission for ten ships. Ships #746 and #712 reached enemy territory but had to return to base due to mechanical failures.

30 Jan. 1944: Next day, the 30th, another mission was made against Germany. The target was Brunswick, Germany. Nine of our

ships participated listed as follows: Ship's #815, Major Berry and Lt. McFarland and the "A" crew (this was the lead ship for the group); #965, Lt. Register and crew; # 774 Lt. Stringer and crew; #604, Lt. Ward and crew; #428 (322nd squadron's), Lt. Pickard and crew; #939, Lt. Harding and crew; #739 Capt. Bramble and crew; #678 (324th squadron's), Lt. Bradford and crew; #967 Lt. Sutherland and crew. This mission was completed without loss of ships or personnel. However, it was not an "easy one", considerable enemy opposition was encountered. T/Sgt. Hobart P. Peterson, top turret gunner on ship #679, shot down one FW-190. 1/Lt. Wilbur W. Nicoll, bombardier on ship #774, shot down one FW-190; 2/Lt. Leslie A. Price, bombardier on ship #967, severely damaged one FW-190; 2/Lt. Albert T. Trendell, navigator on ship #678, shot down one FW-190. Those men deserve the gratitude of all people engaged in this war against Germany. The courage and skill displayed by them on this occasion, reflects credit not only to themselves but to this organization as well.

31 Jan. 1944: The last day of January found the squadron scheduled for another mission. This time against the enemy at Frankfurt, Germany. However, it did not materialize. It was "scrubbed" after due preparation had been made for the take off. This is done quite often and is taken by the personnel scheduled as part of the game of war. Maybe at the time they feel as if they have been "all built up for a letdown" still, they must feel relieved at being on the ground instead of up there fighting.

During the month, all personnel gave more attention to ground school and training activities than formerly. Compared with what was accomplished this month a year ago, one can realize that the squadron has been growing all the time into a more efficient organization regardless of the losses suffered during the past year. Replacement crews have proven themselves in combat, thereby, indication that our training program has functioned efficiently. One hundred and twenty (120) recommendations were submitted giving the Air Medal or Oak Leaf Cluster to the Air Medal to men of this squadron who earned them in combat. Out of the eight missions completed, only one ship, #372 and its crew, is listed as missing in action. Frequent liberty runs to nearby towns, the Red Cross activities, Church Services, movies and parties and have helped greatly to maintain and build moral in the squadron. (The next sentence was illegible)  
It is remarkable how few man-hours were lost as a result of sickness.

1 Feb. 1944: On February 1, 1944, combat crews were briefed and made ready for a mission against Frankfurt, Germany, but for the second time in so many days, it was "scrubbed" and there was



nothing left to do about it except forget about it until the next time and go to ground school. Practically all training devices were in operation all day. There was one local flight, a two-ship formation, for a period of two hours.

2 Feb. 1944: Next day, there was no operational mission scheduled. Six ships did formation flying at low altitude for five hours. This was done in the forenoon. That afternoon, five ships were in the air for four and one half hours. This type of flying is what all crews like doing. To put on a good show in practice gives all personnel confidence and makes them feel as if they can do the job well in actual combat. The best feature of such activity is that with experienced leaders to check them, the pilots and navigators, especially, can discover their weak points and get them corrected. Ten men made use of the skeet range. Six officers had link trainer, and classes were held in radio, gunnery and navigation. Ground school attendance has improved considerably during the past month.

3 Feb. 1944: On February 3, nine of our crews were briefed and took part in a mission against Wilhelmshaven, Germany, where large submarine and shipping facilities are located. Two ships aborted, that is, they failed to go over the target. One due to mechanical difficulty and the other, being late in taking off, was unable to catch the formation. Ships and crews which went over the target and dropped their bombs were: ship #730, Capt. Dalton and crew; ship #580, Lt. Gorby and crew; ship #746, Lt. Kolts and crew; ship #839, Lt. Register and crew; ship #761, Lt. Pickard and crew; ship #774, Lt. Harding and crew; and ship #172, Lt. Samuelson and crew. The latter ship failed to drop its bombs and did not reach the target area, but it went quite far into enemy territory. Enemy opposition was slight, either from weakness at that point or for fear of our guns and the fighter escort which went along to deal with them in case they did start a fight. Total attendance at ground school was thirty three man hours.

4 Feb. 1944: Next day, Frankfurt, Germany was the object of attack once more. This target had been high on our list for several days. Perhaps fate decided this as its day to be plastered by our bombers for all in this squadron went over the target and dropped their bombs with fairly good results. There were seven of them from this squadron: ship #774, Capt. Thompson and crew; ship #040, Lt. Hackleman and crew; ship #815, Lt. Harding and crew; ship #027 (322nd ship), Lt. C. M. Williams and crew; ship #712, Lt. Ward and crew; ship #939, Lt. Register and crew; and ship #739, Lt. Wood and crew. Very little enemy opposition was encountered except for flak coming up around the

target area. It did very little damage to our ships and none to personnel. In the past, this has been known as a "rough one" due to enemy fighters in that area, but now it seems to a lot of the men as a sort of "milk run" mission. thirty seven man hours of ground school was done by personnel who did not take part in this mission. This was a big day for S/Sgt. Venceslaus M. Sikich, waist gunner on Capt. Thompson's crew, as he finished his tour of twenty-five missions which means that he was relieved from combat flying. He was given the DFC for his good work.

5 Feb. 1944: For the third day in succession, another mission was flown. The target was Avord, an Air Field, about 125 miles south of Paris, France. The group was led by Capt. Bramble as Air Commander in our ship #504, with Lt. McFarland as pilot. Six of our ships took part: ship #504, Lt. McFarland and crew, Capt. Bramble and crew; ship # 585, Lt. Maziarz and crew; ship #580, Lt. W. E. Raid and crew; ship #739, Lt. Samuelson and crew; ship #815, Lt. Pickard and crew; and ship #748, Lt. Sutherland and crew. All dropped their bombs with excellent results. As none aborted, or failed to reach the target, the squadron felt proud of the day's work. When a ship takes off on a mission and then has to turn back, neither its crew nor the ground crews feel happy about it. To them, it is a lot of hard work and effort wasted. This was the twenty-seventh mission for T/Sgt. Henry J. Streets, a veteran tail gunner who has done all his missions with this squadron.

6 Feb. 1944: On the 6th, a mission was undertaken against another airfield in France near Nancy/Essay. Nine ships of this squadron took part: Ship #639, Capt. Dalton and crew; ship #939, Lt. Stringer and crew; ship #172, Lt. Osterburg and crew; ship #504, Lt. Kolts and crew; ship #585, Lt. Bradford and crew; ship #580, Lt. Gorby and crew; ship #965, Lt. Hackleman and crew. Enemy opposition was slight.

The mission was not completed as bombs were not dropped on target area. It was called an "abortive sortie", a term used to indicate that ships were near the target but for various reasons they did not complete the mission. All returned without loss. This being Sunday, there was no ground school or training activity. All personnel had an opportunity to attend church services and to devote their time as they thought best. Only those men on the mission were kept busy.

7 - 9 Feb. 1944: For the next two days as there were no operational missions scheduled, the squadron engaged in ground school and training activities. More attention is given the physical training now. Certain officers and enlisted men are

specially trained as leaders in this program so as to enable it to be carried out with more efficiency than in the past when it was the policy to detail someone as leader without much preparation beforehand. By dividing the men up into smaller groups with an officer and a specially trained enlisted man in charge it is found that a better program is being carried out. Classes for such leaders are being held in the gymnasium from time to time. Ground school was well attended during this two days. On the 8th, there was a six-ship formation which went on a practice mission at high altitude for a period of five hours. This is the best feature of the training program. All crew members are at their assigned position and do the work just as if on the real thing. This is of great value to the less experience men. They soon learn how to use their equipment to the best advantage and adjust themselves to high altitude flying.

On the 9th, crews were briefed and made ready for a mission against enemy aircraft factories at Leipzig, Germany. However, because of the unfavorable weather prevailing, the mission did not materialize. It was recalled.

10 Feb. 1944: On the 10th, Captain David A. Bramble was designated Operation Officer. Lt. Albert R. Kuehl had been serving in that capacity since the relief of Captain Gladstone, who completed his tour of duty on January 21, 1944. Lt. Kuehl is now a flight leader. Extensive training operations were carried out. A six-ship practice mission at low altitude, two local formation flights of two ships each, and fifty-six hours of ground school for personnel not flying. Training is being stressed more and more with the idea of future operations in mind. All personnel realize its importance and want to learn what they can.

11 Feb. 1944: Frankfurt, Germany was the target again for the 11th. Six ships from this squadron took part. One ship, #172 aborted, but the remaining five went on over the target and dropped their bombs. Enemy opposition was not serious. Perhaps the strong fighter escort scares his fighters away, or else he thinks it best to hold them on the ground for future action. A considerable amount of flak was encountered in the target area, but it did very little damage. Our ships taking part were: ship #939, Lt. Samuelson and crew; ship #761, Lt. Wood and crew; ship #815, Lt. Osterburg and crew; ship #580, Lt. Sutherland and crew; ship #172, Lt. Wilkinson and crew (aborted); ship #759, Lt. C. M. Williams and crew. This was the fifth mission for the month; all without loss of either ships or personnel. Crew members not flying did more than twenty man hours of ground school.

12 - 19 Feb. 1944: During the period from the 12th to 20th, no

operational missions were flown because of unfavorable weather and for strategic reasons. On the 12th and 19th, practice missions were flown and considerable practice bombing was done. As all crews were available for it, ground school was well attended. On the 16th, there was a squadron formation for combat men for the purpose of presenting the medal awards to both officers and enlisted men concerned. Presentation was made by the squadron commander, Major James F. Berry.

At this time of month, it is not known how many enemy fighters have been destroyed or damaged by our gunners. Claims have to be checked and verified by higher headquarters. To accurately determine when an enemy fighter has been destroyed and to credit the individual gunner for same, requires a lot of work and time. Usually by the eighth of the succeeding month, a report is sent to this squadron showing the names of gunners who are given credit for shooting down the enemy planes.

20 Feb. 1944: Targets in Germany were again attacked on the 20th. Leipzig and to Oschersleben. Fourteen ships of this squadron took off. One, ship #985, aborted due to mechanical difficulty. Enemy opposition was stronger than it had been for the past three weeks. Two members of crew on ship #739 were wounded; S/Sgt. Samuel Orazie suffered slight wounds in one arm and one leg and S/Sgt. Calvin E. Camp, enlisted bombardier, quite seriously wounded in his hand, losing one finger.

Ships taking part from this squadron were: Ship #504, Lt. McFarland and Lt. Kuehl and crew; ship #739, Lt. W. E. Reid and crew; ship #761, Lt. Wood and crew; ship #746, Lt. Kolts and crew; ship #965, Lt. Hackleman and crew (aborted), ship #939, Lt. Maziarz and crew; ship #774, Capt. Thompson (91st BG) and Lt. Stringer and crew; ship #639, Lt. Osterburg and crew; ship #585, Lt. Bradford and crew; ship #580, Lt. Mack and crew; ship #759, Lt. Register and crew; ship #172, Lt. Wilkinson and crew; ship #815, Capt. Dalton and crew; ship #712, Lt. Pickard and crew. Thirteen ships, a record number for the squadron went over the target and dropped their bombs.

Capt. Karl W. Thompson completed twenty-five missions on this date. So did Lt. Drayton W. Stringer, pilot and S/Sgt. James S. Hachey. Capt. Thompson was recently transferred from the squadron and assigned to duty as assistant group operations officer, but he elected to do his twenty-fifth mission with his original crew. As their ship approached the landing field, they gave it a "real buzz" coming close to the ground and putting on a good show. It was fully as sensational as that of Major Bishop in the "Careful Virgin" on the 21st of January, although the "ducking" ceremony was not carried out by the ground crew. Lt. Stringer and S/Sgt.

Hackey have earned the DFC, after presentation of which they will be transferred to a new assignment. The three individuals mentioned have a splendid record in the squadron, and the fact that they did their allotted score of missions without serious difficulty indicates their skill and efficiency as airmen of the highest type.

21 Feb. 1944: On the 21st, Germany was attacked again at Gutersloh and Achmer. Eight ships of this squadron took part, as follows: Ship #504, Major Berry , Air Commander, and Lt. Samuelson Pilot and his crew led the group; ship #939, Lt. Wilkinson and crew; ship #746, Lt. Register and crew; ship #815, Capt. Dalton and crew; ship #965, Lt. G. M. Williams and crew; ship #712, Lt. Ward and crew; ship #040, Lt. Osterburg and crew; ship #759, Lt. Mack and crew; six of these ships completed the mission and returned to base. The flak was quite heavy as well as fighter opposition. . Our ship's #712, #040 and #759 were flying as an extra three-ship element. They were hit hard by enemy fighters and two of them were knocked down, ship #712, Lt. Ward and crew and ship #040, Lt. Osterburg and crew. Both seemed under control when last seen and it is believed that personnel had a very good chance of getting safely to the ground. Ship #712 was last seen near Winden, Germany.

The following personnel are carried as missing in action: 1/Lt. Neal P. Ward, Pilot; 1/Lt. James McNulty, Co-pilot; 1/Lt. Donald S. Murray, Navigator; 1/Lt. Marion M. Walshe, Bombardier; T/Sgt. Kenneth F. Jerge, Engineer; S/Sgt. Lawrence H. Silberger, Waist Gunner; T/Sgt. Thomas G. Vinson, Radio Operator; S/Sgt, Richard T. Clarity, Ball Turret Operator; S/Sgt. Willard P. Chandler, Tail Gunner and S/Sgt. Paul W. King, Waist Gunner. This was an experienced crew, each individual having at least fourteen missions to his credit.

Ship #040 was last seen near Achner, Germany. The following personnel are carried as missing in action: 2/Lt. Spencer K. Osterburg, Pilot; 2/Lt. Van John E. Beran, Co-pilot; 2/Lt. Morris J. Joy, Jr., Navigator; 1/Lt. George J. Zebrowski, Bombardier; T/Sgt. Lambert R. Brestrom, Engineer; S/Sgt. Alexander W. Siatowski, Waist Gunner; T/Sgt. Harold L. Klem, Radio Operator; S/Sgt. Samuel P. Aldridge, Ball Turret Operator; S/Sgt. Jay J. Milewski, Tail Gunner; and S/Sgt. Clayton E. Morningstar, Waist Gunner. This was one of the newer crews in the squadron, but each individual is credited with not less than three missions before this one.

[Added comments below:](#)

[Capt. Warrington B. Dalton, Jr., Pilot, completed his twenty-](#)

fifth mission on this date. So did a waist gunner on his crew, S/Sgt. William L. Hoots. Both individuals will be remembered in this squadron for their good personalities and devotion to duty on the ground as well as in the air. They participated in some of the roughest of our missions and always came back in good spirits. Upon their completion of twenty-five missions, they were transferred to a new assignment, perhaps in the zone of the interior.

The question of name came up several years ago. It happened that I was flying as Pilot in command on the left wing of a three-ship spare element on a mission 21 Feb 44 to Gutersloh, Germany. This was my first mission in the left seat. I had been flying co-pilot for Dave Bramble as a regular assignment. Dave was now 323rd Sq. Operations Officer. This was also my 21st combat mission. Major Berry personally checked me out in the left seat.

I didn't have a regular crew. With only five missions to go to complete my tour the decision was to let me fly as PIC with other crews as required. (I actually had six missions to go as the length of the "tour" was increased about this time from 25 missions to 30. I had to do one extra mission above the regular 25-mission tour.)

En route to the target (Gutersloh) and flying over the English Channel, our element leader was lagging well behind the main body of the Group formation. I believe he held this position so he could see any aircraft abort and one of us could fill the vacant position. I don't recall any instructions on what we should do if there were no "aborts."

As we were about midway across the Channel, our spare element was attacked by four Me109s. We had no friendly fighter coverage.

On one of my earlier missions with Capt. Bramble, we had been in a similar position--crossing the Channel in a spare element and attacked by enemy fighters. Now as Pilot in command, I wasn't about to remain in such a vulnerable position.

Radio silence was the order of the day. I couldn't call the element leader to tell him to get up to the main body of the formation. Short of that, I did the best I could. I pulled my ship forward and had our Co-Pilot make hand signals to him to move up. The element leader didn't respond. I repeated this several times but there still was no response.

I actually pulled our ship out in front of the element leader and continued to give hand signals but again there was no response. We fired a flare but no response. I had the co-pilot flash some

signals with the Aldis lamp. No response.

On an earlier mission, my second mission, flying with Dave Bramble, we were in an identical position: wingman in a three-ship spare element. We had been attacked by "109s" over the Channel and lost one of the three ships. I would not permit this to happen again! I pulled our ship out of the spare element and took a position as the seventh ship in the high flight of the Group. This happened to be the 401st Squadron.

Some years after the War, I visited the National Archives in Washington DC and looked up the record on this mission. The report showed that the entire spare element joined the high flight of the high group. This wasn't true. I was the only one that took that position. Unfortunately, the two ships from the spare element were both shot down over enemy territory.

Over Central Germany there was another problem. There were some well-developed cumulus clouds all around us. The wing leader had to do a lot of turning to avoid flying through them. Naturally this caused the formation to scatter somewhat. My recollection was that the primary target was obscured and we were doing a lot of maneuvering to get to an alternate target and avoid the large cumulo-nimbus clouds over central Germany.

Some of these maneuvers required the Wing leader to make tighter turns to avoid the clouds. This scattered the formation somewhat. At about the worst time, the Wing was attacked by enemy fighters nose and tail. At one time, my Co-Pilot, "Kelly" Kovachovich, another "old Co-Pilot," had the controls and we were attacked from the nose and tail. I looked up to see a "109" making a head-on attack. I felt he was aiming at me!

Though "Kelly" had the controls at the moment, I didn't have time to say anything, I pushed right rudder as hard as I could and caused the ship to skid to the right. The line of fire from the -109 came down between our number 2 engine and the cabin. We took a bullet in the number 2 fuel tank and a cannon shell in the left horizontal stabilizer.

In my Advanced Pilot Training program, I had expressed a desire to fly light bombardment aircraft. For this I was given training in a T-6 in aerial gunnery. I fired on air -to-ground targets at Eglin Field. I never fired a gun in combat but had some knowledge of aerial gunnery and problems if the airplane wasn't trimmed right as in a "skid.". This is exactly what I did. I caused the B-17 to skid to the right. The attacking pilot might not have noticed this as his fire came down the left side of the fuselage.

I asked the crew to check in. I was worried about our tail Gunner, "Dutch" Reich from my old crew (Bramble's). He said he was okay but couldn't see how they missed him. Him. After we landed he had several holes in the tail cone and we had a hole from the 20mm cannon shell in the left horizontal stabilizer. Neither of these was significant.

In 1945, I was in Las Vegas and ran "Dutch" Reich from my old crew. He was still in the service and in uniform. I noticed he had an Oak Leaf Cluster on his Purple Heart ribbon. I recalled he had received a Purple Heart on an earlier mission and I asked him where and when he got the Oak Leaf Cluster. He admitted that he had been wounded on the Gutersloh mission but didn't report it at the time. He reported it when he got back to the States.

It was sad but both the element leader and right wing men were shot down. There were other casualties.

In addition to these losses, the High Flight I had joined when I left the Spare element, was the 401st Squadron. Two more B-17s were lost on this mission from the 401st on this mission to Gutersloh.

I corresponded with the pilot of Miss Ouachita after the war. I didn't think to ask him how his airplane got its name.

You had to have a little luck on these missions. Or maybe it was a little help from an unexpected source.

Regards, Phil Mack

22 Feb. 1944: Next day, the 22nd, Oschersleben and Bunde were targets of attack, both in Germany. This was the third mission in so many days against the Germans in their own country. Seven of our ships took part as follows: Ship #746, Lt. Kolts and crew, ship #965 Lt. Harding and crew; ship #761, Lt. Wood and crew; ship #815, Lt. Sutherland and crew; ship #585, Lt. Bradford and crew; ship #774, Lt. W. E. Reid and crew; and ship #939, Lt. Maziarz and crew. Ship #761, Lt. Wood, Pilot, aborted and returned to base after getting far into enemy territory. Three ships completed the mission and returned to base. One was compelled to ditch in the North Sea, fifty-five miles from the coast of Holland and two were shot down by enemy fighters.

Ship #815 was last seen going down near Gutersloh, Germany. It had been badly damaged by fighters. Crews who returned reported that numerous fighters were seen in that area attacking their formation, and especially striking our ships that were already in trouble. The following crew is carried missing in action. 1/Lt.



Kenneth Sutherland, Pilot; 2/Lt. Stanley L. Jordan, Co-pilot; 2/Lt. Frederick H. McBride, Navigator; 2/Lt. Leslie A. Price, Bombardier; T/Sgt. Robert O. Kyle, Engineer; S/Sgt. Andrew E. Tarabuk, Waist Gunner; T/Sgt. Malcolm M. McCurry, Radio Operator; S/Sgt. Rathel C. Bennett, Tail Gunner; S/Sgt. Raymond Butler, Ball Turret Operator; S/Sgt. Fred A. Tabor, Waist Gunner. Each individual of this crew had at least eight combat missions to his credit. They had done excellent work in training operations and in combat. Ship #746 was last seen going down near Gutersloh, Germany, Also. Apparently it had been badly damaged. The following crew is carried as missing in action: 1/Lt. Frank R. Kolts, Pilot; 2/Lt. Ehud Merkel, Co-pilot; 1/Lt. Charles R. Alexander, Navigator; 2/Lt. Harold H. White, Bombardier; T/Sgt. Matthew S. Kryjak, Engineer; S/Sgt. Abraham S. Homar, Waist Gunner; T/Sgt. John P. Guros, Radio Operator; S/Sgt. Omer E. Sharpe, Ball Turret Operator; S/Sgt. John V. Hill, Tail Gunner; S/Sgt. Roy F. Grandquist, Waist Gunner. This was an excellent crew. Records show that each individual had at least fourteen combat missions to his credit.

Ship #965 was furiously attacked by enemy fighters coming toward it from all angles, but the ones coming head-on gave our ships the most trouble. Lt. Henry L. Bogucki, Bombardier, was fatally wounded by a shot fired from one of the attacking planes.

Ship #774 was also subjected to the same type of attack. 2/Lt. John L. Smith was fatally wounded and died within a short time afterward. 1/Lt. Thomas J. Gannon, Bombardier, was slightly wounded. Funeral services were held for the above-named officers at Cambridge. A delegation of officers and enlisted men from this squadron attended.

Ship #939 was severely damaged from repeated attacks of enemy fighters. It was unable to stay in formation so, on its way back, it had to return as best it could. Along the way it came at low altitude, scarcely able to stay in the air. After leaving the enemy coast, it headed out over the North Sea. Seeing that chances of getting back were very doubtful, the pilot decided to "ditch". By rare coolness and remarkable skill, this maneuver was carried out without loss of life. They were in the water for approximately four and one half hours when they were picked up by Air Sea Rescue. The co-pilot suffered injuries and was hospitalized. The remaining members of the crew returned to their home base. The following named individuals composed the crew: 1/Lt. Roman V. Maziarz, Pilot; 2/Lt. Peter M. Delo, Co-pilot; 2/Lt. Mortimer Pudnos, Navigator, 2/Lt. Arthur D. Clay, Bombardier; T/Sgt. Joseph T. Depoti, Engineer; S/Sgt. Urban A. Jacoboski, Waist Gunner; T/Sgt. Joseph LaCascia, Radio Operator;

S/Sgt. Walter P. Meader, Jr. Ball Turret Operator; S/Sgt. Robert W. Heller, Tail Gunner; S/Sgt. Anthony J. Barbotti, Waist Gunner. The courage and skill displayed by all these men reflects the highest of credit to themselves and to their organization.

1/Lt. Wilbur W. Nicoll completed his twenty-fifth mission on this date. He did his tour with courage and efficiency and has one enemy fighter to his credit, having shot down one FW-190 on the Brunswick raid, January 30, 1944. He was relieved from combat duty and transferred to a new assignment.

On the 20th, 1/Lt. Kenneth C. Homuth, Navigator, completed his twenty-fifth mission. He was a navigation officer of this squadron. He was relieved from combat duty and transferred to a new assignment.

23 Feb. 1944: On the 23rd, as there was no mission, ground school and training activities were carried out on a limited scale. This was due to the hard work of the past several days. However, two local flights were made. Link trainer was in operation, and a class in radio was held.

24 Feb. 1944: Next day, the 24th, the enemy's ball bearing works at Schweinfurt, Germany, was bombed with excellent results. This is the third occasion that the squadron has participated in a mission against this place. The first one being on August 17, 1943. Crews briefed for this target expect to find the going "rough" which it was in the past. This time, it did not seem so. All our ships returned safely, but only two of them dropped their bombs over the target. This squadron's abortion rate on this mission was unusually high. Six ships and crews took off: #761, Lt. Wood and crew; #736, Lt. Wilkinson and crew; #759, Lt. Pickard and crew; #359, Lt. Williams and crew; #006 (324th ship), Lt. Bradford and crew. The first two completed the mission, dropping their bombs with good results; the latter four aborted, turning back for various reasons without getting to the target or dropping their bombs. It seemed that the main reasons were malfunction of the oxygen systems and engine trouble. Immediate steps were taken by the Squadron Commander to ascertain these reasons and to take corrective action so as to avoid future occurrences of this nature.

Ground school was well attended by crews not flying: link trainer, bomb trainer, shadowgraph, radio class and aircraft recognition.

25 Feb. 1944: Augsburg Germany was bombed on the 25th with devastating effect. Eight ships of this organization took part

and all returned safely, very little battle damage being inflicted on our ships and no injuries to personnel. Fighter escort was very good. Ships as listed went on this mission: #761, Lt. Wood and crew; #774, Lt. Gorby and crew; #965, Lt. Pickard and crew; #359, Lt. C. M. Williams and crew; #483 (322nd ship), Lt. Bradford and crew; #909, Lt. Samuelson and crew. The latter two ships flew what is called a "diversion flight".

26 Feb. 1944: On the 26th, weather conditions prevented flying of any kind. Ground school and training was carried out by all ground crews of this and two other squadrons to acquaint them with the work the combat crews have been doing during the month. The Group Commander, Col. Putnam, Major McPartlin and Captain Dieble described the missions that had been flown by the 8th Air Force, and by showing pictures on the screen and by use of maps, gave a vivid description of how the German Air Force is being knocked out of the war, or else made ineffective as a means of defense against our attacks. Each person at that meeting surely felt the significance of his job. An aerial offensive on the scale that this squadron has participated in during the past two weeks requires a lot of hard work and effort on the part of the men on the ground. It is their job to "keep 'em flying" and judging from what was accomplished, it can be seen that they have done their work very efficiently.

27 Feb. 1944: On the 27th, adverse weather conditions prevented flying of any sort. It being Sunday, there was no ground school or training activities. It was a "day off" for everyone to make use of his time as he saw fit. Church services, as usual, were well attended.

28 - 29 Feb. 1944: The remaining two days, there was no operational mission. There were four practice flights, and two ships did practice bombing, dropping ten bombs each. The usual ground school program was carried out.

On the mission of the 22nd, S/Sgt. Robert W. Heller, Tail Gunner on ship #939, shot down one ME-110. It will be noted that S/Sgt. Heller was a member of Lt. Maziarz's crew which was compelled to ditch their ship in the north sea and were later picked up by Air Sea Rescue. At least one enemy fighter was shot down to compensate for the loss of ship #939.

On the mission of the 21st, T/Sgt. Glenn L. Jensen, Top Turret Gunner on ship #815, shot down one FW-190. S/Sgt. Walter W. Reich, Tail Gunner on ship #759, damaged one FW-190.

The individual gunners who succeed in shooting down the enemy ships are awarded the Air Medal, or a cluster to same if they already have earned the Air Medal before.

During the month, ten missions were participated in by this squadron. That is considered a good number for a winter month. One reason which made this possible was that the weather was the best for flying that it had been for a period of several years before. Another, of course, is that an aerial offensive was conducted against the Germans with the aim of so crippling her Air Forces and production facilities that the war would be brought to an end much sooner. This month certainly has marked a good beginning of the realization of that aim.

Ground school was well attended. Records show even better attendance than that of the previous month. More practice flying and air training was carried out, especially camera and practice bombing. The physical training program was better organized and is functioning well.

On the 20th, ship #630, "The Careful Virgin" completed its 50th mission. It is the only ship of this squadron that has completed so many missions. Eight individual members of combat crews completed their tours of operational missions this month.

Five ships were lost during the month. Four complete combat crews are listed as "missing in action". Two officers were killed in action. One officer and two enlisted men were wounded.

One hundred twenty-three (123) recommendations were submitted, giving the Air Medal, Oak Leaf Cluster to the Air Medal or DFC to individuals who earned them in combat.

During the month, quite frequent air raid warnings were heard, but the field was not subjected to enemy attack. These warnings and alerts did not cause any interruption of schedules that were planned.

Frequent liberty runs to nearby towns, the Red Cross and Church army activities, movies and dances helped greatly to maintain and build morale in the squadron, but the biggest single factor is the satisfaction of the men in hitting the enemy hard and so hastening his downfall. The number of man hours lost on account of sickness is remarkably small.

1 March 1944: There being no operational mission scheduled, all combat members engaged in ground school activities. Sixty-one man hours of class instruction was given. Two ships flew practice formation flights of six hours duration. So the first day of the

month was spent.

2 March 1944: On the second, an operation mission was carried out against Frankfurt, Germany. Nine ships of this squadron anticipating 1/Lt Joseph M. Sulli, Navigator, and S/Sgt. Phillip Taylor, gunner, completed their tour of operation duty. As there was a 10/10 overcast above the target, results of bombing could not be ascertained, but all ships returned safely to base after having dropped their bombs. Crews and ships participating were: Ship #513, 1/Lt. Kuehl and crew; #580, 2/Lt. Claude Williams and crew; #585 1/Lt. Bradford and crew; #911, 1/Lt. Harding and crew; #965, 1/Lt. Pickard and crew; #774, 2/Lt. Register and crew; #761, 2/Lt. Wilkinson and crew; #909, 1/Lt. Reid and crew; #118, 1/Lt. Samuelson and crew. Combat crewmembers not flying on this mission participated in ground school and training activities.

3 March 1944: An operational mission was carried out with Berlin, Germany as the target, but due to weather conditions Wilhelmshaven, Germany, was bombed. 1/Lt. Thomas J. Gannon, formerly squadron bombardier, finished his tour of operational duty. Ships of this squadron on this mission were: #761, Lt. Wood and crew; #774, Lt. Register and crew; #965, Lt. Pickard and crew; #911, Lt. Harding and crew; #580, Lt. Claude Williams and crew; #585, Lt. Bradford and crew; #909, Lt. Wilkinson and crew; #513, Lt. James and crew, and #118, Lt. McFarland and crew. Due to unfavorable weather conditions, this mission was not successful. All ships returned safely to base except ship #965 which, due to being shot up by the enemy and all its engine failing, was compelled to ditch in the North Sea. All crew members succeeded in getting out before it sank, but five members perished from exposure in the water due to the life raft's failing to inflate. Here are the names of the five who could not be rescued in time to prevent their deaths: Lt. Milton L. Pike, Navigator; 2/Lt. Robert Warren, Bombardier; T/Sgt. Edward C. White, Engineer; S/Sgt. Lewis C. Alger, Tail Gunner; and S/Sgt. Darrel Moran Ball Turret Gunner. Air Sea Rescue succeeded in saving the following men: 2/Lt. Walter M. Pickard, Pilot; 2/Lt. Smith, Copilot; S/Sgt. Perry E. Wofford, Waist Gunner; T/Sgt. Edward Crafton, Radio operator/gunner; and S/Sgt. James Dumouchel, waist gunner.

4 March 1944: March 4, Berlin, Germany was again the target, but due to unfavorable weather conditions, the bombing was not considered successful. Seven ships from this squadron participated - all returned safely. Two of them failed to reach the target area, one of which did not get far enough into enemy territory to be allowed credit for a sortie. This was ship #779 (324th ship) flown by 2/Lt. Fourny and crew. Ship #774, Lt.

Register and crew, had to return because of mechanical failure but had gone quite far into enemy territory and had seen enemy fighters, so it was considered a sortie. Other ships and their crews were: #513, 1/Lt. Kuehl And crew; #118, Lt. Wilkinson and crew; #909, Lt. Gorby and crew; #580, Lt. Hackleman and crew; #911, Lt. Claude Williams and crew.

5 March 1944: Next day, being Sunday, there was nothing done in the way of ground school. One local flight of two hours made up the day's activity. Individuals went to church services, wrote letters, and visited nearby towns. It is evident that no one suffers from being bored with a lot of time on his hands that he knows not how to spend. It is noticed that the mess halls serve chicken for the noon meal at the Consolidated mess, and, usually in the evening, at the Combat and Officer's messes. The Reading Room at the Red Cross Aero Club is fully occupied on Sundays. There the men have facilities for writing letters and reading books from the library.

6 March 1944: On the 6th, Berlin, Germany was again the target, especially Hoppergarten. Seven ships of this squadron took part, two of which aborted. One ship #761, crash-landed at Steeple Morten shortly after take-off. All crew members escaped uninjured, but the ship was so badly damaged that it was considered a complete loss. As there was 10/10ths cloud cover over the target, results of the bombing were not observed; however, photos indicate that the primary target was not hit - the bombs going in the Hoppergarten area. Two ships were lost and their crews are being carried as missing in action. Ship #118, with the following crew members missing: 2/Lt. Benjamin J. Fourmy, Pilot; 2/Lt. Herbert A. Merkle, Copilot; 2/Lt. James G. Daragan, Navigator; 2/Lt. Arleigh F. Hale, Bombardier; S/Sgt. Frederick B. Walker, Engineer/gunner; S/Sgt. Russell Brinkerhoff, Waist Gunner; Sgt. James H. Pultz, Radio Operator; Sgt. Arthur P. Collins, Jr. , Ball Turret Gunner; S/Sgt. Theodore C. Zawadski, Tail Gunner; S/Sgt. Joseph Meroit, Waist Gunner. This was a new crew which was on its second mission at the time.

Ship #911, with the following crew members, also fell a victim to enemy fighters; 1/Lt. Eugene G. Harding, Pilot; 2/Lt. Leonard J. Hosack, Copilot; 2/Lt. Watson L. Grant, Navigator; 2/Lt. Walter R. Donahue, Bombardier; T/Sgt. John J. Frawley, Engineer/Gunner; S/Sgt. Wallace S, Bayor, Waist Gunner; T/Sgt. Hubert Peterson, Radio Operator; S/Sgt. Manuel Grazio, Ball Turret Gunner; S/Sgt. Charles W. Pesco Tail Gunner; and S/Sgt. Jerry Bernasconi, Waist Gunner. This was an experienced crew.

2nd/Lt. Herbert J. Merkle, Copilot on ship #118, was on his

fourth mission at this time. S/Sgt. Lawrence Morel and S/Sgt. William Donmoyer completing their tour of twenty-five missions on this date. They were reassigned to duty elsewhere. 1/Lt. Cecil Williams, Squadron Bombardier, flew as bombardier in the lead ship leading the first wing over target on this mission.

7 March 1944: Usually after there have been as many as three operational missions in as many days, there is very little activity on the Fourth day, because the crew members are quite tired. So it was on the 7th, there being no ground school and only one cross-country flight of 2 ½ hours. It will be noted that there have been four missions within a period of five days. However, another reason for there being no training activity, and perhaps the chief one was that a mission was planned against Gutersloh, Germany, but was later scrubbed after the crews had been called from their beds early in the morning and had attended briefing.

8 March 1944: On the 8th, Germany was again bombed. Erkner, a suburb of Berlin, Germany, and the ball bearing factory there being very successfully attacked. There were a few fights with the enemy, but our escort was quite strong that day and all ships but one returned safely to base. Ship #513 aborted due to technical difficulty within a short time after takeoff. The following ships took part: #513, Lt. Kuehl and crew; #909, Lt. Hackleman and crew; #774, Lt. Register and crew; #580, Lt. Gorby and crew; and #892, Lt. McWilliams and crew. The last-named ship was seen turning back, after having dropped its load of leaflets, near the I. P. Which is in the vicinity of the target. He was having some sort of mechanical trouble. When a single ship has to leave the formation and undertake the return journey alone so far into enemy territory, its chances of doing so safely are very slim. Enemy fighters are on the lookout for such ships and endeavor to shoot them down. This is what apparently happened to Ship #892. The following crew members are missing: 2/Lt. Claud Williams, Pilot; 2/Lt. John Armstrong, Copilot; 2/Lt. Thomas Brooks, Jr., Navigator; 2/Lt. Richard Matthews Bombardier; S/Sgt. James J. Miller, Engineer-Gunner; S/Sgt. Francis Rumble, Waist Gunner; T/Sgt. Russell Schleyer, Radio Operator; S/Sgt. Raymond Winkler, Waist Gunner; S/Sgt. Roy Norby, Tail Gunner; and S/Sgt. Thomas Roberts, Ball Turret Gunner. This was a well trained and experienced crew.

9 March 1944: On the 9th, Oranienburg, another suburb of Berlin, was the target for attack by members of the 91st Bomb Group (H). Six ships of this squadron took part as follows: #504, Lt. Col. Berry A. O., 1/Lt. McFarland and the "A" crew of our squadron was

leading, the squadron commander and the squadron "A" crew flew in the: lead ship; #774, Lt. Register and crew; #672, Lt. Gorby and crew; #909, Capt. Bramble, Squadron Operations Officer and Lt. Mack and crew; #736, Lt. Bradford and crew; #580 Lt. Hackleman and crew; Ship #736 had to turn back due to mechanical failure. All ships returned safely. Fighter support was excellent that day. It accompanied the formation of bomber to and from the target area. The primary target could not be attacked due to 10/10ths cloud cover over the target so the secondary target, the center of the city of Berlin was attacked, bombs being dropped on PFF and results were unobserved.

Five individuals on ship #909 completed their tours of operational duty. The Pilot, Captain Bramble, Operations Officer, gave the air base a medium buzz as he came in for landing. In addition to Captain Bramble, the following personnel also completed their tours; 1/Lt. Quentin Ellis, Navigator; 1/Lt. Robert C. Singer, Bombardier; T/Sgt. Paul L. Zimmerman, Radio Operator; and S/Sgt. Raymond Ridings, Ball Turret Gunner. The above named individuals formed a part of one of our best crews. With the exception of S/Sgt. Jerry T. Bernasconi, Waist Gunner, who was missing in action on the 6th, it looks as if this crew will complete its tour.

10 - 12 March 1944: During the period of the tenth and twelfth, inclusive, there was no operational mission. Time was spent in ground school and training activities. Maximum attendance was maintained at classes and all training devices were made use of. However, on the 12th, the usual Sunday schedule was followed.

13-14 March 1944: On the 13th, a mission was planned against a target near St. Omer but it was scrubbed because of unfavorable weather. Likewise on the 14th the same thing occurred. Classes in ground school were held on both days, but no practice flying was done on account of the weather.

15 March 1944: On the 15th, there being no operational mission, considerable practice flying was done, local, practice bombing, and formation flying. All training devices on the ground were also used to capacity.

16 March 1944: The 16th found another operation mission on our schedule. The target was the Lechfeld A/F Six ships of this squadron participated. Results of bombing as observed indicate but little success on this mission. Ship #542 aborted due to mechanical trouble. The taking part in this operation were: Ship #513, Lt. Wood and crew; #542, Lt. Reid and crew; #774 Lt. Register and crew; #580 Lt. Gorby and crew: #909 Lt. Hackleman and crew: and #565, Lt. Bradford and crew. The latter is listed



as missing in action, but it is believed that the ship may have landed in Switzerland with the following crew: 1/Lt. Doyle Bradford, 1/Lt. Robert C. Mersereau, Copilot, 1/Lt. Albert Trendell, Navigator; 1/Lt. Jack T. Alhern, Bombardier; S/Sgt. Robert A. Peterson, Engineer; S/Sgt. Lucien Bright, Waist Gunner; S/Sgt. Norman Smith, Radio Operator; S/Sgt. Nicholas. Merlotti, Waist Gunner; S/Sgt. Malcolm G. Brandt, Tail Gunner; and S/Sgt. Robert E. Sodel, Ball Turret Gunner. There is good reason to believe that all are safe and interned for the duration of the war.

1/Lt. Manuel Fisher, Navigator, completed his tour of operational duty and was transferred to another station. S/Sgt. Melvin Schissler, Ball Turret Gunner, also completed his tour and was transferred.

17 March 1944: On the 17th, there was a mission canceled against Augsburg, Germany, but it was sometime due to adverse weather conditions. In so far as the ground crews are concerned, they would much rather the mission is carried out once it is scheduled since a big part of their work consists of getting the ships loaded and in condition for a take-off. Combat crews, once they have been briefed and made ready so as if they would just as soon go on. However, since the mission was scrubbed, there was nothing left to do except to go to ground school and to other training.

On the 16th, two new crews reported to the squadron for tours of operational duty with the exception of the pilot. Individuals reporting were: 2/Lt. Bruce, Pilot; 2/Lt. Grimmer, Copilot; F/O Pluskey, Navigator; F/O Cusick, Bombardier S/Sgt. Lakes Engineer; Sgt. Brown, Assistant Engineer; S/Sgt. Chaves, Radio Operator; Sgt Hurley, Assistant Radio Operator; S/Sgt. LeBard, Tail Gunner; Sgt. Erlinghauser, Ball Turret Gunner; F/O Nash, Copilot; 2/Lt. Antoniuk, Navigator; 2/Lt. Lausberg, Bombardier; Sgt. Raffia, Engineer; Sgt. Kreege, Assistant Radio Operator, Ball Turret; Sgt. Trevetes, Assistant Engineer; Taskall, Radio Operator; Sgt. Parisy, Tail Gunner; and Sgt. Peterson, Waist Gunner.

18 March 1944: On the 18th, one new crew reported to the squadron for a tour of operational duty as follows: 2/Lt. Thomas, Pilot; 2/Lt. Sprinkle, Copilot; 2/Lt. Kayman, Navigator; 1/lt. Sloat, Bombardier; S/Sgt. Fife, Engineer; Sgt. Arledge, Assistant Engineer; Sgt. Tastad, Radio Operator; Sgt. Brashears, Assistant Radio Operator; Sgt. Mullins, Tail Gunner; and Sgt, Possnack, Ball Turret Gunner.

Also, on the 18th, a mission was scheduled to Oberpfaffenoffen, Germany, which was considered successful. Fighter escort did an

excellent job. Six ships of this squadron took part in this mission as follows: Ship #513 Lt. 1/Lt. William L. Wood and crew, #636, 1st/Lt. William E. Reid and crew; #909, 1st/Lt. Basil F. Hackleman and crew; #580, 1/Lt. Cecil G. Gorby and crew; #774, 1st/Lt. Edwin B. Register, Jr. and crew; and #542, 1/Lt. Phillip G. Mack and crew.

On this mission, 1/Lt. \_\_\_\_\_ Pilot and T/Sgt\_\_\_\_\_ Engineer/Gunner, finished their tours of duty with the squadron and they were assigned to duty elsewhere.

19 March 1944: The 19th, being a Sunday, the usual ground schools were followed. There was no operational mission.

20 March 1944: Frankfurt, Germany was the target for the 20th. This was the 125th mission in which the squadron has participated. There being 10/10 clouds over the target the mission could not be completely observed, but the mission was considered as successful. The following ships participated #776, Lt. Register and crew; #636, Lt. Mack and crew; #513, Capt Kuehl and crew; #909, Lt. Hackleman and crew and #541, Lt. Wilkinson and crew.

T/Sgt. John Williams, Engineer/Gunner; and T/Sgt. Jenson, Engineer/Gunner completed their tours of duty and have been assigned elsewhere.

21 March 1944: On the 21st, there being no operational missions, ground school and training activities were carried out. No ships flew locally.

22 March 1944: Next day, the 22nd, Berlin Germany was the target. It was spoken of by members of the crews as to , there being a sort of thrill on the part of each one participating in a raid against the German Capital. This mission was considered successful. Our ships did not encounter attack opposition from the enemy as anticipated. Fighter escort was on the job and perhaps kept the enemy from trying to attack. Ships taking part were; #513, Capt Kuehl and crew; #580, Lt. Mack and crew; #947 (322 ship). Capt Ranzoni and crew; #774, Lt. Register and crew; #909, Lt. Hackleman and crew; #636, Lt. Reid and crew; and #333 (322nd ship). Lt. Wilkinson and crew. The latter ship aborted due to mechanical failure.

S/Sgt. Walter M. Reich, and S/Sgt. Rocco Poppa both completed their tours of duty.

23 March 1944: On the 23, an Airdrome at Kiel, Germany, was the primary target. Due to 10/10 cloud cover over the A/P an

alternate target , Ahlen, Germany was bombed with fair results. Six ships of this squadron participated. All of them completed the mission and returned safely. 1st/Lt. Philip Mack, Pilot, completed his tour of duty. The following ships too part in this mission: Ship #563, Lt. Gorby and crew, #542, Capt Ranzoni and crew; #172, Lt. Pickard and crew, #075, Lt. Register and crew; #909, Lt. James and crew; #116, Lt. Wilkinson and crew.

On this day, when Lt. Mack completed his tour, it marked the completion of tours for all members of Capt. Bramble's crew, with the exception of S/Sgt. Bernasconi, who is missing in action.

Two complete crews reported to the squadron for tours of operational duty which are as follows: 1/Lt. Sheriff, Pilot, 2/Lt. Kerr, Copilot; 2/Lt. Oliver, Navigator, 2/Lt. Wagner, Bombardier; S/Sgt. Jankos, Radio Operator; S/Sgt. Brousseau, Engineer; Sgt. Gargac, Flexible Gunner; Sgt. Dennison, Ball Turret Gunner; Sgt. Farwell, Tail Gunner; Sgt. Autry, Gunner; Capt. Ranzoni, Pilot; 2/Lt. Bamberger, Copilot, F/O Bartoli, Navigator; 2/Lt. Blum, Bombardier; S/Sgt. McDonald, Engineer; Sgt. Steiner, Flexible gunner; Sgt. Larkin, Radio Operator; Sgt. Shields, Tail Gunner; Sgt. Mead, Ball Turret Gunner; and Sgt. Hinkle, Flexible Gunner.

24 March 1944: On the 24th, Frankfurt, Germany was bombed as the secondary target due to 10/10th clouds over the primary, Schweinfurt, Germany. Bombing results were unobserved as there was 10/10th clouds over the secondary also.

Ten ships of this squadron took part, one of which aborted due to mechanical failure. The ships and crews participating were as follows: Ship #504, ? Lt./Col. Berry, Air Commander, Capt McFarland, Jr. And the "A" crew, #542, Capt. Ranzoni #513, Capt. Kuehl and crew;; #909, Lt. Sheriff and crew; #070, Lt. Wilkinson and crew; #543, Lt. Reid and crew; #171 Lt. James and crew; and #636, Lt. Pryor and crew, (the ship that aborted.)

25 March 1944: On the 25th, there being no operational mission, ground school and training activities were engaged in. Effort is being made to improve both the instruction and attendance of ground school and is much more efficient use of all synthetic training devices.

On this date a new crew reported for a tour of operation duty as follows: 2/Lt. Klinger, Pilot; 2/Lt. Rider, Copilot; 2/Lt. Young, Navigator; 2/Lt. Stiles, Bombardier; Sgt. Grosh Radio Operator; S/Sgt. Reash, Engineer; Sgt. Murphy, Tail Gunner; Sgt. Luke, Ball Turret Gunner; Sgt. Holmer, Flexible Gunner; Sgt. Sierpin, Flexible Gunner.

26 March 1944: On the 26th, a mission was carried out against one of the Military Constructional Works at Mimoyecques, France. Seven ships participating: Ship #542 Capt. Panzoni and crew; #563, Capt. Kuehl and crew; #151, Lt. Gorby and crew; #172 2/Lt. Rotsinger and crew; #110, Lt. Wilkinson and crew; #075, Lt. Reid and crew; #909, Lt. Hackleman and crew. Bombing results were good and the mission was considered as successful. All ships returned safely to base. It was one of the shortest of all the squadron has participated in. Enemy flak was surprisingly heavy in this area. A fragment struck S/Sgt. Joseph C. Fowler, Flexible Gunner on Ship #075 squarely on his chest but, by his wearing his flak suit, he escaped without injury. It is believed that the flak suit saved his life.

27 March 1944: On the 27th an Airdrome at St. Jean d' Angely France was bombed. The bombing was excellent and the results considered excellent. Eight ships of this squadron took part, but one aborted due to mechanical failure.

Ships were: #151, Lt. Gorby and crew; #563, Lt. Sheriff and crew; #909, Lt. Hackleman and crew; #075, Lt. Register and crew; #695, Lt. Pryor And crew; #542, Lt. Kovackevich and crew; #116, Lt. Wilkinson and crew; and #774, Lt. James and crew; this ship aborted. All the above named ships returned safely to base. There was some enemy anti-aircraft fire encountered, but that and their fighters was negligible. The bombers were escorted by fighters both to and from the target area.

In the Liaison of the 26th, T/Sgt. Williby R. Scheible completed his tour of duty with the squadron. He did most of his missions as an Aerial Engineer, but he completed his tour as an Enlisted Bombardier. Only one other man from his original crew is in the squadron. S/Sgt. Calvin Camp who is also a Bombardier. The remainder of their crew are listed as prisoners of war in Germany.

28 March 1944: A target in France was attacked on the 28th. The Airdrome at Reims/Champagne is the designation. Results indicate this mission to be a complete success. Ten ships participated: Ships #504, Lt. Samuelson and crew, leading the composite group. This ship was forced to abort due to mechanical failure. #909, Lt. Hacklemen and crew; #542, Capt. Ranzoni and crew; #075, Lt. Register and crew; #172, Lt. James and crew #116, Lt. Wilkinson and crew; #636, Lt. Reid and crew; #151, Lt. Sheriff and crew; #515, Lt. Pryor and crew; #563, Lt. Kovachavich and crew.

All ships returned safely. Again this day as it has been throughout the month when missions have been carried out. Our

bombers have had the assistance of a strong fighter escort which has helped in keeping losses of ships and personnel to a minimum.

29 March 1944: Brunswick, Germany was attacked on the 29th. While there was a 10/10 formation of clouds over the target and bombing results could not be observed. All ships succeeded in dropping their bombs and returned safely to base. Not without considerable enemy opposition, however, for a change they sent up quite a few number of fighters in an attempt to deal with our bombers and escorting aircraft. No ships or crew members were lost from this squadron, but they reported the opposition a lot stronger than it had been for some days.

The following ships and their crews represented this squadron: Ships #563, Lt. Gorby and crew; #151, Lt. Sheriff and crew; #909, Lt. Hackleman and crew, #075, Lt. Register and crew, #542, Capt. Ranzoni and crew, #513, Lt. Pryor and crew; #636, Lt. James and crew.

30 March 1944: On the 30th, there being no operational mission on our schedule combat crew members engaged in ground school and training activities. One crew went out to the skeet range; the synthetic trainers were all in operation; Radio operators attended classes,; and there was a good attendance at Aircraft recognition classes. Four ships flew locally for a period of about two hours each.

31 March 1944: There was a mission scheduled for the 31st and everything made ready for the takeoff, but, due to the inclement weather prevailing (one of the few snow squalls of the whole winter) this mission was scrubbed. Crews returned to their barracks after getting their equipment properly stored for another day, and made ready to attend ground school.

Pay Formation was held at 1400 hours.

T/Sgt. Roy J. Schleich, Jr. Destroyed one FW-190 on March 2, 1944. He was flying as waist gunner on Ship #774.

S/Sgt. Merritt Hetager destroyed one FW-109 on 29 March 1944. He was flying as Ball Turret gunner on Ship #075.

S/Sgt. Christopher A. Belmonte damaged one FW-190 on 29 March 1944. He was flying as Tail Gunner on Ship #513.

In the past the tour of operational duty for combat crew members has been twenty-five operational sorties over enemy territory. Recently, this policy has been changed so that an individual must complete at least thirty. He is then given a period of rest and may then be reassigned to do more missions. The idea is to utilize services of trained men more efficiently. At the time

this policy went into effect, there was a period of readjustment during which each individual was informed of the change and reconciled to the new set-up. In this squadron, the reaction to this new policy was quite favorable, there being no noticeable set-back in moral of the men concerned.

T/Sgt. Henry W. Streets, a tail gunner, has successfully completed thirty four operation sorties. He is considered an efficient Tail Gunner, and an excellent observer. During the month, he flew as such with other squadrons in this group, as well as his own. His case is an instance of the value of a trained and experienced individual who is doing more than the formerly required twenty-five missions.

During the month it will be noted that there was an increase in the number of missions flown. In fact, a record was set for the squadron. Sixteen missions were flown this month. During the month of January, 1944, 441 airplane operational hours; flown; February 1944, 579 airplane operational hours flown and during March, 1944, 786 airplane operational hours flown. So it can be seen that there has been quite an increase of operational activity. During this period, the number of training hours in the air have decreased, since the crews have been engaged in flying assigned missions.

One ship ditched during the month. Five men lost. One ship crash landed and was a total loss but no personnel were lost. The ship and its crew is also listed as missing in action. Also, two ships and their crews were lost over Berlin in the raid of 6 March, 1944. From this it can be seen that our losses are small in comparison with the results attained during the month.

Ground school was well attended, considering that crews have been otherwise engaged on operational missions. The number of man hours so spent is considerably smaller than that of last month.

New crews that have reported for duty during the month have reacted well to operational flying, a good many of them having completed the required five missions as a basis of their award of The Air Medal.

During the month, there has been an increase in the number of man hours lost on account of personnel being grounded for medical reasons. This may be attributed to the increase in operational hours flown by the men. Health of the squadron is still excellent.

A good many of the experience men on the ground crews were transferred to other stations which needed trained men. This caused but little inconvenience as all key positions are filled

with trained and well qualified individuals.

All departments in the squadron have maintained their high standard of efficiency during the month. The Red Cross Club, Army and church services continued as assisting forces in keeping up the moral of the men. There were several USO shows on the post by performers who travel from station to station for that purpose. The theater has contributed no little part to the welfare of the men during the month.

Awards and Citations will be found listed in the Group Diary for this month.

1 - 5 April 1944: April 1st to 5th, inclusive, there being no operational mission scheduled, activities of the squadron were confined to ground school and training activities. With exception of Sunday, the 3rd, one combat crew practiced skeet shooting each day. This is good training for gunners as well as a pleasant form of recreation. Average score is usually eleven out of a possible twenty five. Gunners also got practice on mobile turrets and the range. Considerable local flying was done, and on the 5th two ships did practice bombing dropping 20 practice bombs each.

6 April 1944: On the 6th, there was a mission scheduled with Oberpfaffenoffen, Germany, the target. However, it was scrubbed shortly before take-off due to severe weather conditions. During the day there were 43 man-hours of ground school and training activities by men who had not been scheduled to fly on this mission. Once a crew makes ready for a mission which is later scrubbed; the men, having been up early in the morning, are permitted to go back to bed for more sleep.

7 April 1944: Next day, the intended target was Oldenburg, Germany, but this mission was cancelled. Considerable ground school was done, and one crew went on the skeet range for gunnery practice. At the dispensary there is a sun Lamp installed for the purpose of giving combat crew members the benefit of more sun light which is an aid in maintaining physical fitness. At first a man gets under the lamp for two minutes and then increases the time so spent each day, until the maximum of ten minutes is reached. This is quite beneficial to the men and they seem to enjoy it. In this day there were thirty combat crew members who took their turn under the lamp.

8 April 1944: Oldenburg, Germany was again the target on the 8th. This time the mission was completed with success. Nine ships from this squadron took part, as follows: Ship #636 Lt. Reid and crew; #774, Lt. Bruce and crew; #563, Lt. Thomas and crew; #075, Lt. Register and crew; #304 Lt. Riser and crew; #151, Lt. Sheriff and

crew; #342, Capt. Ranzoni and crew; #116, Lt. Wilkinson and crew; and #909, Capt Kuehl and crew. Ship #774 aborted shortly after take-off due to a runaway prop. The crew was credited with an engineering abortive which means that they were not held responsible for the turn-back, but it was due to mechanical failure over which the crew had no control. The other eight ships completed the mission and returned safely to base.

9 April 1944: On the 9th, Odynia, in German-occupied Poland, was the target. Nine ships from this squadron took part in this mission, but due to adverse weather conditions, they were recalled after having been in the air for about four hours. Ship #563 with Lt. Fred T. Garner, Pilot, fell in with another group and went on to bomb Orienburg as their target.

10 April 1944: Brussels Germany, occupied Belgium, was the target for the 10th. Seven ships from this squadron took part as follows: Ship #509, Capt. Samuelson and crew; #116, Lt. Wilkinson and crew; #151, Lt. Sheriff and crew; #075, Lt. Register and crew; #576, Lt. Bruce and crew; #636 Lt. Hackleman and crew; and #234, Lt. Gorby and crew. Ships took off at an early hour and returned safely at 1041 hours. This was one of the shortest missions of all and was completed, without loss or damage to ships and to air crews.

On this day the base was inspected by Brig. General Williams, Commanding General, 1st bombardment division. Capt. McFarland and the "A" crew stood by one ship which was inspected by Gen. Williams.

11 April 1944: Costies, Germany, was the target on the 11th but Stettin the secondary target, was attacked due to cloud cover over the primary target. The mission was considered a success. All ships and their crews of this squadron returned safely to base. 1/Lt. Burk, Bombardier, completed his tour of duty of thirty missions. It will be noted that during the month of March, this officer went on fifteen operation missions and did more than 120 combat hours flying time. This was a record achievement for a combat crew member in this squadron.

Ships taking part in this mission were: #534, Capt Kuehl and crew, #151, Lt. Sheriff and crew; #542, Capt. Ranzoni and crew; #276, Lt. Hackleman and crew, #563, Lt. Klinger and crew; #116, Lt. Thomas and crew; #075, Lt. Register and crew; #304, Lt. Pryor and crew; #634, Lt. Gardner and crew; #540, Lt. Gorby and crew; #504 Lt. Reid and crew.

It was thought that 1/Lt. George Brooks, Copilot on Ship #276, had completed his tour of thirty missions, due to the fact that



he had been on two with the Royal Air Force before transferring to the USAAF ( Which it was thought were counted on his tour of thirty). But such was not the case. At any rate, several members of the ground crew were on hand with a tub of water and gave him the "Customary Dunking" immediately after he landed. Since a mistake had been made, it was decided to credit him with a "Dunking" so he will not be subjected to that ordeal after he completes the two remaining missions he has to do.

12 April 1944: On the 12th, there being no operational mission scheduled, considerable ground school and training activities was engaged in by all members of combat crews. Two ships did practice bombing, each dropping twenty practice bombs. The crew engaged in what is called mobile skeet, each firing 20 rounds with an average score of eleven. This is a new feature in the training program. Firing is done from a truck which is moving at about thirty five miles an hour. It is thought that firing while in motion gives better training to the gunner than if he is standing still and shooting at a moving target.

13 April 1944: Schweinfurt, Germany, was the target for the 13th. That has come to be quite a familiar one to this squadron. In the past it has been the very toughest of targets, especially when we recalled the 17th of August, 1943, when the three ships of this squadron went on this mission and failed to return. On this date eight of our ships participated in the mission, all of which successfully dropped their bomb loads and returned safely to base. The eight ships and their crews are as follows: #909, Lt. Gorby and crew; #563, Lt. Moran and crew; #636, Lt. Bruce and crew; #774, Lt. Riser and crew; #509 Lt. Hackleman and crew; #304, Lt. Pryor and crew; #151, Lt. Sheriff and crew; and #276, Lt. Wilkinson and crew.

One new combat crew reported for a tour of duty with the squadron composed of the following individuals: 2/Lt. William Clements, Navigator; 2/Lt. Jack Collier, Pilot; 2/Lt. John Kelleher, Copilot, 2/Lt. Barry McDermott, Jr., Bombardier; S/Sgt. Harry Word Engineer; S/Sgt. Stephen Kocut, Radio Operator; Sgt. Charles Semon, Tail Gunner; Sgt. Tommy Candall, Waist Gunner; Sgt. Denker, Waist Gunner; and Sgt. Zirnheld, Ball Turret Gunner.

Combat crew members who did not participate in the mission on this date engaged in ground school and training activities. One ship flew a practice bombing mission and dropped 20 - 100 lb. Practice bombs.

On this date, another combat crew reported for a tour of duty with this squadron composed of the following individuals. 1/Lt. Albert F. McCardle, Pilot; 2/Lt. Joseph Vandenboom, copilot;

2/Lt. Clifford Stanton, Jr. Navigator; 2/Lt. Everett Lunde, Bombardier; S/Sgt. Billy Standlet, Engineer S/Sgt. Roy Neumann, Radio Operator , Sgt. Guy Johnson, Tail Gunner; Sgt. Harold McMurray, Ball Turret Trainer; Sgt. Donald Kovall, Waist Gunner; and Sgt. Rex Silver, Waist Gunner.

14 - 16 April 1944: During the period of the 14th to 16th, inclusive, due to adverse weather conditions, there was no operational mission scheduled. Considerable local flying was done on the 14th, and the ships flew a practice bombing mission dropping thirty-nine 100 Lb. Practice bombs. Ground school was well attended during this period.

17 April 1944: On the 17th, a mission was scheduled against Leon, but just as the ships began to taxi for the take-off, it was scrubbed.

18 April, 1944: Oranienburg, Germany, was the target for the 18th. Six ships from this squadron participated and all of them returned without losses. On this trip there were no "aborts" and this is always considered good. Ground crews, who work on a ship and get it ready for a mission, like to see it completed. This causes them to know the value of their work. So for the ground crew, of course they would rather go on and complete the mission, hit the target and chalk up another completed mission on their tour. Those taking part in today's raid were: Lt. Hackleman and crew in ship #940, #276, Lt. Thomas and crew; #636, Lt. Reid and crew; #304, Lt. Pryer and crew; #151, Lt. Wilkinson and crew; #563, Lt. Klinger and crew. Bombs were dropped and the mission was considered successful.

Since only six crews were flying in the mission, there were several available men for ground school and training activities. One ship flew a practice bombing mission, one crew practiced on the skeet range , and all synthetic trainers were in use throughout the day.

19 April, 1944: On the 19th, Eschwege Airfield, Kassel, Germany, was the target. Weather conditions were unfavorable. Results of the mission were judged unsuccessful. Again, six of the 323rd ships took part, listed as follows: #543, Capt. Kuehl and crew; #276, Lt. Thomas and crew; #151, Lt. Sheriff and crew; #075, Lt. Register and crew; #563, Lt. Klinger and crew; #036, Lt. Bruce and crew. Ships #543 and #075 aborted due to the failure of gasoline to flow into No. 1 engine fuel tank on ship #543, and in the case of ship #075, a fire started in the back of the instrument panel, due to a short circuit in the rheostat of the florescent lighting on the panel. Both pilots were credited with engineering abortives which means they were not responsible for

what happened, the cause being due to mechanical and electrical failures.

Again, there was a full schedule of ground school and training. One ship flew a practice bombing mission and dropped 20 -100 lb. Practice bombs. Aircraft recognition classes were held.

20 April, 1944: Targets at Croiselle/ Beauvoir, France were bombed on the 20th. The mission was completed but results of the bombing considered unsuccessful. Eleven ships from this squadron participated as follows: #234, Capt. Samuelson and crew; #116, Lt. Wilkinson and crew; #909, Lt. Bruce and crew; #504, Capt. Kuehl and crew; #580, Lt. Gorby and crew; #276, Lt. Thomas and crew; #542, Capt. Ranzoni and crew; #304, Lt. Pryor and crew, #636, Lt. Klinger and crew; #151, Lt. Sheriff and crew; #075, Lt. Collier and crew. The latter were on their first mission. One experienced officer went as Copilot. Lt. Fred T. Gardner went along This is done to make sure that a crew can stay in formation and take care of itself. After its first mission this way, the crew is then put on its own and takes its place with the veteran crews for regular combat flying.

Ground school was well attended on this date even though several crews were in the air.. Efforts to increase training on the ground are bearing fruit. It is no doubt the knowledge gained will be helpful in future operations.

21 April, 1944: Acohnle, Germany, was the scheduled target for the 21st. Ten ships took off and remained in the air the about three hours, at which time the mission was recalled. It did not sufficiently materialize so as to give sortie credit to the crew. All the nine ships as listed returned safely to base without encountering the enemy. Crews taking part in this flight are already experienced in combat flying. Its no doubt they received training in this days work, that is if you think of it as a sort of practice mission. Ships taking part were: #131, Capt. Samuelson, 6and Lt. Reid, with Capt. Samuelson's crew in the lead ship; #151, Lt. Sheriff and crew; #636, Lt. Bruce and crew; #580, Lt. Gorby and crew; .#304, Lt. Collier and crew; #116, Lt. Wilkinson and crew; #075, Lt. Register and crew; #909, Lt. Hackleman and crew; #383 Lt. Thomas and crew and ship #304, Lt. Collier and his crew were on their first mission as a crew. They seemed to be right there with the best of them.

On this date, the "A" crew was on pass, so there was no practice bombing mission flow. The skeet range was in use as well as the synthetic trainers as scheduled for this squadron. It is found that ground school can be well maintained even though no operational mission is flown during the day.

22 April 1944: On the 22nd, Hamm, Germany, was the target for attack. This one has been hit by our bombers in the past by crews who have finished their tours and are crews elsewhere.

There is a certain thrill that gets into an Airman's blood when he goes over to hit the enemy as they go time after time on today's mission. The target was successfully bombed and the ships and their crews returned safely to base without injury. Those taking part were: Ships #234 Capt. Samuelson and crew, Leading; #151, Lt. Sheriff and crew; #116, Lt Wilkinson and crew; # 636 Lt. Bruce and crew; #580, Lt. Gorby and crew; #304, Lt. Collier and crew; #075, Lt. Register and crew; #909, Lt. Hackleman and crew; and #563, Lt. Thomas and crew. 1/Lt. George M. Brooks, Copilot, on ship #909, completed his tour and has been assigned to a Photo Reconnaissance Squadron as a pilot. On the same ship, S/Sgt. Lyman Schafer, also completed his tour and is awaiting reassignment to duty He was an excellent Ball Turret Gunner. S/Sgt. Vincent Garofalo, waist gunner, on ship #234, also completed his tour and is now assigned to duty with a crew flying a relay ship with the 91st bomb group.

Ships #580 and #563 aborted due to mechanical trouble. Ground school and training activities were carried out by combat crews who did not participate in today's mission.

23 April 1944: Next day, there was no operational mission. It being a Sunday, there was no ground school. However, there was a practice mission of six-ship formation flying as well as a practice bombing flight by the "A" crew. Twenty 100 lb. Practice bombs were dropped.

On this date, there was an operational mission scheduled, but it did not materialize sufficiently as to cause the men to have to get up and go to briefing etc.

24 April 1944: The 24th found seven ships of this squadron participating in a mission against a target at Erding, Germany, which was quite successful. The ships taking part were Ships #504, Capt. Kuehl and crew; #563, Lt. Klinger and crew; 1/Lt. Gardner and crew; #542, Capt. Ranzoni and crew; #304, Lt. Pryor and crew; #276, Lt. Riser and crew; #490, Lt. Bruce and crew. All returned safely to base.

An extensive ground school and training program was carried out by combat men who did not participate in this mission. They seem to realize more than ever the value of their ground school training; and make a better effort to attend all classes than in the past. At times attendance becomes low, especially if the men have been flying frequent operational missions and feel a bit tired out.

25 April, 1944: On the 25th, an Airdrome at Metz/Frescaty was effectively bombed. Nine ships of this squadron taking part as follows: Ships #580, Lt. Gorby and crew; #636 Lt. Gardner and crew; #116, Lt. Wilkinson and crew, #909, Lt. Hackleman and crew; #276, Lt. Thomas and crew; #563, Lt. Collier and crew; #236, Capt. Kuehl and crew; #075, Lt. Klinger and crew; #304, Lt. Pryor and crew. All the above ships and their crews returned safely to base.

26 April, 1944: Eight ships from this squadron participated in a mission against Brunswick, Germany, on the 26th. It will be noted that activities over enemy territory was not so frequent at the beginning of the month as at the last, so the missions were almost daily. All personnel in the squadron are busy at a time like this., as well as the combat men and personnel attached to actual operations. The men in each of the departments, such as Armament, Ordnance, Communications, Engineering, Technical Supply etc. have a full schedule of work to do in order to "keep them flying," and it is a source of satisfaction to know that constant work is proving a stimulus to moral throughout the various departments in the squadron. The bare knowledge of getting a difficult job well done inspires the ground crew to carry on, and put forth their effort to get their ships in the air. The results of their efforts can be seen in the steadily reducing of abortives of ships going out to meet the enemy. Ships on today's mission were: #490, Capt. McFarland and crew, Leading; #909 Lt. Samuelson and crew; #304, Lt. Thomas and crew; #636, Lt. Gardner and crew; #580, Lt. Gorby and crew; #075, Lt. Riser and crew; #116, Lt. Wilkinson and crew; #276, Lt. Pryor and crew. #116, Lt. Wilkinson, aborted . On this mission 1/Lt. Basil Hacklemen completed his tour of duty with the squadron, and has been reassigned to duty at Bovington. He leaves many friends here who realize that he was an excellent pilot and a splendid officer in every respect.

27 April, 1944: On the 27th, the 91st Bomb Group participated in a mission against a target designated La Glacerie France, but this squadron was "stand down", that is none of its ships or crews participated. Some more ships were obtained from other squadrons to supply a sufficient number for the mission without drawing on this squadron. It will be noted that the 323rd has been furnishing a goodly number of ships and personnel for all missions from this base. This is the first time, however, that a mission has been participated in by this group without the squadron's being represented by either ships or personnel. In ground school, attendance of , the training operations of the squadron was by no means idle. Classes were held in all departments with a splendid attendance, and there was a practice

bombing mission of four ships in formation. They dropped forty 100-lb. Practice bombs. Figures on this activity show that the squadron is leading all others in the group in the number of practice bombs dropped. Capt. C. W. Williams, Lt. Maiserski, and Lt. Rodrigues having dropped the biggest number for this squadron. The reasons for practice bombing may be summarized under four headings;

1. To improve the bombardier's procedure.
2. To get coordination between the Bombardier and Pilot in using AFCE.
3. To realize his mistakes, while in the air, by seeing the bombs hitting or missing the target.
4. To keep in practice in using bombing tables and computers. The results of the training by practice bombing can best be seen by observation of photographs obtained of the number of hits scored on enemy targets by our bombers on operational missions.

28 April 1944: Next day, the 28th, Avord, France, Airdrome was hit by our bombers with success. Twelve ships and their crews from this squadron participated. All returned safely without a single abortive. Ships and their crews on this mission were: #234, Capt. Kuehl and crew; #542, Lt. Klinger and crew, #636, Lt. McCardle and crew, #504, Lt. Bruce and crew; #151, Lt. Sheriff and crew; #276, Lt. Thomas and crew; #075, Lt. Register and crew; #563, Lt. Riser and crew; #504, Lt. Pryor and crew; #909, Lt. Hackleman and crew; #116, Lt. Wilkinson and crew; #560, Lt. Gorby and crew.

It will be seen that Lt. Hackleman completed his tour of duty on the 29th instead of the 26th as previously stated. 1/Lt. Edward S. Register, Jr. Completed his tour of duty today. Both he and Lt. Hackleman represent the highest type of airmen and they made enviable records for themselves and the squadron during their tours. Lt. Register established a record number of missions for a pilot during any one month when he flew fifteen during the month of March, 1944.

29 April 1944: There was a mission against Berlin, Germany, "Big B", on the 29th when twelve ships participated in giving that big city a good dose of what the Germans so rejoiced in giving to London in 1940. No doubt the crew members took no little pleasure in pounding that city which the German leaders use to think was safe from such attacks. This mission once again indicates that no city in the Reich is safe from our attacks. Ships and crews participating were: Capt. Samuelson and Lt. Maziarz in the lead ship, #061 (401st); #304, Lt. Pryor and crew; #116, Lt. Wilkinson

and crew; #151, Lt. Sheriff and crew; #040, Lt. Collier and crew; #909, Lt. Hackleman and crew; #580, Lt. Gorby and crew; #636, Lt. Riser and crew; #075, Lt. Gardner and crew; #542, Capt. Ranzoni and crew; #504, Lt. Bruce and crew; #276, Lt. Thomas and crew. All ships and their crews returned safely to base. In this respect, the squadron had it lucky as the flak was heavy and accurate and as several losses of ships and personnel were sustained by other organizations participating in this mission. Ship #116, was severely damaged and the crew seemed to believe they were especially fortunate in escaping injury. In addition to Lt. Hackleman, 1/Lt. Edward J. Kaiserski, Bombardier; and 1/Lt. Carl L. Kroll, Navigator, completed their tours of duty with the squadron and will be assigned elsewhere. Ground school and training activities were participated in by personnel not flying on today's mission, but there was a small attendance due to the large number of crews on the mission.

30 April 1944: On the 30th, nine ships from the 91st Bomb Group participated in a mission against an Airdrome near Lyons, France. This squadron furnished three of the nine as follows: Ship #075, Lt. Kovachevich and crew; #560, Lt. Collier and crew; #234, Capt. Kuehl and crew. All three returned without injury or much excitement in the way of enemy opposition. On this mission, 1/Lt. William C. Hotsinger, flying as a Copilot, completed his tour of duty; so did 1/Lt. Dan Jordan, Navigator. On the 22nd of March, Lt. Hotsinger was checked out as a Pilot. Such attainment is something that one may well be proud of, for it shows that the person concerned has continued gaining in proficiency under the difficult condition of aerial combat when the average person does well to maintain the rating he starts in with, let alone reaching to new heights of achievement in a career that is nerve racking to say the least.

Results of bombing of the target show that the mission was very successful. So ends the chronological account of activity of the squadron for the month of April, 1944. An attempt will be made in the following paragraphs to comment on a few of the highlights of that activity.

During the month of April the squadron participated in fourteen operational missions over enemy territory not including the one of April 9, 1944, when only one of our ships completed its mission due to the fact that the mission had been recalled. No losses of ships or personnel due to enemy action was sustained during this time, however, Sgt. Anthony C. Frevete, 32692196, suffered serious wounds on the mission of the 13th and was later relieved from flying duty. Such a record during the month when 114 sorties were flown without losses indicates that a high

standard of efficiency has prevailed throughout the squadron. Not one "Abortive" was caused by failure of personnel. Many of the ships returned to base quite seriously damaged, but the ground crews soon put them back into commission ready to fly again. Ship #513, was on a local flight when it caught afire just as it landed on the runway. The fire had such a start that it was impossible to extinguish it, and the ship was a total loss. The Pilot and all members by quick action, managed to get out of it and escape without injury to themselves. This incident happened on the afternoon of April 5, 1944.

This field was inspected by General Eisenhower, Allied Supreme Commander, on the 11th. With him were General Spaats, General Doolittle, and other high ranking Officers. The squadron was well represented in all phases of this event. Also, during the month, Mr. Stettinious, Assistant Secretary of State of the United States, paid a visit to this field and reviewed much of its work. Both General Eisenhower and Mr. Stettinious seemed well pleased with the base as a whole.

During the month, the number of man hours lost on account of personnel being grounded for medical reasons is much less than that of the previous month. General health of the squadron continued excellent throughout the month. Due to the small amount of rainfall in this region, the water supply is short but not to the extent as to cause much concern. Frequent shower baths have been temporarily halted for all personnel due to a break in the main line nearby.

Personnel newly assigned to the squadron have reacted well to the training and discipline incident to serving in a squadron under combat conditions.

On all missions flown during the month, our ships were escorted by fighters from other bases which did their work so well that they deserve a lot of the credit for the good record made. It seemed that they had the Germans on the run. Many times the enemy refused to take to the air against them. Had they dared to, no doubt our gunners would have accounted for more of their planes destroyed that is the case. On the 11th, S/Sgt. Wayne C. Wrightsman, Jr. 17050909, flying as enlisted Bombardier on Ship #504, Lt. William E. Reid, Pilot, shot down an ME-109. S/Sgt. Wrightsman, in addition to being checked out as a Bombardier, is also a qualified Aerial Engineer and an excellent gunner. He was promoted to the rank of Technical Sergeant on the 15th of April.

Morale of all personnel in the squadron is excellent. Those agencies on the base such as the Church Services, Red Cross Activities, and the Church Army, an English Agency, have done



excellent work in this connection. However, experienced and capable leadership to guide them and the knowledge of the results of the job well done contribute more to maintain the morale among men than any other factors. The men realize the importance of their jobs and have the satisfaction of knowing of the part they are playing in the greatest event in the World's History. No wonder their morale is excellent.

323<sup>rd</sup> DAILIES, 1944, May Prepared by Capt. Laurence E. Baird

1 May 1944: There was a mission with the Roundhouse and Marshalling Yards of the enemy located at Troyes, France, as the target. Results of bombing were good. Eleven ships of this squadron participated as follows; Ship #490, Lt. Col. Berry, Squadron, Commander, and the "A" crew, leading first combat wing; #276, Lt. Thomas and crew; #542, Capt. Ranzoni and crew; #504, Lt. Bruce and crew; #392 (401<sup>st</sup>) Lt. McCardle and crew; #234, Capt. Kuehl and crew; #563, Lt. Klinger and crew; #975, Lt. Knight and crew; #636, Lt. Riser and crew; #075, Lt. Pryor and crew; and #151, Lt. Kovachevich and crew. All crews and ships dropped their bombs and returned safely to base except one. Ship #392 (401<sup>st</sup>), Lt. McCardle and crew, was shot down by enemy flak as it was approaching the coast on its way back from the target area. The following crew-members are missing in action: Pilot, 1/Lt. Albert F. McCardle; Copilot, 2/Lt. Joseph Vandenboom; Navigator, 2/Lt. Clifford A. Stanton, Jr.; Bombardier, 2/Lt. Everett D. Lunde; Engineer, S/Sgt. Billy J. Standley; Ass't. Engineer; Donald Kowall; Radio Operator, S/Sgt. Roy Newmann; Assistant Radio Operator, Sgt. Rex Silver; Tail Gunner, S/Sgt. Guy Johnson; Ball Turret Gunner, Harold McMurray.

Ship #151, was involved in an accident as it landed due to faulty brakes. It ran into three trucks that were parked nearby and damaged them considerably. The ship was also damaged, but none of the crew injured.

Sgt. Harry LeBard, Tail Gunner on ship #504, was quite seriously wounded by enemy flak that struck him in his foot.

Usual ground school and training activities were carried out by combat men not flying on today's mission.

Five new crews were transferred into the squadron, from the 324<sup>th</sup> Squadron. They are well trained and ready to participate in active operational duty. Also, two new men were transferred into the squadron. They are assigned as flexible gunners.

1/Lt. Charles M. Mooney, Bombardier, completed his tour of missions on this date. He was a member of a crew that had just transferred from the 324<sup>th</sup>.

2 - 3 May 1944: On May 2<sup>nd</sup> and 3<sup>rd</sup>, there were no operational missions due to adverse weather conditions. The "A" crew was on pass. Considerable local flying was done, and all the synthetic trainers and ground school classes were well attended.

4 May 1944: On the 4<sup>th</sup>, there was a mission with Berlin Germany as the target; however, due to adverse weather conditions, it was recalled after about two hours from takeoff. Ten ships from this squadron made the start.

5 May 1944: On the 5<sup>th</sup>, there was no mission scheduled. Crews engaged in ground school and training. As they had been flying a good bit the last several days, they were not required to attend as extensive as is usually the case.

6 May 1944: On the 6<sup>th</sup>, Sottevast, France was the target. Ships went over the target but did not drop bombs due to the targets being obscured by clouds. This was considered an abortive-sortie; meaning that the mission was not carried out but the crews were credited with a mission. This squadron sent six ships as follows: #580, Lt. Gorby and crew; #075, Lt. Riser and crew; #276, Lt. Thomas and crew; #040, Lt. Knight and crew; #938, Lt. Maxwell and crew; #975, Lt. Wilkinson and crew. Ship #075 aborted before leaving the English Coast due to failure of No. 2 Engine. The crew was given credit for engineering abortive, since the abortive was not due to personnel failure.

On this date, six individuals completed their "Tours of Duty" as follows: 1/Lt. Cecil G. Gorby, Pilot; 1/Lt. Roy L. Jones, Bombardier; T/Sgt. Anthony J. Klazura, Engineer; T/Sgt. Lewis E. Hendrix, Radio Operator; S/Sgt. James E. Davis, Waist Gunner; and S/Sgt. Laddie F. Chavatol, Ball Turret Gunner. All the above-named are awaiting assignment to other duty.

Individuals remaining on the ground carried out an extensive ground school schedule. It is becoming even more apparent, that time so spent, pays dividends in the air.

7 May 1944: Today, Berlin, Germany was the target. The mission was completed but results of bombing remained unobserved due to the overcast. This Squadron sent seven ships as follows: Ship #040, Capt. Ranzoni and crew; #276, Lt. Bruce and crew; #580, Lt. Kovachevich and crew; #304, Lt. Pryor and crew; #909, Lt. Klinger and crew; #975, Lt. Collier and crew; #938, Lt. Maxwell and crew. Ship #938 aborted due to malfunction of supercharger. Also, ship #276 aborted. This was due to a malfunction of the oxygen system. #580 failed to return. Before reaching the target, one of its engines had quit. Later on reports were that it had been seen on its way back, coming near the enemy coast. Several ships from

this group went out on air sea rescue in hopes of picking the crewmembers up, but no trace was seen of them. The crew was composed of the following individuals: 1/Lt. Nenad Kovachevich, Pilot; 1/Lt. William J. Thurman, Copilot; 1/Lt. Edward H. Wallner, Navigator; 1/Lt. Eleuterio C. Rodriguez, Bombardier; T/Sgt. Frederick G. Parkins, Engineer; S/Sgt. Donald F. Pilcher, Ball Turret Gunner; Sgt. Ralph Liedtke, Radio Operator; S/S Bernard F. Bellettiere, Waist Gunner; and S/Sgt. William A. Reynolds, Jr. Tail Gunner. This was an experienced crew. Lt. Wallner was on his thirtieth mission. All the others were near completion of their tours.

8 May 1944: On the 8<sup>th</sup>, Berlin, Germany was bombed again, results of which were unobserved. Six ships of this squadron took part as follows: #240, Lt. Knight and crew; #276, Lt. Haskell and crew; #075 Lt. Gardner and crew; #116, Lt. Sheriff and crew; #304, Lt. Bruce and crew; and #075, Lt. Riser and crew. The latter ship aborted due to inability of crew to close bomb bay doors either electrically or manually after dropping one bomb to lighten load in order to land.

S/Sgt. Roy J. Schleich, Jr., Waist Gunner; completed his tour of operational duty on this mission. All ships returned safely to base.

9 May 1944: A target at St. Dizier, France, was bombed on the 9<sup>th</sup>. All ships of this squadron returned safely to base. There were no abortives. The bombing was successful. Six ships from this organization took part as follows: Ship #234, Lt. Sheriff and crew; #563, Lt. Miller and crew; #562, Lt. Collier and crew; #278, Lt. Thomas and crew; #304, Lt. Pryor and crew; #116, Lt. Wilkinson and crew.

Ground school and training operations were carried out by crews not flying.

10 May 1944: On the 10<sup>th</sup>, there was a mission against Rotenburg, but it was recalled shortly after the takeoff due to inclement weather.

11 May 1944: This day there was a mission against a target designated as "Konz Karthaus". It was successfully completed. Ships and crews participating were as follows: #499, Lt./Col. Berry and the "A" crew leading the wing; #234, Lt. Collier and crew; #110, Lt. Wilkinson and crew; #563, Lt. Sheriff and crew; #173, Lt. Gardner and crew; #504 Lt. Bruce and crew; #304, Lt. Pryor and crew. There were no abortives. All ships returned safely.

1/Lt. Walter Wilkinson, Pilot, completed his tour of thirty

missions. So did S/Sgt. Theodore Wyzkoski, Flexible Gunner on the "A" crew. Both individuals will be assigned to duty elsewhere.

As usual, the ground school and training activities for combat crews not flying on today's mission was carried out. Attendance was excellent.

**12 May 1944:** On the 12<sup>th</sup> Lutzkendorf was the target. This squadron sent the following ten ships as follows: #075, Lt. Riser and crew; #116, Lt. Maxwell and crew; #563, Capt. Ranzoni and crew; #304, Lt. Pryor and crew; #975, Lt. Collier and crew; #234, Lt. Sheriff and crew; #173, Lt. Gardner and crew; #933, Lt. Bruce and crew; #909, Lt. Thomas and crew and #480 Capt. Samuelson and crew. Results of bombing were only fair. This squadron had no abortives. All completed the mission and returned safely to base.

**Letter of commendation was addressed to all personnel of this organization under date of May 12, 1944. It is listed in full below:**

1. During the month of April 1944, the 323<sup>rd</sup> squadron of the 91<sup>st</sup> Bomb Group (H) achieved a high degree of proficiency. We sent more aircraft to the target than any other squadron in the group. We had a lower loss rate than any squadron in the group. We dropped a heavier load of bombs than any other group. Our abortive record was second to that of the 401<sup>st</sup> bombardment squadron.

2. Such a record could not have been established without the hearty and full cooperation of all personnel of each department. Extra hours and the backbreaking work which each of you have put in willingly and without complaint, has meant that this squadron, during the month of April 1944, visited more destruction upon the enemy than ever before.

3. My hearty thanks and congratulations to each member of the squadron for a job well done. In our effort to subdue the enemy and bring peace quickly, we must increase our efforts yet again. Let us determine to improve this record as each month brings us closer to victory.

4. The above was signed by Lt. Col. James F. Berry, Commanding Officer of the 323<sup>rd</sup> Bomb Squadron, (H).

**13 May 1944:** A target at Straslsund, Germany, was attacked on the 13<sup>th</sup>. The mission was considered unsuccessful. All ships of this squadron returned safely. Those taking part were, #234, Lt. Sheriff and crew; #516, 2/Lt. Mosley and crew; #040, Lt. Miller and crew; #903, Lt. Thomas and crew; #304, Lt. Riser and crew; #909, Lt. Klinger and crew.

Ground school and training activities were carried out by combat men not flying on this mission.

T/Sgt. Charles J. Justin, Engineer/Gunner, completed his tour of thirty missions and was assigned to another base.

**14 May 1944:** There was no mission on the 14<sup>th</sup>, it being Sunday. There was no ground school, but there was a practice mission with five ships flying formation.

**15 May 1944:** Today, there was a mission scheduled with Orly Airdrome in France as the target. Due to adverse weather conditions, it was "scrubbed". Some local flying was done in the afternoon, and an extensive ground school schedule was carried out.

**16 May 1944:** On the 16<sup>th</sup>, the same target was scheduled for attack. The still unfavorable weather prevented it. Ground School and training activities were carried out by all crewmembers.

**17 May 1944:** On the 17<sup>th</sup>, the mission scheduled for Rotterfeld, Germany was "scrubbed". Ground school and training activities were carried out on a limited scale.

**18 May 1944:** On the 18<sup>th</sup>, there was no mission scheduled. Extensive training activities and ground school were carried out.

**19 May 1944:** Berlin, Germany, was the target for the 19<sup>th</sup>. This was a successful mission. Twelve ships of this squadron participated as follows: #1542, Capt. Ranzoni and crew; #079, Lt. Collier and crew; #7504, Lt. Bruce and crew; #2116, Lt. Maziarz and crew; #7304, Lt. Ransberger and crew; #7563, Lt. Maxwell and crew; #7234, Capt. Kuehl and crew; #1909, Lt. Klinger and crew; 7040, Lt. Miller and crew; #7173, Lt. Gardner and crew; #7075, Lt. Riser and crew; #7276, Lt. Mosley and crew. All ships completed the mission except two.

Ship #7504 aborted due to the fact that the pilot believed he would have an insufficient amount of gasoline to complete the mission.

Ship #7563 aborted due to the fact or rather failure of the exhaust stack on #2 engine causing loss of manifold pressure and excess cylinder head temperature due to hot exhaust gasses blowing on the thermo coupler. This was an engineering abortive. Pilot and crew not held responsible.

No members of the crews were injured on this mission.

**20 May 1944:** On the 20<sup>th</sup>, a target at Villacoublay, France. Was

bombed. This was a successful mission. There were no abortives, and all ships returned safely to base. Four from this squadron took part as follows: #7234, Lt. Knight and crew, #7075, Lt. Bruce and crew; #7270, Lt. Ransberger and crew; #7173, Lt. Collier and crew. 1/Lt. John Lloyd, Bombardier, 1/Lt. Gerald Schottmiller, Navigator; S/Sgt. Arthur Huber, Bombardier; S/Sgt. Earl Williamson, Jr. Flexible Gunner; and S/Sgt. George O. Ferrell, Tail Gunner, completed their tours of duty on this mission. They have been assigned to other duties. S/Sgt. Huber went on thirty-one missions; having been assessed one extra due to some sort of failure on the mission of March 18, 1944. S/Sgt. Ferrell completed his tour of duty without the required identification tags. For some reason or other, they were never delivered to him, but they were ordered in the routine manner.

21 May 1944: The 21<sup>st</sup>, being a Sunday and as there was no operational mission scheduled, the men had a day off. Many of them, both the air and ground crews really needed the rest for all personnel have been working hard for the past two weeks.

22 May 1944: Kiel, Germany was bombed on the 22<sup>nd</sup>. The mission was successfully completed. Several ships from this squadron participated as follows: #7234, Capt. Kuehl and crew; #7075, Lt. Kerb and crew; #2116, Lt. Ransberger and crew; #1542, Capt. Ranzoni and crew; #7173, Lt. Gardner and crew; #7304, Lt. Pryor and crew; #7563 Lt. Maxwell and crew; #1909, Lt. Klinger and crew. All the above ships returned safely to base. They dropped their bombs, and there were no abortives.

Ground School was well attended by men not flying on this mission. Two ships flew a practice-bombing mission. They dropped forty 100-lb. Practice bombs.

23 May 1944: On the 23<sup>rd</sup>, Saarbrucken, Germany, was bombed. Results of the bombing were unobserved as it was done by pathfinder. Eight ships of this squadron took part as follows: #2490, Capt. Samuelson and crew, leading the group; #2116, Lt. Riser and crew; #7075, Lt. Maghee and crew; #7173, Lt. Gardner and crew; #7276, Lt. Kerr and crew; #1542, Lt. Miller and crew; #9975, Lt. Collier and crew; and #7304, Lt. Pryor and crew. The latter ship aborted due to trouble with the oxygen system. Credit was given to the pilot for an oxygen abortive. That means it was a malfunction of the oxygen equipment and not a fault of personnel on the crew.

1/Lt. Val B. Maghee, Pilot, completed his tour on this date. He has volunteered for another tour of duty, but will be given some time off, in the zone of the interior, before starting on his next tour.

T/Sgt. Glenn E. Smith, Radio Operator/Gunner, completed his tour on this date. He also volunteered for another tour, but for the time being, he will not be accepted, due to a change in the policy of permitting enlisted personnel to volunteer for such duty. Such personnel were normally given a thirty-day furlough at home in the U.S.

T/Sgt. Emmett Hooper, Engineer/Gunner, also completed his tour and is awaiting assignment to other duties.

All three of the above-named personnel have an excellent record as airmen of the highest type.

**24 May 1944: On the 24<sup>th</sup>, Berlin, Germany, was again bombed. As a good number of missions have been made against that important city of Germany, it is being thought of, as more or less, what the men like to call a "milk run". However, it is still considered a rough mission.**

Twelve ships of this squadron took part as follows: #490, Capt. McFarland and the "A" crew, leading the group; #542, Lt. Miller and crew; #563, Lt. Maxwell and crew; #040, Lt. Knight and crew; #116, Lt. Stunf and crew; #7304, Lt. Pryor and crew; #7234, Capt. Kuehl and crew; #7075, Lt. Risor and crew; #7173, Lt. Collier and crew; #7276, Lt. Thomas and crew; #1909, Lt. Klinger and crew; #7504, Lt. Kerr and crew. In addition to the above crews, Lt. Sanders, Navigator; Lt. Kruzen, Navigator; and Sgt. Koch, Ball Turret Gunner, flew with the 401<sup>st</sup> Squadron. The mission was successfully completed, and there were no abortives.

The three men flying with the 401<sup>st</sup> Squadron were used to make up a shortage of personnel in that squadron. This is done so as to enable all squadrons to use the maximum number of crews on a mission.

**25 May 1944: On the 25<sup>th</sup>, Nancy/Essey, France, was the target for attack. It was successfully bombed. Ten ships from this squadron took part as follows: Ship #1634, Lt. Col. Berry, Squadron Commander, and the "A" crew, leading the combat wing; #7504, Lt. Bruce and crew; #7173, Lt. Gardner and crew; #1909, Lt. Stunf and crew; #7304, Lt. Miller and crew; #1579, Lt. Thomas and crew; #7276, Capt. Ranzoni and crew; #9975, Lt. Pryor and crew; #7075, Lt. Risor and crew; #7563, Lt. Kerr and crew. Ship #1579 aborted before reaching the enemy coast. Number four oil temperature was climbing and oil pressure went down to sixty pounds and was still going down when engine was feathered. No. four engine was also losing oil. It was considered as an engineering abortive. All ships returned safely to base without injury to any of their crews.**

Ground school was attended by combat men not flying on today's mission.

**26 May 1944:** On the 26<sup>th</sup>, there was a "stand down" which means no operational mission was scheduled for the day. Attendance at ground school was greater than normal as there were more personnel available for it. Attendance is being checked very closely in order to make sure that all combat men realize the maximum benefit from such training. Personnel having a good record in their ground schoolwork, almost invariably show better performance in the air, than the indifferent ones, who do not apply themselves to the training on the ground.

**27 May 1944:** Ludwigshaven, Germany, was the objective of our bombers on the 27<sup>th</sup>. Nine of our aircraft participated as follows: Ship #7040, Capt. Kuehl and crew; #9975, Lt. Collier and crew; #1579, Lt. Maxwell and crew; #7563, Lt. Maziarz and crew; #7504, Lt. Ransberger and crew; #1909, Lt. Klinger and crew; #1542 Capt. Ranzoni and crew; #7304, Lt. Pryor and crew; #7276, Lt. Thomas and crew. Ship #7304 aborted before reaching the target. Flak caused No. 3 engine prop to run away, making it impossible for the ship to stay in formation. The crew was given credit for an abortive sortie. It counts as a mission for all members of the crew.

Enemy flak was more intense and accurate than usual. Also, several enemy fighter attacks were made. Ship #7040 was severely damaged by both flak and enemy fighters, and S/Sgt. Walter P. Meader, Jr., the Waist Gunner, was instantly killed when a big burst of flak went through the ship. He was buried in the cemetery near Cambridge.

T/Sgt. Joseph T. Depoti, Engineer, was severely wounded in the legs at the same time. He is now in the hospital.

Although the opposition was considerable, our ships succeeded in hitting their target and successfully completing the mission.

**28 May 1944:** Germany was again hit on the 28<sup>th</sup>. This time the target at Dessau, but the mission as a whole was not successful. Nine of our ships took part as follows: #7173, Lt. Gardner and crew; #7504, Lt. Bruce and crew; #1542, Lt. Ransberger and crew; #9996, (322<sup>nd</sup>) Lt. Thomas and crew; #7075, Lt. Kerr and crew; #9975, Lt. Stunf, and crew; #1909, Lt. Klinger and crew; #7938, Lt. Maxwell and crew; #7304, Lt. Pryor and crew. Ship #7938 aborted. No. 4 engine oil temperature was very high and oil pressure dropping to 60 lbs. It would have been necessary to feather the engine if the climb continued.

This airplane has taken off five times and has a record of three



abortives that have been caused by many things, but all the pilots have claimed it is slow. The Squadron Commander personally test flew it and found it defective, so until it makes a better showing on a test flight, he has grounded it for combat operation.

All ships and their crews returned safely to base after this mission. Enemy opposition was meager.

**29 May 1944:** A target in Poland, Posen, was attacked by our bombers on the 29<sup>th</sup>. The mission was not considered successful. However, all our ships completed it and returned safely to base. Success of a mission, chiefly hinges on whether or not the target was hit. There are so many factors entering in to prevent accurate bombing that it is difficult to ascertain the reasons for failure, but the main one on today's mission was unfavorable weather conditions. Ships taking part today were: #7304, Lt. Knight and crew; #1909, Lt. Miller and crew; #7563, Lt. Collier and crew; #1542, Lt. Maziarz and crew; #7075, Lt. Stunf and crew; and #7504, Lt. Bruce and crew. There were no abortives.

1/Lt. Felix O'Quinn, Navigator, completed his tour on this date and is awaiting assignment to other duties. Effective May 1, 1944, he was transferred to this squadron from the 324<sup>th</sup> squadron.

**30 May 1944:** On the 30<sup>th</sup>, Dessau, Germany, was again attacked for the second time this month. All reports indicate that the mission was very successful. Thirteen ships from this squadron took part: Ships #2490, Lt. Col. Milton, Deputy Group Commander, and Lt. Sheriff in lead ship, leading the first combat wing; #7304, Capt. Ranzoni and crew; #2116, Lt. Maxwell and crew; #9975, Lt. Collier and crew; #7276, Lt. Thomas and crew; #7075, Lt. Kerr and crew; #1909, Lt. Klinger and crew; #7173, Lt. Gardner and crew; #7563, Lt. Ransberger and crew; #1579, Lt. Miller and crew; #7027, Lt. Pryor and crew; #7504, Lt. Bruce and crew; #8027 (322<sup>nd</sup>) Lt. Stunf and crew. The latter ship aborted shortly after takeoff on account of there being excessive gasoline fumes in radio compartment and bomb bay; also, in the cockpit, waist and nose. The fumes persisted and increased in intensity. This was considered as an engineering abortive.

Enemy opposition, both from flak and fighters, was greater than it had been for some time. The flak was heavy and accurate and the fighters came right into the attack formation. The flak disabled ship #9975, and when it started out of formation, the fighters pounced on it. Our P-51 escort went to the rescue to drive them off, but still our bomber went down. The following crewmembers are missing in action: 1/Lt. Zack C. Collier, Pilot; 2/Lt. John T. Kelleher, Copilot; 2/Lt. William P. Clements,

Navigator; 2/Lt. Henry J. McDermott, Jr., Bombardier; T/Sgt. Barry L. Ward, Engineer; S/Sgt. Tommy Cogdill, Waist Gunner; T/Sgt. Stephen Kogut, Radio Operator; S/Sgt. George R. Zirnheld, Ball Turret Gunner; and S/Sgt. Charles J. Semon, Tail Gunner. This was an excellent crew, experienced and well trained. The average number of missions to their credit was sixteen. This proves that any crew is likely to "go down" no matter how well trained and experienced they may be.

T/Sgt. Roy M. Ford, Radio Operator; T/Sgt. Edwin D. Walsh, Engineer; and S/Sgt. Milton Franchuk, Waist Gunner; all three completed their tours on this mission. They are being kept in the squadron temporarily, awaiting disposition by higher headquarters.

Though there were thirteen crews flying on today's mission, the ground school attendance was especially good.

**31 May 1944:** The last day of the month found our bombers out again. Target was at Mulhouse, France. This mission was not carried out although the formation was in the vicinity of the target. It was considered an abortive-sortie. Bombs were not dropped. This is in keeping with the policy of not dropping bombs indiscriminately on France. Unless precision bombing can be carried out as planned, the bombs are brought back. Nine of our ships took part as follows: #7234, Capt. Kuehl and crew; #1909, Lt. Klinger and crew; #7075, Lt. Kerr and crew; #2116, Lt. Maziarz and crew; #7563, Lt. Ransberger and crew; #1542, Lt. Stunf and crew; #7173, Lt. Knight and crew; #7276, Lt. Miller and crew; and #7304, Lt. Pryor and crew. There were no abortives.

Capt. Albert R. Kuehl, Pilot, completed his tour of duties on this date. During his tour with this squadron, he served in the capacity of operations officer and leader of "D" flight.

Also, 1/Lt. Arthur D. Clay, Bombardier; 1/Lt. Mortimer Pudnos, Navigator; and 1/Lt. Fred Knight, Jr., completed their tours on this date. All the above individuals are awaiting their orders for other assignments.

All ships and crews on this mission returned safely to base. Enemy opposition was slight.

The above record of events is as they occurred during the month.

In the following paragraphs, an attempt will be made to record a few more of the highlights of that activity not specifically covered before:

323<sup>RD</sup> DAILIES JUNE 1944

1 June 1944: Due to adverse weather conditions, there was no mission scheduled for the 1st of June 1944. Ground School and training activities were carried out. This was on a limited scale as many of the crew had been on several consecutive missions during the last few days of May.\_

2 June 1944: On the 2<sup>nd</sup>, a target a Boulogne, France was bombed. Results unobserved. The six ships taking part were: #7234, Capt. Ranzoni and crew; #7304, Lt. Maxwell and crew; #37075, Lt. Albin and crew; #7504, Lt. Grimmer and crew; #1333 (322<sup>nd</sup>) Lt. Klinger and crew; and #2116, Lt. Stunf and crew. All returned safely to base.

In the afternoon, another target in France, Massy/Palaiseau, was successfully bombed. This date is significant for the squadron; it being the first day on which two operational missions were flown. Ships taking part were: #7276, Lt. Thomas and crew; #1773, Lt. Miller and crew; #1542, Lt. Ransberger and crew. All returned safely.

3 June 1944: An enemy coastal battery at Hardelot, France, was attached. Results were unobserved. Six ships took part as follows: #7173, Lt. Gardner and crew, #7304, Lt. Maxwell and crew, #7234, Lt. Albin and crew, #, 7504 Lt. Grimmer and crew, #2116, Lt. Maziarz and crew, #1909, Lt. Klinger and crew. All returned safely to base.

4 June 1944: On the 4th, practically the same target as the day before was bombed. This time, results were very good. Only three ships from this squadron participated: #7173, Lt. Thomas and crew, #7234m Lt, Ransberger and crew, #2116, Lt. Stunf and crew. all returned safely to base. Other individuals, Capt. Samuelson, Pilot; Lt. Oliver, Navigator, and S/Sgt. Dumochel, Tail Gunner, flew with the 324th Squadron. They each completed their tours of duty on this mission. T/Sgt. Streets, Tail Gunner, also flew with the 324th Squadron. All returned safely to base. There were no abortives.

5 June 1944: On this date, six new crews reported for a tour of duty with the squadron, namely: 2/Lt. L. C. Basinger, Pilot, F/O Milton E. Hensen, Co-Pilot; 2/Lt. Billy D. Richardson, Bombardier; S/Sgt. Robert L. Bombardier, Engineer; S/Sgt. Alexander R. Blake, Sgt. Rolin U. Ashford, Gunners; Sgt. Harry H. Bullock, Jr., Gunner; Sgt Donald R. Mitchell, Gunner and Sgt. Howard D. Van Cleave, Gunner. This crew needed but little training on this base before they were ready to go on operational missions.

The following five crews reported for duty and became part of a special group organized for further training on this base before being available for duty. They were known as the "Fancher Group" since they were in training under the direction of Captain Fancher. Crews: 2/Lt. Cyril J. Braund, Pilot; 2/Lt. John Sykes, Jr., Copilot; 2/Lt. Kenneth N. Boltz, Navigator; 2/Lt. John Grubka, Bombardier; S/Sgt. William W. Bridges, Radio Operator; S/Sgt. Donald J. McBey, Engineer; Sgt. Chester J. Czyz, Gunner; Sgt. Clifford G. Johnson, Gunner; Sgt. Robert W. Lockard, Gunner; Pvt. Carl C. McCarrell, Gunner. 2/Lt. Normand N. Burwick, Pilot; 2/Lt. Frank J. Way, Copilot; 2/Lt. Gerald F. Childress, Navigator; 2/Lt. Benjamin Badman, Jr., Bombardier; S/Sgt. George R. Beltz, Radio- Operator; S/Sgt. Gerald L. Romero, Engineer; Sgt. Mabry D. Barker, Gunner; Sgt. Bryce E. Barnes, Gunner; Sgt. Peter J. Champion, Gunner; Sgt. Melvin A. Gemmell, Gunner. 2/Lt. Arnold J. O'Toole, Pilot; 2/Lt. Robert E. Gould, Copilot; 2/Lt. Walter L. Strait, Navigator; 2/Lt. David Bronstein, Bombardier; S/Sgt. Elroy E. Vetter, Engineer; Sgt. Emile R. Gelinas, Radio-Operator; Sgt. Robert C. Lee, Gunner; Sgt. Frank T. Pratt, Jr., Gunner; Sgt. George N. Sparr, Gunner; Cpl. William T. Stripling, Gunner. 2/Lt. John C. Pullen, Pilot; 2/Lt. Robert W. Harris, Copilot; 2/Lt. Armando J. Sinibaldo, Navigator; 2/Lt. Robert R. Medford, Bombardier; S/Sgt. James R. Kilgallen, Engineer; Sgt. Manuel P. Nunez, Radio-operator; Sgt. Gene V. Reynolds, Gunner; Sgt. Joseph Uhrick, Gunner; Cpl. Gordon L. Lenaz, Gunner; Cpl. John J. Stack; Gunner. 2/Lt. Carl E. Rizer, Pilot; 2/Lt. Edward J. Stone, Copilot; 2/Lt. Earl R. Kronos, Navigator; 2/Lt. Ora W. Norris, Bombardier; S/Sgt. Robert S. Quilty, Engineer; Sgt. John F. Harten, Radio Operator; Sgt. Edward L. Mills, Gunner; Sgt. Walter L. Wade, Gunner; Cpl. Robert S. Newman, Gunner; Cpl. Paul A. Perkins, Gunner.

#### D-DAY

6 June 1944: On the 6<sup>th</sup>, a target on the Cherbourg Peninsula, France, was bombed. This was a tactical operation in cooperation with the invasion troops. It being "D" Day, a special effort was made to send up a good formation. Twelve ships from this squadron took part as follows: #7173, Lt. Kerr and crew; #7176, Lt. Stunf and crew; #7540, Lt. Pickard and crew; #7304, Lt. Pryor and crew; #1759, Lt. Helfrich and crew; #7075, Lt. Miller and crew; #7040, Lt. Maxwell and crew; #1542, Lt. Supchak and crew; and #1909, Lt. Klinger and crew; #2116, Lt. Bruce and crew; #2490, Lt. Sheriff and crew; #7956, Lt. Col. Berry, and Lt. Reid, in a lead ship with the "A" crew. Bombing of the enemy gun emplacements was unobserved as to the actual results. All ships returned safely to base, and there were no abortives.

Crews not flying went to ground school and participated in training activities, but due to the situation pending at the time, this was on a limited scale. The crews were alerted for another mission that day, but it did not materialize.

7 June 1944: On the 7<sup>th</sup>, an Airfield at Kerlin/Bastard was partially destroyed by our bombers. Eight of our ships participated as follows: #7563, Lt. Stunf and crew; #7540, Lt. Pickard and crew; #7075, Lt. Kerr and crew; #2116, Lt. Helfrich and crew; #1909, Lt. Klinger and crew; #7173, Lt. Miller and crew; #7040, Lt. Maxwell and crew; #7340, Lt. Pryor and crew. All returned safely to base and there were no abortives.

At this particular time, when the invasion of continental Europe is underway, all personnel are held ready and available for immediate duty, regardless of the number of missions they have flown in the past. For this reason, no one is being relieved from combat duty after completion of thirty missions. Several individuals have that number to their credit but are still on duty with the squadron. Their training and combat experience enable them to be of much value to the service at this time.

8 June 1944: On the 8<sup>th</sup>, a railroad bridge over the Loire River was bombed. Results were considered successful. Nine ships started on this mission as follows: #2490, Lt. Sheriff and crew; #7504, Lt. Bruce and crew; #1542, Lt. Supchak and crew; #7304, Lt. Pryor and crew; #7563, Lt. Stunf and crew; #1909, Lt. Klinger and crew; #7234, Capt. Ranzoni and crew; #7173, Lt. Miller and crew; #2116, Lt. Grimmer and crew. All ships returned safely to base. There were 3 abortives. Ship #7504 aborted - No. 2 engine was detonating and running rough. This was investigated by the Squadron Commander who found that the engine showed signs of detonation above 35" HG. Above 12,000 ft. Also that above 20,000 ft., No 1 engine showed signs of detonation above 37" HG. However, using low power settings on these engines, he experienced no trouble getting the aircraft to altitude and maintaining normal flight. This mission was counted an abortive, for this ship and the pilot. Ship #7563, aborted. No. 2 engine started throwing oil in a steady flow through cowl flaps. Difficulties with oil pressure increased until the pilot was compelled to return to base. This was engineering abortive. Ship #2116 aborted. Oxygen filler line on right side of radio compartment was stuck in the open position. After the ship landed, inspection showed that the radio compartment line tended to stick open. This was draining the oxygen from three positions. It was felt that walk-around bottles should have been sufficient to complete the trip. This was counted as an abortive.

Ground school and training activities were carried out. There was a lecture on tactics for a period of one hour. This was attended by 81 combat crewmembers.

9 June 1944: On the 9<sup>th</sup>, as there was no mission scheduled, the crews were not busy. Ground school and training activities were carried out but on a limited scale.

10 June 1944: On the 10<sup>th</sup>, enemy gun installations were bombed. They were located south of Boulogne, France, four miles. Results were unobserved. Nine ships participated: Ship #2116, Lt. Maziarz and crew; #7540, Lt. Pickard and crew; #1542, Lt. Smith and crew; #947 (322<sup>nd</sup>) Lt. Kerr and crew; #7276, Lt. Supchak and crew; #7504, Lt. Ransberger and crew; #7173, Lt. Miller and crew; #1909, Lt. Stunf and crew; #7304, Lt. Pryor and crew. All ships returned safely, and there were no abortives.

11 June 1944: An airdrome at Beaumont Le Roger, France, was attacked on the 11<sup>th</sup>. Results of bombing unobserved due to overcast and poor weather conditions in general. There were six ships from this squadron who took part as follows: #7234, Capt. Ranzoni and crew; #7075, Lt. Maxwell and crew; #1579, Lt. Helfrich and crew; #1542, Lt. Smith and crew; #7276, Lt. Thomas and crew; #7304, Lt. Supchak and crew. Also, Lt. Col. Berry, Squadron Commander, Lt. Sloat, Squadron Bombardier, and T/Sgt. Streets, Tail Gunner, flew in a ship from the 379<sup>th</sup> group. All returned safely to base and there were no abortives.

12 June 1944: On the 12<sup>th</sup>, an airdrome at Cambrai/Niergnies, France was bombed. This mission was successful. Twelve ships participated as follows: #2116, Lt. Maziarz and crew; #7540, Lt. Pickard and crew; #7504, Lt. Ransberger and crew; #7075, Lt. Kerr and crew; #7234, Lt. Stunf and crew; #1909, Lt. Klinger and crew; #7304, Lt. Pryor and crew; #7173, Lt. Miller and crew; #1542, Lt. Basinger and crew; #1579, Lt. Helfrich and crew; #7040, Lt. Maxwell and crew; #2490, Lt. Sheriff and crew. All returned safely to base and there were no abortives.

13 June 1944: On the 13<sup>th</sup>, an airfield at Beaumont-Sur-Oise, France, was bombed. Due to poor visibility and weather conditions, prevailing results could not be observed. This was a tactical operation in order to assist invasion troops. Even the weather was bad. The mission was carried out. A year ago the ships would have been grounded from flying in such weather, but the target was a vital one and whatever could be done to cripple the enemy at this time was necessary. All our ships returned safely to base without battle damage or injury to any member of the crews. Nineteen ships, a record number for the squadron on any one mission, participated as follows: A#7540, Lt. Smith and

crew; #7504, Lt. Ransberger and crew; #2490, Lt. Sheriff and crew; #7563, Lt. Stunf and crew; #1909, Lt. Klinger and crew; #7956, Lt. Kerr and crew; #1542, Lt. Basinger and crew; #7173, Lt. Miller and crew; #7276, Lt. Riser and crew; #1579, Lt. Helfrich and crew; #7040, Lt. Maxwell and crew; #7234, Capt. Ranzoni and crew; #7304, Lt. Pryor and crew; #2116, Lt. Supchak and crew; #7625, Lt. Maziarz and crew; #7594, Lt. Sprinkle and crew; #7075, Lt. Rider and crew; #1515 (401<sup>st</sup>) Lt. Grimmer and crew (new), #1678, Lt. Mosley and crew.

It is the practice that when a new crew completes its ground training and is ready for an operational mission, an experienced pilot is sent with it on the first mission; rather than for inexperienced personnel to be alone. One experienced member of the crew in a key position proves of immense value on the ship. This way it doesn't take long for new men to get on to flying combat and to take their place in the formation as trained and experienced men. This was the case with the crew of ship #1515 on today's mission.

Lt. Riser and crew with the exception of the Ball Turret Gunner were recently transferred back from the 324<sup>th</sup> Squadron. Less than a month ago, they were transferred to the 324<sup>th</sup> as a pathfinder crew, but were brought back when it was found they could be released from that squadron.

As all available combat crewmembers have been used for operational missions during the past several days, there has been but little done in the way of attendance at ground school. It seems to have been on continuous "alert" since the 6<sup>th</sup> of June, "D" Day and every man, both from the air and the ground echelons, have had the one purpose in mind; to give all possible air support to the invasion troops. How well they have succeeded in this, only time and history will tell.

14 June 1944: On the 14<sup>th</sup>, there was no operational mission scheduled. Three ships flew a practice-bombing mission and dropped thirty 100-lb. Practice bombs. Two ships flew locally.

15 June 1944: June 15<sup>th</sup>, an airdrome at Bordeaux, France, was bombed. Results showed it was successfully bombed. Eighteen ships from this squadron took part. This number is quite large for one squadron. All returned safely to base and there were no abortives. Ships and crews taking part were: Ship #7234, Capt. Ranzoni and crew; #2116, Lt. Grimmer and crew; #7040, Lt. Mosley and crew; #7540, Lt. Pickard and crew; #7173, Lt. Rider and crew; #7563, Lt. Basinger and crew; #7625, Lt. Maziarz and crew; #7594, Lt. Sprinkle and crew. #1542, Lt. Stunf and crew; #911 (401<sup>st</sup>) Lt. Maxwell and crew; #7304, Lt. Ransberger and crew; #7276, Lt.

Skupchak and crew; #7075, Lt. Kerr and crew; #7504, Lt. Miller and crew; #1579, Lt. Helfrich and crew; #1909, Lt. Riser and crew; #2490, Capt. Reid and Lt. Col. Lewis P. Ensign and the "A" crew, in lead ship; #7956, Capt. Sheriff and Col. Terry, Group Commander, and crew in lead ship, leading the wing.

16 June 1944: On the 16<sup>th</sup>, there being no operational mission scheduled, an extensive training program on the ground was carried out. Attendance was especially good considering the amount of operational flying that has been done during the past several days.

17 June 1944: On the 17<sup>th</sup>, a mission was planned with Amiens, France as the target, but it was "scrubbed" due to adverse weather.

18 June 1944: On the 18<sup>th</sup>, the dock area of Hamburg, Germany as successfully bombed. This was the first mission against a target in Germany for the past while. Combat crews, when starting to bomb the German's own territory, expect more opposition than when they are attacking a target in another country. Opposition today was more intense than usual. Several of our ships returned with holes torn through them, mostly from flak. Enemy fighters also made one sweep through our formation but they failed to get a single one of our ships.

Eighteen ships took part as follows: #7304, Lt. Pryor and crew; #1542, Lt. Basinger and crew; #7234, Lt. O'Toole and crew; #1909, Lt. Klinger and crew; #7276, Lt. Braund and crew; #7851, Lt. Riser and crew; #7540, Lt. Pickard and crew; #7563, Lt. Stunf and crew; #2116, Lt. Burwick and crew; #7075, Lt. Kerr and crew; #7594, Lt. Sprinkle and crew; #1579, Lt. Helfrich and crew; #7625, Lt. Maziarz and crew; #7040, Lt. Maxwell and crew; #k7504, Lt. Col. Ensign and Lt. Morey, with a 323<sup>rd</sup> crew; #7173, Lt. Miller and crew; #7959, Lt. Sheriff and crew; #7956, Capt. Reid and the "A" crew in the lead ship.

Ship #7959 (401<sup>st</sup>) aborted soon after take-off due to mechanical failure. Ship #7234, aborted, due to an error in navigation. It was unable to get in the formation after climbing above the overcast. All ships returned safely. There was no injury to any personnel.

19 June 1944: The 19<sup>th</sup> found our ships on a mission with Cazaux, France, as the target. There was an enemy airfield located there. It was successfully bombed. All ships returned safely and there were no abortives. Ships on this mission as listed on the loading list are as follows: Lt. Col. Berry, Squadron Commander, and Capt. Sheriff, in #2490, leading the wing. #2116, Lt. Burwick and crew;



#7563, Lt. O'Toole and crew; #7504, Lt. Ransberger and crew; #7040, Lt. Pullen and crew; #7234, Lt. Braund and crew; #76725, Lt. Maziaarz and crew. Enemy opposition was stronger than usual. Our ships were considerably shot up. Ship #7625 was so badly disabled that it hardly got back to England. It was successfully brought to Exeter by the Pilot, Lt. Maziarz. This was the second time this pilot has come back when all odds seemed against him.

20 June 1944: On the 20<sup>th</sup>, an oil refinery at Hamburg, Germany, was successfully bombed. Twelve ships from this squadron took part: #2116, Lt. Riser and crew; #7173, Lt. Miller and crew; #7304, Lt. Supchak and crew; #7504, Lt. Ransberger and crew; Lt. Stunf and crew in 7563; #7234, Lt. Peck and crew; #7540, Lt. Pickard and crew; #1579, Lt. Helfrich and crew; #7075, Lt. Rizer and crew; #7594, Lt. Braund and crew; #1542, Lt. Basinger and crew; #7956, Lt. Thomas and crew. Enemy opposition from flak was heavy, however, all our ships returned and there were no abortives.

21 June 1944: On the 21<sup>st</sup>, a target in Berlin, Germany was bombed, results of which were considered successful. Fifteen ships from this squadron took part as follows: #7304, Lt. Burwick and crew; #7040, Lt. O'Toole and crew; #7069 (401<sup>st</sup>), Lt. Ransberger and crew; #7594, Lt. Pullen and crew; #7276, Lt. Supchak and crew; #7540, Lt. Pickard and crew; #1579, Lt. Basinger and crew; #7563, Lt. Rizer and crew; #7075, Lt. Maxwell and crew; #7879, (324<sup>th</sup>) Lt. Helfrich and crew; #7552, (401<sup>st</sup>) Lt. Stunf and crew; #8128, (324<sup>th</sup>) Lt. Braund and crew; #2116, Lt. Sprinkle and crew; #2509 (401<sup>st</sup>) Lt. Miller and crew; and #7061, (401<sup>st</sup>) Capt. Raid and the "A" crew leading the group. On this mission, it was necessary for the squadron to borrow aircraft from other squadrons of the 91<sup>st</sup> group in order for so many crews to go on this mission. All ships returned safely, and there were no abortives.

22 June 1944: On the 22<sup>nd</sup> our bombers attacked a target at Pont A Vendon, France. This was what is known as a tactical target. Results show that this mission was successful. Our ships flew in the low group. The six ships sent by this squadron were: #2116, Lt. Braund and crew; #7563, Lt. Stunf and crew; #1909, Lt. Basinger and crew; #7594, Lt. Smith and crew; #7040, Lt. Maxwell and crew; #1636, Lt. Riser and crew. All returned safely without loss. There were no abortives.

23 June 1944: This date a target at Fleury, in Normandy, was the objective. However, bombs were not dropped due to poor visibility. All ships returned safely and there were no abortives. Crews received credit for a mission which is classified as an abortive sortie. Only three ships from this

squadron took part, namely: #1909, Lt. Klinger and crew, #7594, Lt. Pullen and crew; #7540, Lt. Smith and crew.

Effective at 2400 hours, the 20<sup>th</sup> of June, the policy regarding the completion of tours of operational flying by personnel was changed from thirty to thirty-five missions. Full credit will be given for the tactical missions. Credit for completion of tour for missions prior to 2400 hours, 20 June, 1944, will be given as a fraction of (30) I.E. for twenty four missions the credit toward completion will be 24/30 or 4/5, thus requiring 1/5 of 35, or 7 missions to complete tour.

Awards and decorations remain on same basis as previously. Therefore, there was a considerable number of combat men who could be dropped from the roster immediately as having completed their tour. This occasioned quite a bit of readjustment of crews to cope with the situation created by the new policy. The men thus affected are remaining on the post temporarily until orders are received disposing of them. Many have high hopes of getting to go back to the United States. However, higher headquarters will determine this.

Upon completion of his tour of duty, Captain Kenneth T. McFarland, Jr. was relieved from duty as Squadron Operations Officer, and Captain William E. Reid was designated to do the job. So was Capt. Weise, Squadron Navigator, and 1/Lt. McMahill was designated to take his place. 1/Lt. Sloat was detailed Squadron Bombardier, relieving Capt. Williams. Captains, McFarland, Weiss and Williams completed their tours on the 5<sup>th</sup> of June, 1944. All three were very efficient in the performance of their duties. They will be reassigned to duty elsewhere. Captain Weise went to the 12<sup>th</sup> replacement depot in preparation to going back to the United States. Captain McFarland and Captain Williams were assigned to duty with group operations. The three officers who assumed their duties in the squadron are well trained men, so there was very little time lost in getting the missions organized as usual.

June 20 1944: On the mission of the 20<sup>th</sup>, S/Sgt. Sylvain S. Parisy, Tail Gunner on ship #2116 was quite severely wounded by a piece of flak which struck his hip and ranged upward toward his spine. He is in the hospital recuperating. His is the only wound received by personnel from this squadron during the month's operational flying. All personnel seem to have their fingers crossed in hope of keeping up with the good luck for the remaining seven days of the month. So far, there have been no ships shot down during the month. However, ship #7625 was so badly disabled by the enemy that it is doubtful if it ever takes part in another mission.

Two new crews reported for a tour of operational duty. Individual names as follows: Pilot, 2/Lt. Edward M. Corman; Copilot 2/Lt. Armand W. Pothier; Navigator, 2/Lt. Harry E. Law; Bombardier, 2/Lt. Frederick B. Wyatt, Jr.; Engineer, S/Sgt. Earl L. Jensen; Radio Operator, S/Sgt. Charles R. Macarthur; Gunners, Sgt. Nathan B. Hale; Sgt. Clifford E. Morton; Corp. William A. Newsom; PFC Charles C. Inhausen. Pilot, 2/Lt. William H. Dietrich; Copilot, 2/Lt. William Koff; Navigator, 2/Lt. John B. Westberg; Bombardier, None; Engineer, S/Sgt. Gaiens C. Luther, Jr.; Radio Operator, S/Sgt. Arthur W. Rowe; Gunners, Sgt. Sam J. Cipolla; Sgt. Lloyd D. Gruber; Sgt. Richard D. Hallberg; Pvt. Carl W. Kaese.

24 June 1944: On the 24<sup>th</sup>, a railroad bridge at Distre NR. Samuar, France, was successfully bombed. Thirteen ships from this organization participated: Ship #7040, Lt. Maxwell and crew; #7563, Lt. Helfrich and crew; #1542, Lt. O'Toole and crew; #7276, Lt. Supchak and crew; #1636, Lt. Rizer and crew; #7075, Lt. Braund and crew; #1909, Lt. Klinger and crew; #2116, Lt. Miller and crew; #7234, Lt. Basinger and crew; #7594, Lt. Berwick and crew; #7304, Lt. Sprinkle and crew; #7540, Lt. Pullen and crew; #2490, Lt. Riser and crew. There were no abortives, and no member of the crews were insured.

25 June 1944: On the 25<sup>th</sup>, Toulouse, France, where an enemy airfield is located, was bombed. Twelve ships from the squadron participated. They hit the target and returned to base without loss and there were no abortives. Ships and their crews on this mission were: #7040, Lt. Maxwell and crew; #1579, Lt. Helfrich and crew; #1542, Lt. O'Toole and crew; #7276, Lt. Supchak and crew; #1636, Lt. Rizer and crew, #7075, Lt. Braund and crew; #1909, Lt. Klinger and crew; #2116, Lt. Miller and crew; #7234, Lt. Basinger and crew; #7594, Lt. Burwick and crew; #7563, Lt. Pullen and crew; #7956, Lt. Col. Berry, Capt. Raid, and the "A" crew in the lead ship leading the combat wing.

26 June 1944: On the 26<sup>th</sup>, there was a mission scheduled for Munich, Germany, as the target. It did not materialize due to adverse weather conditions. Considerable ground school work and training activities were carried out by crews who were not scheduled to fly on this mission.

27 June 1944: Due to weather conditions, no operational flying was done on the 27<sup>th</sup>. Ground school mostly consisted of lectures and "critique" meetings of flying officers.

28 June 1944: A bridge at Anizy, France was partially destroyed by our bombers. Again, twelve ships took part in the mission - two of them aborted. Those completing the trip were: Ship #7540,

Lt. Pickard and crew; #7075, Lt. Braund and crew; #1542, Lt. O'Toole and crew; #7173, Lt. Miller and crew; #7040, Lt. Maxwell and crew; #1579, Lt. Helfrich and crew; #7594, Lt. Smith and crew; #7234, Lt. Peck and crew; #7504, Lt. Pullen and crew; #2490, Lt. Riser and crew.

Ship #7276 aborted. It, too, was unable to stay in formation. No. 4 engine was rough and throwing oil causing the pilot, Lt. Rizer to feather the prop. It was considered an engineering abortive.

Ship #7563 aborted. It was unable to stay in formation. No. 2 engine three oil from top to bottom of nacelles thru cowl flaps. This was considered an engineering abortive.

29 June 1944: Nine ships of this squadron took part in a mission to Leipzig, Germany. Due to adverse weather prevailing, the mission was recalled. Ships were in the air for a period of four hours. They did not get far enough into enemy territory for mission credit to be given to the personnel involved.

Two crews reported for a tour of operations duty as follows: Pilot, 2/Lt. William L. Eblen; Copilot, 2/Lt. William R. Marler, Jr.; Navigator, 2/Lt. John C. Weisgarber; Bombardier, 2/Lt. Eugene F. Cunningham, Jr.; Engineer, S/Sgt. James B. Anderson; Radio Operator, Sgt. Donald C. Chamberlin; Gunners, Sgt. Horace W. Boone; Sgt. William J. Zauner, Jr.; Cpl. Morton Klein, Cpl. Charles D. Forcum. Pilot, 2/Lt. Oscar J. Snow,; Copilot, 2/Lt. Neils C. Jensen; No Navigator; Bombardier, 2/Lt. Robert C. Fitzpatrick; Engineer, S/Sgt. Floyd E. Johnson, Jr., Radio Operator; Sgt. Francis J. Dietzler; Gunners, Sgt. Stanley E. Morris; Cpl. Robert J. Paces; Sgt. Thomas D. Walsh; and Cpl. Walter E. Poulson.

A total of thirteen new crews reported for a tour of duty during the month. Some of them have already participated in operational missions.

30 June 1944: There was no mission scheduled for the 30<sup>th</sup>. Ground school and training activities were carried out. Also, it was pay day for both officers and enlisted men.

June 25, 1944: Three crews reported for a tour of operational duty, namely: Pilot, 2/Lt. Arvin O. Basnight; Copilot, 2/Lt. William T. Smith; Navigator, 2/Lt. Nelson J. Fineman; Sgt. Charles W. Collins, Engineer, Sgt. Robert N. Truax, Radio Operator; Gunners - Sgt. Bruno Preteroti, Sgt. Odell A. Davis, Sgt. Henry H. Ray, and PFC Jean P. Gendron.

Pilot, 2/Lt. Rexford T. Boggs; Copilot, 2/Lt. Edward W. Splawinski; Navigator, 2/Lt. Frank S. Quincy; Engineer, S/Sgt.

William H. Olsen; Radio Operator, George C. Dacey; Gunners; Sgt. Bernard F. Scharf; Sgt. Clemith B. Lamem; and Sgt. Clifford C. White.

Pilot, F/O, Donald F. Bridwell; Copilot, 2/Lt. Forrest B. Drewry; Navigator, 2/Lt. Robert W. Ward; Engineer, S/Sgt. Robert L. Phelps; Bombardier, 2/Lt. Milton Bastwirth; Radio Operator, Sgt. Shasten L. Bowen; Gunners - S/Sgt. Clarence A. Gluck; Sgt. Raymond W. Paul, Sgt. James F. Zeiser, Sgt. George Sherman.

Due to a record number of missions flown during the month, many individuals completed their tours of duty. They are still on the field, awaiting assignment to duty elsewhere. With replacement crews coming in all the time and none being transferred out, there has been a difficult housing problem for solution. It has not caused a hardship on anyone except the inconvenience of reshuffling personnel from one place to another in attempts to make more room for incoming personnel.

Two hundred fourteen sorties were flown during the month without loss of ships or any casualties except that of S/Sgt. Parisy on the 20<sup>th</sup>. The record of abortives was remarkably low for the number of sorties flown. There were only six for the entire month. In regard to battle damage to the ships, #7625 was so severely damaged on the mission of the 19<sup>th</sup> that it was taken off ops.

The squadron participated in twenty-three operational missions during the period of June 2 to 28<sup>th</sup>, inclusive although, the majority of them were tactical targets and considered easy in comparison to harder ones at Schweinfurt, Berlin, Bremen and others, it is still true that a record amount of work was done by the squadron. The devoted and persistent effort of the ground crews of the ships and that of all ground personnel made it possible for our combat men to stay in the air and achieve a record of which any organization may well be proud.

This was the month of months in this war. The 6<sup>th</sup> being "D-Day" when our troops broke into western Europe for the final showdown. The sense of getting this done successfully, tended to affect the morale of the men as a whole. Members of the squadron feel their part in a tremendous event, and though it may be a small part in comparison to the total effort of the entire USAAF, this squadron has had a chance to show what can be done and has done it well.

323<sup>rd</sup>. JULY 1944 as prepared by Capt. Lawrence E. Baird

1 thru 3, July 1944: There were no operational missions. Combat Personnel engaged in ground school and training activities. On the 2<sup>nd</sup>, five ships flew locally, three hours each, and seven

ships flew local formation, locally, for three hours each.

4 July 1944: On the 4<sup>th</sup>, there was a mission with a railroad bridge over the Loire River as the objective. Weather conditions were poor for bombing, 10/10 clouds. Ships returned without dropping their load. This was considered an abortive sortie. No ships were lost from the number taking part as follows: Ship #7040, Lt. Peck and crew; #7173, F/O Fore and crew; #1579, Lt. Helfrich and crew; #7540, Lt. Smith and crew; #7304, Lt. Bruce and crew; #2490, Lt. Riser and crew.

Crews not flying on this date attended ground school and participated in training activities.

5 July 1944: Weather conditions continued poor on the 5<sup>th</sup>. No mission was flown and crews engaged in training activities.

6 July 1944: There was a mission on this date. Squadron ships flew in the lead group and bombed a "Target of Opportunity" near Aire, France. Results considered unsuccessful. Weather conditions continued poor. Ships on this mission were: #7173, Lt. Miller and crew; #7304, F/O Fore and crew; #7540, Lt. Bruce and crew; #7075, Lt. Braund and crew; #1909, Lt Dietrich and crew; #7563, Lt. O'Toole and crew; #7040, Lt. Peck and crew; #7234, Lt. Basinger and crew; #7504, Lt. Riser and crew; #1579, Lt. Helfrich and crew.

All returned safely, without loss of personnel and there were no abortives.

7 July 1944: On the 7<sup>th</sup>, there was a mission against targets in Germany, Leipzig and Kollenda. Due to poor visibility, bombing was not considered successful. There were seven ships from this squadron listed as follows: #7173, Lt. Peck and crew; #7276, Lt. Bruce and crew; #7504, Lt. Pullen and crew; #1636, Lt. Luthen and crew; #7234, Lt. Basinger and crew; #7304, Lt. Burwick and crew; #7956, Lt. Riser and crew. All returned safely. There were no abortives.

8 July 1944: On the 8<sup>th</sup>, targets in France were attacked at Crepieul and Etaples. The "A" Group bombing Crepieul, did not drop bombs. Theirs was an abortive sortie. The "B" group successfully bombed Etaples, a target of opportunity. Six ships from this organization took part as follows: #7304, Lt. Supchak and crew; #7234, Lt. Burwick and crew; #7276, Lt. Bruce and crew; #7173, F/O Fore and crew; #2116, Lt. Bascom P. Smith and crew; and #1579, Lt. O'Toole and crew. There were no abortives. All returned safely except one ship, #7173; it disappeared. As yet, it is not known how it became lost, unless it was the ship that was seen to "Blow Up" in mid-air. Some individual members of

crews reported this occurrence on other ships. Crew members "Missing in Action" are: F/O James W. Fore, Pilot; 2/Lt. Donald F. Bridwell, Copilot; 2/Lt. Robert W. Ward, Navigator; 2/Lt. Milton Castwirth, Bombardier; S/Sgt. Robert N. Phelps, Engineer; Sgt. Bernhard F. Schapf, Flexible Gunner; Sgt. Chasten L. Bowen, Radio Operator; Sgt. George Sherman, Ball Turret Gunner; and Sgt. James F. Zeiser, Tail Gunner. With exception of F/O Fore, this crew was on its first mission. All appeared to be well qualified and trained. It is another instance of the fact that losses will occur. This was the twenty-fifth mission for F/O Fore.

9 July 1944: Target at Crepieul, France was again the objective for attack on the 9<sup>th</sup>. Due to adverse weather, 10/10 clouds, bombs were not dropped. Six ships took part as follows: (#\_\_\_\_), Lt. Supchak and crew; #7504, Lt. Pullen and crew; #7234, Lt. Basinger and crew; #2116, Lt. Snow and crew; #7304, Lt. Eblen and crew; Capt. Reid and Lt. Pickard in Lead Ship with the "A" Crew. All ships returned safely. However, T/Sgt. Michael J. Hettler was severely wounded in the arm by flak. He is now in the hospital. Although enemy fighters do not offer as much opposition as formerly, their anti-aircraft, flak remains intense and accurate. Ships still return quite badly damaged by it.

10 July 1944: There was no mission on the 10<sup>th</sup>. The one scheduled was scrubbed due to adverse weather conditions. Ground school and training activities were carried out on a limited scale by crewmembers not scheduled for the mission. So far in the month, weather conditions have not been at all favorable to operational flying.

11 July 1944: On July the 11<sup>th</sup>, Munich, Germany, was attacked. Bombing was done with PFF equipment thru 10/10 overcast, so results were unobserved. Six ships from this squadron participated. All returned safely and no personnel was injured. There were no abortives. Ships taking part are listed: #7562, (324<sup>th</sup>) Lt. Col. Milton; Capt. Reid and crew, in the lead ship with the "A" crew, #7632, (324<sup>th</sup>) Lt. Supchak and crew; #7594, Lt. Burwick and crew; #1900, Lt. Dietrich and crew; #7540, Lt. Basnight and crew; #1542, Lt. O'Toole and crew. The first two ships were borrowed from the 324<sup>th</sup> squadron, as they were equipped for PFF Bombing. Also bombardiers from that squadron went along to work the equipment. Bombs were aimed at the center of the enemy's industrial area in and around Munich.

Crews not participating in the mission carried out Ground School and training activities.

12 July 1944: The same target was attacked on the 12<sup>th</sup>; except the objectives were more specific. It was in the area measured in

yards, 3000 x 5000. Bombs were dropped by PFF as on the day before due to overcast. Nine of our ships took part: #7563, Lt. Stunf and crew; #1579, Lt. Helfrich and crew; #1542, Lt. O'Toole and crew; #7234, Major Taylor and crew; #7594, Lt. Basnight and crew; #2116, Lt. Eblen and crew; #7040, Lt. Snow and crew; #7304, Lt. Riser and crew; #7075, Lt. Braund and crew. All returned safely, without injuries to ships or personnel. Ship #7234 aborted as formation was beginning to climb. No. 2 engine began showing signs of excessive roughness. In a short time the engine began to throw oil from underneath the cowl flaps. Pilot continued operation of the engine for about one and a half minutes at which time the condition became apparently worse. The engine was feathered. Power setting at time of failure, 37 inches 2300 RPM. In view of the gross weight at time of difficulty and the expected depth of penetration, the pilot's opinion was that the ship would not be able to maintain formation for the extended length of time a, and returned to base. Bombs were brought back. It was found that No. 2 engine failed internally. There were metal chips on cuno and the oil was coming out of the breathers in excessive quantity.

13 July 1944: Again, the same target was attacked on the 13<sup>th</sup>. This squadron sent eleven ships as follows: #7040, Lt. Peck and crew; #7504, Lt. Dietrich and crew; #7563, Lt. Mullins and crew; #7594, Lt. Pullen and crew; #7540, Major Taylor and crew; #1636, Lt. Boggs and crew; #7304, Lt. Supchak and crew; #1579, Lt. Helfrich and crew; #1542, Lt. O'Toole and crew; #2116, Lt. Basnight and crew; #1515, (324<sup>th</sup>) Lt. Eblen and crew. Bombing was done by PFF and results were unobserved due to 10/10 overcast. All crews returned safely and there were no abortives.

Enemy fighter opposition was not strong. American Fighters escorted bombers on this and the previous two missions against Munich. However, Flak from anti-aircraft guns still remains quite effective so some of our ships returned with holes torn thru them. By use of flak suits, personnel escape serious injury. All personnel on the ship except the top turret and the ball turret gunners wear these. It is not practical to wear them in these positions due to the lack of space in the turrets. The top turret gunner does wear a flak helmet.

Flak suits are now being kept in the operations department where the men can come in and get them when starting on a mission and they bring them back to assigned places upon return.

Due to adverse weather conditions no operational flying was accomplished on the 14<sup>th</sup> and 15<sup>th</sup>. Ground school and training activities were carried out by all crewmembers remaining on the base. Individuals who have been flying for the past several



missions were permitted to go on pass if they chose.

The following is an addition to the 13<sup>th</sup> that was added on at the end of the month: On the mission of the 13<sup>th</sup>, Sgt. Henry H. Ray suffered a broken ankle. He was serving as waist gunner on ship #2116, which aborted due to malfunction of #1 engine.

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## Dailies of the 323rd

Transcribed by Nancy Perri

1 Jan. 1944: New Years Day in the squadron was but little if any different from any other in the year. That is, there was nothing in the way of a celebration that most of the personnel have been accustomed to in civilian life. The normal routine, when no operational mission was scheduled, was followed. Four radio operators attended Wing Radio Network. Four pilots had Link Trainer for an hour each, and three ships made local cross country flights. At the mess halls, all personnel were served with a nice turkey dinner.

2 Jan. 1944: Next day, three ships did local formation flying as a training project. This is often the case in order to give experience to pilots who are expected to get adjusted to flying together in formation. There was nothing done in the way of ground school training.

3 Jan. 1944: January 3, 1944 was a busy day. All the Synthetic Trainers were in full operation. Link, Shadowgraph, Spotlight and Gee trainers were all taken up. Ass't radio operators had their check. Aircraft recognition class was held, and radio operators had code practice. With them, this is necessary. An assistant radio operator is not often called upon to take over as a radio operator unless in case of emergency. Such instances very seldom occur in this squadron, but it is felt that there should be a capable assistant on the ship at all times during an operational mission.

4 Jan. 1944: After an interval of four days in operational missions, eight of our ships participated in a mission to Kiel, Germany. Ships 815, 939, 372, 774, 761, 746, 172 and 759 flown by Capt. Warrington B. Dalton, Jr., 2/Lt. Roman V. Maziarz, 1/Lt. Charles H. Samuelson, 2/Lt. Kenneth Sutherland, 1/Lt. Kenneth T. McFarland, Jr., 2/Lt. Frank R. Kolts, 2/Lt. Douglas C. Harding, 2/Lt. Doyle E. Bradford, and their crews, respectively, went over the target and dropped their bombs and returned to this base. They had a good escort of American fighters, which seemed to have

kept the enemy fighters from giving our ships any trouble. The flak was moderately heavy but inflicted little damage to our planes. Our ground crews soon made them ready for another mission the next day. Such events tend to raise morale among all the men both ground and air echelons. While no enemy planes were shot down by our gunners, the primary purpose of the mission was accomplished. We dropped our bombs on the target and returned safely without loss of ships or personnel. Flying personnel, who did not participate in today's mission, took training on the ground. The basic policy is to stress training so as to enable each individual to be occupied in developing his ability to the highest degree as well as building morale. A man on the ground doing nothing while his comrades are in the air slugging it out with the enemy is far from happy. He should have something to occupy his mind until the ships come home.

5 Jan. 1944: Again, eight ships took off. This time the target was Tours, France. Nine were scheduled but Ship #372 did not succeed in taking off due to mechanical failure. Ships # 774, 428, 739, 712, 070, 939, 172, and 746 flew over the target and dropped their bombs. Capt. Thompson, 2/Lt. Pickard, 2/Lt. Maziarz, Capt. Dalton, Lt. Sutherland and 2/Lt. Harding, 1/Lt. Samuelson and 2/Lt. Kolts and their crews flew their ships in the order indicated above. The fighter escort was again on the job and prevented the enemy fighters from coming within close range of our guns. Damage by enemy anti-aircraft guns was slight.

Some of our gunners witnessed or experienced the effects of flak hitting their ships. It is not a pleasant sound, but so long as the flak fails to strike the men, it is not taken very seriously. These eight ships returned safely. Bombs were dropped in the target area so the mission was considered as "completed" and each man added one more to hit total toward the one they all look forward to - twenty-five. The men on the ground, not flying, had physical training and attended a class in Aircraft Recognition.

6 Jan. 1944: On the sixth day of the New Year, two ships made a local cross-country flight of about three hours duration. Flights of this nature are beneficial to both the pilot and navigator. In this country, navigation is a very important factor in flying. It is very easy for a ship to become lost without getting very far away from its home base. Looking downward from above, the countryside looks pretty much the same, so if the pilot is aiming to land at a specific point, he must have the services of a navigator who knows his job. Thirty man-hours were spent in studying aircraft recognition. Tests are given the men from time to time in order to ascertain their ability to recognize all types of aircraft both friendly and enemy. Instructors try, by

using various devices such as flashing pictures on the screen, and posting the various models of aircraft in a room to help gunners to quickly recognize all types. Also, there was a critique lecture given by Capt. Fisher, Group Gunnery Officer, to all gunners. Their training is of the utmost importance in the type of warfare which this squadron is engaged in.

The mission of the fifth was the ONE HUNDREDTH for this group. There was one scheduled for the sixth but it was "scrubbed" which means that everything was made ready for the takeoff but for reasons known to higher headquarters, plans were cancelled. Such occurrences are quite frequent. Crews were called up from their beds early in the morning, rushed to the combat mess halls for breakfast, and then attended the briefing, drew their flying clothes and equipment and went to their planes, only to be advised later on that they were not going out on a mission after all. Whether they are glad or not, is open to question. It depends on the individual. The general opinion is, however, that once they have gone to so much trouble making ready for the take-off, that they had as well go on for a completed mission.

7 thru 10 Jan. 1944: Mission to Ludwigshaven, Germany: On the 7th, the mission was not "scrubbed". Eight of our ships made it to Ludwigshaven, Germany and back without any serious difficulty. Major John C. Bishop, Squadron Commander, and Captain John T. Gladstone, Squadron Operations Officer, led the group in ship #639 "The Careful Virgin" which has made an enviable record as a ship. It is equipped with all the accessories that make it a lead ship and seems to be the one that Major Bishop usually flies when he leads. It was formerly flown by Captain William E. Clancy who, with his crew, completed twenty-five missions and are now, back in the United States. Other ships taking part in this mission were: #761, 2/Lt. Kolts and crew; #815, Capt. Dalton and crew; #372, 1/Lt. Edwin R. Reid and crew; #712, 2/Lt. Sutherland and crew; #739, 1/Lt. Bramble and crew, #172, 1/Lt. Samuelson and crew; and 2/Lt. Maziarz and crew.

Enemy aircraft seldom came within range of our guns. Fighter escort was provided by the American fighter Squadrons. Bombs were dropped in the target area and this, the one hundred and first for the squadron and group, is chalked up as a completed mission. It marked the twenty-fourth for both Major Bishop and Captain Gladstone. Crews left on the ground attended school and took part in various training activities. Such work was continued by all crews until January 11, when another mission was flown. However, the 9th being Sunday, all ground training activity was cancelled. This is done in order to give the men a breathing spell, to take stock of themselves. The church services are quite well attended

and a lot of the fellows take this time off as an opportunity to write home and to do a lot of things of a personal nature. Passes are given so they can visit with the local people in towns nearby.

There is a library provided by the American Red Cross, as well as a snack bar where a soldier can go for refreshments or to read a book or a newspaper. Also, there is a theater located over the consolidated mess, which shows American films, as well as English. The Church Services, Red Cross Club, and the Theater contribute no little art toward maintaining the high level of morale that is to be found among the troops of this squadron.

11 Jan. 1944: Mission to Oschersleben, Germany: Oschersleben, Germany, that is the FW-190 factory there, felt the full impact of tons of bomb's dropped from ships of the 8th Air Force on January 11, 1944. This squadron sent seven ships, all of which returned except ship #372. It fell a victim to German fighters, which gave us a lot of trouble for a change. Our fighter escort did not seem to our gunners, so efficient as they have been in the past. However, the enemy lost six fighters destroyed, and two damaged by our gunners. T/Sgt. Joseph T. Depoti, top turret gunner, and S/Sgt. Walter P. Meader, Jr., ball turret gunner, both flying in ship #939, each shot down a FW-190. S/Sgt. Robert C. Kyle, top turret gunner, S/Sgt. Rathel C. Bennett, tail gunner, and S/Sgt. Fred A. Tabor, waist gunner, flying in ship #172, each shot down an ME-109 or FW-190.

One FW-190 and one ME-109 were identified as damaged by T/Sgt. Marvin Powers, Jr., a top turret gunner, and 2/Lt. Roy L. Jones, bombardier, nose gunner, respectively who were flying in ship #739. Those individuals, who succeed in taking such a toll of the enemy, earn the gratitude of all in this command and of all the people of the United Nations who are allied in this war against the enemy. For each enemy fighter destroyed, the gunner who does it is awarded the Air Medal or an Oak Leaf Cluster thereto.

Ships of this squadron taking part in this mission and their crews were: #774, Captain Thompson and crew; #739, 2/Lt. Hackleman and crew; #761, 1/Lt. McFarland and crew; #939, 2/Lt. Maziarz and crew; #172, 2/Lt. Sutherland and crew; #040, 2/Lt. Gorby and crew; and #372, 1/Lt. Reid and crew. The latter was shot down by enemy fighters in the vicinity of the target. It is not known whether or not they are alive and prisoners of war or still at large somewhere in enemy occupied territory Even if the ship is severely damaged or destroyed, its personnel can often don their parachutes and bail out to safety. Here is a complete list of the crew which is carried as "mission in action": Pilot,

1/Lt. Edwin R. Reid, Co-pilot, 2/Lt. Richard O. Morgan, Navigator, 2/Lt. John S. Haus, Bombardier, 2/Lt. George Marghita, Engineer, T/Sgt. Ernest O. Kretchmer, Assistant Engineer, Sgt. Melvin P. Stoddard, Radio Operator, T/Sgt. Benton E. Lowry, Sr., Assistant Radio Operator, S/Sgt. Arnold L. Hovey, Tail Gunner, S/Sgt. Anthony W. Czarnecki, and Utility Gunner, S/Sgt. John A. Gustafson, Jr. This was a crew that had anywhere from nine to ten missions credited to each individual. They had a good record for combat and as soldiers. Every reason of hope that they are safe is still held by this squadron. As yet, nothing has been heard of them.

Ships returning to the base, after this mission, were all considerably damaged by the enemy. During the following three days, the ground crews were busy getting them back into commission again. That was achieved by the 14th thanks to a very capable engineering staff who spared no pains to do their best work on ships in need of it. Combat crew engaged in ground school and training activities.

It is the policy of the Squadron Commander to permit forty-eight hour passes to combat crews. This is handled by means of a roster posted by squadron operations in advance so that a man may make up his mind as to where he would rather go and make plans to enjoy his time off duty. In that period, both officers and enlisted men are enabled to visit most any place in England that strikes their fancy. These passes are given as often as conditions warrant and usually, each man gets two a month. In addition, twenty-four hour passes are given as well as the usual evening pass, which is called the "blue" one and is for local use only.

14 - 20 Jan. 1944: Mission to Croisette, France: On January 14th another of Hitler's secret construction works at Croisette, France was successfully bombed, three ships of this squadron participating. All returned safely. The crews reported but little enemy opposition. Ships #712, #746 and #965, with Capt. Bramble and crew, 2/Lt. Harding and crew, 2/Lt. Pickard and crew represented this squadron. This was what the crews speak of as "an easy one". They like one of this sort now and then. One reason for it being easy for us is a strong escort all the way.

On the 15th, 18th, 19th and 20th, missions were scheduled but usually, just before their takeoff, they were scrubbed. Our ships that were scheduled to take off were curtailed since the ground crew had spent a lot of time getting ready for the missions that did not materialize. Major Bishop and Captain Gladstone would wait for next time since it would be their 25th mission, then

they would be through with combat flying in this theatre.

21 Jan. 1944: Enemy airfields and installations in France are often times attacked by flying fortresses of the 8th Air Force. On January 21, this was done. Ten ships of our squadron took part. We were leading ship of our group formation that day. Major Bishop and Captain Gladstone flew the lead ship #639, "The Careful Virgin". 1/Lt. Sidney R. Francis went along as an observer. The "A" crew is one that fly's in the lead ship when our squadron is leading the group. It is composed of personnel who are more experienced combat men and who know their jobs thoroughly.

Other crews taking part in this mission were: Ship's #746 Lt. Kolts and crew; #761, Lt. McFarland and crew; #739, Lt. James and crew; #172, Lt. Samuelson and crew; #815, Lt. Dalton and crew; #965 Lt. Sutherland and crew; #040 Lt. Harding and crew; #759 Lt. Register and crew; and #712 Lt. Ward and crew. But little enemy opposition was encountered from either their fighters or anti-aircraft. Three of our ships, including #639 made more than one bomb run over the target area. Members of the "A" crew reported that they were "sweating" it out as they repeatedly made that bomb run trying to make a perfect release right on the target. After it was made, our ships made what is called the "Old 91st Getaway" when they really speed for home. No ships were lost.

It being the last mission for Major Bishop and Captain Gladstone, there was a nice reception prepared for them when they landed. Major Bishop had been with the squadron ever since it was formed at Mac Dill Field, Florida. As a Pilot, Squadron Operations Officer, and as Squadron Commander, he had won the respect and friendship of all that came in contact with him. Captain Gladstone joined the organization at Boise, Idaho as a co-pilot. He served in that capacity with a crew on ship #639. Later, he became a pilot and then Squadron Operations Officer. He and the Major made what one would call the perfect pair. With their good nature, love of fun, warm devotion to duty and the welfare of the men who served under their direction and to all in this squadron and the 91st group as well. So there was a reception made ready for them, the main feature of which was a big tub of ice-cold water in a truck. By several husky young ground crewmen. Being aware that they would perhaps try to evade such a kindly reception the ground crew managed to cure that situation. The Group Commander, Colonel Putnam, went to where the ship was to land and put them both in his Staff Car and brought them to the very place where they were most wanted.

As the ships came back, three of them gave the field a "medium buzz". These ships were being flown by Major Bishop, Lt. Ward and

Lt. Kolts. Lt.'s Ward and Kolts, later left Major Bishop to put on the show alone on ship #639 "Careful Virgin". He came so low the first time that the men on the ground thought of falling for cover. Next time, they started for cover, and the third time they fled, supposedly praying as they went. That ship came so low that a man standing up would have fallen flat, either for his own safety or for fright. Photographers were on hand taking pictures of the "buzz job" and afterwards they showed just what a job it was. They say that Captain Gladstone, himself, was getting scared, but Major Bishop just kept getting lower and lower. Finally, he came in and landed. Col. Putnam brought him up to the water wagon and the ducking was definitely begun. M/Sgt. Leathers, a Crew Chief, seemed to have been ducked himself, having been caught by a hose that was also in very much use.

For two men to be so handled upon completion of a tour of twenty-five missions, to be manhandled and ducked into a tub of water and otherwise tossed about might seem to the more "Pius" person, a cruel way of doing things that is, of expression of our good feeling toward them. Well, that is how it was done. For them, it was not all bad. The individual, with something under his coat, promptly came forward and handed them a long quart bottle of spirits to revive them. After that, it was all over. Both officers and enlisted men felt proud of them and relieved of their having completed their tour so successfully. Wherever they go, afterward, the good wishes of this squadron go with them.

22 Jan. 1944: Upon Major Bishop being relieved as Squadron Commander, Major James F. Berry assumed command on January 22, 1944. With his background of training and experience, he is eminently well qualified for the position, and the squadron feels lucky in having him as its leader. 1/Lt. Albert R. Koehl had been serving as assistant operations officer for several months. So he carried on as Operations Officer in lieu of Captain Gladstone, being relieved. It is the policy to relieve flying officers from duty with their organization upon their completion of twenty-five operational missions; so Major Bishop and Captain Gladstone were replaced.

23 - 24 Jan. 1944: From the twenty-second to the twenty-fourth of January, ground school and other training activities were engaged in. On the 24th there was a practice mission. It was made up of six of the least experienced crews. They were briefed and handled just as if going on a real mission. It was at high altitude. Each crewmember was at his assigned position and instructed to do his work just the same as on the real thing. Such missions are of especial value to the pilots, co-pilots, bombardiers and navigators. With experiences leaders to check them on their weak points, they learn to do well in practice what is so necessary to

them later on when it is real combat. Personnel such realize the value of time spent on a practice mission once they come in contact with the enemy.

On the 24th, nine of our crews were briefed and took off on a mission to Frankfurt, Germany. Ships and crews were: #759, Capt. Thompson and crew; #712, Lt. Ward and crew; #040 Lt. Gorby and crew; #815, Capt. Dalton and crew; #759, Lt. Bradford and crew; #985, Lt. Hackleman and crew. For some reason, known only to higher headquarters, the mission was recalled after the ships had reached enemy territory. On their return, they were unable to land due to weather conditions so they went to a distant field for their landing. No ships were lost on this occasion. For several days it was hoped credit would be allowed for this, but no sortie credit was given.

25 - 28 Jan. 1944: During the four days between the 24th and the 29th, ground school and training activities were engaged in. Local formation flying was prominent as part of the training of aircrews. Ground school was well attended, however, flying is given preference in training of crews. Practice in the air is of the greatest importance. Crewmembers had a lot of training in handling their equipment. Keeping their guns in good condition, adjusting their oxygen equipment, and learning how to keep them warm at high altitude. On the 27th there was a feature event for the squadron. A formation was held of both ground and flying personnel to partake in the ceremony of awarding the Air Medals and Oak Leaf Clusters to same that had been earned by individuals in the squadron. This had been done in the group, before. Doing it in the squadron seemed to add more spirit to the organization. All personnel liked to see the boys get their awards for work well done. Major Berry presented the award to each person cited in the general orders in the presence of the whole squadron. Also, he expressed his intention as squadron commander of continuing to carry on and adding to the record made in the past.

29 Jan. 1944: On January 29, Frankfurt, Germany, was the target for bombers of the 8th Air Force. That day, twelve of our crews and twelve of our ships took part in this mission. It was made possible because of the recent increase in strength of the squadron as well as the absence of so many losses as we have had in the past. Following is the list of crews and ships taking part: Ship's #774, Capt. Thompson and crew; #739, Lt. Gorby and crew; #712, Lt. Ward and crew; #815, Capt. Dalton and crew; #939, Lt. Maziarz and crew; #761, Lt. James and crew; #172, Lt. Samuelson and crew; #965, Lt. Hackleman and crew; #758, Lt. Bradford and crew; # 040, Lt. Register and crew; #639, Lt. Harding and crew; and #746, Lt. Kolts and crew. Considerable



enemy opposition was encountered both from their fighters and their flak. All ships returned safely without injury to their personnel, but some of the ships were quite severely damaged by flak, especially Ship #759. Had it not been for the courage and skill of the pilot, 1/Lt. Doyle E. Bradford, most likely it would have been lost. The top of its rudder was torn off in a collision with another ship, as well as being damaged by flak. S/Sgt. James L. Greene, tail gunner on ship #761 shot down one FW-190. T/Sgt. David O. Armstrong, top turret gunner on the same ship, probably destroyed one ME-110. S/Sgt. Wallace R. Beyer, waist gunner on ship #639, severely damaged one ME-109. The above named individuals are among the newer men in the squadron and the skill displayed on this occasion reflects credit on themselves and the quality of training they have received. This was a completed mission for ten ships. Ships #746 and #712 reached enemy territory but had to return to base due to mechanical failures.

30 Jan. 1944: Next day, the 30th, another mission was made against Germany. The target was Brunswick, Germany. Nine of our ships participated listed as follows: Ship's #815, Major Berry and Lt. McFarland and the "A" crew (this was the lead ship for the group); #965, Lt. Register and crew; # 774 Lt. Stringer and crew; #604, Lt. Ward and crew; #428 (322nd squadron's), Lt. Pickard and crew; #939, Lt. Harding and crew; #739 Capt. Bramble and crew; #678 (324th squadron's), Lt. Bradford and crew; #967 Lt. Sutherland and crew. This mission was completed without loss of ships or personnel. However, it was not an "easy one", considerable enemy opposition was encountered. T/Sgt. Hobart P. Peterson, top turret gunner on ship #679, shot down one FW-190. 1/Lt. Wilbur W. Nicoll, bombardier on ship #774, shot down one FW-190; 2/Lt. Leslie A. Price, bombardier on ship #967, severely damaged one FW-190; 2/Lt. Albert T. Trendell, navigator on ship #678, shot down one FW-190. Those men deserve the gratitude of all people engaged in this war against Germany. The courage and skill displayed by them on this occasion, reflects credit not only to themselves but to this organization as well.

31 Jan. 1944: The last day of January found the squadron scheduled for another mission. This time against the enemy at Frankfurt, Germany. However, it did not materialize. It was "scrubbed" after due preparation had been made for the take off. This is done quite often and is taken by the personnel scheduled as part of the game of war. Maybe at the time they feel as if they have been "all built up for a letdown" still, they must feel relieved at being on the ground instead of up there fighting.

During the month, all personnel gave more attention to ground school and training activities than formerly. Compared with what

was accomplished this month a year ago, one can realize that the squadron has been growing all the time into a more efficient organization regardless of the losses suffered during the past year. Replacement crews have proven themselves in combat, thereby, indicating that our training program has functioned efficiently. One hundred and twenty (120) recommendations were submitted giving the Air Medal or Oak Leaf Cluster to the Air Medal to men of this squadron who earned them in combat. Out of the eight missions completed, only one ship, #372 and its crew, is listed as missing in action. Frequent liberty runs to nearby towns, the Red Cross activities, Church Services, movies and parties and have helped greatly to maintain and build moral in the squadron. (The next sentence was illegible)  
It is remarkable how few man-hours were lost as a result of sickness.

1 Feb. 1944: On February 1, 1944, combat crews were briefed and made ready for a mission against Frankfurt, Germany, but for the second time in so many days, it was "scrubbed" and there was nothing left to do about it except forget about it until the next time and go to ground school. Practically all training devices were in operation all day. There was one local flight, a two-ship formation, for a period of two hours.

2 Feb. 1944: Next day, there was no operational mission scheduled. Six ships did formation flying at low altitude for five hours. This was done in the forenoon. That afternoon, five ships were in the air for four and one half hours. This type of flying is what all crews like doing. To put on a good show in practice gives all personnel confidence and makes them feel as if they can do the job well in actual combat. The best feature of such activity is that with experienced leaders to check them, the pilots and navigators, especially, can discover their weak points and get them corrected. Ten men made use of the skeet range. Six officers had link trainer, and classes were held in radio, gunnery and navigation. Ground school attendance has improved considerably during the past month.

3 Feb. 1944: On February 3, nine of our crews were briefed and took part in a mission against Wilhelmshaven, Germany, where large submarine and shipping facilities are located. Two ships aborted, that is, they failed to go over the target. One due to mechanical difficulty and the other, being late in taking off, was unable to catch the formation. Ships and crews which went over the target and dropped their bombs were: ship #730, Capt. Dalton and crew; ship #580, Lt. Gorby and crew; ship #746, Lt. Kolts and crew; ship #839, Lt. Register and crew; ship #761, Lt. Pickard and crew; ship #774, Lt. Harding and crew; and ship #172,

Lt. Samuelson and crew. The latter ship failed to drop its bombs and did not reach the target area, but it went quite far into enemy territory. Enemy opposition was slight, either from weakness at that point or for fear of our guns and the fighter escort which went along to deal with them in case they did start a fight. Total attendance at ground school was thirty three man hours.

4 Feb. 1944: Next day, Frankfurt, Germany was the object of attack once more. This target had been high on our list for several days. Perhaps fate decided this as its day to be plastered by our bombers for all in this squadron went over the target and dropped their bombs with fairly good results. There were seven of them from this squadron: ship #774, Capt. Thompson and crew; ship #040, Lt. Hackleman and crew; ship #815, Lt. Harding and crew; ship #027 (322nd ship), Lt. C. M. Williams and crew; ship #712, Lt. Ward and crew; ship #939, Lt. Register and crew; and ship #739, Lt. Wood and crew. Very little enemy opposition was encountered except for flak coming up around the target area. It did very little damage to our ships and none to personnel. In the past, this has been known as a "rough one" due to enemy fighters in that area, but now it seems to a lot of the men as a sort of "milk run" mission. thirty seven man hours of ground school was done by personnel who did not take part in this mission. This was a big day for S/Sgt. Venceslaus M. Sikich, waist gunner on Capt. Thompson's crew, as he finished his tour of twenty-five missions which means that he was relieved from combat flying. He was given the DFC for his good work.

5 Feb. 1944: For the third day in succession, another mission was flown. The target was Avord, an Air Field, about 125 miles south of Paris, France. The group was led by Capt. Bramble as Air Commander in our ship #504, with Lt. McFarland as pilot. Six of our ships took part: ship #504, Lt. McFarland and crew, Capt. Bramble and crew; ship # 585, Lt. Maziarz and crew; ship #580, Lt. W. E. Raid and crew; ship #739, Lt. Samuelson and crew; ship #815, Lt. Pickard and crew; and ship #748, Lt. Sutherland and crew. All dropped their bombs with excellent results. As none aborted, or failed to reach the target, the squadron felt proud of the day's work. When a ship takes off on a mission and then has to turn back, neither its crew nor the ground crews feel happy about it. To them, it is a lot of hard work and effort wasted. This was the twenty-seventh mission for T/Sgt. Henry J. Streets, a veteran tail gunner who has done all his missions with this squadron.

6 Feb. 1944: On the 6th, a mission was undertaken against another airfield in France near Nancy/Essay. Nine ships of this squadron

took part: Ship #639, Capt. Dalton and crew; ship #939, Lt. Stringer and crew; ship #172, Lt. Osterburg and crew; ship #504, Lt. Kolts and crew; ship #585, Lt. Bradford and crew; ship #580, Lt. Gorby and crew; ship #965, Lt. Hackleman and crew. Enemy opposition was slight.

The mission was not completed as bombs were not dropped on target area. It was called an "abortive sortie", a term used to indicate that ships were near the target but for various reasons they did not complete the mission. All returned without loss. This being Sunday, there was no ground school or training activity. All personnel had an opportunity to attend church services and to devote their time as they thought best. Only those men on the mission were kept busy.

7 - 9 Feb. 1944: For the next two days as there were no operational missions scheduled, the squadron engaged in ground school and training activities. More attention is given the physical training now. Certain officers and enlisted men are specially trained as leaders in this program so as to enable it to be carried out with more efficiency than in the past when it was the policy to detail someone as leader without much preparation beforehand. By dividing the men up into smaller groups with an officer and a specially trained enlisted man in charge it is found that a better program is being carried out. Classes for such leaders are being held in the gymnasium from time to time. Ground school was well attended during this two days. On the 8th, there was a six-ship formation which went on a practice mission at high altitude for a period of five hours. This is the best feature of the training program. All crew members are at their assigned position and do the work just as if on the real thing. This is of great value to the less experience men. They soon learn how to use their equipment to the best advantage and adjust themselves to high altitude flying.

On the 9th, crews were briefed and made ready for a mission against enemy aircraft factories at Leipzig, Germany. However, because of the unfavorable weather prevailing, the mission did not materialize. It was recalled.

10 Feb. 1944: On the 10th, Captain David A. Bramble was designated Operation Officer. Lt. Albert R. Kuehl had been serving in that capacity since the relief of Captain Gladstone, who completed his tour of duty on January 21, 1944. Lt. Kuehl is now a flight leader. Extensive training operations were carried out. A six-ship practice mission at low altitude, two local formation flights of two ships each, and fifty-six hours of ground school for personnel not flying. Training is being stressed more and more with the idea of future operations in

mind. All personnel realize its importance and want to learn what they can.

11 Feb. 1944: Frankfurt, Germany was the target again for the 11th. Six ships from this squadron took part. One ship, #172 aborted, but the remaining five went on over the target and dropped their bombs. Enemy opposition was not serious. Perhaps the strong fighter escort scares his fighters away, or else he thinks it best to hold them on the ground for future action. A considerable amount of flak was encountered in the target area, but it did very little damage. Our ships taking part were: ship #939, Lt. Samuelson and crew; ship #761, Lt. Wood and crew; ship #815, Lt. Osterburg and crew; ship #580, Lt. Sutherland and crew; ship #172, Lt. Wilkinson and crew (aborted); ship #759, Lt. C. M. Williams and crew. This was the fifth mission for the month; all without loss of either ships or personnel. Crew members not flying did more than twenty man hours of ground school.

12 - 19 Feb. 1944: During the period from the 12th to 20th, no operational missions were flown because of unfavorable weather and for strategic reasons. On the 12th and 19th, practice missions were flown and considerable practice bombing was done. As all crews were available for it, ground school was well attended. On the 16th, there was a squadron formation for combat men for the purpose of presenting the medal awards to both officers and enlisted men concerned. Presentation was made by the squadron commander, Major James F. Berry.

At this time of month, it is not known how many enemy fighters have been destroyed or damaged by our gunners. Claims have to be checked and verified by higher headquarters. To accurately determine when an enemy fighter has been destroyed and to credit the individual gunner for same, requires a lot of work and time. Usually by the eighth of the succeeding month, a report is sent to this squadron showing the names of gunners who are given credit for shooting down the enemy planes.

20 Feb. 1944: Targets in Germany were again attacked on the 20th. Leipzig and to Oschersleben. Fourteen ships of this squadron took off. One, ship #985, aborted due to mechanical difficulty. Enemy opposition was stronger than it had been for the past three weeks. Two members of crew on ship #739 were wounded; S/Sgt. Samuel Orazie suffered slight wounds in one arm and one leg and S/Sgt. Calvin E. Camp, enlisted bombardier, quite seriously wounded in his hand, losing one finger.

Ships taking part from this squadron were: Ship #504, Lt. McFarland and Lt. Kuehl and crew; ship #739, Lt. W. E. Reid and crew; ship #761, Lt. Wood and crew; ship #746, Lt. Kolts and

crew; ship #965, Lt. Hackleman and crew (aborted), ship #939, Lt. Maziarz and crew; ship #774, Capt. Thompson (91st BG) and Lt. Stringer and crew; ship #639, Lt. Osterburg and crew; ship #585, Lt. Bradford and crew; ship #580, Lt. Mack and crew; ship #759, Lt. Register and crew; ship #172, Lt. Wilkinson and crew; ship #815, Capt. Dalton and crew; ship #712, Lt. Pickard and crew. Thirteen ships, a record number for the squadron went over the target and dropped their bombs.

Capt. Karl W. Thompson completed twenty-five missions on this date. So did Lt. Drayton W. Stringer, pilot and S/Sgt. James S. Hackey. Capt. Thompson was recently transferred from the squadron and assigned to duty as assistant group operations officer, but he elected to do his twenty-fifth mission with his original crew. As their ship approached the landing field, they gave it a "real buzz" coming close to the ground and putting on a good show. It was fully as sensational as that of Major Bishop in the "Careful Virgin" on the 21st of January, although the "ducking" ceremony was not carried out by the ground crew. Lt. Stringer and S/Sgt. Hackey have earned the DFC, after presentation of which they will be transferred to a new assignment. The three individuals mentioned have a splendid record in the squadron, and the fact that they did their allotted score of missions without serious difficulty indicates their skill and efficiency as airmen of the highest type.

21 Feb. 1944: On the 21st, Germany was attacked again at Gutersloh and Achmer. Eight ships of this squadron took part, as follows: Ship #504, Major Berry, Air Commander, and Lt. Samuelson Pilot and his crew led the group; ship #939, Lt. Wilkinson and crew; ship #746, Lt. Register and crew; ship #815, Capt. Dalton and crew; ship #965, Lt. G. M. Williams and crew; ship #712, Lt. Ward and crew; ship #040, Lt. Osterburg and crew; ship #759, Lt. Mack and crew; six of these ships completed the mission and returned to base. The flak was quite heavy as well as fighter opposition. Our ship's #712, #040 and #759 were flying as an extra three-ship element. They were hit hard by enemy fighters and two of them were knocked down, ship #712, Lt. Ward and crew and ship #040, Lt. Osterburg and crew. Both seemed under control when last seen and it is believed that personnel had a very good chance of getting safely to the ground. Ship #712 was last seen near Winden, Germany.

The following personnel are carried as missing in action: 1/Lt. Neal P. Ward, Pilot; 1/Lt. James McNulty, Co-pilot; 1/Lt. Donald S. Murray, Navigator; 1/Lt. Marion M. Walshe, Bombardier; T/Sgt. Kenneth F. Jerge, Engineer; S/Sgt. Lawrence H. Silberger, Waist Gunner; T/Sgt. Thomas G. Vinson, Radio Operator; S/Sgt, Richard

T. Clarity, Ball Turret Operator; S/Sgt. Willard P. Chandler, Tail Gunner and S/Sgt. Paul W. King, Waist Gunner. This was an experienced crew, each individual having at least fourteen missions to his credit.

Ship #040 was last seen near Achner, Germany. The following personnel are carried as missing in action: 2/Lt. Spencer K. Osterburg, Pilot; 2/Lt. Van John E. Beran, Co-pilot; 2/Lt. Morris J. Joy, Jr., Navigator; 1/Lt. George J. Zebrowski, Bombardier; T/Sgt. Lambert R. Brestrom, Engineer; S/Sgt. Alexander W. Siatowski, Waist Gunner; T/Sgt. Harold L. Klem, Radio Operator; S/Sgt. Samuel P. Aldridge, Ball Turret Operator; S/Sgt. Jay J. Milewski, Tail Gunner; and S/Sgt. Clayton E. Morningstar, Waist Gunner. This was one of the newer crews in the squadron, but each individual is credited with not less than three missions before this one.

Added comments below:

Capt. Warrington B. Dalton, Jr., Pilot, completed his twenty-fifth mission on this date. So did a waist gunner on his crew, S/Sgt. William L. Hoots. Both individuals will be remembered in this squadron for their good personalities and devotion to duty on the ground as well as in the air. They participated in some of the roughest of our missions and always came back in good spirits. Upon their completion of twenty-five missions, they were transferred to a new assignment, perhaps in the zone of the interior.

The question of name came up several years ago. It happened that I was flying as Pilot in command on the left wing of a three-ship spare element on a mission 21 Feb 44 to Gutersloh, Germany. This was my first mission in the left seat. I had been flying co-pilot for Dave Bramble as a regular assignment. Dave was now 323rd Sq. Operations Officer. This was also my 21st combat mission. Major Berry personally checked me out in the left seat.

I didn't have a regular crew. With only five missions to go to complete my tour the decision was to let me fly as PIC with other crews as required. (I actually had six missions to go as the length of the "tour" was increased about this time from 25 missions to 30. I and to do one extra mission above the regular 25-mission tour.)

En route to the target (Gutersloh) and flying over the English Channel, our element leader was lagging well behind the main body of the Group formation. I believe he held this position so he could see any aircraft abort and one of us could fill the vacant position. I don't recall any instructions on what we should do if there were no "aborts."

As we were about midway across the Channel, our spare element was attacked by four Me109s. We had no friendly fighter coverage.

On one of my earlier missions with Capt. Bramble, we had been in a similar position--crossing the Channel in a spare element and attacked by enemy fighters. Now as Pilot in command, I wasn't about to remain in such a vulnerable position.

Radio silence was the order of the day. I couldn't call the element leader to tell him to get up to the main body of the formation. Short of that, I did the best I could. I pulled my ship forward and had our Co-Pilot make hand signals to him to move up. The element leader didn't respond. I repeated this several times but there still was no response.

I actually pulled our ship out in front of the element leader and continued to give hand signals but again there was no response. We fired a flare but no response. I had the co-pilot flash some signals with the Aldis lamp. No response.

On an earlier mission, my second mission, flying with Dave Bramble, we were in an identical position: wingman in a three-ship spare element. We had been attacked by "109s" over the Channel and lost one of the three ships. I would not permit this to happen again! I pulled our ship out of the spare element and took a position as the seventh ship in the high flight of the Group. This happened to be the 401st Squadron.

Some years after the War, I visited the National Archives in Washington DC and looked up the record on this mission. The report showed that the entire spare element joined the high flight of the high group. This wasn't true. I was the only one that took that position. Unfortunately, the two ships from the spare element were both shot down over enemy territory.

Over Central Germany there was another problem. There were some well-developed cumulus clouds all around us. The wing leader had to do a lot of turning to avoid flying through them. Naturally this caused the formation to scatter somewhat. My recollection was that the primary target was obscured and we were doing a lot of maneuvering to get to an alternate target and avoid the large cumulo-nimbus clouds over central Germany.

Some of these maneuvers required the Wing leader to make tighter turns to avoid the clouds. This scattered the formation somewhat. At about the worst time, the Wing was attacked by enemy fighters nose and tail. At one time, my Co-Pilot, "Kelly" Kovachovich, another "old Co-Pilot," had the controls and we were attacked from the nose and tail. I looked up to see a "109" making a head-



on attack. I felt he was aiming at me!

Though "Kelly" had the controls at the moment, I didn't have time to say anything, I pushed right rudder as hard as I could and caused the ship to skid to the right. The line of fire from the -109 came down between our number 2 engine and the cabin. We took a bullet in the number 2 fuel tank and a cannon shell in the left horizontal stabilizer.

In my Advanced Pilot Training program, I had expressed a desire to fly light bombardment aircraft. For this I was given training in a T-6 in aerial gunnery. I fired on air -to-ground targets at Eglin Field. I never fired a gun in combat but had some knowledge of aerial gunnery and problems if the airplane wasn't trimmed right as in a "skid.". This is exactly what I did. I caused the B-17 to skid to the right. The attacking pilot might not have noticed this as his fire came down the left side of the fuselage.

I asked the crew to check in. I was worried about our tail Gunner, "Dutch" Reich from my old crew (Bramble's). He said he was okay but couldn't see how they missed him. Him. After we landed he had several holes in the tail cone and we had a hole from the 20mm cannon shell in the left horizontal stabilizer. Neither of these was significant.

In 1945, I was in Las Vegas and ran "Dutch" Reich from my old crew. He was still in the service and in uniform. I noticed he had an Oak Leaf Cluster on his Purple Heart ribbon. I recalled he had received a Purple Heart on an earlier mission and I asked him where and when he got the Oak Leaf Cluster. He admitted that he had been wounded on the Gutersloh mission but didn't report it at the time. He reported it when he got back to the States.

It was sad but both the element leader and right wing men were shot down. There were other casualties.

In addition to these losses, the High Flight I had joined when I left the Spare element, was the 401st Squadron. Two more B-17s were lost on this mission from the 401st on this mission to Gutersloh.

I corresponded with the pilot of Miss Ouachita after the war. I didn't think to ask him how his airplane got its name.

You had to have a little luck on these missions. Or maybe it was a little help from an unexpected source.

Regards, Phil Mack

22 Feb. 1944: Next day, the 22nd, Oschersleben and Bunde were

targets of attack, both in Germany. This was the third mission in so many days against the Germans in their own country. Seven of our ships took part as follows: Ship #746, Lt. Kolts and crew, ship #965 Lt. Harding and crew; ship #761, Lt. Wood and crew; ship #815, Lt. Sutherland and crew; ship #585, Lt. Bradford and crew; ship #774, Lt. W. E. Reid and crew; and ship #939, Lt. Maziarz and crew. Ship #761, Lt. Wood, Pilot, aborted and returned to base after getting far into enemy territory. Three ships completed the mission and returned to base. One was compelled to ditch in the North Sea, fifty-five miles from the coast of Holland and two were shot down by enemy fighters.

Ship #815 was last seen going down near Gutersloh, Germany. It had been badly damaged by fighters. Crews who returned reported that numerous fighters were seen in that area attacking their formation, and especially striking our ships that were already in trouble. The following crew is carried missing in action. 1/Lt. Kenneth Sutherland, Pilot; 2/Lt. Stanley L. Jordan, Co-pilot; 2/Lt. Frederick H. McBride, Navigator; 2/Lt. Leslie A. Price, Bombardier; T/Sgt. Robert O. Kyle, Engineer; S/Sgt. Andrew E. Tarabuk, Waist Gunner; T/Sgt. Malcolm M. McCurry, Radio Operator; S/Sgt. Rathel C. Bennett, Tail Gunner; S/Sgt. Raymond Butler, Ball Turret Operator; S/Sgt. Fred A. Tabor, Waist Gunner. Each individual of this crew had at least eight combat missions to his credit. They had done excellent work in training operations and in combat. Ship #746 was last seen going down near Gutersloh, Germany, Also. Apparently it had been badly damaged. The following crew is carried as missing in action: 1/Lt. Frank R. Kolts, Pilot; 2/Lt. Ehud Merkel, Co-pilot; 1/Lt. Charles R. Alexander, Navigator; 2/Lt. Harold H. White, Bombardier; T/Sgt. Matthew S. Kryjak, Engineer; S/Sgt. Abraham S. Homar, Waist Gunner; T/Sgt. John P. Guros, Radio Operator; S/Sgt. Omer E. Sharpe, Ball Turret Operator; S/Sgt. John V. Hill, Tail Gunner; S/Sgt. Roy F. Grandquist, Waist Gunner. This was an excellent crew. Records show that each individual had at least fourteen combat missions to his credit.

Ship #965 was furiously attacked by enemy fighters coming toward it from all angles, but the ones coming head-on gave our ships the most trouble. Lt. Henry L. Bogucki, Bombardier, was fatally wounded by a shot fired from one of the attacking planes.

Ship #774 was also subjected to the same type of attack. 2/Lt. John L. Smith was fatally wounded and died within a short time afterward. 1/Lt. Thomas J. Gannon, Bombardier, was slightly wounded. Funeral services were held for the above-named officers at Cambridge. A delegation of officers and enlisted men from this squadron attended.

Ship #939 was severely damaged from repeated attacks of enemy fighters. It was unable to stay in formation so, on its way back, it had to return as best it could. Along the way it came at low altitude, scarcely able to stay in the air. After leaving the enemy coast, it headed out over the North Sea. Seeing that chances of getting back were very doubtful, the pilot decided to "ditch". By rare coolness and remarkable skill, this maneuver was carried out without loss of life. They were in the water for approximately four and one half hours when they were picked up by Air Sea Rescue. The co-pilot suffered injuries and was hospitalized. The remaining members of the crew returned to their home base. The following named individuals composed the crew: 1/Lt. Roman V. Maziarz, Pilot; 2/Lt. Peter M. Delo, Co-pilot; 2/Lt. Mortimer Pudnos, Navigator, 2/Lt. Arthur D. Clay, Bombardier; T/Sgt. Joseph T. Depoti, Engineer; S/Sgt. Urban A. Jacoboski, Waist Gunner; T/Sgt. Joseph LaCascia, Radio Operator; S/Sgt. Walter P. Meader, Jr. Ball Turret Operator; S/Sgt. Robert W. Heller, Tail Gunner; S/Sgt. Anthony J. Barbotti, Waist Gunner. The courage and skill displayed by all these men reflects the highest of credit to themselves and to their organization.

1/Lt. Wilbur W. Nicoll completed his twenty-fifth mission on this date. He did his tour with courage and efficiency and has one enemy fighter to his credit, having shot down one FW-190 on the Brunswick raid, January 30, 1944. He was relieved from combat duty and transferred to a new assignment.

On the 20th, 1/Lt. Kenneth C. Homuth, Navigator, completed his twenty-fifth mission. He was a navigation officer of this squadron. He was relieved from combat duty and transferred to a new assignment.

23 Feb. 1944: On the 23rd, as there was no mission, ground school and training activities were carried out on a limited scale. This was due to the hard work of the past several days. However, two local flights were made. Link trainer was in operation, and a class in radio was held.

24 Feb. 1944: Next day, the 24th, the enemy's ball bearing works at Schweinfurt, Germany, was bombed with excellent results. This is the third occasion that the squadron has participated in a mission against this place. The first one being on August 17, 1943. Crews briefed for this target expect to find the going "rough" which it was in the past. This time, it did not seem so. All our ships returned safely, but only two of them dropped their bombs over the target. This squadron's abortion rate on this mission was unusually high. Six ships and crews took off: #761, Lt. Wood and crew; #736, Lt. Wilkinson and crew; #759, Lt.

Pickard and crew; #359, Lt. Williams and crew; #006 (324th ship), Lt. Bradford and crew. The first two completed the mission, dropping their bombs with good results; the latter four aborted, turning back for various reasons without getting to the target or dropping their bombs. It seemed that the main reasons were malfunction of the oxygen systems and engine trouble. Immediate steps were taken by the Squadron Commander to ascertain these reasons and to take corrective action so as to avoid future occurrences of this nature.

Ground school was well attended by crews not flying: link trainer, bomb trainer, shadowgraph, radio class and aircraft recognition.

25 Feb. 1944: Augsburg Germany was bombed on the 25th with devastating effect. Eight ships of this organization took part and all returned safely, very little battle damage being inflicted on our ships and no injuries to personnel. Fighter escort was very good. Ships as listed went on this mission: #761, Lt. Wood and crew; #774, Lt. Gorby and crew; #965, Lt. Pickard and crew; #359, Lt. C. M. Williams and crew; #483 (322nd ship), Lt. Bradford and crew; #909, Lt. Samuelson and crew. The latter two ships flew what is called a "diversion flight".

26 Feb. 1944: On the 26th, weather conditions prevented flying of any kind. Ground school and training was carried out by all ground crews of this and two other squadrons to acquaint them with the work the combat crews have been doing during the month. The Group Commander, Col. Putnam, Major McPartlin and Captain Dieble described the missions that had been flown by the 8th Air Force, and by showing pictures on the screen and by use of maps, gave a vivid description of how the German Air Force is being knocked out of the war, or else made ineffective as a means of defense against our attacks. Each person at that meeting surely felt the significance of his job. An aerial offensive on the scale that this squadron has participated in during the past two weeks requires a lot of hard work and effort on the part of the men on the ground. It is their job to "keep 'em flying" and judging from what was accomplished, it can be seen that they have done their work very efficiently.

27 Feb. 1944: On the 27th, adverse weather conditions prevented flying of any sort. It being Sunday, there was no ground school or training activities. It was a "day off" for everyone to make use of his time as he saw fit. Church services, as usual, were well attended.

28 - 29 Feb.1944: The remaining two days, there was no operational mission. There were four practice flights, and two ships did practice bombing, dropping ten bombs each. The usual ground school program was carried out.

On the mission of the 22nd, S/Sgt. Robert W. Heller, Tail Gunner on ship #939, shot down one ME-110. It will be noted that S/Sgt. Heller was a member of Lt. Maziarz's crew which was compelled to ditch their ship in the north sea and were later picked up by Air Sea Rescue. At least one enemy fighter was shot down to compensate for the loss of ship #939.

On the mission of the 21st, T/Sgt. Glenn L. Jensen, Top Turret Gunner on ship #815, shot down one FW-190. S/Sgt. Walter W. Reich, Tail Gunner on ship #759, damaged one FW-190.

The individual gunners who succeed in shooting down the enemy ships are awarded the Air Medal, or a cluster to same if they already have earned the Air Medal before.

During the month, ten missions were participated in by this squadron. That is considered a good number for a winter month. One reason which made this possible was that the weather was the best for flying that it had been for a period of several years before. Another, of course, is that an aerial offensive was conducted against the Germans with the aim of so crippling her Air Forces and production facilities that the war would be brought to an end much sooner. This month certainly has marked a good beginning of the realization of that aim.

Ground school was well attended. Records show even better attendance than that of the previous month. More practice flying and air training was carried out, especially camera and practice bombing. The physical training program was better organized and is functioning well.

On the 20th, ship #630, "The Careful Virgin" completed its 50th mission. It is the only ship of this squadron that has completed so many missions. Eight individual members of combat crews completed their tours of operational missions this month.

Five ships were lost during the month. Four complete combat crews are listed as "missing in action". Two officers were killed in action. One officer and two enlisted men were wounded.

One hundred twenty-three (123) recommendations were submitted, giving the Air Medal, Oak Leaf Cluster to the Air Medal or DFC to individuals who earned them in combat.

During the month, quite frequent air raid warnings were heard, but the field was not subjected to enemy attack. These warnings and alerts did not cause any interruption of schedules that were planned.

Frequent liberty runs to nearby towns, the Red Cross and Church army activities, movies and dances helped greatly to maintain and build morale in the squadron, but the biggest single factor is the satisfaction of the men in hitting the enemy hard and so hastening his downfall. The number of man hours lost on account of sickness is remarkably small.

1 March 1944: There being no operational mission scheduled, all combat members engaged in ground school activities. Sixty-one man hours of class instruction was given. Two ships flew practice formation flights of six hours duration. So the first day of the month was spent.

2 March 1944: On the second, an operation mission was carried out against Frankfurt, Germany. Nine ships of this squadron anticipating 1/Lt Joseph M. Sulli, Navigator, and S/Sgt. Phillip Taylor, gunner, completed their tour of operation duty. As there was a 10/10 overcast above the target, results of bombing could not be ascertained, but all ships returned safely to base after having dropped their bombs. Crews and ships participating were: Ship #513, 1/Lt. Kuehl and crew; #580, 2/Lt. Claude Williams and crew; #585 1/Lt. Bradford and crew; #911, 1/Lt. Harding and crew; #965, 1/Lt. Pickard and crew; #774, 2/Lt. Register and crew; #761, 2/Lt. Wilkinson and crew; #909, 1/Lt. Reid and crew; #118, 1/Lt. Samuelson and crew. Combat crewmembers not flying on this mission participated in ground school and training activities.

3 March 1944: An operational mission was carried out with Berlin, Germany as the target, but due to weather conditions Wilhelmshaven, Germany, was bombed. 1/Lt. Thomas J. Gannon, formerly squadron bombardier, finished his tour of operational duty. Ships of this squadron on this mission were: #761, Lt. Wood and crew; #774, Lt. Register and crew; #965, Lt. Pickard and crew; #911, Lt. Harding and crew; #580, Lt. Claude Williams and crew; #585, Lt. Bradford and crew; #909, Lt. Wilkinson and crew; #513, Lt. James and crew, and #118, Lt. McFarland and crew. Due to unfavorable weather conditions, this mission was not successful. All ships returned safely to base except ship #965 which, due to being shot up by the enemy and all its engine failing, was compelled to ditch in the North Sea. All crew members succeeded in getting out before it sank, but five members perished from exposure in the water due to the life raft's failing to inflate. Here are the names of the five who could not

be rescued in time to prevent their deaths: Lt. Milton L. Pike, Navigator; 2/Lt. Robert Warren, Bombardier; T/Sgt. Edward C. White, Engineer; S/Sgt. Lewis C. Alger, Tail Gunner; and S/Sgt. Darrel Moran Ball Turret Gunner. Air Sea Rescue succeeded in saving the following men: 2/Lt. Walter M. Pickard, Pilot; 2/Lt. Smith, Copilot; S/Sgt. Perry E. Wofford, Waist Gunner; T/Sgt. Edward Crafton, Radio operator/gunner; and S/Sgt. James Dumouchel, waist gunner.

4 March 1944: March 4, Berlin, Germany was again the target, but due to unfavorable weather conditions, the bombing was not considered successful. Seven ships from this squadron participated - all returned safely. Two of them failed to reach the target area, one of which did not get far enough into enemy territory to be allowed credit for a sortie. This was ship #779 (324th ship) flown by 2/Lt. Fourny and crew. Ship #774, Lt. Register and crew, had to return because of mechanical failure but had gone quite far into enemy territory and had seen enemy fighters, so it was considered a sortie. Other ships and their crews were: #513, 1/Lt. Kuehl And crew; #118, Lt. Wilkinson and crew; #909, Lt. Gorby and crew; #580, Lt. Hackleman and crew; #911, Lt. Claude Williams and crew.

5 March 1944: Next day, being Sunday, there was nothing done in the way of ground school. One local flight of two hours made up the day's activity. Individuals went to church services, wrote letters, and visited nearby towns. It is evident that no one suffers from being bored with a lot of time on his hands that he knows not how to spend. It is noticed that the mess halls serve chicken for the noon meal at the Consolidated mess, and, usually in the evening, at the Combat and Officer's messes. The Reading Room at the Red Cross Aero Club is fully occupied on Sundays. There the men have facilities for writing letters and reading books from the library.

6 March 1944: On the 6th, Berlin, Germany was again the target, especially Hoppergarten. Seven ships of this squadron took part, two of which aborted. One ship #761, crash-landed at Steeple Morten shortly after take-off. All crew members escaped uninjured, but the ship was so badly damaged that it was considered a complete loss. As there was 10/10ths cloud cover over the target, results of the bombing were not observed; however, photos indicate that the primary target was not hit - the bombs going in the Hoppergarten area. Two ships were lost and their crews are being carried as missing in action. Ship #118, with the following crew members missing: 2/Lt. Benjamin J. Fourmy, Pilot; 2/Lt. Herbert A. Merkle, Copilot; 2/Lt. James G. Daragan, Navigator; 2/Lt. Arleigh F. Hale, Bombardier; S/Sgt.

Frederick B. Walker, Engineer/gunner; S/Sgt. Russell Brinkerhoff, Waist Gunner; Sgt. James H. Pultz, Radio Operator; Sgt. Arthur P. Collins, Jr. , Ball Turret Gunner; S/Sgt. Theodore C. Zawadski, Tail Gunner; S/Sgt. Joseph Meroit, Waist Gunner. This was a new crew which was on its second mission at the time.

Ship #911, with the following crew members, also fell a victim to enemy fighters; 1/Lt. Eugene G. Harding, Pilot; 2/Lt. Leonard J. Hosack, Copilot; 2/Lt. Watson L. Grant, Navigator; 2/Lt. Walter R. Donahue, Bombardier; T/Sgt. John J. Frawley, Engineer/Gunner; S/Sgt. Wallace S. Bayor, Waist Gunner; T/Sgt. Hubert Peterson, Radio Operator; S/Sgt. Manuel Grazio, Ball Turret Gunner; S/Sgt. Charles W. Pesco Tail Gunner; and S/Sgt. Jerry Bernasconi, Waist Gunner. This was an experienced crew.

2nd/Lt. Herbert J. Merkle, Copilot on ship #118, was on his fourth mission at this time. S/Sgt. Lawrence Morel and S/Sgt. William Donmoyer completing their tour of twenty-five missions on this date. They were reassigned to duty elsewhere.

1/Lt. Cecil Williams, Squadron Bombardier, flew as bombardier in the lead ship leading the first wing over target on this mission.

7 March 1944: Usually after there have been as many as three operational missions in as many days, there is very little activity on the Fourth day, because the crew members are quite tired. So it was on the 7th, there being no ground school and only one cross-country flight of 2 ½ hours. It will be noted that there have been four missions within a period of five days. However, another reason for there being no training activity, and perhaps the chief one was that a mission was planned against Gutersloh, Germany, but was later scrubbed after the crews had been called from their beds early in the morning and had attended briefing.

8 March 1944: On the 8th, Germany was again bombed. Erkner, a suburb of Berlin, Germany, and the ball bearing factory there being very successfully attacked. There were a few fights with the enemy, but our escort was quite strong that day and all ships but one returned safely to base. Ship #513 aborted due to technical difficulty within a short time after takeoff. The following ships took part: #513, Lt. Kuehl and crew; #909, Lt. Hackleman and crew; #774, Lt. Register and crew; #580, Lt. Gorby and crew; and #892, Lt. McWilliams and crew.

The last-named ship was seen turning back, after having dropped its load of leaflets, near the I. P. Which is in the vicinity of the target. He was having some sort of mechanical trouble. When a single ship has to leave the formation and undertake the return journey alone so far into enemy territory, its chances of doing



so safely are very slim. Enemy fighters are on the lookout for such ships and endeavor to shoot them down. This is what apparently happened to Ship #892. The following crew members are missing: 2/Lt. Claud Williams, Pilot; 2/Lt. John Armstrong, Copilot; 2/Lt. Thomas Brooks, Jr., Navigator; 2/Lt. Richard Matthews Bombardier; S/Sgt. James J. Miller, Engineer-Gunner; S/Sgt. Francis Rumble, Waist Gunner; T/Sgt. Russell Schleyer, Radio Operator; S/Sgt. Raymond Winkler, Waist Gunner; S/Sgt. Roy Norby, Tail Gunner; and S/Sgt. Thomas Roberts, Ball Turret Gunner. This was a well trained and experienced crew.

9 March 1944: On the 9th, Oranienburg, another suburb of Berlin, was the target for attack by members of the 91st Bomb Group (H). Six ships of this squadron took part as follows: #504, Lt. Col. Berry A. O., 1/Lt. McFarland and the "A" crew of our squadron was leading, the squadron commander and the squadron "A" crew flew in the: lead ship; #774, Lt. Register and crew; #672, Lt. Gorby and crew; #909, Capt. Bramble, Squadron Operations Officer and Lt. Mack and crew; #736, Lt. Bradford and crew; #580 Lt. Hackleman and crew; Ship #736 had to turn back due to mechanical failure. All ships returned safely. Fighter support was excellent that day. It accompanied the formation of bomber to and from the target area. The primary target could not be attacked due to 10/10ths cloud cover over the target so the secondary target, the center of the city of Berlin was attacked, bombs being dropped on PFF and results were unobserved.

Five individuals on ship #909 completed their tours of operational duty. The Pilot, Captain Bramble, Operations Officer, gave the air base a medium buzz as he came in for landing. In addition to Captain Bramble, the following personnel also completed their tours; 1/Lt. Quentin Ellis, Navigator; 1/Lt. Robert C. Singer, Bombardier; T/Sgt. Paul L. Zimmerman, Radio Operator; and S/Sgt. Raymond Ridings, Ball Turret Gunner. The above named individuals formed a part of one of our best crews. With the exception of S/Sgt. Jerry T. Bernasconi, Waist Gunner, who was missing in action on the 6th, it looks as if this crew will complete its tour.

10 - 12 March 1944: During the period of the tenth and twelfth, inclusive, there was no operational mission. Time was spent in ground school and training activities. Maximum attendance was maintained at classes and all training devices were made use of. However, on the 12th, the usual Sunday schedule was followed.

13-14 March 1944: On the 13th, a mission was planned against a target near St. Omer but it was scrubbed because of unfavorable weather. Likewise on the 14th the same thing occurred. Classes in ground school were held on both days, but no practice flying was

done on account of the weather.

15 March 1944: On the 15th, there being no operational mission, considerable practice flying was done, local, practice bombing, and formation flying. All training devices on the ground were also used to capacity.

16 March 1944: The 16th found another operation mission on our schedule. The target was the Lechfeld A/F Six ships of this squadron participated. Results of bombing as observed indicate but little success on this mission. Ship #542 aborted due to mechanical trouble. The taking part in this operation were: Ship #513, Lt. Wood and crew; #542, Lt. Reid and crew; #774 Lt. Register and crew; #580 Lt. Gorby and crew: #909 Lt. Hackleman and crew: and #565, Lt. Bradford and crew. The latter is listed as missing in action, but it is believed that the ship may have landed in Switzerland with the following crew: 1/Lt. Doyle Bradford, 1/Lt. Robert C. Mersereau, Copilot, 1/Lt. Albert Trendell, Navigator; 1/Lt. Jack T. Alhern, Bombardier; S/Sgt. Robert A. Peterson, Engineer; S/Sgt. Lucien Bright, Waist Gunner; S/Sgt. Norman Smith, Radio Operator; S/Sgt. Nicholas. Merlotti, Waist Gunner; S/Sgt. Malcolm G. Brandt, Tail Gunner; and S/Sgt. Robert E. Sodel, Ball Turret Gunner. There is good reason to believe that all are safe and interned for the duration of the war.

1/Lt. Manuel Fisher, Navigator, completed his tour of operational duty and was transferred to another station. S/Sgt. Melvin Schissler, Ball Turret Gunner, also completed his tour and was transferred.

17 March 1944: On the 17th, there was a mission canceled against Augsburg, Germany, but it was sometime due to adverse weather conditions. In so far as the ground crews are concerned, they would much rather the mission is carried out once it is scheduled since a big part of their work consists of getting the ships loaded and in condition for a take-off. Combat crews, once they have been briefed and made ready so as if they would just as soon go on. However, since the mission was scrubbed, there was nothing left to do except to go to ground school and to other training.

On the 16th, two new crews reported to the squadron for tours of operational duty with the exception of the pilot. Individuals reporting were: 2/Lt. Bruce, Pilot; 2/Lt. Grimmer, Copilot; F/O Pluskey, Navigator; F/O Cusick, Bombardier S/Sgt. Lakes Engineer; Sgt. Brown, Assistant Engineer; S/Sgt. Chaves, Radio Operator; Sgt Hurley, Assistant Radio Operator; S/Sgt. LeBard, Tail Gunner; Sgt. Erlinghauser, Ball Turret Gunner; F/O Nash, Copilot; 2/Lt.

Antoniuk, Navigator; 2/Lt. Lausberg, Bombardier; Sgt. Raffia, Engineer; Sgt. Kreage, Assistant Radio Operator, Ball Turret; Sgt. Trevetes, Assistant Engineer; Taskall, Radio Operator; Sgt. Parisy, Tail Gunner; and Sgt. Peterson, Waist Gunner.

18 March 1944: On the 18th, one new crew reported to the squadron for a tour of operational duty as follows: 2/Lt. Thomas, Pilot; 2/Lt. Sprinkle, Copilot; 2/Lt. Kayman, Navigator; 1/Lt. Sloat, Bombardier; S/Sgt. Fife, Engineer; Sgt. Arledge, Assistant Engineer; Sgt. Tastad, Radio Operator; Sgt. Brashears, Assistant Radio Operator; Sgt. Mullins, Tail Gunner; and Sgt. Possnack, Ball Turret Gunner.

Also, on the 18th, a mission was scheduled to Oberpfaffenoffen, Germany, which was considered successful. Fighter escort did an excellent job. Six ships of this squadron took part in this mission as follows: Ship #513 Lt. 1/Lt. William L. Wood and crew, #636, 1st/Lt. William E. Reid and crew; #909, 1st/Lt. Basil F. Hackleman and crew; #580, 1/Lt. Cecil G. Gorby and crew; #774, 1st/Lt. Edwin B. Register, Jr. and crew; and #542, 1/Lt. Phillip G. Mack and crew.

On this mission, 1/Lt. \_\_\_\_\_ Pilot and T/Sgt. \_\_\_\_\_ Engineer/Gunner, finished their tours of duty with the squadron and they were assigned to duty elsewhere.

19 March 1944: The 19th, being a Sunday, the usual ground schools were followed. There was no operational mission.

20 March 1944: Frankfurt, Germany was the target for the 20th. This was the 125th mission in which the squadron has participated. There being 10/10 clouds over the target the mission could not be completely observed, but the mission was considered as successful. The following ships participated #776, Lt. Register and crew; #636, Lt. Mack and crew; #513, Capt Kuehl and crew; #909, Lt. Hackleman and crew and #541, Lt. Wilkinson and crew.

T/Sgt. John Williams, Engineer/Gunner; and T/Sgt. Jenson, Engineer/Gunner completed their tours of duty and have been assigned elsewhere.

21 March 1944: On the 21st, there being no operational missions, ground school and training activities were carried out. No ships flew locally.

22 March 1944: Next day, the 22nd, Berlin Germany was the target. It was spoken of by members of the crews as to , there being a

sort of thrill on the part of each one participating in a raid against the German Capital. This mission was considered successful. Our ships did not encounter attack opposition from the enemy as anticipated. Fighter escort was on the job and perhaps kept the enemy from trying to attack. Ships taking part were; #513, Capt Kuehl and crew; #580, Lt. Mack and crew; #947 (322 ship). Capt Ranzoni and crew; #774, Lt. Register and crew; #909, Lt. Hackleman and crew; #636, Lt. Reid and crew; and #333 (322nd ship). Lt. Wilkinson and crew. The latter ship aborted due to mechanical failure.

S/Sgt. Walter M. Reich, and S/Sgt. Rocco Poppa both completed their tours of duty.

23 March 1944: On the 23, an Airdrome at Kiel, Germany, was the primary target. Due to 10/10 cloud cover over the A/P an alternate target, Ahlen, Germany was bombed with fair results. Six ships of this squadron participated. All of them completed the mission and returned safely. 1st/Lt. Philip Mack, Pilot, completed his tour of duty. The following ships too part in this mission: Ship #563, Lt. Gorby and crew, #542, Capt Ranzoni and crew; #172, Lt. Pickard and crew, #075, Lt. Register and crew; #909, Lt. James and crew; #116, Lt. Wilkinson and crew.

On this day, when Lt. Mack completed his tour, it marked the completion of tours for all members of Capt. Bramble's crew, with the exception of S/Sgt. Bernasconi, who is missing in action.

Two complete crews reported to the squadron for tours of operational duty which are as follows: 1/Lt. Sheriff, Pilot, 2/Lt. Kerr, Copilot; 2/Lt. Oliver, Navigator, 2/Lt. Wagner, Bombardier; S/Sgt. Jankos, Radio Operator; S/Sgt. Brousseau, Engineer; Sgt. Gargac, Flexible Gunner; Sgt. Dennison, Ball Turret Gunner; Sgt. Farwell, Tail Gunner; Sgt. Autry, Gunner; Capt. Ranzoni, Pilot; 2/Lt. Bamberger, Copilot, F/O Bartoli, Navigator; 2/Lt. Blum, Bombardier; S/Sgt. McDonald, Engineer; Sgt. Steiner, Flexible gunner; Sgt. Larkin, Radio Operator; Sgt. Shields, Tail Gunner; Sgt. Mead, Ball Turret Gunner; and Sgt. Hinkle, Flexible Gunner.

24 March 1944: On the 24th, Frankfurt, Germany was bombed as the secondary target due to 10/10th clouds over the primary, Schweinfurt, Germany. Bombing results were unobserved as there was 10/10th clouds over the secondary also.

Ten ships of this squadron took part, one of which aborted due to mechanical failure. The ships and crews participating were as follows: Ship #504, ? Lt./Col. Berry, Air Commander, Capt McFarland, Jr. And the "A" crew, #542, Capt. Ranzoni #513, Capt.

Kuehl and crew;; #909, Lt. Sheriff and crew; #070, Lt. Wilkinson and crew; #543, Lt. Reid and crew; #171 Lt. James and crew; and #636, Lt. Pryor and crew, (the ship that aborted.)

25 March 1944: On the 25th, there being no operational mission, ground school and training activities were engaged in. Effort is being made to improve both the instruction and attendance of ground school and is much more efficient use of all synthetic training devices.

On this date a new crew reported for a tour of operation duty as follows: 2/Lt. Klinger, Pilot; 2/Lt. Rider, Copilot; 2/Lt. Young, Navigator; 2/Lt. Stiles, Bombardier; Sgt. Grosh Radio Operator; S/Sgt. Reash, Engineer; Sgt. Murphy, Tail Gunner; Sgt. Luke, Ball Turret Gunner; Sgt. Holmer, Flexible Gunner; Sgt. Sierpin, Flexible Gunner.

26 March 1944: On the 26th, a mission was carried out against one of the Military Constructional Works at Mimoyecques, France. Seven ships participating: Ship #542 Capt. Panzoni and crew; #563, Capt. Kuehl and crew; #151, Lt. Gorby and crew; #172 2/Lt. Rotsinger and crew; #110, Lt. Wilkinson and crew; #075, Lt. Reid and crew; #909, Lt. Hackleman and crew. Bombing results were good and the mission was considered as successful. All ships returned safely to base. It was one of the shortest of all the squadron has participated in. Enemy flak was surprisingly heavy in this area. A fragment struck S/Sgt. Joseph C. Fowler, Flexible Gunner on Ship #075 squarely on his chest but, by his wearing his flak suit, he escaped without injury. It is believed that the flak suit saved his life.

27 March 1944: On the 27th an Airdrome at St. Jean d' Angely France was bombed. The bombing was excellent and the results considered excellent. Eight ships of this squadron took part, but one aborted due to mechanical failure.

Ships were: #151, Lt. Gorby and crew; #563, Lt. Sheriff and crew; #909, Lt. Hackleman and crew; #075, Lt. Register and crew; #695, Lt. Pryor And crew; #542, Lt. Kovackevich and crew; #116, Lt. Wilkinson and crew; and #774, Lt. James and crew; this ship aborted. All the above named ships returned safely to base. There was some enemy anti-aircraft fire encountered, but that and their fighters was negligible. The bombers were escorted by fighters both to and from the target area.

In the Liaison of the 26th, T/Sgt. Williby R. Scheible completed his tour of duty with the squadron. He did most of his missions as an Aerial Engineer, but he completed his tour as an Enlisted Bombardier. Only one other man from his original crew is in the

squadron. S/Sgt. Calvin Camp who is also a Bombardier. The remainder of their crew are listed as prisoners of war in Germany.

28 March 1944: A target in France was attacked on the 28th. The Airdrome at Reims/Champagne is the designation. Results indicate this mission to be a complete success. Ten ships participated: Ships #504, Lt. Samuelson and crew, leading the composite group. This ship was forced to abort due to mechanical failure. #909, Lt. Hacklemen and crew; #542, Capt. Ranzoni and crew; #075, Lt. Register and crew; #172, Lt. James and crew #116, Lt. Wilkinson and crew; #636, Lt. Reid and crew; #151, Lt. Sheriff and crew; #515, Lt. Pryor and crew; #563, Lt. Kovachavich and crew.

All ships returned safely. Again this day as it has been throughout the month when missions have been carried out. Our bombers have had the assistance of a strong fighter escort which has helped in keeping losses of ships and personnel to a minimum.

29 March 1944: Brunswick, Germany was attacked on the 29th. While there was a 10/10 formation of clouds over the target and bombing results could not be observed. All ships succeeded in dropping their bombs and returned safely to base. Not without considerable enemy opposition, however, for a change they sent up quite a few number of fighters in an attempt to deal with our bombers and escorting aircraft. No ships or crew members were lost from this squadron, but they reported the opposition a lot stronger than it had been for some days.

The following ships and their crews represented this squadron: Ships #563, Lt. Gorby and crew; #151, Lt. Sheriff and crew; #909, Lt. Hackleman and crew, #075, Lt. Register and crew, #542, Capt. Ranzoni and crew, #513, Lt. Pryor and crew; #636, Lt. James and crew.

30 March 1944: On the 30th, there being no operational mission on our schedule combat crew members engaged in ground school and training activities. One crew went out to the skeet range; the synthetic trainers were all in operation; Radio operators attended classes,; and there was a good attendance at Aircraft recognition classes. Four ships flew locally for a period of about two hours each.

31 March 1944: There was a mission scheduled for the 31st and everything made ready for the takeoff, but, due to the inclement weather prevailing (one of the few snow squalls of the whole winter) this mission was scrubbed. Crews returned to their barracks after getting their equipment properly stored for

another day, and made ready to attend ground school.

Pay Formation was held at 1400 hours.

T/Sgt. Roy J. Schleich, Jr. Destroyed one FW-190 on March 2, 1944. He was flying as waist gunner on Ship #774.

S/Sgt. Merritt Hetager destroyed one FW-109 on 29 March 1944. He was flying as Ball Turret gunner on Ship #075.

S/Sgt. Christopher A. Belmonte damaged one FW-190 on 29 March 1944. He was flying as Tail Gunner on Ship #513.

In the past the tour of operational duty for combat crew members has been twenty-five operational sorties over enemy territory. Recently, this policy has been changed so that an individual must complete at least thirty. He is then given a period of rest and may then be reassigned to do more missions. The idea is to utilize services of trained men more efficiently. At the time this policy went into effect, there was a period of readjustment during which each individual was informed of the change and reconciled to the new set-up. In this squadron, the reaction to this new policy was quite favorable, there being no noticeable set-back in moral of the men concerned.

T/Sgt. Henry W. Streets, a tail gunner, has successfully completed thirty four operation sorties. He is considered an efficient Tail Gunner, and an excellent observer. During the month, he flew as such with other squadrons in this group, as well as his own. His case is an instance of the value of a trained and experienced individual who is doing more than the formerly required twenty-five missions.

During the month it will be noted that there was an increase in the number of missions flown. In fact, a record was set for the squadron. Sixteen missions were flown this month. During the month of January, 1944, 441 airplane operational hours; flown; February 1944, 579 airplane operational hours flown and during March, 1944, 786 airplane operational hours flown. So it can be seen that there has been quite an increase of operational activity. During this period, the number of training hours in the air have decreased, since the crews have been engaged in flying assigned missions.

One ship ditched during the month. Five men lost. One ship crash landed and was a total loss but no personnel were lost. The ship and its crew is also listed as missing in action. Also, two ships and their crews were lost over Berlin in the raid of 6 March, 1944. From this it can be seen that our losses are small in comparison with the results attained during the month.

Ground school was well attended, considering that crews have been

otherwise engaged on operational missions. The number of man hours so spent is considerably smaller than that of last month.

New crews that have reported for duty during the month have reacted well to operational flying, a good many of them having completed the required five missions as a basis of their award of The Air Medal.

During the month, there has been an increase in the number of man hours lost on account of personnel being grounded for medical reasons. This may be attributed to the increase in operational hours flown by the men. Health of the squadron is still excellent.

A good many of the experience men on the ground crews were transferred to other stations which needed trained men. This caused but little inconvenience as all key positions are filled with trained and well qualified individuals.

All departments in the squadron have maintained their high standard of efficiency during the month. The Red Cross Club, Army and church services continued as assisting forces in keeping up the moral of the men. There were several USO shows on the post by performers who travel from station to station for that purpose. The theater has contributed no little part to the welfare of the men during the month.

Awards and Citations will be found listed in the Group Diary for this month.

1 - 5 April 1944: April 1st to 5th, inclusive, there being no operational mission scheduled, activities of the squadron were confined to ground school and training activities. With exception of Sunday, the 3rd, one combat crew practiced skeet shooting each day. This is good training for gunners as well as a pleasant form of recreation. Average score is usually eleven out of a possible twenty five. Gunners also got practice on mobile turrets and the range. Considerable local flying was done, and on the 5th two ships did practice bombing dropping 20 practice bombs each.

6 April 1944: On the 6th, there was a mission scheduled with Oberpfaffenoffen, Germany, the target. However, it was scrubbed shortly before take-off due to severe weather conditions. During the day there were 43 man-hours of ground school and training activities by men who had not been scheduled to fly on this mission. Once a crew makes ready for a mission which is later scrubbed; the men, having been up early in the morning, are permitted to go back to bed for more sleep.

7 April 1944: Next day, the intended target was Oldenburg,



Germany, but this mission was cancelled. Considerable ground school was done, and one crew went on the skeet range for gunnery practice. At the dispensary there is a sun Lamp installed for the purpose of giving combat crew members the benefit of more sun light which is an aid in maintaining physical fitness. At first a man gets under the lamp for two minutes and then increases the time so spent each day, until the maximum of ten minutes is reached. This is quite beneficial to the men and they seem to enjoy it. In this day there were thirty combat crew members who took their turn under the lamp.

8 April 1944: Oldenburg, Germany was again the target on the 8th. This time the mission was completed with success. Nine ships from this squadron took part, as follows: Ship #636 Lt. Reid and crew; #774, Lt. Bruce and crew; #563, Lt. Thomas and crew; #075, Lt. Register and crew; #304 Lt. Riser and crew; #151, Lt. Sheriff and crew; #342, Capt. Ranzoni and crew; #116, Lt. Wilkinson and crew; and #909, Capt Kuehl and crew. Ship #774 aborted shortly after take-off due to a runaway prop. The crew was credited with an engineering abortive which means that they were not held responsible for the turn-back, but it was due to mechanical failure over which the crew had no control. The other eight ships completed the mission and returned safely to base.

9 April 1944: On the 9th, Odynia, in German-occupied Poland, was the target. Nine ships from this squadron took part in this mission, but due to adverse weather conditions, they were recalled after having been in the air for about four hours. Ship #563 with Lt. Fred T. Garner, Pilot, fell in with another group and went on to bomb Orienburg as their target.

10 April 1944: Brussels Germany, occupied Belgium, was the target for the 10th. Seven ships from this squadron took part as follows: Ship #509, Capt. Samuelson and crew; #116, Lt. Wilkinson and crew; #151, Lt. Sheriff and crew: #075, Lt. Register and crew; #576, Lt. Bruce and crew; #636 Lt. Hackleman and crew; and #234, Lt. Gorby and crew. Ships took off at an early hour and returned safely at 1041 hours. This was one of the shortest missions of all and was completed, without loss or damage to ships and to air crews.

On this day the base was inspected by Brig. General Williams, Commanding General, 1st bombardment division. Capt. McFarland and the "A" crew stood by one ship which was inspected by Gen. Williams.

11 April 1944: Costies, Germany, was the target on the 11th but Stettin the secondary target, was attacked due to cloud cover over the primary target. The mission was considered a success.

All ships and their crews of this squadron returned safely to base. 1/Lt. Burk, Bombardier, completed his tour of duty of thirty missions. It will be noted that during the month of March, this officer went on fifteen operation missions and did more than 120 combat hours flying time. This was a record achievement for a combat crew member in this squadron.

Ships taking part in this mission were: #534, Capt Kuehl and crew, #151, Lt. Sheriff and crew; #542, Capt. Ranzoni and crew; #276, Lt. Hackleman and crew, #563, Lt. Klinger and crew; #116, Lt. Thomas and crew; #075, Lt. Register and crew; #304, Lt. Pryor and crew; #634, Lt. Gardner and crew; #540, Lt. Gorby and crew; #504 Lt. Reid and crew.

It was thought that 1/Lt. George Brooks, Copilot on Ship #276, had completed his tour of thirty missions, due to the fact that he had been on two with the Royal Air Force before transferring to the USAAF ( Which it was thought were counted on his tour of thirty). But such was not the case. At any rate, several members of the ground crew were on hand with a tub of water and gave him the "Customary Dunking" immediately after he landed. Since a mistake had been made, it was decided to credit him with a "Dunking" so he will not be subjected to that ordeal after he completes the two remaining missions he has to do.

12 April 1944: On the 12th, there being no operational mission scheduled, considerable ground school and training activities was engaged in by all members of combat crews. Two ships did practice bombing, each dropping twenty practice bombs. The crew engaged in what is called mobile skeet, each firing 20 rounds with an average score of eleven. This is a new feature in the training program. Firing is done from a truck which is moving at about thirty five miles an hour. It is thought that firing while in motion gives better training to the gunner than if he is standing still and shooting at a moving target.

13 April 1944: Schweinfurt, Germany, was the target for the 13th. That has come to be quite a familiar one to this squadron. In the past it has been the very toughest of targets, especially when we recalled the 17th of August, 1943, when the three ships of this squadron went on this mission and failed to return. On this date eight of our ships participated in the mission, all of which successfully dropped their bomb loads and returned safely to base. The eight ships and their crews are as follows: #909, Lt. Gorby and crew; #563, Lt. Moran and crew; #636, Lt. Bruce and crew; #774, Lt. Riser and crew; #509 Lt. Hackleman and crew; #304, Lt. Pryor and crew; #151, Lt. Sheriff and crew; and #276, Lt. Wilkinson and crew.

One new combat crew reported for a tour of duty with the squadron composed of the following individuals: 2/Lt. William Clements, Navigator; 2/Lt. Jack Collier, Pilot; 2/Lt. John Kelleher, Copilot, 2/Lt. Barry McDermott, Jr., Bombardier; S/Sgt. Harry Word Engineer; S/Sgt. Stephen Kocut, Radio Operator; Sgt. Charles Semon, Tail Gunner; Sgt. Tommy Candall, Waist Gunner; Sgt. Denker, Waist Gunner; and Sgt. Zirnheld, Ball Turret Gunner.

Combat crew members who did not participate in the mission on this date engaged in ground school and training activities. One ship flew a practice bombing mission and dropped 20 - 100 lb. Practice bombs.

On this date, another combat crew reported for a tour of duty with this squadron composed of the following individuals. 1/Lt. Albert F. McCardle, Pilot; 2/Lt. Joseph Vandenboom, copilot; 2/Lt. Clifford Stanton, Jr. Navigator; 2/Lt. Everett Lunde, Bombardier; S/Sgt. Billy Standlet, Engineer S/Sgt. Roy Neumann, Radio Operator , Sgt. Guy Johnson, Tail Gunner; Sgt. Harold McMurray, Ball Turret Trainer; Sgt. Donald Kovall, Waist Gunner; and Sgt. Rex Silver, Waist Gunner.

14 - 16 April 1944: During the period of the 14th to 16th, inclusive, due to adverse weather conditions, there was no operational mission scheduled. Considerable local flying was done on the 14th, and the ships flew a practice bombing mission dropping thirty-nine 100 Lb. Practice bombs. Ground school was well attended during this period.

17 April 1944: On the 17th, a mission was scheduled against? Leon, but just as the ships began to taxi for the take-off, it was scrubbed.

18 April, 1944: Oranienburg, Germany, was the target for the 18th. Six ships from this squadron participated and all of them returned without losses. On this trip there were no "aborts" and this is always considered good. Ground crews, who work on a ship and get it ready for a mission, like to see it completed. This causes them to know the value of their work. So for the ground crew, of course they would rather go on and complete the mission, hit the target and chalk up another completed mission on their tour. Those taking part in today's raid were: Lt. Hackleman and crew in ship #940, #276, Lt. Thomas and crew; #636, Lt. Reid and crew; #304, Lt. Pryer and crew; #151, Lt. Wilkinson and crew; #563, Lt. Klinger and crew. Bombs were dropped and the mission was considered successful.

Since only six crews were flying in the mission, there were several available men for ground school and training activities.

One ship flew a practice bombing mission, one crew practiced on the skeet range , and all synthetic trainers were in use throughout the day.

19 April, 1944: On the 19th, Eschwege Airfield, Kassel, Germany, was the target. Weather conditions were unfavorable. Results of the mission were judged unsuccessful. Again, six of the 323rd ships took part, listed as follows: #543, Capt. Kuehl and crew; #276, Lt. Thomas and crew; #151, Lt. Sheriff and crew; #075, Lt. Register and crew; #563, Lt. Klinger and crew; #036, Lt. Bruce and crew. Ships #543 and #075 aborted due to the failure of gasoline to flow into No. 1 engine fuel tank on ship #543, and in the case of ship #075, a fire started in the back of the instrument panel, due to a short circuit in the rheostat of the florescent lighting on the panel. Both pilots were credited with engineering abortives which means they were not responsible for what happened, the cause being due to mechanical and electrical failures.

Again, there was a full schedule of ground school and training. One ship flew a practice bombing mission and dropped 20 -100 lb. Practice bombs. Aircraft recognition classes were held.

20 April, 1944: Targets at Croiselle/ Beauvoir, France were bombed on the 20th. The mission was completed but results of the bombing considered unsuccessful. Eleven ships from this squadron participated as follows: #234, Capt. Samuelson and crew; #116, Lt. Wilkinson and crew; #909, Lt. Bruce and crew; #504, Capt. Kuehl and crew; #580, Lt. Gorby and crew; #276, Lt. Thomas and crew; #542, Capt. Ranzoni and crew; #304, Lt. Pryor and crew, #636, Lt. Klinger and crew; #151, Lt. Sheriff and crew; #075, Lt. Collier and crew. The latter were on their first mission. One experienced officer went as Copilot. Lt. Fred T. Gardner went along This is done to make sure that a crew can stay in formation and take care of itself. After its first mission this way, the crew is then put on its own and takes its place with the veteran crews for regular combat flying.

Ground school was well attended on this date even though several crews were in the air.. Efforts to increase training on the ground are bearing fruit. It is no doubt the knowledge gained will be helpful in future operations.

21 April, 1944: Aconnie, Germany, was the scheduled target for the 21st. Ten ships took off and remained in the air the about three hours, at which time the mission was recalled. It did not sufficiently materialize so as to give sortie credit to the crew. All the nine ships as listed returned safely to base without encountering the enemy. Crews taking part in this flight are

already experienced in combat flying. Its no doubt they received training in this days work, that is if you think of it as a sort of practice mission. Ships taking part were: #131, Capt. Samuelson, 6and Lt. Reid, with Capt. Samuelson's crew in the lead ship; #151, Lt. Sheriff and crew; #636, Lt. Bruce and crew; #580, Lt. Gorby and crew; .#304, Lt. Collier and crew; #116, Lt. Wilkinson and crew; #075, Lt. Register and crew; #909, Lt. Hackleman and crew; #383 Lt. Thomas and crew and ship #304, Lt. Collier and his crew were on their first mission as a crew. They seemed to be right there with the best of them.

On this date, the "A" crew was on pass, so there was no practice bombing mission flow. The skeet range was in use as well as the synthetic trainers as scheduled for this squadron. It is found that ground school can be well maintained even though no operational mission is flown during the day.

22 April 1944: On the 22nd, Hamm, Germany, was the target for attack. This one has been hit by our bombers in the past by crews who have finished their tours and are crews elsewhere. There is a certain thrill that gets into an Airman's blood when he goes over to hit the enemy as they go time after time on today's mission. The target was successfully bombed and the ships and their crews returned safely to base without injury. Those taking part were: Ships #234 Capt. Samuelson and crew, Leading; #151, Lt. Sheriff and crew; #116, Lt Wilkinson and crew; # 636 Lt. Bruce and crew; #580, Lt. Gorby and crew; #304, Lt. Collier and crew; #075, Lt. Register and crew; #909, Lt. Hackleman and crew; and #563, Lt. Thomas and crew. 1/Lt. George M. Brooks, Copilot, on ship #909, completed his tour and has been assigned to a Photo Reconnaissance Squadron as a pilot. On the same ship, S/Sgt. Lyman Schafer, also completed his tour and is awaiting reassignment to duty He was an excellent Ball Turret Gunner. S/Sgt. Vincent Garofalo, waist gunner, on ship #234, also completed his tour and is now assigned to duty with a crew flying a relay ship with the 91st bomb group.

Ships #580 and #563 aborted due to mechanical trouble. Ground school and training activities were carried out by combat crews who did not participate in today's mission.

23 April 1944: Next day, there was no operational mission. It being a Sunday, there was no ground school. However, there was a practice mission of six-ship formation flying as well as a practice bombing flight by the "A" crew. Twenty 100 lb. Practice bombs were dropped.

On this date, there was an operational mission scheduled, but it did not materialize sufficiently as to cause the men to have to

get up and go to briefing etc.

24 April 1944: The 24th found seven ships of this squadron participating in a mission against a target at Erding, Germany, which was quite successful. The ships taking part were Ships #504, Capt. Kuehl and crew; #563, Lt. Klinger and crew; 1/Lt. Gardner and crew; #542, Capt. Ranzoni and crew; #304, Lt. Pryor and crew; #276, Lt. Riser and crew; #490, Lt. Bruce and crew. All returned safely to base.

An extensive ground school and training program was carried out by combat men who did not participate in this mission. They seem to realize more than ever the value of their ground school training; and make a better effort to attend all classes than in the past. At times attendance becomes low, especially if the men have been flying frequent operational missions and feel a bit tired out.

25 April, 1944: On the 25th, an Airdrome at Metz/Frescaty was effectively bombed. Nine ships of this squadron taking part as follows: Ships #580, Lt. Gorby and crew; #636 Lt. Gardner and crew; #116, Lt. Wilkinson and crew, #909, Lt. Hackleman and crew; #276, Lt. Thomas and crew; #563, Lt. Collier and crew; #236, Capt. Kuehl and crew; #075, Lt. Klinger and crew; #304, Lt. Pryor and crew. All the above ships and their crews returned safely to base.

26 April, 1944: Eight ships from this squadron participated in a mission against Brunswick, Germany, on the 26th. It will be noted that activities over enemy territory was not so frequent at the beginning of the month as at the last, so the missions were almost daily. All personnel in the squadron are busy at a time like this., as well as the combat men and personnel attached to actual operations. The men in each of the departments, such as Armament, Ordnance, Communications, Engineering, Technical Supply etc. have a full schedule of work to do in order to "keep them flying," and it is a source of satisfaction to know that constant work is proving a stimulus to moral throughout the various departments in the squadron. The bare knowledge of getting a difficult job well done inspires the ground crew to carry on, and put forth their effort to get their ships in the air. The results of their efforts can be seen in the steadily reducing of abortives of ships going out to meet the enemy. Ships on today's mission were: #490, Capt. McFarland and crew, Leading; #909 Lt. Samuelson and crew; #304, Lt. Thomas and crew; #636, Lt. Gardner and crew; #580, Lt. Gorby and crew; #075, Lt. Riser and crew; #116, Lt. Wilkinson and crew; #276, Lt. Pryor and crew. #116, Lt. Wilkinson, aborted. On this mission 1/Lt. Basil Hacklemen completed his tour of duty with the squadron, and has

been reassigned to duty at Bovington. He leaves many friends here who realize that he was an excellent pilot and a splendid officer in every respect.

27 April, 1944: On the 27th, the 91st Bomb Group participated in a mission against a target designated La Glacerie France, but this squadron was "stand down", that is none of its ships or crews participated. Some more ships were obtained from other squadrons to supply a sufficient number for the mission without drawing on this squadron. It will be noted that the 323rd has been furnishing a goodly number of ships and personnel for all missions from this base. This is the first time, however, that a mission has been participated in by this group without the squadron's being represented by either ships or personnel. In ground school, attendance of , the training operations of the squadron was by no means idle. Classes were held in all departments with a splendid attendance, and there was a practice bombing mission of four ships in formation. They dropped forty 100-lb. Practice bombs. Figures on this activity show that the squadron is leading all others in the group in the number of practice bombs dropped. Capt. C. W. Williams, Lt. Maiserski, and Lt. Rodrigues having dropped the biggest number for this squadron. The reasons for practice bombing may be summarized under four headings;

1. To improve the bombardier's procedure.
2. To get coordination between the Bombardier and Pilot in using AFCE.
3. To realize his mistakes, while in the air, by seeing the bombs hitting or missing the target.
4. To keep in practice in using bombing tables and computers. The results of the training by practice bombing can best be seen by observation of photographs obtained of the number of hits scored on enemy targets by our bombers on operational missions.

28 April 1944: Next day, the 28th, Avord, France, Airdrome was hit by our bombers with success. Twelve ships and their crews from this squadron participated. All returned safely without a single abortive. Ships and their crews on this mission were: #234, Capt. Kuehl and crew; #542, Lt. Klinger and crew, #636, Lt. McCardle and crew, #504, Lt. Bruce and crew; #151, Lt. Sheriff and crew; #276, Lt. Thomas and crew; #075, Lt. Register and crew; #563, Lt. Riser and crew; #504, Lt. Pryor and crew; #909, Lt. Hackleman and crew; #116, Lt. Wilkinson and crew; #560, Lt. Gorby and crew.

It will be seen that Lt. Hackleman completed his tour of duty on

the 29th instead of the 26th as previously stated. 1/Lt. Edward S. Register, Jr. Completed his tour of duty today. Both he and Lt. Hackleman represent the highest type of airmen and they made enviable records for themselves and the squadron during their tours. Lt. Register established a record number of missions for a pilot during any one month when he flew fifteen during the month of March, 1944.

29 April 1944: There was a mission against Berlin, Germany, "Big B", on the 29th when twelve ships participated in giving that big city a good dose of what the Germans so rejoiced in giving to London in 1940. No doubt the crew members took no little pleasure in pounding that city which the German leaders use to think was safe from such attacks. This mission once again indicates that no city in the Reich is safe from our attacks. Ships and crews participating were: Capt. Samuelson and Lt. Maziarz in the lead ship, #061 (401st); #304, Lt. Pryor and crew; #116, Lt. Wilkinson and crew; #151, Lt. Sheriff and crew; #040, Lt. Collier and crew; #909, Lt. Hackleman and crew; #580, Lt. Gorby and crew; #636, Lt. Riser and crew; #075, Lt. Gardner and crew; #542, Capt. Ranzoni and crew; #504, Lt. Bruce and crew; #276, Lt. Thomas and crew. All ships and their crews returned safely to base. In this respect, the squadron had it lucky as the flak was heavy and accurate and as several losses of ships and personnel were sustained by other organizations participating in this mission. Ship #116, was severely damaged and the crew seemed to believe they were especially fortunate in escaping injury. In addition to Lt. Hackleman, 1/Lt. Edward J. Kaiserski, Bombardier; and 1/Lt. Carl L. Kroll, Navigator, completed their tours of duty with the squadron and will be assigned elsewhere. Ground school and training activities were participated in by personnel not flying on today's mission, but there was a small attendance due to the large number of crews on the mission.

30 April 1944: On the 30th, nine ships from the 91st Bomb Group participated in a mission against an Airdrome near Lyons, France. This squadron furnished three of the nine as follows: Ship #075, Lt. Kovachevich and crew; #560, Lt. Collier and crew; #234, Capt. Kuehl and crew. All three returned without injury or much excitement in the way of enemy opposition. On this mission, 1/Lt. William C. Hotsinger, flying as a Copilot, completed his tour of duty; so did 1/Lt. Dan Jordan, Navigator. On the 22nd of March, Lt. Hotsinger was checked out as a Pilot. Such attainment is something that one may well be proud of, for it shows that the person concerned has continued gaining in proficiency under the difficult condition of aerial combat when the average person does well to maintain the rating he starts in with, let alone reaching to new heights of achievement in a career that is nerve racking



to say the least.

Results of bombing of the target show that the mission was very successful. So ends the chronological account of activity of the squadron for the month of April, 1944. An attempt will be made in the following paragraphs to comment on a few of the highlights of that activity.

During the month of April the squadron participated in fourteen operational missions over enemy territory not including the one of April 9, 1944, when only one of our ships completed its mission due to the fact that the mission had been recalled. No losses of ships or personnel due to enemy action was sustained during this time, however, Sgt. Anthony C. Frevete, 32692196, suffered serious wounds on the mission of the 13th and was later relieved from flying duty. Such a record during the month when 114 sorties were flown without losses indicates that a high standard of efficiency has prevailed throughout the squadron. Not one "Abortive" was caused by failure of personnel. Many of the ships returned to base quite seriously damaged, but the ground crews soon put them back into commission ready to fly again. Ship #513, was on a local flight when it caught afire just as it landed on the runway. The fire had such a start that it was impossible to extinguish it, and the ship was a total loss. The Pilot and all members by quick action, managed to get out of it and escape without injury to themselves. This incident happened on the afternoon of April 5, 1944.

This field was inspected by General Eisenhower, Allied Supreme Commander, on the 11th. With him were General Spaats, General Doolittle, and other high ranking Officers. The squadron was well represented in all phases of this event. Also, during the month, Mr. Stettinious, Assistant Secretary of State of the United States, paid a visit to this field and reviewed much of its work. Both General Eisenhower and Mr. Stettinious seemed well pleased with the base as a whole.

During the month, the number of man hours lost on account of personnel being grounded for medical reasons is much less than that of the previous month. General health of the squadron continued excellent throughout the month. Due to the small amount of rainfall in this region, the water supply is short but not to the extent as to cause much concern. Frequent shower baths have been temporarily halted for all personnel due to a break in the main line nearby.

Personnel newly assigned to the squadron have reacted well to the training and discipline incident to serving in a squadron under combat conditions.

On all missions flown during the month, our ships were escorted by fighters from other bases which did their work so well that they deserve a lot of the credit for the good record made. It seemed that they had the Germans on the run. Many times the enemy refused to take to the air against them. Had they dared to, no doubt our gunners would have accounted for more of their planes destroyed that is the case. On the 11th, S/Sgt. Wayne C. Wrightsman, Jr. 17050909, flying as enlisted Bombardier on Ship #504, Lt. William E. Reid, Pilot, shot down an ME-109. S/Sgt. Wrightsman, in addition to being checked out as a Bombardier, is also a qualified Aerial Engineer and an excellent gunner. He was promoted to the rank of Technical Sergeant on the 15th of April.

Morale of all personnel in the squadron is excellent. Those agencies on the base such as the Church Services, Red Cross Activities, and the Church Army, an English Agency, have done excellent work in this connection. However, experienced and capable leadership to guide them and the knowledge of the results of the job well done contribute more to maintain the morale among men than any other factors. The men realize the importance of their jobs and have the satisfaction of knowing of the part they are playing in the greatest event in the World's History. No wonder their morale is excellent.

### 323<sup>rd</sup> DAILIES, 1944, May Prepared by Capt. Laurence E. Baird

1 May 1944: There was a mission with the Roundhouse and Marshalling Yards of the enemy located at Troyes, France, as the target. Results of bombing were good. Eleven ships of this squadron participated as follows; Ship #490, Lt. Col. Berry, Squadron, Commander, and the "A" crew, leading first combat wing; #276, Lt. Thomas and crew; #542, Capt. Ranzoni and crew; #504, Lt. Bruce and crew; #392 (401<sup>st</sup>) Lt. McCardle and crew; #234, Capt. Kuehl and crew; #563, Lt. Klinger and crew; #975, Lt. Knight and crew; #636, Lt. Riser and crew; #075, Lt. Pryor and crew; and #151, Lt. Kovachevich and crew. All crews and ships dropped their bombs and returned safely to base except one. Ship #392 (401<sup>st</sup>), Lt. McCardle and crew, was shot down by enemy flak as it was approaching the coast on its way back from the target area. The following crew- members are missing in action: Pilot, 1/Lt. Albert F. McCardle; Copilot, 2/Lt. Joseph Vandenboom; Navigator, 2/Lt. Clifford A. Stanton, Jr.; Bombardier, 2/Lt. Everett D. Lunde; Engineer, S/Sgt. Billy J. Standley; Ass't. Engineer; Donald Kowall; Radio Operator, S/Sgt. Roy Newmann; Assistant Radio Operator, Sgt. Rex Silver; Tail Gunner, S/Sgt. Guy Johnson; Ball Turret Gunner, Harold McMurray.

Ship #151, was involved in an accident as it landed due to faulty brakes. It ran into three trucks that were parked nearby and damaged them considerably. The ship was also damaged, but none of

the crew injured.

Sgt. Harry LeBard, Tail Gunner on ship #504, was quite seriously wounded by enemy flak that struck him in his foot.

Usual ground school and training activities were carried out by combat men not flying on today's mission.

Five new crews were transferred into the squadron, from the 324<sup>th</sup> Squadron. They are well trained and ready to participate in active operational duty. Also, two new men were transferred into the squadron. They are assigned as flexible gunners.

1/Lt. Charles M. Mooney, Bombardier, completed his tour of missions on this date. He was a member of a crew that had just transferred from the 324<sup>th</sup>.

**2 - 3 May 1944:** On May 2<sup>nd</sup> and 3<sup>rd</sup>, there were no operational missions due to adverse weather conditions. The "A" crew was on pass. Considerable local flying was done, and all the synthetic trainers and ground school classes were well attended.

**4 May 1944:** On the 4<sup>th</sup>, there was a mission with Berlin Germany as the target; however, due to adverse weather conditions, it was recalled after about two hours from takeoff. Ten ships from this squadron made the start.

**5 May 1944:** On the 5<sup>th</sup>, there was no mission scheduled. Crews engaged in ground school and training. As they had been flying a good bit the last several days, they were not required to attend as extensive as is usually the case.

**6 May 1944:** On the 6<sup>th</sup>, Sottevast, France was the target. Ships went over the target but did not drop bombs due to the targets being obscured by clouds. This was considered an abortive-sortie; meaning that the mission was not carried out but the crews were credited with a mission. This squadron sent six ships as follows: #580, Lt. Gorby and crew; #075, Lt. Riser and crew; #276, Lt. Thomas and crew; #040, Lt. Knight and crew; #938, Lt. Maxwell and crew; #975, Lt. Wilkinson and crew. Ship #075 aborted before leaving the English Coast due to failure of No. 2 Engine. The crew was given credit for engineering abortive, since the abortive was not due to personnel failure.

On this date, six individuals completed their "Tours of Duty" as follows: 1/Lt. Cecil G. Gorby, Pilot; 1/Lt. Roy L. Jones, Bombardier; T/Sgt. Anthony J. Klazura, Engineer; T/Sgt. Lewis E. Hendrix, Radio Operator; S/Sgt. James E. Davis, Waist Gunner; and S/Sgt. Laddie F. Chavatol, Ball Turret Gunner. All the above-named are awaiting assignment to other duty.

Individuals remaining on the ground carried out an extensive ground school schedule. It is becoming even more apparent, that time so spent, pays dividends in the air.

7 May 1944: Today, Berlin, Germany was the target. The mission was completed but results of bombing remained unobserved due to the overcast. This Squadron sent seven ships as follows: Ship #040, Capt. Ranzoni and crew; #276, Lt. Bruce and crew; #580, Lt. Kovachevich and crew; #304, Lt. Pryor and crew; #909, Lt. Klinger and crew; #975, Lt. Collier and crew; #938, Lt. Maxwell and crew. Ship #938 aborted due to malfunction of supercharger. Also, ship #276 aborted. This was due to a malfunction of the oxygen system. #580 failed to return. Before reaching the target, one of its engines had quit. Later on reports were that it had been seen on its way back, coming near the enemy coast. Several ships from this group went out on air sea rescue in hopes of picking the crewmembers up, but no trace was seen of them. The crew was composed of the following individuals: 1/Lt. Nenad Kovachevich, Pilot; 1/Lt. William J. Thurman, Copilot; 1/Lt. Edward H. Wallner, Navigator; 1/Lt. Eleuterio C. Rodriguez, Bombardier; T/Sgt. Frederick G. Parkins, Engineer; S/Sgt. Donald F. Pilcher, Ball Turret Gunner; Sgt. Ralph Liedtke, Radio Operator; S/S Bernard F. Bellettiere, Waist Gunner; and S/Sgt. William A. Reynolds, Jr. Tail Gunner. This was an experienced crew. Lt. Wallner was on his thirtieth mission. All the others were near completion of their tours.

8 May 1944: On the 8<sup>th</sup>, Berlin, Germany was bombed again, results of which were unobserved. Six ships of this squadron took part as follows: #240, Lt. Knight and crew; #276, Lt. Haskell and crew; #075 Lt. Gardner and crew; #116, Lt. Sheriff and crew; #304, Lt. Bruce and crew; and #075, Lt. Riser and crew. The latter ship aborted due to inability of crew to close bomb bay doors either electrically or manually after dropping one bomb to lighten load in order to land.

S/Sgt. Roy J. Schleich, Jr., Waist Gunner; completed his tour of operational duty on this mission. All ships returned safely to base.

9 May 1944: A target at St. Dizier, France, was bombed on the 9<sup>th</sup>. All ships of this squadron returned safely to base. There were no abortives. The bombing was successful. Six ships from this organization took part as follows: Ship #234, Lt. Sheriff and crew; #563, Lt. Miller and crew; #562, Lt. Collier and crew; #278, Lt. Thomas and crew; #304, Lt. Pryor and crew; #116, Lt. Wilkinson and crew.

Ground school and training operations were carried out by crews

not flying.

**10 May 1944:** On the 10<sup>th</sup>, there was a mission against Rotenburg, but it was recalled shortly after the takeoff due to inclement weather.

**11 May 1944:** This day there was a mission against a target designated as "Konz Karthaus". It was successfully completed. Ships and crews participating were as follows: #499, Lt./Col. Berry and the "A" crew leading the wing; #234, Lt. Collier and crew; #110, Lt. Wilkinson and crew; #563, Lt. Sheriff and crew; #173, Lt. Gardner and crew; #504 Lt. Bruce and crew; #304, Lt. Pryor and crew. There were no abortives. All ships returned safely.

1/Lt. Walter Wilkinson, Pilot, completed his tour of thirty missions. So did S/Sgt. Theodore Wyzkoski, Flexible Gunner on the "A" crew. Both individuals will be assigned to duty elsewhere.

As usual, the ground school and training activities for combat crews not flying on today's mission was carried out. Attendance was excellent.

**12 May 1944:** On the 12<sup>th</sup> Lutzkendorf was the target. This squadron sent the following ten ships as follows: #075, Lt. Riser and crew; #116, Lt. Maxwell and crew; #563, Capt. Ranzoni and crew; #304, Lt. Pryor and crew; #975, Lt. Collier and crew; #234, Lt. Sheriff and crew; #173, Lt. Gardner and crew; #933, Lt. Bruce and crew; #909, Lt. Thomas and crew and #480 Capt. Samuelson and crew. Results of bombing were only fair. This squadron had no abortives. All completed the mission and returned safely to base.

**Letter of commendation was addressed to all personnel of this organization under date of May 12, 1944. It is listed in full below:**

1. During the month of April 1944, the 323<sup>rd</sup> squadron of the 91<sup>st</sup> Bomb Group (H) achieved a high degree of proficiency. We sent more aircraft to the target than any other squadron in the group. We had a lower loss rate than any squadron in the group. We dropped a heavier load of bombs than any other group. Our abortive record was second to that of the 401<sup>st</sup> bombardment squadron.

2. Such a record could not have been established without the hearty and full cooperation of all personnel of each department. Extra hours and the backbreaking work which each of you have put in willingly and without complaint, has meant that this squadron, during the month of April 1944, visited more destruction upon the enemy than ever before.

3. My hearty thanks and congratulations to each member of the squadron for a job well done. In our effort to subdue the enemy and bring peace quickly, we must increase our efforts yet again. Let us determine to improve this record as each month brings us closer to victory.

4. The above was signed by Lt. Col. James F. Berry, Commanding Officer of the 323<sup>rd</sup> Bomb Squadron, (H).

13 May 1944: A target at Straslsund, Germany, was attacked on the 13<sup>th</sup>. The mission was considered unsuccessful. All ships of this squadron returned safely. Those taking part were, #234, Lt. Sheriff and crew; #516, 2/Lt. Mosley and crew; #040, Lt. Miller and crew; #903, Lt. Thomas and crew; #304, Lt. Riser and crew; #909, Lt. Klinger and crew.

Ground school and training activities were carried out by combat men not flying on this mission.

T/Sgt. Charles J. Justin, Engineer/Gunner, completed his tour of thirty missions and was assigned to another base.

14 May 1944: There was no mission on the 14<sup>th</sup>, it being Sunday. There was no ground school, but there was a practice mission with five ships flying formation.

15 May 1944: Today, there was a mission scheduled with Orly Airdrome in France as the target. Due to adverse weather conditions, it was "scrubbed". Some local flying was done in the afternoon, and an extensive ground school schedule was carried out.

16 May 1944: On the 16<sup>th</sup>, the same target was scheduled for attack. The still unfavorable weather prevented it. Ground School and training activities were carried out by all crewmembers.

17 May 1944: On the 17<sup>th</sup>, the mission scheduled for Rotterfeld, Germany was "scrubbed". Ground school and training activities were carried out on a limited scale.

18 May 1944: On the 18<sup>th</sup>, there was no mission scheduled. Extensive training activities and ground school were carried out.

19 May 1944: Berlin, Germany, was the target for the 19<sup>th</sup>. This was a successful mission. Twelve ships of this squadron participated as follows: #1542, Capt. Ranzoni and crew; #079, Lt. Collier and crew; #7504, Lt. Bruce and crew; #2116, Lt. Maziarz and crew; #7304, Lt. Ransberger and crew; #7563, Lt. Maxwell and crew; #7234, Capt. Kuehl and crew; #1909, Lt. Klinger and crew; 7040, Lt. Miller and crew; #7173, Lt. Gardner and crew; #7075,

**Lt. Riser and crew; #7276, Lt. Mosley and crew. All ships completed the mission except two.**

Ship #7504 aborted due to the fact that the pilot believed he would have an insufficient amount of gasoline to complete the mission.

Ship #7563 aborted due to the fact or rather failure of the exhaust stack on #2 engine causing loss of manifold pressure and excess cylinder head temperature due to hot exhaust gasses blowing on the thermo coupler. This was an engineering abortive. Pilot and crew not held responsible.

No members of the crews were injured on this mission.

**20 May 1944: On the 20<sup>th</sup>, a target at Villacoublay, France. Was bombed. This was a successful mission. There were no abortives, and all ships returned safely to base. Four from this squadron took part as follows: #7234, Lt. Knight and crew, #7075, Lt. Bruce and crew; #7270, Lt. Ransberger and crew; #7173, Lt. Collier and crew. 1/Lt. John Lloyd, Bombardier, 1/Lt. Gerald Schottmiller, Navigator; S/Sgt. Arthur Huber, Bombardier; S/Sgt. Earl Williamson, Jr. Flexible Gunner; and S/Sgt. George O. Ferrell, Tail Gunner, completed their tours of duty on this mission. They have been assigned to other duties. S/Sgt. Huber went on thirty-one missions; having been assessed one extra due to some sort of failure on the mission of March 18, 1944. S/Sgt. Ferrell completed his tour of duty without the required identification tags. For some reason or other, they were never delivered to him, but they were ordered in the routine manner.**

**21 May 1944: The 21<sup>st</sup>, being a Sunday and as there was no operational mission scheduled, the men had a day off. Many of them, both the air and ground crews really needed the rest for all personnel have been working hard for the past two weeks.**

**22 May 1944: Kiel, Germany was bombed on the 22<sup>nd</sup>. The mission was successfully completed. Several ships from this squadron participated as follows: #7234, Capt. Kuehl and crew; #7075, Lt. Kerb and crew; #2116, Lt. Ransberger and crew; #1542, Capt. Ranzoni and crew; #7173, Lt. Gardner and crew; #7304, Lt. Pryor and crew; #7563 Lt. Maxwell and crew; #1909, Lt. Klinger and crew. All the above ships returned safely to base. They dropped their bombs, and there were no abortives.**

Ground School was well attended by men not flying on this mission. Two ships flew a practice-bombing mission. They dropped forty 100-lb. Practice bombs.

**23 May 1944: On the 23<sup>rd</sup>, Saarbrucken, Germany, was bombed.**

Results of the bombing were unobserved as it was done by pathfinder. Eight ships of this squadron took part as follows: #2490, Capt. Samuelson and crew, leading the group; #2116, Lt. Riser and crew; #7075, Lt. Maghee and crew; #7173, Lt. Gardner and crew; #7276, Lt. Kerr and crew; #1542, Lt. Miller and crew; #9975, Lt. Collier and crew; and #7304, Lt. Pryor and crew. The latter ship aborted due to trouble with the oxygen system. Credit was given to the pilot for an oxygen abortive. That means it was a malfunction of the oxygen equipment and not a fault of personnel on the crew.

1/Lt. Val B. Maghee, Pilot, completed his tour on this date. He has volunteered for another tour of duty, but will be given some time off, in the zone of the interior, before starting on his next tour.

T/Sgt. Glenn E. Smith, Radio Operator/Gunner, completed his tour on this date. He also volunteered for another tour, but for the time being, he will not be accepted, due to a change in the policy of permitting enlisted personnel to volunteer for such duty. Such personnel were normally given a thirty-day furlough at home in the U.S.

T/Sgt. Emmett Hooper, Engineer/Gunner, also completed his tour and is awaiting assignment to other duties.

All three of the above-named personnel have an excellent record as airmen of the highest type.

**24 May 1944: On the 24<sup>th</sup>, Berlin, Germany, was again bombed. As a good number of missions have been made against that important city of Germany, it is being thought of, as more or less, what the men like to call a "milk run". However, it is still considered a rough mission.**

Twelve ships of this squadron took part as follows: #490, Capt. McFarland and the "A" crew, leading the group; #542, Lt. Miller and crew; #563, Lt. Maxwell and crew; #040, Lt. Knight and crew; #116, Lt. Stunf and crew; #7304, Lt. Pryor and crew; #7234, Capt. Kuehl and crew; #7075, Lt. Risor and crew; #7173, Lt. Collier and crew; #7276, Lt. Thomas and crew; #1909, Lt. Klinger and crew; #7504, Lt. Kerr and crew. In addition to the above crews, Lt. Sanders, Navigator; Lt. Kruzen, Navigator; and Sgt. Koch, Ball Turret Gunner, flew with the 401<sup>st</sup> Squadron. The mission was successfully completed, and there were no abortives.

The three men flying with the 401<sup>st</sup> Squadron were used to make up a shortage of personnel in that squadron. This is done so as to enable all squadrons to use the maximum number of crews on a mission.



25 May 1944: On the 25<sup>th</sup>, Nancy/Essey, France, was the target for attack. It was successfully bombed. Ten ships from this squadron took part as follows: Ship #1634, Lt. Col. Berry, Squadron Commander, and the "A" crew, leading the combat wing; #7504, Lt. Bruce and crew; #7173, Lt. Gardner and crew; #1909, Lt. Stunf and crew; #7304, Lt. Miller and crew; #1579, Lt. Thomas and crew; #7276, Capt. Ranzoni and crew; #9975, Lt. Pryor and crew; #k7075, Lt. Riser and crew; #7563, Lt. Kerr and crew. Ship #1579 aborted before reaching the enemy coast. Number four oil temperature was climbing and oil pressure went down to sixty pounds and was still going down when engine was feathered. No. four engine was also losing oil. It was considered as an engineering abortive. All ships returned safely to base without injury to any of their crews.

Ground school was attended by combat men not flying on today's mission.

26 May 1944: On the 26<sup>th</sup>, there was a "stand down" which means no operational mission was scheduled for the day. Attendance at ground school was greater than normal as there were more personnel available for it. Attendance is being checked very closely in order to make sure that all combat men realize the maximum benefit from such training. Personnel having a good record in their ground schoolwork, almost invariably show better performance in the air, than the indifferent ones, who do not apply themselves to the training on the ground.

27 May 1944: Ludwigshaven, Germany, was the objective of our bombers on the 27<sup>th</sup>. Nine of our aircraft participated as follows: Ship #7040, Capt. Kuehl and crew; #9975, Lt. Collier and crew; #1579, Lt. Maxwell and crew; #7563, Lt. Maziarz and crew; #7504, Lt. Ransberger and crew; #1909, Lt. Klinger and crew; #1542 Capt. Ranzoni and crew; #7304, Lt. Pryor and crew; #7276, Lt. Thomas and crew. Ship #7304 aborted before reaching the target. Flak caused No. 3 engine prop to run away, making it impossible for the ship to stay in formation. The crew was given credit for an abortive sortie. It counts as a mission for all members of the crew.

Enemy flak was more intense and accurate than usual. Also, several enemy fighter attacks were made. Ship #7040 was severely damaged by both flak and enemy fighters, and S/Sgt. Walter P. Meader, Jr., the Waist Gunner, was instantly killed when a big burst of flak went through the ship. He was buried in the cemetery near Cambridge.

T/Sgt. Joseph T. Depoti, Engineer, was severely wounded in the legs at the same time. He is now in the hospital.

Although the opposition was considerable, our ships succeeded in hitting their target and successfully completing the mission.

**28 May 1944:** Germany was again hit on the 28<sup>th</sup>. This time the target at Dessau, but the mission as a whole was not successful. Nine of our ships took part as follows: #7173, Lt. Gardner and crew; #7504, Lt. Bruce and crew; #1542, Lt. Ransberger and crew; #9996, (322<sup>nd</sup>) Lt. Thomas and crew; #7075, Lt. Kerr and crew; #9975, Lt. Stunf, and crew; #1909, Lt. Klinger and crew; #7938, Lt. Maxwell and crew; #7304, Lt. Pryor and crew. Ship #7938 aborted. No. 4 engine oil temperature was very high and oil pressure dropping to 60 lbs. It would have been necessary to feather the engine if the climb continued.

This airplane has taken off five times and has a record of three abortives that have been caused by many things, but all the pilots have claimed it is slow. The Squadron Commander personally test flew it and found it defective, so until it makes a better showing on a test flight, he has grounded it for combat operation.

All ships and their crews returned safely to base after this mission. Enemy opposition was meager.

**29 May 1944:** A target in Poland, Posen, was attacked by our bombers on the 29<sup>th</sup>. The mission was not considered successful. However, all our ships completed it and returned safely to base. Success of a mission, chiefly hinges on whether or not the target was hit. There are so many factors entering in to prevent accurate bombing that it is difficult to ascertain the reasons for failure, but the main one on today's mission was unfavorable weather conditions. Ships taking part today were: #7304, Lt. Knight and crew; #1909, Lt. Miller and crew; #7563, Lt. Collier and crew; #1542, Lt. Maziarz and crew; #7075, Lt. Stunf and crew; and #7504, Lt. Bruce and crew. There were no abortives.

1/Lt. Felix O'Quinn, Navigator, completed his tour on this date and is awaiting assignment to other duties. Effective May 1, 1944, he was transferred to this squadron from the 324<sup>th</sup> squadron.

**30 May 1944:** On the 30<sup>th</sup>, Dessau, Germany, was again attacked for the second time this month. All reports indicate that the mission was very successful. Thirteen ships from this squadron took part: Ships #2490, Lt. Col. Milton, Deputy Group Commander, and Lt. Sheriff in lead ship, leading the first combat wing; #7304, Capt. Ranzoni and crew; #2116, Lt. Maxwell and crew; #9975, Lt. Collier and crew; #7276, Lt. Thomas and crew; #7075, Lt. Kerr and crew; #1909, Lt. Klinger and crew; #7173, Lt. Gardner and crew; #7563, Lt. Ransberger and crew; #1579, Lt. Miller and crew; #7027, Lt.

Pryor and crew; #7504, Lt. Bruce and crew; #8027 (322<sup>nd</sup>) Lt. Stunf and crew. The latter ship aborted shortly after takeoff on account of there being excessive gasoline fumes in radio compartment and bomb bay; also, in the cockpit, waist and nose. The fumes persisted and increased in intensity. This was considered as an engineering abortive.

Enemy opposition, both from flak and fighters, was greater than it had been for some time. The flak was heavy and accurate and the fighters came right into the attack formation. The flak disabled ship #9975, and when it started out of formation, the fighters pounced on it. Our P-51 escort went to the rescue to drive them off, but still our bomber went down. The following crewmembers are missing in action: 1/Lt. Zack C. Collier, Pilot; 2/Lt. John T. Kelleher, Copilot; 2/Lt. William P. Clements, Navigator; 2/Lt. Henry J. McDermott, Jr., Bombardier; T/Sgt. Barry L. Ward, Engineer; S/Sgt. Tommy Cogdill, Waist Gunner; T/Sgt. Stephen Kogut, Radio Operator; S/Sgt. George R. Zirnheld, Ball Turret Gunner; and S/Sgt. Charles J. Semon, Tail Gunner. This was an excellent crew, experienced and well trained. The average number of missions to their credit was sixteen. This proves that any crew is likely to "go down" no matter how well trained and experienced they may be.

T/Sgt. Roy M. Ford, Radio Operator; T/Sgt. Edwin D. Walsh, Engineer; and S/Sgt. Milton Franchuk, Waist Gunner; all three completed their tours on this mission. They are being kept in the squadron temporarily, awaiting disposition by higher headquarters.

Though there were thirteen crews flying on today's mission, the ground school attendance was especially good.

**31 May 1944:** The last day of the month found our bombers out again. Target was at Mulhouse, France. This mission was not carried out although the formation was in the vicinity of the target. It was considered an abortive-sortie. Bombs were not dropped. This is in keeping with the policy of not dropping bombs indiscriminately on France. Unless precision bombing can be carried out as planned, the bombs are brought back. Nine of our ships took part as follows: #7234, Capt. Kuehl and crew; #1909, Lt. Klinger and crew; #7075, Lt. Kerr and crew; #2116, Lt. Maziarz and crew; #7563, Lt. Ransberger and crew; #1542, Lt. Stunf and crew; #7173, Lt. Knight and crew; #7276, Lt. Miller and crew; and #7304, Lt. Pryor and crew. There were no abortives.

Capt. Albert R. Kuehl, Pilot, completed his tour of duties on this date. During his tour with this squadron, he served in the capacity of operations officer and leader of "D" flight.

Also, 1/Lt. Arthur D. Clay, Bombardier; 1/Lt. Mortimer Pudnos, Navigator; and 1/Lt. Fred Knight, Jr., completed their tours on this date. All the above individuals are awaiting their orders for other assignments.

All ships and crews on this mission returned safely to base. Enemy opposition was slight.

The above record of events is as they occurred during the month.

In the following paragraphs, an attempt will be made to record a few more of the highlights of that activity not specifically covered before:

### 323<sup>RD</sup> DAILIES JUNE 1944

1 June 1944: Due to adverse weather conditions, there was no mission scheduled for the 1st of June 1944. Ground School and training activities were carried out. This was on a limited scale as many of the crew had been on several consecutive missions during the last few days of May.

2 June 1944: On the 2<sup>nd</sup>, a target at Boulogne, France was bombed. Results unobserved. The six ships taking part were: #7234, Capt. Ranzoni and crew; #7304, Lt. Maxwell and crew; #37075, Lt. Albin and crew; #7504, Lt. Grimmer and crew; #1333 (322<sup>nd</sup>) Lt. Klinger and crew; and #2116, Lt. Stunf and crew. All returned safely to base.

In the afternoon, another target in France, Massy/Palaiseau, was successfully bombed. This date is significant for the squadron; it being the first day on which two operational missions were flown. Ships taking part were: #7276, Lt. Thomas and crew; #1773, Lt. Miller and crew; #1542, Lt. Ransberger and crew. All returned safely.

3 June 1944: An enemy coastal battery at Hardelot, France, was attacked. Results were unobserved. Six ships took part as follows: #7173, Lt. Gardner and crew, #7304, Lt. Maxwell and crew, #7234, Lt. Albin and crew, #7504 Lt. Grimmer and crew, #2116, Lt. Maziarz and crew, #1909, Lt. Klinger and crew. All returned safely to base.

4 June 1944: On the 4th, practically the same target as the day before was bombed. This time, results were very good. Only three ships from this squadron participated: #7173, Lt. Thomas and crew, #7234m Lt, Ransberger and crew, #2116, Lt. Stunf and crew. All returned safely to base. Other individuals, Capt. Samuelson, Pilot; Lt. Oliver, Navigator, and S/Sgt. Dumochel, Tail Gunner, flew with the 324th Squadron. They each completed their tours of

duty on this mission. T/Sgt. Streets, Tail Gunner, also flew with the 324th Squadron. All returned safely to base. There were no abortives.

5 June 1944: On this date, six new crews reported for a tour of duty with the squadron, namely: 2/Lt. L. C. Basinger, Pilot, F/O Milton E. Hensen, Co-Pilot; 2/Lt. Billy D. Richardson, Bombardier; S/Sgt. Robert L. Bombardier, Engineer; S/Sgt. Alexander R. Blake, Sgt. Rolin U. Ashford, Gunners; Sgt. Harry H. Bullock, Jr., Gunner; Sgt Donald R. Mitchell, Gunner and Sgt. Howard D. Van Cleave, Gunner. This crew needed but little training on this base before they were ready to go on operational missions.

The following five crews reported for duty and became part of a special group organized for further training on this base before being available for duty. They were known as the "Fancher Group" since they were in training under the direction of Captain Fancher. Crews: 2/Lt. Cyril J. Braund, Pilot; 2/Lt. John Sykes, Jr., Copilot; 2/Lt. Kenneth N. Boltz, Navigator; 2/Lt. John Grubka, Bombardier; S/Sgt. William W. Bridges, Radio Operator; S/Sgt. Donald J. McBey, Engineer; Sgt. Chester J. Czyz, Gunner; Sgt. Clifford G. Johnson, Gunner; Sgt. Robert W. Lockard, Gunner; Pvt. Carl C. McCarrell, Gunner. 2/Lt. Normand N. Burwick, Pilot; 2/Lt. Frank J. Way, Copilot; 2/Lt. Gerald F. Childress, Navigator; 2/Lt. Benjamin Badman, Jr., Bombardier; S/Sgt. George R. Beltz, Radio-Operator; S/Sgt. Gerald L. Romero, Engineer; Sgt. Mabry D. Barker, Gunner; Sgt. Bryce E. Barnes, Gunner; Sgt. Peter J. Champion, Gunner; Sgt. Melvin A. Gemmell, Gunner. 2/Lt. Arnold J. O'Toole, Pilot; 2/Lt. Robert E. Gould, Copilot; 2/Lt. Walter L. Strait, Navigator; 2/Lt. David Bronstein, Bombardier; S/Sgt. Elroy E. Vetter, Engineer; Sgt. Emile R. Gelinis, Radio-Operator; Sgt. Robert C. Lee, Gunner; Sgt. Frank T. Pratt, Jr., Gunner; Sgt. George N. Sparr, Gunner; Cpl. William T. Stripling, Gunner. 2/Lt. John C. Pullen, Pilot; 2/Lt. Robert W. Harris, Copilot; 2/Lt. Armando J. Sinibaldo, Navigator; 2/Lt. Robert R. Medford, Bombardier; S/Sgt. James R. Kilgallen, Engineer; Sgt. Manuel P. Nunez, Radio-operator; Sgt. Gene V. Reynolds, Gunner; Sgt. Joseph Uhrick, Gunner; Cpl. Gordon L. Lenaz, Gunner; Cpl. John J. Stack; Gunner. 2/Lt. Carl E. Rizer, Pilot; 2/Lt. Edward J. Stone, Copilot; 2/Lt. Earl R. Krones, Navigator; 2/Lt. Ora W. Norris, Bombardier; S/Sgt. Robert S. Quilty, Engineer; Sgt. John F. Harten, Radio Operator; Sgt. Edward L. Mills, Gunner; Sgt. Walter L. Wade, Gunner; Cpl. Robert S. Newman, Gunner; Cpl. Paul A. Perkins, Gunner.

#### D-DAY

6 June 1944: On the 6<sup>th</sup>, a target on the Cherbourg Peninsula,

France, was bombed. This was a tactical operation in cooperation with the invasion troops. It being "D" Day, a special effort was made to send up a good formation. Twelve ships from this squadron took part as follows: #7173, Lt. Kerr and crew; #7176, Lt. Stunf and crew; #7540, Lt. Pickard and crew; #7304, Lt. Pryor and crew; #1759, Lt. Helfrich and crew; #7075, Lt. Miller and crew; #7040, Lt. Maxwell and crew; #1542, Lt. Supchak and crew; and #1909, Lt. Klinger and crew; #2116, Lt. Bruce and crew; #2490, Lt. Sheriff and crew; #7956, Lt. Col. Berry, and Lt. Reid, in a lead ship with the "A" crew. Bombing of the enemy gun emplacements was unobserved as to the actual results. All ships returned safely to base, and there were no abortives.

Crews not flying went to ground school and participated in training activities, but due to the situation pending at the time, this was on a limited scale. The crews were alerted for another mission that day, but it did not materialize.

7 June 1944: On the 7<sup>th</sup>, an Airfield at Kerlin/Bastard was partially destroyed by our bombers. Eight of our ships participated as follows: #7563, Lt. Stunf and crew; #7540, Lt. Pickard and crew; #7075, Lt. Kerr and crew; #2116, Lt. Helfrich and crew; #1909, Lt. Klinger and crew; #7173, Lt. Miller and crew; #7040, Lt. Maxwell and crew; #7340, Lt. Pryor and crew. All returned safely to base and there were no abortives.

At this particular time, when the invasion of continental Europe is underway, all personnel are held ready and available for immediate duty, regardless of the number of missions they have flown in the past. For this reason, no one is being relieved from combat duty after completion of thirty missions. Several individuals have that number to their credit but are still on duty with the squadron. Their training and combat experience enable them to be of much value to the service at this time.

8 June 1944: On the 8<sup>th</sup>, a railroad bridge over the Loire River was bombed. Results were considered successful. Nine ships started on this mission as follows: #2490, Lt. Sheriff and crew; #7504, Lt. Bruce and crew; #1542, Lt. Supchak and crew; #7304, Lt. Pryor and crew; #7563, Lt. Stunf and crew; #1909, Lt. Klinger and crew; #7234, Capt. Ranzoni and crew; #7173, Lt. Miller and crew; #2116, Lt. Grimmer and crew. All ships returned safely to base. There were 3 abortives. Ship #7504 aborted - No. 2 engine was detonating and running rough. This was investigated by the Squadron Commander who found that the engine showed signs of detonation above 35" HG. Above 12,000 ft. Also that above 20,000 ft., No 1 engine showed signs of detonation above 37" HG. However, using low power settings on these engines, he experienced no trouble getting the aircraft to altitude and

maintaining normal flight. This mission was counted an abortive, for this ship and the pilot. Ship #7563, aborted. No. 2 engine started throwing oil in a steady flow through cowl flaps. Difficulties with oil pressure increased until the pilot was compelled to return to base. This was engineering abortive. Ship #2116 aborted. Oxygen filler line on right side of radio compartment was stuck in the open position. After the ship landed, inspection showed that the radio compartment line tended to stick open. This was draining the oxygen from three positions. It was felt that walk-around bottles should have been sufficient to complete the trip. This was counted as an abortive.

Ground school and training activities were carried out. There was a lecture on tactics for a period of one hour. This was attended by 81 combat crewmembers.

9 June 1944: On the 9<sup>th</sup>, as there was no mission scheduled, the crews were not busy. Ground school and training activities were carried out but on a limited scale.

10 June 1944: On the 10<sup>th</sup>, enemy gun installations were bombed. They were located south of Boulogne, France, four miles. Results were unobserved. Nine ships participated: Ship #2116, Lt. Maziarz and crew; #7540, Lt. Pickard and crew; #1542, Lt. Smith and crew; #947 (322<sup>nd</sup>) Lt. Kerr and crew; #7276, Lt. Supchak and crew; #7504, Lt. Ransberger and crew; #7173, Lt. Miller and crew; #1909, Lt. Stunf and crew; #7304, Lt. Pryor and crew. All ships returned safely, and there were no abortives.

11 June 1944: An airdrome at Beaumont Le Roger, France, was attacked on the 11<sup>th</sup>. Results of bombing unobserved due to overcast and poor weather conditions in general. There were six ships from this squadron who took part as follows: #7234, Capt. Ranzoni and crew; #7075, Lt. Maxwell and crew; #1579, Lt. Helfrich and crew; #1542, Lt. Smith and crew; #7276, Lt. Thomas and crew; #7304, Lt. Supchak and crew. Also, Lt. Col. Berry, Squadron Commander, Lt. Sloat, Squadron Bombardier, and T/Sgt. Streets, Tail Gunner, flew in a ship from the 379<sup>th</sup> group. All returned safely to base and there were no abortives.

12 June 1944: On the 12<sup>th</sup>, an airdrome at Cambrai/Niergnies, France was bombed. This mission was successful. Twelve ships participated as follows: #2116, Lt. Maziarz and crew; #7540, Lt. Pickard and crew; #7504, Lt. Ransberger and crew; #7075, Lt. Kerr and crew; #7234, Lt. Stunf and crew; #1909, Lt. Klinger and crew; #7304, Lt. Pryor and crew; #7173, Lt. Miller and crew; #1542, Lt. Basinger and crew; #1579, Lt. Helfrich and crew; #7040, Lt. Maxwell and crew; #2490, Lt. Sheriff and crew. All returned safely to base and there were no abortives.

13 June 1944: On the 13<sup>th</sup>, an airfield at Beaumont-Sur-Oise, France, was bombed. Due to poor visibility and weather conditions, prevailing results could not be observed. This was a tactical operation in order to assist invasion troops. Even the weather was bad. The mission was carried out. A year ago the ships would have been grounded from flying in such weather, but the target was a vital one and whatever could be done to cripple the enemy at this time was necessary. All our ships returned safely to base without battle damage or injury to any member of the crews. Nineteen ships, a record number for the squadron on any one mission, participated as follows: A#7540, Lt. Smith and crew; #7504, Lt. Ransberger and crew; #2490, Lt. Sheriff and crew; #7563, Lt. Stunf and crew; #1909, Lt. Klinger and crew; #7956, Lt. Kerr and crew; #1542, Lt. Basinger and crew; #7173, Lt. Miller and crew; #7276, Lt. Riser and crew; #1579, Lt. Helfrich and crew; #7040, Lt. Maxwell and crew; #7234, Capt. Ranzoni and crew; #7304, Lt. Pryor and crew; #2116, Lt. Supchak and crew; #7625, Lt. Maziarz and crew; #7594, Lt. Sprinkle and crew; #7075, Lt. Rider and crew; #1515 (401<sup>st</sup>) Lt. Grimmer and crew (new), #1678, Lt. Mosley and crew.

It is the practice that when a new crew completes its ground training and is ready for an operational mission, an experienced pilot is sent with it on the first mission; rather than for inexperienced personnel to be alone. One experienced member of the crew in a key position proves of immense value on the ship. This way it doesn't take long for new men to get on to flying combat and to take their place in the formation as trained and experienced men. This was the case with the crew of ship #1515 on today's mission.

Lt. Riser and crew with the exception of the Ball Turret Gunner were recently transferred back from the 324<sup>th</sup> Squadron. Less than a month ago, they were transferred to the 324<sup>th</sup> as a pathfinder crew, but were brought back when it was found they could be released from that squadron.

As all available combat crewmembers have been used for operational missions during the past several days, there has been but little done in the way of attendance at ground school. It seems to have been on continuous "alert" since the 6<sup>th</sup> of June, "D" Day and every man, both from the air and the ground echelons, have had the one purpose in mind; to give all possible air support to the invasion troops. How well they have succeeded in this, only time and history will tell.

14 June 1944: On the 14<sup>th</sup>, there was no operational mission scheduled. Three ships flew a practice-bombing mission and



dropped thirty 100-lb. Practice bombs. Two ships flew locally.

15 June 1944: June 15<sup>th</sup>, an airdrome at Bordeaux, France, was bombed. Results showed it was successfully bombed. Eighteen ships from this squadron took part. This number is quite large for one squadron. All returned safely to base and there were no abortives. Ships and crews taking part were: Ship #7234, Capt. Ranzoni and crew; #2116, Lt. Grimmer and crew; #7040, Lt. Mosley and crew; #7540, Lt. Pickard and crew; #7173, Lt. Rider and crew; #7563, Lt. Basinger and crew; #7625, Lt. Maziarz and crew; #7594, Lt. Sprinkle and crew. #1542, Lt. Stunf and crew; #911 (401<sup>st</sup>) Lt. Maxwell and crew; #7304, Lt. Ransberger and crew; #7276, Lt. Skupchak and crew; #7075, Lt. Kerr and crew; #7504, Lt. Miller and crew; #1579, Lt. Helfrich and crew; #1909, Lt. Riser and crew; #2490, Capt. Reid and Lt. Col. Lewis P. Ensign and the "A" crew, in lead ship; #7956, Capt. Sheriff and Col. Terry, Group Commander, and crew in lead ship, leading the wing.

16 June 1944: On the 16<sup>th</sup>, there being no operational mission scheduled, an extensive training program on the ground was carried out. Attendance was especially good considering the amount of operational flying that has been done during the past several days.

17 June 1944: On the 17<sup>th</sup>, a mission was planned with Amiens, France as the target, but it was "scrubbed" due to adverse weather.

18 June 1944: On the 18<sup>th</sup>, the dock area of Hamburg, Germany as successfully bombed. This was the first mission against a target in Germany for the past while. Combat crews, when starting to bomb the German's own territory, expect more opposition than when they are attacking a target in another country. Opposition today was more intense than usual. Several of our ships returned with holes torn through them, mostly from flak. Enemy fighters also made one sweep through our formation but they failed to get a single one of our ships.

Eighteen ships took part as follows: #7304, Lt. Pryor and crew; #1542, Lt. Basinger and crew; #7234, Lt. O'Toole and crew; #1909, Lt. Klinger and crew; #7276, Lt. Braund and crew; #7851, Lt. Riser and crew; #7540, Lt. Pickard and crew; #7563, Lt. Stunf and crew; #2116, Lt. Burwick and crew; #7075, Lt. Kerr and crew; #7594, Lt. Sprinkle and crew; #1579, Lt. Helfrich and crew; #7625, Lt. Maziarz and crew; #7040, Lt. Maxwell and crew; #k7504, Lt. Col. Ensign and Lt. Morey, with a 323<sup>rd</sup> crew; #7173, Lt. Miller and crew; #7959, Lt. Sheriff and crew; #7956, Capt. Reid and the "A" crew in the lead ship.

Ship #7959 (401<sup>st</sup>) aborted soon after take-off due to mechanical failure. Ship #7234, aborted, due to an error in navigation. It was unable to get in the formation after climbing above the overcast. All ships returned safely. There was no injury to any personnel.

19 June 1944: The 19<sup>th</sup> found our ships on a mission with Cazaux, France, as the target. There was an enemy airfield located there. It was successfully bombed. All ships returned safely and there were no abortives. Ships on this mission as listed on the loading list are as follows: Lt. Col Berry, Squadron Commander, and Capt. Sheriff, in #2490, leading the wing. #2116, Lt. Burwick and crew; #7563, Lt. O'Toole and crew; #7504, Lt. Ransberger and crew; #7040, Lt. Pullen and crew; #7234, Lt. Braund and crew; #76725, Lt. Maziaarz and crew. Enemy opposition was stronger than usual. Our ships were considerably shot up. Ship #7625 was so badly disabled that it hardly got back to England. It was successfully brought to Exeter by the Pilot, Lt. Maziarz. This was the second time this pilot has come back when all odds seemed against him.

20 June 1944: On the 20<sup>th</sup>, an oil refinery at Hamburg, Germany, was successfully bombed. Twelve ships from this squadron took part: #2116, Lt. Riser and crew; #7173, Lt. Miller and crew; #7304, Lt. Supchak and crew; #7504, Lt. Ransberger and crew; Lt. Stunf and crew in 7563; #7234, Lt. Peck and crew; #7540, Lt. Pickard and crew; #1579, Lt. Helfrich and crew; #7075, Lt. Rizer and crew; #7594, Lt. Braund and crew; #1542, Lt. Basinger and crew; #7956, Lt. Thomas and crew. Enemy opposition from flak was heavy, however, all our ships returned and there were no abortives.

21 June 1944: On the 21<sup>st</sup>, a target in Berlin, Germany was bombed, results of which were considered successful. Fifteen ships from this squadron took part as follows: #7304, Lt. Burwick and crew; #7040, Lt. O'Toole and crew; #7069 (401<sup>st</sup>), Lt. Ransberger and crew; #7594, Lt. Pullen and crew; #7276, Lt. Supchak and crew; #7540, Lt. Pickard and crew; #1579, Lt. Basinger and crew; #7563, Lt. Rizer and crew; #7075, Lt. Maxwell and crew; #7879, (324<sup>th</sup>) Lt. Helfrich and crew; #7552, (401<sup>st</sup>) Lt. Stunf and crew; #8128, (324<sup>th</sup>) Lt. Braund and crew; #2116, Lt. Sprinkle and crew; #2509 (401<sup>st</sup>) Lt. Miller and crew; and #7061, (401<sup>st</sup>) Capt. Raid and the "A" crew leading the group. On this mission, it was necessary for the squadron to borrow aircraft from other squadrons of the 91<sup>st</sup> group in order for so many crews to go on this mission. All ships returned safely, and there were no abortives.

22 June 1944: On the 22<sup>nd</sup> our bombers attacked a target at Pont A

Vendon, France. This was what is known as a tactical target. Results show that this mission was successful. Our ships flew in the low group. The six ships sent by this squadron were: #2116, Lt. Braund and crew; #7563, Lt. Stunf and crew; #1909, Lt. Basinger and crew; #7594, Lt. Smith and crew; #7040, Lt. Maxwell and crew; #1636, Lt. Riser and crew. All returned safely without loss. There were no abortives.

23 June 1944: This date a target at Fleury, in Normandy, was the objective. However, bombs were not dropped due to poor visibility. All ships returned safely and there were no abortives. Crews received credit for a mission which is classified as an abortive sortie. Only three ships from this squadron took part, namely: #1909, Lt. Klinger and crew, #7594, Lt. Pullen and crew; #7540, Lt. Smith and crew.

Effective at 2400 hours, the 20<sup>th</sup> of June, the policy regarding the completion of tours of operational flying by personnel was changed from thirty to thirty-five missions. Full credit will be given for the tactical missions. Credit for completion of tour for missions prior to 2400 hours, 20 June, 1944, will be given as a fraction of (30) I.E. for twenty four missions the credit toward completion will be 24/30 or 4/5, thus requiring 1/5 of 35, or 7 missions to complete tour.

Awards and decorations remain on same basis as previously. Therefore, there was a considerable number of combat men who could be dropped from the roster immediately as having completed their tour. This occasioned quite a bit of readjustment of crews to cope with the situation created by the new policy. The men thus affected are remaining on the post temporarily until orders are received disposing of them. Many have high hopes of getting to go back to the United States. However, higher headquarters will determine this.

Upon completion of his tour of duty, Captain Kenneth T. McFarland, Jr. was relieved from duty as Squadron Operations Officer, and Captain William E. Reid was designated to do the job. So was Capt. Weise, Squadron Navigator, and 1/Lt. McMahill was designated to take his place. 1/Lt. Sloat was detailed Squadron Bombardier, relieving Capt. Williams. Captains, McFarland, Weiss and Williams completed their tours on the 5<sup>th</sup> of June, 1944. All three were very efficient in the performance of their duties. They will be reassigned to duty elsewhere. Captain Weise went to the 12<sup>th</sup> replacement depot in preparation to going back to the United States. Captain McFarland and Captain Williams were assigned to duty with group operations. The three officers who assumed their duties in the squadron are well trained men, so there was very little time lost in getting the missions organized

as usual.

June 20 1944: On the mission of the 20<sup>th</sup>, S/Sgt. Sylvain S. Parisy, Tail Gunner on ship #2116 was quite severely wounded by a piece of flak which struck his hip and ranged upward toward his spine. He is in the hospital recuperating. His is the only wound received by personnel from this squadron during the month's operational flying. All personnel seem to have their fingers crossed in hope of keeping up with the good luck for the remaining seven days of the month. So far, there have been no ships shot down during the month. However, ship #7625 was so badly disabled by the enemy that it is doubtful if it ever takes part in another mission.

Two new crews reported for a tour of operational duty. Individual names as follows: Pilot, 2/Lt. Edward M. Corman; Copilot 2/Lt. Armand W. Pothier; Navigator, 2/Lt. Harry E. Law; Bombardier, 2/Lt. Frederick B. Wyatt, Jr.; Engineer, S/Sgt. Earl L. Jensen; Radio Operator, S/Sgt. Charles R. Macarthur; Gunners, Sgt. Nathan B. Hale; Sgt. Clifford E. Morton; Corp. William A. Newsom; PFC Charles C. Inhausen. Pilot, 2/Lt. William H. Dietrich; Copilot, 2/Lt. William Koff; Navigator, 2/Lt. John B. Westberg; Bombardier, None; Engineer, S/Sgt. Gaiens C. Luther, Jr.; Radio Operator, S/Sgt. Arthur W. Rowe; Gunners, Sgt. Sam J. Cipolla; Sgt. Lloyd D. Gruber; Sgt. Richard D. Hallberg; Pvt. Carl W. Kaese.

24 June 1944: On the 24<sup>th</sup>, a railroad bridge at Distre NR. Samuar, France, was successfully bombed. Thirteen ships from this organization participated: Ship #7040, Lt. Maxwell and crew; #7563, Lt. Helfrich and crew; #1542, Lt. O'Toole and crew; #7276, Lt. Supchak and crew; #1636, Lt. Rizer and crew; #7075, Lt. Braund and crew; #1909, Lt. Klinger and crew; #2116, Lt. Miller and crew; #7234, Lt. Basinger and crew; #7594, Lt. Berwick and crew; #7304, Lt. Sprinkle and crew; #7540, Lt. Pullen and crew; #2490, Lt. Riser and crew. There were no abortives, and no member of the crews were insured.

25 June 1944: On the 25<sup>th</sup>, Toulouse, France, where an enemy airfield is located, was bombed. Twelve ships from the squadron participated. They hit the target and returned to base without loss and there were no abortives. Ships and their crews on this mission were: #7040, Lt. Maxwell and crew; #1579, Lt. Helfrich and crew; #1542, Lt. O'Toole and crew; #7276, Lt. Supchak and crew; #1636, Lt. Rizer and crew, #7075, Lt. Braund and crew; #1909, Lt. Klinger and crew; #2116, Lt. Miller and crew; #7234, Lt. Basinger and crew; #7594, Lt. Burwick and crew; #7563, Lt. Pullen and crew; #7956, Lt. Col. Berry, Capt. Raid, and the "A" crew in the lead ship leading the combat wing.

26 June 1944: On the 26<sup>th</sup>, there was a mission scheduled for Munich, Germany, as the target. It did not materialize due to adverse weather conditions. Considerable ground school work and training activities were carried out by crews who were not scheduled to fly on this mission.

27 June 1944: Due to weather conditions, no operational flying was done on the 27<sup>th</sup>. Ground school mostly consisted of lectures and "critique" meetings of flying officers.

28 June 1944: A bridge at Anizy, France was partially destroyed by our bombers. Again, twelve ships took part in the mission - two of them aborted. Those completing the trip were: Ship #7540, Lt. Pickard and crew; #7075, Lt. Braund and crew; #1542, Lt. O'Toole and crew; #7173, Lt. Miller and crew; #7040, Lt. Maxwell and crew; #1579, Lt. Helfrich and crew; #7594, Lt. Smith and crew; #7234, Lt. Peck and crew; #7504, Lt. Pullen and crew; #2490, Lt. Riser and crew.

Ship #7276 aborted. It, too, was unable to stay in formation. No. 4 engine was rough and throwing oil causing the pilot, Lt. Rizer to feather the prop. It was considered an engineering abortive.

Ship #7563 aborted. It was unable to stay in formation. No. 2 engine three oil from top to bottom of nacelles thru cowl flaps. This was considered an engineering abortive.

29 June 1944: Nine ships of this squadron took part in a mission to Leipzig, Germany. Due to adverse weather prevailing, the mission was recalled. Ships were in the air for a period of four hours. They did not get far enough into enemy territory for mission credit to be given to the personnel involved.

Two crews reported for a tour of operations duty as follows: Pilot, 2/Lt. William L. Eblen; Copilot, 2/Lt. William R. Marler, Jr.; Navigator, 2/Lt. John C. Weisgarber; Bombardier, 2/Lt. Eugene F. Cunningham, Jr.; Engineer, S/Sgt. James B. Anderson; Radio Operator, Sgt. Donald C. Chamberlin; Gunners, Sgt. Horace W. Boone; Sgt. William J. Zauner, Jr.; Cpl. Morton Klein, Cpl. Charles D. Forcum. Pilot, 2/Lt. Oscar J. Snow,; Copilot, 2/Lt. Neils C. Jensen; No Navigator; Bombardier, 2/Lt. Robert C. Fitzpatrick; Engineer, S/Sgt. Floyd E. Johnson, Jr., Radio Operator; Sgt. Francis J. Dietzler; Gunners, Sgt. Stanley E. Morris; Cpl. Robert J. Paces; Sgt. Thomas D. Walsh; and Cpl. Walter E. Poulson.

A total of thirteen new crews reported for a tour of duty during the month. Some of them have already participated in operational missions.

30 June 1944: There was no mission scheduled for the 30<sup>th</sup>. Ground school and training activities were carried out. Also, it was pay day for both officers and enlisted men.

June 25, 1944: Three crews reported for a tour of operational duty, namely: Pilot, 2/Lt. Arvin O. Basnight; Copilot, 2/Lt. William T. Smith; Navigator, 2/Lt. Nelson J. Fineman; Sgt. Charles W. Collins, Engineer, Sgt. Robert N. Truax, Radio Operator; Gunners - Sgt. Bruno Preteroti, Sgt. Odell A. Davis, Sgt. Henry H. Ray, and PFC Jean P. Gendron.

Pilot, 2/Lt. Rexford T. Boggs; Copilot, 2/Lt. Edward W. Splawinski; Navigator, 2/Lt. Frank S. Quincy; Engineer, S/Sgt. William H. Olsen; Radio Operator, George C. Dacey; Gunners; Sgt. Bernard F. Scharf; Sgt. Clemith B. Lamem; and Sgt. Clifford C. White.

Pilot, F/O, Donald F. Bridwell; Copilot, 2/Lt. Forrest B. Drewry; Navigator, 2/Lt. Robert W. Ward; Engineer, S/Sgt. Robert L. Phelps; Bombardier, 2/Lt. Milton Bastwirth; Radio Operator, Sgt. Shasten L. Bowen; Gunners - S/Sgt. Clarence A. Gluck; Sgt. Raymond W. Paul, Sgt. James F. Zeiser, Sgt. George Sherman.

Due to a record number of missions flown during the month, many individuals completed their tours of duty. They are still on the field, awaiting assignment to duty elsewhere. With replacement crews coming in all the time and none being transferred out, there has been a difficult housing problem for solution. It has not caused a hardship on anyone except the inconvenience of reshuffling personnel from one place to another in attempts to make more room for incoming personnel.

Two hundred fourteen sorties were flown during the month without loss of ships or any casualties except that of S/Sgt. Parisy on the 20<sup>th</sup>. The record of abortives was remarkably low for the number of sorties flown. There were only six for the entire month. In regard to battle damage to the ships, #7625 was so severely damaged on the mission of the 19<sup>th</sup> that it was taken off ops.

The squadron participated in twenty-three operational missions during the period of June 2 to 28<sup>th</sup>, inclusive although, the majority of them were tactical targets and considered easy in comparison to harder ones at Schweinfurt, Berlin, Bremen and others, it is still true that a record amount of work was done by the squadron. The devoted and persistent effort of the ground crews of the ships and that of all ground personnel made it possible for our combat men to stay in the air and achieve a record of which any organization may well be proud.

This was the month of months in this war. The 6<sup>th</sup> being "D-Day" when our troops broke into western Europe for the final showdown. The sense of getting this done successfully, tended to affect the morale of the men as a whole. Members of the squadron feel their part in a tremendous event, and though it may be a small part in comparison to the total effort of the entire USAAF, this squadron has had a chance to show what can be done and has done it well.

323<sup>rd</sup>. JULY 1944 as prepared by Capt. Lawrence E. Baird

1 thru 3, July 1944: There were no operational missions. Combat Personnel engaged in ground school and training activities. On the 2<sup>nd</sup>, five ships flew locally, three hours each, and seven ships flew local formation, locally, for three hours each.

4 July 1944: On the 4<sup>th</sup>, there was a mission with a railroad bridge over the Loire River as the objective. Weather conditions were poor for bombing, 10/10 clouds. Ships returned without dropping their load. This was considered an abortive sortie. No ships were lost from the number taking part as follows: Ship #7040, Lt. Peck and crew; #7173, F/O Fore and crew; #1579, Lt. Helfrich and crew; #7540, Lt. Smith and crew; #7304, Lt. Bruce and crew; #2490, Lt. Riser and crew.

Crews not flying on this date attended ground school and participated in training activities.

5 July 1944: Weather conditions continued poor on the 5<sup>th</sup>. No mission was flown and crews engaged in training activities.

6 July 1944: There was a mission on this date. Squadron ships flew in the lead group and bombed a "Target of Opportunity" near Aire, France. Results considered unsuccessful. Weather conditions continued poor. Ships on this mission were: #7173, Lt. Miller and crew; #7304, F/O Fore and crew; #7540, Lt. Bruce and crew; #7075, Lt. Braund and crew; #1909, Lt Dietrich and crew; #7563, Lt. O'Toole and crew; #7040, Lt. Peck and crew; #7234, Lt. Basinger and crew; #7504, Lt. Riser and crew; #1579, Lt. Helfrich and crew.

All returned safely, without loss of personnel and there were no abortives.

7 July 1944: On the 7<sup>th</sup>, there was a mission against targets in Germany, Leipzig and Kollenda. Due to poor visibility, bombing was not considered successful. There were seven ships from this squadron listed as follows: #7173, Lt. Peck and crew; #7276, Lt. Bruce and crew; #7504, Lt. Pullen and crew; #1636, Lt. Luthen and crew; #7234, Lt. Basinger and crew; #7304, Lt. Burwick and crew;

#7956, Lt. Riser and crew. All returned safely. There were no abortives.

8 July 1944: On the 8<sup>th</sup>, targets in France were attacked at Crepieul and Etaples. The "A" Group bombing Crepieul, did not drop bombs. Theirs was an abortive sortie. The "B" group successfully bombed Etaples, a target of opportunity. Six ships from this organization took part as follows: #7304, Lt. Supchak and crew; #7234, Lt. Burwick and crew; #7276, Lt. Bruce and crew; #7173, F/O Fore and crew; #2116, Lt. Bascom P. Smith and crew; and #1579, Lt. O'Toole and crew. There were no abortives. All returned safely except one ship, #7173; it disappeared. As yet, it is not known how it became lost, unless it was the ship that was seen to "Blow Up" in mid-air. Some individual members of crews reported this occurrence on other ships. Crew members "Missing in Action" are: F/O James W. Fore, Pilot; 2/Lt. Donald F. Bridwell, Copilot; 2/Lt. Robert W. Ward, Navigator; 2/Lt. Milton Castwirth, Bombardier; S/Sgt. Robert N. Phelps, Engineer; Sgt. Bernhard F. Schapf, Flexible Gunner; Sgt. Chasten L. Bowen, Radio Operator; Sgt. George Sherman, Ball Turret Gunner; and Sgt. James F. Zeiser, Tail Gunner. With exception of F/O Fore, this crew was on its first mission. All appeared to be well qualified and trained. It is another instance of the fact that losses will occur. This was the twenty-fifth mission for F/O Fore.

9 July 1944: Target at Crepieul, France was again the objective for attack on the 9<sup>th</sup>. Due to adverse weather, 10/10 clouds, bombs were not dropped. Six ships took part as follows: (#\_\_\_\_), Lt. Supchak and crew; #7504, Lt. Pullen and crew; #7234, Lt. Basinger and crew; #2116, Lt. Snow and crew; #7304, Lt. Eblen and crew; Capt. Reid and Lt. Pickard in Lead Ship with the "A" Crew. All ships returned safely. However, T/Sgt. Michael J. Hettler was severely wounded in the arm by flak. He is now in the hospital. Although enemy fighters do not offer as much opposition as formerly, their anti-aircraft, flak remains intense and accurate. Ships still return quite badly damaged by it.

10 July 1944: There was no mission on the 10<sup>th</sup>. The one scheduled was scrubbed due to adverse weather conditions. Ground school and training activities were carried out on a limited scale by crewmembers not scheduled for the mission. So far in the month, weather conditions have not been at all favorable to operational flying.

11 July 1944: On July the 11<sup>th</sup>, Munich, Germany, was attacked. Bombing was done with PFF equipment thru 10/10 overcast, so results were unobserved. Six ships from this squadron participated. All returned safely and no personnel was injured. There were no abortives. Ships taking part are listed: #7562,



(324<sup>th</sup>) Lt. Col. Milton; Capt. Reid and crew, in the lead ship with the "A" crew, #7632, (324<sup>th</sup>) Lt. Supchak and crew; #7594, Lt. Burwick and crew; #1900, Lt. Dietrich and crew; #7540, Lt. Basnight and crew; #1542, Lt. O'Toole and crew. The first two ships were borrowed from the 324<sup>th</sup> squadron, as they were equipped for PFF Bombing. Also bombardiers from that squadron went along to work the equipment. Bombs were aimed at the center of the enemy's industrial area in and around Munich.

Crews not participating in the mission carried out Ground School and training activities.

12 July 1944: The same target was attacked on the 12<sup>th</sup>; except the objectives were more specific. It was in the area measured in yards, 3000 x 5000. Bombs were dropped by PFF as on the day before due to overcast. Nine of our ships took part: #7563, Lt. Stunf and crew; #1579, Lt. Helfrich and crew; #1542, Lt. O'Toole and crew; #7234, Major Taylor and crew; #7594, Lt. Basnight and crew; #2116, Lt. Eblen and crew; #7040, Lt. Snow and crew; #7304, Lt. Riser and crew; #7075, Lt. Braund and crew. All returned safely, without injuries to ships or personnel. Ship #7234 aborted as formation was beginning to climb. No. 2 engine began showing signs of excessive roughness. In a short time the engine began to throw oil from underneath the cowl flaps. Pilot continued operation of the engine for about one and a half minutes at which time the condition became apparently worse. The engine was feathered. Power setting at time of failure, 37 inches 2300 RPM. In view of the gross weight at time of difficulty and the expected depth of penetration, the pilot's opinion was that the ship would not be able to maintain formation for the extended length of time a, and returned to base. Bombs were brought back. It was found that No. 2 engine failed internally. There were metal chips on cuno and the oil was coming out of the breathers in excessive quantity.

13 July 1944: Again, the same target was attacked on the 13<sup>th</sup>. This squadron sent eleven ships as follows: #7040, Lt. Peck and crew; #7504, Lt. Dietrich and crew; #7563, Lt. Mullins and crew; #7594, Lt. Pullen and crew; #7540, Major Taylor and crew; #1636, Lt. Boggs and crew; #7304, Lt. Supchak and crew; #1579, Lt. Helfrich and crew; #1542, Lt. O'Toole and crew; #2116, Lt. Basnight and crew; #1515, (324<sup>th</sup>) Lt. Eblen and crew. Bombing was done by PFF and results were unobserved due to 10/10 overcast. All crews returned safely and there were no abortives.

Enemy fighter opposition was not strong. American Fighters escorted bombers on this and the previous two missions against Munich. However, Flak from anti-aircraft guns still remains quite effective so some of our ships returned with holes torn thru

them. By use of flak suits, personnel escape serious injury. All personnel on the ship except the top turret and the ball turret gunners wear these. It is not practical to wear them in these positions due to the lack of space in the turrets. The top turret gunner does wear a flak helmet.

Flak suits are now being kept in the operations department where the men can come in and get them when starting on a mission and they bring them back to assigned places upon return.

Due to adverse weather conditions no operational flying was accomplished on the 14<sup>th</sup> and 15<sup>th</sup>. Ground school and training activities were carried out by all crewmembers remaining on the base. Individuals who have been flying for the past several missions were permitted to go on pass if they chose.

The following is an addition to the 13<sup>th</sup> that was added on at the end of the month: On the mission of the 13<sup>th</sup>, Sgt. Henry H. Ray suffered a broken ankle. He was serving as waist gunner on ship #2116, which aborted due to malfunction of #1 engine.

15 July 1944: On the 15<sup>th</sup>, a new crew reported for duty with the squadron. However, before they are available, they have to take approximately three weeks additional training as they came directly from the United States. Crewmembers reporting were: Pilot, 2/Lt. James E. Faris; Copilot, 2/Lt. Richard L. White; Navigator, 2/Lt. Norman L. Passeger; Bombardier, 2/Lt. Arcangelo Carlini; Gunners; S/Sgt. Robert L. Taylor, Sgt. Claude E. Harper;, Sgt. Paul E. Vinecourt, Sgt. William Weigle; Cpl. Theodore Knapp; and Cpl. Melvin F. Wagner

16 July 1944: On the 16<sup>th</sup>, the center of the factory area in Munich, Germany, was bombed. This was done by means of PFF so results were unobserved. Ten ships participated: Ship #7562 (324<sup>th</sup>) Lt. Col. Berry, Squadron Commander, and Capt. William W. Riser, Jr., Operations Officer and the "A" crew in the lead ship; #7632 (324<sup>th</sup>) Lt. Peck and crew; #7540, Major Taylor and crew; #1542, Lt. Dietrich and crew; #1636, Lt. Boggs and crew; #7504, Lt. Pullen and crew; #7276, Lt. Supchak and crew; #1579, Lt. Helfrich and crew; #7040, Lt. Basinger and crew; #7594, Lt. Burwich and crew. All ships and crews returned safely. There was one abortive. Ship #1579 aborted. Ball Turret gunner complained of extreme pain and paralysis on right side of the face immediately upon reach 16,000 ft. altitude. Pilot examined him and found right side of face swelling. He stayed with formation for another hour. Condition of ball turret gunner became worse, so the ship returned to base.

Ground school and training activities were carried out by

crewmembers not flying on this mission.

17 July 1944: There was no mission this date. Weather was unfavorable for Operational Flying

18 July 1944: On the 18<sup>th</sup>, Aircraft works at Peenemunde, Germany was attacked. This is considered an important aviation center for the enemy. Bombing results were good and the target is listed as partially destroyed. Ten ships from this squadron participated as follows: #7563, Lt. Stunf and crew; #7594, Lt. Burwick and crew; #7276, Lt. Riser and crew; #7040, Lt. Dietrich and crew; #1579, Lt. Boggs and crew; #7540, Lt. Eblen and crew; #1542 Lt. Supchak and crew, #7234, Lt. O'Toole and crew, #2116, Lt. Basinger and crew, #1636, Lt. Corman and crew, #1636. All ships returned safely to base. There was one abortive. Ship #7563 aborted. No. 2 engine was exceedingly rough, threw oil and oil pressure dropped to 40. Smoke poured out of engine. Engine was feathered while at 6,000 ft. Climb had not been started. Ground inspection showed one of the cylinders was badly damaged by failure of piston rod. No. 2 engine blew a cylinder. On this mission, enemy flak was found intense and accurate.

Three new crews reported for a tour of duty with this organization. The following personnel reported as listed: 2/Lt. Cecil G. McConnell, Pilot; 2/Lt. Warren T. Smith, Copilot; 2/Lt. Charles C. Funk, Jr., Navigator; 2/Lt. Alfred J. Dobrowitz, Bombardier; Gunners; S/Sgt. George F. Merritt; Sgt. Whienhot Strecker; Sgt. Alfas E. Nichols; S/Sgt. Frank L. Panek; Sgt. James J. Matthews, Jr.; Sgt. Marion C. Hoffman.

2/Lt. Robert J. Flint, Pilot; 2/Lt. Howard C. Donahue, Copilot; 2/Lt. Roy C. Wentz, Navigator; 2/Lt. Anthony A. Japak, Bombardier; Gunners: S/Sgt. Raymond E. Bisson; S/Sgt. Doyle E. Humphrey; Sgt. Bertel E. Larson; Sgt. Emanuele Contartino; Sgt. Gladyes V. Wallace, Jr.; Sgt. Michael Fenchak.

2/Lt. David R. Hetteema, Pilot; 2/Lt. Milton H. Russum, Copilot; 2/Lt. Glade N. Stephenson, Navigator; 2/Lt. Stuart C. Fitzgerald, Bombardier; Gunners: Robert A. Marquis; Reid B. Otte; Sgt. Robert M. Pope; S/Sgt. William L. Lothian; Sgt. Richard L. Hutton; Sgt. John C. Portner.

19 July 1944: On the 19<sup>th</sup>, an Airfield at Lechfeld, Germany, was bombed. Results as observed show that this mission was successful. Twelve ships from this squadron took part: Ship #7040, Lt. Stunf and crew; #7625, Lt. Snow and crew; #1579, Lt. Eblen and crew; #7504, Lt. Pullen and crew; #7540, Lt. Mullins and crew; #7276, Lt. Riser and crew; #7075, Lt. Braund and crew; #1542, Lt. Burwick and crew; #1636, Lt. Boggs and crew; #2116,

Lt. Corman and crew; #7234, Lt. Basinger and crew; #2490, Lt. Pickard and the "A" crew in lead ship. There were no abortives.

Ship #7075 and #1542 were involved in an accident in which they ran together in Mid-air. Both ships and their crews are missing. It is believed that ship #7075 crash-landed in Switzerland. Ship #1542 was seen going down hopelessly out of control. Crew of ship #7075 was as follows: Pilot, 2/Lt. Cyril J. Braund; Copilot, 2/Lt. John Sykes, Jr.; Navigator, 2/Lt. Kenneth M. Boltz; Bombardier; 2/Lt. John Grubka; Engineer, T/Sgt. Donald J. McBey; Waist Gunner, Sgt. Carl C. McCarrell; Radio Operator, T/Sgt. William W. Bridges; Ball Turret Gunner, Sgt. Robert W. Lockard; Tail Gunner, Sgt. Clifford G. Johnson.

Crew of ship #1542: Pilot 2/Lt. Normand N. Burwick; Copilot, 2/Lt. Frank J. Way; Navigator, 1/Lt. Carl Sanders; Bombardier, 1/Lt. Albert R. Steelhammer; Engineer, T/Sgt. David M. Cotton; Waist Gunner, S/Sgt. Henry S. Carlson; Radio Operator, T/Sgt. George R. Beltz; Ball Turret Gunner; S/Sgt., Melvina A. Gemmell; Tail Gunner, Sgt. Gordon D. Smith. This was an experienced crew. Lt. Steelhammer was on his last mission to complete his tour of thirty-one. Other members had a high number toward completion of their tours.

20 July 1944: Leipzig, Germany, where their ME-109 Assembly Plant is located, was successfully bombed on the 20<sup>th</sup>. According to figures on the subject, this was the 200<sup>th</sup> Mission in which this squadron has participated. Twelve ships from this squadron participated as follows: #7304, Lt. Supchak and crew; #1579, Lt. O'Toole and crew; #7625, Lt. Basnight and crew; #1909, Lt. Dietrich and crew; #7234, Lt. Basinger and crew; #2116, Lt. Corman and crew; #7540, Lt. Stunf and crew; #7504, Lt. Pullen and crew; #1636, Lt. Mullins and crew; #7276, Lt. Riser and crew; #7594, Lt. Eblen and crew; #7956, Capt. Reid and crew in lead ship. All ships of this squadron returned safely to base and there were no abortives.

Enemy fighters made a furious attack on our formation. Approximately eight ships of the group were lost, but our squadron was lucky in not losing any. It was by far the roughest mission experienced by this group for several months. Enemy flak was also heavy and accurate.

Shortly after the ships landed, there was a serious accident that marred our good luck for the day. M/Sgt. Lewis Katona was riding a bicycle and somehow rode into the path of a B-17 airplane as it was being taxied by M/Sgt. Olen K. Leathers. He was instantly killed. This was a shock to the entire squadron. M/Sgt. Katona was assistant line chief and had been with the squadron since it

was at McDill Field, Florida. Many members of the 91st Bomb Group attended his funeral. He was buried in the cemetery near Cambridge. This was the first fatality by accident among the ground personnel of the squadron.

21 to 23 1944: There was no operational flying done due to adverse weather conditions. Ground school and training activities were carried out. There were several local flights and practice bombing.

24 July 1944: On the 24<sup>th</sup>, a tactical target at St. Lo., France, was bombed. This was successfully done. Sixteen ships from this squadron participated as follows: #7040, Major Taylor and crew; #7234, Lt. Stunf and crew; #1579, Lt. Helfrich and crew; #2116, Lt. Corman and crew; #7913, Lt. Snow and crew; #7276, Lt. Riser and crew; #7304, Lt. Supchak and crew; #7540, Lt. Mullins and crew; #7625, Lt. Basnight and crew; #7594, Lt. O'Toole and crew; #1673, (322<sup>nd</sup>) Lt. Eblen and crew; #1636, Lt. Luthen and crew; #1909, Lt. Dietrich and crew; #8128 (324<sup>th</sup>) Lt. Basinger and crew; #7956, Lt. Peck and crew; #7504, Lt. Pullen and crew. All ships returned safely to base.

Ship #7234, aborted soon after takeoff.

Two new crews reported for a tour of duty, namely, Pilot, 1/Lt. Hubert F. Donohue; Copilot, 2/Lt. Jerome E. Sweet; Navigator, 2/Lt. Donald J. Wellings; Bombardier, 2/Lt. Alan C. Hillman; Gunners: S/Sgt. John N. Cardiff; S/Sgt. George G. Turner; Sgt. Louis A. Ward; Sgt. Jimmy L. McClintock; Sgt. James E. Wilson; Sgt. Adam M. Foti.

1/Lt. John W. O'Neil, Pilot; 2/Lt. William J. Duffy, Copilot; Navigator, 2/Lt. Wayne B. Frye; Bombardier, 2/Lt. James J. Hoffman; Gunners; Cpl. Vernon T. Beaman; Sgt. William N. Hollenbaugh; Cpl. Edward J. Dobrinski; Cpl. Bruce J. Johnson; Cpl. Claude A. McCarter; Cpl. Marvin B. Robinson.

25 July, 1944: On the 25<sup>th</sup>, the tactical target a St. Lo., France was again bombed. This time it was successful. Also, sixteen ships from this squadron participated as follows: #7913, Lt. Stunf and crew; #1579, Lt. Helfrich and crew; #6083, (322<sup>nd</sup>) Lt. Eblen and crew; #7594, Major Taylor and crew; #1515 (324<sup>th</sup>) Lt. Snow and crew; #2116, Lt. Corman and crew; #1909, Lt. Dietrich and crew; #6126 (322<sup>nd</sup>) Lt. Basinger and crew; #7625, Lt. Basnight and crew; #7540, Lt. Mullins and crew; #1636, Lt. Luthen and crew; #7304, Lt. Supchak and crew; #8012 (324<sup>th</sup>) Lt. Riser and crew; #7504, Lt. Huffman and crew; #7596, Lt. Pickard and crew; #2490, Brig. Gen. Gross, with Lt. O'Toole and crew. All ships returned safely and there were no abortives.

Several ships were borrowed from other squadrons so as to enable as many of our crews as possible to participate in this mission.

26 & 27 July 1944: During the period of the 26<sup>th</sup> and 27<sup>th</sup>, inclusive, there were no operational missions, so all personnel engaged in ground school activities. Local flying and practice bombing was done when weather conditions were favorable and bombing ranges were open.

28 July 1944: The primary target was Taucha, Germany, but the formation bombed a target of opportunity. This was successfully done. Twelve ships of this squadron participated: Ship #7562 (324<sup>th</sup>) Lt. Col. Berry, Squadron Commander, and Capt. Thompson, Ass't Group Operations Officer, with the "A" crew in lead ship; #7632 (324<sup>th</sup>) Lt. Stunf and crew; #7276, Lt. Riser and crew; #7504, Lt. Pullen and crew; #1579, Lt. Helfrich and crew; #7040, Major Taylor and crew; #1636, Lt. Luthen and crew; #2116, Lt. Corman and crew; #7234, Lt. Basinger and crew; #7304, Lt. Eblen and crew; #7594, Lt. Kennedy and crew; #7625, Lt. Basnight and crew. All ships and their crews returned safely to base.

Ship #2116 aborted. Primer line from #3 booster pump was leaking excessively with booster pumps on. There was still a small leak with #3 booster off. The ship came back and the crew took off in a spare airplane in an attempt to catch the formation and complete the mission, but they were unable to do so.

Ground school and training activities were carried out by crewmembers remaining on the ground.

29 July 1944: A synthetic oil plant at Merseburg, Germany, was attacked. Specific target was the center of the compressor house located in the very center of the target area. This target was hit. The mission considered very successful. Ten of our ships took part: Ships, #7304, Lt. Supchak and crew. #1579, Lt. Helfrich and crew; #7540, Lt. Mullins and crew; #2116, Lt. Corman and crew; #2504, Lt. Huffman and crew; #1909, Lt Pullen and Crew; #7625, Lt. Erlen and crew; #7234, Lt. Snow and crew: #7276, Lt. Riser and crew; #7956, Lt. Pickard and crew in lead ship. All returned safely to base without loss, and there were no abortives.

30 July 1944: No operational mission was flown. Ground school as scheduled. Day passes were given those men who have been flying on the last several missions.

31 July 1944: Ships from this field bombed Munich, Germany. Our squadron sent twelve: # 7304, Lt. Supchak and crew; #7540, Lt. Corman and crew; #7504, Lt. Hetteema and crew; #7563, Lt. Snow and

crew; #1909, Lt. Dietrich and crew; #1579, Lt. McConnell and crew; #6293 (401<sup>st</sup>) Lt. Basinger and crew; #7625, Lt. Basnight and crew; #1336, Lt. Boggs and crew; #8144 (401<sup>st</sup>) Lt. Riser and crew; #7984 (401<sup>st</sup>) Lt. Mullins and crew; #2490, Lt. Peck and crew. There were no abortives. One ship and crew failed to return.

Ship #7304 was badly damaged by flak. When last seen, it was apparently under control and headed toward Switzerland. It is believed it reached that country and that all members of the crew had a reasonable chance of being saved. Members of the crew were: Pilot, 1/Lt. Henry W. Supchak; Copilot, 1/Lt. John S. Karlac; Navigator; 2/Lt. Nelson J. Fineman; Bombardier, 1/Lt. Wilson Leahy; Engineer, T/Sgt. Anthony J. Skorpic; Waist Gunner S/Sgt. Lewis F. Wetzell; Radio Operator T/Sgt. Luigi L. Lentini; Ball Turret Gunner, S/Sgt. Guy W. LaRocco; Tail Gunner, S/Sgt. William C. Shepherd. This was a well-trained Crew.

Planes Destroyed: On the 20<sup>th</sup>, the enemy sent up fighters in a determined effort to break up our formation. Our gunners have the following claims confirmed for destroyed; probably destroyed or damaged enemy aircraft: S/Sgt. Howard D. Van Cleave, TG - destroyed one FW-190. The following have probably destroyed one each - FW-190's; S/Sgt. Robert L. Newman, S/Sgt. Gaines C. Luther; T/Sgt. Robert S. Quilty, 2/Lt. Eugene F. Cunningham; and Sgt. Sam J. Cipolla, Also S/Sgt. Mabry D. Barker; S/Sgt. Guy W. LaRocco; S/Sgt. Irwin Feldman; and Sgt. Charles D. Forcum, are credited with having damaged either a FW-120 or and ME-109.

Approximately one hundred seventy five sorties were flown during the month, and four airplanes were lost with their crews missing in action.

Once each week all enlisted men of the squadron participated in discussion groups for a period of one hour. The subject or rather object of these meetings is to enable all personnel to become better informed about current questions of the day both military and civilian.

So ends another month of activity for the squadron in the E.T.O.

323rd Daily Reports, August 1944: By Capt. Laurence E. Baird:

1 August 1944: Bombers from this base attacked an Airfield at Chartes, France. Squadron sent four: Ship #7913, Lt. Stunf and crew, 7040, Lt. Kennedy and crew; #2116, Lt. Corman and crew; and #7504, Lt. Hetteema and crew. The latter aborted thirty minutes after takeoff. No. 2 engine cut out in climb. Bombing results prove that the mission was successful.

2 August 1944: There was no mission on the 2nd. Ground school and training activities were engaged in on a limited scale.

3 August 1944: Nord Marshalling Yards at Mulhouse, France, was successfully bombed on the 3rd. Twelve ships from this squadron participated: #7625, Lt. Stunf and crew; #1579, Lt. Helfrich and crew; #1909, Lt. Huffman and crew; #7887, Lt. Basinger and crew; #7563, Lt. Snow and crew; #2116, Lt. Faris and crew; #1636, Lt. Kennedy and crew; #7540, Lt. Hetteima and crew; #7276, Lt. Rizer and crew; #7504, Lt. McConnell and crew; #7040, Lt. Eblen and crew; #7956, Col. Terry, Group Commander, & Lt. Pickard and crew in lead ship.

Ships #1909, #7276. and #7040 returned to base after having been subjected to enemy flak. It is thought that all crews were credited with a mission. All other ships returned safely.

4 August 1944: On the fourth, an Electrolytic Hydrogen-Peroxide Plant at Peenemunde, Germany, was successfully bombed. Ten ships from this organization took part: Ships #2490, Lt. Pickard and crew (A), in the lead ship; #7913, Lt. Pullen & crew; #7625, Lt. Basnight and crew; #7234, Lt. Huffman & crew; #7594, Lt. O'Toole and crew; #7540, Lt. Mullins and crew; #7887, Lt. Donohue and crew; #7563, Lt. Dietrich and crew; #1579, Lt. Kennedy and crew; #1636, Lt. McConnell and crew. All ships and personnel returned safely. There were no aborts. Enemy opposition was not severe. Ships, as usual, were escorted by American Fighters.

5 August 1944: On the 5th, an underground oil storage plant at Nienburg Germany, was attacked. Results show that the mission was successful. Eleven ships from this squadron took part as follows: #7913, Lt. Stunf and crew; #7625, Lt. Hetteima and crew, #7234, Lt. Eblen and crew; #2116, Lt. Corman and crew; #7553, Lt. Snow and crew; #7030, Lt. Donohue and crew; #7887, Lt. Rizer and crew; #205 (401st), Lt. Kennedy and crew; #7594, Lt. Faris and crew; #1673 (322nd), Lt. Huffman and crew; #7956, Lt. Peck and crew. There were no abortives. All ships and personnel returned safely.

6 August 1944: On the 6th, Brandenburg, Germany (a double building in target area) was attacked by bombers from this field. However, for that day, this squadron was stood down, this being the policy of the group to "stand down" one squadron each mission. The one stood down is identified as a "spare" and does not send any ships unless there is a need to complete a formation. On this mission, one of our ships took part: Ship #7913, Lt. Donohue and crew. They returned safely. When a particular crew-member has been on three missions on the same number of days in succession, he is given a forty-eight hour pass, if conditions warrant it. The crew flying on this mission was eligible and had their pass.

7 August 1944: On the 7th, an Airdrome in France (Bourron-Marlotte) was successfully bombed by ships from this field. Twelve ships from this organization took part; #7956, Capt.



Pickard and the "A" crew in lead ship. Capt. Thompson, from group operations, also went in this ship; #7504, Lt. Hetteima and crew; #2116, Lt. O'Neil and crew; #7234, Lt. Basinger and crew; #7540, Lt. Mullins and crew; #6308 (322nd), Lt. McConnell and crew; #7594, Lt. O'Toole and crew; #7887, Lt. Dietrich and crew; #2490, Lt. Huffman and crew; #7563, Lt. Snow and crew; #7040, Lt. Eblen and crew; and #7625, Lt. Stunf and crew. All ships returned safely.

8 August 1944: On the 8th, enemy troop concentrations or gun emplacements S.E. of Bretteville Sur-Laize, France were bombed successfully. Thirteen ships from this squadron took part: #7956, Capt. Pickard and the "A" crew leading; #7504, Lt. Pullen and crew; #1579, Lt. Helfrich and crew; #7563, Lt. Dietrich and crew; #7594, Lt. O'Toole and crew; #2116, Lt. Corman and crew; #7040, Lt. O'Neil and crew; #8035 (401st), Lt. Rizer and crew; #7625, Lt. Basnigh and crew; #7540, Lt. Mullins and crew; #7234, Lt. Faris and crew; #7913, Lt. Huffman and crew; #7887, Lt. Hetteima and crew. There were no abortives.

9 August 1944: On the 9th, Camp Elsenborn, Belgium, was successfully bombed. Again thirteen of our ships participated: #7956, Capt. Peck and crew leading; #7887, Lt. McConnell and crew; #1579, Lt. Helfrich and crew; #7234, Lt. Basinger and crew; #2116, Lt. Corman and crew; #7563, Lt. Faris and crew; #7540, Lt. Rizer and crew; #7625, Lt. Basnigh and crew; #7276, Lt. Donohue and crew; #7040, Lt. Flint and crew; #7913, Lt. Stunf and crew; #7205 (324th) Lt. O'Neil and crew; #2490, Lt. Kennedy and crew. All ships and personnel returned safely. Ship #7276 aborted. At an altitude of 14,000 Ft., No. 2 prop ran away. The pilot tried to change it by use of pitch control, but it only made it more and R.P.M. stuck at 2500 R.P.M. with throttle completely back. In losing altitude, prop ran up to 3,000 R.P.M.; engine ran extremely rough and vibrated, so he feathered engine and returned to base.

10 August 1944: There was no mission scheduled. Ground school and training activities were carried out by all personnel. This consisted largely of critiques and lectures based on information gained from the previous several missions flown.

11 August 1944: The squadron was "stood down" in its turn. Other squadrons in the group raided troop concentrations and or gun emplacements at Brest, France. Our crews engaged in training activities.

12 August 1944: The center of an enemy airfield at Buc, France, was successfully bombed on the 12th. 13 of our ships took part: All returned safely to base without loss. Enemy fighter opposition gave our crews little trouble. Their difficulty is the flak. It continues heavy and accurate at times. Our ships were: #7040, Lt. Stunf and crew; #1579, Lt. Helfrich and crew; #1909,

Lt. Dietrich and crew; #7276, Lt. Rizer and crew; #7563, Lt. Snow and crew; #7887, Lt. Eblen and crew; #7504, Lt. O'Toole and crew; #2116, Lt. Faris and crew; #7625, Lt. Donohue and crew; #1636, Lt. Mullins and crew; #7234, Lt. Basnight and crew; #6308 (322nd), Lt. Hetteima and crew; #7956, Capt. Thompson, Group Operations, and Lt. Boggs and the "A" crew in the lead ship. There were no abortives.

13 August 1944: A railroad bridge at Le Manior, France, was bombed. Results show this was very successfully accomplished. Our ships participating were: #7594, Lt. O'Toole and crew; #8083, Lt. Huffman and crew; #7887, Lt. O'Neil and crew; #2116, Lt. Corman and crew; #7540, Lt. Mullins and crew; #7504, Lt. Faris and crew; #7276, Lt. Rizer and crew; #7040, Lt. Eblen and crew; #7993 (401st), Lt. Dietrich and crew; #2490, Lt. Donohue and crew; #7625, Lt. Basnight and crew; #7563, Lt. Snow and crew; #7956, Capt. Pickard and the "A" crew leading. All thirteen ships and their crews returned to base without loss and there were no abortives. Ground school and training activities were carried out by members remaining on the ground. This consists of mostly radio training for the Radio Operators and use of the skeet range and synthetic trainers for the gunners. Pilots and copilots take link trainer. Bombardiers study navigation and they also study "G".

14 August 1944: Airdrome at Metz/Frescaty, France was bombed on the 14th with good results. Twelve ships from this squadron took part: #7276, Lt. Stunf and crew; #7887, Lt. Hetteima and crew; #1636, Lt. Kennedy and crew; #7234, Lt. Basinger and crew; #7040, Lt. Flint and crew; #2116, Lt. McConnell and crew; #7625, Lt. Helfrich & crew; #2490, Lt. Huffman and crew; #8083, Lt. Stevens and crew; #7563, Lt. Snow and crew; #1909, Lt. Dietrich and crew; #7913, Capt. Pickard and the "A" crew, leading. All returned safely to base without loss, and there were no abortives.

15 August 1944: On the 15th, squadron was "stood down" in its turn. A limited ground school was scheduled and was carried out. Time was spent in various meetings and study of information gained on the past missions flown during the preceding four days. Off duty passes were issued to the men who could be spared so as to enable them to look after their personal interests.

16 August 1944: On the 16th, an aircraft factory at Halle, Germany, was bombed. Results, as ascertained, show the bombing as being fair. Twelve ships from this organization took part as follows: #7632 (324th) Lt. Col. Berry, Squadron Commander, and the "A" crew in the lead ship; #7754 (324th), Lt. O'Toole and crew; #1579, Lt. Mullins and crew; #7887, Lt. Hetteima and crew; #7234, Lt. Basinger and crew; #7276, Lt. McConnell and crew;

#2116, Lt. Eblen and crew; #1909, Lt. Dietrich and crew; #2490, Lt. O'Neil and crew; #8083, Lt. Donohue and crew; #6298 (322nd) Lt. Basnight and crew; and #1636, Lt. Faris and crew. Enemy opposition was very strong in comparison with his previous efforts to stop us in the past few months. T/Sgt. Carl A. Dickson, Engineer and S/Sgt. Mabry D. Barkerm, Tail Gunner, both flying on ship #1579, were wounded by flak.

There was an attack by enemy fighters, which caused considerable losses to other squadrons in the group. All our ships got back safely, though quite badly battered up. Our crews felt lucky in getting back as well as they did. Battle honors were awarded the 1st Bombardment Division, by Section XI, War Department General Orders No. 50, 17 June, 1944, for extraordinary heroism, determination and esprit de corps, in bombing the heavily defended German aircraft factories at Oschersleben, Germany, on 11 January, 1944. This is a very high honor and ranks with the DSC for individual heroism. It will be recalled that this squadron sent seven ships on that mission, one of which was lost and the crew carried as "missing in action," and that our gunners accounted for six enemy fighters destroyed and two damaged by our gunners. All personnel, both ground and air, are entitled to wear the citation ribbon as a permanent part of their uniform, if they were with the organization on that date.

Personnel, who joined it after then, are authorized to wear it during their period of duty with the squadron.

17 to 23 August 1944: During the period, August 17th to 23rd, inclusive, there was no operational flying done due to adverse weather conditions in the area that would have been under attack. Ground school and training activities were carried out by all personnel. Several local flights and practice bombing were carried out.

24 August 1944: On the 24th, an enemy airdrome at Kollenda, Germany, was successfully bombed. On that date, this squadron sent fourteen ships and crews. All of them returned safely without injury to personnel and with only minor battle damage to the ships. They are listed as follows: #7913, Lt. Boggs and the "A" crew leading the group; #1909, Lt. Dietrich and crew; #7563, Lt. Snow and crew; #8083, Lt. Donohue and crew; #7594, Lt. Helfrich and crew; #2116, Lt. Hoffman and crew; #7040, Lt. Eblen and crew; #7625, Lt. Basnight and crew; #1636, Lt. Kennedy and crew; #7540, Lt. Mullins and crew; #7234, Lt. Stevens and crew; #7707 (322nd), Lt. Rizer and crew; #2490, Lt. O'Neil and crew; and #7887, Lt. Hetteema and crew; Ship #2116 aborted before reaching the enemy territory due to difficulty with oil

pressure in No. 3 engine.

25 August 1944: On the 25th, an enemy airfield at Neubrandenburg, Germany, was successfully bombed. This squadron sent thirteen ships and their crews are listed as follows: #7913, Lt. Pullen, Major Taylor, and the "A" crew in the lead ship; #7540, Lt. Mullins and crew; #2490, Lt. O'Neil and crew; #7625, Lt. Basnight and crew; #7887, Lt. Hetteima and crew; #1636, Lt. Kennedy and crew; #1909, Lt. Dietrich and crew; #7594, Lt. Stevens and crew; #7040, Lt. Eblen and crew; #7563, Lt. Corman and crew; #7504, Lt. Faris and crew; #7276, Lt. Huffman and crew; #8083, Lt. Donohue and crew. All returned safely and there were no abortives.

26 August 1944: This squadron was "stood down" on the 26th, so did not participate in the mission against the aircraft factory at Gelsenkirchen, Germany. Our crews engaged in ground school and training operations which consisted of critiques on the previous missions flown.

27 August 1944: On the 27th, Berlin, Germany was the target, but due to weather conditions there, bombs were dropped on Heligoland, Germany. Twelve of our ships took part. All returned safely. Our squadron led the combat wing on this mission. Ships and crews taking part were: #7562 (324th), Lt. Col. Berry, Squadron Commander, and the "A" crew, Leading; #7594, Lt. McConnell and crew; #1909, Lt. Eblen and crew; #2490, Lt. Corman and crew; #7563, Lt. Snow and crew; #7887, Lt. Hetteima and crew; #1636, Lt. Luthen and crew; #7540, Lt. Mullins and crew; #7504, Lt. Faris and crew; #7625, Lt. Basnight and crew; #8083, Lt. Harris and crew; and #7754 (324th) Lt. Rizer and crew. The two ships borrowed from the 324th squadron were equipped for PFF bombing. Mickey operators from that squadron also went along. They carry no Ball Turret Gunners. Results of bombing was considered fair.

28 & 29 August 1944: There were no operational missions flown on these days. Usual ground school activities were carried out.

30 August 1944: Kiel, Germany, was bombed. Attack was made on the port area of that city. Bombing was done PFF and the results were unobserved. All ships returned to base. There were no injuries to personnel, but the ships were quite severely damaged by enemy flak. Especially was this true in the case of ship #7563. Its right wing was damaged to such an extent that only the skill and resourcefulness of the pilot and his crew, coupled with a lot of what is called good luck, enabled them and the ship to return to base. Ships and crews taking part in this mission were: #1909, Lt. Dietrich and crew; #7594, Lt. McConnell and crew; #7276, Lt.

Eblen and crew; #7540, Lt. Mullins and crew; #1579, Lt. Yavis and crew; #7234, Lt. Stevens and crew; #7625, Lt. Basnight and crew, #2116, Lt. Luthen and crew; #7563, Lt. Snow and crew; #7504, Lt. Faris and crew; #2490, Lt. Koff and crew; #6308 (322nd), Lt. O'Neil and crew; #7913, Lt. Boggs and crew; and Major Taylor, and the "A" crew, leading. There were no abortives.

\*(Added Comments: On August 30, 1944, mission to Kiel we were flying Strictly GI, Model G, #43-37594. The ME-262 aircraft set out there and fired 20 Mm's at us. I distinctly remember from the Tail Gunners position seeing it come in. I remember knowing the distance it was away, I would have to arch my guns to get the distance to that plane. That attack was given on debriefing from that mission. Marion Hoffman.)

31 August 1944: The 31st there was no mission. Pay call was at 1400 hours. A number of the men in the squadron have bought war bonds and succeeded in putting the squadron "Over the Top" with its quota.

Reports indicate the following record for our gunners in their fight with the enemy on mission of the 16th. That being the one during which enemy aircraft made their attack. T/Sgt. James B. Anderson, Top Turret Gunner, destroyed one enemy fighter. So did S/Sgt. Richard D. Hallberg, Flexible Gunner. T/Sgt. Anderson and S/Sgt. Hallberg flew on ships #2116 and #1909, respectively. S. Sgt. Odell A. Davis, Ball Turret Gunner on ship #6298 (322nd); S/Sgt. Charles D. Forcum, Tail Gunner on ship #2116; and S/Sgt. Carl W. Kaese, Tail Gunner on ship #1909, each is credited with having damaged an enemy fighter.

One hundred seventy four (174) sorties were flown during the month without loss. Two enlisted men were wounded, and one ship was severely damaged by enemy flak.

323<sup>rd</sup> Daily Reports, September 1944: By Capt. Laurence E. Baird:

1 & 2 Sept. 1944: Weather conditions were unfavorable on the 1<sup>st</sup> and 2<sup>nd</sup>. There was no operational mission. Squadron engaged in ground school and training activities.

3 & 4 Sept. 1944: On the 3<sup>rd</sup>, there was a mission. Our squadron was "stood down" but sent one ship #7630, as lead with Lt. Pullen and crew. Lt. Maxwell was copilot. Bombing seemed to be on the target of opportunity. Ship #7630 bombed Mainz, Germany. There was no operational activity on the 4<sup>th</sup>.

5 Sept. 1944: On the 5<sup>th</sup>, a mission to Ludwigshaven, Germany. This was carried out by PFF so bombing results were unobserved.

Specific target was the center of a synthetic oil plant located there. Twelve ships took part in this mission from this squadron as follows: Ship #1909, Lt. Dietrich and crew; #7594, Lt. McConnell and crew; #7504, Lt. Faris and crew; #7625, F/O Yavis and crew; #1636, Lt. Harris and crew; #1515 (324<sup>th</sup>, Lt. Corman and crew; #2490, Lt. Maghee and crew; #1579, Lt. Stevens and crew; #7540, Lt. Mullins and crew; #7234, Lt. Hetteema and crew; #7276, Lt. Eblen and crew; #7630, Lt. Boggs and crew leading. All ships returned safely and there were no abortives.

6 & 7 Sept. 1944: During this period, there were no missions scheduled. Usual routine of training was carried out.

8 Sept. 1944: On the 8<sup>th</sup>, Ludwigshaven, Germany, with the same target as that of the 5<sup>th</sup> was bombed. Results were unobserved. Only one ship took part, Lt. Luthen and crew in ship #2116.

9 Sept. 1944: On the 9<sup>th</sup>, Ludwigshaven, Germany was again bombed. Our squadron sent twelve ships and crews as follows: #7562 (322<sup>nd</sup>), Lt. Col. Berry and the "A" crew, leading; #7234, Lt. Hetteema and crew; #1909, Lt. Dietrich and crew; #7540, Lt. Stevens and crew; #1636, Lt. Luthen and crew; #7625, Lt. Basnight and crew; #2490, Lt. Stone and crew; #7276, Lt. Koff and crew; #8083, Lt. Donohue and crew; #7594, Lt. Jensen and crew; #2116, Lt. Kirkham and crew; #7754, Lt. Mullins and crew. All returned safely except Ship #7594, Lt. Jensen and his crew. This ship was so severely damaged by flak that it failed to get back. Crewmembers missing are: Pilot, 2/Lt. Neils C. Jensen; Copilot, 2/Lt. Dale W. Burkhead; Navigator, 2/Lt. Robert K. Hankey; Bombardier, 2/Lt. Richard F. Klein; Engineer, Sgt. Herman J. Valentine; Waist Gunner, S/Sgt. Stanley E. Morris; Radio Operator, Sgt. Joseph A. Kaspero; Ball Turret Gunner, Sgt. Conal H. Laird; Tail Gunner, Sgt. Rollin E. Knight. It is hoped that the above named are safe and well. With the exception of Lt. Jensen and S/Sgt. Morris, this crew was on its first mission.

10 Sept. 1944: On the 10<sup>th</sup>, a target at Baden-Baden, Germany, was bombed. There is a Daimler-Benz Factory located there. Result of bombing was not successful. Six ships took part from this squadron: #7540, Lt. Snow and crew; #7504, Lt. Hetteema and crew; #7625, Lt. Basnight and crew; #1909, Lt. Donohue and crew; #7911 (401<sup>st</sup>), Lt. Koff and crew; #6293 (401<sup>st</sup>), Lt. Maghee and crew. All ships and crews returned safely and there were no abortives.

11 Sept. 1944: On the 11<sup>th</sup>, there was a mission against Lutzkendorf, Germany, a Synthetic Oil Plant. Bombing results were successful. Thirteen ships from this organization participated: #7956, Capt. Pullen and crew, leading the group; #1636, Lt. Harris and crew; #7504, Lt. Faris and crew; #7540, Lt. Mullins

and crew; #1909, Lt. O'Neil and crew; #1579, F/O Yavis and crew; #2116, Lt. Corman and crew; #7993 (324<sup>th</sup>) Lt. Eblen and crew; #7625, Lt. Maghee and crew; #7911 (401<sup>st</sup>), Lt. Hetteema and crew; #6093 (401<sup>st</sup>), Lt. Kirkham and crew; #1678 (401<sup>st</sup>), Lt. Liekhus and crew; #8144 (401<sup>st</sup>), Lt. Luthen and crew. All ships and crews returned safely except for Lt. Norman L. Passeger, Navigator was slightly wounded; also, S/Sgt. William A. Newsome. Ship #1579 aborted due to a leak in the oxygen system. Ships were quite severely damaged by flak.

12 Sept. 1944: On the 12<sup>th</sup>, a mission was cancelled, so the squadron engaged in training activities.

13 Sept. 1944: On the 13<sup>th</sup>, Lutzkendorf, Germany was again the target. Bombing was successfully accomplished. This squadron sent thirteen ships, all of which completed the mission and returned safely. Ships and crews are listed as: #7913, Capt. Boggs and the "A" crew, leading; #7988 (324<sup>th</sup>) Lt. Stevens and crew; #1636, Lt. Eblen and crew; #7625, Lt. Basnight and crew; #7956, Lt. Snow and crew; #7504, Lt. O'Neil and crew; #7540, Lt. Mullins and crew; #1909, Lt. Koff and crew; #8379, Lt. McConnell and crew; #8083, Lt. Donohue and crew; #2116, F/O Yavis and crew; #7234, Lt. Maghee and crew. There were no abortives.

14 - 18 Sept. 1944: During this period, inclusive, there were no missions. Squadron engaged in the usual ground school and training activities on all days except the 17<sup>th</sup>. This was the day set aside for celebration of the second anniversary of the 91<sup>st</sup> Bomb Group (H) in the E.T.O. Each individual officer and enlisted man had the privilege of inviting a guest to the field and arrangements were made to accommodate those who wished to stay overnight. At least a thousand guests were here for the day. There was a carnival located on the athletic field for amusement of those who like that sort of thing. There was an exhibition of horsemanship by five Russian Cossacks, who put on a splendid show. Two free shows were held in the Red Cross snack bar in the evening, one English and one American. There was free beer for all, and a picnic lunch was served on the Athletic field that, due to the quality of the food and the excellent cookery, easily constituted a highlight of the day. At night there were dances in the Officer's Clubs, and one in hanger "C" for the enlisted men. All activities contributed toward the success of the party. Everyone was put on what may be termed "his good behavior" and there were no grounds for disappointments in that at the close of the day. All men enjoyed themselves as perfect gentlemen, even if slightly inebriated, and the guests had a splendid visit with us.

19 Sept. 1944: On the 19<sup>th</sup>, this squadron was "stood down" and

did not participate in the mission against Hamm, Germany. However, this is a familiar name to the older members of the squadron, for on or about March 4<sup>th</sup>, 1943, we participated in the first operational mission against that target and suffered the loss of one splendid crew.

20 Sept. 1944: There was no mission on the 20<sup>th</sup>. The squadron continued their ground school activities.

21 Sept. 1944: On the 21<sup>st</sup>, there was a mission against Mainz, Germany. Chief target being the marshalling yards located there. Thirteen ships of this squadron participated: #7630, Lt. Col. Berry and the "A" crew leading the combat wing; #7276, Lt. Harris and crew; #2116, Lt. Corman and crew; #8145, Lt. Eblen and crew; #7625, Lt. Basnight and crew; #1909, Lt. Koff and crew; #7956, Lt. Maghee and crew; #8083, Lt. Snow and crew; #7504, Lt. Kirkham and crew; #7540, Lt. Yavis and crew; #1636, Lt. Stevens and crew; #7234, Lt. Hetteema and crew. The latter ship aborted due to difficulty experienced with oil pressure of No. 4 engine. All ships and personnel returned safely. Result of bombing was successful.

22 - 24 Sept. 1944: During the period of the 22<sup>nd</sup> to the 24<sup>th</sup> inclusive, there were no missions. Personnel engaged in the usual ground school training activities.

25 Sept. 1944: On the 25<sup>th</sup> Frankfurt, Germany was bombed. A specific target was the center of Railway Marshalling Yards there. Results were unobserved as bombing was done by PFF. All the following ships and their crews returned safely to base. Ships #8145, Lt. Maxwell and crew; #7276, Lt. Eblen and crew; #8083, Lt. Snow and crew; #7540, Lt. Mullins and crew; #1636, Lt. Luthen and crew; #7625, Lt. Harris and crew; #7956, Lt. Hetteema and crew; #7504, Lt. Faris and crew; #2116, Lt. Splawinski and crew; #8379, Lt. McConnell and crew; #1909, Lt. Kirkham and crew; #8128 (324<sup>th</sup>), Lt. Yavis and crew; #2095 (322<sup>nd</sup>), Lt. Stevens and crew.

26 Sept. 1944: On the 26<sup>th</sup>, Railway facilities of the enemy at Osnabruck, Germany, were attacked. A bridge there was partially destroyed. Squadron sent twelve crews listed as follows: #7113, Capt. Boggs and the "A" crew leading the group; #7625, Lt. Basnight and crew; #7276, Lt. Stevens and crew; #7540, Lt. Mullins and crew; #1909, Lt. Kirkham and crew; #7504, Lt. Faris and crew; #7956, Lt. Maghee and crew; #1636, Lt. Harris and crew; #8379, Lt. Yavis and crew; #7984 (401<sup>st</sup>), Lt. Hetteema and crew; #8083, Lt. O'Neil and crew; #7610, Lt. Snow and crew. All ships returned safely and there were no abortives.



27 Sept. 1944: The squadron was "stood down" in its turn on the 27<sup>th</sup>, so did not participate in the mission against Cologne, Germany. However, ground school was active as per usual.

28 Sept. 1944: On the 28<sup>th</sup>, Magdeburg, Germany was attacked. Some sort of synthetic plant is located there. Bombing results considered unsuccessful. Twelve ships from this organization took part: #8145, Lt. Col. Berry, Capt. Pullen and crew, leading; #7630, Lt. Eblen and crew; #7956, Lt. Stone and crew; #7625, Lt. Basnight and crew; #1636, Lt. Bull and crew; #8083, Lt. Splawinski, and crew; #8379, Lt. McConnell and crew; #2116, Lt. O'Neil and crew; #7504, Lt. Faris and crew; #1909, Lt. Hetteema and crew; #7276, Lt. Snow and crew; #8360, Lt. Harris and crew. Ship was from 322<sup>nd</sup>. All returned safely to base and there were no abortives.

29 Sept. 1944: No operation mission for the day.

30 Sept. 1944: Munster, Germany was our target for today. Target was the Marshalling Yards in the vicinity of Erus Canal. Bombing was done by PFF, results of which were unobserved. Following is the list of the thirteen crews participating from this squadron: #7630, Lt. Maxwell and crew leading; #2990, Lt. Snow and crew; #7276, Lt. Stevens and crew; #7625, Lt. Mullins and crew; #8083, Lt. Liekhus and crew; #2379, Lt. Stone and crew; #7956, Lt. Maghee and crew; #1636, Lt. Luthen and crew; #7504, Lt. Bull and crew; #1909, Lt. Hetteema and crew; #7984 (401<sup>st</sup>), Lt. Splawinski and crew; #6093 (401<sup>st</sup>), Lt. Kirkham and crew; #7069 (401<sup>st</sup>), Lt. Faris and crew. All returned safely and there were no abortives.

Considerable night flying was done during the month. On the night of the 11<sup>th</sup>, there was an accident in which Ship #1579 was wrecked beyond repair.

One hundred twelve sorties were flown during this month. Weather conditions were quite unfavorable during the entire month.

A new crew reported in on the 9<sup>th</sup> as follows; Pilot, Lt. Hanford J. Rustand; Copilot, Lt. Wyndham M. W. Peck; Gunners, S/Sgt. John A. Griffith; S/Sgt. Gilbert Crotte; Sgt. Roger T. Keys; Sgt. John P. Murphy; Sgt. George E. Roach; and Cpl. John S. Gercovich. This crew reported in without a Navigator and Bombardier.

OCTOBER 1944 as prepared by Capt. Laurence E. Baird:

1 Oct. 1944: There was no mission on the 1st. Ground School and Training Activities were carried out by combat personnel. Ground Personnel, as usual, engaged in routine maintenance work.

2 Oct. 1944: On the 2nd, Kassel and Fritzlar , Germany , were

targets of attack. Bombing was by PFF on Kassel . Good results were reported on Fritzlar Airdrome. The following crews participated: Ship #7913, Capt. Boggs and crew, in the lead ship; #2490, Lt. O'Neil and crew; #8083, Lt. Stone and crew; #7625, Lt. Basnight and crew; #7956, Lt. Bull and crew; #7276, Lt. Kirkham and crew; #7563, Lt. Snow and crew; #8379, Lt. Liekhus and crew; #1636, Lt. Luthen and crew; #7234, Lt. Hetteima and crew; #2116, Lt. Splawinski and crew, and #7540, Lt. Stevens and crew. All ships and their crews returned safely. There were no abortives.

3 Oct. 1944: On the 3rd, this squadron was stood down in keeping with the policy of a squadron being stood down on every fourth consecutive mission. Training activities were carried out by combat personnel. Lt.Col. James F. Berry, Squadron Commander, having completed his tour of operational duty was relieved from his present assignment. During the period of his command, both in the air and on the ground. Major Willis J. Taylor assumed command on this date.

4 - 5 Oct. 1944: During the period of the 4th to 5th, there was no operational mission due to adverse weather conditions. Usual routine was followed by all personnel.

6 Oct. 1944: On the 6th, Neubrandenburg , Germany , was bombed, visually with excellent results. The squadron sent twelve ships as follows: #7630, Major Taylor, Capt. Pullen and the "A" crew leading; #2490, Lt. O'Neil and crew; #7504, Lt. Stone and crew; #7956, Lt. McConnell and crew; #8083, Lt. Stevens and crew; #7625, Lt. Luthen and crew; #8379, Lt. Snow and crew; #2116, Lt. Corman and crew; #1909, Lt. Liekhus and crew; #7234, Lt. Hetteima and crew; #7540, Lt. Rustand and crew; #7276, Lt. Bull and crew. All returned safely and there were no abortives.

7 Oct. 1944: On the 7th, Frieberg, Northeast of Chemnitz , Germany , was bombed with very good results. Thirteen ships of the 323rd participated: #8145, Capt. Boggs and the "A" crew, leading; #8083, Lt. Liekhus and crew; #7563, Lt. Kirkham and crew; #7625, Lt. Basnight and crew; #7276, Lt. Harris and crew; #2116, Lt. Corman and crew; #7956, Lt. Yavis and crew; #7956, Lt. Maghee and crew; #1636, Lt. Luthen and crew; #7540, Lt. Splawinski and crew; #8397, Lt. Liekhus and crew; #1909, Lt. McConnell and crew. All returned safely and there were no abortives. Enemy fighters opposition to our ships has been slight, thanks to the fighter squadrons, which escort us to and from the target, areas, but flak still remains intense and accurate.

8 Oct. 1944: There was no mission on the eighth. Usual routine on such days was followed by all personnel.

9 Oct. 1944: The 9th, Schweinfurt , Germany , was bombed by PFF, results of which were unobserved. Thirteen ships took part: #8145, Capt. Maxwell, Lt. Donohue and the "A" crew, leading;

#7276, Lt. Stevens and crew; #2116, Lt. Corman and crew; #7952, Lt. Basnight and crew; #8379, Lt. Harris and crew; #1909, Lt. Rustand and crew; #7540, Lt. Mullins and crew; #8083, Lt. Splawinski and crew; #2490, Lt. Kirkham and crew; #7234, Lt. Hetteema and crew; #1636, Lt. Yavis and crew; #7563, Lt. Liekhus and crew; #7887 (324th) Lt. O'Neil and crew. All returned safely and there were no abortives.

10-13 Oct. 1944: During the period 10th to 13th inclusive, there was no missions due to the unfavorable weather conditions. It is the policy to do as much practice bombing as possible so when there is an opportunity, two or three ships are sent to one of the bombing ranges. They carry ten practice bombs, as a rule.

14 Oct. 1944: On the 14th, there was a mission against Cologne (Koln) Germany . Bombing was done by PFF and results were unobserved. Squadron sent twelve ships, all of which returned safely and there were no abortives. Ships taking part were: #7630, Capt. Boggs and the "A" crew leading; #2116, Lt. Corman and crew; #2490, Lt. O'Neil and crew; #1909, Lt. Dietrich and crew; #8083, Lt. Splawinski and crew; #7540, Lt. Stevens and crew; A#7276, Lt. Eblen and crew; #7956, Lt. Faris and crew; #7234, Lt. Kirkham and crew; #7563, Lt. Snow and crew; #1636, Lt. Rustand and crew; #8379, Lt. Bull and crew.

15 Oct. 1944: On the 15th, Cologne (Koln) Germany , was again bombed by PFF. Strike photos reveal hits on east side of river in S/E part of the city. Squadron was "stood down" on this mission and so did not send any personnel.

16 Oct. 1944: (no entry was made on this date)

17 Oct. 1944: On the 17th, Cologne , Germany was again bombed by PFF; results of which were unobserved. Squadron sent twelve ships as follows: #8145, Major Taylor, Squadron. C.O. and the "A" crew leading; #2590, Lt. O'Neil and crew; #8379, Lt. Stone and crew; #7625, Lt. Basnight and crew; #8083, Lt. Yavis and crew; #1636, Lt. Luthen and crew; #7956, Lt. Faris and crew; #2116, Lt. Rustand and crew; #7234, Lt. Stevens and crew; #7563d, Lt. Snow and crew; #1909, Lt. Kirkham and crew. All returned safely. There was one abortive. Ship #7625 aborted due to malfunction of No. 4.

18 Oct. 1944: No mission was scheduled for the 18th. Ground school and training activities were carried out by all personnel.

19 Oct. 1944: The 19th, Ludwigshaven (Krevuach) Germany was bombed by PFF. Results were unobserved. The squadron participated by sending 13 ships, none of which aborted and flew the high squadron. The following were: Capt. Boggs and crew in ship #8145; #8083, Lt. Liekhus and crew; #2490, Lt. Stone and crew; #7956,

Lt. Basnight and crew; #1636, Lt. Luthen and crew; #1909, Lt. Bull and crew; #7913, Lt. Eblen and crew; #8379, Lt. Harris and crew; #7540, Lt. Yavis and crew; #2116, Lt. Snow and crew; #6093 (401st) Lt. Kirkham and crew; #8324 (401st) Lt. Rustand and crew; #2404 (401st) Lt. Faris and crew. All returned safely.

20-21 Oct. 1944: The 21st and 20th, no mission was flown but squadron combat personnel participated in ground school schedules.

22 Oct. 1944: The 22nd, our squadron flew the low squadron on the mission to Brunswick , Germany . PFF bombing was done, so the results were unobserved. Twelve crews participated as follows: #8145, Lt. Maxwell and crew; #2490, Lt. O'Neil and crew; #8083, Lt. Bull and crew; #1909, Lt. Dietrich and crew; #8379, Lt Stevens and crew; #7625, Lt. Corman and crew; #7956, Lt. Maghee and crew; #1636, Lt. Yavis and crew; #7988 (324th) Lt. Rustand and crew; #7913, Lt. Mullins and crew; #7540, Lt. Liekhus and crew; #2085 (324th), Lt. Kirkham and crew. All returned safely and there were no abortives.

23-24-25 Oct. 1944: The 23rd and 24th were stand down days for our group; and stand down for our squadron on the 25th, although there was a mission on this date to Hamburg, Germany, bombing on PFF with results unobserved. Combat personnel engaged in ground training activities.

26 Oct. 1944: On the 26, Munster , Germany was our target. Our squadron lead the group, so flew the lead squadron. Bombing was on PFF making hits unobserved. Twelve of our crews completed the mission and returned to base safely with no aborts: Major Taylor and Cepts. Reid and the "A" crew leading; #7625, Lt. Corman and crew; #8083, Lt. Kirkham and crew; #7840, Lt. Dietrich and crew; #1836, Lt. Faris and crew; #2490, Lt. O'Neil and crew; #7563, Lt. Snow and crew; #7234, Lt. Hetteema and crew; #7956, Lt. Liekhus and crew; #7913, Lt. Donohue and crew; #8379, Lt. Rustand and crew; #8202 (322nd), Lt. Yavis and crew.

27-28-29 Oct. 1944: These three days, weather conditions were such that no missions were scheduled for our group. Ground school schedules were carried out by all combat personnel.

30 Oct. 1944: Hamm , Germany was the target for the 30th. Our Squadron flew the high squadron. Bombing was done on PFF the results were unobserved. Thirteen of our ships participated in the mission with no abortions and all returned safely to base. The 13 taking part are as follows: #8145, Capt. Maxwell and crew; #7913, Lt. Stevens and crew; #1909, Lt. Corman and crew; #7540, Lt. Mullins and crew; #2490, Lt. O'Neil and crew; #7625, Lt. Kirkham and crew; #7563, Lt. Maghee and crew; #8083, Lt. Liekhus and crew; #7276, Lt. Faris and crew; #7234, Lt. Hetteema and crew; #8379, Lt. Splawinski and crew; #1636, Lt. Yavis and crew; #7851

(401st), Lt. Rustand and crew.

\*(Added comments: August 16, 1944 we were attack by the ME-163 and on October 30, 1944 we were attack by an ME-262. We were briefed and it was stated by intelligence an attack from an the ME-163 was a probability and behold it happened. How they would know, I'll never know. It was the same briefing about the attack from the ME-262. Another probability by our 91st BG intelligence it would attack and it did. Marion Hoffman.)

31 Oct. 1944: (No entry was made on this date)

As a summary of the month, our squadron flew 124 sorties with only one abort on the 17th. The squadron took part in a Halloween Party and Dance on the 28th. Plenty of beer and women as the main attraction. A good orchestra for the dancing, completed a very lovely evening and a good time was had by all.

Thus ends another month in the ETO. Morale is still at a very high peak. Each man looks forward to his passes, as most have become acquainted with some family, or have found something interesting to do on off duty hours.

**1 November 1944: Due to adverse weather, there was no mission. Training activities were carried out by all personnel.**

**2 November 1944: On the 2<sup>nd</sup>, Merseburg , Germany was bombed by PFF methods. Results were unobserved. Our group experienced Heavy Fighter attacks from one ME-163, many FW-190's and ME-109's. This group suffered its heaviest loss to date, of 13, 6 of which were from the 323<sup>rd</sup> Squadron. Crews taking part in this mission were: Squadron Lead Capt. Boggs in Ship #630; #116, Lt. Corman and crew; Lt. Stevens and crew; #540, Lt. Mullins and crew; #625, Lt. Harris and crew; #061 (401<sup>st</sup>), Lt. O'Neil and crew; #083, Lt. Donohue and crew; #909, Lt. Kirkham and crew; #234, Lt. Liekhus and crew; #563, Lt. Snow and crew; #956, Lt. Rustand and crew; and #984, Lt. Faris and crew.**

Crews lost in the 323<sup>rd</sup> Squadron on this mission were: Lt. Faris and crew; Lt. Rustand and crew; Lt. Snow and crew, Lt. Liekhus and crew; Lt. Harris and crew; Lt. Stevens and crew.

**4 November 1944: Training activities were carried out by combat personnel, and local flights were made for training purposes.**

**5 November 1944: Offenbach, Germany, another PFF bombing mission was carried out on the 5<sup>th</sup>. This squadron had one abortive Ship #913, Yavis and crew, due to oxygen equipment failing after**

reaching altitude. Ships and crews taking part in this mission were: #083, Lt. Donohue and crew; Lt. Kirkham and crew in #436; #276, Lt. Bull and crew; #490, Lt. O'Neil and crew; #913, Lt. Yavis and crew, which aborted. Those not flying continued with their daily ground training.

6 November 1944: On the 6<sup>th</sup>, Hamburg, Germany was our target, the lead and high squadrons bombed by PFF methods and the low squadron bombed on partial visual; not observing their hits. The following took part by representing the 323<sup>rd</sup> in the lead squadron: Major Taylor and Capt. Reid with the "A" crew in #135 (324<sup>th</sup>) leading the group; Lt. Stevens and crew; Lt. Corman and crew in #116; #431, Lt. Basnight and crew; #909, Lt. Mullins and crew; #841, Lt. Machee and crew; #083, Lt. Dietrich and crew; #618, Lt. Kirkham and crew; #911, Lt. Donohue and crew; Lt. Hetteema in #642; #806, Lt. Yavis and crew; #490, Lt. O'Neil and crew and #636, Lt. Bull and crew.

7 & 8<sup>th</sup> of November 1944: On these two days, adverse weather had set in, so crews participated in ground school with good attendance.

9 November 1944: On the 9<sup>th</sup>, a change in bombing tactics took place by bombing a tactical target in the Metz area in support of the ground troops. Results were unobserved. This was also our first bombing by "GH" methods. Ships and crews taking part in this mission were: Capt. Maxwell and the "A" crew; in #357 (401<sup>st</sup>); #490, Lt. O'Neil and crew; #618, Lt. Kirkham and crew; Lt. Donohue and crew in #083; #707 (322<sup>nd</sup>), Lt. Dietrich and crew; #806, Lt. Yavis and crew; #642, Lt. Hetteema and crew; #913, Lt. Stevens and crew; #911, Lt. Bull and crew; #276, Lt. Maghee and crew; #116, Lt. Corman and crew. All returned safely and there were no aborts.

10-16 November 1944: Adverse weather prevented us from participating in combat activities during this period. Ground School and training activities were carried out with fair attendance. Passes were given to a number of personnel so as to have them back on base when weather changes come.

16 November 1944: Another bombing mission in support of the ground troops in the Aachen area was made on the 16<sup>th</sup>. Bombing was made by PFF methods with fair observations. Crews taking part in this mission from the 323<sup>rd</sup> were: Capt. Boggs and the "A" crew in Ship #224 (324<sup>th</sup>) leading our squadron; #911, Lt. Bull and crew; #806, Lt. Yavis and crew; #540, Lt. Mullins and crew; #116, Lt. Corman and crew; #083, Lt. Smith, Warren T. and crew; #276, Lt. Eblen and crew; #618, Lt. Kirkham and crew; #642, Lt. Stevens and crew; #841, Lt. Maghee and crew; #909, Lt. Koff and crew;

#490, Lt. Smith, Wm T. and crew.

17-21 November 1944: Ground School and training activities were carried out by all combat personnel. Due to adverse weather conditions, there were no missions.

21 November 1944: Merseburg , Germany was again bombed on this date. Bombing was on PFF with results unobserved. This squadron took its turn as the stand down squadron but one ship and crew was used as a fill in. This was Lt. Bull and crew in Ship #911. It returned safely.

22-24 November 1944: Again weather was against us for continuing combat participation. Ground School and training activities was carried out by the combat personnel.

25 November 1944: Merseburg , Germany was our target. Bombing was by PFF with results unobserved. Major Taylor, Squadron Commander led the group. Crews and ships participating in this mission were: Major Taylor, Capt. Reid and the "A" crew in Ship #174 (324<sup>th</sup>) #913, Lt. Stevens and crew; #116, Lt. Corman and crew; #540, Lt. Mullins and crew; #490, Lt. O'Neil and crew; #086, Lt. Smith, Wm. T., and crew. #841, Lt. Maghee and crew; #431, Lt. Smith Wm. T. and crew; #618, Lt. Kirkham and crew; #642, Lt. Hetteema and crew; #911, Lt. Sulli and crew; #270 Lt. Partridge and crew. All returned safely and there were no abortives.

26 November 1944: Altenbecken , Germany was bombed by GH methods with results unobserved. 13 ships of this squadron participated in this mission. They were: Capt. Maxwell and crew leading the squadron in Ship #842; ship belonging to the (324<sup>th</sup>); #605 (401<sup>st</sup>) Lt. Bull and crew; #083, Lt. Kirkham and crew; #145, Lt. Mullins and crew; #116, Lt. Corman and crew; #913, Lt. Stevens and crew; #841, Lt. Maghee and crew; #490, Lt. O'Neil and crew; #069, Lt. Smith, Wm T. and crew; #642, Lt. Hetteema and crew; #431, Lt. Smith, Wm. T. and crew; #909, Lt. Koff and crew; #540, Lt. Yavis and crew.

27 November 1944: Offenburg , Germany was the target for today. Lead and low squadrons bombed by "GH" methods the high squadron bombed visually but hits unobserved. Our squadron compiled the low squadron Capt. Dietrich leading the formation. Those participating were: #905 (379<sup>th</sup>) Capt. Dietrich and the "A" crew leading the squadron; #490, Lt. O'Neil and crew; #276, Lt. Bull and crew; #630, Lt. Mullins and crew; #911, Lt. Kirkham and crew; #431, Lt. Yavis and crew; #642, Hetteema and crew; #623 (324<sup>th</sup>), Lt. Shambaugh and crew; #040 (324<sup>th</sup>), Lt. Scofield and crew; #116, Lt. Maghee and crew; #909, Lt. Smith, WM. T. and crew; #959, Lt. Flynn and crew. All returned safely to base and there

were no abortives.

28 November 1944: There was no flying on the 28<sup>th</sup>. Ground School and training activities were carried out by all personnel.

29 November 1944: Our squadron took its turn at being "stood down" although there was a mission to Misburg, Germany . Bombing was PFF with results unobserved. Our combat personnel participated in ground school activities.

30 November 1944: Zeitz Germany was our target for the 30<sup>th</sup>. Bombing was visual although pictures showed cloud cover and much smoke in the target area. Crews completing this mission and returning safely to base, with no abortives, were: Capt. Reid and the "A" crew in ship #145; Capt. Dietrich flew as Copilot and led the group; #911, Lt. Bull and crew; and Lt. O'Neil and crew; #431, Lt. Mullins and crew; #683, Lt. Adams and crew; #896, Lt. Yavis and crew; #276, Lt. Eblen and crew; #909, Lt. Flynn and crew; #116, Lt. Partridge and crew; #642, Lt. Hetteima and crew; #360 (322<sup>nd</sup>), Lt. Shambaugh and crew; #613, Lt. Scofield and crew.

MONTHLY REVIEW: Five pilots and crews were assigned to this squadron during the month. They were as follows: Lt. Scofield and crew; Lt. Shambaugh and crew; Lt. Flynn and crew; Lt. Partridge and crew; Lt. Adams and crew.

Eleven gunners and officers completed their tour on the dates indicated: Nov. 6, T/Sgt. Kilgallen; Nov. 9, S/Sgt. McGuire; Nov. 16, Lt. Badman; Nov. 16, T/Sgt. Bombardier; Nov. 16, T/Sgt. Davies; Nov. 25, Lt. O'Connor; Nov. 25, Lt. Chaney; Nov. 25, T/Sgt. MacArthur; Nov. 26, Lt. Law; Nov. 26, Lt. Friedman; Nov. 26, T/Sgt. Barker.

103 sorties for the squadron for the month of November with only one abortive for the entire month.

#### DECEMBER 1944:

1-4 December 1944: There were no missions on these days because of adverse weather conditions. Ground echelon crews were engaged in servicing the planes and their daily routine of work. Combat crews were attending classes fairly good. Two crews were allowed to go on pass.

4 December 1944: Kassel , Germany was the target for today, bombing the marshalling yards on PFF. However, the low squadron bombed visually with good results after making a 360 over the target. Twelve ships and crews from this organization took part as follows: Capt. Boggs and the "A" crew in ship #145 and flew as



squadron lead; #618, Lt. Kirkman and crew; #116, Lt. Corman and crew; #574, Lt. Eblen and crew; (GH) ship from 303<sup>rd</sup> BG; Lt. Cornahan and crew; #909, Lt. Scofield and crew; #083, Lt. Partridge and crew; #490, Lt. O'Neil and crew; #276, Lt. Yavis and crew; #431, Lt. Smith, WM. T. and crew; #911, Lt. Bull and crew; #642, Lt. Flynn and crew (401<sup>st</sup>); #939, F/O Adams and crew. All returned safely except for Capt. Boggs and crew, which, due to mechanical failures of nos. 1 and 3 engines shortly after leaving the target, and due to losing altitude and ground speed, they were forced to land in or near Brussels. They took off and flew back to base the following afternoon.

5 December 1944: Berlin , Germany was the target. Bombing was on the Borgis Steel Works in N/W Berlin with fair accuracy even though on PFF and GH. Twelve ships and crews from this squadron took part as follows: #478, Lt. Dietrich and crew, leading the squadron; #618, Lt. Kirkham and crew; #116, Lt. Corman and crew; #276, Lt. Eblen and crew; #909, Lt. Scofield and crew; #431, Lt. Smith, Wm. T. and crew; #911, Lt. Bull and crew; #806, Lt. Yavis and crew; #083, Lt. Partridge and crew; #540, Lt. O'Neil and crew; #378, F/O Adams and crew; #939, Lt. Flynn and crew. Two ships and crews aborted due to mechanical failure. Ships were #116, Lt. Corman and crew and #939, Lt. Flynn and crew. All returned safely.

6-9 December 1944: Class schedules were carried out as per usual with fair attendance. Officers and combat crews have critiques after missions on stand down days for the purpose of reviewing their work and correcting their mistakes when possible to do so.

9 December 1944: On the 9<sup>th</sup>, Stuttgart , Germany was our target, bombing the marshalling yards PFF, with unobserved results; however, the mickey operators believe results were good. This squadron did not participate as it was our stand-down day.

10 December 1944: Ground School and training activities were carried out as usual.

11 December 1944: Frankfurt , Germany was the target for the 11<sup>th</sup>. Bombing of the Marshalling Yards was on PFF with unobserved results. This squadron sent twelve ships as follows: Major Taylor, Squadron Commander led the group with the "A" crew in Ship #630; #490, Lt. O'Neil and crew; #116, Lt. Corman and crew; #618, Lt. Eblen and crew; #806, Lt. Yavis and crew; #379, Lt. Scofield and crew; #911, Lt. Bull and crew; #939, Lt. Partridge and crew; #083, Lt. Shambaugh and crew; #642 Lt. Hetteema and crew; #540, Lt. Adams and crew; #431, Lt. Flynn and crew. All returned safely and Lt. Corman aborted due to mechanical failures.

12 December 1944: Merseburg , Germany was the target for this group on the 12<sup>th</sup>. It drew a lot of oh's at briefing that morning. Bombing was on PFF on the Leuna Works there with unobserved results. This squadron sent 11 ships and crews for which one crew, Lt. Basnight in #478, was badly damaged. The crews were as follows: Lt. Basnight and the "A" crew leading the squadron in Ship #478; #618, Lt. Kirkham and crew; #116, Lt. Corman and crew; #911, Lt. Bull and crew; #841, Lt. Scofield and crew; #431, Lt. Smith, Wm. T. and crew; #490, Lt. O'Neil and crew; #540, F/O Adams and crew; #939, Lt. Shambaugh and crew; #642, Lt. Hetteema and crew; #806, Lt. Flynn and crew. All crews returned safely and there were no aborts.

13-14 December 1944: Classes and training activities were carried out with good attendance.

15 December 1944: Kassel , Germany for the 2<sup>nd</sup> time this month was our target. The attack was on the Marshaling Yards, bombing PFF. However, the mickey operators think results were good. This squadron participated by sending thirteen ships and crews as follows: Ship (324<sup>th</sup>) #224, Capt. Bogg and crew; as Squadron Lead; #116, Lt. Corman and crew; #618, Lt. Kirkham and crew; #379, Lt. McConnell and crew; #806, Lt. Yavis and crew; #642, Lt. Russum and crew; #911, Lt. Bull and crew; #431, Lt. Smith, Wm. T. and crew; #540, F/O Adams and crew; #841, Lt. O'Neil and crew; #636, Lt. Williams and crew; #939, Lt. Partridge and crew; #844 (324<sup>th</sup>), Lt. Shambaugh and crew. All returned safely and there were no abortives.

15-23 December 1944: There was a mission for this group on the 18<sup>th</sup>, but it was the 323<sup>rd</sup>'s stand-down day. The target for the group was the Luxembourg area. The group flew 12 A/C for the screening force. Ground school and training activities were carried out with good attendance on these days.

24 December 1944: Two airfields, Merzhausen-Kirch-Gons , Germany were attacked visually on this date with good results. Weather and visibility was very poor on this date at takeoff time and became worse later on in the day, forcing our group to land in Bury St. Edmund. X-mas Eve was a messed up affair for all the men in our group, as they had to travel thru heavy fog to the aforementioned camp to service the planes for the following day. However, spirits of all the men were wonderful, even though all were cold and had been up most of the night, both X-mas Eve and X-mas night. The attack for this day was made on a goods concentration on a landing ground near our bomb lines. Ships and crews taking part were as follows: Major Taylor, Squadron Commander, and Capt. Maxwell led the group in Ship #478 (with the

"A" crew); #116, Lt. Scofield and crew; #276, Lt. Flynn and crew; #379, Lt. McConnell and crew; (Dep. Group. Lead); #841, Lt. Smith and crew; #642, Lt. Shambaugh and crew; #911, Lt. Bull and crew; #636, Lt. Williams and crew; #490, Lt. McKnight and crew; #806, Lt. Yavis and crew; #540, F/O Adams and crew; #939, Lt. Partridge and crew; and #431, Lt. Sweet and crew. Lt. McConnell and crew did not return. Little could be gotten out of the remaining crews at interrogation, concerning this crew, as they didn't seem to have been able to observe too much due to poor visibility. There were no aborts.

25-28 December 1944: Ground school and training activities were carried out by all personnel. Attendance was fair.

28 December 1944: Mission for the 28<sup>th</sup> was to attack Ludendorf , Germany . The target being tactical and bombing was done by (GH) with unobserved results. This was near Remagen , Germany . Thirteen crews took part as follows: #630, Capt. Boggs and crew as Squadron Lead; #379, Lt. Scofield and crew; #642, Lt. Shambaugh and crew; #911, Lt. Bull and crew; #276, Lt. Flynn and crew; #431, Lt. Smith Wm. T. and crew; #083, Lt. Kirkham and crew; A#806, Lt. Yavis and crew; #540, F/O Adams and crew; #939, Lt. Partridge and crew; #636, Lt. Williams and crew; #490, Lt. McKnight and crew; #841, Lt. Sweet and crew. There were no aborts and all returned.

29 December 1944: Hazy visibility caused Wittlich , Germany to be a poor target for us even though bombing was made visually. Twelve ships and crews participated in this mission from this squadron as follows: #630, Capt. Dietrich and crew; leading the squadron; #636, Lt. Williams and crew; #642, Lt. Shambaugh and crew; #911, Lt. Bull and crew; #806, Lt. Yavis and crew; #116, Lt. McKnight and crew; #618, Lt. Kirkham and crew; #540, F/O Adams and crew; #909, Lt. Scofield and crew; #939, Lt. Partridge and crew; #083, Lt. Sweet and crew; and #490, Lt. Duffy and crew. All returned safely and there were no abortives.

30-31 December 1944: Ground school and training activities were carried out by our squadron even though there was a mission for rest of the group on the 31<sup>st</sup> to Bitburg , Germany , a tactical target. Bombardiers and Navigators do not like to bomb targets so close to our lines on GH instruments.

Total for the month of December, 1944. One ship and crew was lost, Lt. McConnell and crew in ship #379 on the 24<sup>th</sup>. There were three aborts in this squadron for the month, all due to mechanical failures; and there were 95 completed sorties for this squadron for the month. Thus ends the year 1944.

# Dailies of the 323rd

1. Transcribed by Nancy Perri

1 Jan. 1945: Kassel . Germany was our Target for the first day of January, 1945.

Bombing was made on the marshalling yards visually with very good results. Our squadron sent 12 ships and crews, all of which returned safely, and there were no aborts. Those participating in the mission were as follows: Group lead, Capt. Reid and Capt. Maxwell with the "A" crew; Lt. Kirkham and crew; Lt. Sweet and crew; Lt. McConnell and crew; Lt. Yavis and crew; Lt. Flynn and crew; Lt. Donohue and crew; Lt. Adams and crew; Lt. McKnight and crew; Lt. Partridge and crew; Lt. Williams and crew; Lt. Hoffman and crew. Ship numbers for these crews are consecutive as follows; #630, #618, #083, #379; #806, #276, #911, #540, #490, #939, #636 and #116. Crews not flying were attending ground school and training activities.

2 Jan. 1945: Prum Germany Railway Center was the target for our group on the 2nd. GH Bombing was the technique used for this particular bombing run. Bombs for the low and lead squadron fell short of the target while the high squadron had excellent results. This squadron sent 12 ships but two aborted. Lt. Partridge in #841, and Lt. McKnight in #144 (401<sup>st</sup>). #144 was due to and credited as an engineering abortive. #841 was due to the tail gunner becoming sick with bad pains in his chest. Crews completing the mission were: Capt. Boggs and crew; leading the squadron; Lt. Yavis and crew; Lt. Flynn and crew; Lt. Bull and crew; Lt. Kirkham and crew; Lt. Sweet and crew; Lt. Scofield and crew; Lt. Williams and crew; Lt. Hoffman and crew; Lt. Adams and crew; in ships: #632 (324th), #806, #959 (324th) #431, #379, #083, #909, #636, #116, #540.

3 Jan. 1945: Cologne Germany was bombed with unobserved results on the marshalling yards. 12 ships of this squadron participated on the mission with one abortive, Lt. Adams, in Ship #540, due to a gas leak at the butt of the right wing. Crews completing and returning safely were: #478, Squadron lead, Capt. Dietrich and the "A" crew; #618, Lt. Kirkham and crew; #806, Lt. Yavis and crew; #431, Lt. Bull and crew; #540, FIO Adams and crew; #083, Lt. Sweet and crew; #939, Lt. Partridge and crew; #490, Lt. McKnight and crew; #116, Lt. Hoffman and crew; #379, Lt. Flynn and crew; #841, Lt. Whitten and crew #836, Lt. Brown and crew.

4 Jan. 1945: There was no mission on the 4th, but ground school and training activities were carried out with fair success. Two

crews were allowed passes.

5 Jan. 1945: Koblenz was the target for the group; however, this squadron did not participate as we took our regular "stand down". However, classes were well attended for the day and the squadron had a critique to study better methods for the combat personnel

6 Jan. 1945: The 6th was another day the Marshalling yards at Cologne . Germany felt our bombing, even though done by PFF methods, Mickey Operators report excellent runs. Twelve ships of this organization took part with one abort, Lt. Flynn and crew in Ship #276, due to a fire in the upper turret.

The remaining crews completed the mission as follows: #104 (324th) Capt. Reid and the "A" crew, flying group lead; #083, Lt. Sweet and crew; #806, FIO Adams and crew; #501, Lt. McConnell and crew; #276, Lt. Flynn and crew; #490, Lt. Brown and crew; #911, Lt. Shambaugh and crew.

7 - 9 Jan. 1945: Ground School and training activities were carried out to a fair degree of success in spite of the cold weather, which also made it very difficult on ground crews trying to keep the ships in shape for missions.

10 Jan. 1945: An Airfield at Ostheim. Germany was bombed visually with excellent results, which sounds good after so many missions where the targets have been clouded over and impossible to see with any accuracy whatsoever. Of thirteen ships, this squadron had scheduled for the mission, only 11 completed the entire route and returned safely. Two crews, Lt. Sweet in Ship #116 and Lt. Brown and crew in #379 had engineering troubles and had to return to base. Crews completing the missions were: #632 (324th) Lt. Donohue and crew. #490, Lt. McKnight and crew; #939, Lt. Partridge and crew; #806, Lt. Yavis and crew; #909, Lt. Scofield and crew; #276, Lt. Flynn and crew #841, Lt. Shambaugh and crew; #618, Lt. Whitten and crew; #431, Lt. Williams and crew; #911, Lt. Meyer and crew; #772, Lt. Lawson and crew.

11-13 Jan. 1945: There were no missions scheduled and so classes were well attended for these three days. Several crews took the opportunity to take passes during this time. Weather conditions prevented much practice flying during this time.

14 Jan. 1945: Again Koln, Cologne German's Marshalling Yards felt our bombing.

Assessment for this group was impossible because of smoke and debris from the excellent bombing of groups ahead of us. This was also a visual bomb run. Crews taking part in this mission was as follows: #471, Squadron lead, Lt. Dietrich and crew; #806, Lt.

Williams and crew; #490, Lt. McKnight and crew; #939, Lt. Partridge and crew; #379, Lt. Adams and crew; #909, Lt. Hoffman and crew; #431, Lt. Holliday and crew; #276, Lt. Flynn and crew; #911, Lt. Meyer and crew; #636, Lt. Lawson and crew. There were no abortives and all returned safely. (Reference to the book "The Ragged Irregulars of Bassingbourn" aircraft #43-38911, "Bull Session" was lost).

15-16 Jan. 1945: The railway works and workshops at Ingolstadt . Germany was the main feature for the day for this group. Our squadron had a "Stand Down" but sent one ship and crew, #379, Lt. Shambaugh and crew. Three 323rd men flew on crews in the 401st squadron. Bombing was done by PFF methods with good results. On the 16<sup>th</sup>, training activities were carried out with good attendance.

17 Jan. 1945: The Railway workshops at Paderborn . Germany was the subject for our target on the 17th. Bombing was done by PFF methods and all three squadrons lead ships had good runs. But bombing was unobserved. 12 ships of this squadron participated. Major Taylor led the group (commanding officer of 323rd Squadron), in Ship #630, and the "A" crew; #490, Lt. McKnight and crew; #116, Lt. Hoffman and crew; #618 (Dep. Group Lead), Lt. Bull and crew; #909, Lt. Scofield and crew; #806, Lt. Williams and crew; #083, Lt. Sweet and crew; #841, F/O Adams and crew; #636, Lt. Lawson and crew; #755 (322nd), Lt. Flynn and crew; #379, Lt. Brown and crew; #431, Lt. Holliday and crew. All returned safely and there were no abortives.

18-19 Jan. 1945: Weather evidently was adverse as we were not scheduled for flying and there were no ships flying practice missions. Ground school and training activities were carried out with great success.

20 Jan. 1945: Our target for the 20th was the marshalling yards at Ludwigshaven , Germany . Bombing was done by PFF methods with unobserved results. Strike photos plotted bombs to fall in the city. Thirteen ships of this squadron participated in the mission. However, two aborted due to engineering difficulties. Ships and crews aborting were Lt. Lawson and crew in ship #144 (401st) and ship #552, Lt. Whitten and crew. The remaining crews to finish and complete the route were: #478, squadron lead, Lt. Donohue and crew; #083, Lt. Sweet and crew; #939, F/O Adams and crew; #841, Lt. Bull and crew; #431, Lt. Hoffman and crew; #836, Lt. Shambaugh and crew; #379, Lt. Brown and crew; #806, Lt. Williams and crew; #490, Lt. McKnight and crew. All returned safely.

21 Jan. 1945: The A.F.V. works at Aschaffenburg , Germany was

bombed by FFF methods on this date. The results were unobserved. Twelve ships and crews scheduled for this mission were as follows: Squadron Lead, #471, Capt. Basnight and crew; #205 (324), Lt. McKnight and crew; #083, Lt. Scofield and crew; #841, Lt. Bull and crew; #806, Lt. Yavis and crew; #889 (324th), FIO Adams and crew; #276, Lt. Flynn and crew; #431, Lt. Shambaugh and crew; #116, Lt. Hoffman and crew; #636, Lt. Williams and crew; #379, Lt. Lawson and crew; #772 (324th), Lt. Whitten and crew. All returned safely but there were two abortives, which were: #379, Lt. Lawson and crew and #772 (324<sup>th</sup>) ship, Lt. Whitten and crew. This was due and credited as an engineering abortives.

22 Jan. 1945: This group participated in a raid to Sterkrade, Germany, bombing the synthetic oil plant there visually with excellent results. Our squadron was on its regular "stand down" so did not send any crews. Ground school and training activities were carried out with good attendance.

23-27 Jan. 1945: Due to adverse weather conditions, this group did not participate in any missions. During this time, several crews took passes, while combat members remaining on the field continued ground school and training activities with occasional flying on practice missions as weather permitted. On the 2nd, our squadron had a formation for all personnel, for the purpose of having a "sex morality lecture",

Awards were given out by Major Butler to a number of men in appreciation for their work in the squadron.

28 Jan. 1945: The goods yard and station area at Kiln (Cologne), Germany was bombed by GH methods on this date. Some of the hits were seen on the bridge (our MPI). Twelve ships of this squadron took part in the mission and we had no abortives. The ships and crews taking part were as follows: Group lead squadron commanding officer, Major Taylor and the "A" crew in ship #478 (401st), also Dep. Group Lead, Lt. Bull and crew; #806, Lt. Yavis and crew; #431, Lt. Holliday and crew; #939, Lt. Partridge and crew; #379, Lt. Brown and crew; #116, Lt. Hoffman and crew; #276, Lt. Williams and crew, #536, Lt. Lawson and crew; #540, Lt. Whitten and crew. All returned safely.

29 Jan. 1945: The Railway center at Niederlahnstein, Germany was bombed by "GH" methods, but bombing was unobserved. Twelve ships of this squadron participated with no abortives. They were: Squadron Lead, #630, Lt. Donohue and crew; #431, Lt. Holliday and crew; #540, FIO Adams and crew; #939, Lt. Bull and crew; #806, Lt. Yavis and crew; #843 (401st), Lt. Brown and crew; #636, Lt. Williams and crew; #909, Lt. Lawson and crew; #276, Lt. Whitten and crew; #490, Lt. McKnight and crew; #116, Lt. Hoffman and

crew; #841, Lt. Shambaugh and crew. All returned safely.

30-31 Jan. 1945: There were no missions due to inclement weather. Classes and training continued with good attendance.

Summary: During the month our squadron had two losses - on the 6th, Lt. McConnell and crew, and the 14th, Lt. Meyer and crew. These men were all qualified crewmembers of good standing. The mission of the 29th adds up to 287 missions for the group, since we have been in the ETO. The 323rd squadron flew 135 sorties with 10 abortives to take-off of this figure. The abortives could be considered as partly ill luck due to our good record the past several months in this respect. Although a large percentage of this is laid to new crews; and so ends our 29th month in the ETO.

#### FEBRUARY 1945:

1 Feb. 1945: The first day of February saw the initial spark that mounted to a terrifically glowing offensive thrust deep into industrial Nazi land. Beginning, our heavies attacked Manheim's important marshalling yard with unobserved results by using PFF. Cooperatively, the 323rd squadron put thirteen ALC into the air on this mission. Following are the thirteen ALC: #471, was lead ship flown by Lt. Partridge and the "A" crew; #909, Lt. Flynn and crew; #379, Lt. Brown and crew; #939, Lt. Bull and crew; #806, Lt. Yavis and crew; #841, Lt. Shambaugh and crew; #636, Lt. Williams and crew; #431, Lt. Holliday and crew; #116, Lt. Hoffman and crew; #772 (324th), Lt. McKnight and crew; #027 (322nd), Lt. Lawson and crew; #540, F/O Adams and crew; #754 (401st), Lt. Gregg and crew. Due to mechanical failure Lt. Brown and F/O Adams aborted. Flak was reportedly meager and accurate. All our ships returned safely.

2 Feb. 1945: A communication's center in the city of Berlin was our target on the second. The target was attacked visually with very good results. However, pin-pointing from strike photographs was made impossible because of heavy smoke in target area. Flak was reported moderate and accurate at 24 to 25,000 feet. On this day, our squadron "stood down". Training activities were attended with fair attendance.

3-5 Feb. 1945: Inclement weather made it impossible for this group to operate in the air, so our crews took this advantage for more ground training and passes that were overdue to former activities.

6 Feb. 1945: Gotha . Germany received the full impact of our next haymakers visually as a target of opportunity, due to 10/10ths clouds over our assigned target. Strike showed fair results.



Again, thirteen ships of our squadron participated. Our dynamic Squadron Commander led the group in A/C #471, assisted by the "A" crew; #379, Lt. Shambaugh and crew; #540, F/O Adams and crew; #630, Deputy Group Lead, Lt. Bull and crew; #806, Lt. Yavis and crew; #909, Lt. Whitten and crew; #636, Lt. Williams and crew; #116, Lt. Hoffman and crew; #276, Lt. Lawson and crew; #490, Lt. McKnight and crew; #431, Lt. Holliday and crew; #095, Lt. Cochran and crew; #841, Lt. Scofield and crew. Due to mechanical failure, Lt. Lawson and crew aborted. All ships returned safely.

7-8 Feb. 1945: No operation missions were flown. Advantage was taken, of ground and air training activities, with good attendance.

9 Feb. 1945: By "GH" methods, a railway viaduct at Altenbecken, Germany was attacked. Our operators reported good runs. Our thirteen ships that participated were: #478, Squadron Lead, Capt. Donohue and crew; #909, Lt. Scofield and crew; #379, Lt. Theis and crew; #841, Lt. Williams and crew; #061 (401st), Lt. Holliday and crew; #276; Lt. Lawson and crew; #490, Lt. McKnight and crew; #540, F/O Adams and crew; #636; Lt. Thompson and crew; #806, Lt. Yavis and crew; #144 (401st), Lt. Hoffman and crew; #939, Lt. Cochran and crew; #027, (322nd) Lt. Whitten and crew.

10-13 Feb. 1945: Although our crews were raring at the bit and terribly anxious to get cracking; flying was not permitted operationally on these days. Our mortal enemy was granted a few days of respite. Our flyers were finally forced to be content with ground training which was carried out reluctantly with good results.

14 Feb. 1945: On this day, Dresden, Germany was bombed to disappointment because the rain they expected us to give them never came thru. Instead, Prague, Czechoslovakia looked more promising for some reason or other, and so they caught hell instead visually. This was carried out by our high and low squadrons. Results were good. Some other target looked better to our lead squadron so they hurried off and bombed it as a target of opportunity by "PFF" with results unknown. Eight crews landed on the continent. Our crews participating were #806, Lt. Theis and crew; #939, Lt. Cochran and crew; #841, Lt. Shambaugh and crew; #431, Lt. Hoffman and crew; #636, Lt. Harvey and crew; #490, Lt. Borgstrom and crew; #540, F/O Adams and crew; #860, Lt. Lawson and crew; #276, Lt. Flynn and crew; squadron lead, Lt. Partridge, in ship #630. Lt. Harvey and crew aborted due to mechanical failure. All crews returned safely.

15 Feb. 1945: Our squadron took their turn at stand down on this date, although the group attacked Dresden, Germany by "PFF".

16 Feb. 1945: A Benzol plant, 6 miles NNE of center of Essen , located in Gelsenkirchen , Germany , was bombed visually. The strike photos show excellent results. All our crews returned safely and there were no aborts. Crews taking part in this mission were: Major Taylor and the "A" crew in ship #478 leading the group; #116, Lt. Hoffman and crew; #630 (Dep. GP. Lead), Lt. Yavis and crew; #088 (322<sup>nd</sup>), Lt. Whitten and crew; #806, Lt. Holliday and crew, #431, Lt. Shambaugh and crew; #755 (322<sup>nd</sup>), Lt. Harvey and crew, #841, Lt. Skawinski and crew; #061 (401<sup>st</sup>), Lt. McKnight and crew; #901 (322<sup>nd</sup>), Lt. Dickson and crew; #707 (322<sup>nd</sup>), Lt. Borgstrom and crew; #909, Lt. Scofield and crew. This was considered a very successful mission.

17-18 Feb. 1945: There was no flying as far as operational describable ground training activities took the attention of our crews on these days. Missions were concerned on these two days. However, the same

19 Feb. 1945: The Benzol Plant at Dortmund , Germany was attacked by this group by "GH". Results were unobserved. Crews taking part in this mission were: Squadron lead #145 (324<sup>th</sup>) Capt. Donohue and crew; #035, Lt. Shambaugh and crew; #636, Lt. Holliday and crew; #843, Lt. Yavis and crew; #379, Lt. Skawinski and crew; #540, Lt. Adams and crew; #429 (401<sup>st</sup>), Lt. McKnight and crew; #618, Lt. Whitten and crew; #909, Lt. Cochran and crew; #116, Lt. Hoffman and crew; #678 (401<sup>st</sup>), Lt. Dickson and crew. There were no abortives and all returned safely to base.

20 Feb. 1945: Nienburg , Germany was the target, hitting the railway workshops by "GH", The bombing was unobserved. Twelve ships of our squadron participated in this mission. Ship #471, leading the squadron, Lt. Partridge and crew; #116, Lt. Hoffman and crew; #568 (324<sup>th</sup>), Lt. Skawinski and crew; #618, Lt. Yavis and crew; #379, Lt. Holliday and crew; #841, Lt. Shambaugh and crew. Lt. McKnight and crew failed to return due to a direct flak burst, several chutes were seen. There were no abortives.

21 Feb. 1945: Again, Nienburg , Germany was our target. The Railway Station and goods yard was bombed on "PFF" but no results were seen. Our squadron took their turn at "stand down" so were not participating in this mission. Grounds school and training activities were carried out with fair attendance.

22 Feb. 1945: The railroad traffic center at Stendal , Germany , was attacked on this date by our group. Bombing was done visually with good results at 12,000 feet. Our Squadron Commander, Major Taylor, led the group in ship #651 (324<sup>th</sup>); #909, Lt. Skawinski and crew; #806, Lt. Thompson and crew; #000 (322<sup>nd</sup>), Deputy Group Lead, Lt. Yavis and crew; #618, Lt. Whitten and crew; #939, Lt.

Cochran and crew; #578 (322<sup>nd</sup>) Lt. Shambaugh and crew; #640, Lt. Adams and crew; #636, Lt. Lawson and crew; #116, Lt. Hoffman and crew; #707 (322<sup>nd</sup>), Lt. Holliday and crew; #841, Lt. Harvey and crew. All returned safely and there were no abortives.

23 Feb. 1945: Meiningen and Hildburghausen , Germany was bombed by this group on the 23<sup>rd</sup>. The primary target had 10/10ths clouds cover. The high squadron thus bombed Hildburghausen. Thirteen ships of our squadron took part in this mission. Squadron lead was Lt. Partridge in ship #754 (401<sup>st</sup>), #939, Lt. Cochran and crew; #333 (322<sup>nd</sup>), Lt. Lawson and crew; #909, Lt. Scofield and crew; #896, Lt. Holliday and crew; #552 (401<sup>st</sup>), Lt. Thompson and crew; #841, Lt. Shambaugh and crew; #540, Lt. Adams and crew; #636, Lt. Whitten and crew; #116, Lt. Hoffman and crew; #887 (401<sup>st</sup>), Lt. Dickson and crew; #014 (401<sup>st</sup>), Lt. Borgstrom and crew; #618, Lt. Harvey and crew's #333 (322<sup>nd</sup>), There were two abortives from this squadron due to mechanical failures. Ship's #333 (322<sup>nd</sup>) Lt. Lawson and crew; #806, Lt. Holliday and crew.

24 Feb. 1944: This was the group's 300<sup>th</sup> mission on enemy targets since our first bombing on November 7, 1942. Target for our group on this date was Hamburg , Germany . Bombing was made on the Blohm Voss Factory, by "GH" with an excellent run. Twelve ships of this squadron participated in this mission. Lt. Williams and crew led the squadron in ship #145 (324<sup>th</sup>), #618, Lt. Brown and crew; #217 (401<sup>st</sup>), Lt. Dickson and crew; #909, Lt. Cochran and crew; #263, Lt. Holliday and crew. Lt. Borgstrom and crew in ship #939, aborted due to mechanical failure. All crews returned safely to base.

25 Feb. 1945: There was no operational mission for the group so ground school was carried out as per usual.

26 Feb. 1945: A mission was carried out to Berlin , Germany on the railway station at Schlesischer in the eastern section of the city. Bombing was by "GH" results unobserved. Our squadron was "stood down".

27 Feb, 1945: The railway traffic center at Leipzig , Germany was attacked on this day which was our secondary bombed on "PFF" thru 10/10ths clouds, with unobserved results. Major Taylor, squadron commander, led the group in ship #630 with the "A" crew; #806, Lt. Skawieski and crew; #263, Lt. Adams and crew; #471, Dep. Group Lead, Lt. Yavis and crew; #431, Lt. Holliday and crew; #225, Lt. Dickson and crew; #939, Lt. Cochran and crew; #116, Lt. Thompson and crew; #909, Lt. Borgstrom and crew; #379, Lt. Brown and crew; #618, Lt. Martinson and crew; #636, Lt. Harvey and crew; #841, Lt. Hoffman and crew flying with the 398<sup>th</sup> group. There were no abortives and all returned safely to base.

28 Feb. 1945: Schwartz , Germany was another railway storage and siding marshalling yards bombed by our bombers on the "GH". No results were observed. Thirteen ships of this squadron participated as follows: Squadron lead #478, Lt. Williams and crew; #263, Lt. Adams and crew, #379, Lt. Brown and crew; #909, Lt. Scofield and crew; #431, Lt. Holliday and crew; #806, Lt. Skawieski and crew; #939, Lt. Cochran and crew; #618, Lt. Dean and crew; #225, Lt. Hoffman and crew; #636, Lt. Blanchet and crew; #615, Lt. Dickson and crew; #116, Lt. Thompson and crew. All returned safely to base and there were no abortives.

In summary for the month - this squadron sent 151 ships and crews on operational missions for the month - 8 of which aborted, making a total of 143 sorties. The loss of one crew on the 20<sup>th</sup> was our only loss. Ship #909 to date has 113 missions to her credit without a single abortive.

#### MARCH 1945:

1 March 1945: Mission #304 for the group was made on Heilbrownn , Germany . Bombing was made on "GH" methods, with good runs. Crews reported that upon leaving the target, they could see fire and smoke coming from what they described as being the target. This was a railway traffic center. Twelve ships of this squadron participated in this raid as follows: Lt. Partridge and crew, leading the squadron in ship #651 (324<sup>th</sup>); #363, Lt. Harvey and crew; #379, Lt. Thompson and crew; #615, Lt. Shambaugh and crew; #324 (401<sup>st</sup>), Lt. Dickson and crew; #116, Lt. Borgstrom and crew; #618, Lt. Cochran and crew; #431, Lt. Holliday and crew; #841, Lt. Dean and crew; #225, Lt. Hoffman and crew; #909, Lt. Blanchet and crew; #263, Lt. Martinson and crew. All returned safely and there were no abortives.

2 March 1945: On the 2<sup>nd</sup>, the groups 305<sup>th</sup> mission was carried out on Chemnitz, and Jocketa , Germany . The target assigned was Bohlen, lead and low squadrons bombed the marshalling yards at Chemnitz. The high bombed a bridge at Jocketa. Bombing at Jocketa was excellent while the marshalling yards were bombed "PFF". The 323<sup>rd</sup> squadron was "stood down" in their turn, so did not participate in this mission.

3 March 1945: The 306<sup>th</sup> mission was on Chemnitz , Germany . Again the marshalling yards caught the effects of our bombings. This was the secondary target. The synthetic oil plant at Gropach was the target assigned. Bombing was made with unobserved results by "PFF" methods. The 323<sup>rd</sup> squadron led the group. The group leading the division, Col. Sheeler and Lt. Partridge and crew, flew lead in ship #630; #636, Lt. Skawieski and crew; #263, Lt. Adams and crew; #471 (Dep. Division Lead) Lt. Yavis and crew;

#540, Lt. Borgstrom and crew; #116, Lt. Thompson and crew; #578 (322<sup>nd</sup>), Lt. Shambaugh and crew; #431, Lt. Whitten and crew; #379, Lt. Dean and crew; #939, Lt. Scofield and crew; #841, Lt. Lawson and crew; #225, Lt. Martinson and crew. All twelve 5ships and crews returned safely to base and there were no abortives.

4 March 1945: For the fourth consecutive day and the groups 307<sup>th</sup> mission on Ulm-Reutlingen, Germany, Klockner Humboldt Factory was bombed by the lead squadron. The low and high squadrons bombed the center of the city of Ulm. Bombing was unobserved due to dropping on "PFF". Thirteen ships of this squadron completed the mission with the group as follows: #145 (324<sup>th</sup>) Squadron Lead, Lt. Williams and crew; #263, Lt. Adams and crew; #636, Lt. Harvey and crew; #225, Lt. Hoffman and crew; #909, Lt. Blanchet and crew; #431, Lt. Dean and crew; #615, Lt. Shambaugh and crew; #939, Lt. Dickson and crew; #116, Lt. Martinson and crew; #379, Lt. Brown and crew; #540, Lt. Borgstrom and crew; #806, Lt. Whitten and crew; and #841, Lt. Lawson and crew. All returned safely to base and there were no abortives.

5 - 6 March 1945: The next two days, there was no missions, which gave the crews some time to rest up for the next to come and, also, give the ground men time to repair ships damaged by flak and to get a little sleep as well. Due to so much flying on operational missions, classes are continued each day even though there is a scarcity in attendance, which even prevails on stand down days, but not to such a great extent.

7 March 1945: The 91<sup>st</sup> Bomb Group's 308<sup>th</sup> mission was to Dortmund and Giessen, Germany. The lead and high squadron attacked the coking plant at Dortmund; and the low squadron attacked the RR workshops at Giessen - all with fair results. Twelve ships of this squadron participated in this mission as follows; #145 (324<sup>th</sup>) Lt. Partridge and crew; #806, Lt. Skawinski and crew; #263, Lt. Adams and crew; #615, Lt. Shambaugh and crew; #618, Lt. Whitten and crew; #540, Lt. Dockson and crew; #939, Lt. Cochran and crew; #116, Lt. Dean and crew; #909, Lt. Blanchet and crew; #225, Lt. Hoffman and crew; #431, Lt. Holliday and crew; #636, Lt. Martinson and crew. All ships and crews returned safely to base and there were no abortives.

8 March 1945: On the 309<sup>th</sup> mission to Huls, Germany, the Benzol plant was bombed by our aircraft. Results were unobserved as bombing was done with GEE-Hequipment. The 323<sup>rd</sup> squadron took their turn and were "stood down" for this mission.

9 March 1945: The group's 310<sup>th</sup> mission was Kassel, Germany. The marshalling yards were bombed visually with excellent results. Twelve A/C of this squadron participated in this mission

as follows: Major Taylor, Squadron Commander, with Capt. Partridge and crew, in ship #357 (401<sup>st</sup>) flew the group lead; #116, Lt. Thompson and crew; #263, Lt. Adams and crew; #225 (Dep. Group Lead) Lt. Hoffman and crew; #431, Lt. Holliday and crew; #841, Lt. Lawson and crew; #939, Lt. Cochran and crew; #615, Lt. Dean and crew; #000, (322<sup>nd</sup>) Lt. Blanchet and crew; #379, Lt. Brown and crew; #618, Lt. Whitten and crew. All returned safely to base and there were no abortives.

10 March 1945: Sinsen , Germany was the 311<sup>th</sup> mission for the group. The railway center at Sinsen was bombed GH methods with fair results. Thirteen ships flew the high squadron as follows: Squadron lead, #357 (401<sup>st</sup>), Lt. Williams and crew; #615, Lt. Skawienski and crew; #636, Lt. Harvey and crew; #909, Lt. Scofield and crew; #116, Lt. Thompson and crew; #939, Lt. Cochran and crew; #540, Lt. Martinson and crew; #431, Lt. Holliday and crew; #379, Lt. Brown and crew; #841, Lt. Lawson and crew; #225, Lt. Blanchet and crew; #618, Lt. Whitten and crew. All returned safely to base and there were no abortives.

11 March 1945: No mission was scheduled for the 11<sup>th</sup>. The squadrons carried out ground school and training activities with fair attendance.

12 March 1945: Dillenburg , Germany was the group's 312<sup>th</sup> mission. Bombing was made on wagon repair shops in M/Y's 500 yards north of #1 MPI. This was by the GEE-H method. Fixes at bombs away indicate good results. Twelve ships of this squadron flew the mission as follows: Lt. Yavis and crew led the squadron in ship #476; #263, Lt. Adams and crew; #841, Lt. Thompson and crew; #909, Lt. Scofield and crew; #431, Lt. Holliday and crew; #618, Lt. Dean and crew; #379, Lt. Brown and crew; #636, Lt. Harvey and crew; #540, Lt. Borgstrom and crew; #615, Lt. Lawson and crew; #806, Lt. Smiel and crew; #225, Lt. Dickson and crew. All returned safely to base and there were no abortives.

13 March 1945: There was no mission scheduled for the 13<sup>th</sup>. Ground school and training activities were carried out.

14 March 1945: The completed mission to Vlotho and Osnabruck, Germany was the group's 313<sup>th</sup>. The lead and low squadrons bombed the R.R. Bridge over the Weser River by the town of Vlotho . The high squadron bombed the marshalling yards at Osnabruck . These were with good results. This was the 323<sup>rd</sup>'s "stand down" in turn so none of our crews took part. Ground school schedules were carried out with fair attendance.

15 March 1945: For the 314<sup>th</sup> mission, Oranienburg , Germany was attacked. The marshalling yards there suffered the bombings of

our aircraft although by "PFF". Results were from poor to excellent. Twelve ships took part as follows: #852 (322<sup>nd</sup>) Capt. Reid, Group Lead and crew; #540, Lt. Borgstrom and crew; #263, Lt. Adams and crew; #630, Lt. Brown and crew; #431, Lt. Holliday and crew; #116, Lt. Thompson and crew; #806, Lt. Skawinski and crew; #225, Lt. Smielke and crew; #615, Lt. Comstock and crew; #841, Lt. Lawson and crew; #618, Lt. Templeton and crew; #909. Lt. Blanchet and crew. All ships and crews returned safely to base and there were no abortives.

16 March 1945: There was no mission scheduled for the 16<sup>th</sup>. Ground school and training activities were carried out.

17 March 1945: Bohlen , Germany was the group's 315<sup>th</sup> mission. The synthetic oil plant was bombed "PFF" unobserved results. There was much crowding by other formations on the bomb run. Thirteen A/C participated in this mission as follows: Squadron lead, #471, Lt. Williams and crew; #540, Lt. Borgstrom and crew; #618, Lt. Whitten and crew; #615, Lt. Shambaugh and crew; #806, Lt. Martinson and crew; #116, Lt. Thompson and crew; #263, Lt. Cochran and crew; #909, Lt. Dickson and crew; #636, Lt. Harvey and crew; #841, Lt. Lawson and crew; #225, Lt. Comstock and crew; #964 (322<sup>nd</sup>), Lt. Templeton and crew; #431, Lt. Smielke and crew. All crews and ships returned safely to base and there were no abortives.

18 March 1945: Again Berlin was attacked by our group. Bombs were dropped on the Schlesischer and East Marshalling yards. Results were unobserved. Twelve ships of this squadron participated in the mission as follows: #630, Squadron Lead, Lt. Yavis and crew; #540, Lt. Borgstrom and crew; #618, Lt. Whitten and crew; #379, Lt. Brown and crew; #806, Lt. Dickson and crew; #116, Lt. Martinson and crew; #225, Lt. Skawinski and crew; #431, Lt. Thompson and crew; #909, Lt. Comstock and crew; #841, Lt. Lawson and crew; #333 (322<sup>nd</sup>), Lt. Templeton and crew; #636, Lt. Harvey and crew. All returned safely to base and there were no abortives.

19 March 1945: Plauen , Germany was the 317<sup>th</sup> mission for the group. The synthetic oil plant at Bohlen was the assigned target. Due to cloud cover, the group bombed the number 3 target which was Plauen by H2X methods with unobserved results. The 323<sup>rd</sup> Squadron took their turn and were "stood down" for this mission.

20 March 1945: There was no mission scheduled for the 20<sup>th</sup>. Ground school and training activities were carried out with fair results.

21 March 1945: On the 21<sup>st</sup> of March, the group completed their

318<sup>th</sup> mission by attacking Rheine-Salzbergen Airfield. All three squadrons bombed visually with excellent results. Major Taylor, Squadron Commander, led the group in ship #145 (324<sup>th</sup>) with the "A" crew; #618, Lt. Whitten and crew; #806, Lt. Martinson and crew; #777 (324<sup>th</sup>) (Dep. Gp. Lead), Lt. Shambaugh and crew; #639, Lt. Templeton and crew; #540, Lt. Borgstrom and crew; #225, Lt. Cochran and crew; #379, Lt. Smielkel and crew; #841, Lt. Blanchet and crew; #263, Lt. Thompson and crew; #431, Lt. Hunt and crew; #615, Lt. Dean and crew. All twelve ships and crews returned safely to base and there were no abortives.

22 March 1945: The German Military Camp at Dorsten , Germany was attacked on this day visually with fair to good results. Target was well hit but bomb pattern is well scattered. Thirteen ships of this organization took part in the mission as follows; Squadron Lead, #479, Lt. Yavis and crew; #540, Lt. Borgstrom and crew; #636, Lt. Harvey and crew; #909, Lt. Scofield and crew; #806, Lt. Templeton and crew; #618, Lt. Whitten and crew; #379, Lt. Brown and crew; #263, Lt. Dean and crew; #615, Lt. Martinson and crew; #841, Lt. Lawson and crew; #431, Lt. Hunt and crew; #225, Lt. Blanchet and crew; #610 (401<sup>st</sup>), Lt. Smielkel and crew. All thirteen returned safely and there were no abortives.

(Ed. 4338806 323 OR D No name, 806, Lt. Templeton and crew Failed to Return, Landed on the Continent behind "friendly" lines this b-17 was declared salvaged. One crew member was KIA while another was WIA)

23 March 1945: The marshalling yards at Coesfeld , Germany felt our bombing as the strike photographs show good to excellent results. Of the twelve ships and crews that took part, all returned safely to base and, of course, there were no abortives. The following participated: #588 (324<sup>th</sup>) squadron lead, Lt. Hoffman and crew; #431, Lt. Holliday and crew; #939, Lt. Whitten and crew; #909, Lt. Scofield and crew; #841, Lt. Martinson and crew; #116, Lt. Thompson and crew; #615, Lt. Shambaugh and crew; #540, Lt. Borgstrom and crew; #566 (324<sup>th</sup>) Lt. Dean and crew; #880 (324<sup>th</sup>) Lt. Brown and crew; #225, Lt. Smielkel and crew; #263, Lt. Hunt and crew. This was the group's 320<sup>th</sup> mission.

24 March 1945: The 24<sup>th</sup> was an unusual day for this group but not for the first time for this group to complete two missions in the same day. Early morning the target was Vechta , Germany . All three squadrons bombed the airfield visually with good results. The three twenty-third took their turn at "stand down" so did not participate in this mission. However, in the afternoon, the 323<sup>rd</sup> squadron flew the high squadron with Ridgewell and Nuthempstead, attacking the airdrome at Twente-Enschede, Holland . This squadron bombed visually with excellent results as per the strike photographs. Thirteen ships and crews participated in this second



mission for the day, all returning safely to base with no abortives. #478, Lt. Williams and crew flew lead; #540, Lt. Borgstrom and crew; #615, Lt. Thompson and crew; #777(324<sup>th</sup>), Lt. Shambaugh and crew; #623 (324<sup>th</sup>), Lt. Harvey and crew; #220 (324<sup>th</sup>), Lt. Dean and crew; #379, Lt. Brown and crew; #431, Lt. Smiel and crew; #618, Lt. Comstock and crew; #035 (401<sup>st</sup>), Lt. Lawson and crew; #116, Lt. Hunt and crew; #909, Lt. Blanchet and crew; #225, Lt. Marinson and crew.

25 - 27 March 1945: For these three days, there was no flying, except for a few transition flights. Practice missions were not made due to hazy conditions. However, a training flight did take place on the 27<sup>th</sup> for some of the newer members of the group. Aside from this, ground school and training activities were carried out with fair attendance, as per this squadron is concerned. There were a few pre-flights made to break in some new engines.

28 March 1945: The 323<sup>rd</sup> squadron took part in the group's 323<sup>rd</sup> mission to bomb the aero engine factory at Spandau and the Stendal Marshalling yards. The lead and low squadrons and six ship element of the high squadron bombed the No. 2 target by PFF methods with unobserved results. The high squadron leader, with five of his ships and 2 from another squadron, bombed the No. 3 target (Stendal by PFF methods) with unobserved results. Twelve ships of this squadron led the division as follows: Major Thompson with an "A" crew in ship #471 leading the division; #116, Lt. Dean and crew; #379, Lt. Marinson and crew; #630 (Dep. Division Lead), Lt. Scofield and crew; #038 (322<sup>nd</sup>), Lt. Constock and crew; #618, Lt. Whitten and crew; #939, Lt. Cochran and crew; #909, Lt. Smiel and crew; #636, Lt. Harvey and crew; #615, Lt. Lawson and crew; #263, Lt. Blanchet and crew; #225, Lt. Hunt and crew. All returned safely to base and there were no abortives.

29 March 1945: There was no mission scheduled for the group. Ground school and training activities were carried out.

30 March 1945: Bremen, Germany was bombed visually. Pin-pointing was made on the shipbuilding yards with good to excellent results. Of the thirteen ships and crews of this squadron participating, all returned safely to base with aborts nil. #471, Lt. Williams and crew leading the squadron; #263, Lt. Dean and crew; #116, Lt. Thompson and crew; #116, Lt. Thompson and crew; #225, Lt. Shambaugh and crew; #636, Lt. Hunt and crew; #909, Lt. Blanchet and crew; #939, Lt. Cochran and crew; #431, Lt. Marinson and crew; #276, Lt. Whitten and crew; #841, Lt. Lawson and crew; #306 (322<sup>nd</sup>), Lt. Smiel and crew; #540, Lt. Comstock and crew; #591(322<sup>nd</sup>), Lt. Templeton and crew.

31 March 1945: The group's 325<sup>th</sup> mission for the total ending March, 1945. The group bombed the railway station at Halle and Aschersleben , Germany . Lead and high squadrons bombed Halle by PFF methods with unobserved results. The low squadron, while on the bomb run, ran into a collision course with another formation; and was unable to drop their bombs. 5 A/C made a 360 and bombed Halle , the other 7 bombed A M/Y at Aschersleben visually with good results. Our squadron's twelve A/C furnished the low squadron as follows: #630, Lt. Hoffman and crew; #379, Lt. Martinson and crew; #276, Lt. Thompson and crew; #615, Lt. Scofield and crew; #618, Lt. Borgstrom and crew; #205 (324<sup>th</sup>), Lt. Hunt and crew; #939, Lt. Cochran and crew; #568 (324<sup>th</sup>), Lt. Blanchet and crew; #636, Lt. Harvey and crew; #843 (401<sup>st</sup>), Lt. Dean and crew; #217 (401<sup>st</sup>), Lt. Smiekel and crew; #504 (401<sup>st</sup>), Lt. Holliday and crew. All returned safely and there were no aborts.

SUMMING UP MARCH 1945: The 323<sup>rd</sup> Bomb Squadron completed 185 sorties for the month of March, without an abortive.

Ship #909 holds the ETO record to date (April 12, 1945) of 132 completed missions without an abortive. An article concerning this ship and its ground crew appeared in a March issue of "Yank", and also the "Stars and Stripes". This article was submitted by the squadron's executive officer, Major Edward J. Butler.

The squadron supplied 6 men in February and 3 men in March for the infantry quota.

Thus ends the month of March, 1945.

APRIL 1945: Prepared by Capt. Laurence E. Baird & Sgt. Dull

1 - 4 April 1945: There were no operational missions on these days. Ground school and training activities were carried out by this squadron. On the 4<sup>th</sup>, our squadron took their turn and were "stood down" even though the group participated in a mission to Fassberg , Germany .

5 April 1945: A mission to the ordnance depot at Grafenwohr , Germany with excellent results of our group's bombing on the number one target. The squadron participated by sending twelve aircraft and crews, all of which returned safely to base and without an abortive. The following completed this mission: Major Taylor and the "A" crew in ship #471, flying CBW lead; #379, Lt. Martinson and crew; #276, Lt. Dean and crew; #630 (Dep. CBW lead), Lt. Scofield and crew; #540, Lt. Borgstrom and crew; #636, Lt. Harvey and crew; #939, Lt. Cochran and crew; #841, Lt.

Smiekel and crew; #618, Lt. Whitten and crew; #263, Lt. Skawieski and crew; #909, Lt. Hunt and crew; and #615, Lt. Holliday and crew.

6 April 1945: No operational mission on the 6<sup>th</sup>, ground school as scheduled.

7 April 1945: Thirteen A/C of this squadron participated in a mission to the Airdromes at Kohlenbissen and Fassberg, Germany. Very good results were obtained on this attack. We had no abortives and all ships and crews returned safely to base. Following are those participating in this mission: #471, Lt. Williams and crew; #431, Lt. Holliday and crew; #939, Lt. Smiekel and crew; #615, Lt. Shambaugh and crew; #379, Lt. Martinson and crew; #540, Lt. Borgstrom and crew; #263, Lt. Skawieski and crew; #225, Lt. Ward and crew; #841, Lt. Schilley and crew; #909, Lt. Blanchet and crew; #636, Lt. Harvey and crew; #618, Lt. Templeton and crew; #276, Lt. Hunt and crew.

8 April 1945: On the 8<sup>th</sup>, the locomotive repair shops at Stendal, Germany felt the effect of our bombing. Even though attacked by "PFF", methods, strike photographs show excellent results. Twelve of our A/C took part in this mission. They were: #471, Lt. Yavis and crew; #276, Lt. Dickson and crew; #116, Lt. Blanchet and crew; #909, Lt. Scofield and crew; #615, Lt. Hunt and crew; #431, Lt. Holliday and crew; #263, Lt. Skawieski and crew; #225, Lt. Ward and crew; #379, Lt. Martinson and crew; #939, Lt. Dean and crew; #540, Lt. Templeton and crew; #841, Lt. Schilly and crew. All returned safely to base and there were no abortives.

9 April 1945: The group participated in a mission to Oberpfaffeniofen, Germany. This squadron took their turn and was "stood down".

10 April 1945: An attack on the Ordinance Depot at Oranienburg, Germany, proved to be another very excellent pinpoint bombing mission by this group. This squadron led the attack sending twelve A/C led by Major Thompson, C.O.. Also leading the group in ship #471, with the "A" crew; #379, Lt. Martinson and crew; #540, Lt. Borgstrom and crew; #630 (Dep. Op. Lead), Lt. Skawieski and crew; #615, Lt. Templeton and crew; #225, Lt. Ward and crew; #909, Lt. Blanchet and crew; #263, Lt. Smiekel and crew; #841, Lt. Hunt and crew; #939, Lt. Dean and crew; #116, Lt. Schilley and crew; #636, Lt. Harvey and crew. All returned safely to base and there were not abortives.

11 April 1945: On the 11<sup>th</sup>, an attack on the underground oil storage plant at Freiham, Germany was made with very excellent results. This squadron participated by putting up 13 A/C although

#116 aborted due to mechanical failure. All returned safely to bases. They were: #792 (401<sup>st</sup>), Capt. Williams and crew; #843 (401<sup>st</sup>), Lt. Martinson and crew; #225, Lt. Ward and crew; #163, Lt. Skawieski and crew; #276, Lt. Dickson and crew; #540, Lt. Borgstrom and crew; #909, Lt. Blanchet and crew; #615, Lt. Smiel and crew; #618, Lt. Templeton and crew; #939, Lt. Dean and crew; #841, Lt. Schilley and crew; #116 (aborted), Lt. Hunt and crew; #638, Lt. Harvey and crew;

12 April 1945: No operational mission scheduled. Ground school as usual.

13 April 1945: An attack on the railway center at Neumunster , Germany , was carried out with excellent results. This squadron furnished 12 A/C for this attack as follows: #471, Lt. Yavis and crew; #618, Lt. Martinson and crew; #615, Lt. Smiel and crew; #263, Lt. Skawieski and crew; #840, Lt. Borgstrom and crew; #431, Lt. Holliday and crew; #909, Lt. Blanchet and crew; #225, Capt. Ward and crew; #636, Lt. Harvey and crew; #276, Lt. Dickson and crew; #844 (324<sup>th</sup>), Lt. Schilley and crew; #841, Lt. Hunt and crew. All returned safely to base and there were no abortives.

14 - 15 April 1945: There were no operational missions on these two days. The squadron took their "stand down" on the 15<sup>th</sup> while rest of the group attacked a target in the Rochefort area in France , with excellent results.

16 April 1945: Our squadron led the group on the mission to Regensburg , Germany to strike a railway bridge. Excellent results were obtained. Twelve A/C of this organization participated as follows: Lt./Col. Taylor (Squadron Commander) , also group lead in ship #471 with the "A" crew; #263, Lt. Dean and crew; #379, Lt. Martinson and crew; #852 (322<sup>nd</sup>), (Dep. Group. Lead) Lt. Skawieski and crew; #841, Lt. Hunt and crew; #540, Lt. Schilley and crew; #909, Lt. Blanchet and crew; #615, Lt. Smiel and crew; #737, Lt. Harvey and crew; #225, Capt. Ward and crew; #431, Lt. Holliday and crew, #088 (322<sup>nd</sup>), Lt. Phagan and crew. All returned safely and there were no abortives.

17 April 1945: Dresden , Germany was our target on the railway center. Strike photographs show good to excellent results. 13 A/C of this squadron participated as follows: #471, Lt. Thompson and crew; #615, Lt. Smiel and crew; #379, Lt. Martinson and crew; #225, Capt. Ward and crew; #618, Lt. Dean and crew; #843 (401<sup>st</sup>) also aborted, Lt. Schilley and crew; #263, Lt. Skawieski and crew; #116, Lt. Hunt and crew; #035, (401<sup>st</sup>), Lt. Harvey and crew; #909, Lt. Blanchet and crew; #431, Lt. Holliday and crew; #841, Lt. Phagan and crew; #540, Lt. Templeton and crew. All returned safely to base but #843 and crew aborted due to mechanical

failure.

18 April 1945: Bombing was done on the marshalling yards at Rosenheim , Germany with excellent results being obtained. Twelve A/C of this squadron flew as follows: #471, Lt. Yavis and crew; #615, Lt. Smielke and crew; #153 (324<sup>th</sup>), Lt. P. Borgstrom and crew; #225, Capt. Ward and crew; #276, Lt. Dean and crew; #431, Lt. Templeton and crew; #909, Lt. Blanchet and crew; #540, Lt. Borgstrom and crew; #772 (324<sup>th</sup>), Lt. Harvey and crew; #151 (324<sup>th</sup>), Lt. Dickson and crew; #841, Lt. Hunt and crew; #618, Lt. Whitten and crew. All returned safely to base and there were no abortives.

19 - 20 April 1945: No mission was scheduled for the 19<sup>th</sup>. The 20<sup>th</sup>, the group attacked Brandenburg , Germany . Hits on the marshalling yards were good to excellent, even though by "PFF" methods, this squadron was "stood down".

21 April 1945: bombing was made on the Marshalling yards at Munich , Germany by H2X methods. Results believed good. 12 A/C of this squadron participated: #471 (Group Lead), Major Reid and crew; #116, Lt. Templeton and crew; #618, Lt. Whitten and crew; #630 (Dep. Gp. Ld), Lt. Blanchet and crew; #755 (322<sup>nd</sup>), Lt. Harvey and crew; #379 (aborted), Lt. Schilley and crew; #276, Lt. Dickson and crew; #088 (322<sup>nd</sup>), Lt. Dean and crew; #909, Lt. Borgstrom and crew; #095 (322<sup>nd</sup>), Lt. Smielke and crew; #225, Lt. Bloodworth and crew; #591 (322<sup>nd</sup>), Lt. Phagan and crew. All returned safely to base. #379 aborted due to mechanical failure.

22-24 April 1945: No operational missions were scheduled for these days.

25 April 1945: This mission was our last one for this theatre, although, it wasn't known at that time. This made the 340<sup>th</sup> mission for the group and for ship #909; 140 completed missions without an abortive, still holding the ETO record. This last attack was made on an airfield at Pilsen , Germany . Good results were obtained. 12 A/C of this squadron participated as follows: #630, Lt. Thompson and crew; #225, Lt. Dean and crew; #116, Lt. Hunt and crew; #615, Capt. Ward and crew; #540, Lt. Borgstrom and crew; #963 (322<sup>nd</sup>), Lt. Schilley and crew; #276, Lt. Dickson and crew; #379, Lt. Martinson and crew; #636, Lt. Harvey and crew; #909, Lt. Blanchet and crew; #263, Lt. Templeton and crew; #841, Lt. Phagan and crew. All returned safely and there were no abortives.

26-30 April 1945: No operation missions were scheduled. Ground school and training activities were carried out as scheduled.

TOTAL FOR APRIL: this squadron flew 135 sorties with only three

abortives due to mechanical failures.

Ship #909 has completed its tour in the ETO with 140 missions, but will still do its share in the revival missions.

THUS ENDS THE MONTH OF APRIL AND, ALSO, OUR BOMBINGS  
WITHIN EUROPE .