423rd Squadron

Combat Diary

1942-45

306th Bomb Group

Squadron Diary

423rd BOMBARDMENT SQUADRON (H)

1942-45

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EDITOR'S PREFACE

This is the third in a series of four volumes being issued by the 306th Bomb Group Association to provide its membership with more detailed information about the activities of the four combat squadrons of the 306th Bomb Group.

The four diaries were prepared between 1942 and 1945 by the several intelligence officers assigned to the squadrons. In this volume three men actually did the writing at various times, which accounts for the diversity in grammar and approach to the subject at hand.

These diaries deal in large measure with the combat phase of squadron life, but may frequently include other aspects of events at Thurleigh, Bedfordshire, England, the home of the 306th Bombardment Group from early September 1942 and continuing until long after the end of hostilities in Europe, as the 306th and 305th Groups were charged with the aerial mapping of Europe and North Africa.

Much of the material contained in these diaries furnished the essential data for the editor in his history of the 306th, First Over Germany.

Appended to the diaries are certain lists that have been compiled in more recent years and represent an attempt to place men in their proper slots in the organization. These lists have previously appeared in 306th Echoes, but have been edited and enhanced since those printings.

To many, the most important list is that of aircraft assigned to this squadron during combat.

The editor has refrained when possible in changing the original writing, but has added first names, and in some cases names of other crew members to give a better overall picture of combat operations. He has been given great assistance through having at hand much of the mission report records, enabling him to verify just which person was involved when men with identical last names participated during a given time period.

It is the sincere hope of the editor that you will contact him with any additional data or corrected data after you have had an opportunity to peruse this volume. He is especially interested in receiving copies of 306th Group, Station 111 and Squadron special orders that were issued almost daily from the inception of the Group and until the end of May 1945.

It is expected that the final, 368th Diary, will be ready for the 1993 reunion of the Association in Seattle, Washington.

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May 1993

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Key to ABBREVIATIONS

A/A or AA--Anti-Aircraft guns
A/C--Aircraft
A/D--Aerodrome
A/F--Airfield
CAVU--Ceiling and visibility unlimited
CBW--Combat Wing
E/A--Enemy aircraft
Gee-H--Bombing technique linked to navigational Gee Box
IP--Initial point of bomb run
Mickey--H_2X radar for bombing and navigation
Micro-H--Beam radar and H_2X airborne radar linked for bombing
MPI--Mean point of bomb impact
M/Y--Railroad marshalling yard
Nickels--Propaganda leaflets dropped by bombers
PFF--Airborne radar
PRU--Photo reconnaissance unit
S/E--Single engined aircraft
T/E--Twin engined aircraft

MARCH
15-31

The history of the 423rd Bomb Squadron (H) of the 306th Bomb Group should start with the activation of 18 March 1942 at Salt Lake City, Utah, of the 34th Reconnaissance Squadron. On that date, five officers and seven enlisted men were given orders making them the nucleus of what later was to become a full bomber squadron. The senior officer of this body of men, the then 1st Lt. James W. Wilson, a graduate of West Point in 1939, was placed in command. Under him were Lts. Frank A. Saunders, John B. Brady, Degland T. Kenealy, Robert C. Williams and Harry A. Robey, Jr. The original enlisted men were: Herman Torrana, Walter E. Renn, Richard L. Collins, Krafts, Reinhold Greenmeier, McMann and Edgar L. Countryman.

Before the end of the month, this group was joined by Lts. Pervis E. Youree, William H. Warner, John T. Leahy, Earl J. Disher, Maurice W. Youngs, Frank K. Watson and James Van George, and some thirty enlisted men.

The first organization of the squadron found Lt. Wilson in command, Williams and Leahy as S-3, Warner as S-2, Kenealy as S-4, Robey communications, Youngs mess, Saunders barracks, and Van George morale.

APRIL
1-15

The 34th Reconnaissance Squadron moved with the rest of the 306th Bomb Group to Wendover Air Base, Utah, on the first of this month. At their new base they found conditions formidable, to say the least. Wendover, later referred to by Bob Hope as Leftover, had been the bombing target for Salt Lake City. Wendover was located on the edge of the salt flats about 120 miles from Utah's capital. It was a new base and there were only a very few buildings erected. As a result, the officers slept six to a room and the men for some time were in tents. The mud was terrific and the nights were extremely cold. Group headquarters was in a small shack, and each of its component squadrons was assigned a corner.

In the first week of April, Lts. John B. Brady, Degland T. Kenealy, Frank A. Saunders, Robert C. Williams and Harry A. Robey, Jr., were sent to the Jack Fry School of Aeronautics at Albuquerque, New Mexico, to learn the intricacies of four-motored planes. They were taught with B-24s.

During this period enlisted men came in from time to time, until by the middle of the month there were some 107. Included in this lot were Sgt. Gates, first 1st. Sergeant, and Wilbur S. Barks, the squadron clerk. It was largely due to the latter's ingenuity that despite the lack of equipment and forms, the 34th met its payroll on time. We were the only squadron that could claim this.

On the 15th of the month the squadron was officially designated the 34th Bomb Squadron (H), and had two B-18s, one B-17E and one A-17 with which to do its flying.

15-30

During this period the squadron grew. The salt flats were filled in

APRIL (con't) and new buildings were erected on the filled in area. This process, however, was not completed until after we had left Wendover.

Lts. Mack McKay and Maurice V. Salada arrived to assume their duties as leads of A and B flights, respectively. The pilots returned from the Jack Fry School of Aeronautics.

Lt. James W. Wilson, C.O., received his commission as captain. Lt. Henderson Knight arrived to become armament and chemical warfare officer. Lt. Robert C. Williams was married, and the baseball season, under the guidance of Lt. James Van George, got underway. On the 26th, we were for the first time designated as the 423rd Bomb Squadron (H).

Editor's Note: The source material does not have any entries for May 1942, and the page sequence does not indicate any gaps.

JUNE

1-15 On the 4th of the month, Lt. Maurice V. Salada was called on detached service with Lt. Degland T. Kenealy and Sgts. Henry Balawadjer, Raymond T. Stymacks, Howard V. Wilson, Reinhold Greenmeier and Jack Webb. Lt. Kenealy was left at Spokane, but the rest went on to Fairbanks, Alaska, where they nearly had an eye witness view of the Dutch Harbor bombing.

Lts. Harold E. Gaslin, Forrest D. Hartin and Warren E. Lewis joined the 423rd as its first navigators.

It was during this period that flying began in earnest.

15-30 Capt. James W. Wilson received his commission as major.

Pilots John H. Barnett, Loyal M. Felts and Raymond J. Check came in from Hawaii with Lts. Jacob C. Shively, Chester H. May, Norman R. Nelson and Eugene J. Pollack. Later during the month there was added to the roster the names of Lt. Robert E. Kylius, Roy D. Kelley, Frank Yaussi, George P. St. George, Stanley N. Kisseberth, and Shubel J. Owen. We now had pilots, co-pilots, navigators, bombardiers, engineers, radio men and gunner, and for the first time could properly fill a B-17 with a full crew. On the 18th, Lts. John Brady and Robert C. Williams received their 1st Lts. commissions. The squadron flew a total of 900 hours during the month.

JULY

1-15 Operating under a new Table of Organization dated July 1, we acquired Lt. John T. Threadgill from Ordnance and Sgt. Ralph E. Davidson, who became on the 3rd our 1st sergeant.

Capt. Maurice Wahl and Lt. Fred Baldwin arrived on the 3rd to complete, with Lt. Owen, the intelligence staff of the unit.

JULY (con't) On July 7 came the conclusion of a great deal of boasts, threats and challenges. On that day the officers of the 423rd met the officers of the 368th on the baseball field. The result was a crushing victory for the 423rd, and the enrichment of several of our officers and men by a total of some $200.

During this period, Lts. William H. Warner, Joel M. Klelman, and Sgts. Kenneth R. Aulenbach and Eddie Espitallier made a trip to Westover, Mass., to get an additional B-17. Lt. Mack McKay received his commission as captain.

15-31 Lt. Edmund Longworth joined the outfit on the 16th as flight surgeon and on the same day Lt. Warner got back with the extra Fortress. A week later Lt. Warner received his 1st Lt commission, and Lt. John T. Threadgill was packed off on ice to have his appendix removed.

Toward the end of the month we simulated a bombing raid on Alamogorda, New Mexico, and Muroc, Calif. But the outstanding achievement of the month was the tremendous amount of flying actually accomplished. We flew many more hours than any other squadron. Leaders among the flying personnel were Lts. John Leahy and John Brady and their crews. The latter of these flew 180.45 hours as pilot and enough time as co-pilot to raise his total flying time to well over the 200-hour mark. This great achievement could not have been accomplished without the splendid work and spirit of the men on the line, who under the inspiration of Lt. Rush Poulan worked literally day and night to "Keep Them Flying."

The month was also characterized by the change from the earlier cold and muddy days to the tremendous heat and frequent dust storms of the desert.

AUGUST

1-15 On August 1 the squadron was split into ground and air echelons, both leaving Wendover for the East.

AIR ECHELON - The Air Echelon, headed by Major James W. Wilson, and the planes loaded down with 12-14 men and their baggage, made the trip to the East smoothly and without trouble. The night of the 1st was spent at Chanute Field, Ill., where we marvelled at the sight of buildings of solid construction. Capt. Mack McKay and Lt. John Brady, having brought their swimming trunks with them, had a dip in the pool at the officers' club, while the rest of us exercised our right arms with the slot machines. The second day, after waiting for some hours for the weather to clear, we started off once more. Heading in a southerly direction in order to avoid a reported storm, we flew over Indiana, southern Ohio, Kentucky, Tennessee, we completed the day by landing at Bolling Field, VA. From there we went on to Westover, Mass., the next day.

Westover was a most pleasant spot after the dry heat of the desert air. The food was almost beyond belief—as good as any of us ever expect to see. Our only disappointment was that our new B-17Fs were

AUGUST (con't)

not ready and waiting for us.

While at Westover we spent much time in formation work and gunnery practice, and also joined the Atlantic Sub Patrol, which at least was new work, but uneventful. The greatest excitement came when Capt. Mack McKay and Lt. Loyal M. Felts buzzed the Queen Elizabeth with the other squadrons of the group on board.

On the seventh and eighth of the month, Lt. Eugene Pollack and Lt. Maurice Salada received new and higher commissions, the latter being advanced to captain..

Realizing that the Fortresses could not carry the load across the "pond" that they had carried east, approximately one-quarter of the air echelon were ordered on the 14th to join the ground echelon at Fort Dix, NJ, and those chosen sadly left by train the same day.

GROUND ECHELON - The ground echelon left Wendover on the 1st, under Lt. Ralph U. Blasingame and Capt. Maurice Wahl. Travelling by train, three men to a pullman section, these men arrived at Richmond Army Air Base four days later. While at Richmond they obtained passes and leaves, the rest of the time being spent in drilling and receiving equipment. On the 14th the ground echelon left Richmond for its staging area at Ft. Dix, NJ.

15-31 AIR ECHELON - In general, there was no change in the routine during this period.

On the 16th we finally saw for the first time our B-17Fs. On the 17th Capt. Maurice Salada took his entire crew to Florida for five days to complete a weight loading test. It was during this period that some one flew a B-17 under the New London bridge. Though all of us had a pretty good idea as to whom it might be, no one would admit it so no names will be mentioned.

Lt. Pervis Youree and Lt. Loyal M. Felts received their 1st Lt commissions.

GROUND ECHELON - Time was spent at Ft. Dix with infantry drill, pistol practice, running through the gas chamber, organized football and baseball games, and the issuance of equipment. Lts. Frank K. Watson and Degland T. Kenealy received their 1st Lts. commissions, and at the same time were checked out in O-47s and O-52s. Toward the end of the month an epidemic of mumps broke out and all men were confined to the barracks area for the last three weeks of our stay in the U. S. Perhaps the most casualties due to mumps were Lt. Henderson Knight and 1st Sgt. Ralph Davidson, though we also lost Lt. Ralph Blasingame when he came down with tonsilitis. When this last occurred, Capt. Wahl became acting C.O., with Lt. Shubel Owen as his chief assistant.

On the 27th we were joined by Lt. Charles R. Patten, who on arrival at Thurleigh was to become adjutant, and Lt. Alfred C. Gailey, who was to become engineering officer with Lt. Robert B. Phillips, Jr. On August 30 the rest of the group left for their Port of Embarka-

AUGUST (con't)

tion, taking with them the 34 of our best linemen. We were held up with the mumps. Credit must be given to nearly all of the men for their spirit during this period. It is hard enough just to say goodbye to folks and country, but these men because of the quarantine, were not allowed to go out of the barracks area or to have guests, even though many had homes within walking distance.

SEPTEMBER

4 GROUND ECHELON - The ground echelon departed Ft. Dix, NJ, at 2030 on the fourth of the month, with 16 officers and 233 men. Lt. Ralph U. Blasingame had to be left behind, but we were able after much effort to convince the authorities that we could safely take with us Lt. Henderson Knight and 1st Sgt. Ralph E. Davidson. The trip from Dix to Hoboken, NJ, and then by ferry to the Queen Mary was tough, but once again the men proved themselves good soldiers and all went well. The squadron was complimented by port officials as embarking in better order than any other task force. Sgt. Wilbur Barks was particularly complimented for the excellent state of his records.

The voyage itself was uneventful, as far as actual encounters with subs or enemy planes, though word was received that several subs were waiting for us. A change of course to the north and the environs of Ireland was all that was required to take care of that. The Queen Mary carried over four times what was considered her capacity. She had been fitted with six to eighteen bunks in what had been a stateroom, and still there were only half enough bunks for all. As a consequence, the men rotated in 24 hour shifts, one day being down in their bunks and the next day being out and on deck. It was bitterly cold on deck after we turned north, and because of the blackout and overcrowded conditions, the air was pretty foul below decks. The enlisted men's mess was not so hot either, as to quality or quantity. But the only really important event occurred on the 11th when we sighted land and disembarked in Greenock, Scotland.

Capt. Maurice Wahl had injured his leg in getting off the train in New Jersey and was confined during most of the boat trip to the ship's hospital. In the interim he turned the command of men over to Lt. Shubel Owen, who was assisted by Lt. Edmund Longworth and Lt. Fred Baldwin. We immediately boarded a train on disembarking and on the next morning joined the rest of the squadron at our station, Thurleigh, in Bedfordshire.

2 The Air Echelon of the 423rd Bombardment Squadron (H) departed from Westover, Mass., at 1300 with eight B-17 type airplanes under Maj. James W. Wilson, squadron commander; 1st Lt. Robert C. Williams, squadron operations officer; 1st Lt. Jim A. Speck, squadron communications officer; 1st Lt. John A. Coulter, squadron armament officer T/Sgt. Howard J. Bauman, squadron line chief, and T/Sgt. Raymond J. Stymacks, squadron communications chief, as additional crew, each of whom was assigned to an airplane.

3 2nd Lt Raymond J. Check and his complete combat crew remained behind for repairs on his airplane. 1st Lt. Rush Poulan remained with Lt. Check to assist in repairing the airplane. All eight planes landed at Gander Lake, Newfoundland, at 1850.

4 The Air Echelon remained at Gander Lake as weather was very unfavorable for flying on to their destination. The crews were very well satisfied with this situation as they now could see a little of Newfoundland. They later found that there wasn't much to see of it as the towns were so very far apart and there was no means of transportation. 1st Lt. Rush Poulan rejoined the Air Echelon via commercial aircraft.

Again, weather was very inclement and airplanes still remained on the ground. Another day to be spent in the wilderness of Newfoundland! The officers and enlisted men then decided to practically buy out the stores there at the Base. They stocked the airplanes with candles, cigarettes and many delicacies, which were to be enjoyed on the remainder of their journey. 1st Lt. Raymond J. Check and crew rejoined the Air Echelon and now everyone was together for a joyful trip into the country they had never seen before, excepting on maps and the screen. Lt. Check was minus Pvt. Francis J. Bowes, who missed the airplane at Westover Field, Mass.

5 Finally the weather cleared and the crews went to their respective ships; motors roaring, they departed Gander Lake, Newfoundland, at 2130, minus Sgts. Jack C. Webb and Charles A. Fatigati, and Pvt. William V. Baker. Later, it was found that the three gunners went hunting and got lost in the Newfoundland woods.

6 Arrived at Prestwick, Scotland, at 0830 with eight airplanes and eight crews. 1st Lt. John T. Leahy, 2nd Lts. Robert R. Landry, Andrew J. Hoyt and Frank L. Shannon, Jr., T/Sgt. Roland L Oikle, S/Sgt. Leslie R. Pettyjohn, William Blakesley, James A. Wiley, and Charles H. Carlton, and 1st Lt. Rush Poulan met with a disaster at sea. The airplane was last seen heading for the ocean in a mass of flames. The Air Echelon remained at Prestwick the remainder of the day. Both officers and enlisted men went their ways trying to see what the country of Scotland had to offer the American soldier as far as scenery and amusements were concerned.

7 Again, the Air Echelon encountered bad weather and was forced to remain on the ground. This time the crews were glad to see the bad weather as they found Scotland very cordial and amusing to them. As a matter of fact, from the way they talked they all wanted to remain in Scotland for the duration.

8 As morning came on the weather became favorable for flying again. The airplanes were run up and found in good condition, so the Air Echelon departed Prestwick at 1215 with eight airplanes and eight crews aboard. They arrived at Chelveston, England, at 1550 and departed soon for the last leg of their journey. As there seemed to be so many airdromes in Merry Olde England, some of the crews did not

SEPTEMBER (con't)

know where to land once they reached their destination. Five airplanes landed at Oakington and the other three landed at Grafton Underwood. They were then all driven, by motor transport, to Thurleigh, which was to be their new headquarters.

9 The crews of the five airplanes that had landed at Oakington, went back by motor transport and flew their planes over to Grafton Underwood. Once again, all eight airplanes were together, but they had to wait a few days before flying them over to Thurleigh, as runways were not quite complete.

10 Now that the Air Echelon and the thirty-six maintenance men, who were sent ahead of the Ground Echelon from Fort Dix, N. J., were together, the Squadron commander, Maj. James W. Wilson, called them all together and told them where they stood and what they were to expect from now on. 1st Lt. Robert C. Williams departed for Bovingdon to study the operations of another American unit.

11 Eight skeleton crews departed for Grafton Underwood via motor transport, to ferry airplanes to Thurleigh. They arrived back at Thurleigh at about 1230, and now everything was practically complete except for awaiting the remainder of the Ground Echelon.

12 The Ground Echelon finally arrived at 1000, and now the Air Echelon could take a breather. The squadron could now get back into harness again and work as a unit. Everyone was very much surprised and very glad to see 1st Lt. Henderson N. Knight and 1st Sgt. Ralph E. Davidson, Jr., who had adopted cases of mumps while at Fort Dix, N.J.

13 Nothing of interest happened this date. Sgts. Charles A. Fatigati and Jack C. Webb, and Pvt. William V. Baker arrived from Gander Lake, Newfoundland, aboard a 369th aircraft.

14 Pvt. Francis E. Bowes arrived from Westover Field, Mass., with the 368th Squadron. Nothing more of importance happened this date.

15 Capt. Maurice C. Wahl departed for High Wycomb, to attend the Intelligence school for the American Air Forces in England.

17 2nd Lts. Pervis E. Youree, Jacob C. Shively, Eugene J. Pollock and Chester H. May were promoted to 1st Lts. this date.

18 The first minor accident on English soil took place when the a/c of 1st Lt. John B. Brady and 2nd Lt. Raymond J. Check collided. Very little damage was incurred.

19 Capt. Maurice C. Wahl and 1st Lt. Fred C. Baldwin returned from Intelligence School. Pfc Merle D. Long was sideswiped by a truck and killed instantly.

24 Lt. Shubel Owen was transferred to the 369th Squadron.

27 The 306th joined with two other B-17 groups and a B-24 group for a check out on bombing practices. All went well with the 423rd.

OCTOBER (con't)

9 LILLE, FRANCE - This was the day of our first actual raid. The target was the steel mills next to the marshalling yards at Lille. We were led by our C.O., Major James W. Wilson; other pilots being Capt. Mack McKay, Lt. Col. Delmar Wilson, Lt. William H. Warner and Lt. Loyal M. Felts. Those participating in their first combat missions were, as follows: With Maj. Wilson, Capt. Maurice Salada, copilot; Lt. Chester H. May, bombardier; Lt. Jacob C. Shively, navigator. and Lt. Howard M. Kelly, tail gunner. With Capt. McKay were Lts. L. P. Johnson, Jr., copilot; Lt. Eugene J. Pollock, navigator; and Lt. Stanley Kisseberth, bombardier. With Lt. John Barnett were Lts. Lowell E. Kinney, copilot; Thomas D. Hall, navigator, and Norman R. Nelson, bombardier. With Col. Wilson were Lts. John B. Brady, copilot; Warren M. Lewis, navigator, and Robert E. Kylius, bombardier, while with Lt. Warner were Lts. Warren George copilot; Peter J. Fryer, navigator and Frank D. Yuassi, bombardier.

The planes took off in good order at 0930. The weather was quite clear and all seemed auspicious. Lt. Felts turned back because of turret trouble. Just before reaching the target swarms of enemy fighters were encountered. Approximately over the target, Maj. Wilson's plane was hit. Number 3 engine was out, which slowed up the whole squadron. Dropping behind the other squadrons and groups, the 423rd was particularly attacked by the enemy fighters. These attacks lasted over 30 minutes, each plane getting its share. The 423rd alone shot down six certains and eight probables, which was a higher score than any other squadron. Though there were no casualties, the planes were frequently hit by both machine gun and cannon shells. Lts. Barnett and Warner were hit more than the rest, the latter coming in with 168 holes in his plane. On landing, Maj. Wilson's prop fell off his #3 engine and two other planes landed with flat tires. Though the damage to the target proved to be disappointing, after examining photos, the whole mission should be considered a success. Unofficially, the 423rd is now known as a pursuit squadron. We fly P-17Fs.

14 Everyone is now restricted to the post for an indefinite period, until we can learn to be militarily courteous.

16 Shades of the Lille raid! Lt. John Barnett's self-sealing gas tank started leaking. After careful examination it was found that a 20mm cannon shell went through the bomb bay and through the gas tank. On finding the unexploded shell itself, Lt. Barnett hurried off to the BOQ for a change of costume.

19 Sgt. Edward J.Mulvihill was killed when his gun happened to discharge.

21 We were all briefed and ready to go today. As a matter of fact, the group got as far as the coast on the way to blow H out of Lorient. An impenetrable ground haze and clouds made it look silly to go on. This raid can be chalked up as an abortive.

22 In order to try out the possibilities of using the Fortress as a

OCTOBER (con't)

hedge-hopper, Capt. Mack McKay, and Lts. John Barnett, John B. Brady and William H. Warner were ordered to fly to The Wash at under 500 feet. This was done, the pilots taking great care to stay well under 500 feet. Capt. McKay, in fact, brought back leaves of different varieties of arborenda and Lt. Barnett brought back a club picked out of a tree, all to prove that the letter of the law was obeyed.

24 Our restrictions are lifted as of today. Nearly all went at least as far as Bedford and probably did little good after being in camp so long.

26 Today was the first of several consecutive days when were were briefed for a mission, only to have it called off because of weather.

27 Another buzzing trip! This time, however, Lt. Raymond J. Check construed the order to stay under 500 feet as an order to stay 500 feet under. The result, he hit a tree that was bigger than he was. The front end of the plane was pretty well smashed in. Lt. Prue Blanchett got off with a mere scratch, but Sgts. William Johnson, Charles Wilson and Kenneth McBride were well cut up about it all. This was the first time Lt. Emmette Ford had not flown with Lt. Check since they started in together.

NOVEMBER

1-6 A series of missions were scheduled for these days, but got no further than early morning briefings because of weather, either over the target or at the home base. Combat crews were becoming impatient and more and more anxious to get going.

7 BREST, FRANCE - After almost a month of waiting we finally got off on our second mission. Col. Charles B. Overacker, group CO, led the squadron, other pilots included Major James W. Wilson, Capt. Mack McKay, and Lts. Pervis Youree, John Barnett and Loyal Felts. Take off was at 1000. The target was the docks at Brest. This was the beginning of our private war with the German submarines. All went well with one exception. When the squadron reached the target we found 10/10ths clouds immediately over the target. Not being able to see what we were dropping our bombs on and being instructed not to bomb French targets at random, the only thing to do was to hold up on our bombings. At the same time, Lt. Barnett's plane developed engine trouble. Col. Overacker observed that, and not being willing to make a second run with a crippled squadron, the planes headed home, everyone bringing their bombs back.

8 LILLE, FRANCE - The target for today was once again Lille. The squadron, as such, did not take part, but Capt. McKay and Lt. Felts did go along. 1st Sgt. Ralph E. Davidson was again all dressed up and ready to go, but never made it. The target was bombed and not much trouble was met until the 369th, not having dropped their eggs, attempted a second run. All the enemy planes on the western front swooped down on them. There were losses in that squadron. Our boys, however, got back safely and without much difficulty, not having been chosen to fly with the 369th.

9 ST. NAZAIRE, FRANCE - Today we had our third raid in as many days. It was our second against the U-boats, and our first on a target which will be long remembered by all those who took part. The target was located at the submarine basin at St. Nazaire. The plan was to fly well out around the Brest Peninsula at zero altitude, then to go up to at least 5,000 feet to do the actual bombing. The plan was well executed, the squadron rising to 7,500 feet over the target area. About three miles away from our particular target we suddenly ran into a terrific barrage of flak that was accurate in every respect. Not a single one of our planes escaped unscathed. Lt. John Barnett's and Lt. Loyal Felts' planes were lost. Both planes were seen to crash in the harbor just past the target itself. All of Lt. Barnett's crew were seen to bail out and two parachutes were seen from Lt. Felts' ship. Lt. Barnett's crew included Lts. Lowell E. Kinney, copilot, Thomas D. Hall, navigator, and Norman R. Nelson, bombardier; T/Sgt. Francis M. Counselman; S/Sgts. Bernard P. Papeika and Charles R. Wilson; Sgts. Jack M. Madison and Frederick Mannello, and Pvt. Walter Crawford. Lt. Felts' crew consisted of Lts. Robert J. Jones, copilot, Forrest D. Hartin, navigator, and Andrew L. Graham, Jr., bombardier; T/Sgts. Richard L. Beers and John A. Westcott; S/Sgt. Charles E. VonderLieth, and Sgts. George P. Bogumill, Doane Hage, Jr., and Elden I. Wright.

NOVEMBER (con't)

We bombed hell out of the target without much question. That's something by way of consolation. We landed at Portreath in Cornwall where, after a standup interrogation, we all relaxed in a big way. Our future welcome at Portreath is somewhat in doubt.

10 Today we brought our crippled ships home--those that could get into the air, at any rate.

11 1st Lt. Samuel R. Simpson, MC, was this day assigned to the 423rd.

13 Lts. John Brady and Robert C. Williams received their commissions as captains, and 2nd Lts. Frank D. Yaussi, Robert L. Salitrnik and John T. Threadgill received their 1st lieutenants' commissions.

14 Our private war against the subs was continued. The target today was LaPallice, France. The only ship from the 423rd assigned to the mission was that of Capt. John B. Brady. When approaching the general target area, the weather was seen to be inauspicious so the group headed for the secondary, our friend, St. Nazaire. This time we bombed at high altitude. Again, we met flak which was both intense and accurate, but this time no plane was lost. Bombing was good, and all returned safely.

15 1st Lt Shubel Owens was this day reassigned to the 423rd. Lts. Daniel DeButts and Edwards were promoted to 1st Lts.

17 Another raid on the subs at St. Nazaire. Four of our ships took off. Pilots were Capt. Mack McKay, Robert C. Williams, and John B. Brady. Capt. Williams flew with Lt. William H. Warner's crew. Bombing was again at high altitude. The Huns had moved a new group of fighters into the Brest Peninsula and this day we had to contend with not only intense and accurate flak at the target, but also with the FW 190s. Capt. Williams' ship was hit at an early stage in the proceedings and was forced out of formation temporarily, at which time all of the enemy fighters descended upon the plane. A shell exploded in the radio room, putting the radio out of order and starting a fire in that part of the plane. Lts. Jacob C. Shively and Emmett W. Ford started back through the bomb bay, and while Lt. Shively was on the catwalk, another 20mm shell burst in the bomb compartment, knocking him off into the bay. Fortunately, the doors were closed. Lt. Ford pulled Lt. Shively out and then continued on back to put out the radio room fire. In the meantime, the ship was pretty well shot up, the rudder was out of commission, the stabilizers were both shot up and the flap control was severed. No one knows quite how this plane got back to England, and it took the combined efforts and cooperation of the entire crew. Lt. William J. Casey's 369th plane, seeing the plight of our plane, broke formation and joined in to give our a/c coverage. All other a/c got back without too much trouble. But, in Capt. Williams' plane, T/Sgt. Kenneth G. Aulenbach died of his wounds; Lt. Shively and S/Sgt Hubert Houston were severely wounded, and were hospitalized upon their return. S/Sgt. Colin Neeley was also slightly wounded.

18 The target for today was LaPallice, France. Capt. Maurice Salada and Lt. Raymond J. Check were put back on flying status so that they might take part. Other pilots included Capt. John B. Brady and Lt. Pervis Youree. The group made the first part of their journey over 10/10ths clouds. The route lay directly from Lizard Point to the target. All went well until, to our horror, there appeared a break in the clouds and we were over the most heavily defended flak area of our experience, St. Nazaire. A quick turn to the left and we were away, though not before we had received a good dose of flak. We continued our trip, the weather clearing somewhat, and the target was eventually found and bombed. A considerable amount of flak was encountered at the target, but it had neither the intensity nor the accuracy of that at St. Nazaire. All ships returned without personnel casualties.

21 Because of losses of both personnel and planes, the squadron was on this day declared non-operational.

23 We started ground school today for all crew members.

25 Three crews left today to get new planes for the group and, incidentally, to look over the feminine situation in Scotland.

27 The crews returned today with three planes, but only one for this squadron, and no girls for anyone.

29 During the month, the following men became entitled to receive the Air Medal for having taken part in at least five completed missions: Capts. Mack McKay and John Brady; 1st Lts. Eugene H. Pollock, Robert Salitrnik, Frank D. Yaussi; 2nd Lts Emmett W. Ford, L. P. Johnson, Jr., Stanley Kisseberth, Howard M. Kelly, Robert Kylius and Warren Lewis; Sgts. Harry Alleman, Gerald Kruszynski, Andrew Bezak, Michael Roskovitch, James L. Carberry, William L. Nisbet, James H. Hobbs, Earl Henn, Roy H. Gibson, Eugene H. Stein and Leslie Gedney.

DECEMBER

1 1st Lt. Jacob C. Shively and S/Sgt. Colon E. Neeley, while still in the Oxford Hospital, received the Order of the Purple Heart medal. S/Sgt. William E. Williams was granted an Air Medal.

2 Two new planes were assigned to the squadron today. Sgt. Warren V. Eitner was packed off to Signal School. Capt. Maurice Salada, with Lt. Prue Blanchette and Sgt. Charles M. Counts may have thought they were to be reassigned to another outfit. Nobody quite knows what the idea was. At any rate, they were supposed to fly straight up to high altitude and then come straight down. They flew up all right, but when they came down and again sighted land they were in parts unknown. A field to land on was sighted and they came down. They found they were about 30 miles from Thurleigh. The question that naturally arises is, were they disappointed in landing so far from their own field or did their disappointment come from the fact that they didn't come down 3,000 instead of just 30 miles from Thurleigh.

3 Lt. Samuel Simpson was officially reassigned to the 423rd as squadron flight surgeon.

4 Today was memorable for the 423rd, as a small group gathered immediately after the noonday meal to witness the further awarding of medals. Maj. James W. Wilson received the Air Medal for his unusual bravery and skill displayed in leading both the squadron and the group over St. Nazaire on the low altitude attack of 9 November. Capt. Robert C. Williams and Lts. Warren George, Jr., and Emmette W. Ford received the Distinguished Flying Cross for their remarkable bravery and skill in bringing their ship and crew back from St. Nazaire on 17 November.

5 Lt. John A. Coulter was sent to anti-gas school at Salisbury.

6 Lt. Norman A. Haas was transferred to the 369th squadron.

7 Lt. Frank K. Watson was sent on DS for special trajing as unit oxygen officer.

11 The squadron received flying crew replacements today, including 1st Lts. William A. Boggs and Bart Wigginton; 2nd Lts. Mead J. Warner, Andrew V. Simmons, Arnold L. Carlson, Orman L. Hamilton, Gardner M. Reynolds and David A. Steele; and Sgts. James P. Gaffney, James H. Thornton, Harrison B. Welch, Florian S. Yost, Carroll E. Pyer, Jr., Walter Piotrowski, James E. Smoot, William E. Hull and Leon L. Bamforth.

12 Today was the first chance, because of the delightful English winter weather, for a raid. The primary objective of the mission was to have been Romilly sur Seine, south of Paris, and the last resort target was the rolling stock in the marshalling yards at Rouen. Capts. Mack McKay and John Brady, and Lts. William H. Warner, Raymond J. Check, Robert P. Riordan and Pervis Youree were to make up the squadron com-

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plement on this mission. Lt. Youree was forced to turn back before crossing the Channel, but the remainder continued. The weather in the target area was far from good, and directly over the target there was a blanket of 10/10ths clouds. Consequently, the whole group turned toward the last resort at Rouen. Here they dropped their bombs. Because of clouds they were unable to observe accurately the actual results. They did see some large explosions. Some flak was encountered at the coast and near Paris, but none was intense. There were lots of enemy fighters out. and a running fight ensued both on the way in and again on the way out. The 1st Bomb Wing was credited with 19 certain, of which the 306th got 14 and the 423rd 13. All personnel returned, though Sgt. Clifford Langley was severely wounded, and S/Sgt Orville Schultz also received slight wounds.

13 2nd Lt. Robert Malin, copilot, joined the squadron and Lt. Coulter returned from gas school.

14 Lt.Robert P. Riordan was on official orders transferring him to the 423rd today.

16 Lts. Robert Salitrnik and Frank D. Yaussi officially today were designated group navigator and group bombardier.

19 This was the date of our second operational mission for December. The target was Romilly sur Seine, which is 180 miles inland and 100 miles east and south of Paris. Our lead plane had Lt. Col. Delmar Wilson as pilot and Maj. James W. Wilson copilot, and Capt. Raymond J. Check's crew in the remaining positions. Other pilots were Capt. Mack McKay, Capt. John B. Brady, Capt. Maurice Salada and Lt. Pervis Youree. The mission ran about as smoothly as any so far, and is particularly noteworthy for the excellent bombing of this group. Many bulls'eyes were scored by us on the specific target assigned, and near misses hit enemy planes on the adjoining dispersal areas of the airfield. Again, we were subjected to running attacks from enemy fighters, and for the second time it was noted that there were all sorts of planes sent up to us, including JU 88s, ME 190Es, ME 109Fs, and our usual FW 190s. We got our share of these fighters, but the best part is that we all got back.

20 The mission today was the hospital at Oxford. The vehicle used was a recon 17F. Capt. Mack McKay was pilot and also acting navigator. Lt. L. P. Johnson was along as backseat driver (copilot to us). Members of the crew included Lt. Emmette W. Ford, bombardier, Lt. Chester May assistant bombardier. Lt. Walter C. Leeker, 369th, went along to observe how the 423rd did it. Lt. Roy Kelley wound himself into the ball turret. Capt. Salada took the left waist position, hoping to perhaps find that he could in that way leave some of his waist somewhere. With this crew, Capt. Mack took off in good spirits. All went well on the way to the target. The briefed route was followed to the last detail. Though vehicles were frequently sighted, none at-

DECEMBER (con't)

tacked our craft. The only flak that was seen were white puffs of loveliness which were located at odd street corners and especially at places near military targets. None proved to have the quantity or quality to be real deterrants. The target was reached and the boys were congratulating themslves on a successful mission. At 2317 hours, zero altitude, on their way back to home base, 34 miles from the target, Capt. McKay for some reason, took violent evasive action to the left, and made a crash landing in a ditch. The pilot and all members of his crew were later sewn up in the hospital. There was no interrogation.

22 Lt. Robert P. Riordan completed his short visit with us and today was reassigned to the 369th.

30 Today was a sad day for our squadron. The group was briefed for a mission to the sub pens at Lorient, France. There was one abortion after another, and when those still in formation numbered less than the required amount, Maj. James W. Wilson brought the rest of the group home before reaching the French coast. Capt. John B. Brady, however, who left later than the rest and was catching up, joined the 305th Group. The target was bombed. On the way back the group approached the tip end of the Brest Peninsula, where they were met by fighters. In the ensuing encounter, Capt. Brady's ship was set on fire and all crew members were seen to bail out. The Germans were seen to shoot at the descending parachutes. The 305th came in to save our boys, losing a plane of their own. Those with Capt. Brady included 2nd Lts. Bernard T. Healey, copilot, Warren M. Lewis, navigator, and Gardner M. Reynolds, bombardier, and Sgts. James L. Carberry, William L. Nisbett, Eugene H. Stein, Edward J. Sanski, John J. Vallorani and James P. Gaffney.

31 The following men became entitled to the Air Medal for having completed five missions: Lts. Robert Salitrnik, Frank D. Yaussi, Warren Lewis, Warren George, Emmette W. Ford, L. P. Johnson, Eugene H. Pollock, Stanley Kisseberth; Capts. Mack McKay and John B. Brady, and Sgts. William L. Nisbett, James L. Carberry, Andrew Bezak, Wayne W. Hart, Michael Roskovich, Eddie Espitallier, Claiborne W. Wilson, Roy H. Gibson, James H. Hobbs, Gerald Kruszynski, Harry Alleman, Earl Henn, Colin Neeley, Nicholas M. Sawicke, Charles M. Counts, Eugene H. Stein, John J. Vallorani and Donald J. Bevan.

It is worthy of comment, that to the end of the year the 423rd had less than half as many aborts as any other squadron in the group. Credit should be given to both the flying and ground crews for this record.

JANUARY — The month of January was to prove a brilliant, glorious and lucky month for the 423rd Bombardment Squadron (H).

3 — The month was only three days old when we set off on our first mission of the year. The target was our old "friend" St. Nazaire. Capt. Mack McKay and Lts. Ralph W. Jones and Warren George were the pilots chosen from our Squadron. As usual, the going was real tough. Our boys found the flak both intense and very accurate. In addition, they encountered several enemy A/C. Luckily, we came through with no casualties except for Lt. Mead J. Warner, who received a piece of flak that cut his hand. Sgt. Donald J. Bevan, our flying artist, received credit for probably shooting down an ME 109. That luck entered into it is proved by the fact that the other three groups participating in the raid lost a total of seven planes. This mission was noteworthy for the excellent bombing by our group.

4-13 — Between these two dates several of our personnel were sent to different parts of England and to various schools. Among others: Lts. Pervis Youree and Raymond J. Check were sent to Watchfield to study Standard Beam Approach. Others went to Cornwall to anti-aircraft school. Lt. Shubel Owen went to Eastbourne to aircraft recognition school. Ground school was in full swing and sandwiched in between were classes we were given, our second and third briefings of targets in Germany itself. Each time the mission was scrubbed because of weather.

13 — Maj. James W. Wilson (with Lt. William H. Warner's crew), Capt. Mack McKay, Capt. Maurice Salada and Lt. Warren George with their own crews, bombed Lille today for the third time. Once again, we were in luck. Our only casualty being Sgt. William T. Johnson who returned with a frozen chin. Flak was comparatively light and inaccurate. Nearly all fighters observed, staying well out beyond range of either their or our guns. Our bombing was again considered the best of all groups participating, and all in all it was a breeze.

15 — Lt. Frank K. Watson was today relieved from this squadron and sent over to the 369th where he becomes Lt. Edward P. Maliszewski's copilot.

16 — Today we welcomed into our midst a new crew which came to us all the way from America through South America, Africa, Gibraltar and to England. This included Lts. Richard K. O'Hara, pilot, Robert H. Smith, copilot, Otis B. Tillery, navigator, and Hugh Phelan, bombardier, and S/Sgts. Paul Fetkiw, William H. Mountain, Maynard Nelson, Charles Sheffield and Harold Strom. This crew was shipped off on the 17th to Bovingdon for further schooling.

20 — Capt. Mack McKay, after taking part in ten completed missions without a slip or abortion--a truly remarkable record--was chosen today as the next commanding officer of the 368th Bomb Squadron. While we all, without exception, hate to lose Mack, it is an honor and a promotion for him personally, and in that we are all honored in his being chosen for the job.

JANUARY (con't)

23 Back to the war again today, the target was the sub pens at Lorient. Maj. James W. Wilson led the group with Lt. Pervis Youree and his crew. Others participating were Capt. Maurice Salada and Lts. William H. Warner and Raymond J. Check and their crews. This was a typical high altitude mission. That is to say, flak, confined for the most part to the target area itself, was as intense but not quite as accurate as that which we meet when we get to St. Nazaire. This time flak was rather noticeably aimed at other groups. Then, after the target, came the usual running attacks, from FW 190s mostly. Sgt. Francis J. Bowes probably shot down one of these. Nothing unusual about the bombing. All of our squadron returned safely.

27 Today was one always to be remembered by every member of the 423rd. For this was the day of the first all-American raid on Germany proper. Our group was chosen to lead all other 8th AF groups on this most significant mission. 423rd pilots and their crews participating in this raid were: Maj. James W. Wilson, and Lts. William H. Warner, Raymond J. Check, Ralph W. Jones and Warren George, Jr. Though the significance of this mission was known to all, it was nevertheless taken right in stride. It had been planned to strike at Vegasack where they build U-boats, but once over Germany it was obvious there would be much too much cloud cover in that direction, so the Wing shifted its target to the docks at Wilhelmshaven. The weather even there was not too good, but taking advantage of a small break in the clouds, Lt. Frank D. Yaussi, our man in the lead ship, dropped the bombs with generally good effect. All kinds of fighters were met on this mission, including FW 190s, ME 109s, ME 109Fs, JU 88s, ME 110s, and even some ME 210s. It was quite noticeable, however, that these pilots were not in the same class with those whom we have met in the vicinity of Lille or the Brest Peninsula. Many of the enemy pilots actually seemed amateurish in comparison. There was running fight, however, until we were a good half way across the North Sea on our return journey. The 423rd returned with all personnel in good spirits.

29 Lts. Ralph W. Jones, Warren George and Dudley Allen all received their first lieutenants' commissions today.

Receiving decorations during the month were:

AIR MEDAL (E/A destroyed)

Lt. Eugene Pollock
S/Sgts Charles Counts
Raymond Henn
Eugene H. Stein
Sgts Donald J. Bevan
John Vallorani

AIR MEDAL (five missions)

Maj. James W. Wilson
Capt. Maurice Salada
Lts. Harold Gaslin
George Horner
Roy Kelley
Chester H. May
William H. Warner
Sgts. William T. Johnson
Jacob Kirn
Gerald Kruszynski
Robert W. Trenary
William Williams
Howard V. Wilson

PURPLE HEART

S/Sgt Hubert Houston

FEBRUARY

1 2nd Lts. James E. Hopkins and L.P. Johnson were promoted to 1st lieutenants.

2 Capt. Maurice Wahl, squadron S-2, left us today to join the Judge Advocate General's office at VIII Bomber Command where he will be preparing and trying cases before General Courts Marshal.

3 Today we left for another raid on German territory. The primary target was to have been the marshalling yards at Hamm, just outside of "Happy Valley" (The Ruhr), with the secondary at Osnabruck and the last resort at Emden. "Uncle Bill" Warner led the squadron, followed by Lts. Pervis Youree, Ralph W. Jones, Warren George and Capt. Robert W. Smith. It wasn't such a good day, as far as weather was concerned, and a heavy blanket of clouds was found to cover both the primary and the secondary. Thus, the formation turned north to the last resort. Even here there was a heavy undercast and we were not helped by the smoke screen which hid most of the target from view. We did drop our bombs, however, in the dock area of Emden before returning home. There was lots of flak on this trip, but it was the same quality as that put out at St. Nazaire. Though most of our planes were hit, no really serious damage was done. Again, we had a running fight with a variety of E/A types, including FW 190s, ME 109s, JU 88s and ME 110s, which lasted 30 to 45 minutes. One engine of Lt. Jones' plane was knocked out, and he had to come down at Bungay. But, there were no casualties in the squadron. The 423rd received credit for four certains: Sgt. Florian Yost, an FW 190; Billy J. Lamb, an ME 109; Sgt. George McClennan, an FW 190 (all from Lt. George's crew), and Sgt. Walter Piotrowski of Lt. Jones' crew, an ME109.

10 Lt. Shubel Owen returned today from Eastbourne, from which spot he brought a great store of knowledge about aircraft in general, and stories of how it feels to be on the ground during FW 190 raids.

13 2nd Lt. Thomas J. Gorman has been assigned as a navigator.

16 The target for today was St. Nazaire. Capts. Maurice Salada and Robert W. Smith and Lts. William H. Warner, Raymond J. Check, Pervis Youree and Ralph W. Jones were assigned to fly. The pinpoint was the locks at the southwestern entrance to the sub basin. It turned out to be a typical St. Nazaire raid and well illustrated the feeling that the flak guns at this spot are manned by a bunch of post-graduates. Nothing happened until a moment before we dropped our bombs. Then suddenly everything was in an uproar. Every ship in the squadron was hit by the very first bursts of flak. As a matter of fact, the first indication we had that there were flak defenses in operation came as the firsts-bursts knocked our formation haywire. In spite of this, we dropped our bombs and did the best bombing, according to higher headquarters, that had been done by the American forces to date. The pictures later showed how the bombs of the 423rd

FEBRUARY (con't)

literally "walked through" the target. As usual, the FW 190s, taking advantage of the work that the flak had done, came in immediatelyafter the flak and for about 15 minutes or so we had another battle on our hands. Uncle Bill Warner had been hurt worse by flak than the rest, and the Jerries were not long in finding this out. They pounced on him in numbers. He was last seen headed for a cloud, in apparent control of his plane, though it had two engines out and six FWs on his tail. Ray J. Smith shot down an FW 190, but this was not enough to relieve our feelings of great loss for Uncle Bill and his crew. Those with Lt. Warner were: Lts. Lewis H. Utley, Arnold R. Carlson, and Robert Kylius, T/Sgts. Claiborne W. Wilson and Eddie F. Espitallier, and Sgts. Robert D. Kisling, Colin Neeley, William Williams and Walter C. Morgan. Let's hope we hear again from Uncle Bill and his crew.

19 Today, Maj. James W. Wilson, the man who came to Salt Lake City as a first lieutenant, to assume command of the organization of the new outfit which later became the 423rd Bomb Squadron, was relieved of command to become executive officer of the 306th Group. In his place. Capt. John L. Lambert came over from the 367th Squadron and today assumed command.

20 1st Lt. Chester H. May from today is a captain, while Lts. Wendell Hull and Robert B. Phillips now have their 1st lieutenancies.

21 This was the day of the so-called Texel raid. We were to have done some more good work in German territory, but the weather was so very bad that it was hopeless. When we got as far as Texel we all turned back in disgust. Since there were a few enemy encounters and we were over enemy territory, those who took part were given credit for a mission. Included were the crews of Capts. Maurice Salada and Robert W. Smith and Lts. Ralph W. Jones, Raymond J. Check and Pervis Youree.

23 Capt. Robert C. Williams, squadron operations officer from the first days at Salt Lake City, followed his old boss, Maj. James W. Wilson, to Group headquarters and is now assistant group operations officer. Capt. Maurice Salada assumes the duties of 423rd operations officer.

24 Lt. Charles H. Patten is from today a captain, and Lt. Henry R. Sibley, Jr., our hard working hot-foot expert, received his commission as a first lieutenant. A captaincy, dated 15 February, also came through for Uncle Bill Warner, now missing in action.

25 By order of VIII Bomber Command, we now are to have reveille every morning at 0615, and there is to be a Squadron Officer of the Day. We are fast falling in love with Bomber Command.

26 A good day from a weather standpoint, and so once more, after an early briefing, we took off for Bremen. Capt. John L. Lambert, with Capt. Robert W. Smith and crew led our formation, including Lts. Warren George, Raymond J. Check and our new first pilot, Lt. L. P.

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Johnson. Once more we hit bad weather over Germany, so changed our course to the north and bombed the docks at Wilhelmshaven. Even here there was too much cloud to see accurately what the results of our bombing were. Again, there was lots and lots of flak, and fighters were seen. The E/A stayed pretty well clear of our group, just another indication of the beautiful formation flying being done by our boys. On this day, Lt. William A. Boggs was relieved from assignment with this organization. Lt. "Goose" Gaslin (Harold) made captain, thus clinching his job as squadron navigator.

27 Another raid today. This time the target was Brest, France, and it turned out to be a comparative breeze. It wasn't too good a day. what with clouds and undercast. Capt.John L. Lambert, squadron C.O., went along, this time with Capt. Maurice Salada. Other pilots included Capt. Robert W. Smith, Lt. Warren George, and Lt. Richard K. O'Hara, who this day made his first appearance as pilot on a mission with his own crew. The flak was almost nil and very few fighters were seen, none actually on our squadron. Due largely to the heavy cloud cover, we were on the target before we knew it and as a result, the bombing was not too good. We returned with no casualties and only three planes hit at all by flak. This mission was noteworthy as one of the very few times we have seen our fighter escort. It so happened that they were on time at our rendezvous.

During this month we have had 14 briefings and five missions, bring the total to date to 41 briefings and 20 missions flown.

Those with more than 10 missions in total are:

16 - Lt. Eugene Pollock, Sgt. James H. Hobbs
15 - Lt. L. P. Johnson, Sgt. Raymond Henn
14 - Capt. Robert W. Smith, Lt. Stanley Kisseberth
Sgts. Michael Roskovich, Roy H. Gibson
13 - Sgt. Harry Alleman
12 - Lt. Warren George, Sgts. Nicholas Sawicke, Andrew Bezak, Henry Bean, Charles Counts and and Wayne W. Hart.
11 - Lts. Emmette W. Ford and George Horner, Sgt. William V. Baker
10 - Lt. Harold Gaslin, Sgt. William T. Johnson

Medals in February:

PURPLE HEART - Lts. Stanley Kisseberth and Orman Hamilton
AIR MEDAL (first one) - Lts. James E. Hopkins, Ralph W. Jones, Robert Malin, Andrew Simmons, Mead S. Warner, David A. Steele and Capt. John L. Lambert.

Sgts. Leon L. Bamforth, Frederick A. Blum, James A. Bobbett, Freel Colvard, Clarence Durham, James J. Garris, Billy J. Lamb, George A. McClennan, Warren MacGregor, Bernard Papieka, Walter Piotrowski, Ray J. Smith, James E. Smoot, Harold Strom, Raymond Stymacks and James H. Thornton.

MARCH

This month was, for the most part, a good month for the 423rd. True, it had its bad points, such as the death of S/Sgt. Raymond J. Henn, but during the month we did about as much good for our cause and damage to the German cause as had been done up to date. We took part in eight raids, five of which were superb from all angles. We lost no planes. We discovered again that there are promotions on this side of the ocean.

1

The month commenced with the promotion, as of 19 February, of 2nd Lt. Emmette W. Ford to 1st lieutenant. On the same day, but as of 28 February, there was assigned to our squadron a new crew: 2nd Lts. Edwin Pipp, pilot; Leroy Sügg, copilot; Leland Flower, navigator and John S. Lucas, bombardier; T/Sgts. Buren C. Williams and Eli Rogers; S/Sgt. Lusic, Sgt. Zulan and Pvt. James L. Babbs.

3

2nd Lt. Forrest Hartin, our famous evading navigator, received his long overdue promotion to 1st Lt. On the same day, we set out on what was to be our first raid of the month. The target assigned was the docks at Rotterdam, Holland. All four bomb groups took off and proceeded as scheduledm but on approaching the Dutch Coast, heavy 10/10ths clouds were found at nearly all elevations. It was determined impossible to drop bombs with any certainty that they would hit a military objective, and we all turned back. At this point a few enemy fighters were encountered, and while all a/c of this squadron returned safely, Capt. William Friend, 368th, and crew was lost to the group. The fact that we should have been sent out in such impossible weather left a rather bad taste in our mouths.

6

Today was the first of the really exceptionally fine bombing missions of the month. The target was Lorient, France, the pinpoint being a small building in the middle of a group of naval installations and housing the electric power plant for the base. Capt. John L. Lambert, our C.O., led the squadron with Lts. Pervis Youree, L. P. Johnson, Richard K. O'Hara and Warren George. Heavy, intense and very accurate flak was met at the target, but bombs were dropped accurately. The power plant itself was completely destroyed and many of the surrounding installations were severely damaged. Immediately after leaving the target we had a 10-15 minute fight with the Yellow Noses, a crack GAF squadron of FW 190s. Lt. John R. Lucas received credit for destroying one, and S/Sgt. William E. Hull had a probable. The group lost two crews on this mission, but once again the 423rd went unscathed, except for 2nd Lt. Mead Warner, who was wounded in the face and neck when a 20mm shell exploded in the nose of the plane. Because of the distance covered on this trip, the group landed at Exeter and Chivenor on return. Those landing at Exeter found the field already overcrowded and so had to spend the nigh at a post some 10 miles away, sleeping on wooden benches with much too little blanket coverage. Those at Chivenor, including nearly all of the 423rd, had all the comforts of home, including fresh eggs for breakfast.

MARCH (con't)

7 We spent most of the morning waiting for the weather to clear sufficiently for us to make the trip back home. This occurred about noon. Lt. Fred C. Baldwin, squadron S-2, found his captaincy awaiting him when he got off the plane.

8 Today the target assigned was the marshalling yards at Rennes, at the base of the Brest Peninsula. It was the first of a series of successful blows at the German railway system, an attack that was good enough to win plaudits from the RAF. Capt. Robert W. Smith led the squadron, with Lts. L. P. Johnson, Richard K. O'Hara, Pervis Youree and Warren George. The trip, aside from the actual bombing, was more or less uneventful. There was almost no flak to bother us, nor was there much in the way of E/A opposition. As a result, we had a clear run on the target and our bombs fell where they were expected to go. In addition to the damage to tracks, freight cars and locomotives, we heavily bombed the control mound. We put this particular yard out of existence for some time to come. On this trip, T/Sgt. Warren A. MacGregor and Sgt. Roy H. Gibson got credit for certainly destroying FW 190s, and S/Sgt. Billy J. Lamb damaged a third.

10 2nd Lt. Lionel Drew, bombardier, was assigned to the 423rd today.

12 1st Lt. James H. Venable was assigned to the 423rd and became engineering officer. On the same day, we welcomed a new crew: Lts. Ralph L. Denny, pilot, William P. Cassedy, copilot, David J. Nordberg, bombardier, and Robert C. Farmer, navigator, and S/Sgt. John M. Cybulski, Sgt. William J. Dyakovich, Cpl. Cleston K. Harrison, and Pvts. Robert W. Gordon and Ralph W. Wallace.

13 Today the target was to have been the Amiens marshalling yards, with Abbeville as a secondary. However, because of poor visibility and some fairly poor navigation on the part of the lead group, we dropped our bombs on the railway junction at Poix, France. Capt. Robert W. Smith led the squadron, followed by Lts. Richard K. O'Hara, Raymond J. Check, David A. Steele and James E. Hopkins. The mission was disappointing, although all planes returned safely.

14 The marshalling yards at Rouen, France, was the target today. Capts. John L. Lambert, our C.O., and Robert W. Smith led the formation. Lts. Raymond J. Check, James E. Hopkins, Pervis Youree and Richard K. O'Hara and their crews made up the rest of the 423rd. There was almost no flak to bother us, the fighter escort was superb, we enjoyed splendid weather, and as a consequence our bombs once more dropped in the very center of the yards. This mission was run so very smoothly that little exciting can be said about it. Perhaps a large part of its success was due to the fact that we made a feint, flying almost across the English Channel and back, just before making the bomb run. The purpose of this was to get the enemy fighters up so that by the time we were ready for the bomb run they would be down and refueling. The diversion apparently worked well.

MARCH (con't)

15 2nd Lt. Alfred C. Gailey today received a Station assignment.

16 1st Lt. Jim Speck, our communications officer, today left for the U. S. to become communications officer for a new group.

18 2nd Lt. Isidore M. Sternburg today became 423rd communications office

19 The target for today was naval installations and submarine building shops at Vegesack, Germany, on the outskirts of Bremen. Maj. James W. Wilson, with Capt. John L. Lambert, our C.O., led the squadron and the group. They were followed by Lts. Raymond J. Check, Warren George, Richard K. O'Hara and James E. Hopkins. Opposition was considerable, the Germans putting a great deal of flak, particularly at the target. Flak was also met at the enemy coast in and out. Few of our airplanes suffered any damage , indicating that the gunners in this area are not on a par with those on the Brest Peninsula. Once more, all types of enemy fighters came up to attack, including FW 190s, ME 109s, JU 88s and ME 110s. Although they stayed with us for quite a time, they did not press home their attacks with determination, and on several instances were seen to fire their guns and then descend without attacking at all. The twin-engined E/A followed us back almost to the English Coast. Sgts. Andrew Bezak, Eli L. Rogers and Paul Fetkiw each certainly destroyed an FW 190. For the first time our fliers gave clear evidence that the Germans were flying planes over us and dropping time bombs toward our formation. A miss, however, is as good as a mile, and we all returned safely. To top the day off, Lt. Pervis Youree was made a captain.

20 Capt. Robert C. Williams came back into the fold today.

21 1st Lt. Raymond J. Check is from today a captain.

22 Today the target was the docks at Wilhelmshaven. The pinpoint was the dock at which we had reason to believe the German pocket battleship Admiral Scheer was to be found. In spite of 7/10ths clouds, very heavy flak opposition and persistent attacks by S/E and T/E fighters the dock area was bombed and some bombs actually hit in the immediate vicinity of the Scheer. Those on this raid were Capts. Robert W. Smith, Raymond J. Check and Pervis E. Youree, and Lts. L. P. Johnson Richard K. O'Hara, James E. Hopkins and David A. Steele. S/Sgt. Raymond Henn received credit for shooting down an FW 190 and the group got credit for an ME 110, while Lt. Leland Flowers probably got another FW 190. Though this was a successful mission, our spirits were considerably dampened when we learned that Sgt. Henn had been hit by a 20mm shell and killed, his 20th mission. His loss is felt by us al Sgt. Kenneth F. Powell, also a waist gunner on Lt. Johnson's plane, was wounded as well.

23 Lt. Jacob C. Shively, who has been hospitalized at Diddington since being wounded on the mission of 17 November 1942, is being returned to the U. S.

MARCH (con't)

25 Our squadron commander, Capt. John L. Lambert, received his much deserved majority.

28 The target for today was the marshalling yards at Rouen. This time we were assigned the locomotive sheds. Capt. Robert W. Smith again capably led the squadron. Other pilots included Capts. Raymond J. Check and Pervis Youree, and Lts. L. P. Johnson, Richard K. O'Hara, James E. Hopkins and Warren George. This was largely a repetition of the Rouen raid of the 14th. The weather was not as good, but here we had luck finding a hole in the otherwise dense clouds right over the target. There was comparatively little flak encountered and the fighter opposition was largely accounted for by another successful diversion of our own, together with excellent RAF Spitfire coverage. There was nothing left of the locomotive sheds, and we did further severe damage to the yards. As a result of the Rennes raid and the two Rouen raids this month, the RAF reports "The short term results of these heavy and most accurate attacks will disorganize military traffic to and from Western France for several weeks, perhaps longer, and will practically cut off Brittany from the Paris area, except by circuitous routes. If any heavy military moves were in progress or planned--and this will not be known for some weeks--they will have to be amended and battle order adjustments made accordingly to fit the new situation. Serious delay in the arrival of divisions on the Eastern Front is by no means improbable. The results of the Rennes raid provide the most successful picture yet received in this way of a yard neatly and completely put out of service. The effect of the Sotteville (Rouen) attack is probably hardly less serious." Unfortunately, the 423rd did not go entirely unscathed, for Lt. Otis Tillery received a wound in the chest from a 20mm bullet. As far as he was concerned, however, the most serious part of it all was that, without his knowledge or consent, the medical department sewed him with thread made in Japan, of all places.

29 Lt. Shubel J. Owen was this date relieved from assignment to the 423rd Squadron.

31 We wound up the month just as we had started it off, a trip to the docks at Rotterdam, Holland. When we got there, however, we could not see a thing and so had to bring our bombs back. Since we were over enemy territory, it counted as a mission. Participating were Maj. John L. Lambert, our C.O., Capts. Robert W. Smith, Pervis E. Youree and Raymond J. Check, and Lts. Warren George, L. P. Johnson and Bart Wigginton.

AWARDS FOR MARCH

PURPLE HEARTS	First AIR MEDALS	
Mead J. Warner	Lt. Leland Flower	Sgt. Walter Bieloga
Andrew Simmons	John R. Lucas	Freel Colvard
Robert Powell	Richard K. O'Hara	John Elek

MARCH (con't)

Hugh Phelan
Edwin Pipp
Robert H. Smith
Leroy Sugg
Otis Tillery
Bart Wigginton
Lusic
James J. Melillo
Mountain
Maynard Nelson
Eli Rogers
Charles Sheffield
Jack C. Webb
Buren C. Williams
Eddie Zaban

RAID PARTICIPATION (Total, at least 15 in March)

23 - S/Sgt. Michael Roskovitch
22 - Capt. Robert W. Smith, Lt. L. P. Johnson, S/Sgt James Hobbs
21 - Lt. Eugene H. Pollock, T/Sgt. Andrew Bezak, S/Sgt. Charles Count
20 - S/Sgt. Raymond J. Henn
19 - S/Sgt. Nicholas Sawicke
18 - Capt. Pervis Youree, Lt. Emmette W. Ford, Lt. Warren George, Lt. George Horner, S/Sgt. Henry Bean, S/Sgt. Wayne W. Hart
17 - Capt. Harold Gaslin, S/Sgt. Roy H. Gibson, S/Sgt. Howard V. Wilson
16 - Capt. Chester H. May, S/Sgts. Jacob Kirn, S/Sgt. Ken McClure
15 - Lt. James E. Hopkins, Lt. Andrew V. Simmons, S/Sgts. William V. Baker, Donald J. Bevan, William E. Hull and Selden M. Wentworth

APRIL

4 Early this morning we were briefed on a trip to Paris. Our target was the Renault plant on the banks of the Seine River. From the 306th, 30 planes took off and 27 reached and bombed the primary. The 423rd got eight ships off the ground, had no aborts, and all eight dropping their 48,000 pounds of bombs right square on the Renault works. The crews taking part were: Capts. Raymond J. Check, Robert W. Smith and Pervis Youree, and Lts. Warren George, James E. Hopkins, L. P. Johnson, Richard K. O'Hara and David A. Steele. Flak over the target was moderate and inaccurate, and no enemy fighters were met until we were on our way home. This failure on the part of the enemy to meet us on our way in may have been due to the feint we made over the Channel before making our run in. On the way out, however, we did have a bit of a go at it with FWs and MEs between the target area and Rouen, where we met for the first time our fighter escort of Spitfires.

In the course of the battle the following were credited with destroying E/A: T/Sgt. Leon L. Bamforth, S/Sgt. Billy J. Lamb and S/Sgt. George J. McClennan. The pictures later showed this to be one of the prettiest pieces of bombing done by the American air forces in this theatre. Damage estimates by intelligence experts report greater damage than had been done in the great RAF raid of March 1942.

We added to our numbers today a new crew, including Lts. Frank M. Kackstetter, pilot, Laek L. Robinson, copilot, and James S. Cheney, navigator, and Sgts. William S. Buchanan, Hendrick Kate, Arthur R. Adrian, Wayne J. Gray and Charles E. Randall. Promotions as of March 28 for Lts. Prue Blanchette, George Horner and Stanley Kisseberth to first lieutenant arrived.

5 No rest for the weary! Having been successful at Paris yesterday, we were told to sew up the job by bombing the Erla Works at Antwerp, Belgium, today. At both places large numbers of military trucks and such were being made for the Germans. It was felt that having done such a great amount of damage to the railway systems at Rennes and Rouen, particularly, the Heinies would turn to trucks as a last resort. Hence, we would bomb their truck factories. The squadron was led by Maj. John L. Lambert, our C.O., with Lt. George and his crew, others being Capts. Raymond J. Check and Pervis Youree, and Lts. L. P. Johnson and James E. Hopkins.

Fighter escort was to take the boys in as far as Ghent. Then, however, we met the fiercest fighter opposition we have ever encountered. The Germans, after our series of successful and devastating bombings, were determined at all costs to break up our bombing run. To do this they aimed all their attacks at the lead group, which was us. They came in a dozen at a time. There were over a hundred of them in all. The 306th Group had a tough time, losing four planes. The 423rd a/c, fortunately, all returned to base safely. On this raid we saw FW 190s carrying bombs underneath their fuselages and dropping them on our formation to break it up. Some exploded close enough to seriously

APRIL (con't) disturb the formation. On this raid, our group navigator and former member of the 423rd , Capt. Robert Salitrnik, was hit in the leg by an exploding ammunition can. About a week later he died of these wounds.

6 Capt. Chester H. May, 423rd squadron navigator, became acting group navigator.

7 Lt. Richard K. O'Hara, along with Lts. Laek L. Robinson, Otis B. Tillery and Hugh Phelan. and Sgts. Charles Sheffield, Paul Fetkiw, James J. Garris, William Mountain, Maynard Nelson and Harold Strom were transferred to the beleaguered 367th squadron.

11 A new crew has been assigned to the 423rd: Lt. James B. Lear, pilot, Maurice W. Davis, copilot, Arthur S. Morris, navigator, and Stanley Stedt, bombardier; and Sgts. Robert V. Folliard, Alfred Swartz, Louis A. Skinner, Maynard H. Smith, Zygmund C. Warminski and Eldo C. Weseloh.

12 Another new crew to join the illustrious list of 423rd combat crew members: Lt. Thomas E. Logan, pilot, F/O Virgil H. Jeffries, copilot, Luther S. Pierce, navigator, and John B. Parker, bombardier; and Sgts. McGivney, Edward W. Kaczanowski, Taylor and Walter, and Pvts. Carl Shelley and Tony F. Mihelich.

14 Lt. Edwin Pipp received his commission as a 1st Lt. today. It must have been following him all over the place, as it was dated 14 Jan.

17 This was the day of the most disastrous raid for the group, In all, ten crews and 100 men were lost. The target was the Focke Wulf plant at Bremen, Germany. The CBW was lead again by the 306th. Those participating from the 423rd were: Maj. John L. Lambert, our C.O., Capts. Pervis Youree and Maurice Salada, and Lts. Robert H. Smith, Warren George and Edwin Pipp. No opposition was met until we were on the bomb run, then everything popped loose at once. We encountered the most flak ever seen by anyone. It wasn't as concentrated or as accurate as at St. Nazaire, but there were many times as many bursts. In addition, enemy fighters were nearby and waiting for this moment, stepped in with a bang as at Antwerp two weeks earlier. In spite of all this, we did a good job on the target, demolishing our particular portion of the FW plants.

However, Lt. George's plane hit badly by flak, and though under control, was seen to be on its way down. Those missing are: Lts. Robert Malin, John B. Parker and Andrew Simmons; T/Sgts. James H. Thornton and Warren A. McGregor; and S/Sgts. Donald J. Bevan, George J. McClennan and Charles E. Randall and Sgt. Jack S. Amrey.
Capt. Youree did a particularly fine job on this trip, bringing his plane all the way from Bremen on a couple of badly overtaxed motors and with his control cables broken, and most of his hydraulics shot out. Lt. Leroy Sugg, through his own ingenuity, rigged up a way of tying the control cables to a parachute harness which could be oper-

APRIL (con't) ated from the cockpit. This played an important part in saving this plane and crew. S/Sgt. Walter Piotrowski and S/Sgt. William E. Hull destroyed enemy fighters and S/Sgt. William V. Baker hit a third so badly that parts of it, including the engine cowling, were seen to fall off.

16 There was a target for today--Lorient. No planes from the 423rd were scheduled to take part. Maybe they should have been, for the group did not do one of its best jobs.

18 Because of our large recent losses, the group was made non-operational in order to give us time to train our new crews and to lick our wounds.

20 Today we received the first batch of visitors from the 94th Bomb Group. We are to have two squadrons from this group, just arrived from the States, and will for the next several weeks spend as much time as we can give them to benefit from our experience. The 23 men and 17 officers who arrived today seemed like a great bunch. What it really means is that at long last we will have more than four active groups on this front, something we have needed from the very beginning.

22 Lt. Forrest Hartin, who went down over St. Nazaire 9 Nov 1943 and evaded capture, was relieved from assignment to the 423rd today so that he could spend his time telling his exciting tale to new crews.

The balance of this month was spent receiving newly-arrived members of the 94th, and teaching them as well as our new crews, morning, noon and night. Classes begin at 8 in the morning and run until 10 at night, seven days a week.

T/Sgt. Michael Roskovitch became the first 8th AF combat man to complete a 25-mission tour, during April, and the next day Lt. Eugene H. Pollock became the first officer to complete his 25. T/Sgt. James H. Hobbs also completed a combat tour before the end of April. All received the Distinguished Flying Cross.

AIR MEDALS in April went to Lt. William P. Cassedy and Lt. Lionel Drew, and to Sgts. Milton B. Edwards, John Elek, William W. Fahrenhold, Antonio Romero, Edward J. Stokoski and Orin A. VanCleave.

Those with 15 or more missions completed during April were:

24 - Capt. Robert W. Smith, w/DFC for unusual leadership
22 - Andrew Bezak and Charles M. Counts, both w/DFC
21 - Capt. Pervis Youree, Lt. George Horner, and T/Sgt. Nicholas Sawicke
20 - Capt. Harold Gaslin, Lt. Emmette W. Ford, Sgt. Roy H. Gibson and Sgt. Hart
19 - Capt. Chester H. May and Sgt. Kenneth McClure
18 - Sgts. William V. Baker, Howard V. Wilson and Jacob Kirn
17 - Lt. James E. Hopkins and T/Sgt. William E. Hull
16 - Sgts. James A. Bobbett, Billy J. Lamb and Selden Wentworth
15 - Capt. Raymond L. Check, Lt. Prue Blanchett and Sgt. Ray J. Smith

MAY

1 May started off with a bang when early on the first day we set out to bomb harbor installations at St. Nazaire. Those taking off were Capts. Raymond J. Check, Pervis E. Youree and Robert W. Smith, Lts. Ralph W. Jones, L. P. Johnson, Edwin Pipp and Bart Wigginton. The mission was uneventful until the target was reached. At that point we met some slight and ineffective flak and Focke Wulf interception. Due to heavy undercast and clouds, bombing was ineffective. The group then turned out to sea to return around the Brest Peninsula, and made a 360° turn to protect the 91st Group, which was in trouble. This turn apparently threw off the navigation to such an extent that Brest was mistaken for Land's End.

Our group then flew right over the severe flak at Brest and two of our ships were lost, Lt. Pipp and Lt. Wigginton. The rest of the a/c got out of this mess, but part way back, over the Channel, Lt. Johnson's plane was attacked by several FW 190s. One these scored a lucky hit, igniting an oxygen fire. The back of the plane was enveloped in flames, which grew so intense that T/Sgt. Henry J. Bean, S/Sgt. Robert V. Folliard, and Sgt. Joseph F. Bukacek, Jr., bailed out to almost certain death in the Channel. Lt. Stanley Kisseberth, navigator, was wounded in the leg.

he fire absolutely gutted the radio room and the waist of the ship. Sgt. Maynard H. Smith, ball turret, disregarding his own safety, wrapped a towel around his head and fought his way through flames and exploding .50 cal machine gun shells to the radio room where he heroically fought the flames, and was largely responsible for the safe return of the a/c. On later inspection, engineers marvelled at safe landing made by Lt. Johnson in S.W. England. It was Johnson's 25th and final mission.

Those flying with Lt. Pipp were Lts. James Lear and Leland J. Flower T/Sgt. Buren C. Williams; S/Sgts. Eli Rogers, James L. Babbs, Eddie Zaban and Norman A. Neuwiler, and Sgts. James J. Melillo and Edward Kaczanowski.

On Lt. Wigginton's crew were Lts. Ralph L. Denny, Robert C. Farmer and David J. Nordberg; S/Sgt. John M. Cybulski, and Sgts. Abraham L. Cogan, William J. Dyakovich, Robert W. Gordon, Cleston K. Harrison and Ralph W. Wallace.

4 Two new crews joined the 423rd: Lt. Jim P. Leach, F/O Norman A. Armbrust, Lts. Daniel Barberis and Donald A. R. Teller, and Sgts. Paul Milakovich, Robert Myllykoski, Peter Dascoulias, Jerry O. Hooks and Alfred Carrozza. The crew of Lt. William H. Marcotte included Lts. Joseph M. Carlvaho, Marc F. Pitts and Joseph J. Van Troyen, and

13 The target for today was the air frame factory at Meaulte, France. With a clear day, Spitfire and P-47 protection and no flak, it was clear sledding. The whole trip and the bombing were superb. Capt. Raymond J. Check led the squadron, with Capts. Pervis Youree and

MAY (con't) Maurice Salada, and Lts. Ralph W. Jones, Thomas E. Logan and James E. Hopkins.

14 This morning Capts. Raymond J. Check and Pervis E. Youree, and Lts. Ralph W. Jones, James E. Hopkins, Thomas E. Logan and Robert H. Smith took off to bomb the port installations at Kiel, Germany. This was our first raid on Kiel and we caught the Nazis with their pants down, for opposition from both flak and fighters was nowhere as intense as we had expected it to be. Our uninterrupted bomb run ensured good results, later proved by photos. About 50 FW 190s and ME 109s met us on the way out but caused us no real trouble and so we returned 100%.

15 Lt. Robert H. Smith received his commission as 1st Lt. today. The target was the port installations at Wilhelmshaven. Those taking part from the 423rd were Capts. Raymond J. Check, Pervis E. Youree and Maurice Salada, and Lts. Ralph W. Jones, James E. Hopkins, Thomas E. Logan and Robert H. Smith. Due to heavy clouds over the target our group turned and bombed the airfield on Heligoland Island. We encountered little flak, but enemy fighters were there to meet us off the Frisian Islands. Three planes from the group were lost, but we remained unscathed.

17 The target today was the sub pens at Lorient, France. Capts. Raymond J. Check, Pervis E. Youree and Maurice Salada and Lts. Ralph W. Jones, Thomas E. Logan and Robert H. Smith took off. With escort partway and flak and fighter opposition only moderate, it was successful and reasonably uneventful trip. Bombing was excellent and all planes returned.

19 Again today, the target was Kiel, Germany. Maj. John L. Lambert, our C.O., led the squadron, followed by Capt. Maurice Salada, and Lts. Thomas E. Logan, Ralph W. Jones, James E. Hopkins and Robert H. Smith. The 94th, who were staying with us for training purposes, bombed Flensburg at the same time. Flak was heavier than on the 14th but still it was not as bad as expected. We were also jumped by 50 E/A, but none of our planes was lost. Bombing results could not be determined since we dropped only incendiaries, and their effect is not immediately apparent. 2nd Lt. Jerroll E. Sanders, bombardier, was assigned to the 423rd today.

20 2nd Lt. Ben G. Irons, bombardier, was assigned to the 423rd today. Five of our planes took off to bomb the docks at Wilhelmshaven. Capt. Maurice Salada returned early, but Lts. James E. Hopkins, Ralph W. Jones, Thomas E. Logan and Robert H. Smith continued, dropped their bombs, and eventually returned. But this is the story of Lt. Robert H. Smith and his crew. Trouble started for Smith when his ship was hit by flak over the target and two engines were out. From then, a straggler, he was jumped by fighters continuously until well out at sea. As many as five E/A frequently attacked at the same time. No. 4 engine went out and he went down to the deck. On three or more occasions his plane caught fire. One of the other of the crew members

MAY (con't) put each one out. Finally, all ammunition except in the top turret was exhausted.

Smith ordered his men into the radio room to prepare for ditching. Two enemy fighters were still attacking, but they saw Smith's plane had stopped firing they merely coasted along to see the "kill". Once or twice one of these planes, a JU 88, would coast up to our craft and fire a few shots. Lt. Robert McCallum, copilot, seeing this stepped into the vacated top turret, and when he had the Heinie in his sight, let go a long burst. He got the JU 88 and thus became the only copilot in the ETO to shoot down an enemy fighter. But Smith had to ditch. This was done successfully, all members of the crew getting into their two dinghies before watching the Fort sink. They remained for 30 hours until picked up by British Air-Sea Rescue. During that running fight this plane was credited with 11 certainly destroyed enemy fighters, a record for this Theatre.

23 Lt. Roy C. Kelley received his commission as a 1st Lt. today.

25 1st Lt. Henry A. Dantzig was assigned to the 423rd as a surgeon.

29 Today we wound up the busiest month of our stay in England with the bombing of St. Nazaire. That's the way we started it off. Capt. Raymond J. Check led the squadron, followed by Lts. Thomas E. Logan, Ralph W. Jones, James E. Hopkins, Roy C. Kelley and William H. Marcotte, the latter two on their first missions as first pilots. All went well. Bombing results were fairly good. Enemy opposition, both flak and fighters, was moderate on this group. It was, in all, a good day. St. Nazaire definitely "ain't what she used to be".

During the month of May the 423rd lost two crews. In exchange, we are credited with having destroyed 21 enemy A/C, with four probables and 4 damaged. Not a bad record for a month!

Completed Tours - Capts. Robert W. Smith and Pervis E. Youree, Lts. Emmette W. Ford and George Horner, T/Sgts. Nicholas Sawicke and Andrew Bezak, S/Sgts Charles M. Counts and William E. Hull.

DECORATIONS

Distinguished Flying Cross	Purple Heart
Capt. Pervis Youree	Lt. Daniel Barberis
Lt. Leroy Sugg	Stanley Kisseberth
	Sgt. Roy H. Gibson
	John H. Jessup
	Hendrick Kate
	Billy J. Lamb
	Zygmund Warminski

MAY (con't)

Air Medal (first time)

Lts. Daniel Barberis
Joseph Carvalho
James S. Cheney
Maurice W. Davis
Eugene Dornbrook
Thomas E. Logan
Robert McCallum
Arthur S. Morris
Luther Pierce
Marc F. Pitts
David A. Steele

Sgt. Arthur Adrian
William S. Buchanan
Peter Dascoulias
Archie Garrett
Wayne M. Gray
John H. Jessup
Robert G. Jones
Hendrick Kate
Milton A. McGivney
Tony F. Mihelich
Robert Myllykoski
Frank M. Porcelli
Carl Shelley
Robert L. Taylor
Zygmund Warminski
Eldo C. Weseloh

JUNE

11 Six planes of the 423rd took off this morning, bound for the submarine building works at Hamburg, Germany. Pilots were Capt. Raymond J. Check, Lts. Ralph W. Jones, Leroy Sugg, Roy C. Kelley, William H. Marcotte and Thomas E. Logan. Heavy overcast and clouds entirely blotted out the primary target, so the group turned back toward Wilhelmshaven, and our old friend, the Bauhaffen. Flak was both moderate and low, not bothering us much. There were plenty of enemy fighters in the sky but most were not too eager to attack a close formation and spent most of their time with stragglers. But some wandered into our air space, and the 423rd claimed four of them as victims. Lt. Eugene Dornbrook, Sgt. Daniel DeFlorio, S/Sgt. Earl S. Mason, Jr., and S/Sgt. Maynard H. Smith were given credit for destroying FW 190s. In spite of a very good smoke screen covering the target, the bombing results were good and all planes returned pretty much unscathed.

13 The target today was the dock area of Bremen. Maj. John L. Lambert, 423rd C.O., with Capt. Raymond J. Check, led the formation. Others were Lts. Leroy Sugg, William H. Marcotte, Ralph W. Jones, Robert H. Smith, Roy C. Kelley, Frank M. Kackstetter and Thomas E. Logan. The weather was clear and the target could be seen, despite a considerable smoke screen. However, flak was a different story. This located us accurately and then just about the time we were ready to drop our bombs they sent up a heavy barrage which hit nearly every ship in the group, including all but two of our own. All planes dropped their bombs on the target, but Lt. Marcotte's plane could not keep up. He was last seen by us, going down under control, in the target area. At least eight chutes were seen. Those flying with Marcotte were Capt. Charles H. Patton, squadron adjutant, Lts. Joseph J. Van Troyen, Joseph Carvalho, and Marc Pitts, and Sgts. Edward Dostie, Mason E. Houchens, Glenn Loveland, Lawrence J. Huschle and Earl S. Mason, Jr.

22 The target today was the synthetic rubber factory at Huls, Germany. Huls is the first target we have had actually in Happy Valley. Capt. Raymond J. Check led the squadron, with Lt. Leroy Sugg, Lt. Thomas E. Logan and Lt. Frank M. Kackstetter. The weather was fair. Flak wa: moderate, but those flying in the high squadron on the right got a good taste of the reason why this place is called "Happy Valley". Fighter opposition was strong and attacks on our formation were pushed home. In spite of this, we lost no crews and we accurately bombed the largest rubber manufacturing plant under Nazi control. High explosions and smoke were seen ascending thousands of feet in the air. In all it was one of the American air forces most successful raids.

25 The target assigned for today was the Blohm-Voss submarine building works at Hamburg. Capt. Raymond J. Check led the squadron, followed by Lts. Ralph W. Jones, Frank M. Kackstetter, Leroy Sugg and Thomas Logan. We flew low and on the left. It was a rotten day, the formation found 10/10ths clouds from the coast of England over to the coast of Germany and beyond. Couldn't see anything by way of the

JUNE (con't) primary target through these clouds, fighting off some 75 GAF fighters and dodging a considerable amount of flak, we dropped our bombs where we thought they might do well on targets of opportunity, and headed for home. All made it except our Lt. Logan, who was thought to have ditched in the North Sea. Efforts by Air-Sea Rescue were to no avail, and so this crew is counted as missing. Those with Lt. Logan were Lts. Maurice W. Davis, Eugene F. Dornbrook and Donald W. Fox, and Sgts. Selden M. Wentworth, Albert Schwartz, Howard V. Wilson, Antonio Romero, Jack C. Webb and Frank M. Porcelli. On this raid, S/Sgt. Zygmund Warminski received credit for destroying an ME 109, and S/Sgt. Ray J. Smith, damaged an FW 190.

26 The target for today was the fighter airdrome at Triqueville, France. Those participating from the 423rd were Capt. Raymond J. Check with Lt.Col. James W. Wilson, our former C.O., and Lts. Stephen W. Peck, Frank M. Kackstetter, Ralph W. Jones and Leroy Sugg. This was Check's 25th and final mission. Bombing results were unobserved due to a persistent and hard hitting attack by enemy fighters, who first came out of the sun about the time we dropped our bombs. In the very first attack, Capt. Check was hit by a 20mm shell and must have died instantly. Flares in the cockpit were also hit, and Col. Wilson was badly burned on the face and hands. Three other crew members were injured, and Lt. Lionel Drew, bombardier in the plane, seeing the flames in the cockpit, and hearing the bail-out bell, jumped out the nose hatch. Despite his painful burns, Col. Wilson was able to maintain control of the a/c until replaced by Lt. William P. Cassedy, Check's regular copilot, who had been flying as the right waist gunner on this memorable day. Maj. George Peck, a medical observer also flying in the a/c, did some rather heroic work on Col. Wilson, and the plane came back to its home base. Lt. Prue Blanchett was navigating on his 25th mission, as well. Lt. James S. Cheney, navigator on Lt. Kackstetter's crew, was credited with an ME 109 and S/Sgt. Arthur R. Adrian probably destroyed another.

28 The target today was St. Nazaire. From intelligence it was learned that because of the damage to the two usual gates into the submarine basin, the Jerries were practically building and attempting to cover a new eastern gate. This we were told to destroy before it was covered with reinforced concrete, and too late. Maj. John L. Lambert and Lt. James E. Hopkins led the squadron, followed by Lts. Roy C. Kelley, Frank M. Kackstetter, Leroy Sugg and Stephen Peck. Flak over St. Nazaire was medium, both in quantity and quality. Some 25 fighters, however, made some rather persistent head on attacks after some of the best bombing we have done of late. The new locks were hit directly and many other important buildings in the eastern slip were damaged or destroyed. F/O William F. Wagner destroyed an enemy plane. All crews returned safely.

29 The target today was to have been Villacoublay Airdrome just south of Paris. Lts. Roy C. Kelley, Frank M. Kackstetter, Stephen W. Peck,

JUNE (con't) David A. Steele and James E. Hopkins made the trip, but what with solid undercast over the target and most of France, no bombs were dropped. Flak was negligible, but some fighters were met. T/Sgt. William Buchanan probably destroyed an ME 109 and S/Sgt. Ray J. Smith damaged another. No one was hurt on this trip, which was little better than a waste of time.

DECORATIONS IN JUNE:

Silver Star	Distinguished Flying Cross	Purple Heart
Clair Dickinson	Lt. Robert McCallum	Lt. Prue Blanchette
	Lt. Robert H. Smith	Lt. Stanley Kisseberth
	Sgt. Clarence Durham	Lt. Luther Pierce
		Lt. Stephen W. Peck
		S/Sgt. James H. Bobbett
		S/Sgt. James Smoot
		Sgt. Walter Berthold
		Sgt. Clair Dickinson
		Sgt. John Gutierrez

JULY

3 2nd Lt. Dean C. Rodman, pilot, joined the 423rd today.

4 The 423rd and the group celebrated this day by some of the prettiest precision bombing we have seen to date. The target was the aeroplane assembly works at Nantes, France. Lts. Leroy Sugg, Stephen W. Peck, Roy C. Kelley, Ralph W. Jones and James E. Hopkins took part in the raid. We didn't have much trouble any of the way. There was some flak at the target and some 50 fighters were seen, but they did not press home any attacks and the whole squadron came home intact. The main thing was that we absolutely wiped out the particular factory which was our target, and that is one place to which we will not have to return.

5 Two new crews arrived today:

10 Today the target was to have been Villacoublay airdrome, just outside of Paris. Lts. Frank M. Kackstetter, Leroy Sugg, Jack Harris, Stephen W. Peck, William P. Cassedy and Roy C. Kelley were the pilots. Over the French coast there was a great cloud formation. We went on, nevertheless, to the target area, but there it was impossible to see where our bombs would drop, and so we turned to the secondary target. Here, too, there was a great deal of cloud and Lt. Sugg's plane was the only one in the 423rd which chanced to pass over a hole in the clouds just at the point where bombs could be released. The rest brought their bombs back. Fortunately, there was very little anti-aircraft opposition, and we met no fighters. All returned safely.

14 Today, Bastille Day, we set out once more to bomb the repair hangars at Villacoublay, just to the south of Paris. Capt. Maurice Salada with Lt. Frank M. Kackstetter as copilot, led the group, and was followed by Lts. William P. Cassedy, Roy C. Kelley, Leroy Sugg, Jack Harris and F/O Virgil H. Jeffries. Our group carried British incendiary bombs and, as a consequence, the actual results from our own squadron could not be accurately observed. But, there was no doubt that a very great deal of damage was done to the Heinkel and Focke Wulf repair facilities. There was a great deal of fighter opposition, and Sgts. Milton B. Edwards, Henry Winkeller and Peter Cascoulias were credited with destroying one each, while Carrozza got a probably and Hooks damaged two.

15 Today was a big day for this squadron and the group, as Secretary of War Henry Stimson came to Thurleigh to present the Congressional Medal of Honor to Sgt. Maynard H. Smith, who as a ball turret gunner on Lt. L. P. Johnson's crew of 1 May 1943 did such an outstanding and heroic job in helping to save the aircraft over the Channel. Sgt. Smith is the first person in the ETO to receive this medal in person, the only other award having been made posthumously.

JULY (con't)

17 The target today was to have been Hannover, but after going 50 miles into enemy territory we were all recalled. On the way out some 30 enemy fighters followed us to mid-Channel, and a few bursts of flak caused us no material damage. Lt. Stanley Stedt destroyed one FW 190. Those pilots who took part in the raid included Lts. Roy C. Kelley, Jack Harris, Stephen W. Peck, Frank M. Kackstetter, and F/Os Virgil Jeffries and Norman Armbrust.

24 Today we made the longest battle trip we have ever taken, the target being the magnesium works at Heroya, Norway. Intelligence had learned that the great German development was just about to be completed and that this new plant was set to produce before the end of the month. Lt. Frank M. Kackstetter led the squadron, followed by Lts. Stephen W. Peck, Jack Harris, Wesley Courson and William P. Cassedy, and F/Os Virgil H. Jeffries and Norman Armbrust. Courson and Armbrust actually flew with the 92nd BG. It was a low level job, with our planes cruising at less than 2,000 feet all the way there and back, climbing only to bomb from 15,000 feet. There were about 15 AA guns at the target, and we saw 15 fighters in all, most of which came from Denmark. We all returned and that is a place we will not have to go back to again, for it is no more.

25 A new combat crew arrived today: Lts. John A. Jackson,pilot, Kieth W. Rich, copilot, Willard J. Clarida, navigator, and Mary, bombardier; and Sgts. Raymond J. Ristau, Sol D. Levine, Jerry Greenberg

26 The target today was the synthetic rubber plant at Hannover, Germany. We penetrated Germany proper deeper than we ever had before. Capt. Maurice Salada flying with Lt. Frank M. Kackstetter again led the group. Also in the formation were Lts. Jack Harris, William P. Cassedy, Stephen W. Peck, Wesley Courson, and F/Os Virgil H. Jeffries and Norman Armbrust. In spite of very heavy fighter and flak opposing us, we did a good job of bombing. Later photos showed smoke rising to 20,000 feet from the fires which were started. Both Armbrust and Courson were shot down by flak and fighters over the target area, our first losses in some time. Those who went down with Armbrust were: Lts. Lester M. Kramer, Charles L. Wallin and Robert J Ellwood, and Sgts. Paul Milakovich, Nelson J. Huston, Robert L. Myllykoski, Louis A. Skinner, Peter Dascoulias and Brice R. Robison. Crew members in Courson's a/c were: Lts. Roy B. Bronson, Jr., Ted Grezlak and Henry J. Lynch, and Sgts. John G. Champion, William G. Dayton, Cedric A. White, Billy J. Lamb, Dock G. Thomas and Robert C. Stevens.

28 The aircraft component works at Kassel, Germany, was the target for today, even deeper into enemy territory than Hannover. The trip was made by Lts. William P. Cassedy, Frank M. Kackstetter, Jack Harris and Stanley W. Peck. We had a very rough time of it, indeed. Flak hit every ship in the entire group and some were badly hit. Lts.

JULY (con't) Peck and Harris went down over Germany as a result of flak. The target was well bombed, but on the way out we met over 100 enemy fighters, which put up a severe battle until we reached the Dutch coast on the way home. Here we were met by P-47s, who took care of us across the Channel. Lt. Cassedy piloted one of three 306th planes which crash landed on the English coast. Those who went down with Lt. Peck were: Lts. John A. Bartlett, Jr., Daniel J. Barberis, and Ben G. Irons, and Sgts. David C. Davis, Robert G. Jones, Daniel DeFlorio, Walter G. Berthold, John Gutierrez and Henry Winkeller. The crew of Lt. Harris' a/c included Lts. Russell E. Maxwell, Kenneth H. Fultz and William F. Neary, and Sgts. Irwin C. Aaseby, James P. Connally, William W. Isaacson, Lawrence T. Sullivan, Ralph Burgio and Frank J. Bradley, Jr.

29 Today the squadron was made non-operational and for the rest of the month combat crews spent their days sleeping and their nights in the air, learning the intricasies of standard beam approach.

DECORATIONS IN JULY:

Congressional Medal of Honor	Purple Heart
Maynard H. Smith	Milton B. Edwards
	William T. Johnson

Those completing their 25th missions during the month were:

Lt. James E. Hopkins	T/Sgt. Leon L. Bamforth
Lt. Ralph W. Jones	T/Sgt. Raymond Stymacks
Lt. Roy C. Kelley	S/Sgt. James H. Hobbs
Lt. David A. Steele, Jr.	S/Sgt. Maynard Nelson
Lt. Leroy C. Sugg	S/Sgt. Walter Piotrowski
	S/Sgt. Ray J. Smith

AUGUST

1 Combat strength was increased by the assignment of 2nd Lts. Eugene H. Bumpus, Albert J. Prentice, Chester Mayakis and Paul V. Manning, and T/Sgts. Marvin L. Bartlett and John W. Drennan, S/Sgts. Ned L. Bostic, Guido Di Pietro, Willard H. McQuarrie, Elbert V. Prevatte and Frederick W. Schaak, and Pvts. William L. Threatt, Jr., Jack D. Subal and Frederick W. Zumpf.

2 2nd Lt. Robert B. Eckles, pilot, joined the 423rd.

3 Combat strength was further increased by Lts. George Reese, Charles E. Munger, Roger D. Barton and Leon Feldman, and T/Sgts. Edwin J. Borlick and Herbert W. Hawkes, and S/Sgts. Jay L. Braman, John T. Brinkman, Lester B. Parks and Richard J. Tronzo.

5 Weather still prevents missions. 1st Lt. Beekman H. Pool assigned to S-2 section. Capt. Fred C. Baldwin transferred to Hq., 306th Bomb Group.

8 Another new crew: F/O James Sylvester and 2nd Lts. Woodrow S. Ellerton, William H. Dickenson and Thomas R. McGalliard; S/Sgts. Burl W. Ford, Jack D. Koetter, James S. Porter, Howard C. Turner, Sgt. Richard G. Mowrer and Martin A. Mitosinka.

10 Today's new crew included Vernon K. Cole, Robert E. Partridge, Charles R. Kuehn and Joseph T. Columbus, and S/Sgts. Robert D. Folk and Robah Shields; Sgts. Charles A. Adams, Donald K. Richardson, Wallace A. Snedden, Donald C. Werner, Douglas G. Wright and Pfc. Almond A. Weed. 2nd Lt. Richard B. Thompson, pilot, joined the squadron today.

12 At last the weather seemed better than for the past two weeks, and off the planes went for the synthetic oil plant at Gelsenkirchen, Germany. Lts. Frank M. Kackstetter, Charles E. Munger, William P. Cassedy, George Reese and Martin Andrews, and F/O Virgil Jeffries were the pilots. Col. Howard M. Turner, C.O., 102nd CBW, rode with Lt. Kackstetter and saw stiff fighter opposition, as well as an almost solid wall of AA fire in the target area. Lt. Kackstetter earned the Purple Heart for wounds caused by splintered glass, when a 20mm shell plowed through the window a few inches in front of the copilot, and then disappeared into the instrument panel by Kackstetter. Over the target, an almost solid layer of clouds made accurate bombing impossible, and the eggs were laid on targets of opportunity. One probable FW 190 was awarded to 2nd Lt. Robert W. Huisinga.

15 Maj. Maurice Salada, with Lt. George Reese as deputy, led the group in a dawn takeoff to bomb the aircraft factory at Brussels. Lts. Charles E. Munger, Jack Lewis and William P. Cassedy, and F/O Virgil Jeffries were the other pilots. Heavy clouds and vapor trails prevented bombing the primary. Attack on the secondary, Flushing airport in Holland, was also marred by poor visi-

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bility and, although the bombs were away, they failed to hit their mark. All a/c returned.

16 Our squadron contribution today was one ME 109 destroyed by S/Sgt. Guido DiPietro, ball turret gunner of Lt. Bumpus' ship, and a well-placed pattern of bombs that helped obliterate buildings and hangars on LeBourget airdrome outside Paris, France. 423rd pilots were: Lts. Frank M. Kackstetter, Charles E. Munger, George Reese, William P. Cassedy, Jack L. Lewis and F/O Virgil Jeffries. All agreed it was a "good show".

17 SCHWEINFURT, GERMANY - This is a "maximum effort" raid the boys will long remember, more than six hours, four of them on oxygen; 500 miles into Germany; battered by fighters, coming in sometimes twenty at one time; seventeen Forts seen going down by our group alone; yet everyone of our a/c making it back to base. Clouds and a partially effective smoke screen made bombing of the ball bearing plant difficult. A few thousand-pounders hit the actual target and some near misses presumably caused considerable blast damage. T/Sgt. Wayne Gray, tail gunner in Lt. Frank M. Kackstetter's ship, was credited with destruction of one FW 190. Pilots, in addition to Lt. Kackstetter were, William P. Cassedy, Charles E. Munger, John D. Jackson, George Reese, Jack M. Lewis and F/O Virgil Jeffries. This mission certainly "seasoned" some of the less experienced combat crew members--they are veterans now.

19 Again, the weather jinx rode with us: 10/10ths clouds over the primary, Brussels airport. Excellent fighter support kept the skies clear of enemy fighters. Our bombs did only a fair job on the secondary, Flushing airdrome. Again, Lts. George Reese, Charles E. Munger, John D. Jackson, Eugene H. Bumpus and Martin Andrews brought all our a/c back to base.

22-29 The 423rd went off operations August 22 to concentrate on a week of night flying. The first two nights were devoted to checking out the copilots on night landings. During the next three nights came individual cross-country flights of three-four hours, with searchlights "coning" our Forts and Beaufighters simulating enemy night fighters--all requiring strenuous evasive tactics. Soupy weather the 28th and 29th gave the crews a peaceful weekend, night and day.

31 Briefed again on Romilly sur Seine airdrome, 9/10ths cloud cover over the continent caused the CBW commander to turn short of the primary and make bombing run over Glisy airdrome. With bomb bay doors open and target in the sights, none of our group could drop the eggs for fear of hitting another group directly below. Lts. George Reese, John D. Jackson, Eugene H. Bumpas, Martin Andrews, Charles E. Munger and Jack M. Lewis brought back ships and bombs from this mission. In the evening, an officers' squadron party was held at the WAAF site, with impromptu hornblowing and mild gaiety. The only professional touch was a dancer from London, whose course was plotted by Squadron Navigator James S. Cheney.

AUGUST (con't)

Confirmation was received this month that the following are Prisoners of War:

Capt. Charles Patten (missing June 13, with Lt. Marcotte)
2nd Lts. Robert Malin, Andrew Simmons and John B. Parker, and Sgts. George McClennan and Donald Bevan (missing April 17 with Lt. Warren George)
Sgt. James J. Melillo (May 1, with Lt. Edwin Pipp)
2nd Lt. Eugene Dornbrook (June 25 with Lt. Thomas Logan)

DECORATIONS: Air Medal to Sgt. Walter A. Kozlowski for e/a destroyed July 28.

Completing 25 Missions: T/Sgt. William T. Johnson and S/Sgt. Milton B. Edwards.

PROMOTIONS: Capt. Maurice Salada to Major, July 22
1st Lt. James S. Cheney to Captain, July 15
2nd Lt. Donald A. R. Teller to 1st Lt, Aug. 26.

SEPTEMBER

3 Romilly sur Seine airdrome was today's target. Because of heavy cloud cover obscuring the aiming point, bombing was not satisfactory. Weak fighter opposition was encountered; one "probable" ME 109 was allowed to S/Sgt. Robert Porter, top turret gunner of F/O James Sylvester's crew. Lts. Frank M. Kackstetter, Charles E. Munger, Jack M. Lewis, Martin Andrews and John D. Jackson were other 423rd pilots.

6 This was a bad day for the squadron. Lt. Martin Andrews' plane went down over Germany. Lt. Ralph Zimmerman, navigator for F/O Virgil Jeffries, was seriously wounded by flak. All planes were hit by flak, two being seriously damaged. To make matters worse, none of the groups dispatched was able to see the primary target, Stuttgart, due to 9/10ths cloud cover. The bombers were consequently dropped on the relatively unimportant town of Achern. It was a long trip to try without Tokio tanks. Two of our planes landed safely away from base, with actually only a few quarts of gasoline in the tanks. This was more fortunate than other squadrons, which lost one plane over France and cracked up another one on emergency landing, both due to fuel shortage. The loss of Lt. Andrews' crew was partly avenged when Lt. Walter Wick, bombardier for Lt. Frank M. Kackstetter's crew, destroyed an ME 109, and S/Sgt. Carl Shelley, flying with F/O Virgil Jeffries, destroyed an FW 190. The other pilots on this mission were Lts. Jack M. Lewis and Charles E. Munger, and F/O James Sylvester.

7 What a contrast with yesterday's tough mission! Hangars, dispersal areas, workshops and barracks on Flushing Airdrome were thoroughly plastered; fighter cover was swell; no one fired at a P-47, and the only "hot news" was: "No flak on the bombing run!" Due to yesterday's battle damage, the group flew only 12 ships, four from our squadron. These were piloted by Lts. George Reese, John D. Jackson and Charles E. Munger and F/O James Sylvester. Lt. Donald A. R. Teller, lead bombardier, turned in a good piece of headwork. On the bombing run, he noticed that the preceding group over the target had pretty well covered the aiming point, so instead of dumping our bombs in the same place, he moved his aiming point further along the side of the field, thereby blasting other buildings.

This day, Lts. Degland Kenealy, James Venable and Henderson Knight were promoted to captains, as of August 28; 1st Lt. Frank M. Kackstetter to captain as of August 29th, and F/O Virgil Jeffries received his commission as a 2nd Lt.

8 2nd Lts. Vernon Cole, Jack M. Lewis, Dean Rodman and Eugene H. Bumpas were promoted to 1st Lts., as of September 3.

9 2nd Lt. Roger D. Barton was promoted to 1st Lt., September 4.

The first raid of the 306th Bomb Group in the ETO was against Lille on 9 October 1942. If sentiment is possible in this bombing business, some was felt by the old timers when Lille was briefed as today's

SEPTEMBER (con't)

target, specifically the airfield there. Due to either slight haze or the luck of the game, the entire group dropped its bombs on a dummy airfield about three miles from the real one, and came back cussing. Pilots were: Lts. Jack M. Lewis, Charles E. Munger, Virgil H. Jeffries, John D. Jackson, Vernon Cole and F/O James Sylvester.

13 Lt. Robert McCallum rejoined the squadron.

14 New combat crew members were: Lts. Daniel H. Carey, John W. Frazer, Jr., Raymond F. Feilbach and Michael Borysoff, and S/Sgts. James Park, Charles Hamby, Elza McQuithy, Irving J. Mills, Warren G. Caldwell and Herman F. Gramelspacher.

15 Another crack at Romilly airdrome, and this one really worked: direct hits on three of the six hangars briefed as the MPI; no flak damage and practically no fighter opposition. Pilots were Capt. Frank M. Kackstetter, Lts. Jack M. Lewis, John D. Jackson, Vernon Cole and Charles E. Munger.
2nd Lt. Ralph Zimmerman was promoted to 1st Lt. Pvt. Arthur L. LaBarge was assigned to combat from gunnery school.

16 The primary target was a submarine "Mother Ship" of 8700 tons, moored in the harbor at Nantes, France, and reported ready to sail at any moment. A well placed smoke screen hid the ship--if it was there at all--and bombs were therefore dropped on the nearby Chateau Bougon airfield. Lts. Jack M. Lewis, Vernon Cole, Charles E. Munger and John D. Jackson flew for the 423rd.

19 2nd Lt. John D. Jackson was promoted to 1st Lt., as of Sept. 3.

20 The squadron went off operations for one week to practice night flying.

24 2nd Lt. Henry Engel and Kenneth Bickett were promoted to 1st Lts as of September 18.

27 In spite of weather than looked anything but bright, our planes took off for Emden. This mission was admittedly in the nature of an experiment--the first for us--in bombing on flares. Orders were: if you can't see the target, bomb on PFF flares. Well, neither the target nor the flares could be seen, so all the bombs were dropped through 10/10ths clouds on what should have been Emden, but turned out to be a few miles north of the town. The memorable part of the trip, however, was the P-47 escort all the way to the target and return--the furthest ever; and it was really appreciated. Our pilots were Lts. Jack M. Lewis, Charles E. Munger, Vernon Cole, Eugene H. Bumpus and John D. Jackson.

Finished 25 missions: S/Sgt. Orin VanCleave PURPLE HEART: Lt. Ralph Zimmerman

OCTOBER

1 2nd Lt. Walter Wick was promoted to 1st Lt.

2 Today's raid on Emden with anticipated--and actual--10/10ths cloud cover at the target, was the second experiment by the group in bombing on PFF. This time the results were good, according to later PRU reports. No fighter opposition ws met; flak was meager and inaccurate, probably because visual aiming was not possible. The group lead was Capt. Frank M. Kackstetter. Col. George L. Robinson , group C.O., also was in the cockpit. Lts. John H. Lewis, Virgil H. Jeffries, John D. Jackson, Vernon Cole and Eugene Bumpus were the other pilots. This was the 25th mission for 1st Lt. Arthur D. Morris and T/Sgt. William R. Buchanan. 2nd Lt. Hubert R. Jones was assigned to the squadron as an ordnance officer.

4 We flew low squadron on the Frankfurt raid today. Although clear weather gave our bombardiers a fine view of the target the entire group dropped short. However, following group walked their bombs across the target. With superb cover by P-47s and Spitfires, no E/A attacked until our formation was left unescorted; then for 40 minutes our high squadron bore the brunt of the attacks, the 423rd having few direct attacks. S/Sgt. Adrien N. Wright of Lt. Vernon Cole's crew was allowed one "damaged". All 423rd planes sustained slight battle damage. S/Sgt. Robert L. Taylor complete his 25th mission. Also included among the pilots were Lts. Jack M. Lewis, Charles E. Munger, Virgil Jeffries, John D. Jackson and Robert McCallum.

5 1st Lt. Arthur D. Morris transferred to Hq, VIII Bomber Command.

6 2nd Lt. Bernard A. Bernstein, navigator, joined this squadron.

8 Today the 423rd turned in some fine shooting, with five "destroyed" E/A allowed, as follows: Lt. Roger D. Barton, S/Sgt. Harry R. Shutts, S/Sgt. Willard H. McQuarrie, S/Sgt. Donald Richardson, and S/Sgt. Lester B. Parks. Two probables were allowed to Sgt. William T. Morgan and S/Sgt. Raymond J. Ristau, and five damaged went to S/Sgt. Henry A. Steelsmith, Lt. Leon Feldman, T/Sgt. E. A. Pfister, S/Sgt. John T. Brinkman and S/Sgt. Frederick W. Zumpf. A few additional claims were disallowed for lack of sufficient evidence. The promary target, an A/C factory at Bremen, was obscured by combined smoke of a smoke screen and the results of previous bombing, and our group went after the center of the city and mussed it up pretty well. For 40 minutes just before and after the target, fighter attacks were extremely heavy, with T/E planes predominating and using rockets extensively. With the appearance of our fighters on the way out, these attacks stopped like turning off a spigot. Just after the target, engines #1 and #2 of Lt. Dean Rodman's plane were seen on fire and eight men bailed out. Those on Lt. Rodman's crew included F/O Morris B. Cook, 2nd Lt. John J. Garland, 2nd Lt. Norman J. Sansom, T/Sgt. Clifton R. Barber, S/Sgts. Urban H. Hupfer, Bobby J. Downing, Jack W. Koetter, William H. May

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and Sgt. Martin A. Mitosinka. Pilots John D. Jackson, John H. Lewis, Charles E. Munger, George Reese and Kenneth Bickett returned safely. Wounded in action were 2nd Lt. Raymond F. Feilbach and S/Sgt. Almond A. Weed. S/Sgt. Jerry O. Hooks received credit for his 25th mission and a trip home.

9 Today the Kreigsmarine (German Navy) suffered at Gdynia, Poland. As our Forts turned from the target for the long 800-mile trip home, they left the 550 foot liner Stuttgart burning; three other ships on fire; besides hits on docks, workshops and railway yards. Capt. Frank M. Kackstetter led the group, with Lts. Kenneth Bickett and Charles E. Munger on his wings. Lts. George Reese, Virgil Jeffries and Robert McCallum formed the second element. Kackstetter had trouble over Denmark and Reese moved into the lead. After the IP, the group made a 360° turn to avoid tangling with B-24s, then made the bomb run and dropped into the center of the smokescreen, which was very heavy at that time. The light fighter opposition encountered was thought to be due to the surprise of the Germans at the distant target selected. S/Sgt. Arthur R. Adrian was allowed one E/A destroyed.

T/Sgt. Columbus Whitener and Sgt. Richard Leach were accepted for Aviation Cadet training and were transferred. — A Squadron Dance was held in the enlisted men's lounge, with music by the 15-piece "Skyrockets" band from Chelveston. Several truckloads of WRNS and WAAFS were delayed in Bedford by over zealous MPs confused by a new order. The confusion was nothing compared to that caused by the failure of these beauties to arrive on time. Everything was straightened out, however, and the dance proceeded along routine lines; for which there is no place in this diary.

10 With the 92nd Bomb Grouo leading the 40th CBW, we took off for Munster. For unexplained reasons, the 92nd let its bombs go over Coesfeld. This group followed suit, but with only 10 seconds for aiming, our bombs were a bit short, although the 92nd did a good job on the center of town. Lt. George Reese led our squadron, with Lts. Kenneth Bickett, Charles E. Munger, Virgil Jeffries and Robert McCallum. Lt. Jeffries was promoted to 1st Lt., effective 6 Oct. S/Sgt. Wayne W. Hart honorably discharged to accept a commission as a 2nd Lt.

11 2nd Lt. Chester Mayakis and F/O James Sylvester relieved from duty with this organization

12 2nd Lts. Arthur G. Moseley, Homer D. Fitzer, pilots, and Henry H. Farmer, bombardier, joined the squadron today.

14 Schweinfurt again! In the cold afternoon wind, little bunches of men peered anxiously at the low, grey clouds. Our planes are five minutes overdue—here they come now, five of them! Red flares pop up. The meat wagons dash past. Watchers turn to pick the other planes expected. The roar of engines approaches; these must be

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ours; no, they pass on; and the clusters of watching figures grow more intense. From he first plane to land trickles back the words: "Those G---D--- rockets. They'd hit a plane and it would just disappear--17s blowing up all around--never saw so many fighters in my life, the sky was saturated with them." As the crews came in their faces were drawn, not just from weariness but because friends had gone down in flames in front of their eyes, not one or two but many; because Jerry had thrown so many planes at them they had been bewildered; because--well, what answer could they find to this kind of stuff on the next raid, perhaps tomorrow? The group lost 10 aircraft. From our squadron Lts. John D. Jackson, Robert McCallum, Vernon Cole and their crews did not return; Jeffries had three wounded on his ship: S/Sgts. George Michaely and William L. Threatt, Jr., and T/Sgt, James S. Porter, That is the bad side.

Here is the good side. At the briefing this message from Gen. Frederick Anderson had been read to the crews: "This air operation today is the most important air operation yet conducted in this war. The target must be destroyed. It is of vital importance to the enemy. Your friends and comrades that have been lost and that will be lost today are depending on you. Their sacrifice must not be in vain. Good luck, good shooting and good bombing."

The target was destroyed. Their sacrifice was <u>not</u> in vain. Tanks, submarines, airplanes and guns, but by the score or hundred, will not roll from enemy factories because more than half of German's ball bearing production was destroyed by this raid. T/Sgt. Henry Cordery was allowed one enemy A/C damaged. Lts. Virgil Jeffries, Charles E. Munger and Kenneth Bickett were the other 423rd pilots. S/Sgt. John Jessup finished his 25th mission.

Capt. James S. Cheney, squadron navigator, was assigned to Hq, 306th Bomb Group, to become the group navigator.

17 S/Sgt.Charles T.Schroeder joined the squadron.

19 Moving Day! The orderly room was spirited from its old quarters near Hangar #1 and installed in the CQ hut on Site 1. Operations expanded into the evacuated quarters. So now Major Maurice Salada has room to get in the door even when the pilots are there "getting their instructions."

20 Another Pathfinder mission. Towering cumulus, 10/10ths, ahead of the formation beyond the French coast caused the group to turn back without bombing, especially as the load was incendiaries which could not be sprayed indiscrimately at targets in occupied territory. Only three pilots flew from this squadron: Lts. Virgil Jeffries, Kenneth Bickett and Richard Thompson.

21 T/Sgt. Jasper I. Stutts, and S/Sgts. Harold M. Owen, Thomas A. Nagy, John C. Foley and Epifanci M. Campos.

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22 2nd Lts. Albert A. Adams, Joseph B. Mathis III, William B. Barnes and Arnold J. Bugni, T/Sgt. Matthew B. Palenica; S/Sgts. Lloyd B. Keene and Cleo C. White, and Sgts. John K. Hedberg, Lawrence R. Stevenson and Hugo Capelli were assigned to the squadron.

28 1st Lt. George Reese was promoted to captain, as of 25 October.

30 Lt. Robert B. Phillips, Jr., promoted to captain, as of 26 October.

During October we actually flew seven missions, had six other missions briefed and then scrubbed, and two additional missions were recalled.

DECORATIONS FOR OCTOBER:

Distinguished Flying Cross	Air Medal (olc)	Purple Heart
Maj. John L. Lambert	1st Lt. William R. Wick	S/Sgt. William T. Morgar
1st Lt. George F. Meltzer		Sgt. Almond A. Weed
1st Lt. Roger D. Barton		

NOVEMBER

1 2nd Lt. David C. Cook was transferred to the 482nd Bomb Group. Combat men assigned to the Squadron were: Lts. Geno DiBetta, Earl J. Wolf , Jr., Frank L. Ramsey and Paul C. Coad; Sgts. Fortunato V. Chicarelli, William C. Hewitt, Guy Golden, Ray W. Rougier, Leonard Bergeron and M. D. Heavin.

3 A Pathfinder mission against the U-boat building yards at Wilhelmshaven, with the target completely covered by clouds, resulted (as later PRU photos showed) in scattered hits on the objective. Each time enemy figthers tried to poke their noses above the undercast, P-47s and P-38s pounced and drove them down again. Probably due to our Forts being invisible from the ground, AA fire was not accurate. Capt. Frank M. Kackstetter and Lts. Charles E. Munger, Virgil Jeffries, Kenneth Bickett and Norwood Garrett were the pilots, while another complete crew with, Lt. Glenn D. Arrison as copilot, flew with James Opdyke of the 369th.
T/Sgt. Wayne Gray and S/Sgt. Carl Shelley completed 25 missions.

4 2nd Lts. Willard Clarida, William H. Dickenson, Robert B. Eckles, Wilborn B. Rucker, Woodrow S. Ellerton, Leon Feldman, Thomas R. McGalliard and Richard B. Thompson were promoted to 1st Lts.

5 A Pathfinder mission to Gelsenkirchen, Germany, was today's work. Until the enemy coast, we were flying on top of a 10/10ths undercast; then it cleared away at the coast, giving unobstructed view of the target, except for smoke screen and haze. Lt. Charles E. Munger and Lt. Virgil Jeffries were the only crews from this squadron that went all the way, as three of our planes were flying as spares, and turned back when they were not needed. Fighter support was superlative.

8 Sgt. Maynard H. Smith was transferred to Hq., 306th Bomb Group.

10 T/Sgt. Howard J. Bauman was transferred to the 12th Replacement Crew Depot to return to the US for Aviation Cadet training.

13 Briefed on a Pathfinder mission, our boys took off for Bremen in cold and gloomy weather, forewarned of minus 50° temperatures and icing conditions. Climbing through solid overcast to 13,000 feet, our planes broke out only to find scattered cumulus towering even higher. With violent turbulence, two planes from other squadrons crashed, after they began to come apart in the air. Lts. George Reese, J. P. Toombs, Elmer Heap, Richard Thompson and Kenneth Bickett brought their planes back with the formation, after the latter had been turned back well north of their course, over Denmark. In spite of being over enemy territory, no mission was allowed.

16 Today was a challenge to the briefing officer as well as to the navigators, for the target was a small molybdenum mine at Knaben, hidden amongst the snow covered hills of Norway, with no identification features other than two lakes in a country full of lakes.

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Flying over water most of the way, the formation found and circled the target three times before making sure of the aiming point, then dropped on the mine buildings from 11,000 feet and brought all planes back safely. Lts. John H. Lewis, Elmer Heap, J. P. Toombs, Richard B. Thompson and Norwood L. Garrett were the pilots.

17 1st Lt. John A. Coulter, Jr., transferred to the 367th Squadron.

19 2nd Lt. Wilborn A. Rucker was promoted to 1st Lt.

20 Pvt. Manuel Garza joined the squadron for combat.

21 2nd Lts. Richard Nickelhoff, Leland M. Love, Herbert B. Ewing, Edward D. O'Malley, Richard P. Williams, Oliver O. Young, Jr., Raeburn D. Drenner and Raymond A. Bundt joined the squadron.Also added were the following enlisted men: James W. Hunt, Michael W. Fieser, Anthony L. Falco and Russell H. Sabean.

23 The following enlisted men joined this quadron: Frank A. Giancaspro, Francis M.Vrabel, Richard J. Wilhelm, Richard A. Pipler, Arthur E. Kootz, James D. Stotts and Robert M. Richardson.

24 T/Sgt. Wilbur Banks transferred to the Hq, 306th Bomb Group.

25 Capt. Frank M. Kackstetter flew with nine other planes from the group on a four-hour Air-Sea rescue search over the North Sea, flying at 300 to 500 feet. Nothing was seen or reported of lost planes.

26 With 9/10ths clouds over the target, reaching as high as 25,000 feet, we bombed Bremen from 29,000 feet using PFF techniques. Capt. George Reese, and Lts. J. P. Toombs, Elmer Heap, Charles E. Munger, Richard B. Thompson and Virgil H. Jeffries were the pilots. Lt. Jeffries was last seen going down under control about 40 miles west of the target, after peeling off from the formation and lowering his wheels. Fighter attacks on this squadron were not severe, although other formations were vigorously attacked. Some rockets were used by enemy planes; we defended against these by spreading our formation. Other members of Lt. Jeffries' crew were:1st Lts. Thomas R. McGalliard and John H. Moon; 2nd Lt Frank L. Ramsey; T/Sgts. James S. Porter and Richard G. Mowrer; S/Sgts. Arthur R. Adrian, Harold M. Owen, Henry A. Steelsmith and William L. Threatt, Jr.

27 Enlisted men's squadron party was held in EM's lounge. It was stag. Bets are that next one will be a mixed affair.

28 2nd Lts. Joseph T. Hallock, Robert K. Welter, Taylor M. Leedy, Edward F. West, Robert D. Beres, Salvatore M. Soscia, Ragnar L. Carlson, Kenneth Yass, Nelson W. Hardin, Abraham Perline, Richard T. Knowles and Lee F. Barrows, Jr., joined the squadron; also the

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following EM: Philip Brourman, Frederick C. Blum, Charles M. Comstock, Joseph L. Dilley, Ernest B. Jackson, Lee T. Jenks, Charles W. Kester, Anthony J. Mariani, Wendell W. May, Audrey F. Klepper, Carl O. Metz, Ivan L. McCoppin, Nicholas Orlando, George J. Peterson, James V. Poston, Ralph E. Moulis, William H. Morgan and Kenneth J. Russell.

29 Another PFF effort against Bremen, with this squadron leading the group. Pilots included Capt. Frank M. Kackstetter, Elmer Heap, J. P. Toombs, George Reese, Richard B. Thompson and Charles E. Munger. Due to low lying clouds the group flew at 200 feet for at least an hour before being able to find a hole in the overcast. At one time an entire CBW swooped out of the haze at a 90° angle to ours, and almost tangled all ships. Pilots said later that they would almost have preferred flak to flying through that weather. After gaining 26,000 feet and almost reaching the enemy coast, with heavy vapor trails obscuring all but the plane right next to your own, the CBW turned back because of higher clouds ahead. Lt. Beekman H. Pool, squadron S-2, went with Lt. Thompson as a waist gunner.

2nd Lts. Ralph F. Clark, Nathaniel D. Munn, John F. Huistra and Jasper J. Valenti, and the following EM joined the squadron: Zych, Nicholas Minitti, Leonard L. Cannon, Walter Schmidt, Mike C. Crow and Edward N. Dillinger.

30 The chief drama during today's efforts to get to Solingen, Germany, was furnished by a strange B-17, with waist windows closed and unfamiliar markings, which tagged onto the group and followed it 35 miles out over the sea before turning back towards the enemy coast. This is by no means the first that such an occurrence has been reported. CBW leader turned back due to towering cumulus over the enemy coast up to 28,000 feet.

The following enlisted men joined the squadron today from the 1st CCRC: Kenneth N. Feltner, James B. Early, Martin J. Knapp, William A. Sanford, Jr., Ira E. Walker.

Total missions for the month: five completed, six scrubbed, four recalled or turned back, one Air-Sea Rescue.

Lt. Raymond Feilbach received the Distinguished Flying Cross 24 November for extraordinary achievement on the mission of 8 October.

Lt. Donald A. R. Teller, assisted by other high-calibre bombardiers of our squadron, succeeded in changing the sea level of the Britsh Isles last month. But, through some oversight this unusual performance failed to receive the attention in this diary that it deserved. Actually, they convinced the authorities of the Group that the altitude used in computing bomb settings was not correct, and from then on, the settings recommended by Teller & Co., were the ones officially used.

DECEMBER — This month there were eight missions flown by this squadron; plus four that were scrubbed.

1 — A PFF mission against Leverkusen, Germany, resulted in bombs being dropped on what was thought to be the secondary target, Solingen; important for its factories turning out aircraft components, castings and machine tools. S/Sgt. Calvin T. Brend was allowed one ME 109 destroyed. Great confusion and crowding of formations over the target resulted in near disaster of Lt. J. P. Toombs plane, when a group flying above dropped several incendiaries right on top of Lt. Toombs' plane; the left aileron was completely destroyed, holes were burned in the left wing, and the # 3 engine was hit. All of this happened so violently and suddenly that the right waist gunner, S/Sgt. Guy Aubrey, apparently thought the ship had "had it", and bailed out. Another close tragedy was averted by Capt. George Reese when his plane was spun down from 7200 feet to 3000 feet, over England, by violent currents in the edge of thunderheads. Reese climbed to 5500 feet after this, was tossed around again; the left wing started to buckle and the plane began to fall apart. Reese ordered the crew to abandon ship; they did; he then headed the plane for an open space, cut the switches and jumped through the forward hatch. The ball turret gunner's chute did not open and S/Sgt. Kenneth B. Rood was killed. Bombardier Woodrow Ellertson, with his chute shrouds bunched in front of his face so he could not see to pick a landing place, hit the only obstacle in a large field--a harrow--and broke his ankle; and his friends tell him he's one hell of a farmer not to handle such equipment better than that! Pilots were Capts. Reese Frank M. Kackstetter; Lts. J. P. Toombs, Elmer Heap, Charles Munger and Richard B. Thompson.

Lts. Munger and Roger S. Barton, and S/Sgt. Jay L. Braman completed their 25th missions. 1st Lt. Wilburn Rucker, radar officer, was transferred to Hq. VIII Bomber Command.

2 — T/Sgt. William E. Hull transferred to 12th RDC; T/Sgt Hendrik Kate and S/Sgt. Jerry O. Hooks transferred to 1st CCRC. S/Sgt. Robert E. McGinnis promoted to T/Sgt. The following men joined the squadron: 2nd Lts. Harold G. Richard, Murray S. Greenberg, Richard R. Bale, Chester J. Sutton, Harold Green, Frederick L. McIntyre and John H. Weeman; F/O Jack Cuthbertson; M/Sgt. Michael Capaldi; S/Sgts. James L. Crouse, Floyd A. Baker, Foster L. Smith, Dominic D. Leo, Eugene A. Kiley, and Sgts. Jack E. Hall, Clayton E. Cretton, Donald L. Kennedy, Joseph C. Steinwachs, Jr., Wilburn Harper, Raymond F. Burroughs and Edwin D. Creamer, Jr.

4 — 1st Lt. Charles Munger and S/Sgt. Jay L. Braman transferred to 12th RCD. The following men joined the squadron: 2nd Lts. Warren C. B. Koch, Harold C. Johnson, Kerneth J. Hall and Jack D. Blum; S/Sgts. Howard W. Lingle and Cecil S. Brown, Jr., and Sgts. Bertrand J. Theriault, Robert B. Overhulse, Victor D. Campbell and Michael N. Farkash.

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5 The target was Nantes, France, but none of our planes, taking off and following the formation to act as fill-ins, was needed, so we did not participate in this raid. S/Sgt. Robert L. Taylor left for the 12th RCD. 2nd Lt. Michael Boryssoff was promoted to 1st Lt.

10 Cpl. Harold A. Abney promoted to sergeant.

11 Another crack at Emden, Germany--but this time without the prevalent winter undercast--gave our boys the kick of actually watching their bombs hit the target in the center of town. An ineffective smoke screen, no enemy fighters, lots of friendly P-51 support, combined to make this a good trip, although six of the squadron's seven planes dispatched had slight flak damage. Pilots were: Capt. George Reese,and Lts. Albert A. Adams, Geno DiBetta, Richard B. Thompson, Norwood Garrett, J. P. Toombs and Elmer Heap.

1st Lt. Leon Feldman and S/Sgt. Lester B. Parks completed 25 missions. Two men who had been with this outfit since it was activated, left on their way to the U.S.A. for cadet training: T/Sgt Ralph L. Davidson, formerly 1st Sgt., and M/Sgt. Max Bowles, an experienced crew chief; both well-liked and carrying with them the squadron's best wishes.

13 Kiel, Germany, was visited for the first time since July 29, 40 raids ago. A PFF mission with 10/10ths cloud cover, bombing results could not be observed. Perhaps due to excellent and close cover by P-38s and P-51s, no fighters attacked this group. Although our squadron was not leading, Lt. Donald A. R. Teller flew as lead bombardier with Capt. Thomas Witt of the 367th. Pilots for the 423rd were: Lts. Geno DiBetta, Albert A. Adams, Richard B. Thompson, Kenneth R. Bickett, Elmer L. Heap, Norwood L. Garrett, J. P. Toombs, Jr. T/Sgt. Edwin J. Borlik finished his 25th mission.

14 Capt. George Reese, Lt. Leon Feldman and S/Sgt. Lester B. Parks transferred to the 12th RCD.

16 Amongst the last 17 raids have been three on Emden, four on Bremen, one on Wilhelmshaven and one on Kiel; evidence of plans to knock out the harbors of northwest Germany, similar to the blitz on Hamburg. Today was another effort at Bremen. 10/10ths cloud cover made it a PFF affair. No fighters attacked. Pilots were Lts. John H. Lewis, Henry J. Engel, Albert A. Adams, Norwood L. Garrett, Elmer L. Heap, Geno DiBetta and J. P. Toombs.

T/Sgt. Edwin J. Borlik transferred to 12th RCD. T/Sgt. Franklin D. Straughn promoted to M/Sgt; Sgt. John P. Ziarko promoted to T/Sgt. T/Sgt. Eugene A. Pfister completed his 25th.

18 Capt. Phil G. Kraft became squadron adjutant, after transfer from the 4th Station Complement Squadron. 1st Lt. John Threadgill, former adjutant, became Group equipment officer.

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19 1st Lt. Woodrow Ellertson, who broke a leg bailing out over England 1 Dec, was relieved from the squadron and transferred to the Detachment of Patients, 49th Station Hospital.

20 Raid to Bremen, Germany. None of our crews took part, as our a/c were used by other squadrons. 2nd Lt. Harold Richard promoted to 1st Lt.

21 2nd Lts. Norwood L. Garrett, J. P. Toombs and Elmer L. Heap promoted to 1st Lts. Sgt. Robert T. Kreamelmeyer, turbo specialist, joined the squadron.

22 Osnabruck, Germany, hidden beneath 10/10ths overcast, was today's PFF assignment. For a few minutes just after bombs away, enemy fighters attacked recklessly, but melted out of sight when our P-38s appeared. Pilots were: Lts. Kenneth Bickett, Albert A. Adams, Norwood L. Garrett, Elmer L. Heap, Leland Love, Geno DiBetta and J. P. Toombs. 2nd Lt. George Boncic and Sgt. Donat Heon, Jr., and S/Sgt. Walter J. Carroll were each credited with an ME 109 destroyed.

Maj. John L. Lambert, 423rd C.O., promoted to Lt. Col. 1st Lt. Ralph Zimmerman, absent from the organization since he was wounded on the raid of 6 Sept on Stuttgart, rejoined the squadron as assistant operations officer.

24 For two days the newspapers have featured raids by medium bombers on targets in NW France, believed to be installations for the secret German rocket guns. Today it was our turn at these, from 20,000 feet. Placed in small clumps of trees, or otherwise casually placed in country surroundings, they are hard to find. However, as in the Knaben raid to Norway 16 Nov, careful, secret preliminary study by lead combat teams, good briefing, and fine navigation, combined to make this group find and bomb its targets. It was the only group in the wing to do so. No one knew beforehand whether it would be like a bee's nest, stirred up by the mediums in the past two days with us getting stung. Col. George L. Robinson, 306th C.O., led the group and Lt. Col. John L. Lambert, 423rd C.O., led the squadron, flying with Capt. Frank M. Kackstetter. Other pilots were Lts. John H. Lewis, Henry J. Engel, Geno DiBetta, Ralph F. Clark and Charles D. Oliver. No fighters or flak were encountered. As the crews came in for interrogation they hoped for more trips like that. It was a good start for Christmas Eve. Capt. Kackstetter's gift was the end of his combat tour.

26 Good Christmas for 2nd Lts. Paul A. Coad, Geno DiBetta, Raymond F. Feilbach, John W. Frazer, Philip D. Lanyon, Arthur G. Moseley and Jerroll E. Sanders, all of whom became 1st Lts. Fifty EM from this squadron helped to pep up a nearby WAAF dance. None of them were kidnapped!

27 Two of our ships on a practice mission collided in midair, damaging

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both pretty badly. One landed safely in a field without injury to any of the crew. Control cables of the other were so badly damaged that the pilot could not control the plane, and the crew had to bail out, all landing safely. The empty plane headed out towards the Channel and it was necessary to have two RAF Spitfires shoot it down.

Capt. Frank M. Kackstetter was assigned to the 12th RCD today.

28 Only mission today was to Bedford to collect WAAFs, WRNS and a few brave civilians for the EMs' shindig. "Boogie Woogie" was furnished by Little Staughton's 12-piece band.

29 2nd Lt. Roy W. Griffith came into the squadron as gunnery officer. 1st Lts. John H. Lewis, Luther S. Pierce and Donald A. R. Teller promoted to captain.

30 The giant chemical plant of I. G. Farbenindustrie, stretching along the Rhine River for three miles and three-quarters of a mile in depth, at Ludwigshaven, Germany, was the target. 10/10ths clouds apparently did not spoil our aim, for the German radio reported that the plant was severely damaged, and even that poison gas, stored and manufactured there, had been released, to the detriment of German civilians in the vicinity. We were briefed to have P-38s over the target, but there was a gap of 100 miles both before and after the target where there were no friendly fighters. In could have been rough. Fortunately, Jerry did not take advantage of this fact and all our planes came back safely. Pilots were Maj. Maurice Salada in the PFF ship, and Capt. John H. Lewis and Lts. Richard B. Thompson, Henry J. Engel, Geno DiBetta, Elmer L. Heap and Richard Nickelhoff.

31 No crews from this squadron flew on today's long mission to Bordeaux, France.

JANUARY — Eight missions were flown this month, in addition to seven scrubs and two recalls.

1 — Whole day devoted to Group recovery from ill effects of the previous year.

4 — In spite of a smoke screen and 8/10ths cloud cover, bombing results of a PFF mission to Kiel, Germany, were good. Only a handful of enemy fighters were met, while P-38s were constantly in view, providing area support. No ships sustained flak damage. Twenty-three out of 29 a/c dispatched bombed the target, nine of them from this squadron. Lt. Albert A. Adams and his crew went to Munster on a separate jaunt with the 3rd Division, having been unable to locate our group on rendezvous. Pilots were: Lts. Richard B. Thompson, Norwood L. Garrett, Ralph F. Clark, Geno DiBetta, Charles Oliver, Robert B. Eckles and Richard Nickelhoff.

2nd Lts. Glenn D. Arrison, William B. Barnes, Buford E. Branom, Joseph Elgin, Robert J. Shurilla, Albert G. Pulver, Jr., promoted to 1st Lts. Lt. Henry J. Engel completed his 25th mission.

5 — In spite of smoke screen and some clouds, shipyards and the center of town at Kiel, Germany, were hit by PFF bombing. One ship dropped fifty parcels of leaflets. Moderate flak at target damaged one a/c. Intense fighter attacks lasted for three minutes over the target, and S/Sgt. Charles Hemby, ball turret gunner, was credited with one ME 109. Pilots were Lts. Richard B. Thompson, Charles Oliver, Arthur G. Moseley, Elmer L. Heap, Ralph F. Clark, Robert B. Eckles and Richard Nickelhoff.

1st Lt. Willard J. Clarida and T/Sgt. Herbert W. Hawkes completed 25 operational missions.

6 — Pvt. Chester W. Sesko joined the squadron for combat duty. Lt. Henry Engel assigned to casual pool, 12th RCD. Lt. Woodrow Ellertson reassigned to the squadron from the 12th RCD.

7 — The vital chemical plant of I. G. Farbenindustrie, stretching three miles along the Rhine River, at Ludwigshaven, Germany, was bombed by PFF through a 10/10ths undercast. Huge quantities of nitric acid, sulphuric acid and other war materials are made here. Accuracy of flak was noted from the first burst, with damage to four of our five a/c over the target may have been due to the presence of two ME 109s that hovered at a distance, perhaps to direct A/A fire. Today, 461 tons of incendiaries and 548 tons of GP bombs were deposited on the target. Pilots were Lts. Richard B. Thompson, Kenneth Bickett, Arthur G. Moseley, Elmer L. Heap, Norwood L. Garrett and Leland M. Love. S/Sgt. William T. Morgan was hospitalized because of a leg injury received on today's mission.

2nd Lt. Joseph C. Brashares was assigned to the 423rd as an intelligence officer. 2nd Lts. Albert A. Adams, George Boncic, Albert Bugni and Richard Nicklehoff were promoted to 1st Lts. 1st Lt. Beekman Pool, S-2 officer, was promoted to captain.

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8 1st Lt. Willard J. Clarida and T/Sgt. Herbert Hawkes transferred to the 12th RCD.

10 2nd Lt. Richard P. Williams promoted to 1st Lt.

11 Aircraft component plant at Halberstadt, 100 miles west of Berlin, was today's target. This squadron led the Composite group, with Lts. Richard B. Thompson, Leland M. Love, J. P. Toombs, Elmer L. Heap, Geno DiBetta, Albert A. Adams and Kenneth Bickett as the pilots. Terrific fighter attacks were made on the 306th group, but few on the Composite group. One damaged E/A was allowed S/Sgt. Calvin Brend, Toombs' ball turret gunner. Bombing was good, our aiming point being well plastered. Flak on the return route reached us, but none over the target. The enemy was again using captured B-17s to observe our formation. At about 1100 hours wet snow began falling at the base, and the ceiling gradually lowered. By 1400 hours it was rumored that our ships would land at scattered bases, Forthwith, a group of people got into a car and rode off in all directions. After a bum steer to Great Buckingham, our errant airmen of the 423rd were finally located at Hethel, already interrogated, fed and well along toward their dozenth beers. It had been one of their toughest missions, even though they all returned safely. Some of our a/c were too badly damaged to fly back home when weather permitted two days later. Capt. Kenneth Bickett completed 25 missions.

12 T/Sgt. Robert S. Freeburn, electrical specialist, and a swell guy, left for the 12th RCD to go home for aviation cadet training. Sgt. Raymond A. Krawczak, sheet metal and locally famous as a basketball player, transferred in grade to the 468th Sub Depot.

13 Lt. Leland M. Love promoted to 1st Lt.

14 Bombing by squadrons, Capt. John H. Lewis, and Lts. Arthur G. Moseley, Geno DiBetta, Elmer L. Heap, Ragnar Carlson, Charles Oliver, Leland M. Love, Richard Nicklehoff and Albert A. Adams went after a Crossbow target. No flak or enemy fighters were encountered. We had to make a 360° turn over the target for a second bomb run. Capt. Beekman Pool flew as an observer with Lt. DiBetta. S/Sgt. Joseph Peto completed 25 missions.

S/Sgt. Wayne Andrews, electrical specialist, promoted to T/Sgt.

16 Lt. Ralph Zimmerman transferred to Hq., 306th Bomb Group. S/Sgt. Donald F. Suhaysik taken off combat.

20 Pvt. Earl W. Askelson promoted to Sgt.

21 Two more Crossbow targets. 8/10ths cloud cover made bombing impossible and all a/c returned their bombs. No fighters, scattered flak. When Force B returned to base for interrogation it was

JANUARY (con't)

learned that Force A, under Maj. Maurice Salada's eager leadership, when last seen, was still circling over France looking for their target through 8/10ths cloud cover. They came back to base about suppertime, either because they were hungry, or did not have enough gas to stay out all night and bomb in the morning. Pilots included Maj. Salada, Capt. John H. Lewis, and Lts. Arthur G. Moseley, Elmer L. Heap, Ralph F. Clark, Norwood Garrett, Geno DiBetta, Albert A. Adams, John H. Lewis, Charles Oliver, Leland Love, Robert Welter and Ragnar Carlson.

24 Briefed for Frankfurt, Germany. Weather closing in at bases caused a recall when the CBW was over the enemy coast.

25 2nd Lt. Ralph F. Clark promoted to 1st Lt.

28 2nd Lts. J. P. Shutz, Howard Taunton, Robert N. Muri and Charles Oliver promoted to 1st Lts. EMs' squadron bust was held in EM lounge. Little Staunton's wingers provided "Boogie Woogie" and WAAFs and civilians were imported for the occasion.

29 Frankfurt again, with 38 a/c from this group flying in two separate groups. Bombs dropped through 10/10ths overcast by PFF. Few fighters and little flak. Pilots were Lts. Arthur G. Moseley, Robert K. Welter, Norwood Garrett, J. P. Toombs, Ralph F. Clark, John H. Lewis, Robert B. Eckles, Albert A. Adam, Nelson Hardin, Elmer L. Heap, Leland M. Love and Geno DiBetta. T/Sgt. Warren F. Day was credited with one FW 190 destroyed, and also completed his combat tour of 25; a double header for him. Capt. Lewis also completed his tour.

30 Brunswick, Germany, with 10/10ths clouds, made bombing assessment impossible. Our squadron had no trouble. Our pilots were: Lts. Richard B. Thompson, Norwood Garrett, Nelson Hardin, Elmer Heap, Ralph F. Clark, Geno DiBetta, J. P. Toombs, Arthur G. Moseley, Charles Oliver and Leland M. Love. Capt. Donald A. R. Teller and Lt. William Dickenson completed their tours today.

31 2nd Lt. Michael Roskovitch joined this squadron from First Bomb Division. He had previously completed a combat tour as a 423rd 2nd Lt. Roy Griffith was reassigned to the 367th squadron. Capt. John H. Lewis and T/Sgt. Warren F. Day left for the 12th RCD.

AWARDS:

Distinguished Flying Cross: Lt. J. P. Toombs

Purple Heart: S/Sgt. Donald C. Werner

FEBRUARY

1 This shortest month of the year proved to be very destructive for the Germans, for there were 12 missions, two more than any previous month, and five missions were cancelled.

Lts. Kerneth J. Hall and Frederick L. McIntyre, copilots; Sgts. Cecil S. Brown, Jr., Victor D. Campbell, Epifanci P. Campos, Howard W. Tingle and Billy White had their first missions this month.

Lt. Elmer L. Heap received the DFC for extraordinary achievement on the Brunswick mission of 30 January 1944. Lts. Heap and Robert Muri have been an important cog in our Group Officers' basketball team, which will play at Cambridge next month for the championship in the Division Officers' League.

Our Squadron's enlisted men's basketball team tied with the Ordnance Company for the post championship. The members of the team are M/Sgt. Robert Sanford, S/Sgt. Clyde E. Siler, Cpl. Frederic P. Riggle, Cpl. Jack Melton and Pfc Warren Sellen.

Purple Hearts awarded: S/Sgt. William A. Sanford, Jr., for injury on the Kiel mission of 4 Jan 44.
T/Sgt. Arthur R. Erickson for injury on Frankfurt mission, 29 Jan 44.

3 Today the target was Wilhelmshaven, Germany, and Lt. Col. John L. Lambert, 423rd C.O., led the 306th A Group. Other pilots were Lts. Ragnar L. Carlson, Charles D. Oliver, Albert A. Adams, Robert B. Eckles, Ralph F. Clark, Robert K. Welter and J. P. Toombs, Jr. Fighter escort was excellent and no enemy A/C were seen. S/Sgt. Philip Brourman received the Purple Heart for injury received on this mission. T/Sgt. Leo C. Capper completed 25 missions.

4 Today's target was Frankfurt, Germany. Lt. Robert B. Eckles led the high squadron and Lt. Norwood L. Garrett led the low squadron of the 306th B low Group. No enemy fighters were seen, but there was great amount of A/A gun fire all along the route, and one of our a/c was hit seriously. Other pilots were Lts. Leland M. Love, Albert A. Adams, Ragnar L. Carlson, Harold G. Richard, J. P. Toombs, Ralph F. Clark, Charles D. Oliver and Robert K. Welter. Lt. Joseph T. Hallock was awarded the Purple Heart.

1st Lts. Woodrow S. Ellertson and Arthur G. Moseley, 2nd Lts. Edward D. O'Malley and Michael Roskovitch were killed when their B-17 crashed and burned on an attempted three-engine takeoff from Drew Field, East Lothian, Scotland.

5 Today all crews were eager for the mission as the target was Chateaudon A/F, France, and similar missions had proved more comfortable than those deep into Germany. Lt. Richard B. Thompson led the 306th Group, and the other pilots were Lts. J. P. Toombs, John W. Frazer, Jr., Robert B. Eckles, Harold C. Richard, Ralph F. Clark and Charles D. Oliver. The target was visible and bombing was excellent. S/Sgt. Ramon A. Powers and Sgt. David Axelrod each received the Purple Heart.

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6 Today's target, Nancy-Essey A/D in France, was a "teaser" to locate. However, all crews were eager to participate in the search and the 306th Group, led by Lt. Col. John L. Lambert, squadron C.O., led the 40th Combat Wing. Lt. Albert A. Adams led the squadron, backed up by Lts. Leland M. Love, Ragnar L. Carlson, Geno DiBetta, Robert K. Welter, Harold G. Richard and Charles D. Oliver. Due to an overcast the target could not be identified, so, no bombs were dropped.

7 In today's Daily Mail there appeared a picture of Lt. Robert B. Eckles, his crew and damaged ship with the following caption and story: "Winged Victor. 'S' for sugar, one of the Fortresses that bombed Chateaudun aerodrome in Occupied France, returned with part of her starboard wing shot away." Congratulations to Lt. Eckles and crew for bringing the ship back.

8 Today was a return trip to Frankfurt, Germany, with bombing by PFF. Lt. Robert B. Eckles led the low squadron. Other pilots were Lts. Ralph F. Clark, Warren C. B. Koch, Geno DiBetta, Charles D. Oliver and Nolan W. Hardin. S/Sgt. Martin J. Knapp was credited with a probable FW 190. S/Sgt. Ira E. Walker, Jr., was "given" a damaged FW 190. S/Sgts. Lester L. Lord and David Axelrod completed 25 missions.

9 T/Sgt. Leo C. Capper transferred to the 351st Bomb Group as an instructor.

10 S/Sgt. Leon R. Goetz, former member of this squadron, rejoined from 12th RCD.

11 Today's bombing, supposed to be by PFF, was screwed up by failure of the PFF equipment. Bombs were dropped visually on a town, later identified as Bous. Lt. Richard B. Thompson led the 306th Group. The other pilots were Lts. Chester J. Sutton, J. P. Toombs, Harold C. Richard, Warren C. B. Koch and Geno DiBetta. Lt. DiBetta's a/c was seen lagging when about 20 minutes from the French coast and was not seen thereafter. Members of the crew included Lts. Earl J. Wolf., Jr., Raymond F. Feilbach, Jerroll E. Sanders, Sgts. Clyde E. Hewitt, Jr., Guy H. Golden, Jr., Eldo C. Weseloh, Fortunato V. Chiccarelli, James H. Coleman, and Leonard F. Bergeron. T/Sgt. James A. Park and S/Sgt. Eugene D. Walters each received a Purple Heart for injuries received on this mission.

14 Twenty-five enlisted men had a swell evening at a WRNS dance at Wavendon House. The officers attended a Valentine Dance at the Red Cross club in Bedford. Hostesses came unescorted, but returned home properly escorted.

15 Today a copy of Target: Germany made its appearance at the squadron. This is the AAF's official story of the VIII Bomber Command's first year over Europe, and the book was received with extraord-

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inary enthusiasm as an interesting and dramatic account of the missions to enemy targets. H. H. Arnold, commanding general, AAF, states in the foreward to the book, "This book is a testament to American men and machines and an American ideal... It has been made possible by the skill and heroism of our combat crews in the air and the patience and devotion of the men of our Air Force on the ground...Some of the men whose exploits are recorded have given their lives, some their liberty, to preserve the American way of life." One of the photos show Bob McCallum (423rd pilot), later shot down on the 14 Oct 43 raid to Schweinfurt, waving from a dinghy after ditching in the North Sea (21 May 43).

16 Cpl. Antoni Wolchek assigned to this organization as a cryptographic operator.

17 S/Sgts. David Axelrod and Lester L. Lord, having completed their missions, are transferred to 12th RCD, hoping their next assignment will be "home" for 30 days.

18 1st Lt. Robert B. Eckles today proudly wore railroad tracks, and shall hereafter be called captain.

19 The monthly B Mess dance was marked by a shortage of girls, a dearth of spirits and an alert. However, the Esquires, base orchestra, pepped things up considerably. Cpl. Gordon M. Insley joined the squadron as a combat man. S/Sgt: Chester V. Alberts transferred to the 457th Bomb Group.

20 Today's target at Leipzig, Germany, was the vital aero-works; another sock at the Luftwaffe. The 423rd Squadron, led by Lt. Elmer L. Heap, included pilots Harold G. Richard, Albert A. Adams, Ragnar L. Carlson, Warren C. B. Koch, Leland M. Love, Chester J. Sutton, Robert K. Welter and Charles D. Oliver. An VIII AF narrative stated, "The most successful operation to date by VIII Air Force was carried out as the largest force of heavy bombers and fighters ever employed on a daylight bombing operation was dispatched to attack aircraft production plants in the heart of Germany." Strike photos show bombs were right on the button. Lt. Richard's plane was hit by flak over the target and dropped out of formation. Twenty minutes later it was attacked by enemy fighters and when last seen was losing altitude, but still under control. Crew members are: Lts. Murray S. Greenberg, Richard R. Bale, and F/O Jack Cuthbertson; Sgts. Floyd A. Baker, James L. Crouse, Foster L. Smith, Clayton E. Cretton, Donald L. Kennedy and Jack E. Hall. S/Sgt. Charles W. Kester is credited with damaging an ME 210 and S/Sgt. Bertrand J. Theriault with damaging an ME 110.

21 Lt. Col. John L. Lambert, our C.O., led the 306th which flew lead group in the 40th CBW, to the target, the Rheine/Hopston A/D in Germany. Other pilots for us were: Lts. Richard B. Thompson, Ralph L. Clark, Elmer L. Heap, Nolan W. Hardin, Charles D. Oliver, Rag-

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nar L. Carlson. Capts. Robert B. Eckles and Luther S. Pierce completed 25 missions and were properly smeared with red paint. Sgt. Arthur G. Evans, Jr., and Cpls. Sidney S. Lachs, Bernard Kantor and Stanley T. Johnson were assigned to the squadron.

22 Today's target was Bernburg, Germany, with Lt. Albert A. Adams leading the high squadron of the B group. Lts. Warren C. B. Koch, Leland M. Love, J. P. Toombs, Jr., and Robert K. Welter also flew on this mission. Lt. Toombs' ship, swamped by enemy fighters near Cologne, broke into two parts. One chute was seen. Members of the crew were: Lts. Toombs, Howard C. Taunton, Albert G. Pulver, Jr., and Buford E. Branom; and T/Sgts. Ralph H. Wheeler, Paul G. Gaire; S/Sgts. Calvin T. Brend, William V. Harris, John C. Foley, and Virgil G. Chappie.

The first attack on the 306th came just after target when 8 to 12 ME 109s made three passes, and the left side of the lead group was wiped out. Besides Toombs, the group lost six other a/c. Many ships fired red flares as they came in to land. Our wounded were Sgts. Victor D. Campbell, Cecil S. Brown and Bertrand J. Theriault, all of whom received the Purple Heart medal. Every a/c returning to base was damaged by flak. Many of the crews said that this had been their roughest mission. Here is Lt. Love's story, as told to an intelligence officer: "Over the Ruhr, flak knocked out the #3 engine so completely it couldn't be feathered, then hit #1 engine which flamed for ten minutes until it burned out against the nacelle fire wall. With one prop windmilling, the oxygen system shot out, we found our way home alone over 100 miles over enemy territory, then landed safely with no brakes."

Lt. Earl F. Mann assigned as an engineering officer. Lt. Richard B. Thompson promoted to captain. He had flown with the RAF before joining the USAAF. 2nd Lts. Nolan Hardin and Warren Koch were promoted to 1st Lts.

24 Today's important target was Schweinfurt, our third attempt to obliterate Germany's major bearing industry. The 306th led the entire First Bomb Division. Lead navigator was Maj. James S. Cheney, formerly of the 423rd, who turned in such an expert job that no flak was encountered along the route at any point, except at the target. Pilots were Lts. Norwood L. Garrett, Ragnar L. Carlson, Chester J. Sutton, Charles D. Oliver, Ralph F. Clark and Nolan W. Hardin. On the way in 30 yellow-nosed ME109s swarmed through the formation, coming in headon in pairs, and especially concentrating on the lead planes of each squadron. In this battle, Lt. Garrett, leader of the low squadron, was shot down and all ten members of his crew were seen to bail out: Lts. Robert N. Muri, Joseph Elgin and Robert J. Shurilla; and Sgts. Alvin E. Dilts, Joseph Vinciguerra, Jim A. Glenn, William J. Carroll, Almond A. Weed and Lawrence L. Yator. T/Sgt. Ernest B. Jackson claims an FW 190 destroyed and S/Sgt. Philip Brourman claims an ME 109 destroyed.

25 Today, 423rd crews stayed in the sack while other squadrons took

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their crews to Augsburg.

26 Lts. Darrell L. Latham, Andrew Nuttall, William W. Neddo, Robert W. Blythe, Luverne W. Halvorsen, Richard A. Vogelsang, John D. Baldwin, Harold A. Bryant, Jr., and Sgts. Ivan L. Johnson and Pfc Winston J. Breckels were assigned to the squadron for combat.

2nd Lt. Ragnar L. Carlson was promoted to 1st Lt.

28 Today's target, one of the "secret weapon" installations in N.W. France. The field order was received two hours before takeoff and briefing was for lead teams only in the Intelligence and Operations rooms. Capt. Richard B. Thompson led the 306th Group to the target, but haze and cloud cover made positive identification impossible despite three runs over the target area. Therefore, all bombs were brought back. Other 423rd pilots were: Lts. Nolan W. Hardin and Chester J. Sutton.

Assigned to the squadron today were: T/Sgt. Bryan E. Epps; Sgts. Gordon B. Grant, Oliver J. Nasby, Edward D. Walsh, Edward W. Smith, Henry G. Spence, Jr., and Thomas W. Fowler; Cpls. Albert H. Atkinson, and Pfcs. Harold L. Reed and John McCord.

29 Capts. Robert B. Eckels and Luther S. Pierce assigned to 12th RCD. Pfc J. E. Roehl and Pvts. A. Kozlowski and William E. Naylor transferred to 325th Station Complement Squadron. 2nd Lt. John Huistra promoted to 1st Lt.

Today's mission to Oldenburg, Germany, was scrubbed, so all crews took a direct course for the Finance office, to adds pounds sterling to their depleted purses; then, to the barracks for sack time in preparation for the Leap Year dance at the Officers' Red Cross Club in Bedford, where intense activity was noted this evening.

MARCH

The March score of missions on Nazi targets was 16, four more than the previous high in February.

Making their first missions were: Lts. John D. Baldwin, Robert W. Blythe, Harold A. Bryant, Jr., Luverne Halvorsen, Darrell L. Latham, William W. Neddo, Andrew Nuttall and Richard Vogelsang; T/Sgt. Bryan E. Epps; S/Sgt. Ivan L. Johnson; Sgts. Gordan B. Grant, John McCord, Oliver J. Nasby, Henry Spence, Jr., Edward D. Walsh, Harold L. Reed and Winston J. Breckels.

The 423rd won the second half Post League Basketball championship, with Cpls. Frederic Riggle and Warren Sellen each pouring in 20 points in the final game.

2 FRANKFURT: Lt. Elmer L. Heap led the composite squadron, backed up by Lts. Nolan W. Hardin, Charles D. Oliver, Ragnar L. Carlson, Warren C. B. Koch and Robert K. Welter. Equipment failure in PFF caused bombing to be somewhat scattered, although the main weight of the attack is believed to have hit the dock area east of Frankfurt. Flak at the target was very low and crews are convinced that chaff messed up the enemy. There were no attacks by E/A and fighter support was excellent.

3 NORTHWEST GERMANY - Today's target at Erkner, deep in the heart of Germany, was a factory producing over 1,000,000 ball bearings per month and a top priority target. Lt. Albert A. Adams, leader of the low squadron of the low group in the 40th CBW, and Lts. Robert K. Welter, Chester J. Sutton, Charles D. Oliver, Ralph F. Clark and Ragnar L. Carlson, were separated from the CBW by a stream of A/C from Wings ahead flying back through the formation, and turned back at the German coast. This was a result of 10/10ths clouds and heavy contrails up to 27,000 feet.

4 BONN - Today was another opportunity to bomb the important ball bearing plant at Erkner. Lt. Elmer L. Heap, leader of the low squadron in the lead group of the 40th A CBW, and Lts. Ralph F. Clark, Charles D. Oliver, Robert K. Welter, Ragnar L. Carlson, Warren C. B. Koch and Albert A. Adams were forced to turn back over France as heavy clouds and contrails prevented rendezvous. A/C filled the sky on different headings. Six a/c of the high squadron dropped their bombs near Bonn.

S/Sgt. William J. Lawrence assigned to the squadron as a gunnery instructor. 2nd Lt. Jack D. Blum transferred to 369th Squadron. 1st Lt Ralph G. K. Beach assigned as a lead bombardier. 2nd Lts. Anthony P. Baltunas, Robert K. Welter and Lee F. Barrows promoted to 1st Lts

6 BERLIN - Today was our turn, and first time, to bomb "Big B". Strike photos show bomb concentrations in the southeastern suburbs of the city, the Kopenick and Lichtenberg districts. Erkner, the primary target, near Berlin, was covered by a shelf of clouds, but 3 to 5/10ths cloud cover over Berlin made visual bombing possible. Led by Capt. Richard B. Thompson, the 423rd flew lead squadron in the low

MARCH (con't) group, 40th A CBW. Other pilots were Lts. Albert A. Adams, Warren C. B. Koch, Robert K. Welter, Nelson W. Hardin, John W. Frazer, Jr., and Chester J. Sutton. Crews described the fighter support as wonderful and only three or four of the 50-odd E/A seen attacked this Wing. The flak at Berlin was not intense on our Group. Much credit is due to Lt. Adams and crew for returning their ship to base in England. Lt. William Barnes, navigator, tells their story: "After bombing the target, the #4 engine failed and the prop could not be feathered, so, we were forced to drop back out of formation. Six FWs attacked us and T/Sgt Lloyd B. Keene, our top turret gunner, was severely injured, but not until he had downed an FW 190. We then had E/A attacks for 30 minutes. Our intercom was out and four of the boys bailed out without even getting an order. One ME 109 attacked us four times but couldn't get us down. Over the Zuider Zee we were only 100 feet above the ground; #1 engine was hit and couldn't be feathered; our air speed was 135 mph, and over the coast every damn gun in the world seemed to be throwing lead at us. Then a P-51 spotted us and escorted us to a B-24 base in England." T/Sgt Keene died in the plane, and S/Sgts. John K. Hedberg, Martin Chec, Cleo C. White and T/Sgt. Matthew E. Palenica bailed out, probably over Holland.

T/Sgt. Lloyd B. Keene was credited with an FW 190 probable; S/Sgt. Lawrence R. Stevenson was awarded an ME 109 destroyed, and S/Sgt. Joseph C. Steinwachs, Jr., was given an ME 109 damaged.

S/Sgt. Grant N. Eggertsen transferred to 49th Station Hospital.

7 S/Sgt. Howard C. Turner, waist gunner, having completed 25 operational missions, transferred to the 12th RCD.

8 Today was another U. S. blow at the German Capital, escort was beautifully coordinated and only five E/A were seen, with no attacks on this squadron. AA fire from Berlin was effectively countered by evasive action. Strike photos show great clouds of smoke rising from the target area, completely blotting out the target. Crews state they saw columns of smoke 20,000 feet high, seen 100 miles away. Lt. Elmer L. Heap led the high squadron in the composite high group of the 40th CBW, until after the target, when he was forced to leave the formation because of flak hitting his #4 engine. He joined and kept up with another Group, while Lt. Leland M. Love took over the lead in the high squadron. Other pilots were Lts. Ragnar L. Carlson, Ralph F. Clark, Nelson W. Hardin, Warren C. B. Koch, Chester J. Sutton and Robert K. Welter.

9 BERLIN. Another attack on "Big B", and through a 10/10ths undercast, by PFF. Lt. Elmer L. Heap led the low squadron, aided by Lts. Warren C. B. Koch, Chester J. Sutton, Leland M. Love, Nelson W. Hardin and Ragnar L. Carlson. To excuse the absence of GAF fighters, the German press stated: "Bombers can take off and fly over the Reich while it is impossible to send up German fighters which are, for example, much more susceptible to the danger of ic-

MARCH (con't) ing—in spite of all the precautionary measures applied today—than the big aircraft in the bomber squadrons."

10 Skyways to Berlin - With the American Flyers in England, appeared at the bookstore today. Lt. Col. John L. Lambert, CO of the 423rd, then Capt. Lambert, is pictured assisting in smoking the latest score (mission) on the ceiling of the Officers' Club.

S/Sgt. Morris Hoberman transferred to the 457thBG.
Capt. Percy A. Vincent transferred to the 367th Squadron
Capt. John A. Coulter assigned from the 367th Squadron

11 Sgt. Ernest E. Stanley transferred to HQ, USSTAF.
PFC Hall assigned as a power turret specialist.

13 Pvt. Joseph J. Rosciszewski transferred.
Sgt. Loren H. Fraley assigned to 423rd.

14 T/Sgt. Henry C. Cordery completed his 25th mission, and was transferred to the 12th RCD.

16 GESSERTSHAUSEN. Today the squadron took off to attack Nazi targets deep in the Southern Reich, and to hammer home the daylight half of a great 12-hour offensive started the night before by the RAF. Old man weather interferred and the primary target was obscured by 10/10ths clouds. So, the squadron bombed Gessertshausen by PFF with the "through the cloud" technique. Lt. Col. John L. Lambert, 423rd C.O., led the Group, with Lts. Ragnar L. Carlson, Ralph F. Clark, John W. Frazer, Jr., Nelson W. Hardin, Warren C. B. Koch, and Robert K. Welter in the squadron. A German broadcast, once again, referred to "bad weather" as an excuse for the failure of the Luftwaffe to protect the target.

18 LECHFELD. Navigation was excellent and the weather clear in the target area. No attacks were made by E/A and fighter escort was excellent. There was slight, but accurate, AA fire after bombs away and bombing was with good results. Pilots were Capt. Richard B. Thompson, Lts. Nelson W. Hardin, John W. Frazer, Jr., Robert K. Welter, Chester J. Sutton, Ragnar L. Carlson and Elmer L. Heap. Lt. Leland M. Love led the low squadron of the low group in the 40th composite CBW, aided by Lts. Warren C. B. Koch and Charles D. Oliver.

After a long day's work, the officers of A Mess wearily made their way to the club for the monthly dance. The "Esquires", our Group orchestra, furnished music for a very enjoyable evening.

1st Lt. Michael Borysoff, having completed his combat tour of 25 missions, was transferred to the 12th RCD.

1st Lt. Walter Wick was promoted to captain. 2nd Lt. Oliver O. Young, Jr., was promoted to 1st Lt.

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19 M/Sgts. Francis J. Bowes, John M. Bassett, Michael P. Capaldi, Russell H. Bowers and Sgts. Jack Roth, Edward W. Ray, Golden D. Ross and Clyde E. Siler transferred to Hdqs. Sq., Det. 5, ASC-USSTAF.

20 Today's target was in Southwestern Germany, but the crews of 423rd were permitted to catch up on their sack time.
S/Sgts. James Meyers and Parker H. Cleveland transferred to the 12th RCD.
M/Sgt. Robert F. Beckerle transferred to ASC-USSTAF.

22 BERLIN - Today was another journey to "Big B". Due to 8 to 10/10ths clouds at the primary target at Oranienburg, a German A/C factory, could not be attacked, therefore the city of Berlin was bombed by PFF. No E/A were seen, but intense and accurate flak was encountered over the city. Friendly fighter support was excellent over the entire route. Lt. Elmer L. Heap led the low squadron of the Group, with pilots Ragnar L. Carlson, John W. Frazer, Jr., John D. Baldwin, Albert A. Adams, Leland M. Love, Robert K. Welter and Charles D. Oliver. Lt. Carlson's ship was hit by flak over the target. The #3 propellor was knocked out of line and caught fire; the hydraulic system was losing fluid; an oxygen bottle exploded in the cockpit and set fire to leaking hydraulic fluid; most of the instruments were destroyed, and the airplane fell several thousand feet before it could be brought under control. Lt. Carlson proceeded home alone at an airspeed of 115 mph. In the Osnabruck area the ship was again hit by flak, causing more damage. Lt. Carlson took violent evasive action, and five members of the crew bailed out, apparently believing they had "had it". Over the North Sea #2 engine failed and the plane was less than 25 feet above the water. On one engine the English Coast was reached and a crash landing was made on a plowed field, without injury to the remaining crew members. Lt. Carlson, Lt. Kenneth Yass, copilot, and T/Sgt. William H. Morgan, engineer, did a particularly swell job. T/Sgt. Philip Brourman, S/Sgts. Charles W. Kester, Nicholas A. Orlando, Albert J. Mariani and Frederick C. Blum, Jr., are MIA.

T/Agst. Arthur J. LaBarge completed his 25 mission tour.
PFC Robert J. Thomas assigned to the 423rd.

23 HAMM, GERMANY - Due to an overcast over the primary target, Lippstadt A/D, the squadron bombed Hamm, obtaining hits on the marshalling yards and on the city. No enemy A/C were seen and our fighter support was excellent. Pilots were Lts. Albert A. Adams, leader of the high squadron, Darrell L. Latham, Robert K. Welter, Leland M. Love, Nelson W. Hardin, Warren C. B. Koch and John W. Frazer, Jr.

24 FRANKFURT, GERMANY - Today's briefing was the important ball bearing plant at Schweinfurt, if bombing was visual. As there was 9/10ths cloud undercast, bombing was by PFF and photos identify Frankfurt as the target actually hit. Flak was moderate and no enemy fighters

MARCH (con't) were seen. Our planes were covered by a "very strong" escort of fighters. Major Maurice V. Salada led the 306th Group, with Lts. Leland M. Love, Darrell L. Latham, Charles D. Oliver, Robert K. Welter, John D. Baldwin and Nelson W. Hardin.

Lt. Phillip D. Lanyon completed his tour of 26 missions.

25 AIR-SEA RESCUE - The 423rd took it easy on the base as another squadron covered the water.

T/Sgt. Arthur J. LaBarge transferred to the 384th Bomb Group.

26 NORTHEAST FRANCE - Today's Noball target was a "sour milk run" and 26 out of the 29 planes of the 306th were damaged, 17 severely, by moderate but extremely accurate AA fire between the IP and the target. The a/c of the Group divided into five squadrons which bombed separately. Pictures show bomb bursts on the target areas. No enemy fighters were seen. Lt. Leland M. Love led the 306th Group, Lt. Albert A. Adams led the low squadron in the Composite Group, and other pilots were Lts. Warren C. B. Koch, Robert K. Welter, John D. Baldwin, Darrell L. Latham and Nelson W. Hardin. Lt. Charles D. Oliver, due to a late takeoff, was unable to find the First Division and flew with the Third Division. Lt. Oliver also completed his combat tour.

27 LA ROCHELLE, FRANCE - The squadron was off today to attack GAF installations at La Rochelle airdrome. Weather was clear and bombing was visual. Strike photos show a good pattern solidly on the MPI, every building but one seeming to have a direct hit. The Luftwaffe left the defense to thinly scattered AA batteries, and our fighter support was excellent. Lt. Col. John L. Lambert, 423rd C.O., led the 306th Group, which also led the 40th CBW. Lt. Albert A. Adams led the low squadron of the 306th. Other pilots were Lts. Nelson W. Hardin, John D. Baldwin, John W. Frazer, Jr., Darrell L. Latham, Ralph F. Clark and Robert K. Welter.

T/Sgt. Arthur R. Erickson completed his tour of 26 missions.

28 DIJON/LONGVIC A/F, FRANCE - Today the squadron struck their third successive attack on France. The target was a twin-engined fighter field from which the Luftwaffe helps to defend Europe. The weather was CAVU, no enemy fighters were met, flak was moderate, there was strong fighter support and bombing was excellent. Nice Day!!!. Our pilots were Lts. Albert A. Adams, leading the high squadron, Darrell L. Latham, Nelson W. Hardin, John W. Frazer, Jr., Ralph F. Clark and Warren C. B. Koch.

2nd Lts. Robert D. Beres, Joseph T. Hallock, Joseph B. Mathis III, Nathaniel Munn, Jasper J. Valenti, Salvatore Soscia, John H. Weeman, Jr., and Kenneth Yass promoted to 1st Lts.

29 BRUNSWICK, GERMANY - The Luftwaffe struck desperately today on penetrations to military targets in the Brunswick area. German fighter pilots slashed at the bombers in brief but fierce battles. However, the major attacks were made after the bombing run was completed and

MARCH (con't) the damage done. The bombing of the aircraft production center at Brunswick was by PFF through undercast with unobserved results. Lt. Elmer L. Heap led the 306th Group. Other pilots were: Lts. Ralph F. Clark, Leland M. Love, Darrell L. Latham, John W. Frazer, Jr., Nelson W. Hardin and Robert K. Welter. Lt. Clark brought his ship home after an attack by E/A. A 20mm shell exploded in the tail, blowing out the automatic pilot, the control and rudder cables and the oxygen system. Over the Channel one of the crew members wired the rudder together and a safe landing was made in England. Lt. Nelson W. Hardin and crew are missing and one report places them far behind the formation as it reached the Zuider Zee. Members of the crew included Lts. Richard T. Knowles, John F. Huistra, and Lee F. Barrows, Jr., T/Sgts. Wendell W. May, Ernest B. Jackson, S/Sgts. Ralph E. Moulis, Lee T. Jenks, and Joseph L. Dilley, and Sgt. Robert M. Richardson

30 T/Sgt. Eugene A. Pfister was honorably discharged from the U. S. Army to accept a commission as a second lieutenant.
Sgt. Jack Roth was reassigned to the Squadron.

31 The squadron was stood down today, just as well as the Group was recalled before leaving England.
T/Sgt. Arthur Erickson was transferred to the 12th RCD.
PFC Jack Kalikow and Pvt. Edwin V. Hopkins were assigned to the squadron.

APRIL — The April score of combat missions to Nazi targets was 14.

1 — Lt. Roy W. Griffith assigned to squadron as gunnery officer. Lt. Raymond A. Bundt promoted to 1st Lt. Philip Lanyon and Lt. Charles D. Oliver transferred to 12RCD.

2 — Lt. Richard A. Vogelsang transferred to 49th Station Hospital.

3 — Lts. Dale Ebert and Julius Tobias promoted to 1st Lts. S/Sgt. William F. Perry transferred to Hq., 306th BG.

4 — Lts. John Horkulic, Wilbur Weiland, James Brockway, Harold Fossum, Charles Jordon, James Seymour, James Chambers and F/O John Lockard, and Sgts. Mosby Hodges, Kenneth Sutton, John Mc Shaffery, Vernon McQuinn, Stanley J. LaGory, Albert Berman, Calvin R. Pomidoro, Hal F. Chase, Robert G. Morton, Herman J. Torrano, Jr., Joseph C. Schember assigned to the 423rd.

5 — Lt. Eugene A. Pfister transferred to 91st Bomb Group.

7 — Pvts. Dominick DeAngelo and William I. Cubbage assigned.

6 — Sgt. Albert N. Atkinson transferred to 49th Station Hospital. Lt. Elmer L. Heap, one of our flight commanders, promoted to captain. Lts. Hubert R. Jones and Roger Baird promoted to 1st Lts.

9 — Today's target was Rahmel A/D. The mission was abandoned as rendezvous with Wing was never made due to adverse weather.

S/Sgt. Roy H. Gibson rejoined the squadron.

10 — Brussels/Evere A/D - The target for the Group was an aircraft factory, but our squadron was stood down.

11 — STETTIN - The primary target at Sorau, a fighter assembly plant, and the secondary, a synthetic oil plant at Politz, were not bombed due to 8/10ths cloud cover. A target of opportunity was then selected, and the bombs were dropped in the built-up area of Stettin. The squadron fought tough air battles with S/E and T/E enemy fighters, which attacked in mass formation. Our fighter support was sporadic. AA fire was observed all along the route and four of the six squadron a/c were damaged. Lt. Albert A. Adams led the low squadron, with Lts. Ragnar D. Carlson, J. P. Shutz, Jr., Darrell L. Latham, John D. Baldwin, Ralph F. Clark and their crews.

T/Sgt. John S. Buzard transferred to 49th Station Hospital. S/Sgt. Thomas P. Preecs and Sgt. Odelle Langford transferred to 369th Squadron. Sgt. Raymond Gathrid assigned to Squadron.

12 — Adverse weather over England caused a mission to Schweinfurt to be abandoned.

APRIL (con't)

13 High clouds over England hindered rendezvous and the mission to Schweinfurt was abandoned. Maj. Maurice V. Salada transferred to the 368th to become C.O. of that squadron. Maj. John S. Chalfant assigned to squadron as Operations Officer. Lts. John J. O'Brien, Jacob J. Quintis, William L. Ryan and Richard L. Raymond, and Sgts. Craig B. Gadd, Richard J. Kennedy, Jr., Louis C. Rohrer, Jr., Clyde D. Romine, John W. Lewis and Melvin H. Shipp assigned to squadron.

14 Lts. Nelson R. Troup, Sanford E. White, Alan E. Telifer, Robert W. Hanson, Harry W. Hill, George C. Berner, Leonard J. McCowan and William Finkelstein, and Sgts. Joseph Kerr, Lawrence H. Arnold, Reed T. Miller, Joe Fajardo, Alton G. Speakman, Sherman W. Herritt, Travis DuBois, Jr., Joseph L. Brennan, Alonzo J. Moore, Jr., Theodore G. Haitsch, Rudolph L. Mason and Irving W. Johnson joined the squadron.

15 Tonight was the Officers' B Mess monthly dance, and everyone enjoyed five hours of "Wine, Women and Song."

18 ORANIENBURG/ANNAHOF - Today was a resumption of large scale aerial assault: This time on the Heinkel bomber production works near Berlin. No E/A were seen and fighter support was good. Flak at the target was "not bad" and bombing results were "not too good". Crews reported many fires and much smoke along the route over Germany. Capt. Elmer L. Heap led the high squadron in the low group, 40th CBW, with Lts. Dale Ebert, Robert K. Welter, Warren C. B. Koch, John D. Baldwin and crews.

Pvt. Scott Belknap transferred to 7th Photo Recon Group.

19 KASSEL - Today's mission, following by a few hours the greatest force of RAF bombers ever dispatched against German targets, was the aircraft component works at Bettenhausen, producing FW 190 parts. The Luftwaffe failed to make an appearance and AA fire was moderate. Four of our ships were hit in the target area. Lt. Col. John L. Lambert led the 306th, while Capt. Elmer L. Heap and Lts. Ralph F. Clark, Ragnar D. Carlson, Dale Ebert, Warren C. B. Koch, Darrell L. Latham, Robert K. Welter and crews filled out the squadron. Capt. Walter Wick, bombardier with Col. Lambert, packed the bombs solidly on the briefed aiming point.

20 NORTHWEST FRANCE - A London paper reported that for three hours Londoners watched formations of aircraft over the city at about tea time. Our planes took off at 1630 hours to bomb the construction work at Zudausques, near St. Omer, France. The absence of natural objects to aid in locating the target, plus ground haze, necessitated saving the bombs for another mission another day. No E/A were seen, but the flak from St. Omer was heavy, as usual. Capt. Richard B. Thompson led the Group, with our Lts. Leland M. Love, Ralph F. Clark, Warren C. B. Koch, Ragnar L. Carlson, Dale Ebert, John D. Baldwin and crews.

APRIL (con't) Lt. Henry R. Sibley, Jr., transferred to 8th AF Casual Pool.

21 Today's target was the I. G. Farbinindustrie A.G. at Merseburg, but the group was recalled because of adverse weather.

22 HAMM - The takeoff time today was 1600 hours to bomb the marshalling yards at Hamm, and crews report the target well hit with many fires in the area. Weather was CAVU, no E/A were seen, and AA fire was moderate. The planes returned at 2200 hours, and this was the first night landing in England for many of the pilots. About 2215 there was a red warning, meaning "Jerry" was within 10-15 miles of our base. But he did not interfere with landing planes, as he has at times with other groups nearer the east coast. Maj. John S. Chalfant, with Lt. John W. Frazer, Jr., as copilot, led the Group, along with Lts. Albert A. Adams, J. P. Shutz, Jr., Wilbur C. Weiland, John D. Baldwin, Ralph F. Clark and Dale Ebert.

Capt. Earl W. Kesling, Lts. Berkley B. Peterson, Edwin O. Jarvie and Norman G. Niersbach, and Sgts. John P. Zamora, Willard H. Chessman, Charles H. Obye, Charles E. Schwoch, William C. Lacy and Robert A. Prestidge joined the squadron.

T/Sgt. Joe A. Atchleytransferred to the 12th RCD. Pvts. George E. Fouch and Walsh transferred to the 92nd Bomb Group.

24 OBERPFAFFENHOFEN - Today's target was an aircraft assembly works and repair factory. The squadron fought its toughest air battle in recent months, for the Luftwaffe seemed desperate and crews report seeing over 150 e/a. Our gunners were on the ball and received credit for destroying one and damaging four enemy planes. The group leader was under fighter attack, and in order to lighten his plane and stay in formation, dropped his bombs 25 minutes short of the target. The others, not realizing his troubles, dropped their bombs at the same time. AA gun fire was accurate and all of our a/c were damaged, three of them severely. Lt. Robert K. Welter led the low squadron, with Lts. Wilbur C. Weiland, J. P. Shutz, Jr., Warren C. B. Koch, Ragnar L. Carlson, Dale Ebert and crews.

Lt. Ebert left the formation after a second fighter attack, after the target, and was not seen thereafter. Members of his crew included Lts. Kerneth J. Hall, Anthony P. Baltunas, Julius Tobias, and Sgts. Charles W. Hamby, Kenneth N. Feltner, James B. Early, Ira E. Walker, Jr., James D. Stotts and Martin J. Knapp.

Capt. Walter Wick completed his tour and was transferred.

25 NANCY/ESSEY A/D - Today's target was a S/E fighter training school for the GAF; the base being also used for T/W fighters. Two runs were made over the target area, but 9/10ths undercast prevented dropping our bombs, except Lt. Harold Fossum's navigator, who accidentally hit the bomb switch and released the bombs in the

APRIL (con't) target area. There was no fighter opposition, little flak and excellent escort. Lt. Ralph F. Clark led the high squadron, with Lts. Harold R. Fossum, Darrell L. Latham, J. P. Shutz, Jr., and Chester J. Sutton.

Lts. Harold Green, Edward F. West, Frederick L. McIntyre, Taylor Leedy and Darrell Latham promoted to 1st Lts. Sgts. Lawrence R. Stevenson, Michael C. Fieser and James C. Shields were transferred to the 12th RCD.

26 BRUNSWICK - The primary target was the Brunswick A/D, used for the assembly of German aircraft, but 10/10ths clouds made bombing by PFF, with the secondary, the city of Brunswick, the recipient of the bombs. There was little AA fire, no e/a were seen and friendly support was fair. Pilots were Lts. Wilbur C. Weiland, Ralph F. Clark, Harold R. Fossum, Chester J. Sutton, Warren C. B. Koch and John D. Baldwin.

Capt. Richard B. Thompson, who has completed his combat tour, reported to a Mosquito group to do a tour as a pilot. That feller will never be happy on the ground; first Wellingtons with the RAF, Forts, and now Mosquitos.

Lts. Ralph Zimmerman and Raymond J. Bruder were assigned to the Squadron. Cpl. Joseph P. Uhor assigned to the 423rd.

27 For the first time, this squadron had to major missions in one day.

LA LONGEVILLE, FRANCE - Early this morning the planes were off to bomb construction works at LaLongeville. No E/A were seen, there was little AA fire, fighter support was good, and about one-quarter of the bombs hit directly on the target. Lt. John W. Frazer, Jr., led the Group, and our only other plane was Lt. Chester J. Sutton.

NANCY/ESSEY A/D - Taking off at 1600 hours, one a return trip to Nancy A/D, and this time the weather was clear. The bombs landed smack on the three big hangars assigned as our MPI, with devastating results. The crews returned to base at 2000 hours and reported no e/a seen, moderate AA fire and fair fighter support. Lt. Ralph F. Clark led the low squadron with Lts. John D. Baldwin, J. P. Shutz, Jr., Wilbur C. Weiland, John J. O'Brien, Harold R. Fossum and crews.

28 AVORD A/D, FRANCE - Today's target was the dispersal area at the airfield and bombing was on the briefed aiming point. No e/a were seen, fighter support was excellent, but AA fire at the target and en route was moderate and accurate. Lt. J. P. Shutz, Jr., and crew represented the squadron.

Lt. Andrew Nuttall promoted to 1st Lt. Capt. Elmer L. Heap, and Lts. Leland M. Love, Robert K. Welter, Jasper J. Valenti completed their combat tours and left for the 12th RCD.

29 BERLIN - Today was the seventh mission in six days, which sets a new record. The MPI was the factory area in Berlin, with PFF bomb-

APRIL (con't) ing through 8/10ths clouds. No e/a attacked the squadron and AA fire at the target was only moderate. Lt. Col. John L. Lambert led the combat wing. Due to failure of PFF equipment another group was followed coming out, which was south of course, partly due to a strong flank wind, and within the range of flak guns at Hannover, Osnabruck and Dummer Lake. Some of the crew members stated that the route home was a tour of the flak areas of Germany. Other pilots were Lts. Nelson R. Troup, Chester J. Sutton, Harold R. Fossum and John J. O'Brien.

Lts. Harold L. Miller, Robert H. Fomby, Edward J. Carey, Charles J. Crunican, Wilbur B. O'Brien, George C. Price, William D. Allen Ivan Brill, and Sgts. Asher M. Brown, Paul J. Green, Dean T. Saul, Robert J. Custer, Jr., Dale L. Maughan, James R. Slye, Odis C. Pearson, Boyce M. Ellington, Richard T. Boozer, David F. Gibson and John S. Sutton joined the squadron.

30 LYON/BRON A/D, FRANCE - Today the 423rd was stood down, promptly queued at the pay line, and then went to town to look for trouble.

Lts. William D. Fortson, Jerome E. Meek, Vonno L. Gudger, Jr., Alfred J. Ashton, Jr., Ferman J. Millette, Jr., Malcolm C. Frazee, Robert A. Hallquist, Harry H. Winning, Jr., and Sgts. Richard A. Craig, Cecil C. Loewen, James W. Freel, James C. Ellis, Douglas A. Snow, and Ralph D. Johnson, and Raymond Paolini, William H. Gaylord, Warren M. Rudel, Frank E. Lancia, Robert K. Zach and Loyd H Nixon joined the squadron.

Lt. Oliver O. Young, Jr., transferred to the 12th RCD.

MAY

1 NORTHWEST FRANCE - Just as many of the pilots, copilots, navigators, bombardiers and gunners were climbing into bed they heard the familiar song of the C.Q., "It is now 0015 hours, breakfast at 0030 hours and briefing at 0130 hours." At 0420 they were off to bomb the "construction works" near St. Omer. This was the target on April 20th, when ground haze prevented identification, and all bombs were returned. Today cloudy weather prevented rendezvous and the Group was recalled about the time the French coast was reached. Pilots were Lts. George C. Berner and Ragnar L. Carlson.

REIMS, FRANCE - A second mission today, this one to attack the marshalling yards at Reims. The squadron was stood down.

4 BERLIN - Heavy clouds from 13,000 to 23,000 feet, and dense, persistent contrails hindered assembly and made formation flying impossible, causing the recall of the Group when they were over Holland. The squadron had no crews on this mission.

Lt. Robert E. Nabors, navigator, assigned to this squadron.

7 BERLIN - Another mission to "Big B" and especially the area near the Friedrichstrasse Station. On this undercast bombing attack, later reports show the attack to have been the most effective daylight attack to date. No E/A were encountered and fighter support was near throughout the route. Crews report flak in the Berlin area being in front, behind and on both sides of their planes, but without damage, most of the barrage coming after bombs were away. Lt. Warren C. B. Koch led the high squadron, with Lts. Nelson R. Troup, Taylor L. Leedy, John J. O'Brien, Chester J. Sutton, George C. Berner and crews.

2nd Lts. William W. Neddo and Luverne W. Halverson promoted to 1st Lts.

8 BERLIN - Berlin today, its second great daylight attack within two days, and targets in the city were the main objective. Broken clouds were encountered en route and a solid undercast over the target made bombing difficult, with results unobserved. No E/A were seen and flak over Berlin was moderate. Lt. J. P. Shutz, Jr., led the low squadron, with pilots: Kenneth Yass, Earl W. Kesling, Taylor L. Leedy, Chester J. Sutton, Nathaniel D. Munn, Nelson R. Troup and crews.

Lt. Col. John L. Lambert, having completed his tour of operations, was transferred to the 12th RCD. Maj. John S. Chalfant was appointed Squadron C.O., and Capt. John M. Kelly was transferred to the 423rd to become Operations Officer.

9 THIONVILLE, FRANCE - Today's target was a GAF Dive Bomber School. Bombing was good; no E/A were seen; good fighter support, and the only flak was at the coast which was reported to come from flak boats. Pilots were Lts. John W. Frazer, Jr., Ragnar L. Carlson,

MAY (con't)

16 Lt. Ralph J. Zimmerman assigned to the squadron.

19 BERLIN - Another daylight attack on the city. Bombing was by PFF on what appeared to be factory buildings in the city. No E/A were seen and fighter support was good. Flak over the city was intense. Capt. Earl W. Kesling led the high squadron with Lts. Ferman J. Millette, Nelson R. Troup, John D. Baldwin, George C. Berner and Harold R. Fossum.

20 ORLY A/D, FRANCE - The target was the hangars at the Orly A/D near Paris. Bombs landed smack on the briefed aiming point: six hangars, an electrical plant and some barracks were squarely hit. No E/A were seen and our fighters were always near at hand. Ground defenses were moderate. Pilots were Lts. Chester J. Sutton, Ferman J. Millette, Wilbur C. Weiland, John J. O'Brien and George C. Berner.

22 KIEL, GERMANY - The squadron was stood down.

23 METZ, FRANCE - Today's visual target was the Thionville M/Y. Sincere there were 10/10ths clouds over the primary, bombs were dropped on a target of opportunity by PFF, possibly near Metz, with unobserved results. No E/A were seen. Support was good and flak was in general not troublesome. Capt. Earl W. Kesling led the low squadron with Lts. Ferman J. Millette, William D. Fortson, George C. Berner, Kenneth Yass and Nelson R. Troup. Lt. Troup left the formation with #2 engine smoking and prop windmilling. He later crash landed on the English coast, and Lts. Troup, Sanford E. White, Robert W. Hanson, S/Sgt. Joe Fajardo and Sgt. Alton G. Speakman were killed. Lt. Alan E. Telifer, S/Sgt. Lawrence H. Arnold, Sgt. Sherman W. Herritt and T/Sgt. Joseph Kerr were seriously injured.

24 BERLIN - Bombing in the city was by PFF. There were no attacks by E/A, fighter support was good and flak over the target was moderate. Lt. Wilbur C. Weiland led the high squadron, with Lts. Wilbur B. O'Brien, William D. Fortson, John D. Baldwin, George C. Berner and Ferman J. Millette.

T/Sgt. Saul Kupferman completed his combat tour and was transferred to the 368th Squadron. Cpl. Loren G. Harritt was assigned to the 423rd.

25 THIONVILLE M/Y, FRANCE - A good concentration hit the aiming point of this important marshalling yard, with excellent results. No E/A were seen, no flak and the fighter support was good. Capt. Earl W. Kesling led the low squadron with Lts. Ragnar L. Carlson, Harold L. Miller, John D. Baldwin, Wilbur B. O'Brien, Wilbur C. Weiland, Harold R. Fossum and Kenneth Yass.

26 Lt. Chester J. Sutton ended his tour and was sent to the 12th RCD.

MAY (con't) Harold R. Fossum, Kenneth Yass, Warren C. B. Koch, John D. Baldwin and Wilbur C. Weiland.

PFC Anthony J. Slawinski assigned to Squadron.

10 The Group was recalled from today's mission because of adverse weather and dense contrails.

2nd Lt Harold A. Bryant, Jr., promoted to 1st Lt.

11 SAARBRUCKEN - Today's target was the railway traffic center at Saarbrucken. There were two bomb runs over the target, dropping on the second run, but heavy ground haze caused poor results. No E/A were seen but flak was accurate over the target. Pilots were Lts. Chester J. Sutton, Taylor L. Leedy, John D. Baldwin, John J. O'Brien and George C. Berner.

1st Sgt., Sidney N. Byrd was reduced to private and transferred to the 457th Bomb Group. T/Sgt. Leo Van Deurzen was promoted to 1st Sgt. Lt. Robert W. Blythe was transferred to 12th RCD. Capt. Degland Kenealy transferred to Hq, 306th Bomb Group.

12 MERSEBERG - Our target today was the I. G. Farbinindustrie. No E/A were seen, escort was good and the bombs were accurately placed. Crews said that they saw fire and smoke rising to 20,000 feet. Lt. J. P. Shutz, Jr., led the high squadron, with Lts. Harold R. Fossum, John D. Baldwin, Nelson R. Troup, John J. O'Brien and George C. Berner.

Lt. Arnold J. Bugni, who completed his tour, transferred to 12th RCD. Lt. Arne Zeim, a returned evadee, assigned to the squadron.

13 STETTIN - The primary target was the fighter aircraft components factory at Krzesinki, but 10/10ths clouds up to 28,000 feet west of the primary, caused the CBW leader to abandon the possibility of a visual bombing of the primary, and instead chose a target of last resort. Stettin was bombed by PFF. About 100 E/A were seen to look over our group, but apparently decided our formation was too compact to pick on. They made two passes at the CBW following us. Flak over Stettin was accurate and all six of our a/c were damaged. Fighter support was good. Capt. Earl W. Kesling led the low squadron with Lts. Harold R. Fossum, George C. Berner, Wilbur C. Weiland, Nelson R. Troup and Taylor L. Leedy. Lt. Edward O. Jarvie, navigator for Capt. Kesling, was hit by flak over the target and died before reaching England on the return.

14 Lt. Theodore Hallock completed his tour and went to the 12th RCD.

15 Lts. Warren C. B. Koch and J. P. Shutz, Jr., completed their combat tours and transferred to the 27th Air Transport Group. S/Sgt. Hanford Jack transferred to the 12th RCD. Lts. Robert Horn, Sanford E. Peters, John W. Gallagher and Robert L. Alker, and Sgts. Harold N. Smith, Oren L. Walley, Flake B. Coulter, Thomas J. Frizell, Robert B. Crooks and Winton H. Nelson were assigned to the squadron.

MAY (con't)

27 MANNHEIM M/Y - Another blow was made at the transportation system of the Nazis, with visual bombing putting the bombs in the M/Y. No E/A were seen, but there was intense flak at the target. Pilots were: Lts. John D. Baldwin, who led the low squadron, Ferman J. Millette, John W. Frazer, Jr., George C. Berner, Harold R. Fossum and John J. O'Brien.

FECAMP, FRANCE - A second mission today was the first purely tactical mission for the Group - to bomb the coastal batteries of Nazi defenses in France. The target was identified visually, but bombing was by PFF. A gap in the clouds showed the bombs landing in the water west of the target. No E/A were seen, no flak, and good escort. Lt. William D. Fortson and crew represented the squadron.

T/Sgt. Audrey F. Klepper and Sgt. Robert K. Zack were transferred to the 49th Station Hospital. Lt. Roger S. Baird transferred to Hq, 306th Bomb Group. Lt. Leslie M. Slote joins the squadron.

28 RUHLAND - Today's target was the synthetic oil refinery at Ruhland, Germany. Most of our bombs were dropped early due to malfunction of the bomb racks. Some were dropped on a target of opportunity, probably Elsterwerda. No E/A were seen and there was moderate flak en route. Lt. John D. Baldwin led the high squadron, with Lts. William D. Fortson, George C. Berner, Ragnar L. Carlson, Richard Nickelhoff, Ferman J. Millette, Harold R. Fossum, and John J. O'Brien.

Lts. Donald Plecher, Milton D. Lavers, Edward L. Lawrence, S/Sgts. Robert F. Shop and Harold L. Scammon and Sgts. Rex F. Melville, Harold H. Henson and John P. Matukaitis joined the squadron.

29 COTTBUS - Today's target was an aircraft assembly factory. Our squadron was stood down.

30 2nd Lts. Abraham Perline and John J. O'Brien promoted to 1st Lt. Lts. Rexford O. Shadowen, Kenneth J. Carey, John P. Frazer, Sgts. Anthony J. Alberico, Clarence B. Flinn, Morton L. Berman, Edward G. Erlandson, Otto F. Carter, and Oakes joined the squadron to fly cycle relay.

31 LEIGE A/D, BELGIUM - The Group encountered cumulus clouds causing the abandonment of an attack on the primary, Strasbourg M/Y, and then bombed the last resort target. Bombs fell on the north end of the A/D in the Bierset area. No E/A were seen, support was excellent and flak was meager and inaccurate. Lt. Wilbur C. Weiland led the low squadron, with Lts. Darrell L. Latham, Richard Nickelhoff, Ferman J. Millette, Harold R. Fossum, John J. O'Brien, Kenneth Yass and William D. Fortson. Sgt. H. C. Jenkins, cameraman, flying as an observer with Lt. Yass, was killed when hit by flak, probably over Namur; S/Sgts. Epifanci P. Campos and Michael N. Farkash, also members of the crew, were wounded.

JUNE — There were 21 missions this month, for a new high.

1 — T/Sgt. Joseph Kerr trans to Hospital.

2 — St. CECILY, FRANCE - Today we switched our attacks from Germany to the invasion coast of France, to attack military installations in the Pas de Calais - one in the morning and another in the afternoon. The planes flew high above a carpet of thick clouds which hid the target at St. Cecily, and bombs were dropped with unobserved results. No enemy fighters were seen and there was no flak. Lt. John W. Frazer, Jr., led the Group; Lt. John D. Baldwin led the low squadron, with Lts. Taylor L. Leedy, Wilbur B. O'Brien, Wilbur C. Weiland, Richard Nickelhoff, Darrell L. Latham, Harold L. Miller, Ferman J. Millette, John J. O'Brien and Harold R. Fossum.

MASSEY-LALAISEAU, FRANCE - The target this P.M. was a bridge, under which there was a constriction of railroad tracks, near Villacoublay. The bombers found haze at 20,000 feet, so they dropped to 18,000 to bomb with excellen results. No enemy aircraft were seen, fighter support was excellent and there was little flak, except from Paris. Pilot George C. Brenner represented the 423rd.

Lt. Edward W. West, having completed his tour, transferred to the 12th RCD. 2nd Lts. George C. Berner, Harold R. Fossum and Wilbur C. Weiland promoted to 1st Lts. 1st Lt. John W. Frazer, Jr., promoted to captain.

3 — ST. CECILY, FRANCE - Today's tactical target was a medium coastal battery near the coast of France. Bombing was through 10/10ths undercast. No E/A were seen and flak was unobserved. Capt. John W. Frazer, Jr., led the Group; Lt. John D. Baldwin led the high squadron, with Lts. Robert N. Horn, John J. O'Brien, Wilbur C. Weiland, Kenneth Yass, Taylor L. Leedy, Ferman J. Millette, Harold L. Miller and William D. Fortson.

4 — EQUIHEN, FRANCE - Another tactical target, a defended locality, possibly an infantry platoon position on the coast of France. The squadron was stood down.

Joining the squadron were John M. Winward, James R. Malone, Eugene R. Senften, James A. Kelly, and Sgts. Nathaniel W. Schnuurman, Theodore C. Hood, Charles J. Bransteter, William K. Carruthers, Michael N. Cifelli and John W. Perry.

Lt. Robert A. Hallquist transferred to Hospital.

5 — 1st Lt. Ralph G. K. Beach promoted to captain. Lt. Merton D. Samples, bombardier, assigned to squadron.

6 — ARROMANCHES, FRANCE - At the first minute of the new day the crews were called to breakfast at 0030 hours, briefing at 0130 and takeoff at 0430 to bomb defended areas on the French Coast and gun positions just inside the French Coast. The target area, between Le-

JUNE (con't) Havre and Cherbourg was reached without incident and there were no opposing fighters and no flak. The mission was hindered by heavy undercast and bombing was by navigational equipment with unobserved results. Capt. John W. Frazer, Jr., led one of the many squadrons with pilots Lts. John D. Baldwin, Kenneth Yass, Wilbur C. Weiland, Harold R. Fossum, John J. O'Brien, Darrell L. Latham, Ferman J. Millette, George C. Berner, Taylor L. Leedy and Richard Nickelhoff.

CAEN - At 0730 hours a second mission to attack an important crossroads inland from the beachhead area in France, took off. A 10/10ths undercast prevailed over this region and, as it was impossible to attack the assigned target, the A/C returned without dropping their bombs. Capt. Earl W. Kesling led the Group with pilot 1st Lt. William D. Fortson.

THURY-HARCOURT - At 1730 hours a tactical target was assigned, a bridge over the Orne River near Thury-Harcourt. No flak and no enemy fighters were seen. A large patch of clouds hid the primary target and bombs were dropped with unobserved results. Pilots were Lts. Darrell L. Latham, Richard Nickelhoff, Ferman J. Millette, George C. Berner, Taylor L. Leedy, Wilbur C. Weiland, John J. O'Brien, and Kenneth Yass.

Lts. Abraham Perline and Raymond A. Bundt transferred to the 12th RCD. Sgt. Louis Klein joined the squadron.

7 Lts. George R. Broz, William H. Macy, Melvin E. Clark and William B. Uhlhorn, and Sgts. Frank J. Clayson, Thomas F. Belcik, Vernon R. DeLair, John R. Cole, Philip Suntocky and Tim L. Black joined the squadron.

8 RENNES, FRANCE - Today's target was an airfield at St. Jacques, France. The weather was clear to 4/10ths clouds in the target area but the bombs landed about five miles south of the A/F. Flak was meager and inaccurate at the target, and no E/A interfered. Capt. John W. Frazer, Jr., led the low group and Lt. John D. Baldwin led the low squadron with Lts. Darrell L. Latham, Harold L. Miller, Ferman J. Millette, Robert N. Horn, Richard Nickelhoff, Wilbur B. O'Brien, John J. O'Brien, Wilbur C. Weiland, William D. Fortson and Harold R. Fossum.

T/Sgt. George J. Peterson transferred to Hq. Sq., VIIIAF Composite Command. Capt. Carl N. Grending transferred to the 423rd as Operations Officer.

10 Lt. Ragnar L. Carlson promoted to captain.

11 ILLIERS L'EVEQUE - The crew were up at 0030 hours, breakfast 0100 hours, takeoff at 0445 hours to bomb an airfield west of Paris. The bombs were not dropped due to 10/10ths undercast and the possibility of hitting friendly formations below. Flak was not troublesome and no E/A were seen. Pilots were Capt. Ragnar L. Carlson, Lts

JUNE (con't) John J. O'Brien, Richard Nickelhoff, William D. Fortson, Wilbur B. O'Brien, Darrell L. Latham, who led the high squadron, Robert N. Horn, Harold R. Fossum, John D. Baldwin, who led the low squadron, Kenneth Yass and Harold L. Miller.

Lt. Taylor L. Leedy was transferred to the 368th Squadron.

12 LILLE/VENDEVILLE A/F - Today's bombs were well placed on the A/F, covering half the area of the field. Flak was received from Antwerp, when the Wing was off course, due to 10/10ths undercast and a strong wind. No E/A were observed. Pilots were Lts. Wilbur C. Weiland, who led the high squadron, Lt. Ferman J. Millette, who led the low squadron with Capt. John M. Kelly as co-pilot, Richard Nickelhoff, Robert N. Horn, George C. Berner, Wilbur B. O'Brien, John J. O'Brien, Harold R. Fossum and Harold L. Miller.

14 ETAMPES A/F - Over 5/10ths clouds en route, to a clear target, bombing was on the MPI at the A/F, with excellent results. No flak or fighters were encountered. Crews reported fires burning all along the route over France. Many airfields, bridges and railroads were scarred and pitted with bomb craters. Pilots were Capts. John M. Kelly and Earl W. Kesling, and Lts. Darrell L. Latham, Wilbur B. O'Brien, Harold L. Miller, William D. Fortson, Richard Nickelhoff, Harold R. Fossum, Robert N. Horn, Wilbur C. Weiland, John J. O'Brien, William Neddo and crews.

Capt. Ragnar L. Carlson, Lts. Salvatore Soscia and Kenneth Yass, and Sgts. Ivan L. McCoppin, Carl Metz, James V. Poston, Edward N. Dillinger, John C. Dehler and Charles M. Comstock, Jr., transferred to 482nd Bomb Group.

15 NANTES - Today's target, a railroad bridge near Nantes, was hit by a solid concentration of bombs. No E/A were seen, P-51s gave area support and flak at the target was moderate. Capt. Earl W. Kesling led the group, Lt. Ferman J. Millette led the high squadron, Lt. Wilbur C. Weiland led the low squadron, with pilots Lts. Darrell L. Latham, John J. O'Brien, George C. Berner, Donald Plecher, Joseph B. Mathis III, Harold L. Miller, William W. Neddo, Wilbur B. O'Brien, Robert N. Horn, Richard Nickelhoff, Harold R. Fossum and William D. Fortson. Lt. Weiland's a/c was hit by flak over the target, #3 and #4 engines were knocked out and could not be feathered. He left the formation, returned alone and did not encounter E/A. Upon landing at Kimbolton, #3 prop fell off and knocked the #4 prop off. None of the crew was injured. Lt. W. B. O'Brien and crew are missing, last seen east of St. Nazaire. The a/c was hit by flak near the target and left the formation, losing altitude but under control. The #2 engine was reported on fire, and then smoking. Three chutes were reported. Other members of the crew were Lts. George C. Price, William D. Allen and William B. Uhlhorn, T/Sgts. Odis G. Pearson and Richard F. Boozer, S/Sgts. David F. Gibson, John S. Sutton and Arne G. Ziem.

16 Assigned to the squadron were Lts. William C. McKee, Gorman W.

JUNE (con't) Siler, Bruce L. Jones, Jr., and Andrew J. Vero, Sgts. William R. Covington, Robert D. Smith, Joe A. Kasmiersky, John P. Maupin, Freston O. Cooke, Jr., and Carroll L. Reimann.

Pvt. Archie Garrett assigned to the squadron.

Lts. Ellis O. Porter, Aram J. Nahabedian, Theodore W. Lee, Samuel A. Jordan, Lois C. Parks, Jr, John P. Wollack, Stan J. Paprocki and Paul F. Finn; T/Sgt Raymond V. Peters; S/Sgts. Richard A. Hill, Walter H. Butschek and Andrew E. Toth; Sgts. Paul H. Wehunt, William H. Lynch, Jr, Jim Carnell, George W. Johnson and Sherwin S. Kremen and Cpls. Randolph D. Mason and Russel O. Hawlins, Jr., were assigned to the squadron.

Pfc Milton C. Stathas transferred to the 423rd.

17 ORLEANS/BRICY A/F - Our targets were the dispersal area and ammunition dump at the A/F, but a 9/10ths undercast over France prevented bombing the primary. So, through an opening in the clouds a bridge at Noyen was bombed. No E/A were seen. P-51s gave excellent support, and flak was meager but very accurate at the French Coast. Capt. John W. Frazer, Jr., led the low group of the 40th B CBW, with Lt. George C. Berner and crews. Lt. Darrell L. Latham led the high squadron of the lead group of the 40th B, with Lts. John J. O'Brien, William D. Fortson, Richard Nickelhoff, Harold L. Miller and crews. Lt. Ferman J. Millette led the 40th B Composite group, with Lts. William W. Neddo and Donald Plecher and crews, who were unable to find their proper formation and so filled in with another formation.

1st Lt. Ralph F. Clark promoted to captain. 2nd Lts. William D. Fortson and Ferman J. Millette promoted to 1st Lts. Lt. Roy Griffith transferred to the 367th Squadron. Lt. Kenneth E. Herbster assigned to the 423rd.

18 HAMBURG, GERMANY - Today's target was the oil refinery and storage depots at Hamburg. 5/10ths clouds over the target combined with haze and smoke screen to make PFF bombing necessary, with our bombs landing in the city. No E/A were seen, fighter support was excellent and flak was moderate and much less than what used to be met at Hamburg. Capt. Earl W. Kesling led the group, with Lts. Wilbur C. Weiland, Glenn D. Arrison, Richard Nickelhoff, Nathaniel D. Munn, John J. O'Brien, Robert N. Horn, Donald Plecher, Harold L. Miller and crews.

2nd Lt. James Seymour promoted to 1st Lt.

19 FRANCE - Today was another smash at the lifelines of the Nazi offensive, as the target was the "German pilotless plane launching platforms." Due to 10/10ths undercast all bombs were returned. No flak or E/A were seen. Maj. John S. Chalfant led the lead Group and Capt. Earl W. Kesling led the high Group, with Lts. Darrell L. Latham, Glenn D. Arrison, John D. Baldwin, Robert N. Horn, Ferman J. Millette, William W. Neddo, John J. O'Brien, Donald Plecher and Wilbur C. Weiland and crews.

JUNE (con't)

20 HAMBURG - The processing units of the oil refineries at Hamburg were the targets for today. Going in north of the target, crews observed a smoke screen from Hamburg, but when they turned and made the bomb run the target was clear. Crews report black clouds of smoke 10,000 feet high from the many fires. Some of the bombs of the lead group fell on the M/Y east of the target. No E/A were seen, support was continuous and flak was moderate. Maj. John S. Chalfant led the lead group with Capt. John M. Kelly, Lts. Donald Plecher, Glenn D. Arrison, John D. Baldwin, George R. Broz, Darrell L. Latham, Wilbur C. Weiland, Harold R. Fossum, Ferman J. Millette, William W. Neddo, John M. Winward, Robert N. Horn and Richard Nickelhoff. Lt. Nickelhoff had #1 and #2 engines knocked out by flak over the target and returned to base alone. The crew stated "The pilot did a damn good job."

A/C #250-G, Pilot Lt. Latham, was hit by flak over the target. Fire broke out in the two inboard engines and spread over the nose to the radio room. The A/C peeled out of formation and went straight down. Members of the crew were: Lt. Latham, Lts. Ellis O. Porter, Andrew Nuttall and Harold A. Bryant, Jr., T/Sgts. Winston J. Breckels and Bryan E. Epps, S/Sgts. Harold L. Reed, Edward W. Smith, and Cpl. Edward O. Walsh.

Lt. Frederick McIntyre transferred to VIII AF Composite Command. Assigned to this squadron were: Lts. Carl H. Grending, Franklin M. Lyman, James B. McMahon, Sgts. Stacy W. Griffith and Harold K. McNinch, Cpl. E. A. Manieri, Pfc. George J. Schlageter, and Pvt. Edward V. Riley.

21 BERLIN - Our first big attack on the industrial center of Berlin since the invasion of Normandy was made today. The navigators were able to identify their target and photos show hits east of Templehof Airdrome. Crews report great clouds of smoke coming up from the target area. The AA opposition over the target was heavy and six of our eight a/c were damaged. The Luftwaffe failed to attack our formation and fighter support was excellent. Lt. George C. Berner had mechanical trouble and turned back over Neumunster, dropping bombs on a T/O with unobserved results. Lt. John M. Winward ran low on gas, refueled at Oakley, and returned to base. Other pilots were Lts. Donald Plecher, George R. Broz, Harold R. Fossum, John J. O'Brien, William W. Neddo, Harold L. Miller, Robert N. Horn, William D. Fortson and crews.

22 CHENT, BELGIUM - On a beautiful afternoon our bombers took off at 1600 to attack the M/Y at Chent. The weather was clear and bombs were on the MPI, the target being completely covered with smoke. There was no fighter opposition and no troublesome flak. Capt. Earl W. Kesling led the Group, Lt. William D. Fortson led the low squadron, and Lt. Harold R. Fossum led the high squadron, with Lts. Nathaniel D. Munn, William W. Neddo, Donald Plecher, George R. Broz, Wilbur C. Weiland, Glenn D. Arrison, Harold L. Miller, and George C. Berner, and crews.

JUNE (con't)

23 2nd Lts. Jacob J. Quintis, Harry Hill, James C. Chambers and John Horkulic, Jr., promoted to 1st Lts. S/Sgt. Paul Hortemiller assigned to squadron.

24 BREMEN - Today's target at Bremen was an oil refinery with a capacity of some 80,000 tons per annum, which represents 67% of the total refining capability available to the Germans. It has a reported storage capacity of about 152,000 tons. Bombing was by PFF, through 9/10ths undercast, and probably on the target. No enemy opposition encountered, support was excellent and AA gun fire was not too troublesome, much less than expected. Pilots were Lts. Wilbur C. Weiland, Harold L. Miller, George C. Berner, Glenn D. Arrison, Nathaniel D. Munn, Harold R. Fossum, Donald Plecher, John M. Winward, John J. O'Brien, William D. Fortson and George R. Broz and crews.

2nd Lts. Norman Niersbach and William L. Ryan promoted to 1st Lts.

25 JOIGNY, FRANCE - Today's target was a railroad bridge at Cheny, near Joigny, France. Photographs show the bridge covered with smoke, making assessment of damage impossible. There was no flak and E/A were seen. Fighter support was good throughout the mission. Maj. John S. Chalfant led the 40th A CBW with pilots, Lts. Harold R. Fossum, John M. Winward, George C. Berner, George R. Broz, Nathaniel D. Munn and crews. Lt. Richard Nickelhoff led the high squadron with Lts. Donald Plecher and Harold L. Miller and crews. Lt. John J. O'Brien led the low squadron with Lts. William D. Fortson and Glenn D. Arrison and crews.

2nd Lts. Richard L. Raymond and Harold O. Johnson promoted to 1st Lts.

26 2nd Lts. James Brockway, Vonno L. Gudger and Leonard H. McCowan promoted to 1st Lts.

27 Capt. Ralph F. Clark transferred to Hq, 306th Group.

28 LAON/ATHIES A/D, FRANCE - Today's clear weather permitted a very successful pattern of bombs, to be dropped on one of the airfields in France now used by the Luftwaffe. No E/A were seen, support was excellent and there was little flak. Lt. Ferman J. Millette led the Group. Lt. John J. O'Brien led the low squadron, with Lts. William D. Fortson, Glenn D. Arrison, Harold L. Miller, William C. McKee III, Donald Plecher, George R. Broz, Lois C. Parks, Jr.,

M/Sgt. N. W. Sanford and T/Sgt Demetrius Chakiris were transfered to the U. S.

29 Today's target was the main component assembly plan of Erla Maschinenwerk, Leipzig. However, the CBW recalled the planes when heavy contrails disrupted assembly over England.

Capts. John M. Kelly, John W. Frazer, Jr., Ralph G. K. Beach, and Lts. Robert D. Beres and Harold Green have completed combat tours and have been transferred to the 12th RCD.

JULY — There were 19 missions this month to tactical and strategic military targets. Each day lead navigators and bombardiers not flying had a target class, and all crews were kept busy with ground school when not flying.

1 — Mission recalled before planes left England.

2 — FRESSIN - Today's Noball target in France was by PFF through 10/10ths clouds with unobserved results. No enemy fighters were seen and there was little flak. Lt. Ferman J. Millette led the low Group of the CBW; Lt. John J. O'Brien led the low squadron with Lts. Harold L. Miller, George R. Broz, Nathaniel D. Munn, William D. Fortson, Herbert Greenberg, William C. McKee III and William W. Neddo.

3 — 2nd Lt. William Finklestein promoted to 1st Lt. Sgts. Laurence H. Arnold and Sherwood W. Herritt transferred to 91st General Hospital.

4 — Today's mission was scrubbed, and ground schools convened.

5 — 1st Lt. Isidore M. Sternberg, communications, promoted to captain.

6 — FRANCE - Today's Noball target was near Beaumetz-les-Aire. The target was clear and the bombs were dropped on the MPI with excellent results. No enemy fighter were seen and flak was moderate. Capt. Earl W. Kesling led the E Force Group with Lts. Richard Nickelhoff, Herbert Greenberg, Harold L. Miller who led the low squadron, George R. Broz, Robert N. Horn, John M. Winward, Lois C. Parks, Jr., and William C. McKee III.

2nd Lts. Malcolm Frazee, Harold L. Miller, Edward J. Carey, Jerome K. Meek, Sanford Peters, Jr., promoted to 1st Lts.

7 — LEIPZIG - On a rainy, cloudy morning the crews took off to bomb an ME 109 assembly plant of the Erla Maschinenwerk. The target area was covered with a smoke screen, plus haze, and our bombs landed short of the target. The flak at the target was moderate and inaccurate. There were no fighter attacks. Lt. Harold L. Miller led the high squadron of the 40th B lead CBW, with Lts. Donald Plecher, William C. McKee III, George C. Berner, George R. Broz and Glenn D. Arrison.

2nd Lts. Charles E. Jordon, Jr, and Berkley B. Peterson promoted to 1st Lts.

8 — AMIENS, FRANCE - Today's target was a railroad bridge east of Amiens. Clouds covered the target area and also prevented finding and bombing a target of opportunity. So all bombs were returned. No fighter opposition was encountered, and P-38s and P-51s gave excellent support. Lt. George C. Berner led the high squadron of the E Force; Lt. Harold L. Miller led the low squadron with Lts. Donald Plecher and Glenn D. Arrison; Lts. William W. Neddo and

JULY (con't) and George R. Broz, who were unable to rendezvous with the Group, filled in with the 398th Group and bombed with them their target near Humieres.

Sgts. Raymond P. Hopkins, Eugene C. Hovel, Donald G. Bloedel, John H. Neely, and Clifford R. Wolfhope joined the squadron.

9 ANGERS, FRANCE - Today's target was the railroad bridge near Angers. The low Group of the 40th A CBW found the primary covered by clouds, so they bombed a target of opportunity at Bauchemaine on the Marne River. Pictures indicate direct hits on the bridge. No E/A were seen and P-51s gave close support. There was no troublesome flak. Lt. Richard Nickelhoff led the high squadron of the low group, Lt. Harold L. Miller led the low squadron, with Lts. Malcolm C. Frazee, Lois C. Parks, Jr., Robert N. Horn, William C. McKee III and crews.

10 The mission for today was scrubbed and crews wearily made their way to ground school lectures.

11 MUNICH - Today's target was bombed through heavy clouds. There was no opposition by enemy interceptos and there was continuous fighter support. Little flak was seen along the route with a solid undercast, and at the target. Lt. Ferman J. Millette led the high Group in 40th B CBW, with Lts. Malcolm C. Frazee, William D. Fortson, Richard Nickelhoff, Robert L. Mox, David A. McNaught, Jacob J. Quintis, Glenn D. Arrison and George R. Broz.

12 MUNICH - A second try at the Bayerische Motorenwerke, but bombing was by PFF through 10/10ths clouds near the center of the city. There was meager flak at the target, no enemy fighters were seen and our support was good. Maj. John S. Chalfant led the lead group in the 40th CBW, with pilots Lts. William W. Neddo, Herbert Greenberg and Robert L. Mox.

13 MUNICH - Another long mission to Southern Germany; take off at 0445 hours; landing at 1415 hours in the rain and through low ceiling. Clouds covered most of the route, but bombing was in Munich, east of the M/Y, through a hole in the clouds. No enemy fighters were seen; there was close support in the target area and on the way out; flak was moderate and accurate in the target area. Lt. Harold R. Fossum led the high squadron, low Group, 40th CBW, with Lts. William D. Fortson, Jacob J. Quintis, Glenn D. Arrison, Malcolm G. Frazee, David A. McNaught, Harold L. Miller, Robert N. Horn, Donald Plecher and George R. Broz.

2nd Lt. Donald Plecher, promoted to 1st Lt.

14 Lt. Nathaniel D. Munn, with a completed tour was transferred to the 12th Casual Pool.

15 The mission for today was scrubbed.

JULY (con't) Capt. Richard P. Williams, Lts. John J. O'Brien, William L. Ryan and Wilbur Weiland transferred to 12th RCD.

2nd Lts. Robert H. Fomby and Milton D. Lavers promoted to 1st Lts.

The EM of the squadron had a dance at the post gym. A quantity of females and beer, plus the good fellowship of all present, made for an enjoyable evening and a party long to be remembered by the men of the 423rd.

16 MUNICH - Our fourth mission this month to Munich, and again bombing was by PFF, and pictures show a 10/10ths undercast. The flak was moderate, no E/A were seen and fighter support was close and continuous. Pilots were Richard Nickelhoff, Robert N. Horn, Donald Plecher, David A. McNaught, Herbert Greenberg, Harold R. Fossum, John M. Winward, Glenn D. Arrison and crews.

John W. Keeman and Herbert O. Johnson, and Pvts. George F. Barnes, Jr., and George E. Chandler joined the squadron.

17 JUSSY, FRANCE - Today's target was a bridge on the Somme Canal near Jussy. Clouds covered the Channel but lessened over France and the target area was CAVU. Strike photos show direct hits on the bridge. No enemy aircraft were encountered, there was good P-38 support and little flak. Maj. John S. Chalfant led the lead Group of 40th D CBW. Pilots in his formation were Lts. David A. McNaught, Harold R. Fossum, William D. Fortson, Glenn D. Arrison, Robert N. Horn, William W. Neddo, John M. Winward and George R. Broz. Capt. Earl W. Kesling led the high squadron with Lts. Donald Plecher, Lois C. Parks, Jr., and crews.

2nd Lts. Edward W. Lawrence, Merton Samples, Eugene Senften, and John W. Gallagher promoted to 1st Lts.

18 PEENEMUNDE - Today's target was the airfield buildings at the experimental establishment at Peenemunde on the Baltic coast, which is the flying bomb and rocket clinic. Clouds covered the route in, but there was an opening over the target. A visual bomb run was made and pictures show bomb bursts on the target area. No E/A were seen and fighter support was fair. The flak was moderate at the target. Flying in the high group of the 40th B CBW, Harold L. Miller led the high squadron, with Lts. William D. Fortson, Malcolm G. Frazee, Herbert Greenberg, David A. McNaught, Robert L. Mox, Lois C. Parks, Jr., and Berkley B. Peterson. Lt. Parks had to feather #1 engine northeast of the target, so he salvoed his bombs into the Baltic, then #2 engine caught fire. He pulled out of formation and headed for Sweden. Others on his crew were Lts. Clifford G. Payton, Jr., Stan J. Paprocki and Paul F. Finn, and Sgts. Andrew E. Toth, Randolph D. Mason, Raymond V. Peters, Sherwin S. Kremen, and Russel O. Hawkins, Jr.

F/O John Lockard appointed a 2nd Lt. T/Sgt. Francis M. Vrabel transto 8th AF Composite Command.

19 AUGSBURG - Today's target was the large workshops of a factory pro-

JULY (con't) ducing components for ME 410 and ME 262 aircraft and probably testing for the ME163 jet. Clouds covered most of the route in. It was clear, but hazy, in the target area and bombing was reported as good. There were no enemy attacks and fighter support was good. Flak was moderate in the target area. Three planes of the 423rd participated. Lt. Edwin A. Schoenbachler, Jr., dropped nickels on the city. Lt. George R. Broz flew with the 398th Bonb Group and bombed Lechfeld. Lt. Glenn D. Arrison flew with the 401st Bomb Group and dropped nickels on the city of Augsburg.

2nd Lts. George R. Broz and Harry H. Winning, Jr., promoted to 1st Lts.

1st Lt. Richard L. Raymond transferred to 12th RCD.

20 KOTHEN - Today's target was the large workshops of the Junkers Motorenwerke, estimated to produce 40 per cent of the new German engine known as the Jumo 213. There was 7 to 10/10ths cloud over the entire route. No E/A were seen and support was good. Maj. J. S. Chalfant led the 40th B CBW. Unexpected winds pushed the Group south of course and they received flak from Frankfurt. The Wing leader's #3 engine was hit and was smoking all the way to the target area, then caught fire. A prop fell off, wrecking the instruments in the cockpit, and the deputy took over the lead. As the lead was changing, another Group forced the formation into flak from Leipzig. Since the target was obscured by clouds, a target of opportunity was bombed at Rudolstadt. Capt. Earl W. Kesling led the 40th B CBW low group and made a visual run on the primary target, but before bombs were away clouds and haze obscured the target, so this group bombed a T/O at Bitterfeld. Lt. Ferman J. Millette led the 40th B CBW high group and made a visual run on the target. But, a rack malfunction caused by flak damage

on on the bomb run prevented this plane from dropping. The navigator and bombardier, Lts. Edward L. Lawrence and Harry H. Winning, Jr., were both wounded but were able to bomb a T/O at Garfendorf. Lt. William D. Fortson led the low squadron. Other pilots were Lts. Malcolm G. Frazee, Robert N. Horn, Harold L. Miller, David A. McNaught, Berkley B. Peterson, Donald Plecher and John M. Winward. A/C 897-S, Lt. McNaught, was hit by flak in the Leipzig area. The left Tokyo tank and #1 engine caught fire. The A/C dropped out of formation and disappeared into the clouds. The fire was observed to go out when last seen. Members of McNaught's crew were: Lts. John P. Wollack, William E. Glass and Marlyn L. Watson; and Sgts. Jerome E. Scherr, Theodore J. Hansen, Michael G. Gesine, William J. Burke and Harold T. Eckenrode.

A/C 683-N, Lt. Frazee's plane, ditched at 1430 hours, 15 miles southwest of Ostende, Belgium. At the IP a burst of flak had hit his #1 engine, stopping it immediately, but the pilot feathered the prop. Then #3 engine was hit by flak and oil began to leak freely. Pilot Frazee then left the formation. Two flares were fired and a P-51 gave escort out for about 45 minutes. #3 engine was feathered as the oil pressure dropped to zero. Southeast of Ghent #2 engine went out. He left Ghent with only one engine and crossed

JULY (con't) the Belgian coast at 7,000 feet. He ditched at 1430, after receiving word that an air-sea rescue launch was 12 miles out at 12 o'clock. The plane was evacuated in 20 seconds and it sank in three and one-half minutes. During the night the dinghies drifted to within five miles of the Belgian coast. The crew saw bombing on the French coast. Aboutb1130 hours on the 21st two rescue launches approached and picked the flyers up at 5129N x 0230E. No crew member was injured and hospitalization was not required. Members of Frazee's crew were Lts. Aram J. Nahabedian, Theodore W. Lee and Samuel C. Jordan. Sgts. Richard A. Hill, Walter C. Butschek, George W. Johnson, Paul H. Wehunt and Carroll L. Reimann.

Pfc. Rocco Chiara reassigned to the squadron. Sgts. John T. Adams, Jr., Boyce W. Ellington, Louis Klein, Calvin R. Pomidoro, Kenneth J. Russell and Vernon A. McQuinn transferred.

21 EBELSBACH - Today's target was the ball bearing works at Ebelsbach. The route in was covered by 8/10ths clouds, but the target was clear, bombing was visual, and the crews report excellent results. There was no Luftwaffe opposition and there was excellent support by P-38s, P-47s and P-51s. There was no flak at the target and it was only observed along the way. Lt. George R. Broz led the high squadron in the 40th C CBW lead group, with Lts. Harry J. Alyea, Jr., and Jacob J. Quintis; Lt. Harold L. Miller led the high squadron of the 40th C CBW high group, with Lts. Edwin A. Schoenbachler, Herbert Greenberg; Lt. Glenn D. Arrison led the high squadron in the low group, with Lts. Robert L. Mox and Donald Plecher.

22 HAMBURG - Today's targets for the Group were Bremen, Kiel and Hamburg. Seven a/c carried nickels, telling the German people that "German Generals Have Proclaimed a Peace Government." Lt. Harold L. Miller represented the 423rd and dropped leaflets through the clouds at Hamburg. No enemy fighters were seen, escort was close and the flak was meager.

23 2nd Lt. Melvin E. Clark promoted to 1st Lt.

24 FRANCE - The 306th flew B Force in the 40th CBW. The target was an area northwest of St. Lo and 1500 yards south of the forward line of our troops in France. Capt. Earl W. Kesling led the Group and bombs were not dropped on the primary target because of cloud coverage. A run was made on a secondary target but no bombs were dropped due to a rack malfunction. No E/A were seen and P-38s and P-51s gave good support. No flak was observed. Other pilots were Lts. Harold R. Fossum, who led the high squadron, George R. Broz, who led the low squadron, and Richard Nickelhoff, Edwin A. Schoenbachler, Donald Plecher, Jacob J. Quintis, Glenn D. Arrison, Robert N. Horn, Robert L. Mox, Harry J. Alyea, Jr., Harold L. Miller, William D. Fortson and John M. Winward.

25 FRANCE - Today was a repeat of yesterday's target, to attack the

JULY (con't) German frontline positions in support of the U. S. Army's thrust against the enemy's line northwest of St. Lo. The lead bombardier identified the area to be bombed, and bombed with excellent results. No E/A were seen, a few P-38s and P-51s were seen, and there was meager flak. Capt. Earl W. Kesling led the 40th B #1 Group; Lt. Harold R. Fossum led the high squadron and Lt. George R. Broz led the low squadron, with Lts. Richard Nickelhoff, Edwin A. Schoenbachler, Donald Plecher, Jacob J. Quintis, Glenn D. Arrison, Robert L. Mox, Robert N. Horn, Harold L. Miller, Harry J. Alyea, Jr., William D. Fortson and John M. Winward.

Lt. Dudley J. Allen transferred to the 367th Squadron.

26 Today's mission was scrubbed. Ground school was S.O.P.

27 Transferred to the 12th RCD were Sgts. William T. Morgan, Mosby Hodges, Oliver J. Nasby, Kenneth G. Norris, Mike C. Crow, Stanley J. LaGory, Howard W. Lingle, Wych, Epifanci Campos, Edwin D. Creamer, Jr., and Thomas W. Fowler.

28 MERSEBERG - The target was one of the largest oil refineries of I. G. Farbenindustrie. Lt. William C. McKee III, who flew the deputy PFF plane, was given the lead at the IP when the lead's PFF equipment was performing unsatisfactorily. Bombing results were unobserved. No E/A were seen, with excellent fighter support and meager flak in the target area. Crews reported heavy traffic on the Rhine river. Other pilots were Lts. John M. Winward, Donald Plecher, Robert L. Mox, Harry J. Alyea, Jr., George R. Broz, Edwin A. Schoenbachler, Jr., Robert N. Horn, and John M. Lockard.

Capt. Donald Eckstein promoted to major.

29 MUNICH - The 306th Group flew as the 40th A CBW. The target was covered by clouds, so bombing was by mechanical equipment through the undercast and probably landed southeast of the city of Munich. No E/A were seen; P-51s and P-47s gave close support, and there was moderate flak over the target. Lt. John M. Winward led the low squadron with Lts. George R. Broz, Robert M. Fomby, Jacob J. Quintis, Harry W. Hill, Herbert Greenberg, Donald Plecher, and Harry J. Alyea, Jr., spare, who filled in for Edwin A. Schoenbachler, who turned back due to mechanical failure.

Transferred to the 12th RCD were Capt. John W. Frazer, Jr., and Lts. Glenn D. Arrison, Edward J. Carey, Rexford O. Shadowen, and Sgts. Gordon R. Grant, Jr., Clarence B. Flinn, John P. Clarke, Bertrand J. Theriault, Albert Berman, Oakes, Richard J. Wilhelm, Leon R. Goetz, Walter Schmidt, Earl W. Askelson, and Charles T. Schroeder.

AUGUST — The Squadron participated in 17 missions this month, with oil refineries being on the priority list. During the first half of the month the weather was CAVU and the crews bombed with excellent results.

1 — Cpl. Frederick Tieck joined the squadron. Pvt. Edward V. Riley was transferred to the 323rd Bomb Gp.

2 — Today's mission was scrubbed just as briefing was completed. F/O Ralph Orenstein, navigator, joined the 423rd.

3 — MERKWILLER - Today's target was a large oil refinery in France, and the Group flew 36 a/c in the 40th CBW. Bombing was visual and bombs were dropped in the smoke from the bombs of the Wing ahead, which was thought to be on the briefed MPI. No E/A were seen, but a call was heard that fighters were nearby. P-51s and P-38s gave us close support. From Montsen the flak was meager but accurate, and Lt. Robert E. Nabors, navigator for 1st Lt. William D. Fortson, was hit near the heart and lived only a few seconds. Capt. Earl W. Kesling led the high group with Lts. George R. Broz, Robert M. Fomby, Joseph B. Mathis, Herbert Greenberg, Edwin A. Schoenbachler, Jacob J. Quintis, Harry J. Alyea, Jr., and Fortson.

4 — ANKLAM - The 306th flew 36 a/c in the 40th C CBW to attack a fighter component plant and airfield at Anklam. The target was visual and bombing was on the MPI with excellent results. Two ME 109s were seen but did not press home an attack. P-51s gave good support and there was no flak. Major John S. Chalfant led the CBW; Lt. Malcolm G. Frazee led the high squadron of the lead group; Lt. George R. Broz led the high squadron in the high group; Lt. John M. Winward led the high squadron in the low group. Other 423rd pilots were Lts. Herbert Greenberg, Harry W. Hill, Robert N. Horn, William W. Wood, John M. Lockard, and Robert M. Fomby.

Sgts. Anthony J. Alberico and Edward G. Erlandson transferred to to the 369th Squadron.

5 — DOLLBERGEN - Today's target, an oil refinery near Hannover, was bombed visually with bombs completely covering the MPI. The 306th flew as 40th C CBW and squadron pilots were: Lts. Robert N. Horn, William C. McKee III, Harry J. Alyea, Herbert Greenberg, Guy Burnett, Malcolm C. Frazee, who led the high squadron, Harold Brown, who couldn't find the group and returned, Donald Plecher, John B. Delapoer, who flew spare and filled in for Lt. Brown. No flak, no enemy fighters and P-51s gave close support.

6 — BRANDENBURG - Today's target, an assembly plant for HE 177s, producing about 70 per cent of the total HE 177 output. Lt. Ferman J. Millette led the high squadron of the 40th C CBW. Smoke obscured the MPI of the primary and created the hazard of hitting a POW camp located beyond the target. The secondary, Stendal A/F, was bombed with a solid pattern on the briefed MPI. Other pilots were:

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Lts. William D. Fortson, Edwin A. Schoenbachler, Donald Plecher, who ran low on gas and landed at Rackheath, Harold Brown, Guy Burnett, George R. Broz, who led the high squadron, Jacob J. Quintis, John M. Lockard, John M. Winward, who led the low squadron, Robert M. Fomby and John B. Delapoer. Lt. Malcolm C. Frazee flew spare and filled in with the 40th C low Group, and bombed the primary. Lt. William C. McKee III flew with the lead group and bombed the primary with excellent results. Flak was moderate. Near Hamburg 30-35 enemy fighters were observed. P-51s have close support and were seen in many dogfights with E/A. Over Germany the weather was CAVU and crews reported at least 25 towns with fires or smoke from recent bombings.

2nd Lts. Robert N. Horn and John M. Winward promoted to 1st Lts. 1st Lt. Richard Nickelhoff promoted to captain.

7 TOULOUSE, FRANCE - Today's target, an oil storage near Montbartier, was well hit, but pictures show no fires such as might be expected from a well-hit oil target. No E/A were seen; P-51s gave continuous close support; flak at the French coast and from Liseaux. Lt. William C. McKee III led the low group of the 40th B CBW; Harry W. Hill led the low squadron; George R. Broz, Harold Brown, John M. Lockard, John B. Delapoer, Herbert Greenberg, Robert L. Mox, Guy Burnett, who feathered #2 engine due to an oil leak and returned while over England, and Edwin A. Schoenbachler, Jr., spare, who filled in for Lt. Burnett. Lt. Robert M. Fomby led the low squadron of the 40th C CBW Composite high group, whose target was a fuel dump northeast of Bordeaux. It was solidly hit and smoke was seen coming from the target when crews were miles away.

8 CAEN, FRANCE - Our target today was an area south of Caen and 1000 yards in advance of the front-line troops. This came only 12 hours after the British attack by more than 1000 Lancasters and Halifaxes, bombing a few hundred yards in from the driving Allies. Capt. Earl W. Kesling led the 40th C CBW with Lts. Harry J. Alyea, Jr., Harold Brown, Guy Burnett, John B. Delapoer, Malcolm C. Frazee, who led the low squadron in the high group of the 40th C CBW, Herbert Greenberg, Robert N. Horn, who led the high squadron in the high group, John M. Lockard, Jerome E. Meek, Robert E. Mox, Donald Plecher and crews. The 36 a/c in the 40th C found haze over the target. Bombs were dropped from 14,000 feet with hits very close to the briefed MPI. The high group of the 40th B found the target area so obscured by smoke from previous bombing that they were unable to identify ground detail with certainty. All bombs were brought back. No E/A were seen. Very accurate, moderate to intense tracking flak from the Vire area to the target area, and five of our a/c were severely damaged.

Lt. Kenneth J Carey transferred to the 12th RCD, as were Lt. John H. Weeman, Jr., and S/Sgt. John W. Lewis. Sgt. Robert Kraemelmayer transferred to 2194th QM Truck Company.

AUGUST (con't)

Lts. Marvin W. Freeman, Charles E. Stansbery, Carl P. Smythe, and Stanley J. Magusiak, F/Os Curtis M. Barber, Francis M. Smith; Sgts. Kenneth W. Levens, Marlin D. Summers, James E. Hughes, Robert L. Appell, John G. Holmes, Henry C. West, Jr., Roy L. Demetre, Sanford L. Josephson, James J. Cathey, George B. Franklin, Jr., and Cpl. Wallace W. Priemann were assigned to the squadron.

9 ULM, GERMANY - Today's primary target was the Munich/Reim A/F, but an undercast in the target area made bombing impossible. A visual run was made on the secondary, the M/Y at Ulm. Clouds covered the target just as bombs were away, so all pictures were negative. No E/A attacked, although nine ME109s passed under our formation. There was excellent fighter support and no flak was encountered. Dense, persistent contrails and haze made formation flying difficult over the entire route. Major John S. Chalfant led the 40th A CBW, with Lts. Berkley B. Peterson, John M. Winward, Edwin A. Schoenbachler, Jr., Herbert Greenberg, Robert L. Mox, William W. Wood, Donald Plecher, who led the low squadron, and Jerome E. Meek turned back early when he lost an engine.

Lt. Leslie Slote was transferred to Hq. & Hq. Sqdn., 1st Bomb Division. Lt. Robert R. Alker transferred to the 12th RCD.

10 F/O Ralph Orenstein was promoted to 2nd Lt.

11 2nd Lts. William C. McKee III and James A. Kelly promoted to 1st Lts. Lts. Jacob J. Quintis, William D. Fortson, Ferman J. Millette, Samuel W. Marshall III and T/Sgt. Craig B. Gadd transferred to the 12th RCD.

12 CHAMANT, FRANCE - Today's target was an airstrip northeast of Paris, and probably used by German fighters. The 306th flew as 40th C CBW. Weather was clear and the lead and low groups combined to form a compact pattern of bombs which covered the airstrip. The high group dropped frags on the MPI. No troublesome flak, no Luftwaffe opposition, and P-51s and P-47s gave close support. Lt. William C. McKee III led the high group of the 40th C CBW, Lt. John M. Winward led the high squadron of the lead group. Lt. Donald Plecher led the high squadron in the high group, with Lts. Harold Brown, Robert M. Fomby, Herbert Greenberg, John M. Lockard and Jerome E. Meeks. Lt. Donald W. Gates flew and bombed with the 91st BG.

Lts. Harry W. Hill and William Finkelstein transferred to the 12th RCD. Sgt. Glenn Loveland, evadee, assigned to the Squadron. Sgt. Loveland was MIA 13 June 43, and has just returned after escaping from several prisoner of war camps in Germany.

Lts. John Horkulic, Robert N. Horn, and Sgts. Kenneth E. Sutton, Dale L. Maughan and James R. Slye transferred to the 12th RCD.

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13 NORTHERN FRANCE - The 306th flew 36 a/c in the 40th A CBW. The target was primary and secondary roads used by the Germans west of Vernon and northeast of Evreux. Lt. William C. McKee III led the low group with Lts. Donald Plecher, Harold Brown, Robert L. Mox, Lorn A. Wilke, Harry J. Alyea, Jr., Edwin A. Schoenbachler, Jr., Guy Burnett, Howard E. Hutchinson and crews. Bombing was visual and the low Group dropped on the briefed MPI. No Luftwaffe opposition, fighter support was fair and there was no flak.

14 CHIEVRES A/D - The 306th flew 40th C CBW. The primary target, a Heinkel factory producing jet propulsion units, was obscured by by 10/10ths clouds, so the secondary, Chievres A/D, was bombed, with hits on the eastern dispersal area. Flak was meager, no enemy opposition, and good fighter support. Flying in the high group were Lts: Robert M. Fomby, George R. Broz, Robert L. Mox, John M. Lockard, Guy Burnett, John M. Winward, John B. Delapoer, Harold Brown and crews. Lt. Lockard, low on gas, left the formation near Hamburg. He called for fighter support and got four P-51s who were headed for England. Landed at Deanland, near Frinton, with about 15 gallons for inboard engines and 30 gallons for the outboards in his tanks.

Capt. Donald Eckstein promoted to major.

15 FRANKFURT/ESCHBORN A/D - The 306th flew 28 a/c as the 40th B CBW; eight a/c were unable to takeoff due to unfavorable weather conditions. The target was the A/D at Frankfurt and clear weather permitted a visual attack. The lead bombardier shifted the MPI when smoke from the previous wing completely obscured the MPI. Moderate, accurate, tracking flak at the target damaged five of our nine a/c. A compact pattern of bombs hit the new MPI. Enemy fighters were seen to attack another wing, P-51s providing escort for us. Lt. William C. McKee III led, with Lts. Guy Burnett, Donald Plecher, Robert M. Fomby, Robert L. Mox, John M. Winward, who led the low squadron, John B. Delapoer, Edwin A. Schoenbachler, Jr., and Harold Brown, spare, who filled in with the high squadron.

Lts. Alfred J. Ashton, Jr., and Charles E. Jordon, Jr., transferred to the 12th RCD.

16 BOHLEN - The 306th flew 40th B CBW to attack the synthetic oil refinery at Bohlen, Germany. Bombing was visual and pictures show strikes on the MPI. No enemy aircraft attacked this group, but S/E fighters were seen to attack the wing ahead. One jet propelled a/c was observed at 35,000 feet over the target travelling very fast, leaving dense contrails, but did not attack. There was intense, accurate, tracking flak at the target and seven of our eight a/c were damaged. Fighter support was close. Lt. John M. Winward led the high squadron of low group, Lt. George R. Broz led high squadron of high group, Lt. Malcolm C. Frazee led high squadron of lead group with Lts. Robert M. Fomby, who lost #4 engine and turned back while over England, Donald W. Gates, Herbert Greenberg,

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Robert L. Mox, Edwin A. Schoenbachler, Jr., William W. Wood and crews.

Lt. Luverne Halverson transferred to 10th replacement depot. S/Sgt. Ray J. Smith assigned to squadron.

17 Cpl. Henry E. West assigned.

18 2nd Lt. John M. Lockard promoted to 1st Lt.

19 Lt. Joseph E. Kahn assigned to squadron. Capt. Earl W. Kesling transferred to 367th Squadron. Lts. Harry H. Winning and Donald Plecher transferred to 12th RCD.

21 1st Lt. John M. Lockard transferred to 8th AFRD.

22 S/Sgts. Guy Golden and Eldo Weseloh, evadees, reassigned to the 423rd Squadron.

23 Today's mission was scrubbed during briefing.
Sgt. Donald Wilson assigned to the squadron.

24 MERSEBERG - The 306th flew 34 a/c, plus two PFF, as 40th C CBW. The primary target was covered by a smoke screen and, while on the bomb run, the low Group observed another group coming in on a collision course. The low group scattered and did not drop bombs. They reassembled and bombed Vorden A/D. There was accurate flak from the primary target. No e/a were seen and our support was fair. Major John S. Chalfant led the 40th C CBW, but returned early when a smoke bomb went off in the bomb bay. Four crew members bailed out and all landed safely. Lt. Jerome E. Meek led the low squadron of the low group with Lts. Harold Brown, Guy Burnett, John B. Delapoer, Robert M. Fomby, Daniel W. Gates, Milton D. Lavers and crews. Lt. George R. Broz returned early, after feathering an engin

Lts. George Berner, Harold Fossum, James Brockway and Leonard McCowan transferred to the 12th RCD. 2nd Lt. William H. Macy promoted to 1st. Lt.

S/Sgt. Arne Ziem, evadee, reassigned to the squadron.

25 PEENEMUNDE - The 306th flew 34 a/c, plus two PFF, as 40th A CBW to bomb the experimental station at Peenemunde. The 423rd flew in the high group and made direct hits on the MPI. No e/a were seen, and fighter support was good. Flak was moderate and inaccurate. Lt. Berkley B. Peterson led the high squadron, with Lts. Harry J. Alyea, Jr., Harold Brown, Herbert Greenberg, Howard E. Hutchinson, Robert L. Mox, Edwin A. Schoenbachler, Jr., and Lorn A. Wilke.

T/Sgt. Clyde T. Hewitt assigned to the squadron.

26 GELSENKIRCHEN - The 306th flew 36 a/c as the 40th B CBW. The primary target was not bombed because of haze. The group proceeded to

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the secondary and last resort targets, but both were overcast, so bombs were returned. No E/A were seen, P-51s and P-47s gave excellent support, and flak was moderate and accurate at the target and at Brechton on the way out. Lt. Berkley B. Peterson led the CBW; Lt. Edwin A. Schoenbachler, Jr., led the high squadron, with Lts. Robert L. Mox, Harry J. Alyea, Jr., John B. Delapoer, William W. Wood, Howard E. Hutchinson, Lorn A. Wilke and Daniel W. Gates.

M/Sgt Richard L. Collins and Sgts. Tony F. Mihelich and Joseph E. Walton transferred to the 49th Station Hospital. Lt. Geno DiBetta, evadee, rejoined the squadron.

27 WILHELMSHAVEN - The 306th flew 22 a/c plus two PFF as lead and low groups of the 40th B CBW. The primary target: Berlin, was abandoned because of unfavorable weather. When the CBW leader heard the recall he made a PFF run on Wilhelmshaven through 10/10ths clouds. One jet propelled a/c was seen near Heligoland. Fighter support was good, with meager and inaccurate near the target. Pilots were Lts. Malcolm C. Frazee, Harold Brown, John M. Winward, Herbert Greenberg and Guy Burnett.

2nd Lt. James R. Malone promoted to 1st Lt.

29 Cpls. Bernard Kantor and Stanley T. Johnson transferred to GP.

30 KIEL - The 306th flew 34 a/c plus two PFF as 40th A CBW to bomb the submarine and warship building yard at Fried Krupp Germania Werft A.G. Bombing was by PFF through 10/10ths clouds. No e/a opposition and P-51s gave close support. Flak at the target was moderate and inaccurate. Lt. Malcolm C. Frazee led the high squadron in the lead group, F/O Robert L. Mox led the high squadron in the low group, Lt. Edwin A. Schoenbachler, Jr., led the high squadron in the high group. Other pilots were Lts. Lorn A. Wilke, Marvin W. Freeman, Howard E. Hutchinson, Milton D. Lavers, Herbert Greenberg, and Carl P. Smythe.

Cpl. George H. Tracy assigned to the squadron. Sgts. Gerald J. Kruszynski, Edward C. Berardi and Paul L. Ziemer transferred to the 17th Casual Pool.

31 Lt. Geno DiBetta, Clyde T. Hewitt, Arne Ziem, Guy H. Golden and Eldo Weseloh transferred to Hq. 1st Air Force, New York. All were evadees. Lts. Paul J. Reioux, James C. Talley, Robert W. Daniel and Millard J. Olshewitz, and Sgts. Herman J. Kaye, Leon J. Persac, Calvin W. Sheorn, John H. Furrer, John E. Price, Jr., and Elwin C. Trimble joined the squadron.

SEPTEMBER Unfavorable weather conditions reduced the number of missions flown this month to 14. Crew members often expressed desires to fly more missions and help the boys in France, Belgium and Holland. Crews attended ground school given by capable lecturers from Operations, Intelligence, Communications, Weather, Medics and Engineering.

Last month the 306th led all groups in the 1st Air Division in the number of Evadees and POWs returning to England. The squadron is proud of the 13 men who have returned and of T/Sgt. Glenn M. Loveland who escaped from POW camps in Germany.

2 Crews attended a full day of ground school. F/O Warren Borges commissioned 2nd Lt.

3 LUDWIGSHAFEN - The 306th flew 33 a/c plus three PFF as 40th B Group to attack industrial targets. Bombing was by PFF with unobserved results. The heavies were unopposed and P-51s gave excellent support. Crews report seeing jet propelled a/c in the Saarbrucken area. Lt. Berkley B. Peterson led the low squadron and Lt. Robert L. Mox led the low flight, with Lts. Harold Brown, John B. Delapoer, William W. Wood, Carl P. Smythe, Guy Burnett, Marvin W. Freeman, Lorn A. Wilke and crews.

1st Lts. Robert M. Fomby, John W. Gallagher and Malcolm C. Frazee transferred to AAF 591.

4 Unfavorable weather grounded the squadron

Lt. Bruce Lee Jones transferred to DOP 4147.

5 LUDWIGSHAFEN - The 306th flew 33 a/c plus three PFF as 40th A Group for another attack on industrial targets at Ludwigshafen. There was an undercast at the target and bombing was by PFF. There was no enemy air opposition and support was fair. Flak was meager at the target. Lts. Carl P. Smythe, John M. Winward, Herbert Greenberg, Daniel W. Gates, Marvin W. Feeman, William W. Wood, John B. Delapoer and Harold Brown flew in the high squadron.

Major John S. Chalfant, 423rd commanding officer, promoted to lt. col.

6 Crews were called at 0200 hours, breakfast at 0300 hours, briefing at 0400 to bomb targets at Magdeburg, with takeoff at 0800. At 0700 hours take off time was delayed until 1100 hours and the crews returned to their barracks for some sleep. At 0930 hours the mission was scrubbed and another order in for targets in the city of Bremen, with takeoff at 1330 hours. The crews were hurriedly assembled, briefed and rushed to the mess halls for a quick lunch. They were at their planes ready to take off when this mission was scrubbed. Wearily the crews returned to their barracks for some needed and deserved sleep.

SEPTEMBER (con't)

7 Rain most of the day, but ground school as per schedule.

2nd Lt. Morton L. Schacher assigned to squadron.

8 LUDWIGSHAFEN - The 306th flew 33 a/c plus three PFF as 40th A Group. The route was covered by 6-8/10ths clouds with persistent contrails from 20,000 to 27,000 feet. The lead squadron made a PFF run on target and pictures show mostly clouds but sufficient ground detail on bombs away to place hits north of the target area. There was no enemy opposition and support was fair. Flak at the target was moderate. Lt. Berkley B. Peterson flew as copilot in the Group lead plane, with Lts. Carl P. Smythe, John M. Winward, John B. Delapoer, Daniel W. Gates, Marvin W. Freeman, William W. Wood, who led the low flight, Howard E. Hutchinson, and Guy Burnett who flew in the lead squadron.

1st Lts. Joseph Mathis, assistant squadron operations officer, and Ralph Zimmerman, squadron navigator, promoted to captain.

9 Today officers and enlisted men of the 306th celebrated the Group's second anniversary in England. The day was filled with running races, exhibition boxing matches with Billy Conn, an all-star baseball game, carnival, band concert, stage show, movie, and a dance for EM in one of the hangars and for the officers at the B Mess.

1st Lt. Norman Niersbach promoted to captain.

10 STUTTGART - The 306th flew 34 a/c plus two PFF as 40th B Group to attack Hirth Motoren G.M.B.H. at Stuttgart. Bombing was visual with direct hits on the MPI. Ten minutes before bombs away the target was covered by clouds, but it suddenly cleared for a visual bombing run. No Luftwaffe, and P-51s gave excellent support. There was little flak. Lt. Lorn A. Wilke led the high flight in the lead squadron, Lt. John M. Winward led the high flight in the low squadron, Lt. Edwin A. Schoenbachler, Jr., led the high flight in the high squadron with Lts. Howard E. Hutchinson, Guy Burnett, Carl P. Smythe, Daniel W. Gates, Marvin W. Freeman and Herbert Greenberg.

11 LUTZKENDORF - The 306th flew 34 a/c plus two PFF as 40th B Group to attack the synthetic oil plant at Lutzkendorf. Clouds covered the target area and bombing results were unobserved. There were no fighter attacks on this Group, but 20-30 ME 109s and FW 190s were reported. They attacked stragglers and loose formations, knocking down possibly six B-17s before friendly fighters drove them off. P-51s gave good support. The flak at the Rhine River and at the target was meager. Lt. Berkley B. Peterson led the low squadron, Lt. Herbert Greenberg led the low flight, with Lts. Robert L. Mox, Howard G. Roth, John B. Delapoer, William H. Macy, Guy Burnett, Harold Brown and Charles R. Toner.

1st Lts. Jerome E. Meek and Merton D. Samples transferred to AAF 59

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12 RUHLAND - The 306th flew 34 a/c plus two PFF as 40th A Group to bomb the synthetic oil plant at Ruhland. The route was east of Berlin where one a/c in the lead squadron and the leader of the high squadron were hit by flak. While trying to get away from the flak, the low squadron was run into by another group directly through the formation, breaking up both squadrons. At this time, 25 FW 190s jumped the disorganized planes. In five-six minutes the 306th lost seven planes, one of which crash landed in England. The 423rd lost two planes. P-51s vigorously attacked the enemy fighters and numerous dog fights were seen. The flak NE of Berlin was accurate, but was inaccurate at the target. The Group bombardier thinks the target was well hit. The following claims were approved: Cpl. James E. Price, probable; Sgt. Delor O. Mondor, probable; Lt. Douglas K. McKnight, Robert P. M. Capps, Gerald F. Bushell and George B. Franklin, each a damaged. Lt. Col. John S. Chalfant led the 40th A Group, with Lts. Harry J. Alyea, Jr., Charles H. Gibson, William H. Macy, Howard E. Hutchinson, Edwin A. Schoenbachler, Jr., Carl P. Smythe, Daniel W. Gates and Marvin W. Freeman.

A/C #503-W, pilot Daniel W. Gates was hit by fighters near Berlin and had its #3 engine on fire when last seen. Members of the crew also included Lts. Edward E. Jordan and John F. Taylor, and Sgts. Hugo Cappelli, Charles L. Sulzinski, James L. Peltz, Buffard L. Johnson, Howard E. Reed and Raymond W. Fountain.

A/C #180-K, Lt. Marvin W. Freeman, was attacked by two fighters near Berlin and was dropping behind the formation when last seen. Members of the crew were Lts. Charles F. Stansbery, F/O Francis B. Smith and F/O. Curtis M. Barber; Sgts. James E. Hughes, Robert L. Appell, Marlin D. Summer, Kenneth W. Lovens and John G. Holmes.

2nd Lts. Edward J. Lindsay, Maurice L. Mullen and Philip E. German, and Cpls. Leon C. Hoff, Jack M. Cullen, Harold G. Baker, Louis L. Bagwell, Edward D. Craig, and Russel H. Schuettpelz joined the squadron.

13 MERSEBERG - The 306th flew eleven a/c plus one PFF as high squadron of the 40th A Group and eleven a/c plus one PFF as high squadron of the 40th B Group. They attacked the I. G. Farbinindustrie A.G. at Merseberg. Dense contrails and cirrus clouds at altitude were encountered, but the target area was clear and bombing was good. No E/A were seen and P-51s and P-47s gave excellent support. Over the target flak was very accurate. Lt. William C. McKee III led the B high squadron, Lt. William W. Wood led the high flight, Lt. Robert L. Mox led the low flight with Lts. Herbert Greenberg, Charles R. Toner, Douglas T. Schrack and Harold Brown.

14 Our bombers were recalled before they left England due to adverse weather conditions.

T/Sgt. Glenn Loveland, escapee from German prisons, was transferred to the U. S. Lt. George Boncic transferred to AAF 591. S/Sgt. Audrey F. Klepper assigned to the squadron.

SEPTEMBER (con't)

15 Unfavorable flying conditions continued and the crews were assembled for a Front Talk by Group Intelligence.

Lt. Robert W. Schroeder transferred. Sgt. Arthur G. Evans, Jr., and Cpl. Loren G. Harritt transferred to 10th Aerodrome Sqdn.

16 Today's mission was to bomb just ahead of the Allied Armies advanced lines in Holland, but the mission was scrubbed just befor takeoff.

17 VOLKEL, HOLLAND - Following a heavy attack by Lancasters and Mosquitos, our bombers attacked German gun positions near the airfield at Volkel, Holland, and just in advance of an airborne assault. The 306th bombed in six sections of six a/c each, and three of the four aiming points were hit solidly. Bombing was from 15,000 feet and except for some haze the targets were clear. There was no opposition from the GAF and little flak. P-51s and P-47s gave good area support. The aiming point was hit by the squadron led by Lt. Berkley B. Peterson, with Lts. John M. Winward, Herbert Greenberg, William W. Wood, Paul J. Reioux, Lorn A. Wilke, Harry J. Alyea, Jr., Howard E. Hutchinson and John B. Delapoer.

18 Today the crews were briefed at 1030 hours and took off at 1330 hours for their target near Luton, England. Yes, it was just a practice mission!.

T/Sgts. Michael N. Farkash and James J. Noonan were transferred to the 12th RCD. Pvt. Domenick DeAngelo transferred to DOP 4147.

19 UNNA - The 306th flew 24 a/c plus two PFF in the 40th A Group to attack an ordnance depot at Unna. Bombing was visual and results were excellent. There was no Luftwaffe opposition and P-51s gave close support. There was little flak. Unfavorable weather conditions made it necessary to advise 18 a/c of the Group to land at fields on the east coast of England. Lt. Robert L. Mox led low flight in low squadron, Lt. William W. Wood led high flight in low squadron, with Lts. Lorn A. Wilke, Douglas T. Schrack, William H. Macy, and Paul J. Reioux.

20 Unfavorable weather conditions continued and our a/c were unable to return to base. Other crews were busy attending ground school.

21 There was a break in the weather today and our a/c returned.

1st Lt. Melvin E. Clark transferred to the 70th Replacement Depot.

22 KASSEL - The 306th flew 22 a/c plus 2 PFF as high squadron of the 40th A Group and high squadron of the 40th B Group to attack large workshops of Henschel Flugmotorenbau at Kassel and the Ordnance depot at Bettenhausen, which specializes in the manufacture of tanks and anti-tank guns. There was 10/10ths clouds over the target; flak was inaccurate; no e/a, and P-51s gave excellent support. Lt. William C. McKee III led the B Group with Lts. John B. Delapoer

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Charles H. Gibson, John M. Winward, Harold Brown and Guy Burnett.

23 Crews attended group and squadron ground school.

24 F/Os Robert L. Mox and Howard G. Roth promoted to 2nd Lts. 2nd Lts. Charles E. Mueller and Andrew Vero promoted to 1st Lts.

25 FRANKFURT - The 306th flew 33 a/c plus three PFF and three spares as the 40th B Group to bomb the marshalling yards at Frankfurt. Bombing was PFF through 10/10ths clouds. No enemy opposition, excellent support by P-51s and meager flak. Lt. Edwin A. Schoenbachler, Jr., led high flight of lead squadron, Lt. John B. Delapoer led the high flight of the low squadron with Lts. Herbert Greenberg, Douglas T. Schrack, Lorn A. Wilke, Howard E. Hutchinson, John M. Winward, who led the high flight of the high squadron, Guy Burnett and Charles R. Toner.

2nd Lts. Joe D. Marsh, Donald C. Schertz, Milton Rosen and Joseph W. Long, and S/Sgt. Raymond J. Yoder, and Cpls. Roland J. Bocian, Simpson J. McGilberry, Jr., Richard G. Atwood, Woodrow J. Decoteau and Patrick J. Hannum joined the squadron.

Cpl. Jacob D. Douglas and Pfcs. Robert E. Kirk, Walter J. Kobesko and Joseph Rawza transferred to the 246th Medical Dispensary.

26 Today the crews flew a practice gunnery mission.
F/O Wendell C. Larson promoted to 2nd Lt.

27 COLOGNE - The 306th flew 34 a/c, 2 PFF and 3 spares as 40th A Group to bomb three different targets along the Rhine river between Dusseldorf and Cologne. The PFF secondary was bombed through 9/10ths clouds with hits near the center of Cologne. No E/A opposition, and P-51s and P-47s gave excellent support. Flak was moderate and inaccurate at the target; there was meager flak when crossing the Rhine River. Lt. William C. McKee III led the low squadron, with Lts. Edwin A. Schoenbachler, Jr., Edward J. Lindsay, John B. Delapoer, Douglas T. Schrack, Charles R. Toner, Robert L. Mox, who led the low flight, Harold Brown, Carl P. Smythe and John A. Murphy, spare.

Pfc. Ernest H. Miller assigned to squadron. 1st Lt. James A. Kelly transferred to 70th Replacement Depot.

28 MAGDEBURG - The 306th flew 34 a/c and two PFF as 40th B Group and six a/c as high and low flights in the 40th C Group to bomb M/Y at Magdeburg. The target was covered by 9/10ths clouds and a smoke screen. Bombs are thought to have landed in the city. No E/A and P-51s gave excellent support. Flak at the target was moderate and inaccurate. Lt. Berkley B. Peterson led the high squadron, Lt. John M. Winward led the low flight and Lt. John B. Delapoer led the high flight with Lts. Harold Brown, Herbert Greenberg, Edward J. Lindsay, Edwin A. Schoenbachler, Jr., Douglas T. Schrack and Lorn A. Wilke.

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29 Today the squadron flew a practice mission.

30 MUNSTER - The 306th flew 22 a/c and 2 PFFs as lead and low squadrons of the 40th A Group to bomb the marshalling yards at Munster. Bombing was by PFF and crews saw bomb hits and smoke in the center of the target area. No E/A, and support by P-51s and P-47s was excellent. Flak was meager and inaccurate at the target. Ten bombs loaded with nickels were dropped on the target. Lt. William W. Wood flew as copilot in the lead squadron, with Lts. John B. Delapoer, Milton D. Lavers, Carl P. Smythe, John M. Winward and Herbert Greenberg.

OCTOBER — Fourteen missions this month, bombing military installations vital to the Nazis, while the Allied Armies at the frontiers of the Reich probed deeper into German defenses. Adverse weather caused many missions to be scrubbed and forced frequent use of instrument techniques in bombing. Crews stated that they wished to fly more missions in order to aid the ground defenses and to make a final all out effort to end World War II. Lt. Robert L. Mox, speaking for his crew, told a reporter, "Our hats go off to the infantrymen. They've got a dirty job. If wading through the flak at Cologne (Mox lost an engine to flak over Cologne) is going to make foxhole living easier for those guys we're for it." Four POWs returned to the squadron during the month.

2 — KASSEL - The squadron flew nine a/c in the low, lead and high squadrons in the 40th A Group, to attack the transportation works of Henschel & Sohn, one of the largest engineering units on the continent, at Kassel. Bombing was by PFF, pictures show 8/10ths clouds and do not show bomb strikes. Later reports state that the very large boiler shop was severely damaged in one corner, and its roof was damaged over about half of its area. Both the large finishing machine and assembly shops sustained heavy roof damage and fires were burning several hours after the attack. Flak was meager and inaccurate at the target. There was no enemy opposition and P-51s and P-47s gave excellent support. Lt. Howard E. Hutchinson led the high flight in the lead squadron, Lt. Herbert Greenberg led the high flight in the low squadron and Lt. Edwin A. Schoenbachler led the high flight in the high squadron. Other pilo were Lts. Edward J. Lindsay, John A. Murphy, Paul J. Reioux, Charl H. Gibson, Carl P. Smythe and Guy Burnett.

S/Sgt. William K. Carruthers and Sgt. Nicholas Gotch transferred to the 70th Replacement Depot.

3 — Lt. Col. John S. Chalfant, CO of the squadron, led the 40th A Group on its mission to attack naval armament and equipment at Nurenberg. Bombing was by PFF. Leaflets were dropped over the city of two a/c. Flak at the target was low and inaccurate, and crews report shooting into the chaff trail. There was no enemy opposition, and P-51s and P-47s gave excellent support. Pilots were Lts. John B. Delapoer, Howard E. Hutchinson, Douglas T. Schrack, Robert L. Mox and Guy Burnett.

2nd Lt. Richard H. Wessler assigned to the squadron.

4 — Unfavorable weather conditions caused today's mission to be scrubbed and crews attended ground school. Lts. James R. Malone, Milton D. Lavers and John M. Winward transferred to the 27th Air Transport Group. 1st Lts. William C. McKee III and Berkley B. Peterson promoted to captain. 2nd Lts. Harold Brown and Edwin A. Schoenbachler Jr., promoted to 1st Lt.

5 — COLOGNE - The squadron flew six a/c plus one spare in the 40th A high squadron to bomb the machine shops of the Ford Motor Company

OCTOBER (con't)

8 The crews were briefed today to bomb the synthetic oil plant at Brux, Czechoslovakia, but the mission was scrubbed before takeoff due to adverse weather conditions.

2nd Lt. Charles R. Dimter assigned to squadron.

9 SCHWEINFURT - The squadron flew nine a/c plus one spare in the lead squadron of the 40th A Group to bomb the ball bearing works at Eberhausen. En route a message was received that the primary target was covered by 10/10ths cloud, and bombing would be by instruments. The PFF target at Schweinfurt was bombed through 10/10ths clouds. No fighter opposition and support by P-51s and P-47s was excellent. The flak at the target was meager and low; chaff again seemed to help. Lt. William W. Wood flew co-pilot in the lead aircraft. Lt. Robert L. Mox led the high flight, with Lts. Harold Brown, Charles H. Gibson, Herbert Greenberg, Edward J. Lindsay, Edwin A. Schoenbachler, Jr., and Forrest J. Stewart. Lt. William H. Morgan returned early due to mechanical difficulties, and Lt. Paul J. Reioux, spare, returned as briefed.

1st Lt. George R. Broz promoted to captain.

10 The crews were briefed to bomb the Focke Wulf plant at Bremen. About 0730 hours, just prior to takeoff, the mission was scrubbed and crews returned to their barracks for some sleep. At 1400 hours the a/c took off on a practice gunnery mission, returning for a late supper.

11 Crews attended a full day of ground school when a practice mission was scrubbed because of unfavorable weather.

12 Unfavorable weather conditions continued, but the crews flew a practice mission.

Capt. Berkley B. Peterson transferred to 70th Replacement Depot.

13 Today's target was the important M/Y at Cologne, through which pass a great portion of the supplies for the Western Front. Briefing time was postponed from 0400 hours to 0800 hours. At 1000 hours the mission was scrubbed. Other crews were briefed for a practice mission, but this was also scrubbed.

14 COLOGNE - The squadron flew nine a/c in the high, lead and low squadrons as part of the 40th C Group to bomb one of the important marshalling yards at Cologne, particularly the locomotive depot. A message was received before the target that bombing would be by PFF, and it was carried out through 10/10ths clouds on the city of Cologne. No E/A were seen and we had excellent support. Meager, inaccurate flak at the target and between the Rhine and Moselle rivers was encountered. Lt. Herbert Greenberg led the high flight in the lead squadron, Lt. William H. Macy led the high flight in the high squadron, and Lt. Robert L. Mox led the high flight in the low squadron. Other pilots were Lts. Harold Brown, Guy Burnett,

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A.G. at Cologne. Bombing was by instruments through a *solid* undercast on the city of Cologne. Later reports state that at the Nippes Marshalling Yard there were strikes on the locomotive depot and repair shop. At the Gereon yards the car repair shop was almost completely destroyed and there were areas of damage at the car sheds and sidings. Leaflets were dropped over the city. Flak was moderate and inaccurate, firing into the chaff trail. No E/A were seen and P-51s and P-47s gave good support. Capt. Berkley B. Peterson led the squadron with Lts. Harry J. Alyea, Jr., Charles H. Gibson, Herbert Greenberg, John A. Murphy and Paul J. Reioux. Lt. Douglas T. Schrack and crew, flying spare, turned back as briefed as the formation was complete.

6 STRALSUND - The squadron flew twelve a/c in the B low squadron as a part of the 40th B Group. En route, at the IP, the squadron commander received a call stating that the primary target was obscured by 7 to 9/10ths clouds. Therefore, Stralsund, the PFF last resort target, was bombed visually. The target was the electric power station. Strikes of the low squadron carrying incendiaries do not show on photos, but evidence is strong that bombs fell on the briefed aiming point. Leaflets were dropped over the city of Stralsund. There was no flak at the target. No E/A encountered and support was good to the target, but nonexistent on the way out. Capt. William C. McKee III led the squadron, Lt. Edwin A. Schoenbachler led the low flight and Lt. Robert L. Mox led the high flight. Other pilots were Lts. Harry J. Alyea, Jr., Herbert Greenberg, Howard E. Hutchinson, John A. Murphy, Paul J. Reioux, Howard G. Roth, Douglas T. Schrack, Eugene R. Senften and Carl P. Smythe.

7 RUHLAND - The third successive day of large scale operations and a record day in the history of air warfare against the Reich. The squadron flew nine a/c in the high squadron of the 40th B Group to bomb the synthetic oil plant at Ruhland, now restored to partial production. The high squadron failed to see either the primary, secondary or last resort targets due to intense haze and cloud coverage, but bombed a target of opportunity at Roszla. Several a/c landed at base with only 30 gallons of gas in each tank, while others were forced to land at other fields in England. The flak at Ruhland was meager. There were fighter attacks, but a report was heard that bandits were in the area. P-51s gave good support in but were not seen after the report that bandits were in the area. Capt. William C. McKee III led the high squadron, Lt. John B. Delapoer led the low flight with Lts. Harold Brown, Howard E. Hutchinson, John A. Murphy, Paul J. Reioux, Edwin A. Schoenbachler, Jr., Eugene R. Senften and Carl P. Smythe.

Lts. Herbert Greenberg and Howard G. Roth flew Air-Sea Rescue.

2nd Lts. Courtney G. Campbell and Charles N. Cannon, pilots, assigned to the squadron.

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John B. Delapoer, Edward J. Lindsay and Paul J. Reioux. Lt. John A. Murphy returned early due to material failure.

The remaining crews of the squadron flew a practice mission. Cpl. Joe E. Hawkins transferred to the 92nd Bomb Group. One of the most enjoyable parties of the year was given tonight by the officers of the squadron at the B Officers club.

15 COLOGNE - The 306th flew 22 a/c plus two PFF and two spares as lead and low squadrons of the 40th B Group to attack the marshalling yards at Cologne. The squadron was stood down for this mission and spent the day recuperating from the party.

16 Today crews attended ground school inthe a.m. and flew a practice mission in the p.m.

T/Sgt. Ramon A. Powers transferred to the AF Distribution Center, Atlantic City, NJ.

17 COLOGNE - Our fourth mission this month to Cologne, focal point of road, rail and river traffic used to defend the threatened Rhineland. The squadron flew nine a/c in the low squadron of the 40th A Group. 9/10ths clouds covered the marshalling yards and bombing was by PFF with unobserved results. No E/A were seen, but rockets were observed. Excellent support was given by P-51s and P-47s. On return to base, a/c descended through a low ceiling and landed in the rain, without accident. Lt. William W. Wood led the low squadron, Lt. Robert L. Mox led the low flight with Lts. John B. Delapoer, Charles H. Gibson, Herbert Greenberg, William H. Morgan, Douglas T. Schrack, Carl P. Smythe and Charles R. Toner.

18 Today's target was the Henschel Werke, one of the largest engineering units on the continent, at Kassel. Takeoff time was 0706 hours and the mission was scrubbed at 0705 hours. Crews were then briefed for a practice mission, takeoff at 1330 hours, but this mission was scrubbed before takeoff.

2nd Lts. John B. Delapoer and Ralph Orenstein were promoted to 1st Lts.

19 MANNHEIM - The squadron flew eight a/c in the lead and low squadrons of the 40th A Group to attack the ordnance depot at Mannheim. Bombing was by PFF through dense contrails, through cirrus clouds from 23,000 to 26,000 feet and cumulus clouds with tops at 23,000 feet. No E/A were seen, and our support was good to the target and only fair after the target. Lt. Robert L. Mox led the high flight in the low squadron. Lt. Howard E. Hutchinson led the high flight in the lead squadron with Lts. Guy Burnett, Charles H. Gibson, John A. Murphy, Paul J. Reioux, Howard G. Roth and Douglas T. Schrack. The remaining crews flew an interesting practice mission to Farnborough England, to test the effect of the discharge of flak on a captured German radar set; also to try out a "Razzle Dazzle" maneuver on dis-

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charge of chaff. Four runs were made over the target, as follows: 1) no discharge of chaff in order to see what would be picked up on the radar screen; 2) Discharge chaff by radio operators; 3) Discharge chaff from bomb bays, razzle dazzle style; 4) First group discharges chass to first range of guns, then turned off tsrget and made a bomb run. Information has been received that the results were very interesting and informational.

20 Crews were weather-bound and spent the day attending the several ground schools.

1st Lt. Vonno L. Gudger promoted to captain.

21 Unfavorable weather conditions continued and crews attended ground school, and saw an interesting film, "resisting Enemy Interrogation." A practice mission was scrubbed.

22 HANNOVER - Led by Lt. Col. John S. Chalfant, Squadron C.O., the 423rd flew 10 a/c in the 40th A Group to bomb the foundry at Hannoversche Maschineau A.G. 10/10ths clouds covered the target and bombing was by PFF. No E/A were seen. P-51s and P-47s gave excellent support. Over the target flak was moderate barrage and crews reported in bursting in the chaff trail behind the formation. Leaflets were dropped over the city of Hannover. Col. Chalfant led the Group; Capt. George R. Broz led the low flight in the high squadron; Lt. Harry J. Alyea, Jr., led the high squadron with Lts. Harold Brown, John B. Delapoer, Howard G. Roth, William H. Morgan, Paul J. Reioux, Guy Burnett and Joseph B. Mathis.

Coming home, over the North Sea at 12,000 feet, a/c 976, pilot Mathis, flying in the #4 position of the high squadron, collided with a/c 099-S, pilot Alyea, flying as squadron lead, and both planes went down. At the time of the accident weather was clear, visibility excellent, and the formation good. The lead a/c reduced speed while in a gradual climb, and Mathis' ship overran, slid ahead and under Alyea's a/c. For about 10 seconds the planes remained very close together and then collided. A/c 976 broke up and exploded, while a/c 099 went down in a spin. Air-Sea Rescue picked up one man alive and two bodies.

Members of Capt. Mathis' crew were Maj. James E. Lowe, Lt. Gorman V. Siler, Lt. Ivan Brill, T/Sgts. John P. Maupin and William R. Covington, and S/Sgts. Creston O. Cooke., Jr, Joe Kazmiersky and Carroll L. Reimann. Flying with Lt. Alyea were Capt. William C. McKee III, 1st Lts. Charles F. Handler and Charles E. Mueller, 2nd Lt. Raymond L. Layfield. T/Sgt. Gilbert H. Terry and S/Sgts. Donald W. Coleman, Robert P. M. Capps, and Vincent E. O'Brien.

The following morning's papers stated: "Yesterday over 1,000 heavy bombers attack military and industrial targets in the Reich. All bombers returned." Many people will never know of this great loss; a few will know with great sorrow.

2nd Lts. Guy Burnett, Charles F. Handler, Robert L.Mox and William

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W. Wood promoted to 1st Lts. 1st Lt. Edward L. Lawrence transferred to 70th Replacement Depot. Major James E. Lowe assigned to this squadron.

23 There was no offensive operation today due to adverse weather. Crews attended various lectures in ground school. 1st Lts. Herbert Greenberg and J. Bruce McMahon transferred to 70th Replacement Depot. S/Sgt. James H. Lee and Sgts. Eldred L. Tanner and Earl C. White transferred to 70th Replacement Depot.

24 On this rainy morning crews were called for breakfast at 0530 hours, briefing at 0630 hours, with takeoff at 0930 hours. At 0600 hours the mission was scrubbed. In the P.M. crews attended a ground front talk by S-2.

25 HARBURG - The squadron flew nine a/c in the lead and high squadron of the 40th C Group to bomb an aircraft factory at Wenzendorf. However, 10/10ths clouds in the target area made it necessary to bomb the PFF secondary, the large oil refinery in Harburg. Bombing was by PFF and photos show dense black smoke boiling up through the undercast. Leaflets were dropped over the city of Harburg. No E/A were seen and our support was uneven, with gaps before and after the target. At the target flak was moderate barrage, firing low into the chaff which was being blown to the left by a cross wind. Lt. William W. Wood led the high squadron; Lt. Howard E. Hutchinson led the low flight in the lead squadron, with Lts. William H. Morgan, Charles R. Toner, Paul J. Reioux, Howard G. Roth, Edwin A. Schoenbachler, rj., Eugene R. Senften and Forrest J. Stewart.

26 BIELEFELD - The squadron flew six a/c in the 40th B high squadron and three a/c in the screening operation, to bomb the Ordnance Storage Depot at Bielefeld. The route and target was covered with 10/10ths clouds and bombing was by PFF. Leaders state that PFF equipment was working satisfactorily and bombs were released to hit the eastern part of the city and trail across the ordnance depot. There was no E/A opposition, P-51s gave excellent support and there was no flak at the target. Leaflets were dropped over the city. Capt. George R. Broz led the high flight in the 40th B high squadron with Lts. Douglas T. Schrack and Paul J. Reioux; Lt. William H. Macy led the low flight with Lts. William H. Morgan and Forrest J. Stewart; Lt. Carl P. Smythe led the high flight in the screening force with Lts. Howard G. Roth and Eugene R. Senften. The 12 a/c screening each carried 50 units of chaff and preceeded the first group to the target, dispensing chaff until they reached the range of the first flak guns, when they turned off the bomb run and headed for home.

Capt. Norman G. Niersbach transferred to the 70th Replacement Depot. Capt. Richard Nickelhoff transferred to Group Hdqs.

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27 At 0030 hours the Group was alerted, after a previous standdown. An order came in at 0200 and it was scrubbed at 0230 hours. During the morning crews attended ground school and in the afternoon flew a practice mission.

28 Unfavorable weather prevented flying, so crews had a full day of ground school.

29 A rainy morning at base. Crews saw a training film at the theatre in the afternoon.

T/Sgt. Paul H. Hortemiller and S/Sgt. George J. Schlagater transferred to the 70th Replacement Depot. Maj. Donald M. Eckstein, 423rd executive officer, transferred to Hq., VIII AF Composite Command.

30 MUNSTER - The squadron flew nine a/c in the 40th B Group to bomb the synthetic oil plant at Gelsenkirchen/Nordstern. En route they were informed that 10/10ths clouds covered the target, and they proceeded to bomb the PFF target, a rail transportation center in Munster, through 10/10ths clouds. Dense, persistent contrails and cirrus clouds interfered with formation flying and crews were on instruments most of the time. There were no E/A, there was no flak, and P-51s and P-47s did their best to maintain contact with the bombers. Capt. George R. Broz led the high flight in the lead squadron; F/O Charles H. Gibson led the high flight in the low squadron; Lt. Robert L. Mox led the high flight in the high squadron with Lts. Carl P. Smythe, Douglas T. Schrack, Charles R. Toner, Paul J. Reioux, Forrest J. Stewart and John A. Murphy.

31 Today crews were briefed at 0430 hours for one of the longest missions of the month, but it was scrubbed just prior to takeoff. The weather officer briefed cumulus, cirrus and heavy persistent contrails in the target area and at altitude. In the P.M. crews flew a practice mission, and in the evening attended at Hallow'en party at the Red Cross club in Bedford.

NOVEMBER — Eleven mission were flown this month, six more than in November a year ago. But unfavorable weather caused many missions to be scrubbed. Most bombing was by PFF. Crew members complained when missions were scrubbed, and when they had to fly practice missions, rather than bomb "Jerry". Eight internees returned to the squadron during the month.

1 — The squadron flew a practice mission.

Lt. Harold O. Johnson transferred to 70th Replacement Depot.

2 — MERSEBURG - The squadron flew six a/c in the lead squadron of the 40th B Group to bomb the synthetic oil plant at Merseberg, presummed to be operating at full capacity. A screening force preceeded our bombers, dropping chaff before the target. A Scouting force reported 10/10ths clouds at the target. The lead squadron made a PFF run on Merseberg and strike photos show hits southeast of the target. Leaflets were also dropped. No E/A attacked us, but dogfights with 4 to 8 E/A were seen in the target area. P-51s gave excellent support. There was moderate barrage and tracking flak for five minutes over the target. Chaff was dropped by all a/c, and two squadron a/c were hit. Pilots were Lt. John B. Delapoer, who flew as copilot in the lead plane, Harold Brown, Edward J. Lindsay, William H. Macy, Edwin A. Schoenbachler, Jr., and Charles R. Toner.

T/Sgt. Eugene A. Kiley transferred to the AAF Redistribution Center at Atlantic City, NJ.

3 — Breakfast at 0400 hours, briefing at 0500 hours, mission scrubbed at 0800 hours.

4 — HARBURG - Lt. Col. John S. Chalfant, 423rd C.O., led the 40th A Group with ten a/c from this squadron, to bomb the Rhenania-Ossag Mineralolwerke, A.G, the largest crude oil refinery in Germany. 10/10ths clouds covered the target and bombing was by PFF, with two a/c dropping leaflets over the target. There was no enemy opposition and our P-51s gave excellent support. Crews reported a moderate flak barrage at the target. Pilots also included Lts. William W. Wood, who led the low squadron, Robert L. Mox, leading the low flight, Harold Brown, Guy Burnett, Edward J. Lindsay, William H. Morgan, Edwin A. Schoenbachler, Jr., Douglas T. Schrack, and Carl P. Smythe.

5 — FRANKFURT - Continuing the round-the-clock attacks against German war resources, nine a/c of the squadron flew in the high squadron of the 40th C Group to bomb the R. W. Marshalling Yards at Frankfurt. An advance report of 10/10ths clouds at the target was received and bombing would be by PFF. A slight visual correction became possible and photos indicate the target was smothered by bombs. Leaflets were also dropped. There was no enemy opposition, and P-47s and P-51s gave good support. Flak was low, tracking for four minutes over the target. A sharp turn after bombs away avoided re-

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ceiving a moderate barrage of flak. Pilots were Lts. William H. Macy, who led the low flight, Howard G. Roth, Harold Brown, Douglas T. Schrack and Edward J. Lindsay, these a/c landing away from base due to unfavorable weather and fuel shortages. Our other pilots were Lts. J. B. Delapoer, who led the high squadron, Howard E. Hutchinson, Charles R. Toner and F/O Charles H. Gibson.

1st Lt. Eugene R. Senften and 2nd Lt. Franklin M. Lyman transferred to the 70th Replacement Depot.

6 HAMBURG - The squadron flew eight a/c in the lead squadron of the 40th A Group to bomb a synthetic oil refinery at Hamburg. 9/10ths clouds made the approach to the target by PFF, with visual correction. Pictures show "on the button" on the main marshalling yard. There was no enemy opposition and P-51s gave excellent support. There was moderate flak at the target, but a sharp turn after bombs away threw the German AA gunners off. Pilots were Lts. Robert L. Mox, who led the low flight, Guy Burnett, Howard E. Hutchinson, Paul J. Reioux, Edwin A. Schoenbachler, Jr., Carl P. Smythe, Charles R. Toner and F/O Charles H. Gibson.

T/Sgt. Leonard L. Cannon and S/Sgt. Tim L. Black to 70th Replacement Depot.

7 The crews were scheduled for a practice mission, to test equipment to aid in locating front line troops, but the mission was scrubbed before takeoff.

Capt. Carl H. Grending, 423rd Operations Officer, was promoted to major.

8 MERSEBERG - The squadron put up nine a/c to fly in the 40th B Group. The target was the synthetic oil refinery at Merseberg, and we also supplied three a/c for the 40th C screening force. Lt. John B. Delapoer led the 12 a/c screening force, with pilots Lorn A. Wilke and Forrest J. Stewart. During the climb, through almost uninterrupted clouds and contrails, the lead and high squadrons lost the low squadron. Failing to pick up any other formation, they turned back just off the Dutch coast. Pilots returning early were Lts. Carl P. Smythe, who led the high flight in the high squadron, Douglas T. Schrack, Guy Burnett, Edward J. Lindsay, William E. Macy and F/O Charles H. Gibson.

Bombing was by instruments through 10/10ths clouds. There was no E/A opposition. Support for the B Group was excellent, but the C squadron had no escort on the way home. Moderate, accurate, tracking flak was met at the target. Lts. Paul J. Reioux and William H. Morgan bombed with the Group, while Howard E. Hutchinson bombed with the 92nd Group. Capt. Neill G. Kirby, who completed his combat tour in the Pacific Theatre, flew his first mission in the ETO today. "The flak compares to the flak at the more difficult targets in the Pacific," he commented "you are in it about the same length of time. The Pacific missions were longer but we seldom were on

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oxygen as we bombed from 7,000 feet."

Lt. Roy W. Griffith assigned to the 423rd.

9 METZ AREA, FRANCE - The squadron flew nine a/c in the low squadron of the 40th C Group to bomb targets four miles east of Allied forward troops, near Metz. The targets were forts with 155 mm guns or larger. The roof for the guns was nine feet of concrete and the sides a corresponding thickness. These positions have been holding up the Allied advance. Each a/c carried 8x1000 pound bombs and used Gee H techniques through 8/10ths clouds. Pictures show the bombs landed one mile east of the intended target. Leaflets were dropped. There was no E/A opposition, and P-47s and P-51s gave us area support. The crews expressed their desire for more missions aiding our front line troops. No enemy flak was observed, but friendly flak was seen through breaks in the clouds. Crews were briefed to expect a line of black flak bursts at 17,000 feet, two miles behind friendly lines at 500 yard intervals, every 30 seconds, fired by friendly troops, to begin ten minutes before the first bombers arrived and to continue 10 minutes after the last bombers departed the target area. There was also a radio indicator marker showing the line between friendly and enemy troops. This equipment worked satisfactorily on all a/c. Lt. William W. Wood led the low squadron, Lt. Paul J. Reioux led the low flight, with Lts. Howard G. Roth, William H. Morgan, Aram J. Nahabedian, Carl P. Smythe, Forrest J. Stewart, Charles R. Toner and Lorn A. Wilke.

T/Sgt. Ernest A. Manieri transferred to 70th Replacement Depot.

10 The squadron flew a practice mission, but it was recalled before reaching the target area.

S/Sgt. Joe E. States assigned to this squadron.

11 A practice mission was scrubbed before takeoff. In the afternoon crews saw our base football team in action, coming out on the long end of the score, with Bassingbourne.

In the evening officers attended a Group dance at the Officers' club, with music by our base orchestra, The Esquires. It was a "real" ETO party!

12 A practice mission was scrubbed at takeoff. Later the boys migrated to Bedford to attend a "Sadie Hawkins" dance at the Red Cross club.

13 A practice mission was scrubbed and crews went to ground school.

Capt. Ralph J. Zimmerman transferred to 40th Combat Wing.

14 Ground school all day as the weather continued unfavorable for flyi

15 Unfavorable weather continued and the heavies remained on the grour

Combat crew members flocked to the combat lounge today to hear the

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recordings of Bing Crosby, Glenn Miller, Sammy Kaye and others, recently purchased by Lt. John A. Muprhy, assistant operations officer.

2nd Lts. Richard E. Gard, John A. Murphy and Ralph H. Terrell promoted to 1st Lts.

16 ESCHWEILER AREA - Today the squadron participated in one of the heaviest bomber operations in history, against German strong points in the east a:: in immediate support of the Allied Armies. The squadron flew twelve a/c in the high squadron of the 40th B Group to attack artillery in open emplacement northeast of Stolberg. The B Group was composed of 32 a/c plus three PFF plus one GeeH. Each a/c carried 30x260 frags, and bomb bay doors were opened over the Channel to avoid any loose bombs dropping on our troops. Bombing by GeeH and photos show no ground detail. No enemy flak was observed, but a line of friendly flak was seen. No E/A, and P-51s gave good support. PFF used for navigational aid. Later reports stated that higher headquarters was well pleased with the bombing results. The a/c returned to base and found the field closed because of rain and a low ceiling, so they were diverted to an airfield at Honeybourne. Lt. William W. Wood led the high squadron with Lts. Aram J. Nahabedian, Howard E. Hutchinson, Carl P. Smythe, William H. Morgan, Howard G. Roth, Guy Burnett, William H. Macy, Paul J. Reioux and F/O Charles H. Gibson. Lt. Douglas T. Schrack, spare, filled in the high squadron as Harold Brown turned back when he lost an engine and landed at Carnaby.

17 Bad weather continued and our a/c were unable to return to base.

1st Lt. Robert F. Morris assigned and named 423rd adjutant.

18 Our a/c returned to base late this afternoon, so they missed the squadron inspection of personnel and quarters at 1000 hours. Crew members reported excellent treatment at Honeybourne. Quarters, food, transportation to Stratford-on-Avon, drinks at bars, etc., were tops. In fact, Lt. Robert L. Mox was having such a good time he didn't return until the next day. (A review of mission records for the 16th shows that Lt. Mox did indeed fly the mission, although his name was omitted from the listing above in the original copy. He led the 40th B high squadron.Ed.)

19 Crews attended church in the morning and in the afternoon heard an interesting and informative lecture by S/Ldr Barron, RAF, on the German Air Force.

Our football team played Nuthampstead, and lost.

20 Crews attended ground school in the A.M. and a practice gunnery mission in the afternoon was scrubbed.

21 MEPPEN - The squadron flew eight a/c in the lead squadron of the 40th A Group and four a/c in the 40th D screening force, to bomb

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the Leuna synthetic oil plant at Merseberg, one of the larger oil targets and in spite of previous attacks, the plant is estimated to be operating at 50% of capacity. Bombing was expected to be PFF, with the possibility of large breaks in the clouds to give visual aids. The Group leader received advance information of solid clouds between his position and the target which reached 20 to 30,000 feet. Therefore, the A formation turned back southwest of Hannover and started a run on Osnabruck. On the run, flak knocked out #2 engine from the lead a/c and knocked down the deputy lead a/c, Lt. Edwin A. Schoenbachler, Jr. The lead then bombed a bridge and railroad visually at Meppen.

The D formation dropped chaff as briefed in the target area of Merseberg. There was no opposition from enemy fighters and there was good fighter support. Flak was observed from the Dutch coast, Dummer Lake, Koblenz and five of our a/c were damaged. Lt. William W. Wood led the D squadron with Lts. Carl P. Smythe, who led the low flight, Aram J. Nahabedian, and William H. Morgan.

The A Group included Lts. Schoenbachler, Forrest J. Stewart, Harold Brown, Charles R. Toner, Paul J. Reioux, who led the low flight, George R. Broz, Howard G. Roth, Warren Borges, spare, who filled in the lead squadron. Lt. Schoenbachler left the formation west of Meppen with #3 engine on fire and #2 windmilling. When the a/c was last seen it was under control but lagging behind the formation. Two chutes were reported. Crew members included Lts. Marvin E. Traver, Matthew I. Radnofsky, George C. Hauck and Douglas K. McKnight; T/Sgts. Robert W. Moore and Norbert A. Lynch; and S/Sgts. Sam C. Pugliese, William E. Martin, and Hastings S. Key, Jr.

1st Lts. William H. Macy and Marcel A. McCartney, and Sgts. Frank J. Clayson and Stacey W. Griffith transferred to the 70th Replacement Depot.

Lt. William D. Hallum, and Cpls. Kermit G. Hall and Robert M. Laby joined the squadron.

22 Today there appeared in the Intelligence Library the "What, Why and How of H2X", a bombing aid. A detailed explanation with illustrations gave the full story on another method of "through the clouds" technique of bombing.

2nd Lt. Earl F. Mann promoted to 1st Lt.

23 Thanksgiving Day in the ETO and everyone had the day off. Many attended the 4 p.m. service at St. Paul's in Bedford. The Thanksgiving proclamation was read by Lt. Gen. James H. Doolitte, commanding general, Eighth AF; Chaplain W. E. Dorre, senior chaplain of the 8th, gave the address, and Chaplain Ralph E. Simester, our Protestant chaplain, offered a prayer. The service was attended by the Lord Lieutenant of Bedfordshire, Lord Mayor and Mayoress of Bedford, Lord Mayor of Luton, Lord Mayor of Dunstable and many

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other civic, political and religious leaders. An excellent dinner was served on the base and at the Red Cross club after the church service. Many men remained for the dance at the club that evening.

24 Today's mission was scrubbed just before takeoff.

25 Most of the crews flew a practice mission to France, while others stood inspection on a clear, but cold, morning. In the afternoon a squadron meeting was held at the Post theater for the introduction of the new commanding officer of the squadron, Lt. Col. Eugene C. LaVier. Lt. Col. John S. Chalfant, former C.O., was introduced and he thanked the squadron for its cooperation during his time as C.O. Capt. Phil Kraft, executive officer, expressed the sentiments and thanks of the squadron for his unsurpassed leadership. Col. LaVie spoke briefly and expressed his delight at becoming C.O. of a combat squadron in the ETO.

Lt. Col. Eugene C. LaVier entered the Army in July 1940 as a flying cadet and received his wings in March 1941. He came to the ETO as a major in April 1943 as a squadron commander in the 397th Bombardment Group. In October he became director of training at a Combat Crew Replacement Center in Ireland, and in February 1944 advanced to Air Executive.

In April 1944 he became commanding officer of the 1st Combat Crew Gunnery School, Snettisham Range, where he was promoted to Lt. Col. From there he was transferred to the 306th. Col. LaVier's wife and daughter live in Bethesda, OH.

26 MISBURG - The squadron flew 11 a/c in the high squadron of the 40th C Group to bomb the oil refinery of Gewerkschaft Deutsche Erdol-Raffinierie (Deurag) at Misburg. Prior to the target a weather scout force reported no clouds, but that a smoke screen covered the target. With an effective smoke screen over the target the high squadron dropped on the lead with a slight visual correction and strike photos show hits on the target area. Nickels were dropped over the city. No fighter attacks but crews reported violent dog fights between our escort and enemy fighters west of Dummer Lake. P-51s and P-47s gave continuous support. Moderate to intense flak at the target damaged three a/c.

Pilots were: Forrest J. Stewart, Warren Borges, Charles H. Gibson, Guy Burnett, Neill C. Kirby, Robert L. Mox led low flight, Douglas T. Schrack, Charles R. Toner, William H. Morgan, Edward J. Lindsay led low flight and Carl P. Smythe. On takeoff Lt. Smythe ran into a flock birds and damaged the nose and engines of his a/c. He landed, changed to a spare a/c, and was able to rendezvous with the formation.

Our base football team played an undefeated and untied football team from Station 571, our opponents coming from behind twice to tie the final score at 13-13.

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T/Sgt. Thoeodore C. Hood and S/Sgt. Charles J. Bransteter transferred to 70th Replacement Depot.

27 Today's mission was scrubbed before takeoff.
Today the combat men of the squadron held a meeting and voted unanimously to let noncombatants share in the limited cigarette ration. The plan goes into effect immediately. Combat fliers will get three packs of American butts a week, instead of the usual five, while non combatants will get one pack. Hats off to the combat men.

Capt. George R. Broz transferred to the 70th Replacement Depot. Pfc. Elbert V. Prevatte transferred to GP Hdqs.

28 Unfavorable weather continued and the heavies remained grounded while crews attended ground school.

Lt. Col. John S. Chalfant, our C.O., transferred to Group Hdqs. to become deputy group commander and air executive. Lt. Col. Eugen C. LaVier assigned to the squadron as C.O.

29 MISBURG- The squadron flew nine a/c in the low squadron of the 40th B Group to bomb, for a second time this month, the Gewerkschaft Deutsche Erdel-Raffinerie at Misburg. Bombing was PFF through 10/10ths clouds and photos show no ground detail. Both H2X a/c worked satisfactorily throughout the mission. Nickels were dropped over the target. A screening force preceeded the Group over the target area. A weather scouting force gave advance information of 10/10ths clouds over the target. There was no fighter opposition and our support was excellent. Flak at the target was meager and crews reported it bursting into the chaff trail. Lt. William W. Wood led the low squadron with Lts. Warren Borges, Forrest J. Stewart, Carl P. Smythe, Howard G. Roth, Harold Brown, Paul J. Reioux, who led the low flight, Neill G. Kirby, Edward J. Lindsay. Lt. Wood said, "It was a good mission. Give me three more like it."

2nd Lts. Thomas D. Hedley, Frank E. Jones, Jr., Roy A. Atherton and John Hrnciar, and Cpls. Jack L. Anderson, Joe T. Dulworth, Robert L. Robertson, Jerome Butz, Albert F. Masters, Jr., and Russell C. Shafer joined the squadron.

30 OHRDRUF: The squadron flew nine a/c in the high squadron of the 40th A Group to attack the synthetic oil plant of Braunkohle-Benzin A.G. at Bohlen, now operating at 75% capacity. The Group made a visual run on the primary and found it covered with an effective smoke screen. The high squadron, after being separated from the Group by interference from another formation on the bomb run on the primary, searched unsuccessfully for briefed last resort target, then picked up a town in the radar scope believed to be Ohrdruf, and bombed PFF with unobserved results. Nickels were dropped over this target. No E/A and P-51s gave excellent support.

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A screening force preceded the bombers to the target. A weather scouting force gave no advance information. There was intense tracking flak at Zeitz and eight of our a/c were damaged, one a/c is missing. Lt. Harold Brown was last seen falling back after the target with a runaway prop. When last seen he was heading west under control. Other crew members were: Lts. Daryl W. Phillips, William A. Guilfoyle and Leslie Berry; T/Sgts. Charles A. Fatica and Tony F. Thomas; S/Sgts. Marvin C. Barker, Robert H. Beck and Reed T. Miller, Jr.

Many crews reported a mass of flak guns in the target area and that they saw flak bursts for miles around. Lt. Col. Eugene LaVier and Lt. William W. Wood flew in the lead ship for the high squadron, Edward J. Lindsay led the low flight with Lts. Kenneth D. Blackwell, Harold Brown, Howard E. Hutchinson, Neill G. Kirby, Vernon L. Rasmussen, Howard G. Roth and Charles R. Toner.

Lt. Charles R. Dimter, hit by flak on two occasions but without injury, said: "Rough! This was really a rough mission. I want no more like it."

Lt. Vernon L. Rasmussen, flying his first mission as a pilot with a crew, was hit in the jaw by a piece of flak and lost a few teeth, but will be o.k. in a short time.

Lt. Brown and crew returned to base 2 December and this is what happened to his a/c. A/C #467-Z was hit by flak and knocked out of formation south of Leipzig. The #3 engine was hit and could not be feathered. Lt. Brown called for fighter support and received some immediately. Then he lost #2 engine and was forced to land at Cambrai/Epinoy A/F in France; without injury to any member of his crew. However, Lt. Leslie Berry, bombardier, had a bad cold and was forced to remain in France while a C-47 flew the other crew members back to England.

Cpl. John R. Stortz assigned to squadron.

DECEMBER

The Squadron flew twelve missions in December 1944, as compared with ten in 1943. The squadron dropped over 3100 tons of bombs on military installations held by the Germans in 1944. The primary target for the month was marshalling yards carrying supplies to the German troops on the Western Front. Most of the bombing was by instruments.

The squadron held an inspection each Saturday morning, which may have caused the following communique to be received in the States: "The English had tea, the Americans had another inspection, and the Russians gained thirty miles." The Americans had an enjoyable year in England as proved by a story circulating in Washington: A British major was asked, "What about the privileged class in England?" He replied: "At the present time the only privileged class in England are the Americans."

The Squadron has organized an enlisted men's and officers' basketball teams and have made an excellent showing to date.

1 Unfavorable weather kept the heavies grounded and crews attended ground school.

2 KOBLENZ - The squadron flew nine a/c in the lead squadron of the 40th A Group to attack the marshalling yards at Oberlahnstein, or Koblenz. The primary target was the M/Y at Oberlahnstein, the secondary and PFF target was the switching and transformer station at Koblenz, which was attacked by PFF through 10/10ths clouds. Overlays plotted from PFF photos show bomb strikes one mile from the MPI. The flak at Koblenz was meager and inaccurate. Nickels were dropped over the city. There was no E/A and P-51s gave close support. Lt. Carl P. Smyth led the low flight, with Lts. Edward J. Lindsay, Wayne H. Stetler, Howard E. Hutchinson, Charles T. Toner, Warren Borges, Douglas T. Schrack, Charles H. Gibson and Howard G. Roth.

Lt. Charles F. Kimball transferred to Detachment of Patients 4204.

Pfc. Warren Sellen was the whole show as the 306th BG Gremlins rolled to a 25-0 victory over the Harrington Eleven before an enthusiastic mixed crowd of GIs and civilians at the Goldington Road Rugby Grounds in Bedford. Other 423rd men playing important parts in the victory were: Pvt. Kirtland Coburn, guard; Pvt. Casper La Motta, Jr., tackle; Cpl. Joe G. Ross, guard and co-captain; S/Sgt. John E. Buckley, guard; T/Sgt. George W. Johnson, back, and S/Sgt. Herman Cothran, back.

3 Today's mission to the Kassel M/Y was scrubbed.

Capt. Paul Horvay, pilot, joined the squadron. Lt. Samuel C. Jordan and F/O Stanley Goncher transferred to the 70th Replacement Depot.

Squadron ground school was held for new and old crews.

4 BERLIN - The squadron dispatched nine a/c in the 40th B Group to attack the tank assembly works at Rheinmetall Borsig A.G. in the

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northwest suburbs of Berlin. The lead bombardier identified the target through a hole in the clouds and started to make a visual correction when he was struck in the eyes by flying glass. The navigator salvoed the bombs on the bombardier's judgement of elapsed time. The low squadron dropped on the lead squadron. The high squadron made a separate PFF run with no visual correction. The strike photos show hits in the woods and built up area NNW of the target. Nickels were dropped on the target. There was no fighter opposition and our support was excellent. There was moderate flak at the target. Pilots were: Paul J. Reioux who led the high flight in the lead squadron, William H. Morgan, Howard G. Roth, Charles R. Toner who led the high flight in the low squadron, Kenneth D. Blackshaw, Neill G. Kirby, Charles H. Gibson who led the high flight in the high squadron. Lt. Aram J. Nahabedian returned early due to oxygen failure, and Lt. Wayne M. Stetler, whose a/c was hit by flak after bombs away, made a 360° turn and was going down when last seen. Other members of the crew were: Lt. Andrew Pauko, Jr., F/O Samuel J. Culbert, Jr., and 2nd Lt. Arthur G. Dealy; S/Sgt. Robert D. Jarvis and Donald R. Frantz, and Sgts. Daniel R. Tachan, Charles C. Laubach, Jr., and William J. Eschenbach.

2nd Lts. Leslie Berry, Warren Borges, Earl P. Shapland and Richard H. Wessler promoted to 1st Lts. Sgt. Edward E. Bernard transferred to 306th Hdqs.

6 MERSEBERG -The suqadron dispatched 12 a/c in the low squadron of the 40th A Group to bomb the synthetic oil plant at Leuna, near Merseberg, which is estimated to be at 50% of production capacity. En route a report was received stating that bombing would be by instruments. H2X functioned satisfactorily, but photos show no ground detail. Nickels were dropped over the target. There was no E/A and P-51s and P-47s gave excellent support. Flak at the target was moderate and inaccurate, mostly in the chaff trail. Pilots were Lorn A. Wilke leading the low squadron and Lts. Howard E. Hutchinson, Charles R. Toner, Charles H. Gibson, Douglas T. Schrack, Warren Borges, Robert L. Mox, who led the high flight, Aram J. Nahabedian, Kenneth D. Blackshaw, Paul J. Reioux who led the low flight, William H. Morgan and Capt. Neill G. Kirby.

7 The heavies were grounded by unfavorable weather.

8 No operations today, but crews attended a very interesting and informative lecture on POW interrogation, given by Maj. Inglander and Capt. Boehm.

Lt. Ralph S. Terrell and S/Sgt. James C. Ellis transferred to the 70th Replacement Depot.

9 STUTTGART - The squadron flew eight a/c in the high squadron of the 40th B Group to bomb the railway marshalling yards at Stuttgart. Due to complete cloud cover at the IP, the lead bombardier

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gas, Kenneth D. Blackwell, Charles R. Toner, William H. Morgan, Douglas T. Schrack and crews. Lt. William D. Hallum, flying as a spare, returned as the formation was full.

T/Sgt. George W. Johnson transferred to 70th Replacement Depot. 2nd Lts. Earle W. Schaefer, Hugh C. Hostetter, Jr., Richard G. Hillabrand and F/O Clayton R. Meyer; S/Sgt. Columbus A. Whitener, and Cpls. Jason C. Hurd, Jr., Urban J. Lewis, Kenneth D. Morrison and Wilmer E. Strawn joined the squadron.

13 Haze and fog kept the heavies grounded and crews attended ground school.

14 Crews had a full day of ground school.

15 KASSEL - The squadron flew nine a/c in the low squadron of the 40th C Group to bomb the locomotive works of Henschel and Sohn, now reported to be manufacturing tanks, at Kassel. Periodic reports on weather were received en route to target saying clouds from 21,000 to 30,000 feet with dense persistent contrails, and that bombing would be by PFF. Bombing was by instruments through 10/10ths clouds, and plotting of PFF scope photos show hits in the target area. Nickels were dropped over the target. Crews reported no flak, there were no E/A, and friendly fighters gave us continuous support. Pilots were: Lts. Paul J. Reioux, who led the low flight, William H. Morgan, Edward J. Lindsay, William D. Hallum, Harold Brown, who landed at Brampton Lodge due to unfavorable weather conditions at base, Howard E. Hutchinson, who landed at Lasham due to weather, Aram J. Nahabedian who landed at Hartford Bridge due to weather, Charles H. Gibson, who returned early due to engine trouble but bombed a target of opportunity near Meppel, Holland, Lorn A. Wilke who led the low squadron and had a midair collision in thick clouds and haze over Greenham Common. Wilke and his co-pilot, Lt. John A. Murphy, bailed out without serious injury. Other crew members, who were unable to bail out in the brief moment permitted, were: Lt. Richard E. Gard and F/O Edward S. Smolenski; T/Sgts. Robert K. Reis and William R. Farrell; S/Sgts. Walter E. DeHoff and Gail W. Pashon, and Sgt. William J. Boyle. All men were killed in the crash.

16 Lt. Col. Eugene C. LaVier inspected the personnel and quarters of the squadron. In the afternoon those not attending ground school saw the Thurleigh Gremlins eke out a 6-0 win over Harrington. Pfc Warren Sellen, stellar back, played an important part in the victory.

2nd Lts. Richard E. Griffin, David B. Howe, Theodore W. Lee, Aram J. Nahabedian, Vernon L. Rasmussen and Lorn A. Wilke promoted to 1st Lts. T/Sgt. Joseph V. Schember transferred to 70th Replacement Depot.

17 Crews attended church in the morning and ground school in the afternoon.

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started the bomb run by GeeH. Forty-five seconds before bombs were away an oblique hole in the clouds revealed the target and the bombardier completed the run visually. Due to clouds, hits were not observed, but plotting shows the bombs dropping beyond the target. No fighter opposition was encountered and fighter support was excellent. Barrage flak at the target was ineffective. Capt. Neill G. Kirby led the low flight, with Lts. Forrest J Stewart, Carl P. Smythe, Douglas T. Schrack, Charles R. Toner, Aram J. Nahabedian, William D. Hallum, Harold Brown and crews.

10 Unfavorable weather caused today's mission to be scrubbed.

11 FRANKFURT - The squadron flew twelve a/c in the 40th A Lead Group and one a/c in the 40th D High Group to bomb the marshalling yards at Frankfurt. Bombing was by PFF through 10/10ths clouds. Plotting of the PFF scope photos show the bombs some distance from MPI. There was no enemy opposition and P-51s gave excellent support. All crews were glad to report seeing no flak. Lt. William W. Wood flew in the lead a/c with Col. James S. Sutton, Group C.O. Lt. Col. Eugene C. LaVier and Forrest J. Stewart flew in the deputy lead. Lt. Paul J. Reioux led the low flight with Lts. Kenneth D. Blackshaw, William D. Hallum, Charles E. Gibson, Neill G. Kirby, Aram J. Nahabedian, Howard G. Roth, Douglas T. Schrack, Charles R. Toner and Harold Brown. Lt. Carl Smythe was low on gas and debated whether or not to land in France. He decided he could make it across the Channel to an airfield in England. When he arrived over England he headed for home, arriving over the Base with barely enough gas to land. He later stated that this was one of two times that he was really scared. He was wet with sweat immediately after landing.

Lt. Robert L. Mox and Sgts. Burwell A. Wilson, Edward Marquez and Daniel K. Sweeney transfered to 70th Replacement Depot.

12 MERSEBERG - The squadron flew ten a/c in the 40th B High Group to bomb the synthetic oil plant at Leuna, near Merseberg. This was a continuance of our maximum effort to destroy the oil supply so necessary to the Hun. Bombing was by PFF through 10/10ths clouds and plotting of the PFF photos show the bombs beyond the target area. Nickels were dropped over the target. There was no enemy opposition and support was good. Flak at the target was low and none of our a/c were damaged. On return to base pilots found it closed with haze and mist. Also, it was necessary to land on the short runway, and at one time there were as many as four a/c on the runway. Our pilots did an excellent job of landing under unfavorable weather conditions, realizing that they were all very low on fuel. All a/c landed safely and without damage.

Lt. Paul J. Reioux led the high flight in the low squadron. Capt. Neill J. Kirby led the high flight in the lead squadron with Lts. Harold Brown, Howard G. Roth, who landed away when he was short of

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lst Lt Sanford Peters, Jr., and T/Sgt. Audrey F. Klepper transferred to the 70th Replacement Depot. Lt. Peters, after complethis combat tour with the 306th, spent a month in Italy as a B-17 pilot on practice bombing missions.

18 KAISERSLAUTERN - The squadron flew ten a/c in the high squadron of the 40th A Group to bomb the secondary PFF target, the marshalling yards at Kaiserslautern. Bombing was through 10/10ths cloud with unbroken thick layer clouds from 20,000 to 30,000 feet, plus dense, persistent contrails. The weather conditions probably prevented the enemy fighters from taking off. Our fighters gave area support. Crews report no flak. Plotting of PFF scope photos show the bombs short of the target area for the lead squadron. The high squadron became separated from the lead on the bomb run and made an individual run; no pictures were taken. Lt. Col. Eugene C. LaVier and Lt. Forrest J. Stewart led the high squadron, Lt. William D. Hallum led the low flight, with Lts. Paul J. Reioux, Carl P. Schmidt, Neill G. Kirby, Edward J. Lindsay, William H. Morgan, Howard C. Roth, and Charles R. Toner, spare, who filled in the formation, and Kenneth D. Blackshaw. Lt. Hallum's navigator, Lt. Wendell C. Larson, was short of oxygen and passed out in the target area. But, Lt. Robert M. Frank, the bombardier, was alert and soon revived Larson.

lst Lts. William W. Wood and Hollis H. Baker promoted to captain.

19 On this very foggy morning the mission was scrubbed before takeoff.

T/Sgt. Richard A. Craig transferred to 70th Replacement Depot. Pvt. Arthur J. Owsianny joined the squadron.

20 The fog continued and another mission was scrubbed. All liberty runs into Bedford were cancelled.

lst Lt. H. Rex Jones transferred to Hdq., 306th Group. Lt. Edgar R. Dagit joined the squadron.

21 The fog continued, the Germans are on a great offensive and crews complained while attending ground school that they wanted to bomb behind the German front lines.

lst Lt. Theodore W. Lee transferred to the 70th Replacement Depot. Joining the squadron were 2nd Lts. Lemon E. Smith, Franklin T. Lord, Jr., Harlan D. Wolffe, Lloyd U. Jefferson, Harold W. Trease and John K. Snobble; F/Os George W. Key and William G. Murray; Sgt. Harold E. Anderson, and Cpls. Ned R. Chestnut, Richard C. Seegar, Robert L. Raftery, Herbert Bellet, Withrow I. Lewis, Irwin I. Frank, Jeremiah J. Scannell and Benjamin F. Scribner, Jr.

lst Lt. Theodore W. Lee, navigator, was born in San Francisco, California, in the heart of Chinatown. His mother was born in China. Lt. Lee received his navigator's wings in March 1943, entered the ETO in May 1944 and in December completed his tour of 35 missions.

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On the 20 July mission to Kothen, Lt. Lee's a/c received serious damage, and with two engines shot out they abandoned the formation. While losing altitude a third engine was shot out by flak, making a ditching necessary eight miles off the Belgian coast. Lt. Lee's careful calculations were greatly responsible for the accurate bearings which enabled the rescue boats to pick up the crew. Prior to entering the Army, Lt. Lee was a pre-med student at the University of California, and wishes to continue his studies there after the war.

22 The weather continued unfavorable and the mission was scrubbed.

S/Sgt. Phillip Suntocky and T/Sgt. Gordon M. Insley transferred to the 70th Replacement Depot.

23 The heaviest fog of the year and the heavies remained grounded. Many from the squadron attended the Christmas parties for British children at the American Red Cross clubs in Bedford. Others saw the Thurleigh Gremlins' triumph over Grafton Underwood 12-0 before a crowd of 1,500 at Kettering. Pfc Warren Sellen tossed a pass for the first touchdown, and also played an outstanding game on defense and offense.

T/Sgt. Robert M. Coleman transferred to the 70th Replacement Depot.

24 GIESSEN - The squadron flew nine a/c as a part of the 8AF plan to put 2000 bombers in the air, in the lead squadron of the 40th B Group to bomb the Giessen A/D, northwest of Frankfurt, used by the GAF supporting their ground forces. Bombing was visual and the grassy field was solidly plastered with bombs. Nickels were dropped over the target. General Toohey Spaatz sent congratulations for the outstanding effort on this mission. There was no enemy opposition and fighter support was excellent. There was little flak at the target. Our a/c took off in bad weather, with poor visibility and on return had to be diverted to an airfield at Debach, as the home field was closed in. Crews reported excellent treatment at Debach, but it was not like being at the home field on Christmas Eve. Lt. Carl P. Smythe led the low flight with Lts. Edward J. Lindsay, Forrest J. Stewart, Charles H. Gibson, Charles R. Toner, Douglas T. Schrack, Neill G. Kirby, William H. Morgan and Kenneth D. Blackshaw. Lt. Howard G. Roth was unable to take off, after two tries, due to mechanical difficulties which pulled the a/c off the side of the runway. Lt. Paul J. Reioux was on the runway ready to take off; he tested his engines and found one of them on the blink; he returned the a/c to the mechanics for an inspection. There was no enemy opposition and fighter support was excellent on this mission.

The EMs of the squadron danced to the music of Larry Emeigh and "The Esquires" at the Christmas party at their new club on the base English service girls were their guests.

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1st Lt. Warren Borges, who completed his combat tour, transferred to the 25th Bomb Group to fly Mosquitos for photo recon.
1st Lt. David O. Howe and S/Sgt. Reed T. Miller, Jr., transferred to the 70th Replacement Depot.
Lt. Guy Burnett transferred to Detachment of Patients 4204.
T/Sgt. Donald J. Doucett transferred to Detachment of Pat. 4167.
Pvt. Alfred L. Brazeal transferred to 40th Combat Wing.

25 The mission planned for today was scrubbed at takeoff.

Christmas 1944 was celebrated in the squadron by eating one of the largest and best meals of the year. Everything from "soup to nuts" was served and eaten, and it was tops in quality and quantity. We sincerely wished that our combat crews, who landed away on the 24th, could have enjoyed this delicious repast with their friends on their home base. In the afternoon the EM entertained the English children from the surrounding communities with a Christmas party. The children enjoyed a Donald Duck movie short, ate ice cream, saw Father Christmas, and received cookies, candy and other gifts.

26 Boxing Day in the ETO, clear and cold, some of our a/c were able to return to Base.

27 One of the coldest days of the year, but clear weather permitted all of our outstanding a/c to return to base. The crew were cold, tired, dirty and very much desired and needed baths, shaves, showers and changes of clothing.

2nd Lt. Francis B. Leigh, John C. Ribble, Eric C. Heitman and Cpls. George Conetzky, J. R. Bement, Aaron L. Swire, Herbert L. Moreland and Donald L. O'Neill joined the squadron.

28 SIEGBURG & KOBLENZ - The squadron flew nine a/c in the 40th B Group to bomb communication centers so important to the movement of supplies to the German front line troops. The high squadron bombed the A/F at Siegburg, and the lead and low squadrons bombed the marshalling yards at Koblenz, by PFF through 10/10ths clouds. Buckeye Red weather scouts gave information that bombing would be by instruments, so the GeeH a/c took over at the IP. Howver, his bombs failed to release at Siegburg. The PFF a/c of the high squadron had aborted at the IP. The VHF of the high squadron was not functioning properly and the high squadron dropped on the smoke bombs of the 40th A Group, believing them to be from the lead squadron. The lead and low squadrons made a PFF run on Koblenz. Nickels were dropped over Siegburg A/F. There was no enemy fighters and our fighter support was good. There was no flak at either target. F/O Charles H. Gibson led the high flight in the lead squadron, Lt. Paul J. Reioux led the high flight in the low squadron. Lt. Carl P. Smythe led the high flight in the high squadron with Lts. Douglas T. Schrack, Howard G. Roth, Charles R. Toner, Kenneth D. Blackshaw, William D. Hallum and William H. Morgan. Lt. Reioux

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was seen near St. Albans with one engine smoking; then eight chutes were seen; the plane crashed and exploded. 2nd Lt. Milton Olshewitz was killed, all other crew members bailing out safely.

2nd Lts. Warren H. Hiney and Leon B. McGough, F/Os Robert M. Bard and William F. Ross, and Cpls. James G. Bryant, Melvin M. Carroll, Harold V. Carter, James V. Dowd and William H. Olson joined the squadron.

29 BINGEN - The squadron flew nine a/c in the low squadron of the 40th A Group to bomb the railway marshalling yard at Bingen, 30 miles southeast of Koblenz on the Rhine River. P-51s scouted the target area and reported visual conditions at the target. Bombing was visual, but the bombs of the low squadron hit over the target because of a bomb rack malfunction. Lt. Charles Dimter, low squadron bombardier, says that he saw the target and had a perfect run, and would certainly have hit the target if the bombs had not hung up when they should have dropped. Nickels were dropped over the target. There was no enemy opposition and P-51s gave fair support. Flak at the target was meager but very accurate. Lt. Carl P. Smythe led the low flight and was forced to land at Manston on the return. Coming out over the front lines an engine was hit by flak and could not be feathered. Lt. Smythe was afraid the windmilling prop would catch fire, so he landed away from base for the second time in a week. Lt. Col. Eugene C. LaVier and Lt. Forrest J. Stewart led the low squadron with Lts. Charles R. Toner, Howard E. Hutchinson, Edward J. Lindsay, William D. Hallum, William H. Morgan, Howard G. Roth and Douglas T. Schrack.

30 MAINZ - The squadron flew nine a/c in the high squadron of the 40th C Group to bomb as the visual primary the marshalling yard at Bischofsheim or the PFF secondary, an ordnance depot at Mainz. Bombing was by PFF through 10/10ths clouds. PFF scope photos show bombs in the target area. Nickels were dropped over the target. There was no E/A, and P-51s gave us good support in the target area. Flak was meager and inaccurate. Lt. Forrest J. Stewart led the high squadron Lt. Charles R. Toner led the low flights with Lts. Howard E. Hutchinson, Kenneth D. Blackshaw, Douglas T. Schrack, Edward J. Lindsay. William D. Hallum and F/O Charles H. Gibson.

A New Year's Eve party was held by the EM at the Red Cross Aero Club, with English girls as their guests. This was a cabaret dance and officers served the food and cokes for the EM and their guests during the evening.

31 A large group of men from the squadron attended church in the morning and squadron ground school in the afternoon. Officers attended a New Year's party at the B Club, and with toy horns, confetti, streamers, paper hats, yelling and shouting gave a real welcome to Mr. 1945. It was one of the most enjoyable parties of the year and a fitting climax to a successful and important year in bombing German military installations.

JANUARY

The 423rd Bombardment Squadron participated in 15 operational missions, dropping 310 tons of bombs, during January, seven more mission than in January 1944, with the main weight of attack directed against enemy communication centers. Due to unfavorable weather conditions visual bombing was possible on only four missions. Blind bombing techniques used were PFF and GeeH. No enemy air opposition was encountered during the month, and P-51s gave us excellent aupport. The availability of emergency landing strips in France and Belgium, and by taking advantage of Allied airfields in England, the squadron lost no aircraft during the month.

The Red Cross Club dances at the Aero Club on the base continued to be the big night of the week for enlisted men.

Led by Cpl. Fred Riggle, who tallied 15 points, the Fiery Phantoms quintet nipped the Clay Pigeons (367th) five in overtime to win the first half of the Station League basketball championship. It was the sixth straight win for the Phantoms. The squadron leads the league with two wins in the second half of the League contests.

Members of the team are: Lts. Donald J. Casey, Dwight C. Paisley, Robert W. Daniel, F/Os David H. Gorrell, William F. Ross, Gerald L. Thomas and Robert M. Bard, Sgts. Dempsey A. Turner and James W. Freel, Cpls. Fred P. Riggle, Howard F. Roberson, Jack L. Melton, James B. Clark, Joseph Kearns, Harry V. Mansfield and Pfc Warren J. Sellen.

1

KASSEL - Taking off in the dark of early morning, the squadron flew nine a/c in the lead squadron of the 40th B Group, with the primary target the synthetic oil plant at Magdeburg, and the secondary PFF target the locomotive factory of Henschel and Sohn at Kassel. On return to base crew members said that they had a Cook's tour of Germany, for they made a run over Magdeburg but didn't drop due to clouds; they then made a 360° turn and passed over Magdeburg again, but still did not drop their "cookies". The lead squadron then made a visual run on the secondary target, the railway workshop at Gottingen, but did not bomb because of clouds. Then a PFF run was made on Kassel with visual correction, and pictures show explosions in the target area. There was no e/a opposition and P-51s gave good support. The flak over Magdeburg was inaccurate through 10/10ths clouds, but at Kassel it was accurate and last for six minutes. Several a/c were damaged. Lt. Howard Roth landed at Sudbury for gasoline, but the weather closed in and he couldn't take off until the following day. Lt. Kenneth Blackshaw, low on fuel, landed at Brussels, refueled and returned to Base. He reported that that morning about 75 ME 109s and FW 190s strafed the field, damaging many B-17s, Wellingtons, P-51s and Mosquitos parked there. Capt. William W. Wood was co-pilot in the lead ship, and other pilots were: Capt. Neil G. Kirby, who led the low flight, and Paul Horvay; F/O Charles H. Gibson and Lts. Harry Quint, Jr., William D. Hallum, William H. Morgan, Kenneth D. Blackshaw and Howard G. Roth.

S/Sgt. George F. Bushell transferred to 70th Replacement Depot.
F/O George H. Blahnik promoted to 2nd Lt.

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2 KYLLBURG - Another takeoff in the dark by nine a/c to bomb the communications center at Kyllburg, the destruction of which would materially aid our ground forces. Photos show a good job was done by smothering the target with bombs. The high squadron bombardier was unable to identify the target on the first run and made a second run, locating and bombing the target. Over the target flak was meager and the squadron was lucky to be flying in the high flight of each squadron. There was no enemy opposition and P-51s gave excellent support, staying with the high squadron while the second run was made over the target. Lt. Charles R. Toner led the high flight of the high squadron, 40th A Group, with Capt. Neill G. Kirby, leading the high flight of the low squadron, William H. Morgan, Kenneth D. Blackshaw, Carl P. Smythe, who led the high flight of the high squadron, Douglas T. Schrack, Harry Quint, Jr., who dropped nickels over the target, William D. Hallum, Edward J. Lindsay and crews.

1st Lts. Earl P. Shapland and Richard E. Griffin transferred to the 70th Replacement Depot.

3 HERMULHEIM - The squadron flew nine a/c in the low squadron of the 40th B Group to bomb the marshalling yard at Hermulheim, southwest of Cologne. There was no enemy opposition and P-51s were there all the way. Bombing was through 10/10ths clouds by GeeH, and plotted strike photos show hits northwest of the target. Nickels were dropped over the target. Crews were happy to report they saw no flak. Lt. Forrest J. Stewart led the low squadron, Lt. Charles R. Toner led the low flight with Lts. Douglas T. Schrack, Kenneth D. Blackshaw, Edward J. Linday, Harry Quint, Jr., Howard G. Roth, Howard E. Hutchinson and F/O Charles H. Gibson. Lt. William D. Hallum flying spare, turned back early when #2 engine went out due to an oil leak.

1st Lt. Leslie Berry and T/Sgt. Charles A. Fatica transferred to the 70th Replacement Depot. Cpl. Donald F. Burden joined the squadron.

4 After three successive missions the crews were given a day of rest

5 NIEDERMENDIG A/F - Today's target, requested by the U. S. Army, was the important landing ground at Niedermendig, near Koblenz, now in heavy use by the Luftwaffe. Lt. Col. Eugene C. LaVier flew deputy lead and bombing was by Gee H through 10/10ths clouds and plotted scope photos show hits in the target area. Nickels were dropped over the target. Heavy contrails interferred with rendezvous, and Lt. Howard G. Roth, spare, was unable to find the formation and returned early. There was no e/a and our support was scan The only flak seen was when crossing the front lines near St. Vith F/O Charles H. Gibson lost the high squadron in the clouds and con trails and flew with the low squadron. The leader of the low squad ron had a rack malfunction and bombs were returned. Lt. Douglas T. Schrack flew with the low squadron and returned all bombs. Lt. For rest J. Stewart led the high squadron with the 40th A Group. Lt.

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Charles R. Toner led the low flight, but turned back over England because of a runaway prop. Other pilots were Lts. Howard E. Hutchinson, Edward J. Lindsay, Donald R. Spencer, William H. Morgan, and Stanley J. Magusiak.

Maj. Edward T. Miazza joined the squadron as executive officer. Capt. Phil G. Kraft, executive officer, transferred to the 369th Squadron.

6 COLOGNE - The primary visual or Gee H target for today was an important railway bridge across which flows the troops and supplies to the Western Front. The PFF target was the crammed marshalling yards at Cologne. Lt. Col. Eugene C. LaVier flew as deputy lead in the 40th A Group and bombed the marshalling yards at Cologne by instruments through 10/10ths clouds. Crews reported no enemy fighters, good fighter support, meager flak, but none on our squadron. Plotted scope photos show hits just short of the marshalling yards. Capt. Paul Horvay and Major Carl N. Grending led the high squadron; Lt. William H. Morgan led the low flight, with Lts. Donald R. Spencer, Kenneth D. Blackshaw, William D. Hallum, Harry Quint, Jr., Stanley J. Magusiak and Howard G. Roth, and F/O Charles H. Gibson. Lt. Roth had one 1000 pound bomb and one two thousand pound bomb hang up and had to kick them out. Earle W. Schafer, spare, flew in the high squadron.

The regular weekly inspection was held this morning at the squadron site.
S/Sgt. Robert D. Cox transferred to the 70th Replacement Depot.

7 EUSKIRCHEN - Today's milk run was to an important railroad junction southwest of Cologne. A Gee H run was made on the primary through 10/10ths clouds and contrails. Plotted photos show hits northwest of the target. Nickels were dropped. There was no enemy opposition, P-51s gave excellent support and crews reported "no flak on us today". Lt. Col. Eugene C. LaVier flew deputy in the lead squadron of the 40th B Group with Capt. Neill G. Kirby, Lts. Howard E. Hutchinson, Forrest J. Stewart, William D. Hallum who had five bombs hang up, Donald R. Spencer, Edward J. Lindsay who led the low flight, Stanley J. Magusiak, Harry Quint, Jr., and Aram J. Nahabedian, who flew spare and filled in.

Lt. Carl P. Smythe and S/Sgt. Louis E. Smith transferred to the 70th Replacement Depot.

8 SPEYER - Today's mission, expected to be a "milk run", turned out to be a rough mission due to unfavorable weather. The primary target was to bomb communication centers to aid our front line troops on the Western Front. 10/10ths cumulus over the Continent plus haze and contrails made it impracticable to bomb the primary, and a target of opportunity at Speyer was bombed by PFF. Nickels were dropped over the target. There was no enemy opposition and we had good area support. There was moderate flak from the target area

JANUARY (con't) and from the Mannheim/Ludwigshafen area. Lt. Col. Eugene C. LaVier flew deputy in the lead squadron of the 40th A Group. Lt. Charles R. Toner led the high flight in the lead squadron, had engine trouble on the way home, but was able to keep up with the formation; Lt. William D. Hallum left the formation and landed in France as he was low on gas. He had to wait until the 10th in order to get a sufficient supply of fuel to return to base. Lt. William H. Morgan led the high flight in the low squadron and landed at Wing, England, when short of gas. Lt. Harry Quint, Jr., had a bomb rack malfunction and returned two 500 pound bombs; his oxygen and heating systems went out and the temperature was -60°, so he left the formation and returned alone. Lt. Edward J. Lindsay led the high flight in the high squadron. Lt. Howard G. Roth landed at Mt. Farm, England, short of gas. Lt. Aram J. Nahabedian said of the mission, "Another rough one". Lt. Donald R. Spencer, spare, filled in the high squadron, took a flak hit in the #3 engine, which couldn't be feathered and after 30 minutes the propellor came off. Other pilots were Earle W. Schafer and Douglas T. Schrack.

T/Sgts. Vernon R. DeLair and Edward R. Bell transferred to the 70th Replacement Depot.
T/Sgt. D. J. Doncett reassigned from the 70th Replacement Depot.
2nd Lts. Charles R. Toner, Howard G. Roth, Douglas T. Schrack and Howard E. Hutchinson promoted to 1st Lts.

9 After four successive missions the crews and heavies were allowed to sleep late and take it easy during the day.

10 GYMNICH - The squadron flew 10 a/c in the low squadron of the 40th B Group to bomb one of the most important landing grounds, now being used by the GAF tactial air force in the Western drive, southwest of Cologne. Between the IP and the target a wide turn was made over the center of Cologne, due to other formations forcing the group off its bomb run. The weather was CAVU over Cologne and the boys agree that there are many guns there and they were all working. Lt. Forrest J. Stewart's a/c was hit on the bomb run; just as the deputy, Lt. Howard E. Hutchinson, took over, his bombardier was hit by flak, so five a/c returned their bombs and five dropped on the leader of the high squadron. The bombardiers had a cold time putting the pins back in the bombs. Plotted pictures show hits south of the target. There was no fighter opposition and no friendly support was seen. Lt. Stewart led the low squadron and when his #4 engine was hit and couldn't be feathered, he left the formation and came back in the bomber stream. Lt. Hutchinson took over the lead and immediately Lt. Norman E. Outcalt, bombardier, was hit by glass from a flak hit in the nose of the aircraft. Lt. Wesley W. Gunkel, navigator, went to help Lt. Outcalt and in so doing pulled out his own oxygen connection. After getting back on oxygen, Lt. Gunkel tried to get Lt. Outcalt warmed up, as wind and snow were blowing in the open nose. Both men were o.k. on landing. T/Sgt. Nathaniel W. Schnurman, radio operator, passed out from ano:

JANUARY (con't) ia but was soon revived. All men were pronounced o.k. after examinations at the Base hospital. Other pilots were Lts. Lemon E. Smith, Edward J. Lindsay, Harold W. Trease, Stanley J. Magusiak, who led the low flight, Aram J. Nahabedian, Donald R. Spencer and Earle W. Schafer, spare, who filled in the high squadron.

1st Lt. Vincent L. Triggs transferred to the 70th Replacement Depot.

11 Today weather conditions prevented operations and crews attended ground school.
Capt. William W. Wood, T/Sgts. Edward L. Favors, Richard A. Hill and Tony Thomas, and S/Sgts. Robert H. Beck and Robert A. Prestidge transferred to the 70th Replacement Depot.
2nd Lts. Wendell Larson and William A. Guilfoyle promoted 1st Lts.

12 Today the heavies were again weathered in.

13 Unfavorable weather conditions continued and the men in the squadron had an inspection in the morning and attended ground school in the afternoon.

One of the most interesting, enjoyable and unusual parties of the squadron was held this evening at the Officers' B Club. Capt. Beekman H. Pool acted as master of ceremonies when the officers of the squadron selected a "Squadron Sweetheart" from the young women of Bedford and neighborhood who were guests at the party. Miss Elizabeth Shapley, Bedford, was chosen as "Squadron Sweetheart". Before a crowd of admiring airmen on Tuesday, 16 January, Elizabeth in the company of her mother, performed her first duty as "Squadron Sweetheart". Carrying a bunch of red carnations, which the squadron presented to her, Elizabeth passed before a battery of cameras as she broke a bottle of champagne (they told us) over the guns of a Flying Fortress' chin turret and christened the bomber "Elizabeth's Own". Now the Fort takes the air as "Elizabeth's Own", with a heart pierced by Cupid's dart painted boldly on the fuselage, just below the pilot's seat. Elizabeth was introduced to Lt. Lorn A. Wilke, who introduced her to each member of his crew, and also to the ground crew who will keep "Elizabeth's Own" flying. The Esquires with Lt. Keith E. Bollerup on the sax, Cpl. Sol. M. Spital on the sax and Sgt. Daniel Bastida on the guitar, from the squadron gave out with the "hot notes" for the dance.

14 COLOGNE - The target today was the Hohenzollern Bridge, one of three remaining bridges across the Rhine River at Cologne. Lt. Col. Eugene C. LaVier, flying in the deputy PFF aircraft, took over the lead of the 40th A Group when the lead aircraft did not take off due to mechanical difficulties. The weather was clear at the target and pictures show hits of 1000 pound "cookies" on the bridge, but there was no sign of any major structural collapse. At the west end of the bridge is the famous Cologne Cathedral, and that night Lord Haw Haw reported from Berlin "The target for the Americans to-

JANUARY (con't)

24 Cold weather continues, the heavies remain grounded, and there is ground school.

1st Lts. James G. Seymour, Charles R. Toner, Howard E. Hutchinson, Melvin Lundberg, Jr., and Wendell C. Larson; T/Sgt. Eli Barnett; S/Sgts. Edward L. Finch and George B. Franklin, Jr., transferred to 70th Replacement Depot.

25 Cold weather continued, with snow and heavy ground fog.
T/Sgt. J. W. McCallum transferred to 482nd Bomb Group.

26 More snow and cold weather. Crews attended ground school and saw pictures of the ME 163 and ME 262 taken by pilots of the 4th Fighter Group on their missions over Germany.
S/Sgt. Lloyd C. Reno, ball turret gunner, showed pictures of bombing and formations on some of his recent missions over Germany.
T/Sgt. Henry C. West transferred to the 70th Replacement Depot.

27 Cold and more snow. Today's mission to industrial targets in Bremen was scrubbed after briefing.
T/Sgt. Dale O. Monder, S/Sgt. Charles V. Hayen transferred to the 70th Replacement Depot.
2nd Lt. Stanley J. Magusiak, Harry Quint, Jr., Edward W. Lindsay, Donald R. Spencer and William H. Morgan promoted to 1st Lts.

28 COLOGNE - For the third time this month, a mission to Cologne. This time to bombed the packed Koln/Gremberg M/Y four miles southwest of Cologne, where there is considerable movement of German troops. from the Western Front to the Eastern Front in an effort to slow down the Russian offensive. Capt. Paul Horvay flew as co-pilot in the lead aircraft. A Gee H run was made on the primary with 10/10ths cloud cover breaking at the target, but visibility was very poor due to intense haze. Nickels were dropped over the target. There was accurate, predicted concentrations of flak at bombs away lasting 20 seconds. Incendiary AA fire was also fired at the target, several casings and one pellet being recovered intact. There was no enemy opposition and fighter support was good.

Capt. Hollis H. Baker, lead bombardier, was't too anxious to face the flak from Cologne on his last mission, and was mighty pleased when he was back on terra firma, his tour completed.

Lt. Col. Eugene C. LaVier and Lt. Kenneth D. Blackshaw flew deputy, with pilots: Lts. Maurice L. Mullen, flying his first mission as first pilot said, "It was an interesting experience, with much responsibility. But I enjoyed it". Sgt. Ernest Upthegrove, ball turret gunner, passed out from anoxia, but was quickly revived by Sgt. Cornelius L. Love, Jr., radio operator, and S/Sgt. Casimir M. Odrowacz, waist gunner. Capt. Neill G. Kirby and Lts. William H. Morgan, Daryl W. Phillips, Edward J. Lindsay, who led the low flight, Earle W. Schafer, Lemon E. Smith and Howard G. Roth, spare, who filled in, provided the other crews for today's mission.

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1st Lt. Vincent L. Triggs transferred to the 70th Replacement Depot.

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2nd Lts. Wendell Larson and William A. Guilfoyle promoted 1st Lts.

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day was the famous cathedral at Cologne." Nickels were dropped over the target. There was no enemy opposition and P-51s gave area support. Flak was moderate and accurate at the target and while crossing the front lines. The crews in the squadron were stood down to recuperate from a very enjoyable party the night before.

2nd Lts. Robert A. Frank and Edward W. Lindsay promoted to 1st Lts 2nd Lts. Wilmer G. H. Schultz, Hartwell C. Minnick and Lloyd A. Elrod, F/O George L. Thomas, S/Sgt. Gerald W. Walczak and Cpls. Sidney R. Leavitt, Cornelius L. Love, Jr., Ernest Upthegrove and Richard R. Rubano; and 2nd Lt. Robert G. Holscher and F/O Merton W. Leroy joined the squadron today.

15 FREIBURG - The squadron flew eight a/c in the lead squadron of the 40th C Group and attacked the PFF secondary target, the crowde marshalling yard at Freiburg. En route a report was received stating that the bombing would be by instruments. 10/10ths clouds covered the target and bombing was by PFF. Plotting of scope photos show bombs landing beyond the target area. There was no opposition and good support, with a few bursts of flak at the target. 423rd pilots were: Capt. Neill G. Kirby, and Lts. Lemon E. Smith, Kenneth D. Blackshaw, Charles R. Toner, William H. Morgan, Edward J. Lindsay, Earle W. Schafer and Harold W. Trease.

1st Lt. William A. Guilfoyle transferred to the 70th Replacement Depot.

16 Today air crews attended squadron ground school.
T/Sgt. Charles E. Schwoch transferred to 70th Replacement Depot.
M/Sgt. Roderick L. Woodmansee and Cpl. Archibald B. King transferred to the Detachment of Patients 4204.
2nd Lts. Keith W. Bollerup, Charles Dimter, Philip E. German, Raymond E. Mounts, Norman E. Outcalt and James C. Talley promoted to 1st Lts.

17 BIELEFELD - Today's target was a railway viaduct, a communications center of top priority, at Bielefeld. 10/10ths clouds covered the target, bombing was by Gee H and photo plots show bombs beyond the target area. There was no flak, no enemy opposition and fighter support was good. Lt. Col. Eugene C. LaVier led the 40th B Group. Lt. Edward J. Lindsay led the high flight in the lead squadron, Lt. Stanley J. Magusiak led the high flight in the low squadron, Capt. Neill G. Kirby led the high flight in the high squadron with Lts. William D. Hallum, Lemon E. Smith, Harold W. Trease, Earle W. Schafer, Howard G. Roth and Aram J. Nahabedian.

Capt. Isidore M. Sternberg transferred to Detach of Patients 4204.

18 Crew members were called at 0400 hours and just as they were slipping their left legs into their trousers they were told that the mission had been scrubbed. They quietly folded the pants and stole

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into bed.
In the evening many officers went to town and danced at the Red Cross club to the music by the "Esquires".
S/Sgt. Arthur H. Resser transferred to 70th Replacement Depot.

19 The squadron was stood down but flew a practice formation in the morning. In the afternoon the weather was quite variable, with both sunshine and rain.

20 RHEINE - Today's early morning takeoff into a clear sky by nine a/c of the squadron flying in the low squadron of the 40th B Group was to attack a visual or Micro H primary target at Sterkrade or the PFF secondary target, the important railway M/Y at Rheine. Today's worst enemy was the unfavorable weather. Crews flew through snowstorms with the temperature 60° below zero, with dense persistent contrails from 18,000 feet and on return found clouds over the Channel up to 24,000 feet. Bombing was by PFF through 10/10ths clouds and cameras did not work, probably due to extremely low temperature. There was no flak, no enemy fighters and P-51s gave close support. Leaflets were dropped over the target. The group had four Micro-H a/c. The low squadron, led by Lt. Lorn A. Wilke, did not pick up the beacons for Micro H bombing and made a separate bomb run on the Rheine M/Y. Other pilots were Lts. Lemon E. Smith, Howard E. Hutchinson, Howard G. Roth, Harold W. Trease, Charles R. Toner, who led the low flight, William D. Hallum, Donald R. Spencer and F/O Charles H. Gibson. Lt. Toner's navigator, Lt. Donald J. Casey, passed out from anoxia but was soon revived. Lt. Francis B. Leigh, spare, turned back five minutes after takeoff due to engine failure.

21 ASCHAFFENBURG - Today's target was a communications center, railway marshalling yard at Aschaffenburg, southeast of Frankfurt. Bombing was by PFF through 10/10ths clouds and plotted photos show hits in the target area. There was no enemy opposition, no flak and P-51s gave close support. The squadron flew in the high squadron of the 40th A Group. Lt. Col. Eugene C. LaVier and Lt. Lorn A. Wilke led the high squadron. Lt. William D. Hallum led the low flight with Lts. Warren H. Hiney, Kenneth D. Blackshaw, William H. Morgan, Earl W. Schafer, who returned early due to a runaway prop, Francis B. Leigh, Lemon E. Smith, Howard G. Roth and Harold W. Trease, spare, who filled in.

S/Sgts. John E. Buckley and Marvin C. Barker transferred to the 70th Replacement Depot. 2nd Lt. Theodore N. Kichincoe joins the squadron.

22 The squadron was stood down and the crews took the day off.

23 Today was cold with some snow and crews attended ground school. 1st Lt. Ralph Orenstein transferred to 482nd Bomb Group.

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24 Cold weather continues, the heavies remain grounded, and there is ground school.

1st Lts. James G. Seymour, Charles R. Toner, Howard E. Hutchinson, Melvin Lundberg, Jr., and Wendell C. Larson; T/Sgt. Eli Barnett; S/Sgts. Edward L. Finch and George B. Franklin, Jr., transferred to 70th Replacement Depot.

25 Cold weather continued, with snow and heavy ground fog.
T/Sgt. J. W. McCallum transferred to 482nd Bomb Group.

26 More snow and cold weather. Crews attended ground school and saw pictures of the ME 163 and ME 262 taken by pilots of the 4th Fighter Group on their missions over Germany.
S/Sgt. Lloyd C. Reno, ball turret gunner, showed pictures of bombing and formations on some of his recent missions over Germany.
T/Sgt. Henry C. West transferred to the 70th Replacement Depot.

27 Cold and more snow. Today's mission to industrial targets in Bremen was scrubbed after briefing.
T/Sgt. Dale O. Monder, S/Sgt. Charles V. Hayen transferred to the 70th Replacement Depot.
2nd Lt. Stanley J. Magusiak, Harry Quint, Jr., Edward W. Lindsay, Donald R. Spencer and William H. Morgan promoted to 1st Lts.

28 COLOGNE - For the third time this month, a mission to Cologne. This time to bombed the packed Koln/Gremberg M/Y four miles southwest of Cologne, where there is considerable movement of German troops. from the Western Front to the Eastern Front in an effort to slow down the Russian offensive. Capt. Paul Horvay flew as co-pilot in the lead aircraft. A Gee H run was made on the primary with 10/10ths cloud cover breaking at the target, but visibility was very poor due to intense haze. Nickels were dropped over the target. There was accurate, predicted concentrations of flak at bombs away lasting 20 seconds. Incendiary AA fire was also fired at the target, several casings and one pellet being recovered intact. There was no enemy opposition and fighter support was good.

Capt. Hollis H. Baker, lead bombardier, was't too anxious to face the flak from Cologne on his last mission, and was mighty pleased when he was back on terra firma, his tour completed.

Lt. Col. Eugene C. LaVier and Lt. Kenneth D. Blackshaw flew deputy, with pilots: Lts. Maurice L. Mullen, flying his first mission as first pilot said, "It was an interesting experience, with much responsibility. But I enjoyed it". Sgt. Ernest Upthegrove, ball turret gunner, passed out from anoxia, but was quickly revived by Sgt. Cornelius L. Love, Jr., radio operator, and S/Sgt. Casimir M. Odrowacz, waist gunner. Capt. Neill G. Kirby and Lts. William H. Morgan, Daryl W. Phillips, Edward J. Lindsay, who led the low flight, Earle W. Schafer, Lemon E. Smith and Howard G. Roth, spare, who filled in, provided the other crews for today's mission.

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Pvt. Elvin C. Trimble transferred to Ordnance.

Pvts. Ralph R. Bush, Joseph G. Davis, Edward V. Hopkins, William E. Marsh, Thomas L. Parish, Jr., and Wilbur D. Pitt transferred to 12th Reinforcement Depot.

29 KOBLENZ - The squadron flew nine a/c in the 40th B Group with the visual and Gee H target, the railway center of Limburg, and a secondary PFF target, the M/Y at Koblenz. Bombing was by PFF through 10/10ths clouds with unobserved results. No fighters or flak reported and P-51s gave excellent support. The squadron flew the high flights in the lead, low and high squadrons, with Lts. Edward J. Lindsay, Daryl W. Phillips, Earle W. Schafer, William H. Morgan Lemon E. Smith, Harold W. Trease, Aram J. Nahabedian, Douglas T. Schrack and Donald R. Spencer.

With today's mission, Lt. Nahabedian completed his tour. On the mission of 20 July 44 to Kothan, when Lt. Nahabedian was copilot, flak knocked out two engines and on the way home a third engine was hit by flak. The a/c was ditched eight miles off the Belgian coast. On 19 September 44, while over England, a smoke bomb exploded in the bomb bay. Lt. Nahabedian was forced to leave the a/c. On many missions Lt. Nahabedian was forced to bring his ship home alone due to flak damage. He displayed great coolness and technical skill in all his troubles.

30 Snow and cold continued and the B-17s stayed on the ground. In the evening the EM attended a dance at the Aero Club with music by the "Esquires".

31 A planned mission "deep into the Reich" was scrubbed after briefing. Warmer weather returned with a heavy fog. In the evening officers attended the 1st anniversary party of the Red Cross club in Bedford. The men enjoyed dancing, a floor show, a 50-pound birthday cake and the English girls in their formals were quite attractive.

Capt. Vonno L. Gudger, Jr., transferred to 70th Replacement Depot.

FEBRUARY

The 423rd Bombardment Squadron participated in a total of 16 missions, dropping 387 tons of bombs, four more missions than in February 1944 and ten more than in February 1943. The most outstanding missions of the month were Berlin on the 3rd and 26th, but with the main weight of attack directed against communication centers, oil and fuel supplies. Due to unfavorable weather, visual bombing was possible on only four missions. The availability of emergency landing strips on the continent, and by taking advantage of Allied airfields in England, our a/c landed away from Base on many missions.

EM continued to enjoy Red Cross Club dances at the Aero Club on base, while the Officers well attended dances at the Red Cross Club in Bedford. The EM had a squadron dance on the 22nd at the Enlisted Men's club. The "Esquires" furnished the music and put the boys in the proper mood for an enjoyable evening.

Led by Cpl. Fred Riggle, who scored 17 points, and Pfc Warren Sellen with 15, the Fiery Phantoms captured the Station League basketball championships. The Fiery Phantoms won the first half and the Fightin' Bitin' (369th) won the second. The score for the title game was 51-34. Other Phantom stars were Lt. David Gorrell, Lt. Thomas Kichincoe and Cpl. Joseph Kearns.

1

MANNHEIM - The squadron flew nine a/c in the low squadron of the 40th A Group, and the primary visual and Micro H target was the crowded M/Y at Mannheim. The secondary H_2X target was the railway bridge across the Rhine River at Ludwigshafen. Weather interfered with rendezvous and forced the formation to 27,000 feet over the Channel. The deputy lead took over on the route in, when all equipment in the lead ship went out; then the deputy made a run on the railway bridge. Bombing was through 10/10ths clouds and plotted photos show hits east of the target area. Leaflets were dropped on the primary. There was no fighter opposition and P-51s gave area support. There was little flak at the target, none en route, and none of our a/c were damaged. As our planes were returning, in the warm sunshine of a Winter day, the RAF was going out to keep up the 24-hour air offensive against military installations in the Reich. Lt. Forrest J. Stewart led the low squadron, Lt. Harold W. Trease led the low flight, with Lts. Warren H. Hiney, Earle W. Schafer, L. Eugene Smith, Edward J. Lindsay, Stanley J. Magusiak, Maurice L. Mullen, Howard G. Roth, spare, who filled in, and Francis B. Leigh, who turned back over England due to engine failure.

S/Sgt. Wallace W. Preieman transferred to the 70th Casual Pool. Joining the squadron were 2nd Lts. Henry L. Wills, Raymond R. Brandstrom, Stuart W. Manthey, Clifford D. Orr, William M. Rich, Emory E. Hodges; F/Os Allen H. Lemmon, Jr., and George R. P. Eggleston, and Cpls. Vern Allen, Robert F. Nance, James O. Grimes, Clayton E. Ridge, Harold L. Williamson, Jr., Leon L. Freeman, Edward L. Riha, Thomas M. Ryan, Walter M. Teets and James H. Townley.

1st Lt. John A. Murphy promoted to captain.

FEBRUARY (con't)

2 A two-plane mission was briefed today, with targets at Berlin or Dresden, but the mission was scrubbed before takeoff.

Cpl. Harry R. Shutts transferred to 70th Replacement Depot.

3 BERLIN - The squadron flew twelve a/c in one of the largest 8AF attacks of the war to date, when Fortresses of two divisions dropped a total of 2,267 tons of bombs in the center of the city, continuing 18 hours of bombing by the RAF Lancasters and Mosquitos and the Eighth Air Force. As the crews came to breakfast the roar of the planes of the RAF filled the silent morning air, and at briefing the crews cheered when they saw the target was Berlin, cheered for the support being given to the RAF bombing and in aid to the great Russian offensive. The aiming point in Berlin was the center of the city, around which is located the Tiergarten, Air Ministry, Potsdammer Station and Friedrichstrasse Station, and many other important governmental buildings. Bombing was at 1109 hours, just as the people were recovering from the night mission by the RAF, or preparing for their noon meal. Over Berlin the weather was CAVU to 1/10th clouds, and the lead bombardier states the Tiergarten was visible for miles. Pictures show that damage to all sections of the city was severe, and smoke over the area gives evidence of many fires. Crew members stated that the entire center of the city was on fire or smoking, in the greatest bombing mission ever seen by Berliners. Flak over the target was intense accurate tracking for about 12 minutes, but none of our 423rd planes were damaged. There was no enemy opposition and P-51s gave close support throughout the mission. Lt. Col. Eugene C. LaVier led the 40th C Group. Lt. Lorn A. Wilke led the high squadron with Lts. Thomas D. Hedley, Francis B. Leigh, Edward J. Lindsay, who led the low flight, Maurice L. Mullen, Daryl W. Phillips, Earle W. Schafer, L. Eugene Smith, Harold W. Trease and their crews. Lt. William D. Hallum and Lt. Douglas T. Schrack flew in the 40th D Screening Force and dropped chaff in the target area in support of the mission.

4 The squadron was stood down for today and crew members attended church in the morning and a security lecture in the afternoon. The officers then took the liberty run into Bedford, visited the Key Club and the dance at the Red Cross Club.

Capt. Neill G. Kirby joined with five a/c from the other squadrons and flew and Air-Sea Rescue Mission from 1230 to 1530 hours. No personnel were located during the search.

Joining the squadron were 2nd Lts. Joseph R. Clark, William H. Carnicom and Vernon C. Larson; Cpls. Clifford A. Diffenderfer, Ralph J. Drydon, Jr., Richard B. Fawcett, Albert D. Figone, Arthur E. Hatton, Pvt. Arthur C. McGuire, Jr., and T/Sgt. William A. Freeborn.

5 Today's mission was scrubbed and the day was dark and rainy.

FEBRUARY (con't)

2nd Lt. Morton Schacher promoted to 1st Lt.
Capt. Hollis H. Baker, 1st Lts. Aram J. Nahabedian, Donald R. Spencer, Philip E. German, Harry Quint, Jr., and George H. Blahnik, and T/Sgt. Paul H. Wehunt transferred to the 70th Replacement Depot.

2nd Lts. Robert S. Kimball, Warren H. Fischer, Lloyd Foster and Frank L. Fiora, S/Sgt. Shelby L. Goodwin, Cpls. L. J. Hlavac, Harold J. Thomas, Eugene H. Merrill, and Pvt. William C. Clark joined the squadron.

1st Lt. Vernon L. Rasmussen transferred to Detach of Patients 4204.

6 FULDA - The primary target today was the synthetic oil plant at Lutzkendorf. The secondary target was the overcrowded transportation center at Dresden. Again weather interfered and the briefed rendezvous aktitude, 9,000 feet, was thick clouds, and the weather ship advised climbing to 12,000 feet. Upon climbing to that level the thick soup still prevailed, and the squadron descended to 6,000 feet. Few aircraft were able to assemble before leaving the English coast, and found 10/10ths clouds with breaks over the continent and the primary target. They were advised to bomb a target of opportunity. The lead PFF failed and the low squadron took over, bombing a target of opportunity. Bombing was through 10/10ths clouds and Gee fixes placed bomb strikes at Fulda. No enemy aircraft were encountered, few friendly fighters were seen. Meager flak at the Dutch coast at 12,500 feet, but none at the target. On return to England, low clouds and poor visibility forced the squadron to break up and return individually to base.

Lt. Col. Eugene C. LaVier and Capt. Paul Horvay led the 40th B Group with Lts. John B. Delapoer, Kenneth D. Blackshaw, who landed at an RAF base when short of gas; Charles H. Gibson, who turned back over the Zuider Zee when hit by flak over the Dutch coast; Francis B. Leigh, who landed at Laon/Athies, France, due to flak damage; Harold W. Trease, who led the low flight and landed at Thorpe Abbotts when short of gas; Warren H. Hiney, who landed at St. Trond, Belgium, when low on gas; William D. Hallum, who landed at Framlingham, and Earle W. Schafer, who landed at Lavenham.

7 No mission today as the heavies were weathered in.

1st Lts. Stanley J. Magusiak and Howard G. Roth transferred to 70th Replacement Depot.

8 Today's target was deep in the heart of the Reich and our crews carried blankets and mess sequipment with them as they were informed that unfavorable weather conditions would probably prevent their return to England, and they would land in France. However, the mission was scrubbed before takeoff.

1st Lts. Keith R. Bollerup, Raymond E. Mounts, Douglas T. Schrack, S/Sgts. John J. Ferrari, William H. Lynch and James J. Noonan transferred to 70th Replacement Depot.

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1st. Lts. William D. Hallum, Charles C. Olenik, Forrest J. Stewart and Lorn A. Wilke promoted to captain.
2nd Lts. Thomas D. Hedley, Maurice L. Mullen, Daryl W. Phillips, Wilfred T. Riedel, John G. Ruegger and John Hrnciar promoted to 1st Lts.

9 LUTZKENDORF - The squadron flew nine a/c in the 40th A Group to bomb the synthetic oil plant at Lutzkendorf. A visual run was made and pictures show hits west of the target. The low squadron could not get the bomb bay doors open and made a PFF run on what the bombardier thought was Mulhausen, but which turned out to be Nordhausen. The bombardier saw the bombs were going to be over, held the bombs and dropped on Menteroda, and pictures show direct hits on the town. No E/A were seen and P-51s gave close and continuous support throughout the mission. The flak at Lutzkendorf was moderate and inaccurate. Lt. Harold W. Trease led the high flight of the lead squadron, Capt. Neill O. Kirby led the high flight of the low squadron, and Lt. Edward J. Lindsay led the high flight of the high squadron. Other pilots were Lts. William H. Morgan, Kenneth D. Blackshaw, Thomas D. Hedley, John G. Ruegger, Robert W. Sprunger, and Wilfred T. Riedel. Lt. Riedel and crew had a very exciting experience on the way home. After bombs away flak hit the #2 gas tank, crossing the front lines #2 prop caught fire, the fire was put out but soon started blazing again and the order to bail out was given, the a/c was set on auto pilot and all men jumped and landed safely. On the way down the wind carried them back towards the front lines, but all men landed in friendly territory. GIs on the ground directed them to a 9th AF Technical Supply base and the 9th AF flew them back to London.

10 DULMEN - Today's primary target was at Wesel, but information was received en route that the weather was 10/10ths clouds, with tops at 27,000 feet. A Micro-H run was made on the secondary, a GAF fuel depot. The low squadron dropped on the lead through 10/10ths clouds. Photos show no ground detail. No E/A were seen and fighter support was fair. Moderate flak at the target caused damaged to two of our a/c. Lt. Col. Eugene C. LaVier flew deputy lead of the 40th C Group. Capt. Forrest J. Stewart led the low squadron. Lt. Harold W. Trease led the low flight. Also flying were Capt. Neill G. Kirby and Lts. Kenneth D. Blackshaw, Thomas D. Hedley, William H. Morgan, Maurice L. Mullen, L. Eugene Smith, Robert W. Sprunger, and John C. Ruegger, spare, who filled in and bombed with the high squadron. Lt. Sprunger landed at St. Trond, Belgium, when #2 and #4 engines went out. He and his crew returned to England the following day. Lt. Mullen was short of gas and coming across the Channel #3 engine went out. Twenty miles from the English coast the gas gauges read empty and the crew prepared to ditch. As the a/c hit the English coast an immediate landing was made at Seething with the #2 engine also out and little fuel remaining in the tanks.

Cpls. L. E. Hutchinson and Nathan Kahn joined the squadron.
F/O David Gorrell promoted to 2nd Lt.

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Today's mission was scrubbed and rain continued all day. S/Sgts. Eli A. Kopcho and Lloyd E. Reno transferred to the 70th Replacement Depot.

2nd Lts. Fred Engstrom, Kenneth Cooper, Robert W. Moore; F/O Joseph E. Reich, and Cpls. Wardlaw E. Skinner, Jr., Albert H. Smart, Merlin W. Fisher, Delmar J. Sherman and Neil K. Wenger joined the squadron.

12 Crews took it easy in the morning and attended ground school in the afternoon.
2nd Lt. Robert C. Cheney promoted to 1st Lt.

13 Today's mission was scrubbed as weather conditions prevented operations.
T/Sgts. John W. Hicklin, S/Sgts. John W. Perry and Lawrence E. McCormick transferred to the 70th Replacement Depot.

14 DRESDEN - Today's target, following a big raid by the RAF, was the important marshalling yard at Dresden, the historic capitol of Saxony, and an industrial center of considerable importance. On the route in there was heavy haze and dense, persistent contrails. In the target area there was about 9/10ths clouds. Due to the cloud density covered with smoke and fires, started by the attack by the RAF on the night of 13/14th, most of the bombs dropped on this target could not be plotted and bomb strikes could not be pin-pointed. Plotting of PFF photos showed strikes north of the M/Y and in the northern part of the city. Enemy fighters were seen but did not attack the high squadron; friendly support was good. There was no flak at the target, but it was observed en route and when crossing the front lines. Lt. Col. E. C. LaVier and Capt. Forrest J. Stewart led the 40th C Group, Capt. Lorn A. Wilke led the high squadron and Lt. Edward J. Lindsay led the low flight. Other pilots were Capt. William D. Hallum, Lts. Kenneth D. Blackshaw, Charles H. Gibson, Thomas D. Hedley, Warren H. Hiney, Francis B. Leigh, spare, who filled in, John C. Ruegger and Earle W. Schafer.

1st Lt. William H. Morgan transferred to 70th Replacement Depot.

2nd Lts. Donald C. Cheney, Frederick B. Hildebrand, Jr., John B. Prescott and F/O John C. Russell; Cpls. Thomas V. Furlong, Robert E. Gray, Earl L. Blucher, Raymond W. Lindsay, and Chester L. Vosburg, Jr., joined the squadron.

15 Crews were called at 0300 hours for breakfast, and briefing at 0400. The mission was scrubbed at 0800 when a heavy fog covered the field.

16 DORTMUND - The squadron flew ten a/c in the lead squadron of the 40th B Group to bomb Minister Stein Coking plant at Dortmund. It has a monthly benzene output of 1,000 tons. Weather was generally

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10/10ths clouds over England and the Channel, breaking at the continent. The target area was clear and bombing was visual, with bombardier, Lt. David H. Gorrell, placing the bombs on the MPI in the center of the coking plant. Nickels were dropped over the target. There was no fighter opposition and our support was fair. Flak was moderate and accurate, and three of our planes were damaged. Lt. Col. Eugene C. LaVier and Capt. Forrest J. Stewart led the Group with Capt. Neill G. Kirby and Lts. L. Eugene Smith, Maurice L. Mullen, Will A. MacDonald, Robert W. Sprunger, Edward J. Lindsay, who led the low flight, Earle W. Schafer, Warren H. Hiney, and Thomas D. Hedley, who filled in.

2nd Lts. Clifford L. Steiger, Ernest R. Dragoo, Dane K. Roberts, David E. Jones, and Cpls. John F. Forgy, Harold W. Rial, Herchell F. Hay, Charles A. Roth and Robert S. Tucker.

1st Lt. John B. Delapoer promoted to captain. 2nd Lts. Wesley W. Gunkel, Leroy F. Finnell and Kenneth D. Blackshaw promoted to 1st. Lts.

17 Today's field order came in with an A and a B plan. The A plan was to bomb the Braunkohle-Benzin A.G., synthetic oil plant at Bohlen. The B plan was to attack the M/Y at Mannheim. The B plan was scrubbed before takeoff and the crews headed over the Channel for Bohlen. When leaving the English coast the A plan was scrubbed and the B plan put into effect and the a/c headed for Mannheim. However, before reaching the French coast the planes were recalled and ordered to jettison bombs in the Channel. All pilots jettisoned except Capt. Neill Kirby, who thought his bombs could be used for a better purpose on a subsequent mission. On takeoff there was 10/10ths low cloud with middle clouds and high clouds, plus dense, persistent contrails which make takeoff, rendezvous and formation flying very difficult and dangerous. Pilots were Lts. John G. Ruegger, Earle W. Schafer, Maurice L. Mullen, Harold W. Trease, Thomas D. Hedley, Robert W. Sprunger, Robert W. Daniel, Will A. MacDonald, and Capt. Kirby.

18 Today's mission was scrubbed after takeoff, but crews flew a practice mission in the afternoon. The day was briefed as being 10/10t low cloud, but it turned out to be one of the most beautiful days of the winter.

S/Sgts. John C. Kieffer and Russell H. Schuettpeltz transferred to 70th Replacement Depot.
Sgts. Robert H. Hitchcock and Charles E. Becraft joined the 423rd.

19 BOCHUM - On a very beautiful winter morning the squadron flew nine a/c as the high flight of each squadron in the 40th C Group. The primary visual or GeeH target was the Carolinengluck Coking Plant at Bochum, with the secondary visual or H_2X target the goods depot at the railway center in Munster. There was 10/10ths clouds over both targets, the lead and high squadrons bombed the primary target by Gee H. The low squadron was too far behind to drop with the

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lead, so they made a PFF run on Munster. Plotted photos show hits north of the target in the city of Bochum. At Munster the bombs landed south of the briefed aiming point, but in the southern end of the M/Y. Leaflets were dropped over Bochum. Lt. Maurice L. Mullen lost an engine and was unable to keep up with the group, but remained in the bomber stream and bombed with the 303rd Group. No fighters opposition was encountered and support was fair. Chaff made the moderate flak inaccurate. Pilots were Capts. Neill G. Kirby and William D. Hallum, Lts. Earle W. Schafer, Thomas D. Hedley, Harold W. Trease, Robert W. Sprunger, Will A. MacDonald, and Francis B. Leigh.

F/O Earl C. Kuhn promoted to 2nd Lt.

20 NURNBURG - Today's a/c were dispatched to attack the main railway station and goods yard at Nurnburg. Recent photos show the yards and shops to be alive with activity. It is possible that goods and equipment are being loaded for either the Eastern or Western Fronts, plus that unconfirmed reports tell of important governmental agencies moving in from the danger areas. Again, the weather was troublesome and rendezvous altitude had to be changed. Solid "soup" was encountered over the Channel from 11,000 to 22,000 feet with cirrus above and the squadrons became separated before reaching Belgium. Contrails also interfered with formation flying. The low squadron followed the 391st Bomb Group into the target area, making their own PFF run. Plotted pictures show strikes in the target area. Nickels were dropped over the target. There were no fighter attacks, but one single jet A/C was observed being chased by P-51s. Support was excellent. Flak was moderate, accurate tracking over the target, and four of our a/c were damaged. Capt. Paul Horvay led the low squadron of the 40th A Group, with Capt. Neill G. Kirby, William D. Hallum and Lts. Kenneth D. Blackwell, Thomas D. Hedley, Will A. MacDonald, Maurice L. Mullen, Harold W. Trease, Francis B. Leigh and crews.

2nd Lt. Edgar R. Dagit promoted to 1st Lt. F/O Robert W. Sprunger promoted to 2nd Lt.

1st Lt. Edward J. Lindsay and T/Sgt. Jack M. Cullen transferred to 70th Replacement Depot.

21 NURNBURG - Today crews were briefed on an A and B plan. A plan was to Berlin and B plan was to attack a tank manufacturing plant at Nurnburg. The field order state that yesterday's bombing at Nurnburg was good but "there is a lot of movement and some important targets in this area and is worth hitting again. The large main buildings producing Mark II and III tanks appear to be undamaged." After briefing, the A plan was scrubbed. Thirty minutes before target time the primary was clear, but was 9/10ths clouds when reached by our planes and a PFF run was made. Plotted PFF photos show bomb strikes north of the target area in the city. Nickels were dropped over the target. There was no enemy opposition and

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and the P-51s gave continuous and close support throughout the mission. There was meager, inaccurate flak at the target and flak was meager but accurate in the Frankfurt gap. Capt. Lorn A. Wilke led the high squadron in the 40th B Group. Lt. Earle W. Schafer led the low flight with Capt. Neill G. Kirby and Lts. William M. Rich, L. Eugene Smith, Francis B. Leigh, Warren H. Hiney, Will A. MacDonald and Thomas D. Hedley.

1st Lts. Daryl W. Phillips and Robert C. Cheney transferred to the 70th Replacement Depot.

22 WITTSTOCK - Today the squadron participated in the greatest mass air assualt against German communications the world has ever seen. It was an all-out attempt to pave the way for a knockout by land armies on the Eastern and Western Fronts. All targets were selected northwest of Berlin with the idea of stopping transportation. The 1st Air Division joined with the 2nd and 3rd Air Divisions, the RAF, the 15th Air Force, the 9th Air Force and the 2nd Taactical Air Force to smash the German's vast railway, road and canal network in the heart of the Reich. The squadron flew eight a/c in the lead squadron of the 40th A Group to attack the M/Y at Wittstock. The Channel was overcast, with clouds breaking over the Continent, and scattered low clouds at the target. A visual run at 12,000 feet was made on the M/Y, but due to a rack malfunction, bombs were released south of the target. Pictures show strikes at Grabow, near Konigsberg. Two ME 262s made one pass without firing under the high element of the squadron. P-51s gave excellent support throughout the mission. Crews reported seeing P-51s straffing locomotives, flak positions and enemy airfields with excellent results. There was no flak, and just as well, for bombing was from 12,000 feet. Lt. Col. Eugene C. LaVier and Capt. Paul Horvay flew deputy lead, with Lts. Robert W. Daniel, Warren H. Hiney, William M. Rich, John G. Ruegger, Earl W. Schafer, led the low flight, Robert S. Kimball and Henry L. Wills.

2nd Lt. Roy A. Green joined the squadron.

Today was the 300th mission of the 306th. On 9 Oct 42 the squadron flew six a/c, one of which aborted due to engine trouble, to attack the steel mills at Lille, France. Enemy fighters attacked the formation, without loss to this squadron, and our gunners accounted for six certains and eight probables from the Luftwaffe. All five a/c were severely damaged. This was the beginning of the great air offensive of the 423rd Squadron as a part of the 8th AF in the greatest bombing the world has seen, to destroy military targets, and as a direct aid to our ground forces in defeating Germany. Great credit and honor is due to those who participated in this first and historic mission.

23 PLAUEN - The squadron flew nine a/c in the lead, low and high squadrons of the 40th C Group to continue the great air offensive against communication centers in the heart of Southern Germany.

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The target was the M/Y at Plauen and the route in and out gave the boys a Cook's tour of Germany. Again, bombing was from low altitude, 14,000 feet, and there was no flak at the target. Bombing was by PFF through 10/10ths clouds. Plotted photos show strikes southwest of the target. Nickels were dropped over the target. On the way out the weather was CAVU and crews reported seeing many bombed communication centers, and seeing P-51s, who gave excellent support, attacking enemy A/C. There were no attacks on this group. Thick soup over the Channel, as low as 500 feet, forced the formation to break up and six of our a/c landed away from Base. Lt. Maurice L. Mullen led the high flight of the high squadron, Lt. Harold W. Trease led the high flight of the lead squadron, and Lt. Warren H. Hiney led the high flight of the low squadron. Other pilots were Lts. William M. Rich, John G. Ruegger, Henry L. Wills, Joseph R. Clark, Robert S. Kimball and Earle W. Schafer.

S/Sgts. Louis L. Bagwell and Joseph F. Bonem, Jr., transferred to the 70th Replacement Depot.

24 HAMBURG - Today's target, the oil storage tanks of Rhenania-Ossag Mineralolwerke at Hamburg, has been damaged during the past months, and this mission is to insure that the refinery remains in a damaged condition. The refinery is in partial use and storage facilities are being used. Bombing was by instruments through 10/10ths clouds and PFF photo plots show strikes in the target area. The low squadron dropped on the lead squadron smoke bombs. After the turn off target, crews reported seeing columns of black smoke breaking through the clouds. Nickels were dropped over the target. Again chaff helped over the target, and crews reported moderate barrage flak was a majority of the bursts in the chaff trail below. There were no fighter attacks and support was good. Capt. Paul Horvay led the low squadron with Capts. Neill G. Kirby and William D. Hallum, and Lts. Joseph R. Clark, Kenneth D. Blackshaw, Wilfred T. Riedel, Francis B. Leigh, and Robert W. Daniel. Lt. Will A. MacDonald, spare, turned back as the formation was full. Capt. Kirby became ill en route to the target and bombed a target of opportunity northeast of Lingen.

T/Sgt. Joseph R. Jablonski and S/Sgts. Norman D. Hall and Elmond Richardson transferred to 70th Replacement Depot.

25 Today for the first time since February 12, the squadron was stood down. For twelve consecutive days crews have gotten up for briefing and many men have flown a majority of these days when the mission was not scrubbed.

26 BERLIN - Today, after consecutive night attacks by Mosquitos, the squadron participated in one of the greatest air attacks of the war, against Berlin. Shortly after midnight over the teletypes came today's order which had an A plan and B Plan. The B plan was scrubbed and crews were briefed to hit the center of the city,

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north of the place "wiped out" in the big mission of February 3. Clouds covered the continent and the target, bombing was by PFF and plotting of scope photos show bomb strikes just beyond the briefed aiming point. A large M/Y was destroyed. RAF Mosquito crews reported intense fires visible the following night. There was moderate, low and inaccurate flak over the target and none of our a/c were damaged. Nickels were dropped over the target. There was no enemy opposition and P-51s gave continuous, close support. Capt. Paul Horvay led the high squadron of the 40th B Group with Lts. John G. Ruegger, Kenneth D. Blackshaw, Earle W. Schafer, Warren H. Hiney, Wilfred T. Riedel, Maurice L. Mullen, who led the low flight, Robert S. Kimball, Robert W. Daniel and Francis B. Leigh, spare, who filled in with the lead squadron. Lt. Schafer had trouble with #3 and #4 engines and fell behind the formation. He remained in the bomber stream, bombed with another formation, and returned to base.

2nd Lt. L. Eugene Smith promoted to 1st Lt.
T/Sgt. James C. Cathey transferred to 70th Replacement Depot.
Pvt. Eugene R. Bills transferred to 1208th QM Company.

27 LEIPZIG - The primary target today was the Junkers plant, the PFF target was the M/Y, both at Leipzig. There was an undercast over most of the route, with 10/10ths clouds at the target. Bombing was by PFF and pictures show no ground detail. Nickels were dropped at the target. No enemy opposition, and P-51s gave good support. The fighters were also observed straffing ground installations along the route. Flak was observed, but there was no damage to any of our a/c. Capt. Forrest J. Stewart led the 40th A Group with Lts. Harold W. Trease, who led the low flight, Robert W. Daniel, Wilfred T. Riedel, William M. Rich, Vernon R. Schimmel, Kenneth D. Blackshaw, Robert S. Kimball and Thomas D. Hedley.

Pvts. W. G. Crawford, Charles T. Gillard, and Thomas A. Nagy transferred to the 12th Reinforcement Depot.

28 HAGEN - Today's target, to help the advancing land armies, was to attack the transportation center at Hagen. There was an undercast over the continent and target, and bombing was by Gee H through 10/10ths clouds. Nickels were dropped over Hagen, and there was no flak there. P-51s gave excellent support without opposition. The squadron flew high element in each squadron of the 40th B Group, and pilots were Capt. William D. Hallum, Lts. Joseph R. Clark, John G. Ruegger, Warren H. Hiney, Fred Engstrom, William T. Riedel, Earle W. Schafer, William M. Rich and Robert S. Kimball.

1st Lt. Maurice L. Mullen transferred to 70th Replacement Depot.

MARCH

The 423rd participated in a total of 21 operational missions, dropping 436 tons of bombs, during the month of March 1945. This was five more missions than in March 1944 and 12 more than in March 1943, rounding out a record month of bombing that helped clear the way for the Rhine River crossing. The weather was more favorable this month and there were 10 visual missions. Targets varied from railway centers and airfields to subpens and power plants. No planes were lost during the month to enemy action. Lt. Clifford Steiger and crew bailed out over France, and Lt. Dwight Paisley and crew landed in Belgium.

One new plane was assigned to the squadron, bringing the present total of a/c to 16. A/C 616-X continues on its way and has completed 106 operational missions since arriving in the squadron 14 June 1944. The squadron led all other squadrons in the total number of points received in the aircraft recognition contest, and S/Sgts. Urban J. Lewis and Frank H. Yorgason led in the individual number of points.

The men of the squadron participated in baseball, softball or volleyball practice awaiting the first games.

Enlisted men joined in the dances at the Red Cross Club on post; Officers attended the dances at the Red Cross Club in Bedford. The English girls donned their finest frocks for the formal Easter dance at the club.

Under the watchful eye of Capt. John A. Murphy, operations officer and acting C.O. in the absence of Maj. John Buie, who spent the latter part of the month in the hospital with mumps, many sweeps were made to Bedford, Bletchley, Luton and the Falcon Inn. Some even made a sweep as far as the Manhattan club in Belfast, Ireland. Maj. E. T. Miazza, executive officer, tells many interesting stories of the lovely ladies of Scotland, where he spent a very interesting week.

In March 1944 Berlin was bombed for the first time by the squadron; there were four missions to "Big B" during this month and great damage was done.

1 NECKARSULM - Off to a good start this month, attacking a series of marshalling yards to paralyze railway traffic in Southwestern Germany. The visual or Gee H target was the M/Y at Neckarsulm. The squadron flew ten a/c in the low squadron of the 40th C Group, led by Capt. John A. Murphy and Capt. Lorn A. Wilke. Also flying were Lts. Thomas D. Hedley, Fred Engstrom, Warren H. Hiney, Henry L. Wills, William M. Rich, Charles W. Witcomb, who led the high flight, Francis B. Leigh, who led the low flight, Joseph R. Clark and Earle W. Schafer. Information was received en route in that bombing would probably be by PFF; this was later corrected saying that the target area was clearing. The target cleared about one minute before bombs away, with 7/10ths clouds in the area, insufficient time for the bombardier to kill drift, so bombs were dropped on the smoke bombs of the lead squadron. Pic-

MARCH (con't) tures show the lead pattern east of the aiming point. The Luftwaffe was not seen and probably because of the excellent support given by P-51s. No flak at the target. All a/c returned to base at 1900 hours and after interrogation, crews dashed for the chow line, then to the ever welcome sack.

T/Sgt. Harold G. Baker transferred to the 70th Replacement depot

2 BOHLEN - An early briefing this morning and an important target: the Braunkole-Benzin A.G., a synthetic oil plant near Bohlen, now estimated to be in full production. The squadron flew nine a/c in the high squadron of the 40th B Group. The squadron, following the lead and low squadrons, was making a visual run on the target when another group passed directly underneath, preventing our bombardier from dropping. The squadron then selected the M/Y at Penig as a visual target, and pictures show direct hits covering the yards and crews reported huge pillars of smoke covering a wide area. There was no enemy opposition and P-51s were close at hand. Flak at Bohlen was moderate and three planes were damaged. Several planes were short on gas and landed on the continent for refueling before crossing the Channel. Capt. Lorn A. Wilke led the high squadron with Capt. William D. Hallum, who led the low flight, and Lts. Clifford L. Steiger, Harold W. Trease, Robert W. Daniel, Joseph R. Clark, Robert S. Kimball, Henry L. Wills and Fred Engstrom.

S/Sgts. Edmund F. Limke and Casimir M. Odrowacz were transferred to the 70th Replacement Depot. Capt. Donald Currier joined this squadron.

3 The squadron was stood down today. Two years ago today was the second mission on German territory with targets at Hamm, Osnabruck and Emden. The Luftwaffe came up in FW 190s, ME 109s, JU 88s and ME 110s and attacked for 30 to 45 minutes, but no one in the squadron was injured.

1st Lt. Robert F. Morris promoted to captain.

2nd Lts. William H. Baker, Richard O. Kutchens, Sam J. Cangelose, and F/O Albert P. Campagna, Jr., S/Sgt. Walter R. Clark and Cpls. Martin J. Burnett, Perley A. Foster, Atlee D. Dockerdite and Raymond M. Frey joined the squadron.

4 ULM - The squadron flew nine a/c in the lead squadron of the 40th A Group, with the primary visual and Gee H target the important ordnance depot at Ulm, now in full production to supply front line troops. At the assembly point the squadron ran into dense, persistent contrails left by previous formations. Contrails continued at the target and bombing was from 25,600 feet instead of 22,000. Clouds covered the target and bombing was by Gee H. Plotted scope photos show excellent results. Nickels were dropped over the target. There was no fighter opposition and P-51s provided support. Flak was observed crossing the enemy lines. Capt. Lorn A. Wilke

MARCH (con't) piloted the lead ship, with Capt. John A. Murphy and Lts. John G. Ruegger, Robert W. Daniel, Will A. MacDonald, Clifford L. Steiger, Warren H. Hiney, Earle W. Schafer and Vernon R. Schimmel.

1st Lt. Maurice L. Mullen transferred to 70th Replacement Depot.

5 No mission today and crews attended squadron school.
Pfc. W. E. Patterson joined the squadron.

6 The squadron was stood down today and classes prevailed.
2nd Lts. Earl W. Schafer and Harold W. Trease promoted to 1st Lts.

7 SIEGEN and GIESSEN - Today's primary target was the coking plant at Dortmund; the secondary, the railway marshalling yards at Siegen, and the tertiary, the marshalling yards at Giessen. The squadron flew nine a/c as the high flight in each squadron of the 40th B Group. A run was made on the primary target and the low squadron planned to drop on the bombs of the lead bombardier, but the Gee H equipment was inoperative and the mickey equipment gave insufficient returns. A run was made on Siegen by the low squadron but the bombardier did not have time to bomb due to excessive ground speed. The lead and high squadrons bombed Giessen PFF. The low made a second run on Siegen and bombed PFF. Plotting scope photos of Siegen shows strikes southeast of the target. There was no fighter opposition and P-51s gave close support. Flak was moderate but inaccurate and there was no damage. Leaflets were dropped over Giessen. Lt. Warren H. Hiney led the high flight in the lead squadron, Lt. Kenneth D. Blackshaw led the high flight in the low squadron, and Capt. William D. Hallum led the high flight in the high squadron. Other pilots were Lts. Henry L. Wills, Clifford L. Steiger, William M. Rich, Donald C. Cheney, Wilfred T. Riedel and Fred Engstrom.

Lt. Steiger and crew were forced to bail out over France. Near Giessen, when Steiger dropped back to bomb from #4 position in the high flight of the lead squadron, the tail section ran into #1 prop of a spare aircraft, which had filled in #4 position. Two thousand feet were lost immediately and the pilot did an excellent job in pulling the plane out of a dive. Exceptional navigation by Lt. Ernest Dragoo resulted in no flak while crossing the front lines. The tail gunner, Sgt. Harold W. Rial is reported missing and was probably knocked out of the plane at the time of the accident. All other crews members bailed out near Laon/Coubron, France, with the following injuries: Lt. David E. Jones, bombardier, a stiff neck requiring him to spend one night in the hospital; Lt. Steiger, a broken ear drum; Sgt. John F. Forgy, radio operator, a twisted knee; Sgt. Herschell F. Hay, cuts, after tangling with a wire fence. The following day the crew returned to base and then left for an enjoyable seven day leave at Southport.

8 GELSENKIRCHEN - The target today was one high on the priority

MARCH (con't) list, the synthetic oil plant at Gelsenkirchen. The squadron flew nine a/c in the low squadron of the 40th C Group. Clouds covered the entire route and bombing was by instruments, pictures showing no ground detail. Nickels were dropped over the target. There were no E/A and fighter support was fair. Flak was meager in the target area and no aircraft were damaged. Capt. Paul Horvay led the low squadron with Capt. William D. Hallum, Lts Harold W. Trease, Fred Engstrom, Warren H. Hiney, Henry L. Wills, John G. Ruegger, Francis B. Leigh, who led the low flight, Vernon R. Schimmel and Joseph R. Clark.

9 No mission today, but the boys were "up in the blue" on a gunnery mission.
1st Lt. Leroy F. Finnell and S/Sgt. Edward D. Craig departed for the 70th Replacement Depot.

10 DORTMUND - The primary target today was the railway center at Coesfeld, with a secondary the important railway center at Dortmund. Clouds covered most of the route in. The group leader announced the target at Dortmund would be bombed. The squadron made a separate PFF run and pictures show no detail. But crews reported black smoke rising through the clouds at 8000 feet. Nickels were dropped over the target. Flak was moderate and there was no damage. Capt. Paul Horvay led the high squadron with Lts. Joseph R. Clark, Harold W. Trease, Dwight C. Paisley, Henry L. Wills, William M. Rich, Francis B. Leigh, who led the low flight, Donald C. Cheney, John G. Ruegger, and Capt. William D. Hallum, spare, who filled in.

F/O Roger P. Murphy promoted to 2nd Lt.

11 BREMEN - The squadron flew 11 a/c in the lead squadron of the 40th A Group to bomb the submarine and warship-building yard, one of the most important for the construction of large subs. This was situated on the east bank of the Weser river at Bremen. 10/10ths clouds covered the target, bombing was by instruments, and plotted scope photos show excellent results. Nickels were dropped over the target. There was no fighter opposition and P-51s gave close support. Flak was moderate and two aircraft were damaged. Pilots were Major John H. Buie and Capt. Lorn A. Wilke, Capt. William D. Hallum and Lts. Donald C. Cheney, Warren H. Hiney, John G. Ruegger, William M. Rich, Kenneth D. Blackshaw, Vernon R. Schimmel, Robert S. Kimball, Henry L. Wills and Earle W. Schafer.

S/Sgts. Edward Jedlicka, R. Y. Lennis and Pfc Ray B. Tadje joined the squadron.

12 SWINEMUNDE - The squadron flew nine a/c in the 40th C Group, with the target in the port area at Swinemunde. The harbor is reported as being crowded with shipping and being used as an evacuation port from Russia and Norway, and that heavy traffic is being handled. It is possible that the "Admiral Scheer" is located in the main channel. The target was covered with clouds and bombing was

MARCH (con't) by instruments. Crews reported columns of smoke rising through the clouds at 10,000 feet. There was meager flak, no fighter opposition and P-51s gave close support. Plotting of PFF photos show that the target area was blanketed by bombs of the lead, high and low squadrons as each squadron made a separate bomb run. Major John M. Buie led the Group, Lt. Kenneth D. Blackshaw led the hight flight of the lead squadron, Lt. William M. Rich led the high flight of the low squadron, and Capt. William D. Hallum led the high flight of the high squadron. Also flying were Lts. Earle W. Schafer, Will A. MacDonald, Henry L. Wills, Joseph R. Clark, John G. Ruegger and Vernon R. Schimmel.

13 The squadron was stood down today and crews took it easy after attending combat meetings both morning and afternoon.

14 HILDESHEIM - The squadron flew nine a/c in the low squadron of the 40th B Group to bomb the Veremigte Deutsche Metallwerke, producers of light metal castings for jet engines and the #1 priority jet target, at Hildesheim. Haze and 7/10ths clouds covered the target area, but a hole over the target made bombing visual from 11,500 feet. Bombs from the low squadron made a mass of wreckage in the factory area. Lt. Charles R. Dimter, bombardier, sighted the target and blanketed it with bombs. This was a target the boys were anxious to wipe out, and that is what they did. Nickels were dropped over the target. On the turn off the target, there was meager tracking flak and one a/c was damaged. The Luftwaffe remained grounded and P-51s gave close support throughout the mission. P-51s were observed strafing A/Ds along the route. Capt. Lorn A. Wilke led the low squadron, with Lts. Thomas D. Hedley, Will A. MacDonald, Dwight C. Paisley, Joseph R. Clark, Earle W. Schafer, Kenneth D. Blackshaw, who led the low flight, Robert S. Kimball and Fred Engstrom.

Pfc W. E. Patterson transferred to 70th Replacement Depot.
Capt. Theodore E. Marvis joined the squadron.
2nd Lt. Robert W. Daniel promoted to 1st Lt.

15 ZOSSEN - The squadron flew nine a/c in the high squadron of the 40th B Group to bomb a high priority target, a very high German Army headquarters located at Zossen. Before the target information was received that the target was open but it was difficult to see due to dense ground haze. Lt. David H. Gorrell, bombardier, had difficulty with target identification both because of the haze and also smoke from previous bombings. Locating the target through identification of other nearby objects enabled him to place the bombs solidly on the target. Nickels were also dropped over the target. There was no flak, no fighter opposition and P-51s gave close and continuous support. Capt. Paul Horvay led the high squadron, with Capt. William D. Hallum, who led the low flight, and Lts. Fred Engstrom, Harold W. Trease, Joseph R. Clark, Earle W. Schafer, Robert W. Sprunger, Robert S. Kimball and Dwight C. Paisley. Lt. Paisley left the formation at Dummer Lake, on the route out, with #3 engine out.

MARCH (con't) After leaving the formation, #4 engine went out and Lt. Paisley was forced to land at St. Trond, Belgium. The crew hopped a C-47 from Brussels and returned safely to England.

2nd Lt. David Gorrell promoted to 1st Lt.
Pvt. Robert W. Conklin joined the squadron.

16 Today's mission was scrubbed after briefing. The day was dark and rather dreary.

17 MOLBIS - The squadron flew nine a/c in the lead squadron of the 40th A Group. The primary target was the large power plant that furnishes necessary power for the Benzol industry in that area. The secondary target was the same, bombing by H_2X. Assembly was at 11,000 feet, 1,000 feet higher than briefed due to cloud coverage. Over the target coverage was 10/10ths so of a necessity the bombing was accomplished by H_2X. Our fighter support was good. The P-51s gave close support throughout the mission, especially in the target area. Flak at the target was moderate, although two of our a/c suffered slight flak damage. The lead scored hits on the east corner of the target. Capt. Paul Horvay led the lead squadron with Capt. William D. Hallum, Lts. Thomas D. Hedley, Henry L. Wills, Robert W. Daniel, Donald C. Cheney, Charles H. Gibson, Vernon R. Schimmel and Kenneth D. Blackwell.

18 This date marks the third anniversary of the activation of this squadron at Salt Lake City, UT. Such a notable event was suitably marked with a mission to:

BERLIN - The squadron flew nine a/c in the lead squadron of the 40th C Group. The primary target was the M/Y located in one of the least damaged sections of the city. The number two target was the same by PFF. Rendezvous was satisfactory; the weather was 7-8/10ths at takeoff, becoming 4/10ths over the North Sea. At the target the coverage was 3-6/10ths. Bombing was by H_2X with visual correction. Fifteen to twenty E/A were seen in the target area; these A/C included ME 262s and ME 109s, which made passes at the group. One ME 109 was seen to explode after being fired on by our gunners. This claim was later confirmed. Flak was moderate to intense over Berlin. Accuracy was attested as seven 423rd a/c received slight flak damage while two were severely mauled. Pilots on this mission included Lts. Fred Engstrom, Earle W. Schafer, Francis B. Leigh, William M. Rich, Robert S. Kimball, Donald C. Cheney, William H. Baker and Charles N. Cannon. An interesting sidelight to this mission that Mosquitos had hit Berlin the night before for the 26th time and our mission followed with over 1,300 a/c, said to be the largest daylight raid to be thrown at the Germans up til this time.

F/O Charles H. Gibson promoted to 2nd Lt.
Pfc. Ralph E. Enders and T/Sgt. Carl Barber assigned from the 70th Replacement Depot.
Pfc Gerald E. Cummings and Herman F. Sindy assigned from 306th.

MARCH (con't) PLAUEN - The squadron flew nine a/c in the low squadron of the 40th B Group. The primary target was the power station at Molbis, visually. The 2nd target was the industrial section of Plauen, visually, and 3rd was the same as #2 by H_2X. Buckeye Red advised that because of dense haze and persistent contrails bombing Molbis visually would be impossible. Division Leader decided to attack Plauen. On the bomb run, using H_2X, only the high was able to make a five-second visual correction. Low squadron's strikes were southeast of the briefed aiming point the bombs falling within the town. No enemy fighter opposition was met. Due to contrails, close support was not possible, but P-51 escort a/c were observed in the area at all times. Flak was meager and inaccurate, with no damage resulting to our planes. Pilots and crews on this mission included: Lts. L. Eugene Smith, Thomas E. Hedley, Joseph R. Clark, Warren H. Hiney, William M. Rich, Fred Engstrom, Francis B. Leigh, Robert S. Kimball and Earle W. Schafer.

Lt. Col. Eugene C. LaVier, the 423rd's departing C.O. talked to squadron personnel in the Post Theatre and told of his appreciation for the work of the men and thanked them for their cooperation Col. LaVier introduced the new C.O., Major John H. Buie, who said he was familiar with the excellent reputation of the 423rd and had decided, therefore, to keep current policies in operation.

S/Sgts. Rex E. Linnis and Edward Jedlicka transferred to 369th Sq.

MAJOR JOHN H. BUIE

During the month of March the squadron acquired a new commanding officer. Major John H. Buie attended primary flying school at Cal Aero Academy, Ontario, Calif. From Cal Aero he went to Basic at Goodfellow Field, San Angelo, Tex. Finishing advanced training at Kelly Field, Tex., he went on active duty 15 August 1941.

He was ordered to Hickam Field, Hawaii, in September where he served as pilot and armament officer in the Hq. & Hq. Sq., 18th Bomb Wing. In this squadron he served at various times as assistant adjutant and assistant executive officer.

Maj. Buie was in Hawaii when the Japs inaugurated hostilities with the raid on Pearl Harbor 7 December 1941. Later he saw service with the 72nd Bomb Squadron, 5th Bomb Group (H), flying from Bellows Field, Hawaii, on security and sub patrols. With the 72nd he also served as armament officer and assistant engineering officer.

As the chronology of the war unrolled, the Battle of Midway in June 1942 found the major serving with the 98th Bomb Squadron, 11th Bomb Group, based at Hickam Field, also functioning as armament officer. From July 1942 to February 1943 he flew as 1st pilot on a B-17 throughout the Southwest Pacific area and took part in the Battles of Guadalcanal and Santa Cruz.

On 2 March 1943 he returned to the States and was assigned to the Second Air Force 5 April 1943. His organization in the 2nd was 503 Squadron, 346th Bomb Group (H). He was squadron operations officer from 13 April until July 1943 at which time he became Squad-

MARCH (con't) ron C. O., and served as such until the group was deactivated in late November 1943. Buie them became C.O. of the duty training squadron of the 2nd Air Force Combat Crew Training School. He was on this job until January 1944.

During part of January and throughout February and March he attended Command and General Staff School at Leavenworth, Kans. After graduation, he returned to the Training Squadron as C.O. from April to August 1944. This squadron was training on B-17s.

Through part of August to October 1944, Major Buie attended the Army Air Forces Air Staff School; then going from the school to assignment as director of technical training (B-17, Combat Crew Training School, staying through November. His next assignment was with the 8th AF, finally coming to the 423rd.

20 No mission today, but crews flew practice missions of various kinds throughout the day.

Lt. Col. Eugene C. LaVier transferred to 70th Replacement Depot. Sgt. Peter Pluscht assigned from Hdq., 1st Air Division.

21 RHEINE - The squadron flew nine a/c in the high squadron of the 40th A Group. The primary target was the airdrome at Rheine. The purpose of the mission was to neutralize GAF jet fighters on the Western Front. A large number of these jets had been revealed by photo recon at Rheine and surrounding air fields. After the heavies knocked out the light flak positions with frag bombs, the P-51s came down and strafed the field. Weather was clear over the North Sea and continent, with slight haze over the target. Bombing was visual and each squadron made individual runs. High squadron bombs fell on administrative and maintenance buildings at the north section of the airdrome. There was no fighter opposition. Flak was meager and inaccurate and none of our a/c were damaged. Pilots and their crews were Capt. Paul Horvay, Lts. Donald Cheney, Harold W. Trease, Dwight C. Paisley, William M. Rich, Fred Engstrom, Francis B. Leigh, Earle W. Schafer and Charles N. Cannon.

Maj. Carl N. Grending, Lt. Wilfred T. Riedel and T/Sgt. John E. Price transferred to the 70th Replacement Depot.
T/Sgt. Elwin C. Courtright, Nicholas DeSeve, Walter H. Butschek, Colvin M. Sheorn and F/O Robert C. Garberich transferred to the 70th Replacement Depot.

22 DORSTEN - The squadron flew nine a/c in the lead squadron of 40th B Group. The primary target, military barracks just behind the front lines, was requested by SHAEF. The weather was 8/10ths coverage over England, becoming clear over the Channel and continent. There were no clouds over the target, but haze made pin point target identification very difficult. Despite this condition, the lead made a visual run on the target and photos reveal strikes on the briefed aiming point as well as hits on the west end of the Gelsenkirchen-Buer oil plant. A single FW 190 was sighted in the target area. This a/c started a pass at high 10 o'clock, but broke

MARCH (con't) off and disappeared. P-51s gave area support at all times. Flak was meager, inaccurate and none of the 423rd ships were damaged. Pilots and their crews were Lts. Forrest J. Stewart, Harold W. Trease, Fred Engstrom, Warren H. Hiney, Robert S. Kimball, William H. Baker, Francis B. Leigh, Joseph R. Clark and William R. Rich.

S/Sgts. Edward H. Tutun, Robert E. Burkhardt, Leon J. Persac and Frederick E. Tieck transferred to the 70th Replacement Depot. 1st Lt. Dale H. Perkins assigned from Hdqs. 1st Air Division. Pvt. John Mirdik assigned from 70th Replacement Depot.

23 COESFELD - The squadron flew nine a/c in the high squadron of 40th A Group. The primary target was the M/Y at Coesfeld, visually. #2 target was also the Coesfeld M/Y, using H_2X. #3 was visual on Rheine. Weather was clear throughout the mission. The squadron thus was able to attack #1 target. High squadron, because of smoke over the briefed aiming point, shifted their MPI to the north. Smoke bombs indicate hits on or near the Gee-H aiming point. No E/A; P-51s were picked up early and gave area support throughout the mission; both 4th and 356th Fighter Group markings were identified. Flak was scattered, meager and inaccurate. Pilots were Lts. John D. Wilson, Joseph R. Clark, Earle W. Schafer, Donald C. Cheney, Robert S. Kimball, Wilmer G. H. Schultz, Fred Engstrom, Dwight C. Paisley and William H. Baker.

Capt. William D. Hallum, Lts. Kenneth E. Blackshaw. Robert W. Daniel, Vernon R. Schimmel and S/Sgt. Arthur J. Owsianny transferred to the 70th Replacement Depot.

24 VECHTA - The squadron flew 12 a/c in the low squadron of 40th A Group. Weather was CAVU. The target, an airfield, was bombed visually. Low made a long run and the pattern of their effort was on the briefed MPI. No E/A encountered, and our P-51s gave meager area support. Flak was meager, low and inaccurate. None of our a/c were damaged. Flying today were Capt. Paul Horvay and Lts. Thomas D. Hedley, W. H. Baker, Charles H. Gibson, John D. Wilson, Henry L. Wills, Warren H. Hiney, Earle W. Schafer, Robert S. Kimball, Francis B. Leigh, Fred Engstrom and Joseph R. Clark.

TWENTE - The squadron flew three a/c in the high squadron of the 40th A Group, to an airdrome at Twente. Since the weather was clear with light haze to and over the target, the bomb run was made visually. Excellent bombing results were obtained; strike photos show hits starting at the northern end of the field and continuing through the briefed aiming point. No E/A and flak was meager and inaccurate. None of our a/c sustained damage. The pilots on this mission were Henry L. Wills, Wilmer G. H. Schultz and William H. Baker. Both Wills and Baker flew two missions on this date.

As if in celebration of two excellent missions, the officers of the 423rd held a party in B Mess this evening. Music by the Esquires was on the beam, and refreshments were plentiful and well

MARCH (con't) chosen. The one discordant note was the enforced absence of our Squadron C.O., Maj. John H. Buie, who was hospitalized.

1st Lts. John Ruegger and Richard W. Sprunger transferred to the 70th Replacement Depot.

25 The mission was scrubbed.

26 For the second day in succession the mission was scrubbed. Third day in a row of bad weather.

F/O Clayton R. Meyer promoted to 2nd Lt. 2nd Lt. David P. Van-Arsdale assigned to 70th Replacement Depot. Sgt. John F. Frence transferred to 857th Bomb Squadron. T/Sgt. Dan D. Erwin and 1st Lt. Norman Outcalt transferred to 70th Replacement Depot.

27 Again today the mission was called, the third day in a row of bad weather.

Newly assigned to the squadron were 2nd Lts. Curtis E. Oakes, Russel G. Haring, John E. Dickens, Richard M. Toal, George W. Hayes, John R. Stenhaus, Faylon M. Brunemeier, and William A. Martin; Cpls. Rudolph M. Jirgal, Robert R. Wade, Marvin S. Brown, Donald E. Rembold, John Gibbard, Robert E. Beckman, John A. Staniorski, Edmund A. Neill, Kendrick C. Caldwell and John Stankus.

28 BERLIN - The squadron flew nine a/c in the high squadron of the 40th C Group on this mission against the Deutsche Industriewerke in West Berlin. Assembly was made at 23,000, 9,000 higher than the briefed altitude because of a multi-layered mass of clouds. The weather was 10/10ths over the target with occasional breaks. Dense contrails formed above 22,000 feet, and the bomb run was PFF. Results of bombing were unobserved, but the strike was probably east of the briefed aiming point.

There was no E/A action, and our P-51s picked us up early, giving particularly good support over the target. Markings of the 20th and 352nd Fighter Groups were noted. Flak at the target was meager to moderate, low, inaccurate tracking. Unexpected flak was received at Stendal from a five-gun battery. This fire was accurate tracking, but our planes escaped damage. On the route home Lt. John D. Wilson landed in France, short of fuel. After refueling they returned to base. Other pilots and crews on this mission for the 423rd were: Capt. Paul Horvay and Lts. William H. Baker, Donald C. Cheney, Warren H. Hiney, William M. Rich, Wilmer G. H. Schultz, Francis B. Leigh, Charles N. Cannon and Wilson.

29 No mission today.

Capt. Neill G. Kirby and 1st Lt. Vernon I Rasmussen tranferred to the 70th Replacement Depot.

Major Thomas F. Witt assumed temporary command of the squadron in the continuing absence of Maj. John H. Buie.

MARCH (con't)

30 BREMEN - The squadron flew 12 a/c in the lead squadron of the 40th B Group. The target for the mission was a highway bridge at Bremen. Assembly was slow due to weather. Cloud coverage was 5/10ths over the target with only occasional light and non-persistent contrails above 18,000 feet. Bombing was visual and excellent results were obtained. Photos show direct hits on the bridge with the lead pattern concentrated on the aiming point. There was no E/A opposition on this group, as we had excellent P-51 support. As many as 50 fighters were in view on one occasion. Moderate, accurate AA fire was received, some of it coming from railroad cars in the M/Y on the west side of Bremen. Several of our ships sustained flak damage. Pilots included Capt. John A. Murphy and Lts. Thomas D. Hedley, Henry L. Wills, Charles H. Gibson, Earle W. Schafer, Charles N. Cannon, William M. Rich, Joseph R. Clark, Donald C. Cheney, Francis B. Leigh, Wilmer G. H. Schultz and William H. Baker.

2nd Lts. Charles N. Cannon, Richard G. Hillabrand, Lloyd U. Jefferson, Theodore N. Kichincoe, Dwight C. Paisley, John D. Wilson and Frank E. Jones, Jr., promoted to 1st Lts.

31 The squadron flew ten a/c in the low squadron of the 40th B Group. Assembly was made in the dark and was rather confused due to the number of a/c forming in the area. The target was the M/Y at Halle. Cloud coverage was 10/10ths over the target and bombing was by H_2X. No E/A were encountered. P-51s were picked up at 0830 at 0700 E. and gave excellent close support. Units identified were the 77th and 79th squadrons of the 20th Fighter Group and the 328th and 468th squadrons of the 352nd Fighter Group. Low squadron of 40th B made a good PFF run on Halle. There was meager, low, tracking and inaccurate flak at the target. Two of our aircraft received slight damage. Pilots on this mission were Lts. L. Eugene Smith, Donald C. Cheney, Robert S. Kimball, Henry L. Wills, Hugh C. Hostetter, Wilmer G. H. Schultz, John D. Wilson, Charles N. Cannon, William M. Rich and William H. Baker.

T/Sgts. John S. Adams and Samuel Counte transferred to the 70th Replacement Depot.

APRIL

The 423rd Bombardment Squadron (H) participated in a total of 15 operational missions, dropping 422 tons of bombs, during the month of April, one more mission than in April 1944 and 11 more missions than in April 1943. Favorable weather during the first part of the month made visual bombing possible on 11 missions and brought to a temporary end at least the bombing of Nazi Military targets. The squadron flew its last mission in April on the 19th.

Targets included marshalling yards, ammunition dumps and airfields. The Luftwaffe remained grounded and no a/c were lost to enemy action. A/C #616 continued to pile up missions, and now has a total of 188. The Engineering Section is to be congratulated in that there were no abortions during the month.

The excellent results of visual bombing helped to make possible the entrance of the Russians into the Reich capital, the historic joining of American and Russian Armies at Torgau, Germany, and the capture of Munich by the Allies.

The world was suddenly shocked upon hearing of the death of President Franklin D. Roosevelt. His supreme efforts during the war and preparation for future world peace were well known throughout the world. Each individual must assume an added responsibility in order that the spirit he called up will continue to influence the peoples of the world to maintain peace.

For the second month the 423rd led the other squadrons in the aircraft recognition contest. Top squadron winners were Lt. Clifford L. Steiger and S/Sgt. J. J. Lewis.

Many men are participating in sports activities, and S/Sgt. Herman Cothran and Sgt. Alvin B. Gannon are giving valuable aid to the baseball team. Others are participating in softball, volleyball, squash, tennis and handball.

Officers continued to enjoy the dances at the Officers' Red Cross club in Bedford, and the EM attended the dances at the Aero Club on the post.

1 No mission. T/5 John F. Goetz assigned from the 70th Replacement Depot.

2 No mission today. The weather was dark and hazy.

3 KIEL - The 306th led the 1st Division with 36 a/c, including six PFF-equipped planes as the 40th A Group. Twelve a/c, including one PFF, were put up by the 423rd. Pilot Harold W. Trease led the low squadron. On advice of "Bloater", rendezvous was 1,000 feet higher than briefed. There was no E/A opposition, P-51s appearing in strength, gave close support to the target and out. Meager, low scattered bursts of flak were encountered over Kiel without resultant damage to any of our a/c. Bombing was by PFF and each squadron made separate runs on the target. In addition to Lt. Trease and his other pilots were Lts. Fred Engstrom, Charles N. Cannon, Warren H.

APRIL (con't) Hiney, Robert S. Kimball, Joseph R. Clark, Donald C. Cheney, William H. Baker, John D. Wilson, Henry L. Wills, Wilmer G. H. Schultz and Hugh C. Hostetter, Jr.

2nd Lts. John J. Endicott, Kenyon O. Devaney, Lee B. Goff, Jr., Kenneth E. Jacobson, Paul N. Zahniser, F/O Edward F. Gherlin, and Cpls. Robert L. Sibley, William J. Dixon, Robert E. Kirkaldie, Carlton W. Bondurant, Howard K. Sherman, John Tinklenburg, William G. Jung, Douglas A. Panchot, Carlos A. Gavito, Rex E. Hoy, Thomas J. Griffiths and Harold L. Demorest assigned.

2nd Lt. Roy A. Atherton promoted to 1st Lt.

4 FASSBERG - The 306th flew 36 a/c as 40th C Group against the A/D at Fassberg. Twelve of the 36 were from the 423rd. On the first run, clouds prevented the high and low squadrons from bombing. The high made a 360° turn over the target and took a new IP at 5242N-1059E. Low squadron also made a second run, but could not bomb and brought their bombs back. Bombing was from 12,500 feet. No fighter opposition was met and flak was also missing. P-51s were picked up at approximately 5405N-0755E, gave close support to the target and to the North Sea on withdrawal. 1st Lt. Thomas D. Hedley led the high squadron, with Joseph R. Clark, Fred Engstrom, Warren H. Hiney, Robert S. Kimball, Charles N. Cannon, Francis B. Leigh, Wilmer G. H. Schultz and Hugh C. Hostetter, Jr.

S/Sgt. Duane J. Brunner transferred to 70th Replacement Depot.

5 WEIDEN - The 306th flew 36 a/c as the 40th B Group today. Nine a/c were from the 423rd. 1st Lt. L. Eugene Smith led the lead squadron. Because of difficulties encountered at rendezvous, and because of rough weather conditions throughout this mission, a number of our a/c bombed with other groups and hit other targets. The 306th target had been briefed as Graffenwohr. Lead, low and high made individual PFF runs without visual correction, and hit Weiden, ten miles to the southeast. Photos show 9/10ths cloud coverage and all three squadron's strikes on Weiden. Bombing was from 15,000 feet. There was no E/A and no flak. Pilots, beside Smith, were Lts. Fred Engstrom, Joseph R. Clark, Henry L. Wills, Charles N. Cannon, Wilmer G. H. Schultz, Francis B. Leigh, Bruce B. Merrill and Robert S. Kimball.

2nd Lts. Robert W. Davenport, Claude L. Walsh, F/O William H. Penphrase and Cpls. Jacob L. Leroy, William G. Holzapfel, Arthur P. Cappellett, Kenneth O. Kinzel, August D. Reed and Robert J. Nickelski assigned.

6 LEIPZIG - The 306th flew 38 a/c as 40th B Group against the M/Y at Leipzig. The 423rd had nine a/c on the mission. Bombing was from 25,000 feet. Each squadron made separate PFF runs with no visual correction possible. Plot of the scope pictures tends to show the strike to the left and slightly short of the briefed AP. P-51s were picked up at 5005N-0757E and gave close support through

APRIL (con't) out the run in, over and from the target. Flak was meager to moderate, inaccurate and tracking. A few bursts were observed from Dunkirk on withdrawal when other groups came close to the city. 423rd pilots were: William M. Rich, Henry L. Wills, Robert S. Kimball, William H. Baker, Hugh C. Hostetter, Jr., Joseph R. Clark, Warren H. Hiney, Wilmer G. H. Schultz and Bruce B. Merrill.

2nd Lts. Chester A. Mallory, Othel L. Entrekin, Arthur W. Dorsey, and Sgts. Alfred F. Mis, Charles E. Bell, George G. Boegelein, Olley G. Anderson, Bernard P. Ulman and Bruce J. Simpson assigned from the 367th Squadron.

S/Sgt. Loren B. Baker transferred to the 70th Replacement Depot.

7 WESENDORF - The 306th flew 36 a/c as the 40th C Group. The 423rd had nine a/c on this mission, bombing from 15,000 feet. Excellent bombing results were confirmed by strike photos. The low squadron shifted aiming point slightly to the south in order to hit undamaged parts of the A/D vetween the runways and installations. This intelligent decision was made by Lt. Fred Engstrom's bombardier, 1st Lt. Lloyd U. Jefferson. Lt. Engstrom and his crew led the low squadron. The group was not molested by E/A and only a few bursts of light AA fire was observed, well below the formation at the target. None of our a/c were damaged. Fighter support was good and was observed chasing two or three ME 262s out of the target area. In addition to Lt. Engstrom, pilots were Lts. William H. Baker, Hugh C. Hostetter, Jr., Henry L. Wills, Charles N. Cannon, Bruce B. Merrill, Francis B. Leigh, Russel G. Haring and Frank E. Jones, Jr.

8 HALBERSTADT - The 306th flew 36 a/c as the 40th A Group. Nine of these a/c were from the 423rd. Lt. L. Eugene Smith led the high squadron. The Scouting Force reported 10/10ths clouds over the # 1 target. Target # 2 was also 10/10ths, but good possibilities for breaks existed, so this target was attacked. Lead squadron approached on PFF but shortly before bombs away the bombardier got a chance for a visual correction. The high squadron with PFF out, dropped on the lead. Low also was able to make a visual correction. There was no enemy fighter opposition. P-51s were picked up at 0750E and gave good support on the route in and at the target. No flak was encountered. Weather at takeoff was 10/10ths, tops 2,000, continuing to about 0500E. It was CAVU over Germany, becoming 4-5/10ths over the target area, tops 6,000. The group observed considerable activity in the M/Ys at Nordhausen, Vienenburg and Halberstadt. In addition to Lt. Smith, other pilots were Lts. Joseph R. Clark, William H. Baker, Warren H. Hiney, Charles N. Cannon, Frank E. Jones, Jr., William M. Rich, Curtis M. Oakes, Jr., and Henry L. Wills.

Cpls. John H. Herndon, Harold T Pritt, Joe G. Ross and Pfcs Bernie C. Brush, Gerald E. Cummings, John Davidson and Pvts. Robert W. Conklin, Frank E. Lancia and Earnest A. Lewis transferred to the 12th Reinforcement depot.

APRIL (con't)

9 Mission scrubbed.
Sgt. Cornelius L. Love transferred to Detach of Patients 4204.

10 ORANIENBURG - Thirty-six a/c was the 306th effort as the 40th B Group. The 423rd put up nine a/c. The group was prevented from using the briefed IP by squadrons of another group taking interval. The 306th continued to IP at 5314N-1200E. The target was bombed visually, with no AA fire at the target. Our P-51s gave excellent support into the target area and out. The 306th was forced into briefed Wittenberge flak by another group heading east. It was meager but very accurate, tracking fire. Excellent results were obtained in the bombing, photos showing lead pattern directly on AP. High squadron bombs also blanketed assigned target. Special care had to be taken because of a POW camp very close to the target area. Confirmation was made that the camp was not damaged in any way. Capt. John A. Murphy, 423rd operations officer, led the 306th. Also from the 423rd were Lts. Bruce B. Merrill, L. Eugene Smith, Donald C. Cheney, Curtis E. Oakes, Jr., Henry L. Wills, Frank E. Jones, Jr., Joseph R. Clark, Francis B. Leigh and John K. Snobble.

S/Sgts. James J. Harper and Harry A. Kelso transferred to 70th Replacement Depot.

1st Lt. Raymond J. Dann, William R. Horgan, 2nd Lt. Torleif E. Loe, and Sgts. Walter J. Kiefer, Eugene L. Kunz, Edward J. Klingenbeck, Clemens R. Schmitt, Morton J. Christenson and Kenneth G. Roscoe assigned to the 423rd.

11 KRAIBURG - The 306th flew 36 a/c as the 40th C Group, nine of them from the 423rd. Kraiburg was bombed visually, the aiming point being an ordnance depot. Excellent results were obtained on the bomb strike. Lead shows hits on the briefed MPI, with the main weight of the pattern slightly NE. Low bombs were directly on the MPI. Because of smoke over the target, the high bombardier synchronized on pin points near the area. Violent explosions seen on strike photos were possibly caused by bombs from the lead. No e/a were met; flak over the target was nil. Meager, but accurate, flak was experienced from the Stuttgart area resulting in slight damage to four lead a/c. Takeoff was 7/10ths coverage, base 4000; target was clear; return found 9/10ths middle cloud at 0500E, base 12,000 and tops 15,000. It was hazy at the base. Our pilots were Lts. Henry L. Wills, Clifford L. Steiger, Bruce B. Merrill, John K. Snobble, Wilmer G. H. Schultz, Joseph R. Clark, Frank E. Jones, Jr and Charles N. Cannon.

2nd Lts. Warren H. Hiney, Eric Heitman, Leon B. McGough and Francis B. Leigh promoted to 1st Lts.
Cpl. John F. McCarthy and Pfc Frederick W. Wilson assigned from the 306th Hdqs.

12 No mission today.

APRIL (con't) Capt. Lorn A. Wilke and 1st Lt. David H. Gorrell transferred to 70th Replacement Depot, along with T/Sgts. Eugene C. Hovey and Joseph R. Hathaway, S/Sgts. Edward C. Herold, Elmer L. Bishop, Joseph A. Coomer, Kenneth D. Morrison and Forest W. Yorgason.

13 NEUMUNSTER - Flying 36 a/c, the 306th formed the 40th A Group, with the 423rd providing nine of these planes. 1st Lt. Thomas D. Hedley led the low squadron, with Kts. William H. Baker, Curtis E. Oakes, Jr., Henry L. Wills, John K. Snobble, Russel G. Haring, Francis B. Leigh, Frank E. Jones, Jr., and Joseph R. Clark. Neumunster was target # 2 and was attacked on the advice of weather scouts. Hits by the lead were on or very near the briefed MPI. Smoke forced the high bombardier to change his aiming point and the high's bombs completely blanketed the area at the north end of the M/Y. Low bombardier changed his aiming point to the south end of the yards. Shortly after the target, B Force called Able Leader and commented on the excellence of the bombing. No e/a, and no flak at the target. Some flak was observed at Lubeck, Wittenberg abd Heligoland, but none impinged on this group. The weather was clear over England, 1-2/10ths over the target, and haze over England on the return.

Capts. Paul Horvay and Forrest J. Stewart and 1ts Lts. Dwight C. Paisley and Earle W. Schafer, and S/Sgt. Robert K. Bentley transferred to the 70th Replacement Depot.
Cpl. William G. Neal transferred to Detach. of Patients 4204.
2nd Lt. Joseph J. Kahn transferred to 4th Sta. Complement Sqdn.
WOJG George J. Lemberger assigned from Hdq., 306th Group.

14 ROYAN - 306th Group flew 36 a/c, including four PFF, as 40th C Group. The 423rd had nine planes up. The aiming points in the Royan area were strong points, i.e., gun emplacements. The French Army was to drive in with the object of clearing out these pockets of German resistance after the bombers had blasted the gun positions. Each squadron dropped separately on their own runs over the target. Lead pattern started SW and walked across the briefed aiming point. High squadron made its run with the bombs hitting slightly short within the target area. Low bombardier misidentified aiming point and synchronized on the wrong woods north of the aiming point. No fighter support was ordered for this mission. No flak, no E/A. Weather at takeoff was 2/10ths, tops 5,000 feet. Large patches of fog were encountered over the Loire River. It was clear before the IP and over the target, with a thin layer of stratus clouds on the way home. This was the first mission to France since 9 Nov 44. Lt. Fred Engstrom led the high squadron, with Lts. Joseph R. Clark, Donald C. Cheney, Warren R. Hiney, Russel G. Haring, Clifford L. Steiger, Francis B. Leigh, Curtis E. Oakes, Jr., and Frank E. Jones, Jr.

A period of silence from 1755 to 1800 hours was observed on the base in memory of President Franklin D. Roosevelt.

Headquarters detachment, 306th Bomb Group (H) attached to this organization.

APRIL (con't)

15 ROYAN AREA - The 306th flew 39 a/c, including four PFFs, nine from the 423rd. Bombing was from 15,000 feet and was accomplished visually. Smoke from previous bombings obscured one assigned target and the lead was forced to bomb a target assigned to the 92nd BG. High failed to pick up the target on its first run; made a 180° turn and bombed target #17, which was another target briefed in this area. Photos showed lead pattern on the aiming point. Low's strike completely covered the briefed aiming point. No enemy fighters, no flak over the target, although the high squadron reported four or five bursts from the Ile de Re. Weather from base to mid-Channel was 10/10ths coverage, 2,000 to 7,000 feet, diminishing over France. Clear from Paris to target and return to Paris. 6-7/10ths low cloud coverage on return over England. Crews returning from the mission report seeing French naval vessels lying off the coast and beginning to shell the targets which we had just hit, and which were well marked by smoke. Pilots on this mission were Lts. William H. Baker, Joseph R. Clark, Henry L. Wills, Russel G. Haring, John J. Endicott, Clifford L. Steiger, Kenyon O. Devaney, Curtis E. Oakes, Jr., and Francis B. Leigh.

2nd Lt. John K. Snobble promoted to 1st Lt.

16 PLATTLING - The 306th flew 38 a/c, including four PFF and two spares as the 40th A Group, with nine of these flown by the 423rd. The aiming point at Plattling was the marshalling yards. Each squadron dropped visually with excellent results. Lead bombardier picked up the town at the IP and was synchronized on the aiming point for the last five minutes of the bombing run. Pictures show strikes covering the briefed aiming point. Both high and low patterns fell so closely into the smoke of previous lead bombing that only a few hits can be seen outside the original pattern. Baker Force called and confirmed the excellence of 40th A bombing. Crew reports and pictures before bombing confirm that the M/Y at Plattling was full of traffic. The weather was clear at takeoff to 0600E. From there to 0700E, 5/10ths low cumulus, tops 7-9000. It was 2/10ths over the target. Fighter support on this mission was meager and late. No E/A seen and no flak fired at this formation. Pilots and their crews were Lts. Francis B. Leigh, John J. Endicott, Clifford L. Steiger, Curtis E. Oakes, Jr., Arthur W. Dorsey, Russel G. Haring, Warren H. Hiney, Kenyon of Devaney and Joseph R. Clark.

Capt. Donald E. Currier was transferred to 369th Squadron.

17 DRESDEN - The group flew 39 a/c, including four PFF and three spares, as 40th C Group. Ten of these planes were from the 423rd. There was considerable confusion at the IP due to heavy haze, clouds and contrails, plus the fact that the Third Air Division a/c were in the area at the time. Lead, on visual run, bombed the target and pictures show hits on the MPI. Dense, persistent contrails forced the high to start PFF runs. Just before bombs away the bombardier made visual corrections. Pictures do not show the

APRIL (con't) strikes, but bombs away indicate hits on the M/Y to the north of the river. Low encountered prop wash and discontinued the bomb run. Because of low visibility, the deputy, thinking the low leader had dropped, released his bombs. Seven a/c dropped with the deputy. Five remaining a/c brought their bombs back. Smoke prevented identification of the low strike. There was no E/A opposition; P-51s appeared in strength near Koblenz and gave good support to the target and out. At the target there was moderate, tracking AA fire, and four Group a/c were damaged. 1st Lt. Thomas S. Hedley led the low squadrom with Lts. Donald C. Cheney, John J. Endicott, Warren H. Hiney, Clifford L. Steiger, Kenyon O. Devaney, Francis B. Leigh, Russel G. Haring, Joseph R. Clark and Arthur W. Dorsey.

18 ROSSENHEIM - The 306th flew 39 a/c, including four PFF, as 40th B Group. Major John H. Buie, CO of the 423rd, led 11 ships of this force. Each squadron made separate visual runs on the target. Photc show lead on the MPI with part of the pattern very slightly to the north. High squadron has its pattern centered on the MPI. Low pattern overlaps first two squadrons. There were at least two explosions visible in the smoke, and there were several hits on the bridge in the M/Y. No E/A, with P-51s giving excellent support. Meager, inaccurate tracking flak from the vicinity of Hattneberg had the appearence and characteristics of light flak. Two of our a/c received flak damage. Other 423rd pilots were: Lts. L. Eugene Smith, Fred Engstrom, Curtis W. Oakes, Jr., William H. Baker, Warren H. Hiney, Wilmer G. H. Schultz, Frank E. Jones, Jr., William M. Rich, Arthur W. Dorsey, Kenyon O. Devaney and Russel G. Haring.

2nd Lts. Charles H. Gibson and Hugh C. Hostetter, Jr., promoted to 1st Lts.
Sgt. Charles V. Hempstead and Pvt. George J. Clemence assigned to this squadron.
Sgt. Alfred B. Pennington, Cpl. Frank W. Riley, Pfc Harold Pritt, Pvt. Linzy W. Hicks and Settimio Montecalvo assigned to the 12th Reinforcement Depot.

19 FALKENBURG - The 306th flew 38 a/c as the 40th A Force, with only Lts. Donald C. Cheney and L. Eugene Smith participating from this squadron. Each squadron made separate visual runs. Lead and low were forced off the bomb run by the convergence of the 401st Bomb Group. High dropped on the first run, with bombs centered squarely on the MPI. The lead, dropping on its second run, hit the assigned MPI, with the bulk of the pattern centered slightly to the west. Low squadron made three runs, found the briefed aiming point obscured by smoke and changed their aiming point. Photos show this point well hit. There was no AA fire. Low squadron made a 360° turn over Torgau and one a/c received severe damage frommeager but fairly accurate tracking flak.

F/O Merton O. Leroy and F/O William F. Ross were promoted to 2nd L
Cpl. John J. McTiernan transferred to 1951st QM Truck Co.
Cpt. Robert H. Schmidt assigned to squadron.

APRIL (con't)

20 No mission today. Training flights made in the afternoon.

Authorization was granted by a letter from Headquarters, Army Air Forces, Washington, D.C., dated 20 April 1945, for the use of the name "Grim Reapers" for the 423rd Squadron.

21 Training flights were the order of the day.

22 Rumors were rife that the squadron would make no more operational missions. This, however, was just the usual unofficial rumor.

Sgt. Mark T. Donahue was reduced to the grade of corporal.

23 Mission was scrubbed.

Capt. John B. Delapoer, 1st Lts. Charles N. Cannon and Robert L. Holscher were transferred to the 70th Replacement Depot.

24 2nd Lt. Fred Engstrom promoted to 1st Lt.

T/Sgt. Joseph E. Watson and S/Sgt. Everett B. Brooks were transferred to the 70th Replacement Depot.

Pvt. John Davidson was reassigned from the 12th Reinforcement Depot

25 Cpt. Albert J. Silverio and Cpl. Kenneth Rains assigned.

26 1st Lt. Leon B. McGough and 1st Lt. Eric Heitman transferred to the 70th Replacement Depot.

Capt. Henry Dantzig, our squadron surgeon, transferred to Detach. of Patients 4204.

28 Practice missions were flown.
Pvt. John T. Copelan was transferred from the 94th Air Depot.

30 Only practice flights were the order of the day.

APPENDIX

Commanding Officers:

James W. Wilson, 18 Mar 42 to 19 Feb 43
John L. Lambert, 20 Feb 43 to 5 May 44
John S. Chalfant, 6 May 44 to 28 Nov 44
Eugene C. Lavier, 29 Nov 44 to 19 Mar 45
John H. Buie, 20 Mar 45 to unknown

Executive Officers: John T. Threadgill, Donald M. Eckstein, Philip G. Kraft, Edward Miazza, Willie S. Williams, Jr.

Operations Officers: Robert C. Williams, Maurice V. Salada, John S. Chalfant, John M. Kelly, Carl N. Grending, John Murphy.

Engineering: Rush Poulan, Alfred C. Gailey, James M. Venable, Jr., Robert B. Phillips.

Communications: Jim H. Speck, Theodore E. Marvis, Isidore M. Sternberg.

Adjutants: Charles Patten, John T. Threadgill, Philip G. Kraft, Robert F. Morris, Joseph C. Brashares.

Navigators: Harold Gaslin, Luther S. Pierce, Ralph Zimmerman, C. J. Olenik, Richard H. Wessler, Wesley W. Gunkel.

Bombardiers: Chester May, Donald A. R. Teller, Walter R. Wick, Norman Niersbach, Hollis H. Baker, Charles R. Dimter.

Armament: John A. Coulter, Jr., Henderson N. Knight

Ordnance: John T. Threadgill, Edgar R. Dagit.

Radar: Morton Schacher.

Intelligence: Beekman Pool, Maurice Wahl, Fred C. Baldwin, Joseph C. Brashares.

Gunnery: Degland Kenealy, Roy W. Griffith, Michael Roskovitch.

Supply, Dudley J. Allen, George J. Lemberger.

Medical: Edmund F. Longworth, Samuel D. Simpson, Henry Dantzig.

423rd SQUADRON PILOTS, 1942-...

NAME	P/CP	ARRIVAL	DEPART	STATUS	CADET CLASS	DEATH DATE
ADAMS, ALBERT A	P +	43-10-21	44-04-14	TOUR(30)	43-D, Luke Fld, AZ	
ALYEA, HARRY J JR	P +	44-07-05	44-10-22	KIA	43-F, Altus, OK	44-10-22
ANDREWS, MARTIN	P +	43-05-30	43-09-06	INTERNEE (13)	42-D, Valdosta, GA	
ARMBRUST, NORMAN A	CP-P	43-05-04	43-07-26	MIA/POW(12)	43-A, Phoenix, AZ	
ARRISON, GLENN D	P	43-11-00	44-07-31	TOUR		
BAKER, WILLIAM H	P +	45-03-02				
BALDWIN, JOHN D	P +	44-02-25	44-06-26			
BARBER, CURTIS H	CP	44-08-08	44-09-12	MIA/POW		
BARD, ROBERT H	CP	44-12-27	46-02-15	CASEY J(21)	44-F, Altus, OK	
BARNETT, JOHN R	P +	42-06-15	42-11-09	MIA/POW	42-L, Brooks Fld, TX	
BARTLETT, JOHN A JR	CP	43-07-05	43-07-28	MIA/POW		74-02-13
BEEBER, GEORGE C	CP-P	44-04-13	44-08-24	TOUR		
BICKETT, KENNETH R	CP-P	43-07-05	44-01-14	TOUR(25)	43-C, Lubbock, TX	
BLACKSHAW, KENNETH D	P +	44-10-28	45-03-23	TOUR(35)	44-B, Albany, GA	
BORGES, WARREN	CP/P	44-07-01	44-12-24 TO 25BG(20)	TOUR(35)	43-K, Blytheville, AR	
BRADY, JOHN B	P +	42-03-18	42-12-30	KIA		42-12-30
BRANDSTROM, RAYMOND R	CP-P	45-01-31		(23)	44-G, Frederick, OK	
BROMSON, ROY B JR	CP	43-06-00	43-07-26	MIA/POW(4)	43-D, Pampa, TX	
BROWN, HAROLD	P +	44-07-17	44-12-00	TOUR	44-A, Stockton, CA	92-08-25
BROZ, GEORGE R	P +	44-06-07	44-11-27	TOUR(36)	43-J, Stockton, CA	
BURPUS, EUGENE F	P +	43-08-01	43-10-05	TO HOSP		
BURNETT, GUY JR	P +	44-07-14	44-12-24	TOUR	44-A, Stockton, CA	
CAMPBELL, COURTNEY G	P	44-10-06			44-B, Seymour, IN	78-06-12
CARSON, CHARLES H	P	44-10-06	45-04-23	TOUR		
CAREY, DANIEL H	P +	43-09-13	43-10-14	MIA/POW		
CAREY, KENNETH J	P +	44-05-29		Cycle Relay	43-E, Terre Haute, IN	
CARLSON, ARNOLD R	CP	42-12-11	43-02-16	KIA		43-02-16
CARLSON, RAGNAR L	P +	43-11-27	44-06-14	TOUR	43-G, Moody, GA	84-04-21
CARNICOM, WILLIAM H	CP-P	45-02-03	45-10-07	(28)	44-F, Ellington Fld, TX	
CASSIDY, WILLIAM P	CP-P	43-03-12	43-10-00	TOUR(25)		89-06-08
CHALFANT, JOHN S	P	44-02-02			42-00-00	75-06-22
CHECK, RAYMOND J	P +	42-06-13	43-06-26	KIA	42-B, Luke Fld, AZ	43-06-26
CLARK, JOSEPH R	P +	45-02-03				
CLARK, RALPH P	P +	43-11-29	44-06-00	TOUR	43-D, Ellington Fld, TX	
COLE, VERNON K	P +	43-08-10	43-10-14	KIA		43-10-14
COOK, MORRIS B	CP	43-09-00	43-10-08	KIA		43-10-08
COURSON, WESLEY E	P	43-06-00	43-07-26	KIA		43-07-26
CUTHBERTSON, JACK	CP	43-12-01	44-02-20	MIA/POW		
DANIEL, ROBERT W	CP-P	44-09-01	45-03-23	TOUR(35)	44-C, Stockton, CA	
DANN, RAYMOND J	P +	45-04-09				
DAVENPORT, ROBERT W	P +	45-04-04				
DAVIS, MAURICE W	CP	43-04-11	43-06-26	MIA/POW		79-00-00
DECKER, WALTER T	CP	43-04-04				
DELAPOER, JOHN B	P +	44-07-21	45-04-23	TOUR	43-K, Douglas, AZ	
DENNY, RALPH L	P +	43-03-12	43-05-01	KIA		43-05-01
DEVANEY, KENYON O	P +	45-04-02				
DI BETTA, GENO	P +	43-10-31	44-02-11	MIA/POW		
DICKENS, JOHN E	CP	45-03-27				
DISHER, EARL J	P	42-03-27	42-08-00		42-B, Brooks Fld, TX	93-05-17
DORSEY, ARTHUR W	P +	45-04-02				

NAME	P/CP	ARRIVAL	DEPART	STATUS	CADET CLASS	DEATH DATE
EBERT, DALE	CP-P	43-12-03	44-04-24	(23)Internee	43-G, Ellington Fld, TX	93-07-11
ECKLES, ROBERT B	CP-P	43-08-02	44-02-29	TOUR	43-D, Luke Fld, AZ	93-05-18
ELLERTSON, WOODROW S	CP	43-08-08	44-02-04	K-CRASH		44-02-04
ENDICOTT, JOHN J	P +	45-04-02	46-06-00	(8)	44-B, Douglas, AZ	
ENGEL, HENRY J JR	CP-P	43-07-05	44-01-04	TOUR(25)	43-D, Luke Fld, AZ	
ENGSTROM, FRED	P +	45-02-10		(25)	44-F, Pecos, TX	
ENING, HERBERT B	CP	43-11-19		Grounded		
FELTS, LOYAL H	P +	42-06-15	42-11-09	KIA		90-02-02
FISCHER, WARREN H	CP	45-02-05	45-07-00	(14)		42-11-09
FITZER, HOMER D	CP	43-10-12	43-10-14	KIA	44-E, George Fld, IL	
FORBY, ROBERT H	CP-P	44-04-28	44-09-03	TOUR		
FORD, FRANKLYN T JR	CP-P	44-12-20				
FORTSON, WILLIAM D	P +	44-04-29	44-08-11	TOUR		
FOSSUM, HAROLD R	P +	44-04-03	44-08-24	TOUR		
FRAZEE, MALCOLM C	CP-P	44-04-30	44-09-03	TOUR(32)	43-G, Marfa, TX	Deceased
FRAZER, JOHN W JR	CP-P	43-09-13	44-07-31	TOUR(37)	43-K, Seymour, IN	
FREEMAN, HARVIN W	P +	44-08-08	44-09-12	KIA	43-E, Lubbock, TX	
GARRETT, NORWOOD L	P +	43-10-16	44-02-24	KIA/POW		44-09-12
GATES, DANIEL W	P	44-07-28	44-09-12	KIA/POW	43-D, Waco, TX	
GEORGE, WARREN JR	CP-P	42-07-17	43-04-17	KIA		
GIBSON, CHARLES E	P	44-08-02	45-09-20	(33)	42-F, Lubbock, TX	43-04-17
GOFF, LEE B JR	CP	45-04-02	46-06-00			
GREENBERG, HERBERT	P	44-06-20	44-10-23	TOUR(35)	44-E, Marfa, TX	
GRENDING, CARL H	CP-P	43-10-31	45-03-21	TOUR	43-J, George Fld, IL	
HALL, KENNETH J	CP	43-12-03	44-04-24	KIA/POW		
HALLUM, WILLIAM D	P	44-11-20	45-03-23	TOUR	43-G, Ellington Fld, TX	69-06-21
HALVERSON, LUVERNE W	CP	44-02-25	44-08-16	(7)		
HARDIN, NELSON W	P +	43-11-27	44-03-29	KIA/POW	43-I, Stockton, CA	
HARING, RUSSELL G	P +	45-03-27			43-E, Roswell, NM	
HARRIS, JACK	P +	43-06-22	43-07-28	KIA	43-G, Brooks Fld, TX	
HEALEY, BERNARD T	CP	42-06-00	42-12-30	KIA	42-I, Ellington Fld, TX	43-07-28
HEAP, ELMER L	P +	43-10-16	44-04-28	TOUR(26)		42-12-30
HEDLEY, THOMAS D	P +	44-11-28			43-C, Ellington Fld, TX	
HILL, HARRY W	P +	44-04-13	44-08-12	TOUR		DECEASED
HINEY, WARREN H	P +	44-12-27			43-I, Douglas, AZ	84-02-00
HOPKINS, JAMES E	CP-P	42-06-00	43-07-06	TOUR(25)	44-E, Marfa, TX	
HORN, ROBERT H	P +	44-05-15	44-08-11	TOUR		
HORVAY, PAUL	P	44-12-03	45-04-13	TOUR		
HOSTETTER, HUGH C JR	CP-P	44-12-11	45-05-14	TRANS		
HUTCHINSON, HOWARD E	P +	44-07-26	45-01-24	TOUR		Deceased
JACKSON, JOHN D	P +	43-07-25	43-10-14	KIA	44-A, Marfa, TX	
JACOBSON, KENNETH E	CP	45-04-02	46-01-07	(4)		43-10-14
JEFFRIES, VIRGIL W	CP-P	43-04-12	43-11-26	KIA/POW	44-E, Marfa, TX	
JOHNSON, LEWIS P JR	CP-P	42-07-17	43-05-01	TOUR(25)		
JONES, BRUCE L JR	CP	44-06-15	44-08-15	TRANS	42-F, Lubbock, TX	
JONES, FRANK E JR	CP-P	44-11-28			43-D, Albany, GA	
JONES, RALPH W	CP-P	42-06-00	43-07-06	TOUR(25)		
JONES, ROBERT J	CP	42-07-17	42-11-09	KIA/POW	42-F, Lubbock, TX	
JORDAN, EDWARD E	CP	44-07-28	44-09-12	KIA/POW(9)	42-F, Lubbock, TX	71-06-12
KACKSTETTER, FRANK H	P +	43-04-04	43-12-24	TOUR(25)	44-B, George Fld, IL	
KAHL, RUSSEL G	CP	42-03-01	43-01-13	KIA/POW	42-F, Lubbock, TX	49-10-03
					42-B, Mather Fld, CA	

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NAME	P/CP	ARRIVAL	DEPART	STATUS	CADET CLASS	DEATH DATE
KELLEY, ROY D	CP-P	42-06-15	43-07-16	TOUR(25)	42-F, Williams Fld, AZ	
KENEALY, DEGLAND T	P	42-03-18			42-B, Mather Fld, CA	62-08-20
KESLING, EARL W	P +	44-04-21	46-02-00	2 TOURS(50)	41-G, Pyote, TX	78-09-20
KIMBALL, ROBERT S	P +	45-02-05				
KINNEY, LOWELL E	CP	42-07-17	42-11-09	KIA	42-F, Lubbock, TX	42-11-09
KIRBY, NEILL G	P +	44-10-28	45-03-29	TOUR		
KNOWLES, RICHARD T	CP	43-11-27	44-03-26	KIA/POW		
KOCH, WARREN C B	P +	43-12-04	44-05-15	TOUR(29)	43-E, Columbus, MS	
KRAMER, LESTER H	CP	43-05-30	43-07-26	KIA/POW		
KUTCHINS, RICHARD O	CP-P	45-03-02				
LAKE, GEORGE H	P	42-06-00	42-08-00			
LANDRY, ROBERT H	[illegible]	42-06-00	42-09-05	LOST AT SEA	42-F, Williams Fld, AZ	42-09-05
LATHAM, DERRILL L	P +	44-02-25	44-06-20	KIA/POW		63-09-00
LAVERS, HILTON D	CP-P	44-05-28	44-10-01	TOUR		71-03-00
LAVIER, EUGENE C	P	44-11-05	45-03-19	TRANS	41-B	
LEACH, JIM P	P +	43-05-04	43-08-16	TO 103CBW		
LEAHY, JOHN T	P	42-03-29	42-09-05	LOST AT SEA(0)	42-B, Brooks Fld, TX	42-09-05
LEAR, JAMES B	P +	43-04-11	43-05-01	KIA		43-05-01
LEEDY, TAYLOR L	CP-P	43-11-27	44-07-00	TOUR	43-A, Roswell, NM	
LEIGH, FRANCIS B	P +	44-12-26			44-D, Pecos, TX	
LEMMON, ALLEN E JR	CP	45-01-31		(20)/CJ	44-F, Stockton, CA	
LEWIS, JOHN H	P +	43-07-05	44-01-29	TOUR(25)		
LINDSAY, EDWARD J	P +	44-09-12	45-02-20	TOUR		
LOCKARD, JOHN H	CP/P	44-04-03	44-08-14	TOUR(35)		
LOE, TORLEIF H	CP	45-04-09				
LOGAN, THOMAS E	P +	43-04-12	43-05-25	KIA/POW		
LOVE, LELAND H	P +	43-11-19	44-04-28	TOUR		93-03-23
LOWE, JOSEPH E	CP	44-10-22	44-10-22	KIA		44-10-22
LYMAN, FRANKLIN H	CP	44-06-20	44-10-18	TOUR		
MAC DONALD, WILL A	CP-P	44-07-01	45-03-00	TOUR(35)	43-E, Pampa, TX	
MACY, WILLIAM H	CP-P	44-06-07	44-11-21	TOUR(35)	44-A, Columbus, MS	
MAGUSIAK, STANLEY J	CP-P	44-08-08	45-03-07	TOUR		DECEASED
MALIN, ROBERT O	CP	42-12-13	43-04-17	KIA/POW(13)	42-G, Stockton, CA	
MARCOTTE, WILLIAM H	P +	43-05-04	43-06-13	KIA/POW		
MATHIS, JOSEPH B III	CP-P	43-10-21	44-10-22	KIA		44-10-22
MAXWELL, RUSSELL E	CP	43-06-22	43-07-28	KIA/POW		
MC CALLUM, ROBERT	CP-P	43-03-21	43-10-14	KIA		43-10-14
MC GALLIARD, THOMAS R	CP	43-08-08	43-11-26	(11)KIA/POW	43-E, Waco, TX	
MC INTYRE, FREDERICK L	CP-P	43-12-01	44-06-18	TOUR	43-G, Ellington Fld, TX	
				TRANS 8 CORP CMD		
MC KEE, WILLIAM C III	P +	44-06-15	44-10-22	KIA		44-10-22
MC NAUGHT, DAVID A	P +	44-07-01	44-07-20	KIA/POW		
MEEK, JEROME K	CP-P	44-04-29	44-09-09	TOUR		
MERRILL, BRUCE B	CP-P	44-09-25	45-05-17	TO 40CBW		
MILLER, HAROLD L	P +	44-04-28	44-04-24	KIA/POW	43-I, Valdosta, GA	
MILLETTE, F JACK JR	P +	44-04-30	44-08-11	TOUR(31)	43-E, Albany, GA	
MINNICK, HARTWELL C	CP	45-01-13	45-10-06	CASEY J(15)	44-F, Waco, TX	
MOORE, ROBERT W	CP	45-02-10				
MORGAN, WILLIAM E	P +	44-09-25	45-02-14	TOUR		
MORRISSEY, WILLIAM J	CP	44-05-05	44-06-04	DS 30 DAYS		
MOSELEY, ARTHUR G	CP-P	43-10-12	44-02-04	K-CRASH		44-02-04

NAME	P/CP	ARRIVAL	DEPART	STATUS	CADET CLASS	DEATH DATE
MOI, ROBERT L	P +	44-07-01	44-12-11	TOUR		72-00-00
MULLEN, MAURICE L	CP-P	44-09-12	45-02-28	TOUR(35)		
MUNGER, CHARLES E	P +	43-07-04	43-12-02	TOUR(25)	43-K, Victorville, CA	
MUNN, NATHANIEL D	CP-P	43-11-29	44-07-14	TOUR	43-F, Altus, OK	
MURI, ROBERT W	CP	43-10-16	44-02-24	(10)KIA/POW	43-C, Williams Fld, AZ	
MURPHY, JOHN A	CP-P	44-07-03	45-10-00	TOUR(35)		
NAHABEDIAN, ARAM J	CP-P	44-06-16	45-02-06	TOUR(35)	44-B, Seymour, IN	90-06-12
NEDDO, WILLIAM W	CP	44-02-25	44-07-00	TOUR	43-J, Stockton, CA	
NESTER, WILLIAM E	P +	44-05-05	44-07-00	DS-30 DAYS		
NICKELHOFF, RICHARD	P +	43-11-19	44-10-24	TOUR		
O'BRIEN, JOHN J	P	44-04-12	44-07-15	TOUR	43-H, Stockton, CA	88-12-21
O'BRIEN, WILBUR B	P +	44-04-28	44-06-15	KIA/POW		82-10-23
O'MALLEY, EDWARD D	CP	43-11-19	44-02-04	K-CRASH	43-E, Douglas, AZ	44-02-04
OAKES, CURTIS E JR	P +	45-03-27		(12)	44-F, Marfa, TX	
OLIVER, CHARLES D	P	43-12-00	44-03-26	TOUR(26)	43-D, Columbus, MS	
PAISLEY, DWIGHT C	CP-P	44-10-28	45-04-13	TOUR	44-E, Maxwell Fld, AL	
PARKS, LOIS C JR	P +	44-06-16	44-07-18	(9)KIA/POW	43-J, Marfa, TX	
PARTRIDGE, ROBERT E	CP	43-08-10	43-10-14	KIA/POW		
PATTON, CLIFFORD G JR	CP	44-07-08	44-07-18	INTERNEE		
PECK, STEPHEN W	P		43-07-28	KIA/POW		
PETERS, SANFORD JR	CP	44-05-15	44-12-17	TOUR	43-K, Moody Fld, GA	
PETERSON, BERKELEY B	CP-P	44-04-21	44-10-12	TOUR	43-L, Stuttgart, AR	
PHILLIPS, DARYL W	CP-P	44-07-17	45-02-21	TOUR	44-B, Stockton, CA	
PIPP, EDWIN G	P	43-03-01	43-05-01	KIA/POW	42-G, Columbus, MS	
POOL, BEECHAM E	P	43-08-05			Service	
PORTER, ELLIS O	P +	44-06-16	44-06-20	KIA/POW		78-08-30
PRICE, GEORGE C	CP	44-04-28	44-06-15	KIA/POW		
QUINT, HARRY JR	CP-P	44-07-26	45-01-30	TOUR(35)	44-B, Douglas, AZ	
QUINTIS, JACOB J	CP-P	44-04-12	44-08-11	TOUR		86-11-14
RASMUSSEN, VERNON L	CP-P	44-04-17	45-03-29	TOUR	44-B, Stockton, CA	
REASER, FRANK S	CP	44-09-28				
REESE, GEORGE	P +	43-08-03	43-12-14	TOUR(25)		
REIOUI, PAUL J	P +	44-09-01	44-12-28	TOUR(29)	44-A, Douglas, AZ	
RICE, KEITH W	CP	43-07-25	43-09-06	KIA/POW		
RICH, WILLIAM H	P +	45-01-31	45-05-21	(27)	44-E, Stuttgart, AR	
RIEDEL, WILFRED T	CP-P	44-07-26	45-03-21	TOUR(35)	44-B, Douglas, AZ	
ROBERTS, DALE K	CP	45-02-16				77-11-00
ROBEY, HARRY A JR	P	42-03-18	42-07-06	KIA-303BG	42-C, Stockton, CA	43-01-23
ROBINSON, LARK L	CP-P	43-04-04	43-10-00	TOUR		76-00-00
RODHAM, DEAN C	P	43-07-03	43-10-08	KIA/POW	43-C, Roswell, NM	
ROTH, HOWARD G	CP-P	44-07-26	45-03-07	TOUR(35)	44-B, Stuttgart, AR	
RUEGGER, JOHN G	CP-P	44-08-21	45-03-24	TOUR(35)	44-C, Pecos, TX	
RUSSELL, JOHN C	CP	45-02-13				
SAUNDERS, FRANK A	P	42-03-18	42-07-06	TRANS 303BG	42-B, Stockton, CA	
SCHAFER, EARLE W	P +	44-12-11	45-04-13	TOUR		
SCHENKEL, VERNON R	CP-P	44-09-25	45-03-23	TOUR		
SCHOENBACHLER, EDWIN A	P +	44-07-03	44-11-21	KIA/POW	43-J, Albany, GA	
SCHRACK, DOUGLAS T	P +	44-08-21	45-02-00	TOUR		89-12-27
SCHULTZ, WILMER G E	P +	45-01-13	45-10-01	(18)	43-H, Columbus, MS	89-09-08
SEMPTON, EUGENE R	CP-P	44-06-00	44-11-15	TOUR		
SEYMOUR, JAMES G	CP-P	44-04-03	45-01-24	TOUR(35)	43-J, Valdosta, GA	

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NAME	P/CP	ARRIVAL	DEPART	STATUS	CADET CLASS	DEATH DATE
SHADOWEN, REXFORD O	CP	44-05-29	44-07-31	TOUR		
SHUTZ, JULIUS P JR	CP-P	43-10-16	44-05-15	TOUR		
SMITH, L EUGENE	P +	44-12-20	45-10-00	CASEY J(28)	43-K, Mission, TX	
SMITH, ROBERT H	CP-P	43-01-15	43-06-00	TOUR(25)	42-E, Ontario, CA	43-09-10
SNYDER, CARL P	P +	44-08-04	45-01-07	TOUR(35)	43-I, Marfa, TX	
SNOBBLE, JOHN K	CP-P	44-12-20	45-05-14	(34) Trans	44-F, Seymour, IN	
SPENCER, DONALD R	CP-P	44-07-21	45-01-29	TOUR(35)	43-I, Valdosta, GA	
SPRINGER, RICHARD W	CP-P	44-08-21	45-03-24	TOUR	43-H, Frederick, OK	
STAFFORD, CHARLES R	CP	43-08-04	43-10-14	KIA/POW		
STEELE, DAVID A JR	P	42-12-11	43-07-28	TOUR(25)	42-E, Victorville, CA	
STEIGER, CLIFFORD L	P +	45-02-16	45-11-00	(12) CJ	44-F, Ft Sumner, NM	
STETLER, WAYNE H	P +	44-10-25	44-12-05	KIA		44-12-05
STEWART, FORREST J	P +	44-09-25	45-04-13	TOUR	44-C, Valdosta, GA	
SUGG, LEROY C	CP-P	43-03-01	43-07-00	TOUR(25)	42-I, Winter Fld, AZ	44-06-02
SUTTON, CHESTER J	P +	43-12-01	44-05-26	TOUR(25)		
SILVESTER, JAMES F	P +	43-08-04	43-10-11	TRANS		47-03-21
TAUNTON, HOWARD C	CP	43-10-16	44-02-22	KIA		44-02-22
THOMAS, HAROLD W	P	44-12-20				
THOMPSON, RICHARD B	P	43-08-10	44-04-26	TOUR	RAF	
TOAL, RICHARD H	CP	45-03-27				
TOWER, CHARLES R	P +	44-08-21	45-01-24	TOUR	44-B, Stewart Fld, NY	91-06-15
TOOBS, J P	P +	43-10-16	44-02-22	KIA		44-02-22
TRAVER, MARVIN E	CP	44-06-00	44-11-21	KIA/POW	44-A, Douglas, AZ	
TREASE, H WILLIAM	P +	44-12-20	46-01-10	(29)	44-D, Blytheville, AR	
UNDERWOOD, HARVEY E	P +	44-08-29	45-04-00	TOUR		
VAN GEORGE, JAMES	P	42-03-00	42-07-06	TRANS 303BG	42-C, Stockton, CA	
VAN TROYEN, JOSEPH J	CP	43-05-04	43-06-13	KIA		43-06-13
WALSH, CLAUDE L JR	CP	45-04-04		(1) CJ	44-C, Yuma, AZ	
WARNER, WILLIAM H	P +	42-03-27	43-02-16	KIA	42-B, Brooks Fld, TX	43-02-16
WATSON, FRANK K	CP-P	42-03-19	43-04-17	KIA/POW	42-C, Stockton, CA	87-05-22
WEILAND, WILBUR C	P +	44-04-03	44-07-15	TOUR	43-H, Winfield, KS	
WELTER, ROBERT K	P +	43-11-27	44-04-28	TOUR(29)	43-E, Moody, GA	
WHITE, SANFORD E	CP	44-04-13	44-05-23	KIA	43-J, Stuttgart, AR	44-05-23
WIGGINTON, BART	P	42-12-11	43-05-01	KIA		43-05-01
WILKE, LORN A	P +	44-07-26	45-04-12	TOUR	44-A, Ft Sumner, NM	
WILLIAMS, ROBERT C	P	42-03-18	44-10-00	TO U.S.	42-B, Stockton, CA	
WILLS, HENRY L	P +	45-01-31	45-12-30	(30)CJ	44-E, Douglas, AZ	
WILSON, JAMES W (***)	P	42-03-01	43-06-22	TO 1CBW		
WILSON, JOHN D	CP-P	44-10-28	45-05-20	(34)	44-C, Douglas, AZ	
WINGARD, JOHN H	P +	44-06-04	44-10-01	TOUR(35)	43-I, Marfa, TX	
WOLF, EARL J JR	CP	43-11-01	44-02-11	EVADER	43-E, Altus, OK	
WOLLACK, JOHN P	CP	44-06-16	44-07-22	KIA/POW		
WOOD, WALLACE W	P +	44-07-04	45-01-11	TOUR	43-J, Stockton, CA	
YASS, KENNETH	CP-P	43-11-27	44-06-12	TOUR(30)	43-G, Ft Sumner, NM	
YOUNGS, MAURICE P	P	42-03-19	42-08-00	96/100 BGs	42-C, Stockton, CA	
YOURER, PERVIS EARL	P +	42-03-19	43-06-05	TOUR(25)	42-C, Stockton, CA	

P + - Pilot brought crew to 306th

( ) - Missions flown

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NAME	ARRIVAL	DPT	LOST?	OTHER
ALLEN, WILLIAM D	44-04-28	44-06-15	MIA/POW	
ATHERTON, ROY A	44-11-28			
BALTUNAS, ANTHONY P		44-04-24	INTERNED	
BARBERIS, DANIEL J	43-05-04	43-07-28	MIA/POW(18)	
BARNES, WILLIAM B	43-10-21			
BARTON, ROGER D	43-07-04	43-12-04	TOUR	
BERNSTEIN, BERNARD A	43-10-06	43-10-14	MIA/DOW	
BLANCHETT, MILTON P	42-06-00	43-06-26	TOUR	
BOLLERUP, KEITH E	44-08-21	45-02-08	TOUR	
BOWERS, CHARLES G	43-05-00	43-09-06	INTERNED	
BROCKWAY, FRED A	44-04-03	44-08-24	TOUR	
CAMPAGNA, JR., ALBERT P	45-03-02			
CAREY, EDWARD J	44-04-28	44-07-31	TOUR	
CARVALHO, JOSEPH M	43-05-04	43-06-13	MIA/POW	
CASEY, DONALD J	44-10-28	45-05-19		
CHENEY, JAMES S	43-04-04	45-01-07	TOUR	GP NAV
CHENEY, ROBERT C	44-09-25	45-02-21	TOUR	
CLARIDA, WILLARD J	43-07-25	44-02-21	TOUR	
CLARK, MELVIN E	44-06-07	44-09-21	TOUR	
COOK, MAX J	42-06-00	42-08-00	TRANS	
CULBERT, JR., SAMUEL J	44-10-25	44-12-05	KIA	
DALY, JOHN H	43-07-25			
DICKENSON, WILLIAM H	43-08-08	44-02-01	TOUR	
DORNBROOK, EUGENE F	43-05-08	43-06-25	MIA/POW	
DORUSHKIN, ISIDORE	44-08-29	45-01-09	TOUR	
DRAGOO, ERNEST R	45-02-16			
EGGLESTON, GEORGE R P	45-01-31			
ELGIN, JOSEPH	43-10-16	44-02-24	MIA/POW	
ELLWOOD, ROBERT J	43-07-05	43-07-26	MIA/POW	
ELROD, LLOYD A	45-01-13		(12)	
FARMER, ROBERT C	43-03-12	43-05-01	KIA	
FEILBACH, RAYMOND F	43-09-14	44-02-11	MIA/POW	
FLOWER, LELAND J	43-03-01	43-05-01	KIA	
FRAZER, JOHN P	44-05-29			
FULTZ, KENNETH H	43-06-22	43-07-28	MIA/POW	
GALLAGHER, JOHN W	44-05-15	44-09-03	TOUR	
GARLAND, JOHN J	43-00-00	43-10-08	KIA	
GASLIN, HAROLD E	42-06-00	43-06-00	TOUR(25)	SQ NAV
GEHRLEIN, EDWARD F	45-04-02			
GLASS, WILLIAM E	44-07-01	44-07-20	MIA/POW	
GONCHER, STANLEY	44-07-01	44-12-03	TOUR	
GORMAN, THOMAS J	43-02-13	43-05-12		
GREEN, HAROLD	43-12-01	44-06-29	TOUR	
GREEN, ROY A	45-02-22	45-05-26		
GREENBURG, MURRAY S	43-12-01	44-02-22	MIA	
GREZLAK, TED		43-07-26	MIA/POW	
GUDGER, V LAMAR JR	44-04-29	45-01-31	TOUR	
GUILFOYLE, WILLIAM A	44-07-17	45-01-15	TOUR	
GUNKEL, WESLEY W	44-10-28	45-05-19	TOUR	SQ NAV
HALL, THOMAS D	42-06-00	42-11-09	KIA	
HALLQUIST, ROBERT A	44-04-30	44-06-04	HOSPITAL	

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NAME	ARRIVAL	DPT	LOST?	OTHER
HAMILTON, ORMAN L	42-12-11		INJURED	
HANDLER, CHARLES F	44-07-17	44-10-22	KIA	
HARTIN, FORREST D	42-06-00	42-11-09	EVADEE	
HAYES, GEORGE W	45-03-27			
HEITMAN, ERIC C	44-12-26	45-04-26		
HILDEBRAND, FREDERICK B JR	45-02-13			
HORGAN, WILLIAM R	45-04-09			
HOWE, DAVID B	44-07-08	44-12-24	TOUR	
HOYT, ANDREW J	42-06-00	42-09-05	LOST AT SEA	
JARVIE, EDWIN O	44-04-21	44-05-13	KIA	
JOHNSON, HAROLD O	43-12-04	44-11-01	TOUR	
JORDON, JR, CHARLES E	44-04-03	44-08-13	TOUR	
KEY, GEORGE W	44-12-20			
KUEHN, CHARLES R	43-08-10	43-10-14	MIA/POW	
KUHN, EARL C	44-09-25	45-05-26		
LANYON, PHILLIP D	43-10-16	44-03-24	TOUR(26)	
LARSON, VERNON C	45-02-03			
LAWRENCE, EDWARD L	44-05-28	44-10-22	TOUR	
LEE, THEODORE W	44-06-16	44-12-21	TOUR	
LEWIS, WARREN M	42-06-00	42-12-30	KIA	
MALONE, JAMES R	44-06-04			
MANTHEY, STUART W	45-01-31			
MARCHETTE, JOHN	44-05-05			
MC COWAN, LEONARD H	44-04-13	44-08-24	TOUR	
MC GOUGH, LEON B	44-12-27	45-04-26	TOUR	
MC MAHON, JAMES B	44-06-20	44-10-23	TOUR	
MEYER, CLAYTON R	44-12-11			
MORRIS, ARTHUR S	43-04-11	43-10-05	TOUR	
MURPHY, ROGER P	44-08-21			
NABORS, ROBERT E	44-06-03	44-08-03	KIA	
NEIGHMOND, JOSEPH C	45-02-05	45-05-19		
NORDBERG, DAVID J	43-03-12	43-05-01	KIA	
NUTTALL, ANDREW	44-02-25	44-06-20	MIA/POW	
OLENICK, CHARLES C	44-07-03			SQ NAV
ORENSTEIN, RALPH	44-08-01	45-01-23	TRANS	
PAPROCKI, STAN J	44-06-16	44-07-18	MIA/POW	
PENPRASE, WILLIAM H	45-04-04			
PERLINE, ABRAHAM	43-11-28	44-06-06	TOUR	
PIERCE, LUTHER S	43-04-12	44-02-29	TOUR	SQ NAV
POLLOCK, EUGENE J	42-06-00	43-04-19	TOUR (25)	
PRENTICE, ALBERT J	43-08-01	43-10-14	MIA/POW	
PULVER, ALBERT G JR	43-10-16	44-02-22	KIA	
RADNOFSKY, MATTHEW I	44-07-03	44-11-21	MIA/POW(26)	
RAMSEY, FRANK L	43-11-01	43-11-26	MIA/POW	
RAYMOND, RICHARD L	44-04-12	44-07-19	TOUR	
REICH, JOSEPH E	45-02-10			
RUCKER, WILBORN B	43-06-30	43-12-01	TRANS	
SALITRNIK, ROBERT J	42-06-00	43-04-15	DOW	GP NAV
SHAPLAND, EARL P JR	44-07-26	45-01-02	TOUR	
SHIVELY, JACOB C	42-06-00	42-11-17	WIA	
SILER, GORMAN W	44-06-15	44-10-22	KIA	

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NAME	ARRIVAL	DPT	LOST?	OTHER
SIMMONS, ANDREW V	42-12-11	43-04-17	MIA/POW	
SMOLENSKI, EDWARD S	44-07-26	44-12-15	KIA	
SOSCIA, SALVATORE	43-11-27	44-06-00	TOUR	
STANSBERRY, CHARLES E	44-08-08	44-09-12	KIA	
STEINHAUS, JOHN R	45-03-27			
TALLEY, JAMES C	44-09-01			
TELIFER, ALAN E	44-04-13	44-05-23	WIA	
TERRELL, RALPH S	44-07-21	44-12-08	TOUR	
TILLERY, OTIS B	43-01-15	43-12-01	TOUR	
TRIGGS, VINCENT L	44-07-26	45-01-10	TOUR	
UTLEY, LEWIS H	42-12-00	43-02-16	KIA	
VALENTI, JASPER J	43-11-27	44-04-28	TOUR(28)	
VOGELSANG, RICHARD A	44-02-25	44-04-02	WIA	
WAGNER, PAUL C	44-08-29			SQ NAV
WEST, EDWARD F	43-11-27	44-06-02	TOUR	
WILLIAMS, RICHARD P	43-11-19	44-07-15	TOUR	
WOLFFE, HARLAN D	44-12-20			
YOUNG, OLIVER O JR	43-11-19	44-04-26	TOUR	
ZAHNISER, PAUL N	45-04-02	46-06-00	CASEY JONES	
ZIMMERMAN, RALPH J	43-07-05	44-11-13	TO 40CBW	SQ NAV

423rd SQUADRON BOMBARDIERS, 1942-1945

NAME	ARRIVAL	DPT	LOST?	OTHER
ALKER, ROBERT L	44-05-15	44-08-09	TOUR	
ASHTON, ALFRED J JR	44-04-29	44-08-15	TOUR	
BAKER, HOLLIS H	44-07-08	45-02-01	TOUR	SQ BOMB
BALE, RICHARD R	43-12-02	44-02-20	MIA/POW	
BARROWS, LEE F JR	43-11-27	44-03-29	MIA/POW	
BEACH, RALPH G K	43-09-18	44-06-26	TOUR	
BERES, ROBERT D	43-11-28	44-06-26	TOUR	
BERRY, LESLIE	44-07-14	45-01-03	TOUR	
BLAHNIK, GEORGE H	44-07-17	45-01-30	TOUR	
BLUM, JACK D	43-12-04	44-06-26	TOUR	
BLYTHE, ROBERT W	44-02-25	44-03-29		
BONCIC, GEORGE	43-10-16	44-09-14	Trans	
BORYSOFF, MICHAEL	43-09-14	44-03-18	TOUR	
BRADLEY, JAMES M	42-06-00	42-08-00	TRANS	
BRANOM, BUFORD E	43-10-16	44-02-22	KIA	
BRILL, IVAN	44-04-28	44-10-22	KIA	
BRUNEMEIER, FAYLON M	45-03-27	45-05-26		
BRYANT, HAROLD A JR	44-02-25	44-06-20	KIA	
BUGNI, ARNOLD J	43-10-21	44-05-12	TOUR	
BUNDT, RAYMOND A	43-11-19	44-06-06	TOUR	
CANGELOSE, SAM J	45-03-02			
CHAMBERS, JAMES C	44-04-03	44-07-00	TOUR	
COAD, PAUL C	43-11-01	44-07-00	TOUR	
COLUMBUS, JOSEPH M	43-08-10	43-10-14	MIA/POW	
COOPER, KENNETH				
COX, DONALD W	43-04-12	43-06-25	MIA/POW	
DEALY, ARTHUR G	44-09-25	44-12-05	MIA/POW	
DIMTER, CHARLES R	44-10-07			SQ BOMB
DRENNER, RAEBURN D	43-11-09	44-01-17	HOSP	
DREW, LIONEL E JR	43-03-10	43-06-26	EVADEE	
FARMER, HENRY H	43-10-12	43-10-14	MIA/POW	
FELDMAN, LEON	43-07-04	43-12-13	TOUR	
FINKELSTEIN, WILLIAM	44-04-13	44-08-12	TOUR	
FINN, PAUL F	44-06-16	44-07-18	MIA/POW	
FINNELL, LEROY F	44-10-28			
FIORA, FRANK L	45-02-05			
FORD, EMMETTE W	42-06-00	43-06-15	TOUR	
FRANK, ROBERT M	44-08-21	45-01-17	TOUR	
GARD, RICHARD E	44-07-21	44-12-15	KIA	
GARDERICH, ROBERT C	44-10-25	45-03-00	TOUR	
GERMAN, PHILIP E	44-09-12	45-01-05	TOUR	
GORRELL, DAVID H	44-10-28	45-04-11	TOUR	
GRAHAM, ANDREW L JR	42-06-00	42-11-09	MIA/POW	
GRIFFIN, RICHARD E	44-08-00	45-01-03	TOUR(35)	
GUTZ, THEODORE F	42-06-00	42-08-00	TRANS	
HALLOCK, JOSEPH T	43-11-28	44-05-14	TOUR	
HANSON, ROBERT W	44-04-13	44-05-23	KIA	
HILLABRAND, RICHARD G	44-12-11	45-04-13	TOUR(35)	
HODGES, EMORY [illegible]	45-01-31	45-05-19		
HOLSCHER, ROBERT G	44-11-28	45-04-23	TOUR	
HORKULIC, JR, JOHN	44-04-03	44-08-12	TOUR	

423rd SQUADRON BOMBARDIERS, 1942-1945

NAME	ARRIVAL	DPT	LOST?	OTHER
HORNER, GEORGE S	42-06-00	43-06-05	TOUR	
HRNCIAR, JOHN	44-11-28			
HUISINGA, ROBERT W	43-05-30	43-09-06	MIA/POW	
HUISTRA, JOHN F	43-11-29	44-03-29	MIA/POW	
IRONS, BEN G	43-05-20	43-07-28	MIA/POW	
JEFFERSON, LLOYD U	44-12-20			
JONES, DAVID E	45-00-00			
JORDAN, SAMUEL C	44-06-16	44-12-03	TOUR	
KELLY, JAMES A	44-06-04	44-09-27	TOUR	
KIMBALL, CHARLES F	44-07-27	45-02-00	TOUR	
KISSEBERTH, STANLEY N	42-06-19		WIA	
KRAHL, ADOLPH L	42-06-00	42-08-00	TRANS	
KYLIUS, ROBERT E	42-06-19	43-03-07	EVADEE	
LEROY, MORTON W	45-01-14			
LUCAS, JOHN S	43-03-01	43-06-00	TOUR	
LUNDBERG, MELVIN JR	44-07-26	45-01-24	TOUR	
LYNCH, HENRY J	43-06-00	43-07-26	MIA/POW	
MANNING, PAUL V	43-08-01	43-10-14	MIA/POW	
MARSHALL III, SAMUEL W	44-04-28	44-08-11	TOUR	
MARTIN, WILLIAM A	45-03-27			
MARY,	43-07-25			
MAY, CHESTER H	42-06-00	43-07-24	TOUR	SQ BOMB, GP BOMB
MC CARTNEY, MARCEL A	44-06-00	44-11-21	TOUR	
MC KNIGHT, DOUGLAS K	44-07-03	44-11-21	MIA/POW	
MOON, JOHN H	43-07-00	43-11-26	MIA/POW	
MOUNTS, RAYMOND E	44-08-21	45-02-07	TOUR	
MUELLER, CHARLES E	44-07-05	44-10-22	KIA	
MURRAY, WILLIAM G	44-12-20			
NEARY, WILLIAM F	43-07-25	43-07-28	MIA/POW	
NELSON, NORMAN R	42-06-00	42-11-09	KIA	
NIERSBACH, NORMAN G	44-04-21	44-10-24	TOUR	SQ BOMB
OLSHEWITZ, MILTON J	44-09-01	44-12-28	KIA	
ORR, CLIFFORD G	45-01-31			
OUTCALT, NORMAN E	44-09-25	45-03-26		
PARKER, JOHN B	43-04-12	43-04-17	MIA/POW	
PHELAN, HUGH E	43-01-15	43-09-00	TOUR(25)	
PITTS, MARC F	43-05-04	43-06-13	KIA	
PRESCOTT, JOHN B	45-02-13			
REYNOLDS, GARDNER M	42-12-11	42-12-30	MIA/POW	
ROSS, WILLIAM F	44-12-27	45-05-01		
RYAN, WILLIAM L	44-04-12	44-07-02	TOUR(35)	
SAMPLES, MERTON D	44-06-06	44-09-06	TOUR	
SANDERS, JERROLL E	43-05-19	44-02-11	MIA/POW	
SHANNON, FRANK L JR	42-06-19	42-09-05	K AT SEA	
SHURILLA, ROBERT J	43-10-16	44-02-24	MIA/POW	
SMITH, FRANCIS B	44-08-08	44-09-12	KIA	
ST GEORGE, GEORGE P	42-06-19	42-08-00	TRANS	
STEDT, STANLEY R	43-04-11			
TELLER, DONALD A R	43-05-04	44-02-01	TOUR	SQ BOMB
THOMAS, GEORGE L	45-01-13	45-04-18	TOUR(18)	
TOBIAS, JULIUS		44-04-24	INTERNED	

423rd SQUADRON BOMBARDIERS, 1942-1945

NAME	ARRIVAL	DPT	LOST?	OTHER
UHLHORN, WILLIAM B	44-06-07	44-06-15	MIA/POW	
VERO, ANDREW J	44-06-15	44-10-00	TOUR	
WAGNER, WILLIAM F	43-06-00			
WALLIN, CHARLES L	43-07-05	43-07-26	MIA/POW	
WARNER, MEAD J	42-12-11	43-06-26	HOSP	
WATSON, MARLYN L	44-07-01	44-07-21	MIA/POW	
WEEMAN, JOHN H JR	43-12-01	44-08-08	TOUR	
WICK, WALTER R	43-07-05	44-04-24	TOUR	SQ BOMB
WINNING, HARRY H JR	44-04-30	44-08-19	TOUR	
WOLFF, LEONARD H	42-06-00	42-08-00	TRANS	
YAUSSI, FRANK D	42-06-19	43-06-03	TOUR(25)	GP BOMB

423rd SQUADRON RADAR NAVIGATORS, 1944-45

NAME	ARRIVAL	DPT	LOST?	OTHER
BAIRD, ROGER S	43-12-01			
KICHINCOE, THEODORE N	45-01-20			
VAN ARSDALE, DAVID P	45-03-26	45-05-25	CASEY JONES	
WESSLER, RICHARD H	44-10-02	45-05-26		SQ NAV

423rd GROUND OFFICERS, 1942-1945

NAME	DUTY	DATES
Allen, Dudley J.	Supply	Orig/44-07-25
Baldwin, Fred C.	Intelligence	Orig/43-08-05
Blasingame, Ralph W.	Personnel	42-06-00/42-08-00
Brashares, Joseph C.	Intelligence	44-01-06/
Coulter, John A. Jr.	Armament	44-03-10/
Dagit, Edgar R.	Ordnance	44-12-20/
Dantzig, Henry A.	Surgeon	43-05-25/
Eckstein, Donald M.	Executive	43-089-29/44-10-29
Gailey, Alfred C.	Chemical	/43-03-15
Griffith, Roy W.	Gunnery	43-12-28/44-11-08
Herbster, Kenneth R.		44-05-06/45-03-16
Jones, H. Rex	Ordnance	43-10-02/44-12-20
Kahn, Joseph J.		44-07-31/45-04-14
Kenealy, Degland T.	Gunnery/Operations	
Knight, Henderson N.	Armament	42-04/
Kraft, Philip G.	Adjutant/Executive	Orig/45-06-05
Mann, Earl F.	Engineering	44-02-21/
Marvis, Theodore E.	Communications	
Miazza, Edward T.	Executive	45-01-05/
Morris, Robert F.	Adjutant	
Owen, Shubel J.	Intelligence/POW	42-06-12/44-04-24
Patten, Charles R.	Adjutant/POW	42-08-27/43-06-13
Perry, Arthur K. Jr.		42-11-01/
Phillips, Robert B.	Engineering	42-06-24/46-06-12
Pool, Beekman H.	Intelligence	43-08-05/45-05-25
Poulan, Rush	Engineering	42-06-00/42-09-05
Roskovich, Michael	Gunnery	44-01-31/44-02-04
Schachter, Morton L.	Electronics	44-09-07/
Schumacher, George C.	Surgeon	/42-12-02
Sibley, Henry R. Jr.	Statistical	Orig/44-04-20
Simpson, Samuel D.	Flight Surgeon	42-11-11/43-06-18
Speck, Jim H.	Communications	Orig/43-03-16
Sternberg, Isidore M.	Communications	43-03-18/45-01-17
Threadgill, John T.	Ordnance	42-07-01/43-12-18
Venable, James M.	Engineering	43-03-12/
Wahl, Maurice	Intelligence	42-07-03/43-02-02
Williams, Willie S.	Executive	

423rd SQUADRON MASTER SERGEANTS

NAME	DUTY	TO MSGT	ARR	DPT
Balavadjer, Henry S (d)	Maintenance Chief		42-04-03	
Bassett, John H	Line Chief		42-04-03	44-03-19
Beckarle, Robert P	crew chief		42-04-03	44-03-20
Bergeron, Edward A *	Crew Chief	43-02-01	42-03-00	45-08-00
Bergeron, Walter H (d)	Crew Chief		42-06-00	45-09-00
	Line Chief			
Bowers, Russell H	Crew Chief			44-03-19
Bowes, Francis J	Sqdn Inspector		42-04-00	44-03-19
Bowles, Max H	Crew Chief			43-12-10
Bright, George H *	Crew Chief		42-04-00	
Byrd, Sidney H	Ordnance Chief			44-05-11
	1st Sgt			
Capaldi, Michael P *	Flight Chief		42-10-02	45-05-29
Collins, Richard L	Crew Chief		42-03-00	
Cooley, Colvin H	Crew Chief	43-11-14		
Corlee, Lloyd H *	Crew Chief	44-05-30	42-06-00	46-06-00
	Sqdn Inspector			
Cothran, Herman (d)	Crew Chief		42-04-00	
Davidson, Ralph E	1st Sgt	42-07-00	42-04-00	43-12-10
Gabrielsen, Martin Jr	Crew Chief	44-05-30		
Gustafson, Sigyr *	Crew Chief	44-09-15	42-04-00	
Hawthorne, William J (d)	Crew Chief		42-04-03	
James, Richard L Jr	Crew Chief		42-04-00	
Sampson, George J *	Communications Chief		42-04-00	
Sanford, H W	Inspector			44-06-28
Straughn, Franklin D (d)	Crew Chief	43-12-16	42-04-00	
Terrana, Joseph S *	Crew Chief	43-02-01	42-03-00	
Tonks, Elmo *	Flight Chief		42-04-00	
	Line Chief			
Turek, Franklyn A	Crew Chief		42-04-00	
Van Deurten, Leo H *	1st Sgt	44-05-09	42-05-00	
Wech, Malcolm H	Crew Chief		42-04-00	
Wentworth, Selden H	Crew Chief		43-06-26 HIA	
West, Howard A (d)	Armament Chief	44-07-01	42-04-00	
Witzke, Herbert J *	Crew Chief	44-04-25	42-04-00	
Woodmansee, Roderick L	Crew Chief	44-05-13		
Ziarko, John P *	Crew Chief	44-04-13	42-04-00	

#	#+	LETTER	NAME	ARR	MODEL	DPT	CREW CHIEF	MACR
			ARKANSAS TRAVELER					
			BUNG FODDER		F			
			HELGA					
			CHENNAULT'S PAPPY III		F			
012	44-6012	A	SPARE PARTS	44-05-24	G	45-05-00 TRANS TO 381BG	WILLIAM HAWTHORNE	
017	43-38017			44-07-23	G	44-08-09 SALVAGED		
019	43-38019	T	MILK RUN SPECIAL	44-07-23	G	44-12-15 COLLISION, SALVAGED		
055	42-107055	M	CHOO-2-SUZY	44-04-00	G	45-01-01 CRASHED, BURNED	EDWARD A BERGERON	
061	42-3061		SKUNK FACE II	44-05-02	F	44-11-06 TO 92BG		
099	44-8099			44-08-24	G	44-10-22 MIA HANNOVER, MIDAIR COLLISION OVER NORTH SEA (w.ALTEA)		9655
116	43-39116	T		45-02-23	G	45-05-09 TRANS TO 384BG		
139	42-31139	L		43-10-19	G	44-02-24 MIA SCHWEINFURT (w.GARRETT)		2771
145	42-31145	N			G			
146	42-97146	W		44-03-24	G	44-05-02 SALVAGED		
153	43-38153	G	SWINGING ON A STAR	44-10-00	G	45-05-08 TRANS TO 381BG	HERBERT J WITZKE	
156	42-30156				F	43-07-26 MIA HANNOVER (w.COURSON)		
167	42-3167				F	43-06-17 TRANS TO 379BG		
171	42-5171	U		42-12-20	F	43-04-17 MIA BREMEN (w.GEORGE)		
172	42-3172		MISS PATRICIA		F	44-06-13 RETURN TO U.S.	HERMAN COTHRAN	
180	42-97180	K		44-04-02	G	44-09-12 MIA HEILAND (w.FREEMAN)		8832
212	42-107212	Z		44-05-06	G	44-06-15 MIA NANTES (w.W. O'BRIEN)		5795
218	42-5218	J	SKY WOLF	43-03-00	F	43-06-13 MIA BREMEN (w.MARCOTTE)		
221	42-30221	G		43-06-18	F	43-12-27 SALVAGE		
250	42-97250	G		44-04-06	G	44-06-20 MIA HAMBURG (w.LATHAM)		5987
359	44-8359	S		44-11-08	G PFF			
376	43-38376	F	GRAY LADY	44-10-24	G	45-05-08 TRANS TO 381BG		
388	42-31388	A		43-12-21	G	44-02-11 MIA FRANKFURT (w.DIBETTA)		2527
397	42-97397	O	UNAVAILABLE MABLE	44-04-25	G	45-05-00 TRANS TO 381BG	CAL COOLEY	
418	42-31418	J	JACK-O	43-12-27	G	45-05-00 TRANS TO 381 BG	ERNEST GAUL	
422	42-5422				F	43-05-01 MIA ST NAZAIRE (w.PIPP)		
431	42-30431		KWITCHERBITCHIN'		F	44-07-16		
444	42-31444	Y	PAPER DOLL	44-01-18	G	45-03-15 SALVAGED (84 MISSIONS)	JOHN P ZIARKO	
451	42-30451		GET'S THERE FASTEST, V-MAIL		F	44-07-05	JOSEPH TERRANA	
460	41-24460	A		42-08-16	F	43-09-22 TO 92BG; 44-10-00 TO U.S.	GEORGE M BRIGHT	
463	41-24463			42-08-16	F	42-09-06 MISSING OFF GREENLAND (w.LEAHY)	HENRY BALAVADJER	

#	#+	LETTER	NAME	ARR	MODEL	DPT	CREW_CHIEF	MACR
	42-97463	Z		44-01-27	G	44-02-20 MIA LIEPZIG (W.RICHARD)		
467	43-38467			44-10-00	G	45-02-14 SALVAGE		2430
475	42-24475				F	43-12-05 SALVAGE		
476	41-24476	D	UNBEARABLE/ADORABLE	42-08-16	F	43-03-03 SALVAGE		
491	41-24491			42-08-16	F	42-11-09 ST NAZAIRE (W.FELTS)		
496	41-24496		CHENAULT'S PAPPY	42-08-16	F	42-11-17 SALVAGE		
503	42-102503	W	BELLE OF THE BLUE	44-05-18	G	44-09-12 MIA HOLLAND (W.GATES)	FRANKLYN TUREK	
505	42-97505	V	THE DINGLEBERRY KIDS GINGER	44-01-00	G	45-05-08 TRANS TO 381BG	MALCOLM WECH SIGVR R GUSTAFSON	8835
508	41-24508			42-08-16	F	42-11-05 SALVAGE		
509	41-24509		MISS MOOSE	42-11-09	F	42-11-09 ST NAZAIRE (W.BARNETT)		
511	41-24511			42-08-16	F	43-12-01 TRANS TO 91 BG	SELDEN WENTWORTH	
515	42-3515	D		43-09-21	F		ROBERT D KISLING	
516	44-8516	M		45-01-03	G	45-05-23 TRANS TO 381BG		
524	42-29524	D	MEATHOUND	43-03-02	F	43-06-08 TRANS TO 303BG		
	42-31524	G	ABLE MABEL	44-01-21	G	44-03-22 ?		
539	42-31539	O		44-01-04	G	44-04-24 MIA OBERPFAFFENHOFEN (W.EBERT) INTERNED IN SWITZERLAND		4281
549	43-37549	D	SWEAT'ER GIRL	44-06-13	G	45-05-08 TRANS TO 381BG		
557	41-24557	T		42-11-28	F	43-08-22 TRANS TO 384BG		
568		X	ELIZABETH'S OWN		G		HARRY TZIPOWITZ	
574	42-97574	A	CASA DE UNBRINGO	44-08-08	G	44-11-21 MIA MERSEBERG (W.SCHOENBACHLER)		10414
585	44-6585	K	COMANCHE CHIEF	44-12-07	G	45-05-08 TRANS TO 381BG		
588	42-97588	D		44-03-12	G	44-05-31 CRASHED ON SOUTH COAST OF ENGLAND (W.TROUP)		
598	43-37598	Q	TOGGLE TESSIE	44-06-09	G	45-05-08 TRANS TO 381BG	TONY THOMAS	
603	42-30603	H	LAS VEGAS AVENGER	43-08-08	F	43-11-26 MIA BREMEN (W.JEFFRIES)		
606	42-30606	U		43-08-04	F	44-01-04 MIA KIEL (W.TUCKER)		
616	43-37616	X	SOLID SENDER	44-06-18	G	45-05-08 TRANS TO 381BG	JOSEPH TERRANA	
631	42-29631				F	43-04-17 MIA BREMEN (W.GEORGE)		
649	42-29649	V		43-03-08	F	43-05-03 SALVAGE		
666	42-29666	Z	DEARLY BELOVED	43-03-25	F	43-05-21 MIA BREMEN,DITCHED IN NORTH SEA (W.ROBERT H SMITH) ALSO 'LIMESA LASS'		
671	44-8671	W		45-02-05	G			
674	43-38674			44-10-03	G	45-02-09		
683	42-102683	N		44-05-25	G	44-07-20		
710	42-30710				F	43-10-14 MIA SCHWEINFURT (W.JACKSON)		

423rd SQUADRON AIRCRAFT, 1942-1945

#	#+	LETTER	NAME	ARR	MODEL	DPT	CREW_CHIEF	MACR
714	42-30714	A	HUSTLIN' SUE	43-08-08	F	43-12-01 CRASHED IN ENGLAND (W.REESE)		
	42-5714	S	OLDE FAITHFUL II	43-03-08	F	43-09-11 TRANS TO 91BG	JOSEPH TERRANA	
724	42-37724	Z		43-09-20	G	44-05-02 RETURN TO US		
	44-8724		UNDECIDED	45-03-19				
737	42-31737	U		44-02-28	G	44-07-18 MIA PERENNUNE (W.PARIS)		
776	42-39776	F		43-11-06	G	44-04-24 MIA OBERPFAFFENHOFEN (W.COUGHLIN)		4285
777	42-29777	N	PECK'S BAD BOYS	43-05-19	F	43-07-28 MIA KASSELL (W.PECK)		
779	42-29779	A		43-06-04	F	43-07-28 MIA KASSEL (W.HARRIS)		
804	42-5804	Z		43-08-06	F	43-09-09 TRANS TO 91BG		
807	44-6807	Q	DEAR MOM	44-12-11	G	45-03-07 CRASHED IN FRANCE (W.STEIGER)		
809	42-29809				F	43-09-03 TRANS TO 384BG		
812	43-30812	Q		43-09-04	F	43-09-08 TRANS TO RAF		
813	42-30813	L	QUEEN JEANNIE	43-09-02	F	43-10-14 MIA SCHWEINFURT (W.McCALLUM)		
	42-5813	L	JACKIE ELLEN		F	TRANS TO 379BG		
841	42-30841	R		43-09-19	F	43-12-29 SALVAGE		
	42-5841	I		43-04-22	F	43-09-06 MIA STUTTGART (W.ANDREWS) INTERNED IN SWITZERLAND		
850	42-39850	B		43-10-21	G	44-07-16		
855	42-5855				F	43-10-08 MIA BREMEN (W.BOOMAN)		
897	42-31897	S		44-02-25	G	44-07-28 MIA ROSTOCK (W.McNAUGHT)		7277
900	42-29900	J	UNBEARABLE 2	43-05-23	F	43-07-26 MIA HANNOVER (W.ARMBRUST)		
910	43-38910	B	SALVOIN' SACHEM	45-02-19	G	45-05-08 TRANS TO 381BG		
930	42-29930	J		43-06-17	F	43-09-25 TRANS TO 303BG		
945	42-39945	S	HOLY HELLCAT		G	44-02-22 MIA BERNBURG (W.TOOMBS)		2649
950	42-39950	E	WAMPUS CAT	43-12-28	G	44-03-29 MIA BRUNSWICK (W.HARDIN)		3481
963	42-39963	P	LITTLE LULU	43-12-30	G	44-12-05 MIA BERLIN (W.STETLER)	FRANKLYN TUREK	--34
967	43-37967	B	DONALD DUCK W BOMBS	44-07-20	G	44-12-01 SALVAGED		
971	42-29971	F		43-05-23	F	43-10-14 MIA SCHWEINFURT (W.COLE)		
975	42-2975				F	42-12-30 MIA LORIENT (W.BRADY)		
976	43-37976	F	LILLY MARLENE	44-07-23	G	44-10-22 MIA HANNOVER (W.MATHIS) COLLISION OVER NORTH SEA		9656

306th Bombardment Group, 8th Airforce

Billy Garmon, artist