



**12th Air Force, 57th Bombardment Wing
310th Bombardment Group
History: September 1943**



*For my dad,
Colonel John "Jack" Fitzgerald, U.S. Army (retired)*

*"Lil Butch"
John T. Fitzgerald, SMSgt, U.S. Air Force (retired)*

12th Air Force, 57th Bombardment Wing

310th Bombardment Group

History: September 1943

The following is a compilation of the 310th Bomb Group's Headquarters and individual Squadron War Diaries. They have been transcribed word for word, from the Squadron Histories provided by the Air Force Historical Research Agency (AFHRA), Maxwell Air Force Base Alabama. At the end of each Squadron's daily entry, the individuals cited in the entry are identified by *full name, rank and duty*, in alphabetical order. The day's entry begins with the Tactical Operations Statement, from the United States Army Air Forces (USAAF) Chronology, for the Mediterranean Theater of Operations (MTO). The history also includes mission reports, mission crew rosters, Missing Air Crew Reports (MACR), personal mission logs, journals, and diaries made available by various sources.

Invitation

*Anyone who has documentation pertaining to the 310th Bomb Group or its members, and would like to have it included in this history, is welcome to participate. Copies of: photos (official or personal); orders (promotion, decoration, travel, etc.); Mission Reports; Missing Air Crew Reports; personal diaries, logs, journals, etc; other documentation; or information that will help identify **hi-lited** individuals will be greatly appreciated, as one of my goals is correctly identify every man and plane assigned to the 310th Bomb Group.*

My only interest in this project is to honor those who served by perpetuating their story, and making it available for future generations, particularly the families and friends of our Great Heroes. If you are interested in helping, or if I may be of assistance in finding information about your 310th BG Hero, please contact me at: Lil-Butch@nc.rr.com

Contributors

Agostino Alberti: Professor - historian (Soncino, Italy)

Michele Becchi: aviation history - archaeologist (Reggio Emilia, Italy)

Jack Brellenthin, great nephew of: Harold Ray Brellenthin, 2Lt, pilot, 446th BS

Cecile Burandt, daughter of: Charles Lawson "Chuck" Burandt, Capt, pilot, 446th BS

Sally Brown, daughter of: Barnard H. Seegmiller, Sgt, armament, 445th BS

Dave Charville, grandson of: Leighton Daniel "Danny" Charville, 1Lt, pilot, 445th BS

Barbara Connolly, daughter of: Edward Charles "Salvo" Ennis, T/Sgt, radar-radio-gunner, 447th BS

1Lt Robert S. Crouse: pilot, 379BS

Ralph "Monguse" Gimenez: Software Architect, IL2-FB Skinner

Bob Haney, son of: Vincent M. Haney, M/Sgt, flight engineer, 341st BG

Ed Haney, cousin of: Gale Monroe Dickson, Capt, pilot, 446th BS

Contributors (continued)

John Hughes, son of: *John Jerome “Jack” Hughes, 1Lt, bombardier, 446th BS*
Patti Johnson: *genealogist, proofer, and family friend of: James Raymond Orechia, T/Sgt, radio-gunner, 446th BS*
Don Kaiser, son of: *Quentin C. Kaiser, T/Sgt, radio-gunner, 489th BS*
John Lanza, nephew of: *William A. Lanza, Sgt, gunner, 446th BS*
Stephanie Lile, daughter of: *Keith B. Lile, S/Sgt, gunner, 445th BS*
1st Lt Joseph A. Malec: *bombardier, 448th BS and friend of: Vernon Curtis Dossey, Capt, pilot, 448th BS*
Vince Mango, son of: *Vincent A. “Vince” Mango, S/Sgt, aerial gunner, 447th BS*
John J. McCarthy: *Sgt, engineer-gunner, bombardier, 447th BS*
Lorraine McRae, daughter of: *James Arrington McRae, 1Lt, bombardier, 446th BS*
T/Sgt Rocco F. “Rocky” Milano & daughter Peggy Chatham: *Crew Chief of Peg O' My Heart, Lil Butch, and Haulin' Ass, 446th BS*
Bob Ritger, nephew of: *Frederic Charles Ritger, 1Lt, pilot, 446th BS*
Irving J. Schaffer: *T/Sgt, radio-gunner, photographer, 448th BS*
1st Lt Frederick H. Smith: *pilot, 447th BS*
Marsha Gurnee Suszan, daughter of: *Clarence E. “Shine” Gurnee, S/Sgt, gunner, 448th BS*
Dominique Taddei: *author, U.S.S. Corsica (Corsica)*
S/Sgt George B. Underwood: *gunner, 381st BS*
David Waldrip, nephew of: *Robert Laseter Waldrip, T/Sgt, radio-gunner, 447th BS*
Vinny J. White, son of: *Joseph P. White, T/Sgt, radio-gunner, 381st BS*
S/Sgt, Harry (NMI) Yoa: *engineer-gunner, 445th BS*

Crew lists

	<i>Aircraft information - serial #, name, etc</i>	<i>Sometimes used</i>
P	<i>Pilot</i>	Bomb/Nav <i>Bombardier-Navigator</i>
CP	<i>Co-pilot</i>	BN <i>Bombardier-Navigator</i>
N	<i>Navigator</i>	EG <i>Engineer-gunner</i>
B	<i>Bombardier</i>	RG <i>Radio-gunner</i>
E	<i>Engineer-gunner</i>	TG <i>Turret gunner</i>
R	<i>Radio-gunner</i>	AG <i>Aerial gunner</i>
G	<i>Gunner</i>	PH <i>Photographer</i>
F	<i>Photographer</i>	AP <i>Aerial photographer</i>
CL	<i>Cannon Loader (on B-25G)</i>	CC <i>Crew Chief</i>
O	<i>Observer</i>	

Note: for 381st BS: The letter in () following the A/C No. represents the position # of the aircraft in the formation. For example: A/C No. 41-13052 (P) - the P is position 16.

A-1 B-2 C-3 D-4 E-5 F-6 G-7 H-8 I-9 J-10 K-11 L-12
M-13 N-14 O-15 P-16 Q-17 R-18 S-19 T-20` U-21 V-22 W-23 X-24
Y-25 Z-26

Acronyms & Abbreviations

A/C: Aircraft	M/G: Machine Gun
A/D: Aerodrome	MIA: Missing In Action
A/F: Air Field, also Anti-Flak	M/T: Motor Transport (Truck)
AA or AAA: Anti-Aircraft (Artillery)	MTB: Motor Torpedo Boat
abs: absent	M/V: Military Vessel, Maritime Vessel
AGL: Above Ground Level	M/Y: Marshalling Yards
ALO: Allied Liaison Officer	MC: Maintenance Crew
ALW: Alive and Well	NARA: National Archives and Records Administration
AMGOT: Allied Military Government for Occupied Territories	NASAF: Northwest African Strategic Air Force
A.R.C.: American Red Cross	NATC: Northwest African Training Command
ASC: Air Support Command	NATOUSA: North Atlantic Theater of Operations USA
ASN: Army Serial Number (personnel)	Nav: Navigator
Assg: Assigned	N.B.S.: National Bureau of Standards
ASV: Anti-Surface Vessel (radar)	NC: Nurse Corps.
ATA: Actual Time of Arrival	NCO: Non-Commissioned Officer
ATC: Air Transportation Command	Nickels: propaganda Leaflets
ATS: Air Transport Service - also Army Telegraph Service	(NMI): No Middle Initial
Azon: Azimuth only (guided bomb)	NOK: Next Of Kin
BC: Bomber Command	NRO: National Reconnaissance Office
BIC: Bruised in Crash	OAF: Occupation Air Forces
Bmb: Bombardier	OD: Officer of the day, also Olive Drab
Bn: Battalion	OLC: Oak Leaf Cluster
B.R.L.: Ballistic Research Laboratory	OTU: Operational Training Unit
BSM: Bomb System Maintenance	PAX: Passengers
CA: Heavy Cruiser	PDI: Pilot Direction Indicator
CAVU: Ceiling and Visibility Unlimited	POE: Point of Embarkation
C.B.I.: China-Burma-India Theater	POW: Prisoner of War (also PW)
C/D: Coastal Defense	PRO-Kit: Individual Chemical Prophylactic packet
CE: Circular Error	PW: Prisoner of War (also POW)
CEP: Circular Error Probable	PWB: Psychological Warfare Branch
Chaff (US term): Radar countermeasure: tiny strips of aluminum, metalized glass fiber, or plastic. See Window	PX: Post Exchange
CL: Cannon Loader	QBB: Base of cloud
CO: Commanding Officer	QDM: Course to steer
CG: Commanding General	QM: Quarter Master
CP: Command Post	R/B: Road Bridge
CQ: Charge of Quarters	RC: Red Cross

C/S: Call Sign	R/J: Road Junction
CWS: Chemical Warfare Service	R/Y: Railroad Yards
D/H: Direct Hit	Repl: Replacement
DD: Destroyer	RMC: Returned to Military Control
DED: Declared Dead - no body or remains found	RON: Remain OverNight
Demo: Demolition	RR/B: Railroad Bridge
DL: Dead List	RR/J: Railroad Junction
DNB: Died Non-Battle / Died Not-Battle	RR: Railroad
DOW: Died Of Wounds.	RTD: Returned To Duty
DOWRIA: Died of Wounds Received in Action	R/V: Rendezvous
DS: Detached Service	SAP: Semi-Armor Piercing
E/A: Enemy Aircraft	SD: Special Duty
E/F: Enemy Fighter	S/E: Single Engine (plane)
EM or E/M: Enlisted Men	S.E.: Special Equipment (Shoran)
ETA: Estimated Time of Arrival	S/F: Siebel Ferry
ETIR: Estimated Time In Route	sk: sick
EUS: Evacuated to the United States	S/M: Submarine
E/V: Enemy Vessel	SO: Special Order
F Boat: Flying Boat	SOI: Standard Operating Instructions?
F/L: Formation Leader - also Flight Leader	S/P: Sea Plane
FO or F/O: Flying Officer	Sq: Squadron
FOD: Finding Of Death	Sqdn: Squadron
Frag: Fragmentation	SWA: Seriously Wounded in Action
F.S.: Flight Section	T/A: Target Area
GLO: Ground Liaison Officer (UK)	T/C: Troop Concentration
GO: General Order	T/E: Twin Engine (plane)
GP: General Purpose/Gun Position	TAC: Theater Allied Command
GTC: General Time Convention (railroad)	TBF: Tactical Bomber Force
HE: High Explosive	TD: Temporary Duty
IAS: Indicated Air Speed	TDY: Temporary Duty
I & E: Information & Education	TLC: Tactical Landing Craft
I.F.F.: Identification, Friend or Foe	TO: Take-Off (time), also Technical Order, and Transportation Officer
(i. o.): Initials Only (initial is the name)	T/O: Table of Organization
IP: Initial Point	TOT: Time Over Target/Time On Target
KNB: Killed Not Battle	Trfd: Transferred
KIA: Killed In Action	TWX: Teletypewriter Message
L/A: Landing Area	u/i: Unidentified, also unit of issue
LC: Landing Craft	UNRRA: United Nations Relief and Rehabilitation Administration
L/G: Landing Ground	Very Pistol or Verey Pistol: Flare gun
Lox: Liquid Oxygen	VOCO: Verbal Order of the Commanding Officer
L/S: Landing Strip	WC: Water closet

L/V: Large Vehicle
LST: Landing Ship Tank
Ltr: Letter

LWA: Lightly Wounded in Action
MACR: Missing Air Crew Report
MATS: Military Air Transport Service

W.O.: Warrant Officer
WIA: Wounded In Action
Window (British term): Radar countermeasure: tiny strips of aluminum, metalized glass fiber, or plastic. See **Chaff**
WP: White Phosphorus (bombs)
WT, W/T: Watch Tower
XC: Cross Country
ZI: Zone of Interior (U.S.A.)

Wednesday, 1 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force): All

ADMINISTRATIVE functions of the Army Air Forces elements of the Northwest African Air Force are transferred to the appropriate Twelfth Air Force organizations:

- HQ Northwest African Air Force (NAAF) to HQ Twelfth Air Force,
- Northwest African Strategic Air Force (NASAF) to XII Bomber Command,
- Northwest African Tactical Air Force (NATAF) to XII Air Support Command
- Northwest African Coastal Air Force to XII Fighter Command,
- Northwest African Air Service Command (NAASC) to XII Air Force Services Command,
- Northwest African Air Force Troop Carrier Command to XII Troop Carrier Command (Provisional),
- NW African Photographic Reconnaissance Wing to Photo Reconnaissance Wing (Provisional), and
- Northwest African Training Command (NATC) to XII Training Command (Provisional).

OPERATIONAL control remains with the Northwest African Air Force.

In Italy, P-40's bomb a zinc plant at Iglesias and strafe a factory N of Gonnessa; medium and light bombers hit Bova Marina, areas near Salina and Sant' Eufemia d'Aspromonte town area and bridge at Oliveto. HQ 52nd Troop Carrier Wing transfers from Kairouan, Tunisia to Agrigento, Sicily. HQ 64th Fighter Wing transfers from Gela to Milazzo, Sicily. HQ 61st Troop Carrier Group transfers from Kairouan, Tunisia to Licata, Sicily. The 32nd and 61st Troop Carrier Squadrons, 314th Troop Carrier Group, transfer from Kairouan, Tunisia to Castelvetro, Sicily with C-47's. The 111th Reconnaissance Squadron (Fighter), 68th Reconnaissance Group, transfers from Termini to San Antonio, Sicily with F-6's. The 526th Fighter-Bomber Squadron, 86th Fighter-Bomber Group, transfers from Gela to Barcelona, Sicily with A-36's.

HQ 310th BG War Diary: No Entry

379th BS War Diary: Routine activity.

380th BS War Diary: The Commissioned Personnel of the Squadron enjoyed a pleasant surprise today when several of our flying officers ingeniously constructed an Officers Mess. It is a combination mess hall and club, and boasts of corded rug walls, straw mats, a bar, radio and a well used library of the last shipment of magazines from home. It is definitely fly-proof and sports a small pantry off the west side of the messing section.

Wednesday, 1 September 1943 (continued)

381st BS War Diary: No mission today. Bombing practice for the Bombardiers.

428th BS War Diary: Because of reported bad weather over Italy, today's raid was called off. The Base Security outfit pulled out leaving the group to pull base guard.

Thursday, 2 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

ANTISUBMARINE WARFARE (First Air Force): The 1st Antisubmarine Squadron (Heavy), 480th Antisubmarine Group, based at Port Lyautey, French Morocco begins operating from Protville, Tunisia with B-24's.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, almost 200 B-17's and B-25's of the XII Bomber Command bomb marshalling yards at Bologna, Trento, Bolzano, and Canello Arnone; bombers and fighters escorting the B-25's claim 28 enemy airplanes shot down; and tactical aircraft, including Royal Air Force (RAF) and Ninth Air Force airplanes, hit gun positions and other targets on the Italian toe, bomb rail communications at Bova Marina, Locri, Marina di Monasterace, Siderno Marina, Lamezia, and Catanzaro, and attack barges in the Golfo di Sant' Eufemia and an ammunition dump at Sapri. HQ 31st Fighter Group and its 308th Fighter Squadron transfer from Termini to Milazzo, Sicily with Spitfires. The 15th Troop Carrier Squadron, 61st Troop Carrier Group, transfers from Kairouan, Tunisia to Licata, Sicily with C-47's.

HQ 310th BG War Diary: No Entry

379th BS War Diary: Routine activity.

380th BS War Diary: Plans are being made for a large mess tent to be exclusively used for messing of the enlisted men. The boys have all the material and will start to build probably tomorrow.

381st BS War Diary: Sgt. John R. Lyon purchased a calf for 2,500 Francs (\$50.00). It was slaughtered with great ceremony by his tent mates, S/Sgts. Mayhew, Shoemaker and Trevethan, and T/Sgt. Burt. Lt. Shrader, the Squadron Flight Surgeon, pronounce the meat O.K. for consumption.

2nd Lts. Feinglass and Flake returned from rest camp at Ifrane, Morocco.

No mission.

Burt, Warwick C. S., T/Sgt, photographer

Flake, Ray M., 1Lt, pilot

Mayhew, Wesley B., Jr., S/Sgt, gunner

Shrader, Doyle A., Capt, flight surgeon

Trevethan, George R., S/Sgt, bombardier-gunner

Feinglass, Philip (NMI), 2Lt, bombardier

Lyon, John R., Sgt, gunner

Shoemaker, Cecil D., S/Sgt, radio-gunner

428th BS War Diary: For the first time in many a moon big games flourished. Last night's big winners were Lt. Peterson and P.F.C. Decker, both hitting the \$1000 mark.

Decker, William F., PFC

Peterson, Donald L., 2Lt, navigator

Friday, 3 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): B-24's bomb the marshalling yard at Sulmona, Italy; they claim 11 Luftwaffe aircraft destroyed; 6 B-24's are lost.

WESTERN MEDITERRANEAN (Twelfth Air Force): P-40's on a sweep over Sardinia hit Pula and Capo Carbonara radar installations. In Italy, A-20's, A-36's, fighters and RAF light bombers hit gun positions throughout the toe of Italy, attack airfields at Crotona and Camigliatello and hit railway yards at Marina di Catanzaro and Punta di Staletti, troop concentration near Santo Stefano d'Aspromonte and road junctions and bridges at Cosenza. On the ground in Italy, the British Eighth Army lands on the toe of Italy between Reggio di Calabria and Villa San Giovanni (Operation BAYTOWN). The Italian government signs surrender terms. HQ 316th Troop Carrier Group and its 36th Troop Carrier Squadron transfer from Enfidaville, Tunisia to Mazzara, Sicily with C-47's. The 17th Troop Carrier Squadron, 64th Troop Carrier Group, transfers from El Djem, Tunisia to Comiso, Sicily with C-47's. The 62nd Troop Carrier Squadron, 314th Troop Carrier Group, transfers from Kairouan, Tunisia to Castelvetro, Sicily with C-47's. The 307th Fighter Squadron, 31st Fighter Group, transfers from Termini to Milazzo, Sicily with Spitfires. The 415th Night Fighter Squadron, XII Fighter Command, transfers from La Sebala, Tunisia to Catania, Sicily with Beaufighters. The 522nd and 524th Fighter-Bomber Squadrons, 27th Fighter-Bomber Group, transfer from Gela to Barcelona, Sicily and San Antonio, Sicily respectively with A-36's.

HQ 310th BG War Diary: No Entry

379th BS War Diary: Had a fire in the mess at supper tonight when a gasoline range exploded. Very little damage done due to the heroic action of Sgt. Wayne H. Romine who single handedly dragged the flaming unit out in the open. He is being recommended for a Soldiers Medal.

Romine, Wayne Homer, Sgt, cook

380th BS War Diary: We now have Italian Prisoners waiting on the tables in the Officers Mess, and keeping the pots and pans up to "snuff" at the kitchen. The Rome Radio announced Italy's Unconditional surrender (The surrender was not official at this date) and you should have seen the happy looks on the faces of the boys from Italy. We felt pretty good ourselves too.

Friday, 3 September 1943

381st BS War Diary: The first day of the Invasion of Italy by the British 8th Army.

Promotions of Enlisted Men appointed 1 T/Sgt., 8 S/Sgts., 3 Sgts., and 1 Cpl.

Also, one Cpl was reduced to the grade of Pvt.

For dinner the menu included fried chicken. Col. Hunter and Lt. Cols. Bower and Hinman were guests of the Officers' Mess.

Bower, William M., Lt Col, pilot, Group Operations Officer, HQ 310th BG

Hinman, Harvey H., Lt. Col, pilot, Group Deputy Commander, HQ 310th BG

Hunter, Anthony G., Col, pilot, 310th BG Commander

428th BS War Diary: The news of the invasion of Italy was greatly hailed. No mission.

Saturday, 4 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, bad weather prevents XII Bomber Command B-17's from locating their targets (airfields); P-38's sent to hit landing grounds at Grazzanise also fail to find targets, but attack targets of opportunity in the general area; US fighter-bombers and RAF light bombers hit motor transport scattered along the Italian toe, and bomb gun positions NE of Reggio di Calabria and roads and railroad junction in the Cosenza-Catanzaro-Nicastro area and at Colosimi. HQ 57th Bombardment Wing transfers from Tunisia to Lentini, Sicily. The 16th Troop Carrier Squadron, 64th Troop Carrier Group, transfers El Djem, Tunisia to Comiso, Sicily with C-47's. The 28th Troop Carrier Squadron, 60th Troop Carrier Group, transfers from El Djem, Tunisia to Gela, Sicily with C-47's. The 99th Fighter Squadron, XII Air Support Command, transfers from Licata to Termini, Sicily with P-40's.

HQ 310th BG War Diary: No Entry

379th BS War Diary: Routine activity.

380th BS War Diary: It has been a week since the planes have gone to visit the enemy, and the boys are getting a little restless for some action. Hotcakes at breakfast this morning took the damper off their spirits for it was quite a treat.

381st BS War Diary: A false rumor of Italy's unconditional surrender to the Allies spread like wildfire throughout the base.

M/Sgt. Malloy, T/Sgts. Skytte and Fiumecel, S/Sgts. Proffitt and Marvin and Sgt. Campbell returned from rest camp at Ain Taya, Algeria.

No mission. More bombing practice.

Campbell, Warren B., Sgt, bombardier-gunner *Fiumecel, Albert F., T/Sgt, radio-gunner*

Malloy, William J., M/Sgt

Marvin, Lawrence R., S/Sgt, gunner

Proffitt, James L., S/Sgt

Skytte, Fred H., T/Sgt

428th BS War Diary: A rumor hit the camp today, unprecedented in scope. The Italian prisoners on K.P. insist they overheard an Italian broadcast on the radio to the effect that diplomatic relationship between Italy and Germany was broken and that Germany was withdrawing her troops from Italy. Word spread like fire by mouth and phone eventually reaching 47th Wing causing them to call down in an effort to pin the rumor down. Officers held a farewell party for Major Walker at the officer's club.

Walker, James P. "Chief", Maj, pilot, Commander

Sunday, 5 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): Brigadier General Victor H Strahm, Chief of Staff, assumes temporary command during the absence of Lieutenant General Lewis H Brereton. Colonel John C Kilborn assumes command of the IX Bomber Command upon the departure of Major General Uzal G Ent from the theater. (Ent AFB, Colorado Springs, Colorado was named for General Ent. The base was active from Jan 51 to Jul 76.)

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, 130+ XII Bomber Command B-17's bomb the airfield at Viterbo and the town of Civitavecchia; 200+ B-25's and B-26's hit landing grounds at Grazzanise. In Sardinia, other medium bombers and fighters hit the Pula radar station and town of Pabillonis. Weather hampers operations of the fighters and medium and light bombers of the NATAF, i.e., Twelfth Air Force and RAF aircraft, and only a few targets (guns, roads, railroads, and troops) are attacked during missions over the toe of Italy. HQ 68th Reconnaissance Group and its 122nd Liaison Squadron transfer from Berrechid Airfield, French Morocco to Berteaux, Algeria. The 122nd is operating a fighter training school with P-38's, P-39's and P-40's. The 71st Fighter Squadron, 1st Fighter Group, based at Mateur, Tunisia, begins operating from Gerbini, Sicily with P-38's. The 309th Fighter Squadron, 31st Fighter Group, transfers from Termini to Milazzo, Sicily with Spitfires. The 523rd Fighter-Bomber Squadron, 27th Fighter-Bomber Group, transfers from Gela to Barcelona, Sicily with A-36's.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 163, 5 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1050 54 B-25's took off to Bomb Grazzanise L/G. None
Time No. A/C Type A/C Mission Target No. A/C

returned early. 39 dropped 302 X 300 .1 & 45 sec del bombs and 7 salvoed
No. A/C No & Type

on target at 1310 from 8000-12,000 ft. 54 returned at 1509. None Lost,
Time Altitude No. A/C Time No. A/C

None missing, None at _____.
No. A/C No. A/C Friendly field

Sunday, 5 September 1943 (continued)

3. RESULTS: Primary target obscured by 9/10 - 10/10 cloud cover (see weather). Satellite number 1 bombed instead by part of the formation. Observation extremely difficult due to haze and undercast. 4/6 S/E E/A seen on field. Such observations as were made indicate six strings across North center of field; hits near end of runway to South; eight strings across Southeast corner. Several boxes did not bomb alternate but instead bombed road just North of Mondragon, reporting hits.
4. OBS: E/A: 5/20 E/A RE-2001 and ME-109 were observed before and over target. One ME-109 making one pass from above and at 6 O'clock was claimed destroyed by bombers. Escort were seen to shoot down 2 E/A.
Flak: Slight inaccurate heavy from vicinity of target. Four positions were noted at the West end of Satellite Number q. Elsewhere positions were reported along the coast from Castel Volturno to Lago Di Patria; At Albanova, just Northwest of Castel Volturno; from Cape just West of Naples; Porto Salvo and Northwest tip of Ischia Island. Shipping: Three large M/V's in Gaeta Harbor, one reported as a hospital ship, another reported as a battleship or cruiser. One destroyer at Castel Volturno; one large M/V, one medium and 4 small M/V's in Miseno Harbor. Ground: 10/15 M/T seen near buildings at target.
Photos were taken.
5. WEATHER AT TARGET: At primary target 9/10 - 10/10 cover, base 3500 ft., towering to 10/12,000 feet. Alternate target 4/10 cover at 3/4000 feet. Visibility 6-8 miles through holes.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: Members of the air echelon celebrated one year overseas today. Parties were the order of the day for these men.

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : Seventeen of our planes participated in a mission over Grazzanise A/D, Italy today. Bad weather made it necessary to bomb the Satellite #1 instead. Slight flak was encountered. 15-20 enemy fighters were seen but only one attacked. Reports indicate the target was fairly well hit in spite of the poor visibility.

Sunday, 5 September 1943 (continued)

P CP N B E R G F	A/C No. 1 <i>aircraft and crew unidentified</i> A/C No. 2 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 3 <i>aircraft and crew unidentified</i> A/C No. 4 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 5 <i>aircraft and crew unidentified</i> A/C No. 6 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 7 <i>aircraft and crew unidentified</i> A/C No. 8 <i>aircraft and crew unidentified</i>

Sunday, 5 September 1943 (continued)

P
CP
N
B
E
R
G
F

A/C No. 9 *aircraft and crew unidentified*

A/C No. 10 *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 11 *aircraft and crew unidentified*

A/C No. 12 *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 13 *aircraft and crew unidentified*

A/C No. 14 *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 15 *aircraft and crew unidentified*

A/C No. 16 *aircraft and crew unidentified*

Sunday, 5 September 1943 (continued)

A/C No. 17 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: A mission to Grazzanise A/D in the southwestern part of Italy proved to be the start of our operations again and although old man weather frowned on us, our boys ignored the cloud coverages at the target and swung over to the number one Satellite of Grazzanise, bombing with fair results.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 115

Date- Sep 5, 1943

Target- Grazzanise Airdrome

Squadron airplanes- three

Old man weather frowned on us today as our bombers went over to strike at another landing ground in Italy after a six day period of inactivity. Complete undercast and haze obscured the primary target, so our boys swung over to Grazzanise Satellite #1 and a portion of the formation dropped on it. A 4/10 cover of cumulus covered this field but in spite of the cloud formation and poor visibility, six strings of bombs found their way across the north center of the field. Hits also were observed near the southern end of the runway; a pattern of eight bomb strings covered the SE corner of the landing ground. The road just N of Mondragone and also selected by some of our ships and hits were reported on it as a result of the bombing by several boxes.

As the formation was approaching the target, fifteen enemy fighters, ME-109's, and RE-201's were observed. One ME-109 was destroyed by our bombers when it attempted to intercept the formation. Two other e/a were reported shot down during the dogfight which followed with our escort. Slight inaccurate heavy flak was experienced in the vicinity of the target. Flak was also encountered along the coast between Castel Volturno and Lago di Patria. The usual amount of shipping along the coast and in the various harbors was observed; Gaeta Harbor holding three large M/V's and Miseno Harbor boasting of five merchantmen. Photos taken and all ships returned safely.

Sunday, 5 September 1943 (continued)

A/C No. 1 *probably* 41-13100

"BOMBLE BEE"

P *Brown, Charles R, 2Lt*
CP *Wells, Samuel Marshall, 2Lt*
N *None*
B *Ash, George W., Sgt*
E *None*
R *Barbieri, Edward D., S/Sgt*
G *Janicki, Andrew J., S/Sgt*
F *Faust, R.A., S/Sgt*

A/C No. 2 *aircraft unidentified*

Steger, Edward H., Jr., 2Lt
Toltzman, William J., 2Lt
None
Gardner, Clarence R., S/Sgt
None
Bixby, Jack H., S/Sgt
Wolf, Elmer A., Sgt
None

A/C No. 3 *aircraft unidentified*

P *Sowder, Tony R., Jr., F/O*
CP *Bates, Willie L., F/O*
N *None*
B *Blevins, Amos M., S/Sgt*
E *None*
R *Henry, Lewis F., S/Sgt*
G *Ritter, Robert E., Sgt*
F *None*

381st BS War Diary: One year ago today the Air Echelon sailed out of New York harbor on H.M.S. Queen Mary, headed for England. Today's news bulletin carries the following item: "TUNIS --- Units of Major General Doolittle's Strategic Air Force were today celebrating their first anniversary of overseas service. Most of the personnel sailed for England a year ago, sailed for Africa two months later and today were talking about their next trip which would bring them a step closer to Berlin".

The three S-2 Officers, with Lts. Durgin and Dauley, the only Officers remaining in the Squadron who were with the Air Echelon, celebrated their one year's overseas service with cold chicken, Black Dog "Scotch" and "White Cat" Gin (Black & White).

2nd Lts. Ewalt and Kneecum returned from rest camp at Ifrane, Algeria.

Today's mission to Grazzanise L/G, Italy, was the Squadron's 113th.

Cawse-Morgon, Norman E. "C-Dash", 1Lt, intelligence
Doolittle, James Harold "Jimmy", Maj Gen, pilot, 12th AF, Commander
Dauley, Charles Gordon, 2Lt, pilot
Durgin, James L., 2Lt, pilot
Ewalt, William F., 2Lt, bombardier, navigator
Kneecum, Walter A., 2Lt, pilot
Pemberton, Robert (NMI) "Bob", Capt, intelligence
Horrocks, Donald D., 1Lt, intelligence

Sunday, 5 September 1943 (continued)

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : GRAZZANISE AIR DROME, ITALY

Sqdrn. Mission # 113	Menzel Temime, 5 September 43
Take Off 10:50	Group Mission # 150
Target 13:10	Flight 54 B-25's
Down 15:09	Escort: 48 P-38's
Total Time: 4 Hrs. 19 Min.	Bomb Load: 8 x 300
Total Sorties: 795	Bombs Dropped: 8(8 x 300), 19,200#
	Average Altitude: 10,000

Weather: Heavy cumulus clouds at target and to the North East.

REMARKS: The 321st Bomb Group, 3 Groups of B-26's and a flight of B-17's bombed in this vicinity at approximately the same time as the 310th. No bombs were dropped at the target because of cloud coverage. Nine of our aircraft returned their bombs --- the others bombed an alternate airdrome, a road and a railroad with fair results.

Flak: Slight heavy inaccurate, but Lt. Samson's aircraft's astrodome was knocked out.

Enemy Aircraft: 20-30 were observed in the distance, unwilling to attack due to our strong fighter cover which shot down 4 ME-109's.

CREWS 2nd Flight

	A/C No. (C) (SPARE FILLED IN HERE)	A/C No. 41-29980 (A)
P		<i>Marlow, Jack F., 2Lt</i>
CP		<i>Dusek, Ernest P., 2Lt</i>
N		<i>Forbes, Robert L., 1Lt</i>
B		<i>Fayard, Oliver E., Jr., 1Lt</i>
E		<i>None</i>
R		<i>Budde, Walter H., T/Sgt</i>
G		<i>White, John Edward, S/Sgt</i>
F		<i>None</i>
	A/C No. 42-32454 "Boomerang" (B)	A/C No. 42-32428 "Little Isadore" (F)
P	<i>Burt, Norman A., F/O</i>	<i>Samson, George D., 2Lt</i>
CP	<i>Arnoult, Hubbard B., Jr., 2Lt</i>	<i>Burlingame, John Hancock, 2Lt</i>
N	<i>None</i>	<i>None</i>
B	<i>Douglas, Edward (NMI), S/Sgt</i>	<i>Schutte, Warren G., 2Lt</i>
E	<i>None</i>	<i>None</i>
R	<i>Porter, Lloyd G., Jr., T/Sgt</i>	<i>Lichtenstein, Nathan N., S/Sgt</i>
G	<i>Bozovich, Matthew L., S/Sgt</i>	<i>Dees, Paul (NMI), S/Sgt</i>
F	<i>None</i>	<i>Scott, Ivan D., Cpl</i>

Sunday, 5 September 1943 (continued)

A/C No. 42-64592 (D)

P *Kreuzkamp, Paul J., 2Lt*
CP *Stoeber, Leslie R., 2Lt*
N *Victor, Joseph G., 2Lt*
B *Leasure, Oliver B., 2Lt*
E *None*
R *Shoemaker, Cecil D., S/Sgt*
G *Mayhew, Wesley B., Jr., Sgt*
F *None*

A/C No. 41-13061 "Lil Joe" (J)

P *Wirth, Thomas F., Jr., F/O*
CP *Boston, Joseph W., Jr., 2Lt*
N *None*
B *Miller, Foster C., S/Sgt*
E *None*
R *Swanson, William M., T/Sgt*
G *Rounis, Gus T., T/Sgt*
F *None*

A/C No. 41-30333 "A Touch of Texas" (H)

P *Cook, Walter E., F/O*
CP *Weaver, Claude H., F/O*
N *None*
B *Micks, Henry B., S/Sgt*
E *None*
R *Starnes, Carl B., T/Sgt*
G *George, Wade Clayton, S/Sgt*
F *None*

A/C No. 42-64596 "Donna Marie" (K)

P *Flake, Ray M., 2Lt*
CP *Knecum, Walter A., 2Lt*
N *Ewalt, William F., 2Lt*
B *Feinglass, Philip (NMI), 2Lt*
E *None*
R *Fiumecel, Albert F., S/Sgt*
G *Marvin, Lawrence R., Sgt*
F *Cometh, Lawrence (NMI), Maj, Commander (observer)*

A/C No. 42-64658 (E) (borrowed from 380th BS)

Hanna, Malcolm C., 2Lt
Sheets, Richard L., 2Lt
None
Doty, James K., S/Sgt
None
Pelkey, John R., S/Sgt
Camagna, Celest F., S/Sgt
None

A/C No. 41-13052 "TABOO" (G)

Alexander, William T. "Alex", Capt
Baisch, Joseph M., III, 2Lt
Hickman, James G., 1Lt
Withrow, John B., Jr., 2Lt
None
Foderaro, Albert (NMI), S/Sgt
Mayronne, Clyde A., Sgt
None

A/C No. 42-32446 "Mascot" (L) (borrowed from 380th BS - *may have actually come from 446th BS*)

Jones, William E., F/O
Hudson, Charles (NMI), Jr., F/O
None
Smith, Paul F., S/Sgt
None
Clark, Thomas J., T/Sgt
Hannon, Robert P., Sgt
None

A/C No. 42-64667 "Wet Dreams" (L)

Wolfe, Warren M., 2Lt
Cruise, William H., 2Lt
None
Malone, Donald B., S/Sgt
None
Marshburn, James T., Sgt
Lyon, John R., Sgt
Burt, Warwick C. S., T/Sgt

Sunday, 5 September 1943 (continued)

A/C No. 41-13074 "Balls of Fire" / "Royal Flush" (P)		A/C No. 41-13085 "Green Hornet" (N)	
P	<i>Therrien, Robert W., 2Lt</i>		<i>Coddington, Walter E., Capt</i>
CP	<i>Williamson, Lloyd V., F/O</i>		<i>Ramsey, Thomas Upton, 2Lt</i>
N	<i>None</i>		<i>Renton, Walter C., Jr., 2Lt</i>
B	<i>Dombkowski, Stanley F., S/Sgt</i>		<i>Hornung, Willard R., 1Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Szymik, Emil (NMI), T/Sgt</i>		<i>Thomas, Quentin W., T/Sgt</i>
G	<i>Kim, Daniel (NMI), S/Sgt</i>		<i>Moxey, Orville E., T/Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 41-30341 (O)		A/C No. 42-64594 (S)	
P	<i>Campbell, Martin H., Jr., F/O</i>		<i>Donnovan, Gerald M., 2Lt</i>
CP	<i>Sautter, Carl U., 2Lt</i>		<i>Burris, James W., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Grossi, Frank L., S/Sgt</i>		<i>Rogers, Leo C., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Standish, Beverly R., S/Sgt</i>		<i>Dittmar, Francis A., T/Sgt</i>
G	<i>Sigafoos, James F., Jr., Sgt</i>		<i>Bowden, Scott T., S/Sgt</i>
F	<i>Pummill, E. (NMI), Sgt</i>		<i>None</i>
A/C No. 42-53445 "Lottie's Goose" (Q)		A/C No. 42-32500 "The Saint" (R)	
P	<i>Denton, Richard D., 2Lt</i>		<i>Dauley, Charles Gordon, 2Lt</i>
CP	<i>Mitchell, Lenyard C., F/O</i>		<i>Young, Charles A., 2Lt</i>
N	<i>Opeka, John (NMI), Jr., 2Lt</i>		<i>None</i>
B	<i>Colleton, John C., 2Lt</i>		<i>Campbell, Warren B., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Potolsky, George (NMI), T/Sgt</i>		<i>Rea, Willis L., Sgt</i>
G	<i>Miller, Foster Eugene, S/Sgt</i>		<i>Sentlingar, Charles W., Cpl</i>
F	<i>None</i>		<i>None</i>

428th BS War Diary: Grazzanise airdrome was again the target as 54 planes hit it. The target was obscured by a complete overcast. A few planes were able to drop their bombs on the satellite drome and a few dropped their bombs on a road just North of Mondragone. Approximately 15 to 20 aircraft were observed. S/Sgt Myers got his No. 5 today. The Enlisted Men held their Anniversary Party, being overseas one year. Scotch (imitation, French) wine, beer and plenty of hamburgers. Joe Harrison lost his false teeth in the next morning's upheaval but after a frantic search found them.

Harrison, Joseph (NMI) "Joe", Cpl,

Myers, Loy Gale "Ace", S/Sgt, turret-gunner

Sunday, 5 September 1943 (continued)

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission #: On the fifth, 54 aircraft bombed Grazzanise Landing Ground. The aim--to crush any really strong enemy aerial activity in support of their troops. The primary target was obscured by cloud cover, so 39 aircraft dropped their bombs on Grazzanise #1. Though the satellite was partially obscured by clouds, at least 14 strings were seen to hit the fields proper. One box of six dropped their bombs North of Mondragone on a road.

One of 20 enemy aircraft made a pass at the bombers unsuccessfully. The escort destroyed two enemy fighters. Slight, inaccurately heavy flak from the target area and positions on route proved just as harmless.

A/C No. 1 <i>probably</i> 42-64554 "The Chief" (flight leader)		A/C No. 2 <i>aircraft unidentified</i>	
P	<i>Walker, James P. "Chief", Maj, Commander</i>		<i>Wescott, Robert M., 1Lt</i>
CP	<i>Harder, Frank A., 1Lt</i>		<i>Hogan, Jack F., F/O</i>
N	<i>Doolittle, Leonard N., Capt</i>		<i>None</i>
B	<i>Boatler, Sidney K., 1Lt</i>		<i>Naworski, Edward F., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>East, Charles D., S/Sgt</i>		<i>Versaw, Robert E., Sgt</i>
G	<i>Agin, Clealon J., Sgt</i>		<i>Donaldson, William M., Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 3 <i>aircraft unidentified</i>		A/C No. 4 <i>aircraft unidentified</i>	
P	<i>Purifoy, Lawrence Lloyd "Peter Plink", 1Lt</i>		<i>Brennan, Samuel J., Jr., 1Lt</i>
CP	<i>Hartzell, Jacob S., 2Lt</i>		<i>Sebor, George, (NMI), 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Nessif, Joseph M., 2Lt</i>		<i>Keys, Paul R., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Martin, Jack E., S/Sgt</i>		<i>Smit, Richard F., T/Sgt</i>
G	<i>Skypeck, George F., Cpl</i>		<i>Myers, Loy Gale "Ace", S/Sgt</i>
F	<i>Amirault, Osborne J., Sgt</i>		<i>None</i>
A/C No. 5 <i>aircraft unidentified</i>		A/C No. 6 <i>aircraft unidentified</i>	
P	<i>Boswell, Harry R., 2Lt</i>		<i>Douglas, James D., 2Lt</i>
CP	<i>Everiss, William Raymond, 2Lt</i>		<i>Farley, Jean N., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Karvel, Roy L., 2Lt</i>		<i>Evans, Allen (NMI), Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Booth, Jack D., S/Sgt</i>		<i>Lunger, Quentin L., S/Sgt</i>
G	<i>Kelly, Andrew R., Cpl</i>		<i>Sviantek, John L., Sgt</i>
F	<i>None</i>		<i>None</i>

Sunday, 5 September 1943 (continued)

A/C No. 7 aircraft unidentified- may be "Bad Seed"

P Brock, James C., 1Lt
CP Berent, Raymond E., 2Lt
N Martin, William V., 2Lt
B Baraniuk, Jerry M., 2Lt
E None
R Stilp, John P., T/Sgt
G Warlie, Roger Rickie, Pvt
F None

A/C No. 9 aircraft unidentified

P Knight, Gerald R., 1Lt
CP Whitehurst, Ray E., 2Lt
N None
B Spencer, Ronald L., S/Sgt
E None
R Vezey, Kenneth D., Pvt
G Storms, Donald W., S/Sgt
F Bean, Herman B., Cpl

A/C No. 11 aircraft unidentified

P Buglass, Kenneth G., 1Lt
CP Sandstrom, John E., 2Lt
N None
B Queen, Kenneth E., S/Sgt
E None
R Hook, Raymond K., S/Sgt
G Rankin, James V., S/Sgt
F None

A/C No. 8 aircraft unidentified

Blaauw, Harold A., 1Lt
Tiefel, Norman J., 2Lt
None
Stewart, Leslie F., T/Sgt
None
Tow, Charles W., Jr., S/Sgt
Houseman, Charles M., Jr., S/Sgt
None

A/C No. 10 41-13050 "Virginia Sturgeon"

Peterson, Arthur C., 1Lt
Holley, James Taylor, 1Lt
Wortman, Robert A., 2Lt
Hotopp, Henry J., 2Lt
None
Guilfoyle, Frederick J., S/Sgt
Michalek, Joseph F., S/Sgt
None

A/C No. 12 aircraft unidentified

Stokes, Louis S., 2Lt
Lewis, Quentin McAlpine, 2Lt
None
Konchinsky, Herman (NMI), Sgt
None
Morris, Raymond J., Sgt
Graham, Herbert J., S/Sgt
None

Monday, 6 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command B-17's hit Capodichino Airfield, Villa Literno marshalling yard, Gaeta harbor, and Minturno railroad facilities; weather prevents a B-17 attack on Pomigliano airfield. B-25's and B-26's hit Capua airfield and landing grounds at Grazzanise. P-40's hit the landing ground at Pabillonis, Sardinia. US and RAF planes of NATAF operate on reduced scale, flying patrols and hitting railroads and targets of opportunity on the Italian toe. HQ 62nd Troop Carrier Group and its 7th Troop Carrier Squadron transfers from Goubrine, Tunisia to Ponte Olivo, Sicily with C-47's. The 10th, 11th and 12th Troop Carrier Squadrons, 60th Troop Carrier Group, transfer from El Djem, Tunisia to Gela, Sicily with C-47's. The 14th Troop Carrier Squadron, 61st Troop Carrier Group, transfers from Kairouan, Tunisia to Licata, Sicily with C-47's. The 16th Reconnaissance Squadron (Bomber), 68th Reconnaissance Group, transfers from Berrechid, French Morocco to Berteaux, Algeria. The squadron is operating a school for fighter pilots until 23 Sep with P-38's, P-39's, P-40's and Spitfires. The 27th and 94th Fighter Squadrons, 1st Fighter Group, based at Mateur, Tunisia begin operating from Dittaino, Sicily with P-38's.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 164, 6 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1032 54 B-25's took off to Bomb CAPUA L/G. None returned
Time No. A/C Type A/C Mission Target No. A/C

early. 54 dropped 324 X 500 .1 & 45 sec delay bombs on target at 1310
No. A/C No & Type Time

from 9300-13,000 ft. 54 returned at 1502. None Lost, None missing,
Altitude No. A/C Time No. A/C No. A/C

None at _____.
No. A/C Friendly field

Monday, 6 September 1943 (continued)

3. RESULTS: Very accurate bombing reported. Good concentrations on entire A/D. Many strings seen to hit on L/G, SE and center of field particularly hard hit with many hits observed among A/A on E side. One direct hit seen on hangar and several strings on shops in SE area. 1 building left burning. A large fire and explosion was observed on the N side of the field, 40-50 A/C were reported dispersed on the L/G. 3-8 A/C believed destroyed in front of S hangar. Cloud of smoke at 3000 feet seen over the target on leaving.
4. OBS: 5-6 E/A, unidentified on the deck near the target; did not attack. 4 S/E A/C, light blue or silver, heading inland high above bombers after target, did not attack. 1 E/A shot down by escort. Flak at the target: Slight to moderate, fairly accurate heavy. One position reported at intersection of highway near SE corner of A/D, and one position S of the town of CAPUA. Elsewhere: Slight, inaccurate heavy flak crossing the coast from a position just S of CASTEL VOLTURNO, AT MONDRAGONE, GRAZZANISE and CARNIOLA. Shipping: 2 white or grey M/V in GAETA Harbor, possibly hospital ships, 1245 hours. 2 small craft going S off CASTEL VOLTURNO at high speed, 1240 hours. 4 M/V's in NISIDA Harbor. 25-30 small craft in PROCIDA BAY. One crew reported what appeared to be a surfaced submarine at 40 deg 46 min N, 14 deg 10 min E, 1245 hours. Number of small craft heading in all directions off coast at Castel Volturno. Ground: 30 M/T heading S on shore road N of MONDRAGONE.
Photos were taken.
5. WEATHER AT TARGET: Scattered clouds at 7000 ft, 4-5/10 coverage. Visibility good.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: *(No non-mission information)*

379th BS Mission Summary: (Ops Order ---/mission ---) **Group Mission # :** Eighteen of our planes went on a mission today and did an excellent job of bombing on Capua A/D in Italy. Dispersed aircraft, hangars, shops, and the landing area were all hard hit. A few enemy fighters were seen near the target but they failed to attack the bombers. The Flak was slight to moderate but fairly accurate.

Monday, 6 September 1943 (continued)

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 3 *aircraft and crew unidentified* **A/C No. 4** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 5 *aircraft and crew unidentified* **A/C No. 6** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 7 *aircraft and crew unidentified* **A/C No. 8** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Monday, 6 September 1943 (continued)

A/C No. 9 *aircraft and crew unidentified*

A/C No. 10 *aircraft and crew unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 11 *aircraft and crew unidentified*

A/C No. 12 *aircraft and crew unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 13 *aircraft and crew unidentified*

A/C No. 14 *aircraft and crew unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 15 *aircraft and crew unidentified*

A/C No. 16 *aircraft and crew unidentified*

**P
CP
N
B
E
R
G
F**

Monday, 6 September 1943 (continued)

A/C No. 17 *aircraft and crew
unidentified*

A/C No. 18 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: Off went our Bombers today to strike at Capua A/D. The results were very good and the enemy was left in their slit-trenches watching several of the famed Luftwaffe fighters burning fiercely from direct hits on them. We celebrated evening chow with fresh chopped hamburger and iced lemonade.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 116

Date- Sep 6, 1943

Target- Capua Airdrome, Italy

Squadron airplanes- seventeen

Striking again at airdromes in Southern Italy where the enemy has concentrated their air power, our group, whose assignment was Capua A/D, nicely covered this landing ground. There were good concentrations over the entire area. The SE and center of the field was particularly well hit with many aircraft destroyed along the east side. A hangar received a direct hit and the shops on the SE area were covered by several bomb strings. One building was left burning, and a large fire and explosion was observed on the North side of the field. Forty to fifty A/C were observed dispersed on the landing ground of which three to six of these were believed destroyed in front of the south hangar. A 2,000' column of smoke was seen over the target as the formation left their objective.

Although several E/A were observed on the deck near the target, there was no interception by them. One enemy fighter however was shot down by the escort. Slight to moderate, fairly accurate flak was experienced over the target. Flak also was encountered. Photographs were taken and all ships returned safely.

A/C No. 1 *aircraft unidentified*

P *Cromartie, Harry L., Jr., Capt*
CP *Ryan, Thomas P., 2Lt*
N *Potter, Eliot H., 2Lt*
B *Anderson, J.B., 2Lt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Kobasa, Joseph (NMI), S/Sgt*
F *Wilder, Rodney R. "Hoss", Maj,
Commander (observer)*

A/C No. 2 *aircraft unidentified*

Benton, James H., 2Lt
Auchard, R.L., Lt
None
Snyder, G.F., S/Sgt
None
McConnell, Walter J., S/Sgt
None listed
Faust, R.A., S/Sgt

Monday, 6 September 1943 (continued)

A/C No. 3 aircraft unidentified

P Sowder, Tony R., Jr., F/O
CP Bates, Willie L., F/O
N None
B Mooney, Berton E., PFC
E None
R Acey, Marvin E., S/Sgt
G Cook, Keith L., Sgt
F None

A/C No. 5 aircraft unidentified

P Weaver, Joseph S., Jr., 2Lt
CP Toltzman, William J., 2Lt
N None
B Gardner, Clarence R., S/Sgt
E None
R Bixby, Jack H., S/Sgt
G Wolf, Elmer A., Sgt
F None

A/C No. 7 aircraft unidentified

P Rice, Carl E., 2Lt
CP Freeland, Levi B., Jr., 2Lt
N Konieczka, William F., 2Lt
B Mizerski, Richard C. "Bronco", 2Lt
E None
R Alexander, Phillip D., Sgt
G Thomas, Cyril L., S/Sgt
F Gavin, J.F., Maj (observer)

A/C No. 9 aircraft unidentified

P Hament, Carrol (NMI), 2Lt
CP Arentson, Robert M., 2Lt
N None
B Weinstein, Robert S., S/Sgt
E None
R Wells, Donald W., S/Sgt
G Marquis, Wesley W., Sgt
F None

A/C No. 4 aircraft unidentified

Folwell, Frank C., 1Lt
Gifford, Frank (NMI), 2Lt
Page, John J., 2Lt
Windler, John H., 2Lt
None
Altobello, Joseph J., S/Sgt
Gore, W.O., S/Sgt
None

A/C No. 6 aircraft unidentified

Drew, Edward A., 2Lt
Dodge, Charles M., 2Lt
None
Miller, Lester Amos, S/Sgt
None
Cooper, Charlie W., S/Sgt
Miller, Milton H., Sgt
Land, Wilson E., Cpl

A/C No. 8 probably 41-13100

"BOMBLE BEE"

Brown, Charles R., 2Lt
Wells, Samuel Marshall, 2Lt
None
Ash, George W., Sgt
None
Barbieri, Edward D., S/Sgt
Janicki, Andrew J., S/Sgt
None

A/C No. 10 aircraft unidentified

LeFevre, Stanley D., 2Lt
Talcott, Harold R., F/O
McBride, Daniel (NMI), 2Lt
Lee, Robert S., 2Lt
None
Pratt, Ralph A., Jr., S/Sgt
Roach, James M., S/Sgt
None

Monday, 6 September 1943 (continued)

A/C No. 11 aircraft unidentified

P *Ross, Fred C., Jr., 2Lt*
CP *Strunk, Clifton W., 2Lt*
N *None*
B *Link, Byron F., S/Sgt*
E *None*
R *Lysowski, Raymond A., Cpl*
G *Litchfield, Edward W., Sgt*
F *None*

A/C No. 13 aircraft unidentified

P *Derrick, William S., 2Lt*
CP *Wilson, Victor H., Jr., 2Lt*
N *Lewis, Jack (NMI), 2Lt*
B *Ackerson, Newell W., 2Lt*
E *None*
R *Liudahl, Irvin Melbourne, S/Sgt*
G *Barszcz, Stanley G., Sgt*
F *None*

A/C No. 15 aircraft unidentified

P *Bounds, Thomas C., 2Lt*
CP *Liggett, Arthur G., Jr., 2Lt*
N *None*
B *Kechter, Harry H., T/Sgt*
E *None*
R *Brinson, Lloyd D., S/Sgt*
G *Himes, Burke W., Cpl*
F *None*

A/C No. 17 aircraft unidentified

P *Hanlon, James Augustus, Jr., 2Lt*
CP *Newkirk, Renford Raymond, 2Lt*
N *None*
B *Crossman, Stanley R., S/Sgt*
E *None*
R *Mays, Jack C., Sgt*
G *Brimhall, Bert L., Sr., S/Sgt*
F *None*

A/C No. 12 aircraft unidentified

Echols, George A., 2Lt
Beale, Edward J., 2Lt
None
Silvis, Harry C., Sgt
None
Taylor, Frank E., Sgt
Cook, Ray E., S/Sgt
None

A/C No. 14 aircraft unidentified

Smith, Leonard D. "Leo", 2Lt
Buckiewicz, Raymond M., 2Lt
None
Sharp, Kenneth R., 2Lt
None
McDowell, Alva H., S/Sgt
McCabe, George P., Sgt
Corbin, Leonard W., PFC

A/C No. 16 aircraft unidentified

Walton, Cecil Vernon, 2Lt
Maxwell, Max W., 2Lt
Evans, Ivor P., 2Lt
Drake, W.H., 2Lt
None
Dinges, J.W., S/Sgt
Black, Jewell James "J.J.", Sgt
None

Monday, 6 September 1943 (continued)

381st BS War Diary: M/Sgt. Rennicks, T/Sgt. F.L. Johnson, and S/Sgts. Schmidt and Singletary took off by plane for Maison Blanche, Algeria, enroute to rest camp at Ain Taya.

Today's target: Capua A/D, Italy

Johnson, Floyd L., T/Sgt, engineering

Rennicks, Charles E., M/Sgt, engineering, crew chief

Schmidt, Harold E., Sgt, radio-gunner

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : CAPUA AIRDROME, ITALY

Sqdrn. Mission # 114	Menzel Temime, 6 September 43
Take Off 10:32	Group Mission # 151
Target 12:50	Flight 54 B-25's
Down 15:02	Escort: 36 P-38'S
Total Time: 4 Hrs. 30 Min.	Bomb Load: 6 x 500
Total Sorties: 813	Bombs Dropped: 18(6 x 500), 54,000#
	Average Altitude: 11,150

Weather: Good, after passing thru front half way to target.

STRATEGY: To reduce enemy air facilities near Naples.

REMARKS: Practically every bomb hit across the airdrome, destroying many of the 20 - 30 enemy aircraft parked there.

Squadron Navigator, Lt. Hickman and Squadron Bombardier, Lt. Fayard, in the lead ship for the first time, did an excellent job.

Flak: Heavy, moderate, fairly accurate.

Only one enemy aircraft was observed in the distance.

CREWS

1st Flight

A/C No. 41-13074 "Balls of Fire" / "Royal Flush" (C)		A/C No. 41-13085 "Green Hornet" (A)	
P	<i>Therrien, Robert W., 2Lt</i>		<i>Coddington, Walter E., Capt</i>
CP	<i>Williamson, Lloyd V., F/O</i>		<i>Ramsey, Thomas Upton, 2Lt</i>
N	<i>None</i>		<i>Hickman, James G., 1Lt</i>
B	<i>Dombkowski, Stanley F., S/Sgt</i>		<i>Fayard, Oliver E., Jr., 1Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Szymik, Emil (NMI), T/Sgt</i>		<i>Thomas, Quentin W., T/Sgt</i>
G	<i>Kim, Daniel (NMI), S/Sgt</i>		<i>Moxey, Orville E., T/Sgt</i>
F	<i>None</i>		<i>None</i>

Monday, 6 September 1943 (continued)

<p style="text-align: center;">A/C No. 41-30341 (B)</p> <p>P <i>Campbell, Martin H., Jr., F/O</i> CP <i>Sautter, Carl U., 2Lt</i> N <i>None</i> B <i>Grossi, Frank L., S/Sgt</i> E <i>None</i> R <i>Standish, Beverly R., S/Sgt</i> G <i>Sigafoos, James F., Jr., Sgt</i> F <i>Pummill, E. (NMI), Sgt</i></p> <p style="text-align: center;">A/C No. 42-53445 "Lottie's Goose" (D)</p> <p>P <i>Denton, Richard D., 2Lt</i> CP <i>Mitchell, Lenyard C., F/O</i> N <i>Opeka, John (NMI), Jr., 2Lt</i> B <i>Colleton, John C., 2Lt</i> E <i>None</i> R <i>Potolsky, George (NMI), T/Sgt</i> G <i>Miller, Foster Eugene, S/Sgt</i> F <i>Shrader, Doyle A., 1Lt (observer)</i></p> <p style="text-align: center;">A/C No. 41-30333 "A Touch of Texas" (J)</p> <p>P <i>Cook, Walter E., F/O</i> CP <i>Knecum, Walter A., 2Lt</i> N <i>None</i> B <i>Micks, Henry B., S/Sgt</i> E <i>None</i> R <i>Starnes, Carl B., T/Sgt</i> G <i>George, Wade Clayton, S/Sgt</i> F <i>None</i></p> <p style="text-align: center;">A/C No. 41-13061 "Lil Joe" (H)</p> <p>P <i>Wirth, Thomas F., Jr., F/O</i> CP <i>Boston, Joseph W., Jr., 2Lt</i> N <i>None</i> B <i>Miller, Foster C., S/Sgt</i> E <i>None</i> R <i>Swanson, William M., T/Sgt</i> G <i>Rounis, Gus T., T/Sgt</i> F <i>None</i></p>	<p style="text-align: center;">A/C No. 42-32500 "The Saint" (F)</p> <p><i>Dauley, Charles Gordon, 2Lt</i> <i>Young, Charles A., 2Lt</i> <i>None</i> <i>Campbell, Warren B., S/Sgt</i> <i>None</i> <i>Rea, Willis L., Sgt</i> <i>Sentlingar, Charles W., Cpl</i> <i>None</i></p> <p style="text-align: center;">A/C No. 42-64594 (E)</p> <p><i>Donnovan, Gerald M., 2Lt</i> <i>Burris, James W., 2Lt</i> <i>None</i> <i>Rogers, Leo C., S/Sgt</i> <i>None</i> <i>Dittmar, Francis A., T/Sgt</i> <i>Bowden, Scott T., S/Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 41-13052 "TABOO" (G)</p> <p><i>Alexander, William T. "Alex", Capt</i> <i>Baisch, Joseph M., III, 2Lt</i> <i>Renton, Walter C., Jr., 1Lt</i> <i>Withrow, John B., Jr., 2Lt</i> <i>None</i> <i>Foderaro, Albert (NMI), S/Sgt</i> <i>Mayronne, Clyde A., Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 42-64667 "Wet Dreams" (M)</p> <p><i>Wolfe, Warren M., 2Lt</i> <i>Cruise, William H., 2Lt</i> <i>None</i> <i>Malone, Donald B., S/Sgt</i> <i>None</i> <i>Marshburn, James T., Sgt</i> <i>Lyon, John R., Sgt</i> <i>Burt, Warwick C. S., T/Sgt</i></p>
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Monday, 6 September 1943 (continued)

A/C No. 42-64596 "Donna Marie" (K)		A/C No. 41-13087 (L) (borrowed from 428 th BS)	
P	<i>Flake, Ray M., 2Lt</i>		<i>Jones, William E., F/O</i>
CP	<i>Weaver, Claude H., 2Lt</i>		<i>Hudson, Charles (NMI), Jr., F/O</i>
N	<i>Ewalt, William F., 2Lt</i>		<i>None</i>
B	<i>Feinglass, Philip (NMI), 2Lt</i>		<i>Smith, Paul F., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Fiumecel, Albert F., S/Sgt</i>		<i>Clark, Thomas J., T/Sgt</i>
G	<i>Marvin, Lawrence R., Sgt</i>		<i>Hannon, Robert P., Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 42-32454 "Boomerang" (P)		A/C No. 41-29980 (N)	
P	<i>Burt, Norman A., F/O</i>		<i>Marlow, Jack F., 2Lt</i>
CP	<i>Arnoult, Hubbard B., Jr., 2Lt</i>		<i>Dusek, Ernest P., 2Lt</i>
N	<i>None</i>		<i>Forbes, Robert L., 1Lt</i>
B	<i>Douglas, Edward (NMI), S/Sgt</i>		<i>Schutte, Warren G., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Porter, Lloyd G., Jr., T/Sgt</i>		<i>Budde, Walter H., T/Sgt</i>
G	<i>Bozovich, Matthew L., S/Sgt</i>		<i>White, John Edward, S/Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 42-64583 (O) (borrowed from 428 th BS)		A/C No. 42-64515 (S) (borrowed from 428 th BS)	
P	<i>Stagner, Howard C., F/O</i>		<i>Hanna, Malcolm C., 2Lt</i>
CP	<i>Baker, Gordon G., 1Lt</i>		<i>Sheets, Richard L., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Schoen, Everett G., 2Lt</i>		<i>Powell, Charles P., Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Jereb, Vincent (NMI), S/Sgt</i>		<i>Pelkey, John R., S/Sgt</i>
G	<i>Collom, Frank C., Sgt</i>		<i>Camagna, Celest F., S/Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 42-32440 (Q) (borrowed from 428 th BS)		A/C No. 42-32428 "Little Isadore" (R)	
P	<i>Kreuzkamp, Paul J., 2Lt</i>		<i>Samson, George D., 2Lt</i>
CP	<i>Stoeber, Leslie R., 2Lt</i>		<i>Burlingame, John Hancock, 2Lt</i>
N	<i>Victor, Joseph G., 2Lt</i>		<i>None</i>
B	<i>Leasure, Oliver B., 2Lt</i>		<i>Doty, James K., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Shoemaker, Cecil D., S/Sgt</i>		<i>Lichtenstein, Nathan N., S/Sgt</i>
G	<i>Mayhew, Wesley B., Jr., Sgt</i>		<i>Dees, Paul (NMI), S/Sgt</i>
F	<i>Cometh, Lawrence (NMI), Maj, Commander (observer)</i>		<i>Scott, Ivan D., Cpl</i>

Monday, 6 September 1943 (continued)

428th BS War Diary: Italian parachutists were reported to have landed in the Bizerte area damaging a B-17 and a B-25. As a result the roving guard system was put into effect again. Two guards and a driver patrolling an assigned area with a jeep. 25 men will be alerted at all times during the night. 54 bombers struck at Capua airdrome. Good concentrations were reported on the entire airdrome. A hangar and the shop on the East edge of the field were hit. Many aircraft were dispersed in the area. Five or six enemy planes were sighted but no attack was attempted. Flak was slight and accurate. Another plane was transferred out of the squadron leaving us 17 planes now.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
(428th BS did not participate)

Tuesday, 7 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): HQ Army Air Forces decides to transfer Lieutenant General Lewis H Brereton, Commanding General, and his HQ staff from Africa to the United Kingdom to reform the Ninth Air Force in the European Theater of Operations by absorbing the VIII Air Support Command.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command B-17's bomb 2 satellite airfields at Foggia; B-25's and B-26's hit road and rail bridges at Saptri and Trebisacce and roads at Lauria. In Sardinia, P-40's hit the landing ground at Pabillonis and barges off Portoscuso. US A-20's of the Northwest African Tactical Bomber Force (NATBF) support British landing on 7/8 Sep near Pizzo, Italy in an unsuccessful attempt to cut off enemy retreat up W coast of the Italian toe. Medium and light bombers, in an afternoon raids, bomb Crotone airfield and roadblock and gun batteries N of Catanzaro, Italy. The 4th and 8th Troop Carrier Squadrons, 62nd Troop Carrier Group, transfer from Goubrine, Tunisia to Gela, Sicily with C-47's. The 35th Troop Carrier Squadron, 64th Troop Carrier Group, El Djem, Tunisia to Comiso, Sicily with C-47's.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 165, 7 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.

2. At 0850 36 B-25's took off to Bomb Three Bridges at Trebisacce. None

Time	No. A/C	Type	A/C	Mission	Target	No. A/C
returned early.	<u>32</u>	dropped	<u>192 X 500 .1 & .025 sec delay</u>	bombs on target at		
	No. A/C		No & Type			

<u>1100</u>	from	<u>8300-10,500 ft.</u>	<u>35</u>	returned at	<u>1302.</u>	<u>One</u>	Lost,	<u>None</u>
Time		Altitude	No. A/C	Time	No. A/C	No. A/C		No. A/C

missing, None at . One B-25 lost not due to enemy action.
No. A/C Friendly fields

Tuesday, 7 September 1943 (continued)

3. RESULTS: NORTH R.R. BRIDGE: Possible direct hits and many near misses reported. Hits on track North of bridge. ROAD BRIDGE: Uncertain as to direct hits on road bridge. Near misses reported. MIDDLE: Both rail and road bridges believed to have received some direct hits and many near misses. Tracks hit North of bridge. Much debris seen in air and falling water. Later observation obscured by much smoke. SOUTH: Possible direct hits and a number of near misses reported on both road and railroad bridges. Track believed severed South of bridge. Dust and smoke obscured observation by last flight. Debris in air and falling in water. SUMMARY: Reports indicate excellent bombing pattern. Both road and railroad believed definitely severed. Bridges, if not destroyed believed severely damaged.
4. OBS: E/A: Approximately 15 S/E unidentified fighters observed on turnaway from target. 6/8 unidentified S/E's observed in vicinity of Castrovillari. No attacks made. Flak: No flak was experienced except very slight light flak from vicinity of Cassano. Shipping: None. Ground: 150/200 freight cars in M/Y's at Doria. Considerable rolling stock reported extending on R.R. from a point 4 miles South of target to 10 miles South of target. Considerable M/T movement in all directions in and out of Castrovillari. R.R. siding at Frassa jammed with cars. 5/6 M/T convoys containing 20/30 vehicles each reported on road 5 miles South of target heading North. Three large trains totaling 200/250 cars reported at Cetraro and Guardia. Several M/T on coast road near Belvedere Marittimo. Many R.R. box cars reported at Cassano. Approximately 100 M/T reported along road at 39 degrees 40 minutes North - 16 degrees 18 minutes East. No heading given.

Photos were taken.

5. WEATHER AT TARGET: 3/10 - 4/10 strato cumulus cover at 4/7000 Ft. Visibility 8 miles to unlimited.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: Routine activity.

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
(379th BS did not participate)

Tuesday, 7 September 1943 (continued)

380th BS War Diary: Today our Group received a great shock and were saddened greatly by the loss of Major Jim Walker, Flight Commander of the formation assigned to hit a brace of bridges at Trebisacce, Italy. The plane suddenly fell apart over the target from an unknown cause.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 117

Date- Sep 7, 1943

Target- Three sets of Bridges at Trebisacce, Italy

Squadron airplanes- twelve

Attempting to sever the supply lines of the enemy and prevent war materials and food from reaching the retreating Axis army in the toe of Italy, Allied Bombers and fighters have been striking repeatedly at objectives such as roads, rail lines, marshalling yards and bridges. Today's target was the important set of bridges at Trebisacce on the eastern coast line of southern Italy. Compilation of interrogation material indicated excellent results. The North Bridge received possible direct hits and many near misses. The tracks N of this bridge were severed, the road bridge experienced near misses. The middle bridges, rail and road are believed destroyed, as many direct hits near misses are reported. Rail line N of this set of bridges out. Much debris was seen in the air and falling into the water. The results on the south set of bridges was almost identical to the middle bridges. Many direct hits and near misses observed. Rail line also was severed south of this rail bridge. Bridges severely damaged or even destroyed. At any rate, transportation will be stymied for a period of time. Our group suffered the loss of one of its squadron commanders today. Major Walker with all his crew was seen to crash just after leaving the target.

A/C No. 1 aircraft unidentified

P *Cromartie, Harry L., Jr., Capt*
CP *Ryan, Thomas P., 2Lt*
N *Potter, Eliot H., 2Lt*
B *Anderson, J.B., 2Lt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Kobasa, Joseph (NMI), S/Sgt*
F *Wetzel, Manfred J., Maj, HQ 310th BG (observer)*

A/C No. 3 aircraft unidentified

P *Benton, James H., 2Lt*
CP *Auchard, R.L., Lt*
N *None*
B *Snyder, G.F., S/Sgt*
E *None*
R *Hoover, Donald E., S/Sgt*
G *McConnell, Walter J., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Wright, John E., 2Lt
Anderson, Lloyd G., 2Lt
None
Donahue, Francis E., S/Sgt
None
Morris, J.E., S/Sgt
Papp, Frank (NMI), Jr., Sgt
Faust, R.A., S/Sgt

A/C No. 4 aircraft unidentified

LeFevre, Stanley D., 2Lt
Talcott, Harold R., F/O
Page, John J., 2Lt
Lee, Robert S., 2Lt
None
Pratt, Ralph A., Jr., S/Sgt
McCabe, George P., Sgt
None

Tuesday, 7 September 1943 (continued)

A/C No. 5 aircraft unidentified

P *Ross, Fred C., Jr., 2Lt*
CP *Strunk, Clifton W., 2Lt*
N *None*
B *Link, Byron F., S/Sgt*
E *None*
R *Lysowski, Raymond A., Cpl*
G *Litchfield, Edward W., Sgt*
F *None*

A/C No. 7 aircraft unidentified

P *Rice, Carl E., 2Lt*
CP *Freeland, Levi B., Jr., 2Lt*
N *Konieczka, William F., 2Lt*
B *Mizerski, Richard C. "Bronco", 2Lt*
E *None*
R *Alexander, Phillip D., Sgt*
G *Thomas, Cyril L., S/Sgt*
F *None*

A/C No. 9 aircraft unidentified

P *Drew, Edward A., 2Lt*
CP *Dodge, Charles M., 2Lt*
N *None*
B *Miller, Lester Amos, S/Sgt*
E *None*
R *Cooper, Charlie W., S/Sgt*
G *Miller, Milton H., Sgt*
F *Powers, John A., S/Sgt*

A/C No. 11 aircraft unidentified

P *Hanlon, James Augustus, Jr., 2Lt*
CP *Newkirk, Renford Raymond, 2Lt*
N *None*
B *Crossman, Stanley R., S/Sgt*
E *None*
R *Mays, Jack C., Sgt*
G *Brimhall, Bert L., Sr., S/Sgt*
F *Corbin, Leonard W., PFC*

A/C No. 6 aircraft unidentified

Hament, Carrol (NMI), 2Lt
Arentson, Robert M., 2Lt
None
Weinstein, Robert S., S/Sgt
None
Wells, Donald W., S/Sgt
Marquis, Wesley W., Sgt
None

**A/C No. 8 probably 41-13100
"BOMBLE BEE"**

Brown, Charles R., 2Lt
Wells, Samuel Marshall, 2Lt
None
Ash, George W., Sgt
None
Barbieri, Edward D., S/Sgt
Janicki, Andrew J., S/Sgt
None

A/C No. 10 aircraft unidentified

Walton, Cecil Vernon, 2Lt
Maxwell, Max W., 2Lt
Evans, Ivor P., 2Lt
Drake, W.H., 2Lt
None
Dinges, J.W., S/Sgt
Black, Jewell James "J.J.", Sgt
None

A/C No. 12 aircraft unidentified

Bounds, Thomas C., 2Lt
Liggett, Arthur G., Jr., 2Lt
None
Kechter, Harry H., T/Sgt
None
Brinson, Lloyd D., S/Sgt
Himes, Burke W., Cpl
None

Tuesday, 7 September 1943 (continued)

381st BS War Diary: The 381st Bombardment Squadrons' Officers' Club opened this evening after four days of very strenuous work by all the Officers, which consisted of clearing the ground for 5 pyramidal tents, building the furniture and bar, and procuring the liquor for the grand opening.

Captain Cometh, the Squadron Commander, who completed his 50th mission today, was notified that he had been promoted to Major, effective 30 August 43.

Today, for the first time, the Group flew a mission without escort. The target: Trebisacce Railroad Bridge. The 428th Squadron lost its Squadron Commander, Major Walker, who was piloting a ship which crashed near the target. Structural failure is thought to be the cause of the accident.

Cometh, Lawrence (NMI), Maj, pilot, Commander

Walker, James P. "Chief" Maj, pilot, Commander

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : TREBISACCE R.R. BRIDGES, ITALY

	Menzel Temime, 7 September 43
Sqdrn. Mission # 115	Group Mission # 152
Take Off 08:50	Flight 36 B-25's
Target 11:00	Escort: None
Down 13:02	Bomb Load: 6 x 500
Total Time: 4 Hrs. 12 Min.	Bombs Dropped: 12(6 x 500), 36,000#
Total Sorties: 825	Average Altitude: 9,900

Weather: Broken clouds at 6,500 feet.

STRATEGY: To prevent a German withdrawal from the toe of Italy as the British Eighth Army advances.

REMARKS: This was first 310th mission ever flown without escort. No enemy aircraft attacked the formation. The flak was slight and inaccurate.

Very close bombing on the three bridges. Two were hit, but not destroyed.

CREWS

1st Flight

	A/C No 42-32428 "Little Isadore" (P)	A/C No. 42-64592 (N)
P	<i>Durgin, James L., 2Lt</i>	<i>Cometh, Lawrence (NMI), Maj, Commander</i>
CP	<i>Warren, Donald B., 2Lt</i>	<i>Baker, Gordon G., 1Lt</i>
N	<i>None</i>	<i>Forbes, Robert L., 1Lt</i>
B	<i>Doty, James K., Sgt</i>	<i>Schutte, Warren G., 2L</i>
E	<i>None</i>	<i>None</i>
R	<i>Shapiro, Marvin L., S/Sgt</i>	<i>Jereb, Vincent (NMI), S/Sgt</i>
G	<i>Blackshire, Joseph R., S/Sgt</i>	<i>Collom, Frank C., Sgt</i>
F	<i>None</i>	<i>None</i>

Tuesday, 7 September 1943 (continued)

<p>A/C No. 42-32454 "Boomerang" (O)</p> <p>P <i>Burt, Norman A., F/O</i></p> <p>CP <i>Arnoult, Hubbard B., Jr., 2Lt</i></p> <p>N <i>None</i></p> <p>B <i>Douglas, Edward (NMI), S/Sgt</i></p> <p>E <i>None</i></p> <p>R <i>Porter, Lloyd G., Jr., T/Sgt</i></p> <p>G <i>Bozovich, Matthew L., S/Sgt</i></p> <p>F <i>None</i></p> <p>A/C No. 42-64596 "Donna Marie" (Q)</p> <p>P <i>Flake, Ray M., 2Lt</i></p> <p>CP <i>Weaver, Claude H., 2Lt</i></p> <p>N <i>Ewalt, William F., 2Lt</i></p> <p>B <i>Feinglass, Philip (NMI), 2Lt</i></p> <p>E <i>None</i></p> <p>R <i>Fiumecel, Albert F., S/Sgt</i></p> <p>G <i>Marvin, Lawrence R., Sgt</i></p> <p>F <i>None</i></p>	<p>A/C No. 42-64667 "Wet Dreams" (S)</p> <p><i>Wolfe, Warren M., 2Lt</i></p> <p><i>Cruise, William H., 2Lt</i></p> <p><i>None</i></p> <p><i>Malone, Donald B., S/Sgt</i></p> <p><i>None</i></p> <p><i>Marshburn, James T., Sgt</i></p> <p><i>Lyon, John R., Sgt</i></p> <p><i>Burt, Warwick C. S., T/Sgt</i></p> <p>A/C No. 41-30333 "A Touch of Texas" (R)</p> <p><i>Jones, William E., F/O</i></p> <p><i>Hudson, Charles (NMI), Jr., F/O</i></p> <p><i>None</i></p> <p><i>Smith, Paul F., S/Sgt</i></p> <p><i>None</i></p> <p><i>Clark, Thomas J., T/Sgt</i></p> <p><i>Hannon, Robert P., Sgt</i></p> <p><i>None</i></p>
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CREWS 2nd Flight

<p>A/C No. 41-13074 "Balls of Fire" / "Royal Flush" (P)</p> <p>P <i>Therrien, Robert W., 2Lt</i></p> <p>CP <i>Williamson, Lloyd V., F/O</i></p> <p>N <i>None</i></p> <p>B <i>Dombkowski, Stanley F., S/Sgt</i></p> <p>E <i>None</i></p> <p>R <i>Szymik, Emil (NMI), T/Sgt</i></p> <p>G <i>Kim, Daniel (NMI), S/Sgt</i></p> <p>F <i>None</i></p> <p>A/C No. 41-30341 (O)</p> <p>P <i>Campbell, Martin H., Jr., F/O</i></p> <p>CP <i>Sautter, Carl U., 2Lt</i></p> <p>N <i>None</i></p> <p>B <i>Grossi, Frank L., S/Sgt</i></p> <p>E <i>None</i></p> <p>R <i>Standish, Beverly R., S/Sgt</i></p> <p>G <i>Sigafoos, James F., Jr., Sgt</i></p> <p>F <i>Pummill, E. (NMI), Sgt</i></p>	<p>A/C No. 41-13085 "Green Hornet" (N)</p> <p><i>Coddington, Walter E., Capt</i></p> <p><i>Ramsey, Thomas Upton, 2Lt</i></p> <p><i>Renton, Walter C., Jr., 2Lt</i></p> <p><i>Fayard, Oliver E., Jr., 1Lt</i></p> <p><i>None</i></p> <p><i>Thomas, Quentin W., T/Sgt</i></p> <p><i>Moxey, Orville E., T/Sgt</i></p> <p><i>None</i></p> <p>A/C No. 42-32500 "The Saint" (S)</p> <p><i>Dauley, Charles Gordon, 2Lt</i></p> <p><i>Young, Charles A., 2Lt</i></p> <p><i>None</i></p> <p><i>Campbell, Warren B., S/Sgt</i></p> <p><i>None</i></p> <p><i>Rea, Willis L., Sgt</i></p> <p><i>Sentlingar, Charles W., Cpl</i></p> <p><i>None</i></p>
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Tuesday, 7 September 1943 (continued)

A/C No. 42-53445 "Lottie's Goose"		A/C No. 42-64594 (R)	
(Q)			
P	<i>Denton, Richard D., 2Lt</i>		<i>Donnovan, Gerald M., 2Lt</i>
CP	<i>Mitchell, Lenyard C., F/O</i>		<i>Burris, James W., 2Lt</i>
N	<i>Opeka, John (NMI), Jr., 2Lt</i>		<i>None</i>
B	<i>Colleton, John C., 2Lt</i>		<i>Rogers, Leo C., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Potolsky, George (NMI), T/Sgt</i>		<i>Dittmar, Francis A., T/Sgt</i>
G	<i>Miller, Foster Eugene, S/Sgt</i>		<i>Bowden, Scott T., S/Sgt</i>
F	<i>None</i>		<i>None</i>

428th BS War Diary: Today's mission proved a costly one for the squadron as it claimed our Commanding Officer, Major James P. Walker. Returning from his 49th mission just off the coast of Italy his ship just crumbled in mid-air. None of the crew were seen to get out as the ship sunk immediately. A weakened wing is the only excuse offered as no enemy fighters or flak were encountered. Flying with the "Chief" were Lt. Frank A. Harder, co-pilot, Lt. Henry Hotopp, bombardier, Cpl. James Black, Gunner, S/Sgt. Harold Manfre, Radio operator, Lt. William N. Martin, Navigator. This was the first crew we lost since April 5th. The target was the Trebisacce Road and bridges on the East coast of the heel of Italy. Target areas were well covered by bombing pattern. Both road and railhead were definitely severed. The bombers went out without any escort. Captain Brock and S/Sgt. Naworski finished their 50th mission today.

<i>Black, James F., S/Sgt, gunner</i>	<i>Brock, James C., Capt, pilot</i>
<i>Harder, Frank A., 1Lt, pilot</i>	<i>Hotopp, Henry J., 2Lt, bombardier</i>
<i>Manfre, Joseph A., S/Sgt, radio-gunner</i>	<i>Martin, William V., 2Lt, navigator</i>
<i>Naworski, Edward F., S/Sgt, gunner</i>	
<i>Walker, James P. "Chief", Maj, pilot, Commander</i>	

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : The target on the Seventh was the Trebisacce road bridges on the East coast of the heel of Italy--which cost one B-25 and crew. It was the first crew we lost since April 5th---and for this one we have no illusions as to their tragic fate.

Major James P. Walker, Pilot, 1st Lt. Frank A. Harder, Copilot, 2nd Lt. William N. Martin, Navigator, 2nd Lt. Henry Hotopp, Bombardier, S/Sgt. Joseph Manfre, Radio Operator, and Cpl. James F. Black, Gunner were lost. For the "Chief" it was the 49th raid. It was Lt. Harder's second and last set-to with the briny deep. Once before when he flew over cruiser death hovered near.

The loss was none the less painful for the fact that structural failure of some type, rather than enemy action, was responsible. The Chief's plane literally disintegrated after the dive to the deck just off the West coast of Italy. No flak or fighters were encountered on the trip. The Chief's last efforts were in keeping with all that he stood for.

Tuesday, 7 September 1943 (continued)

As pieces began tearing themselves from the fuselage, the Chief pulled his plane out of formation lest he endanger others. A wing fell off and the hulk plummeted seaward in a vertical dive from four or five hundred feet. In our opinion the Air Corps lost one of its most promising men. We shall miss them all.

The target areas were well covered by the bombing patters. Near misses were certainly scored by the bombers on all three bridges. All may have been hit. Both road and railhead were definitely severed.

It was the first of a series of raids made without escort. For Captain James C. Brock and S/Sgt. Edward Naworski it was number 50.

A/C No. 1 <i>aircraft unidentified- may be</i> "Bad Seed"		A/C No. 2 <i>aircraft unidentified</i>	
P	<i>Brock, James C., 1Lt</i>		<i>Blaauw, Harold A., 1Lt</i>
CP	<i>Epperson, Elmer H., Maj, Commander</i>		<i>Tiefel, Norman J., 2Lt</i>
N	<i>Doolittle, Leonard N., Capt</i>		<i>None</i>
B	<i>Baraniuk, Jerry M., 2Lt</i>		<i>Connors, Charles L. "Chucklehead", S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Smit, Richard F., T/Sgt</i>		<i>Tow, Charles W., Jr., S/Sgt</i>
G	<i>Warlie, Roger Rickie, Pvt</i>		<i>Houseman, Charles M., Jr., S/Sgt</i>
F	<i>Holmes, William G., Capt, HQ 310th BG (observer)</i>		<i>None</i>
A/C No. 3 <i>aircraft unidentified</i>		A/C No. 2 42-64554 "The Chief" (MACR-567 - disintegrated in mid air)	
P	<i>Knight, Gerald R., 1Lt</i>		<i>Walker, James P. "Chief", Maj, Commander</i>
CP	<i>Whitehurst, Ray E., 2Lt</i>		<i>Harder, Frank A., 1Lt</i>
N	<i>None</i>		<i>Martin, William V., 2Lt</i>
B	<i>Spencer, Ronald L., S/Sgt</i>		<i>Hotopp, Henry J., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Vezey, Kenneth D., Pvt</i>		<i>Manfre, Joseph A., S/Sgt</i>
G	<i>Storms, Donald W., S/Sgt</i>		<i>Black, James F., S/Sgt</i>
F	<i>Reed, Robert H., Sgt</i>		<i>None</i>
A/C No. 5 <i>aircraft unidentified</i>		A/C No. 6 <i>aircraft unidentified</i>	
P	<i>Koch, Richard J., 2Lt</i>		<i>Edwards, William P., 2Lt</i>
CP	<i>Moulder, Robert W., F/O</i>		<i>Chambers, Allen M., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Ovalle, Charles V., Sgt</i>		<i>Herring, William S., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Colley, Francis E., S/Sgt</i>		<i>Jack, Robert C., Sgt</i>
G	<i>Ringler, Ryan C., Sgt</i>		<i>Risteau, John E., S/Sgt</i>
F	<i>None</i>		<i>None</i>

Tuesday, 7 September 1943 (continued)

A/C No. 7 41-13050 "Virginia Sturgeon"

P *Beatty, John H., 1Lt*
CP *Waugh, Carter H., 1Lt*
N *Peterson, Donald L., 2Lt*
B *Boatler, Sidney K., 1Lt*
E *None*
R *Stilp, John P., T/Sgt*
G *Myers, Loy Gale "Ace", S/Sgt*
F *Ryterband, Lewis (NMI), Capt (observer)*

A/C No. 9 aircraft unidentified

P *Buglass, Kenneth G., 1Lt*

CP *Sandstrom, John E., 2Lt*
N *None*
B *Queen, Kenneth E., S/Sgt*
E *None*
R *Hook, Raymond K., S/Sgt*
G *Rankin, James V., S/Sgt*
F *Frank, Irving (NMI), S/Sgt*

A/C No. 11 aircraft unidentified

P *Stewart, Hugh W., 2Lt*
CP *Fassett, Walter J., 2Lt*
N *None*
B *Lim, Wing Y., S/Sgt*
E *None*
R *Martin, Robert J., S/Sgt*
G *Wink, Jacob A., S/Sgt*
F *None*

A/C No. 8 aircraft unidentified

Wescott, Robert M., 1Lt
Hogan, Jack F., F/O
None
Naworski, Edward F., S/Sgt
None
Versaw, Robert E., Sgt
Donaldson, William M., Sgt
None

A/C No. 10 aircraft unidentified

Purifoy, Lawrence Lloyd "Peter Plink", 1Lt
Hartzell, Jacob S., 2Lt
None
Nessif, Joseph M., 2Lt
None
Martin, Jack E., S/Sgt
Skypeck, George F., Cpl
McConnell, Jesse W., Maj, HQ 310th BG (observer)

A/C No. 12 aircraft unidentified

Stokes, Louis S., 2Lt
Lewis, Quentin McAlpine, 2Lt
None
Konchinsky, Herman (NMI), Sgt
None
Morris, Raymond J., Sgt
Graham, Herbert J., S/Sgt
None

428th BS: Extracts from Missing Air Crew Report # 567:

A/C No. 2 42-64554 "The Chief" (MACR-567 - disintegrated in mid air)

P *Walker, James P. "Chief", Maj, Commander - KIA*
CP *Harder, Frank A., 1Lt - KIA*
N *Martin, William V., 2Lt - KIA*
B *Hotopp, Henry J., 2Lt - KIA*
E *None*
R *Manfre, Joseph A., S/Sgt - KIA*
G *Black, James F., S/Sgt - KIA*
F *None*

Tuesday, 7 September 1943 (continued)

Eyewitness Account: *Chambers, Allen M., 2Lt, pilot, 428th BS*

At the time of the accident I was flying on Major Walker's left wing. We were flying about two hundred and forty miles an hour and descending about five hundred feet a minute. Our indicated altitude was about three thousand feet. Up to this time his ship acted normal in every respect. The first indication was the raft door on the left side of the fuselage pulling loose. The raft came out partially inflated and was blown between the two tail sections. The next events happened in sequence. The metal skin around the life raft door blew off. Then the left wing flap came off hitting the vertical fin. Other parts of the wing came off near the fuselage. Major Walker then tried to pull the plane up out of formation. The plane first went up and to the right. Then the left wing came off near the fuselage. This caused the plane to wing over to the left in rear of us. I then lost sight of the plane and didn't see it again until we had circled down. There were two large splashes in the water with wreckage everywhere. We saw no survivors and I believe it impossible for anyone to have gotten out. We then rejoined our formation and returned to the field.

ALLEN M. CHAMBERS
2nd Lt., Air Corps

Eyewitness Account: *Koch, Richard J., 1Lt, pilot, 428th BS*

At the time the accident occurred I was flying on Major Walker's right wing. We had just crossed the coast line on the way back to the field, making a rather gentle descent, air speed at the time was approximately 230 miles per hour. The first thing I noticed was the life raft coming out of the top of the plane. I saw it pass between the two rudders without touching either one. A few seconds later his plane violently shot upward in sort of an abrupt motion. That's the last I saw of the plane as it went over my head.

RICHARD J. KOCH
1st Lt., Air Corps
Pilot

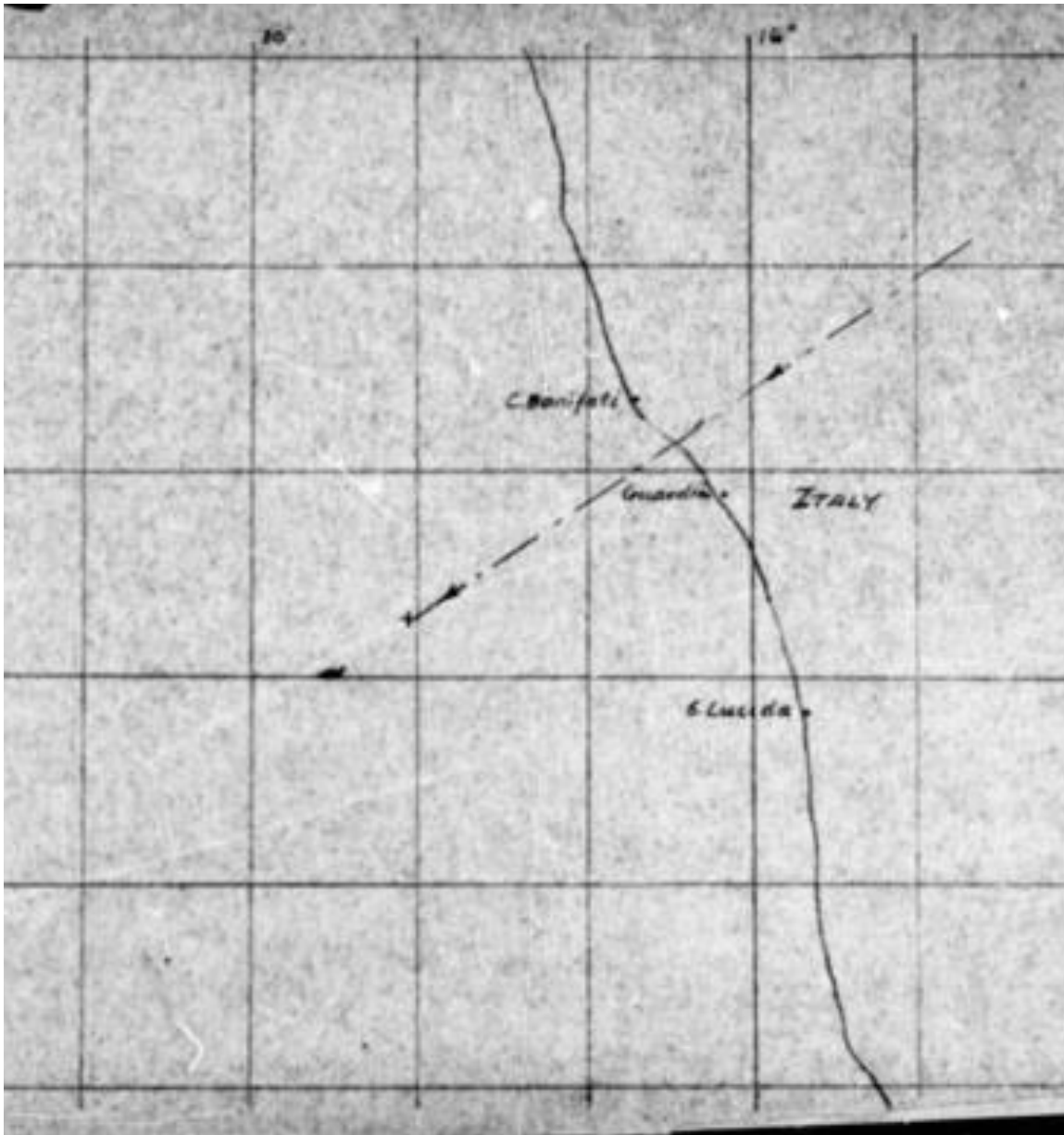
Eyewitness Account: *Doolittle, Leonard N., Capt, navigator, 428th BS*

At the time of the accident I was flying in the lead ship. Major Walker, who was flying our second element, moved out abreast of us. The first thing I noticed was the life raft coming out the side and hitting the tail surface. At this time the ship nosed and the left wing tip came off. The ship then went into an almost vertical climb. The ship then

Tuesday, 7 September 1943 (continued)

passed out of my sight and the last time I saw it there were two separate pieces. One wing from the fuselage out and the other wing and fuselage. I saw these hit the water and sink immediately.

LEONARD N. DOOLITTLE
Captain, Air Corps



Wednesday, 8 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Italy, B-24's bomb the landing ground at Foggia, as convoys approach Salerno to begin the US invasion of Italy (Operation AVALANCHE).

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, about 130 XII Bomber Command B-17's bomb Frascati; 160+ medium bombers hit a highway at Lauria and bridges at Trebisacce and Saptri; fighters hit Pabillonis, Sardinia, cover Allied forces near Pizzo, and bomb and strafe roads and vehicles in the Lamezia-Vibo Valentia-Pizzo-Catanzaro areas; and bombers hit roads and junctions in the Naples area during the night of 8/9 Sep. HQ 5th Photographic Reconnaissance Group and the ground echelon of the 23rd Photographic Squadron (Light) arrive at La Marsa, Tunisia from the US. The air echelon of the 23rd has been operating from La Marsa since 13 Jul 43 with F-5's. The 18th Troop Carrier Squadron, 64th Troop Carrier Group, transfers from El Djem, Tunisia to Comiso, Sicily with C-47's.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 166, 8 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 0835 36 B-25's took off to Bomb Trebisacce Bridges. None returned

Time	No. A/C	Type A/C	Mission	Target	No. A/C
early. <u>36</u> dropped <u>214 X 500 .1 & .025 sec delay</u> bombs on target and 4					
	No. A/C		No & Type		
bombs salvoed in RR Yds at Bonifati at <u>1100</u> from <u>8300-10,500 ft.</u> <u>33</u>					
			Time	Altitude	No. A/C
returned at <u>1310.</u> <u>2</u> Lost, <u>None</u> missing, <u>None</u> at _____.					
	Time	No. A/C	No. A/C	No. A/C	Friendly field

Wednesday, 8 September 1943 (continued)

3. RESULTS: North Bridge: Bridge straddled by bombs with probable hits or near misses. Some bombs hit tracks just N of bridge and on tracks 150-200 ft S of bridge. 5 M/T on road believed destroyed. CENTER BRIDGE: Believe both road and RR bridges received several hits. One direct hit observed on S end. Tracks and road torn up. SOUTH BRIDGE: Near misses reported with probable hits on each end. Some crews reported N and S bridges appeared partially destroyed from previous bombing. Observations difficult due to smoke, dust and E/A.
4. OBS: E/A: Formation attacked by 2-3 E/A 10-15 miles before target which followed them in to target. Just after target 6 ME-109's attacked 2nd 18 ships of the formation at 6 o'clock, flying formation and peeling off one at a time. Across land on return route 12-14 more E/A joined in the attack. Some crews report the use of rockets or explosive cannon shells. 2 B-25's lost due to this action. FLAK: Heavy flak at Cassano, Castrovillari, Grisolia, Fagnano, Roggiano; at the last 2 towns flak bursts seen to be like red balls hanging in the air, not fading like regular flak. Heavy flak was also reported at Montalto, Luzzi, Lattarico, Torano-Castello, and Piemontese Terme. SHIPPING: 2 M/V's identity unknown, heading S off S. Lucido. 2 others, heading S off Paola, 1115 hours. 1 dinghy 5 miles off Italian coast, 39 deg 42 min N, 15 deg 41 min E. GROUND: 100-150 freight cars in M/Y's just S of target on 7 tracks, 1105 hours. 10-20 M/T heading N along road S of target. 50-100 cars in M/Y's near C. Bonifati. RR yards at Guardia filled with rolling stock. 5 sidings filled with cars at Doria. Motor convoy 3-4 miles along near Tarsia heading N.

Photos were taken.

5. WEATHER AT TARGET: 2/10 coverage at 7-9000 ft, slight haze, visibility 8 miles.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: *(No non-mission information)*

379th BS Mission Summary: (Ops Order ---/mission ---) **Group Mission # :** Twelve of our planes went out today to bomb three bridges at Trebisacce, Italy. Reports of the crews indicated that two and possibly all three of the bridges were hit. No flak or enemy fighters were encountered.

Wednesday, 8 September 1943 (continued)

P
CP
N
B
E
R
G
F

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 3 *aircraft and crew unidentified* **A/C No. 4** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 5 *aircraft and crew unidentified* **A/C No. 6** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 7 *aircraft and crew unidentified* **A/C No. 8** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Wednesday, 8 September 1943 (continued)

A/C No. 9 *aircraft and crew unidentified*

A/C No. 10 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: The entire camp rejoiced at the news of the surrender of Italy when it was officially announced today over the BBC. Morale was excellent and the whole Sqdn. feels confident that this is a big step toward a near victory and culmination of the war.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 118

Date- Sep 8 1943

Target- Three sets of Bridges at Trebisacce, Italy

Squadron airplanes- twelve

To doubly make sure that the three sets of bridges at Trebisacce were severed, our boys repeated the performance they displayed yesterday by again going over and blasting the bridges. The N bridge was straddled by bombs with probable hits or near misses. The rail line just N of this bridge and also 150' S of the bridge were cut by bomb strings. Both rail and road bridge of the middle set received direct hits. At each end of the S bridge near misses were reported. It also was reported that N and S bridges appeared partially destroyed from previous bombing.

Heavy flak was encountered from Cassano, Castrovillari, Grisolia, Fagnano, and Roggiano. Enemy fighters attacked from formation which by the way did not have an escort today. Several fighters made passes at flight before target, followed them over the

Wednesday, 8 September 1943 (continued)

bomb run and then on the return route across land they, together with ten or twelve more fighters attacked the flight again. They were very aggressive and while our formation was in the dive away from the target one of the fighters shot down Lt. LeFevre's ship. The plane was seen to make a fairly good landing but sank almost immediately. No one was seen to get out. Shortly before this another M-25 was shot down by the fighters. It was Lt. Purifoy's ship of the 428th Sq. It went straight down in an uncontrolled dive and only one chute was seen to open. Considerable motor convoy activity. Photos taken.

Purifoy, Lawrence Lloyd "Peter Plink", 1Lt, pilot, 428th BS

A/C No. 1 aircraft unidentified

P *Cromartie, Harry L., Jr., Capt*
CP *Ryan, Thomas P., 2Lt*
N *Potter, Eliot H., 2Lt*
B *Anderson, J.B., 2Lt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Kobasa, Joseph (NMI), S/Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Benton, James H., 2Lt*
CP *Auchard, R.L., Lt*
N *None*
B *Snyder, G.F., S/Sgt*
E *None*
R *Hoover, Donald E., S/Sgt*
G *McConnell, Walter J., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Hanlon, James Augustus, Jr., 2Lt*
CP *Newkirk, Renford Raymond, 2Lt*
N *None*
B *Crossman, Stanley R., S/Sgt*
E *None*
R *Mays, Jack C., Sgt*
G *Brimhall, Bert L., Sr., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Wright, John E., 2Lt
Anderson, Lloyd G., 2Lt
None
Donahue, Francis E., S/Sgt
None
Morris, J.E., S/Sgt
Papp, Frank (NMI), Jr., Sgt
Corbin, Leonard W., PFC

A/C No. 4 aircraft unidentified

Walton, Cecil Vernon, 2Lt
Maxwell, Max W., 2Lt
Evans, Ivor P., 2Lt
Drake, W.H., 2Lt
None
Dinges, J.W., S/Sgt
Black, Jewell James "J.J.", Sgt
None

A/C No. 6 aircraft unidentified

Bounds, Thomas C., 2Lt
Liggett, Arthur G., Jr., 2Lt
None
Kechter, Harry H., T/Sgt
None
Brinson, Lloyd D., S/Sgt
Himes, Burke W., Cpl
None

Wednesday, 8 September 1943 (continued)

A/C No. 7 aircraft unidentified

P *Derrick, William S., 2Lt*
CP *Wilson, Victor H., Jr., 2Lt*
N *Lewis, Jack (NMI), 2Lt*
B *Ackerson, Newell W., 2Lt*
E *None*
R *Liudahl, Irvin Melbourne, S/Sgt*
G *Barszcz, Stanley G., Sgt*
F *None*

A/C No. 9 aircraft unidentified

P *Echols, George A., 2Lt*
CP *Beale, Edward J., 2Lt*
N *None*
B *Silvis, Harry C., Sgt*
E *None*
R *Taylor, Frank E., Sgt*
G *Tippitt, Everett O., Sgt*
F *None*

A/C No. 11 aircraft unidentified

P *Ross, Fred C., Jr., 2Lt*
CP *Strunk, Clifton W., 2Lt*
N *None*
B *Link, Byron F., S/Sgt*
E *None*
R *Lysowski, Raymond A., Cpl*
G *Litchfield, Edward W., Sgt*
F *None*

A/C No. 8 aircraft unidentified

Smith, Leonard D. "Leo", 2Lt
Buckiewicz, Raymond M., 2Lt
None
Mooney, Berton E., PFC
None
McDowell, Alva H., S/Sgt
McCabe, George P., Sgt
None

A/C No. 10 41-29996 (MACR-716) (shot down over target)

LeFevre, Stanley D., 2Lt
Talcott, Harold R., F/O
Page, John J., 2Lt
Lee, Robert S., 2Lt
None
Pratt, Ralph A., Jr., S/Sgt
Roach, James M., S/Sgt
None

A/C No. 12 aircraft unidentified

Hament, Carrol (NMI), 2Lt
Arentson, Robert M., 2Lt
None
Weinstein, Robert S., S/Sgt
None
Wells, Donald W., S/Sgt
Marquis, Wesley W., Sgt
None

Wednesday, 8 September 1943 (continued)

380th BS War Diary: Casualty Report:

8 September 1943

On the above day while participating in an operational mission to bomb the bridges at Trebisacce, Italy, the following men are reported missing:

Pilot- Lieut. S.D. LeFevre
Co-pilot- F/O H.R. Talcott
Bombardier- Lieut. R.S. Lee
Navigator- Lieut. J.J. Page
Radio Operator- S/Sgt. R.A. Pratt
Aerial Gunner- S/Sgt. J.M. Roach

The bomber piloted by Lieut. LeFevre was shot down by enemy fighters and was strafed all the way down until it hit the water off the western coast of Italy. No one was seen to clear the ship after it struck and the aircraft went down after about one minute.

380th BS: Extracts from Missing Air Crew Report # 716: The plane was hit by fire from fighters, a 20 mm shell exploded, knocking the upper turret cover off, other shells were seen going through the radio and gunner's compartment. The left engine was hit and burning and parts flying off it. The aircraft made a controlled landing in the water, and when it came to a stop the tail came up out of the water.

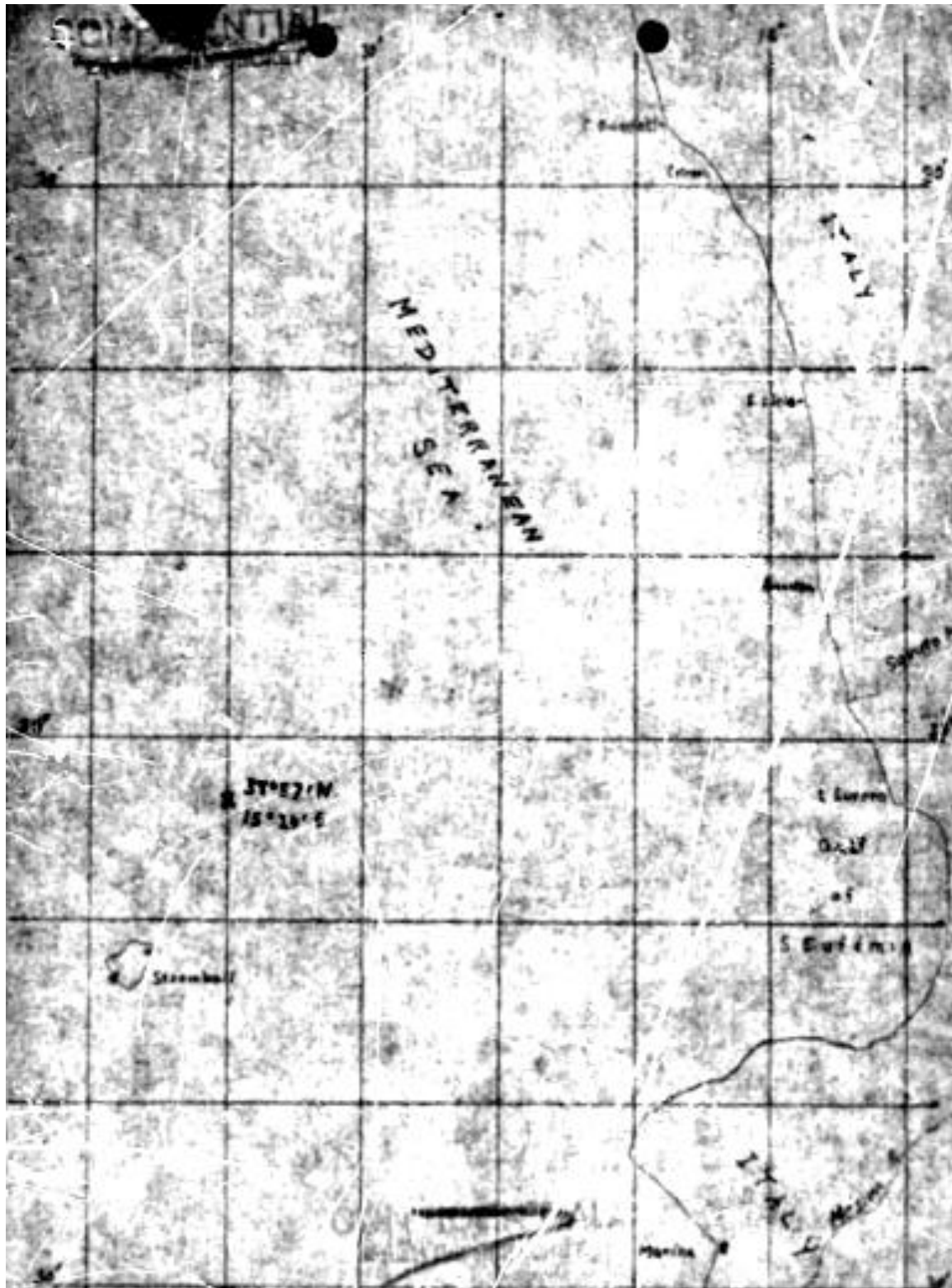
The usual Air Sea Rescue procedure was followed, but no report has been received to date.

Location: 38° 57' N, 15° 32' E

A/C No. 10 41-29996 (MACR-716) (shot down over target)

P	<i>LeFevre, Stanley D., 2Lt - MIA, DED</i>
CP	<i>Talcott, Harold R., F/O - MIA, DED</i>
N	<i>Page, John J., 2Lt - KIA</i>
B	<i>Lee, Robert S., 2Lt - MIA, DED</i>
E	<i>None</i>
R	<i>Pratt, Ralph A., Jr., S/Sgt - MIA, DED</i>
G	<i>Roach, James M., S/Sgt - MIA, DED</i>
F	<i>None</i>

Wednesday, 8 September 1943 (continued)



Wednesday, 8 September 1943 (continued)

381st BS War Diary: Today Italy surrendered. It is too early as yet to determine what the immediate outcome of this move will be.

The following named Officers were today advised of their promotions to the rank of 1st Lts., as of 30 August 43: 2nd Lts. Dauley, Donovan, Renton and Withrow, and Durgin.

Dauley, Charles Gordon, 1Lt, pilot

Donnovan, Gerald M., 1Lt, pilot

Durgin, James L., 1Lt, pilot

Renton, Walter C., Jr., 1Lt, navigator

Withrow, John B., Jr., 1Lt, bombardier

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

(381st BS did not participate)

428th BS War Diary: Misfortune continued to dog our footsteps as today's operations claimed Lt. Lawrence L. Purifoy or "Peter Plink" as he was called. Attacking the same target and again unescorted, the planes were jumped by a bunch of enemy fighters that made passes at random. Some claimed 4 parachutes were seen to open, others claim two. Lt. Hartzell flew as co-pilot, Lt. Nessif bombardier, S/Sgt Jack Martin, Radio-gunner, Cpl. Skypeck as gunner. 380th also lost a plane on this mission. The North bridge was hit by a string of bombs. The second bridge was covered again by the bombing pattern. The third was missed. Slight, inaccurate flak was reported. S/Sgts Michalek, Rankin, Storms claimed down enemy fighters. The rumor of September 4th turned out to be a true fact as Italy surrendered. All squadrons were alerted and the camp completely blacked out. The tower was opened all night in anticipation of Italian planes landing here. Major Elmer H. Epperson assumed command of the squadron today, officially. He had been selected to head the squadron previously, in anticipation of Major Walker's departure, and had been assigned to the squadron for several weeks, getting to know the boys and vice versa. His assumption of command was somewhat previous to what had been intended, because of the unhappy events of Major Walker's loss.

Epperson, Elmer H., Maj, pilot Commander

Hartzell, Jacob S., 2Lt, pilot

Martin, Jack E., S/Sgt, radio-gunner

Michalek, Joseph F., S/Sgt, gunner

Nessif, Joseph M., 2Lt, bombardier

Purifoy, Lawrence Lloyd "Peter Plink", 1Lt, pilot

Rankin, James V., S/Sgt, gunner

Skypeck, George F., Cpl, gunner

Storms, Donald W., S/Sgt, gunner

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : On the Eight the target was the same, the results similar, only this time it cost two crews out of the group, one of which was 428th. 1st Lt. Lawrence Purifoy, Pilot, 2nd Lt. Jacob Hartzell, copilot, 2nd Lt Joseph Nessif, Navigator, S/Sgt. J.E. Martin, Radio Operator, and Pvt. George Skypeck, Aerial Gunner of the 428th were lost. Lt. LeFevre and his crew of the 380th squadron were also lost.

Wednesday, 8 September 1943 (continued)

Lt. Purifoy was leading the last element in the second flight of another unescorted formation. It was attacked by six fighters just after the landfall. S/Sgt. Joseph Michalek destroyed two of these. S/Sgt. Storms, also of our squadron, dispatched another. However, Larry's plane burst into flames and plummeted to earth in an uncontrolled dive. Two chutes were seen to open.

The North bridge was straddled by strings and other severed the road and railroad again. The second bridge was covered again by the bombing pattern. The third was missed. Slight, inaccurate, heavy flak was reported. As the formation turned homeward, 12 to 14 enemy fighters struck. Lt. LeFevre's plane was forced to crash land in the water just off the East coast of Italy. Our losses cost the Axis seven ME-109's and 1 Macchi 202.

LeFevre, Stanley D., 2Lt, pilot, 380th BS

A/C No. 1 aircraft unidentified

P *Gena, Gerald M., 1Lt*
CP *Kirtley, John M., 2Lt*
N *Peterson, Donald L., 2Lt*
B *Kalis, William H., Jr., 2Lt*
E *None*
R *Stilp, John P., T/Sgt*
G *Myers, Loy Gale "Ace", S/Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Edwards, William P., 2Lt*
CP *Berent, Raymond E., 2Lt*
N *None*
B *Karvel, Roy L., 2Lt*
E *None*
R *Jack, Robert C., Sgt*
G *Risteau, John E., S/Sgt*
F *Amirault, Osborne J., Sgt*

A/C No. 5 aircraft unidentified

P *Fleming, Thornton (NMI), 2Lt*
CP *Dory, John N., 2Lt*
N *None*
B *Connors, Charles L. "Chucklehead", S/Sgt*
E *None*
R *Neview, Frederick J., Cpl*
G *Ciampi, Francis (NMI), Sgt*
F *None*

A/C No. 2 aircraft unidentified

Wescott, Robert M., 1Lt
Hogan, Jack F., F/O
None
Ovalle, Charles V., Sgt
None
Versaw, Robert E., Sgt
Donaldson, William M., Sgt
None

A/C No. 4 aircraft unidentified

Southward, Thomas H., 2Lt
Edelman, Forrest J., F/O
Lick, Edmund W., 2Lt
Lanning, Fred H., 2Lt
None
Kelly, Phillip J., S/Sgt
Hirt, Fred A., Sgt
None

A/C No. 6 aircraft unidentified

Tooles, William B., 2Lt
Jones, Gordon K., 2Lt
None
Herring, William S., S/Sgt
None
Weiland, Ray C., S/Sgt
Ringler, Ryan C., Sgt
None

Wednesday, 8 September 1943 (continued)

**A/C No. 7 41-13050 "Virginia
Sturgeon"**

P *Peterson, Arthur C., 1Lt*
CP *Holley, James Taylor, 1Lt*
N *Wortman, Robert A., 2Lt*
B *Baraniuk, Jerry M., 2Lt*
E *None*
R *Guilfoyle, Frederick J., S/Sgt*
G *Michalek, Joseph F., S/Sgt*
F *None*

A/C No. 9 aircraft unidentified

P *Stokes, Louis S., 2Lt*
CP *Lewis, Quentin McAlpine, 2Lt*
N *None*
B *Konchinsky, Herman (NMI), Sgt*
E *None*
R *Morris, Raymond J., Sgt*
G *Graham, Herbert J., S/Sgt*
F *None*

A/C No. 11 aircraft unidentified

P *Stewart, Hugh W., 2Lt*
CP *Fassett, Walter J., 2Lt*
N *None*
B *Lim, Wing Y., S/Sgt*
E *None*
R *Martin, Robert J., S/Sgt*
G *Wink, Jacob A., S/Sgt*
F *None*

A/C No. 8 aircraft unidentified

Buglass, Kenneth G., 1Lt
Sandstrom, John E., 2Lt
None
Queen, Kenneth E., S/Sgt
None
Hook, Raymond K., S/Sgt
Rankin, James V., S/Sgt
None

**A/C No. 10 42-64664 (MACR-717 -
shot down by enemy a/c)**

*Purifoy, Lawrence Lloyd "Peter Plink",
1Lt*
Hartzell, Jacob S., 2Lt
None
Nessif, Joseph M., 2Lt
None
Martin, Jack E., S/Sgt
Skypeck, George F., Cpl
None

A/C No. 12 aircraft unidentified

Knight, Gerald R., 1Lt
Whitehurst, Ray E., 2Lt
None
Spencer, Ronald L., S/Sgt
None
Vezey, Kenneth D., Pvt
Storms, Donald W., S/Sgt
None

428th BS: Extracts from Missing Air Crew Report # 716:

A/C No. 10 42-64664 (MACR-717 - shot down by enemy a/c)

P *Purifoy, Lawrence Lloyd "Peter Plink", 1Lt - MIA, POW, RMC*
CP *Hartzell, Jacob S., 2Lt - KIA*
N *None*
B *Nessif, Joseph M., 2Lt - KIA*
E *None*
R *Martin, Jack E., S/Sgt - MIA, POW, EUS*
G *Skypeck, George F., Cpl - KIA*
F *None*

Wednesday, 8 September 1943 (continued)

Eyewitness Account: *Wink, Jacob A., S/Sgt, gunner, 428th BS*

As our flight of 36 planes entered the mainland of Italy on course, several unidentified fighter planes were seen and reported to pilot as directed by briefing instructions. Flying on across Italy on course toward the target two planes were identified as enemy ME-109's and were fired upon immediately. Tracers were seen coming from these planes into the rear of the formation in which Lt. Purifoy was flying. Lt. Purifoy's plane was then seen to lose speed, maintaining altitude, and smoke trailing from the right engine. Flames then spread underneath the inboard gas tank on the right side of the plane. At that time one hatch was seen in mid air as four or possibly five bail out with only one chute opening by this observer. Plane seemed to be under control for approximately one minute and then go into a dive into the ground. The plane exploded upon hitting the ground. The bombs were still in the plane and the flight was approximately four or five minutes from the target on the way in.

JACOB A. WINK
S/Sgt. 34088150

Eyewitness Account: *Stewart, Hugh W., 2Lt, pilot, 428th BS*

I was flying No. 35 in a 36 plane formation. I was flying on Lt. Purifoy's right wing. We were attacked by about twelve ME-109's and 1 FW-190, concentrating repeated attacks on our flight. Burst from their cannon fire could be seen close to our flight when Lt. Purifoy was hit on the right side of the plane forward of where the leading edge of the wing meets the fuselage. The plane began to smoke and I saw Lt. Hartzell, the co-pilot, slide back his seat and make for the navigators compartment, with Lt. Purifoy preparing to follow. As I saw the occupants leaving the plane I then joined the lead element for protection because the fighters were still pursuing our planes. I assumed element leader with Lt. Knight on my left wing.

HUGH W. STEWART
2nd Lt., Air Corps

Wednesday, 8 September 1943 (continued)

Eyewitness Account: *Whitehurst, Ray E., 2Lt, pilot, 428th BS*

Lt. Purifoy was leading the last element of three planes, when we were attacked from the rear by ME-109 fighters. During the attack Lt. Purifoy's plane was hit and a fire started in the navigator's compartment. I believe the left engine was knocked out at the same time. The plane started to lose air speed and rapidly filled with smoke. Lt. Purifoy unfastened his safety belt and released the top escape hatch. Then the plane nosed up and disappeared behind us. I did not see any one get out or the plane hit the ground.

This happened to the best of my knowledge about two minutes before the bomb run and south of the target and west in the vicinity of Cassano All Ionia and Doria.

I was flying number 36 position on Lt. Purifoy's left wing.

RAY E. WHITEHURST
2nd Lt., Air Corps

Thursday, 9 September 1943 (continued)

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): B-24's hit the satellite airfield at Foggia, Italy.

WESTERN MEDITERRANEAN (Twelfth Air Force): Major General Paul L Williams assumes command of the XII Troop Carrier Command (Provisional).

In Italy, 100+ XII Bomber Command B-17's bomb bridges at Capua and Canello Arnone, and 240+ B-25's and B-26's hit railroad-bridges at Potenza and landing ground at Scanzano; P-40's fly an uneventful sweep over Sardinia. XII Air Support Command fighters maintain patrols over Salerno, and other NATAF planes bomb and strafe motor transport, roads, and other targets in the Catanzaro-Auletta-Rogliano area and NNW of Salerno, as Lieutenant General Mark W Clark's Fifth Army invades Italy, landing near Salerno (Operation AVALANCHE) and British forces make an airborne landing on heel of Italy, taking Taranto (Operation SLAPSTICK). HQ XII Air Support Command transfers from Sicily to Salerno, Italy.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 167, 9 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 0750 54 B-25's took off to Bomb Potenza M/Yds. One returned

Time	No. A/C	Type A/C	Mission	Target	No. A/C
------	---------	----------	---------	--------	---------

early. 52 dropped 304 X 500 .1 & .025 sec delay bombs on target at

<u>No. A/C</u>	<u>No & Type</u>
----------------	----------------------

<u>1030</u> from <u>9300-13,500 ft.</u>	(6 bombs salvoed on target; 1 bomb salvoed elsewhere; 1
Time	Altitude

bomb brought back; 6 bombs probably salvoed). 47 returned at 1248 and 5 at

<u>No. A/C</u>	Time
----------------	------

1415. None Lost, One missing, None at friendly fields.

<u>No. A/C</u>	<u>No. A/C</u>	<u>No. A/C</u>
----------------	----------------	----------------

Thursday, 9 September 1943 (continued)

3. RESULTS: Much rolling stock reported in M/Y's. Reports indicate that NE and SW ends were particularly hard hit, with several strings walking up tracks NE of yards. A few sticks hit through center of yards. Buildings at S center, repair shops and railroad station believed to have received severe damage. No fires or explosions were seen but close observation by last elements was obscured by bomb smoke and dust.
4. OBS: E/A--4-6 unidentified S/S A/C seen as land fall was being made. No attacks made. Flak-- No flak at target. Moderate to intense heavy flak from scattered spots in valley from Montesano to Auletta and to Brienza, probably mobile units. Scattered heavy flak reported from Sapri, Casaletto, just NE of Salento, S. Arsenio and Abriola. Shipping--3 medium M/V's reported in Sapri harbor and one small M/V reported off coast at landfall, Cape Palinuro. Ground--All roads to and from Potenza appeared loaded with M/T, heading N. 50 M/T reported stopped on road at 40 deg 5 min N, 15 deg 32 min E. 60 M/T at 40 deg 17 min N, 15 deg 40 min E, no heading given. Large fires reported at Tricarico and from a building at 40 deg 16 min N, 15 deg 37 min E.

Photos were taken.

5. WEATHER AT TARGET: CAVU with haze.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: *(No non-mission information)*

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : Seventeen of our planes participated in a mission to the Potenza Marshalling Yards in Italy. A good job was done and it is believed that the yards and adjoining installations were severely damaged. Although no flak was experienced over the target itself, a good bit of it was encountered on the way in and out from the target. No fighters were encountered today.

A/C No. 1 *aircraft and crew unidentified* A/C No. 2 *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Thursday, 9 September 1943 (continued)

A/C No. 3 *aircraft and crew unidentified* **A/C No. 4** *aircraft and crew unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 5 *aircraft and crew unidentified* **A/C No. 6** *aircraft and crew unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 7 *aircraft and crew unidentified* **A/C No. 8** *aircraft and crew unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 9 *aircraft and crew unidentified* **A/C No. 10** *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

Thursday, 9 September 1943 (continued)

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 13 *aircraft and crew
unidentified*

A/C No. 14 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 15 *aircraft and crew
unidentified*

A/C No. 16 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 17 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

Thursday, 9 September 1943 (continued)

380th BS War Diary: News reached us that the American Fifth Army had established a beach head at Salerno. Our bombers now are working very close to the front lines and today we struck at Potenza with good results.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 119

Date- Sep 9 1943

Target- Marshalling Yards at Potenza, Italy

Squadron airplanes- nine

For the fifth consecutive mission in a row, our boys struck at transportation facilities and installations in Italy. Today's assignment was the marshalling yards at Potenza. The northeast and southwest ends of the yards were particularly hard hit and several strings severed tracks NE of the yards. There were several direct hits through the center of the yards. Buildings and installations in target area severely damaged. Close observations were impossible as target was absolutely obscured by smoke and dust.

Although 4 to 6 unidentified S/E a/c were seen at landfall, no attacks were made. Moderate to intense flak from scattered spots in valley from Montesano to Auletta, probably mobile units. All roads to and from Potenza appeared loaded with M/T heading N. Photos taken.

One B-25 not of our squadron missing; last seen losing altitude with one engine smoking, heading home.

A/C No. 1 aircraft unidentified

P *Derrick, William S., 2Lt*
CP *Wilson, Victor H., Jr., 2Lt*
N *Lewis, Jack (NMI), 2Lt*
B *Ackerson, Newell W., 2Lt*
E *None*
R *Liudahl, Irvin Melbourne, S/Sgt*
G *Barszcz, Stanley G., Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Drew, Edward A., 2Lt*
CP *Dodge, Charles M., 2Lt*
N *None*
B *Miller, Lester Amos, S/Sgt*
E *None*
R *Cooper, Charlie W., S/Sgt*
G *Miller, Milton H., Sgt*
F *None*

A/C No. 2 aircraft unidentified

Ross, Fred C., Jr., 2Lt
Strunk, Clifton W., 2Lt
None
Link, Byron F., S/Sgt
None
Lysowski, Raymond A., Cpl
Litchfield, Edward W., Sgt
Powers, John A., S/Sgt

A/C No. 4 aircraft unidentified

Walton, Cecil Vernon, 2Lt
Maxwell, Max W., 2Lt
Evans, Ivor P., 2Lt
Drake, W.H., 2Lt
None
Dinges, J.W., S/Sgt
Black, Jewell James "J.J.", Sgt
None

Thursday, 9 September 1943 (continued)

A/C No. 5 aircraft unidentified

P *Hanlon, James Augustus, Jr., 2Lt*
CP *Newkirk, Renford Raymond, 2Lt*
N *None*
B *Crossman, Stanley R., S/Sgt*
E *None*
R *Mays, Jack C., Sgt*
G *Marquis, Wesley W., S/Sgt*
TG *Housken, Wayne J., Pvt.*

A/C No. 7 probably 41-13100 "BOMBLE BEE"

P *Brown, Charles R, 2Lt*
CP *Wells, Samuel Marshall, 2Lt*
N *None*
B *Ash, George W., Sgt*
E *None*
R *Barbieri, Edward D., S/Sgt*
G *Janicki, Andrew J., S/Sgt*
F *Faust, R.A., S/Sgt*

A/C No. 9 aircraft unidentified

P *Bounds, Thomas C., 2Lt*
CP *Liggett, Arthur G., Jr., 2Lt*
N *None*
B *Kechter, Harry H., T/Sgt*
E *None*
R *Brinson, Lloyd D., S/Sgt*
G *Himes, Burke W., Cpl*
TG *Revis, John H., S/Sgt*

A/C No. 6 aircraft unidentified

Echols, George A., 2Lt
Beale, Edward J., 2Lt
None
Silvis, Harry C., Sgt
None
Taylor, Frank E., Sgt
Tippitt, Everett O., Sgt
None

A/C No. 8 aircraft unidentified

Sowder, Tony R., Jr., F/O
Bates, Willie L., F/O
None
Mooney, Berton E., PFC
None
Acey, Marvin E., S/Sgt
Cook, Keith L., Sgt
None

381st BS War Diary: The Italian coast just South of Salerno is being invaded by the U.S. 5th Army, after yesterday's announcement of Italy's surrender.

F/O Jones took off on a mission to Cairo, Egypt, armed with 100,000 francs. Objective: To purchase liquor for the Squadron Officers' Club.

From today's mission to Potenza M/Y's, Italy, Lt. Donovan's aircraft is missing. Other members of the crew are: 2nd Lt. Burris, Co-Pilot; S/Sgt. Rogers, Bombardier; T/Sgt. Dittmar, Radio-Gunner; and S/Sgt. Bowden, Turret Gunner. Had they returned, S/Sgts. Bowden and Rogers would have completed their 50th missions. T/Sgt. Dittmar was on his 49th mission.

S/Sgt. Frank L. Grossi completed his 50th.

Bowden, Scott T., S/Sgt, gunner
Dittmar, Francis A., T/Sgt, radio-gunner
Grossi, Frank L., S/Sgt, bombardier-gunner
Rogers, Leo C., S/Sgt, bombardier-gunner

Burris, James W., 2Lt, pilot
Donnovan, Gerald M., 1Lt, pilot
Jones, William E., F/O, pilot

Thursday, 9 September 1943 (continued)

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : POTENZA MARSHALLING YARDS, ITALY

Sqdrn. Mission # 116	Menzel Temime, 9 September 43
Take Off 07:50	Group Mission # 154
Target 10:30	Flight 54 B-25's
Down 12:48	Escort: None
Total Time: 4 Hrs. 58 Min.	Bomb Load: 6 x 500
Total Sorties: 841	Bombs Dropped: 16(6 x 500), 48,000#
	Average Altitude 11,400

Weather: CAVU with haze.

STRATEGY: To cut German rail communication lines as the Allied landing in the Gulf of Salerno, 40 miles South of Naples, continues.

REMARKS: The aircraft piloted by Lts. Denton, Donnovan and Therrien were hit by slight very accurate flak from the R.R. and roads. Lt. Donnovan feathered his right engine and salvoed his bombs. His aircraft was last seen at 10:15, under control at approximately 15° 38' E - 40° 22' N.

Four of our aircraft landed near Palermo on the return trip to refuel or check flak damage.

No enemy fighter interception.

CREWS

1st Flight

A/C No. 41-13074 "Balls of Fire" / "Royal Flush" (C)	A/C No. 41-13085 "Green Hornet" (A)
P <i>Therrien, Robert W., 2Lt</i>	<i>Coddington, Walter E., Capt</i>
CP <i>Williamson, Lloyd V., F/O</i>	<i>Ramsey, Thomas Upton, 2Lt</i>
N <i>None</i>	<i>Hickman, James G., 1Lt</i>
B <i>Dombkowski, Stanley F., S/Sgt</i>	<i>Fayard, Oliver E., Jr., 1Lt</i>
E <i>None</i>	<i>None</i>
R <i>Szymik, Emil (NMI), T/Sgt</i>	<i>Thomas, Quentin W., T/Sgt</i>
G <i>Kim, Daniel (NMI), S/Sgt</i>	<i>Moxey, Orville E., T/Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 41-30341 (B)	A/C No. 42-32500 "The Saint" (F)
P <i>Campbell, Martin H., Jr., F/O</i>	<i>Dauley, Charles Gordon, 2Lt</i>
CP <i>Sautter, Carl U., 2Lt</i>	<i>Young, Charles A., 2Lt</i>
N <i>None</i>	<i>None</i>
B <i>Grossi, Frank L., S/Sgt</i>	<i>Campbell, Warren B., S/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Standish, Beverly R., S/Sgt</i>	<i>Rea, Willis L., Sgt</i>
G <i>Sigafoos, James F., Jr., Sgt</i>	<i>Sentlingar, Charles W., Cpl</i>
F <i>Pummill, E. (NMI), Sgt</i>	<i>None</i>

Thursday, 9 September 1943 (continued)

<p style="text-align: center;">A/C No. 42-53445 “Lottie’s Goose” (D)</p> <p>P <i>Denton, Richard D., 2Lt</i> CP <i>Mitchell, Lenyard C., F/O</i> N <i>Opeka, John (NMI), Jr., 2Lt</i> B <i>Colleton, John C., 2Lt</i> E <i>None</i> R <i>Potolsky, George (NMI), T/Sgt</i> G <i>Miller, Foster Eugene, S/Sgt</i> F <i>None</i></p> <p style="text-align: center;">A/C No. 41-13061 “Lil Joe” (J)</p> <p>P <i>Wirth, Thomas F., Jr., F/O</i> CP <i>Boston, Joseph W., Jr., 2Lt</i> N <i>None</i> B <i>Miller, Foster C., S/Sgt</i> E <i>None</i> R <i>Swanson, William M., T/Sgt</i> G <i>Rounis, Gus T., T/Sgt</i> F <i>None</i></p> <p style="text-align: center;">A/C No. 41-30333 “A Touch of Texas” (H)</p> <p>P <i>Cook, Walter E., F/O</i> CP <i>Knecum, Walter A., 2Lt</i> N <i>None</i> B <i>Micks, Henry B., S/Sgt</i> E <i>None</i> R <i>Starnes, Carl B., T/Sgt</i> G <i>George, Wade Clayton, S/Sgt</i> F <i>None</i></p> <p style="text-align: center;">A/C No. 42-64596 “Donna Marie” (K)</p> <p>P <i>Flake, Ray M., 2Lt</i> CP <i>Weaver, Claude H., 2Lt</i> N <i>Ewalt, William F., 2Lt</i> B <i>Feinglass, Philip (NMI), 2Lt</i> E <i>None</i> R <i>Fiumecel, Albert F., S/Sgt</i> G <i>Marvin, Lawrence R., Sgt</i> F <i>None</i></p>	<p style="text-align: center;">A/C No. 42-64594 (E) (MACR-643 - shot down by AAA)</p> <p><i>Donnovan, Gerald M., 2Lt</i> <i>Burris, James W., 2Lt</i> <i>None</i> <i>Rogers, Leo C., S/Sgt</i> <i>None</i> <i>Dittmar, Francis A., T/Sgt</i> <i>Bowden, Scott T., S/Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 41-13052 “TABOO” (G)</p> <p><i>Alexander, William T. “Alex”, Capt</i> <i>Baisch, Joseph M., III, 2Lt</i> <i>Renton, Walter C., Jr., 1Lt</i> <i>Withrow, John B., Jr., 2Lt</i> <i>None</i> <i>Foderaro, Albert (NMI), S/Sgt</i> <i>Mayronne, Clyde A., Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 42-64667 “Wet Dreams” (M)</p> <p><i>Wolfe, Warren M., 2Lt</i> <i>Cruise, William H., 2Lt</i> <i>None</i> <i>Malone, Donald B., S/Sgt</i> <i>None</i> <i>Marshburn, James T., Sgt</i> <i>Lyon, John R., Sgt</i> <i>Burt, Warwick C. S., T/Sgt</i></p> <p style="text-align: center;">A/C No. (L) (SPARE FILLED IN HERE)</p>
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Thursday, 9 September 1943 (continued)

A/C No. 42-32454 "Boomerang" (P)		A/C No. 41-29980 (N)	
P	<i>Burt, Norman A., F/O</i>		<i>Marlow, Jack F., 2Lt</i>
CP	<i>Arnoult, Hubbard B., Jr., 2Lt</i>		<i>Dusek, Ernest P., 2Lt</i>
N	<i>None</i>		<i>Forbes, Robert L., 1Lt</i>
B	<i>Douglas, Edward (NMI), S/Sgt</i>		<i>Schutte, Warren G., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Porter, Lloyd G., Jr., T/Sgt</i>		<i>Budde, Walter H., T/Sgt</i>
G	<i>Bozovich, Matthew L., S/Sgt</i>		<i>White, John Edward, S/Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No 42-64567 (O) (borrowed from 428 th BS)		A/C No. 42-32428 "Little Isadore" (S)	
P	<i>Durgin, James L., 2Lt</i>		<i>Samson, George D., 2Lt</i>
CP	<i>Warren, Donald B., 2Lt</i>		<i>Burlingame, John Hancock, 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Doty, James K., Sgt</i>		<i>Schoen, Everett G., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Shapiro, Marvin L., S/Sgt</i>		<i>Lichtenstein, Nathan N., S/Sgt</i>
G	<i>Blackshire, Joseph R., S/Sgt</i>		<i>Dees, Paul (NMI), S/Sgt</i>
F	<i>None</i>		<i>Scott, Ivan D., Cpl</i>
A/C No. 42-64592 (Q)		A/C No. (R) (SPARE FILLED IN HERE)	
P	<i>Kreuzkamp, Paul J., 2Lt</i>		
CP	<i>Stoeber, Leslie R., 2Lt</i>		
N	<i>Victor, Joseph G., 2Lt</i>		
B	<i>Leasure, Oliver B., 2Lt</i>		
E	<i>None</i>		
R	<i>Shoemaker, Cecil D., S/Sgt</i>		
G	<i>Mayhew, Wesley B., Jr., Sgt</i>		
F	<i>None</i>		

381st BS War Diary: Casualty Report:

From a mission to Potenza Marshalling Yards, Italy, on 9 September 1943, an aircraft failed to return. It's crew:

1 st Lt. Gerald M. Donovan,	Pilot
2 nd Lt. James W. Burris,	Co-Pilot
S/Sgt. Leo C. Rogers,	Bombardier
T/Sgt. Francis A. Dittmar,	Radio-Gunner
S/Sgt. Scott T. Bowden,	Turret-Gunner

Thursday, 9 September 1943 (continued)

His right engine hit by very accurate light flak while approaching the target, Lt. Donovan peeled out of formation, feathered the right propeller, and salvoed his bombs. His aircraft was last seen at 10:15 hours under control, at a position approximately 15° 38' E - 40° 22' N. No parachutes were seen to open. Further information is not available.

381st BS: Extracts from Missing Air Crew Report # 643: The office of the Quartermaster General, Army Service Forces notified 1st Lt. J.W. Burris in August 1945 of the investigation report prepared by James M. Stribling CWO, AUS. This report stated that the B-25, Ser. No. 42-64594 in attempting to land in a field near Sanza, Italy, struck a clump of trees, crashed to the ground and exploded, killing and burning all except Lt. Burris.

A/C No. 42-64594 (E) (MACR-643 - shot down by AAA)

P	<i>Donnovan, Gerald M., 2Lt - MIA, KIA</i>
CP	<i>Burris, James W., 2Lt - MIA, EUS</i>
N	<i>None</i>
B	<i>Rogers, Leo C., S/Sgt - MIA, KIA</i>
E	<i>None</i>
R	<i>Dittmar, Francis A., T/Sgt - MIA, KIA</i>
G	<i>Bowden, Scott T., S/Sgt - MIA, KIA</i>
F	<i>None</i>

Eyewitness Account: *Burris, James W., 2Lt, 381st BS*

HEADQUARTERS
AAF REDISTRIBUTION STATION NO. 2
Miami Beach, Florida

CASUALTY INFORMATION REPORT FOR THE ADJUTANT GENERAL'S OFFICE

SOURCE: 2nd Lt. James W. Burris

INTERROGATION OFFICER :

UNIT : 381 Bomb Sq. 310 Bomb Gp.

THEODORE J. MIRATT.

Major, Air Corps

DATE OF MISSION: 9 September 1943

Chief, Intelligence Division.

TYPE AIRCRAFT: B-25

DATE OF INTERROGATION: 27 May 1944

KNOWN INFORMATION: Target - Potenza (Italy) Marshalling Yards.

Thursday, 9 September 1943 (continued)

While going in on target on 9 September 1943, plane was hit by flak -- miles N.W. of Potenza. Right engine knocked out. Prop was feathered and plane left formation. Bombs were jettisoned. Plane was turned about and headed for base in North Africa. Plane lost altitude and was ditched about 100 feet off shore near cape due west of Sapri, Italy. Source was wounded by flak but thinks no others were.

A boat containing an Italian Carabinieri was in the vicinity and four of the crew were taken aboard at once.

Source states that in addition to himself, there was Donovan and Rogers on the boat but that the fourth man was in the rear of the boat and his vision was blurred by his injuries and he is unable to identify him. They were taken to Sapri. Three of the men, Donovan, Rogers and the unidentified were taken to police station and source taken to hospital where he went into a coma with periodic consciousness. Source remained in hospital until Germans evacuated the locality, and advancing British 8th Army troops found him in hospital. Source states that the last he saw of other three crew members were at police station in Sapri, and they all appeared in good shape.

It is the opinion of source that Donovan and Rogers and third crew member were not seriously injured up to the time he left them and that he distinctly remembers seeing them hop out of the ambulance at police station although consideration must be given to the fact that source was seriously wounded and bound and things were generally blurred to him.

Source states that it is possible that fifth member of crew might possibly have hidden and gone ashore to escape capture. This man would be Bowden or Dittmar.

428th BS War Diary: Senegalese troops (colored French Colonial) took over plane guard. They know no English save the pass words for the day. 3 ships from 321st were assigned to the Squadron. The target for today was the Potenza Marshalling yards. 54 bombers, unescorted, dropped bombs on the Northeast end of the yards and the buildings at the South center. The railroad station and repair shops were believed to have been hit. Close observation was obscured by smoke and dust. Most of the rolling stock in the yards was believed destroyed.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : The Ninth of September brought news of the 5th Army landing at Salerno. Salerno was first hit by the 310th last June. Today's target was the Potenza Marshalling Yards. To cripple it meant further deranging the damaged Axis communication system. 54 unescorted

Thursday, 9 September 1943 (continued)

bombers dropped strings through the Northeast end of the yards, center of the yards, and buildings at the south center. The railroad station and repair shops were believed to have suffered heavy damage. Close observation was obscured by smoke and dust, but the yard was crammed with rolling stock and it was believed that much of it was destroyed. For S/Sgt. Ronald L. Spencer it was the fiftieth mission and the end for a while.

A/C No. 1 aircraft unidentified

P *Beatty, John H., 1Lt*
CP *Chambers, Allen M., 2Lt*
N *Peterson, Donald L., 2Lt*
B *Boatler, Sidney K., 1Lt*
E *None*
R *Stilp, John P., T/Sgt*
G *Myers, Loy Gale "Ace", S/Sgt*
F *Epperson, Elmer H., Maj, Commander*
(observer)

A/C No. 3 aircraft unidentified

P *Douglas, James D., 2Lt*
CP *Farley, Jean N., 2Lt*
N *None*
B *Spencer, Ronald L., S/Sgt*
E *None*
R *Lunger, Quentin L., S/Sgt*
G *Sviantek, John L., Sgt*
F *Reed, Robert H., Sgt*

A/C No. 5 aircraft unidentified

P *Koch, Richard J., 2Lt*
CP *Moulder, Robert W., F/O*
N *None*
B *Ovalle, Charles V., Sgt*
E *None*
R *Colley, Francis E., S/Sgt*
G *Ringler, Ryan C., Sgt*
F *None*

A/C No. 2 aircraft unidentified

Wescott, Robert M., 1Lt
Hogan, Jack F., F/O
None
Sierlecki, Richard E., Sgt
None
Smit, Richard F., T/Sgt,
Donaldson, William M., Sgt
None

A/C No. 4 aircraft unidentified

Gena, Gerald M., 1Lt
Kirtley, John M., 2Lt
Lick, Edmund W., 2Lt,
Kalis, William H., Jr., 2Lt
None
Versaw, Robert E., Sgt
Warlie, Roger Rickie, Pvt
None

A/C No. 6 aircraft unidentified

Stewart, Hugh W., 2Lt
Fassett, Walter J., 2Lt
None
Lim, Wing Y., S/Sgt
None
Martin, Robert J., S/Sgt
Wink, Jacob A., S/Sgt
None

Thursday, 9 September 1943 (continued)

**A/C No. 7 41-13050 “Virginia
Sturgeon”**

P *Peterson, Arthur C., 1Lt*
CP *Holley, James Taylor, 1Lt*
N *Wortman, Robert A., 2Lt*
B *Baraniuk, Jerry M., 2Lt*
E *None*
R *Guilfoyle, Frederick J., S/Sgt*
G *Michalek, Joseph F., S/Sgt*
F *None*

A/C No. 9 aircraft unidentified

P *Blaauw, Harold A., 1Lt*
CP *Tiefel, Norman J., 2Lt*
N *None*
B *Smirnoff, Andrew P., 2Lt*
E *None*
R *Tow, Charles W., Jr., S/Sgt*
G *Houseman, Charles M., Jr., S/Sgt*
F *Frank, Irving (NMI), S/Sgt*

A/C No. 11 aircraft unidentified

P *Tooles, William B., 2Lt*
CP *Jones, Gordon K., 2Lt*
N *None*
B *Herring, William S., S/Sgt*
E *None*
R *Weiland, Ray C., S/Sgt*
G *Kelly, Andrew R., Cpl*
F *Morris, Raymond J., Sgt*

A/C No. 8 aircraft unidentified

Buglass, Kenneth G., 1Lt
Sandstrom, John E., 2Lt
None
Keys, Paul R., 2Lt
None
Hook, Raymond K., S/Sgt
Rankin, James V., S/Sgt
None

A/C No. 10 aircraft unidentified

Southward, Thomas H., 2Lt
Edelman, Forrest J., F/O
None
Lanning, Fred H., 2Lt
None
Kelly, Phillip J., S/Sgt
Hirt, Fred A., Sgt
None

Friday, 10 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): B-24's bomb a satellite airfield at Foggia, Italy,

EASTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command medium bombers hit railroad and road junctions and road net in the Castelnuovo-Pescopagano-Cassino-Capua-Formia areas; heavy bombers attack the Ariano intersection and highway bridge (and bridges and roads in the area), bridges near Botena and over the Tiber River SW of Rome, and roads, buildings, and railroad facilities at Isernia; XII Air Support Command and RAF airplanes of the NATAF blast heavy road movement N from Lauria and cover beachheads in the Salerno area as the British Eighth Army increases pressure on its front in an effort to prevent the Germans from concentrating against the US Fifth Army's Salerno beachhead. German troops occupy Rome. During the night of 10/11 Sep, B-25's of the 12th Bombardment Group (Medium) hit communications centers at Corleto, Peticara, Auletta and Saptri.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 167, 10 September 1943 (*Report # 167 is duplicate - it should be # 168 - adjustment to correct error was apparently made on 15 Sep*)

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 0840 36 B-25's took off to Bomb RJ at Castelnuovo. None returned
Time No. A/C Type A/C Mission Target No. A/C

early. 36 dropped 205 X 500 .1 & .025 sec delay bombs on target and 11
No. A/C No & Type

Salvoed at target (also see results) at 1100 from 10,300-13,000 ft. 31 returned
Time Altitude

At 1315 and 4 at 1645 with 5 crews; other A/C at friendly field for necessary repairs.

None Lost, None missing.
No. A/C No. A/C

Friday, 10 September 1943 (continued)

3. RESULTS: All roads leading into RJ were severed. W road torn up for several feet 100 feet W of RJ. Roads leading E and NE were cut approximately 250 ft E of intersection. Considerable smoke and dust at RJ, but believe 203 strings walked thru the main intersection. Several trucks in convoy on E road hit and at least 4 fires started. Some ships from formation bombed at RJ at 40 deg 52 min N, 15 deg 16 min E and hairpin turn at Pescopagano claiming hits and damage to roads.
4. OBS: E/A--10-12 E/A, ME-109's attacked formation just after leaving target. Attacks were made from 4 and 6 o'clock in pairs and fours and mostly attacking last part of first 18. 5 ME-109's claimed destroyed. 1 JU-52 heading N on deck at 40 deg 41 min N, 15 deg 35 min E at 1105 hours. FLAK--None. SHIPPING: None. GROUND: Considerable traffic seen on roads in vicinity of target junction heading N. 39-40 M/T heading E just W of Brienza, 1945 hours. 30 M/T heading E at 40 deg 36 min N, 15 deg 25 min E, at 1955 hours. 30 M/T heading N between Sala Consilina and Auletta. 80 M/T heading W between Potenza and Auletta. Large convoy headed NW on road through Muro Lucano. 75-100 M/T heading N on road near Piaggine. Approximately 35 M/T headed NW between Torre Orsaia and Rutino. Photos were taken.
5. WEATHER AT TARGET: High strato deck; 8/10 at 15,000 ft to 18,000 ft, haze, visibility 6-8 miles.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: We are continuing to keep very busy.

379th BS Mission Summary: (Ops Order ---/mission ---) **Group Mission # :** There was another mission today, this time over the Castelnuovo road junction, Italy-twelve of our planes saw action. A good job was done on the target and the roads leading into the junction were all cut. Although the flak was nil today, 10-12 ME-109's jumped the formation and came out on the short end for the formation claimed five of them destroyed as against no losses for us.

Friday, 10 September 1943 (continued)

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 3 *aircraft and crew unidentified* **A/C No. 4** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 5 *aircraft and crew unidentified* **A/C No. 6** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 7 *aircraft and crew unidentified* **A/C No. 8** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Friday, 10 September 1943 (continued)

A/C No. 9 *aircraft and crew unidentified*

A/C No. 10 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: One thing about a soldier overseas, his money will burn a hole in his pocket if he carries around too long; so endeavoring not to let his clothes fall victim to such happenings, the “African Dominoes” appear each night on the tables of the men’s mess and a great deal of currency changes hands. From all appearances, most of the fellows are quite pleased with their new clubhouse and mess. Several “parties” have been thrown there within the last few nights.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 120

Date- Sep 10 1943

Target- Castel Nuovo Road Junction

Squadron airplanes- twelve

Today we received the news of the surrender of Italy to the Allied Forces. With our troops moving North from the Toe and from just below Naples, German retreat must be cut off. That is the situation that confronts us and upon which our Allied Air Force must act. The severing of important lines of transportation will slow down the enemy’s attempt at evacuation and out their supply lines.

Our assigned target, today, was the strategic road intersection at Castel Nuovo. Results of the bombing showed all roads leading into the RJ severed. W road and NE were cut approximately 250’ E of intersection. Believe 2-3 strings of bombs made direct hits on junction. Four fires observed resulting from hits on several M/T’s in convoy on E road.

Friday, 10 September 1943 (continued)

10-12 ME-109's intercepted our flight after leaving target, attacking the first eighteen ships from the rear. Five of the bandits are claimed destroyed. 380th gunners, Brinson, Gore and Mays accounted for three of them. No Flak. Photos were taken. All ships home safe.

A/C No. 1 aircraft unidentified

P *Cromartie, Harry L., Jr., Capt*
CP *Ryan, Thomas P., 2Lt*
N *Potter, Eliot H., 2Lt*
B *Anderson, J.B., 2Lt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Kobasa, Joseph (NMI), S/Sgt*
F *Wilder, Rodney R. "Hoss", Maj,
Commander (observer)*

A/C No. 3 aircraft unidentified

P *Benton, James H., 2Lt*
CP *Auchard, R.L., Lt*
N *None*
B *Snyder, G.F., S/Sgt*
E *None*
R *Hoover, Donald E., S/Sgt*
G *McConnell, Walter J., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Ross, Fred C., Jr., 2Lt*
CP *Strunk, Clifton W., 2Lt*
N *None*
B *Link, Byron F., S/Sgt*
E *None*
R *Lysowski, Raymond A., Cpl*
G *Litchfield, Edward W., Sgt*
F *None*

A/C No. 7 aircraft unidentified

P *Rice, Carl E., 2Lt*
CP *Freeland, Levi B., Jr., 2Lt*
N *Konieczka, William F., 2Lt*
B *Mizerski, Richard C. "Bronco", 2Lt*
E *None*
R *Alexander, Phillip D., Sgt*
G *Thomas, Cyril L., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Wright, John E., 2Lt
Anderson, Lloyd G., 2Lt
None
Donahue, Francis E., S/Sgt
None
Morris, J.E., S/Sgt
Papp, Frank (NMI), Jr., Sgt
Powers, John A., S/Sgt

A/C No. 4 aircraft unidentified

Derrick, William S., 2Lt
Wilson, Victor H., Jr., 2Lt
Lewis, Jack (NMI), 2Lt
Ackerson, Newell W., 2Lt
None
Liudahl, Irvin Melbourne, S/Sgt
Barszcz, Stanley G., Sgt
None

A/C No. 6 aircraft unidentified

Echols, George A., 2Lt
Beale, Edward J., 2Lt
None
Silvis, Harry C., Sgt
None
Taylor, Frank E., Sgt
Tippitt, Everett O., Sgt
None

A/C No. 8 probably 41-13100

"BOMBLE BEE"

Brown, Charles R, 2Lt
Wells, Samuel Marshall, 2Lt
None
Ash, George W., Sgt
None
Barbieri, Edward D., S/Sgt
Janicki, Andrew J., S/Sgt
Faust, R.A., S/Sgt

Friday, 10 September 1943 (continued)

A/C No. 9 aircraft unidentified		A/C No. 10 aircraft unidentified	
P	<i>Weaver, Joseph S., Jr., 2Lt</i>		<i>Folwell, Frank C., 1Lt</i>
CP	<i>Toltzman, William J., 2Lt</i>		<i>Gifford, Frank (NMI), 2Lt</i>
N	<i>None</i>		<i>Page, John J., 2Lt</i>
B	<i>Gardner, Clarence R., S/Sgt</i>		<i>Windler, John H., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Bixby, Jack H., S/Sgt</i>		<i>Altobello, Joseph J., S/Sgt</i>
G	<i>Wolf, Elmer A., Sgt</i>		<i>Gore, W.O., S/Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 11 aircraft unidentified		A/C No. 12 aircraft unidentified	
P	<i>Bounds, Thomas C., 2Lt</i>		<i>Hanlon, James Augustus, Jr., 2Lt</i>
CP	<i>Liggett, Arthur G., Jr., 2Lt</i>		<i>Newkirk, Renford Raymond, 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Kechter, Harry H., T/Sgt</i>		<i>Crossman, Stanley R., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Brinson, Lloyd D., S/Sgt</i>		<i>Mays, Jack C., Sgt</i>
G	<i>Himes, Burke W., Cpl</i>		<i>Cangillieri, Liobnick (NMI), Pvt.</i>
TG	<i>Revis, John H., S/Sgt</i>		<i>Loy, R. L. (i.o.) "Jack", Pvt</i>

381st BS War Diary: Lt. Therrien received a letter today from his wife, stating that Mrs. Hartley had received word that her husband, 2nd Lt. John R. Hartley and Capt. F.M. Atkinson, Capt. L.A. Eddy and 1st Lt. W.C. Jackson are being held in a prison camp 22 miles from Rome.

Today's target: Road Junction, Castelnuovo, Italy

<i>Atkinson, Fred M., Capt, pilot</i>	<i>Eddy, Leonard A., Capt, pilot</i>
<i>Hartley, John R., 2Lt, pilot</i>	<i>Jackson, William C., 1Lt, pilot</i>
<i>Therrien, Robert W., 1Lt, pilot</i>	

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : CASTELNUOVO ROAD JUNCTION, ITALY

Sqdrn. Mission # 117	Menzel Temime, 10 September 43
Take Off 08:40	Group Mission # 155
Target 11:00	Flight 36 B-25's
Down 13:15	Escort: None
Total Time: 4 Hrs. 35 Min.	Bomb Load: 6 x 500
Total Sorties: 853	Bombs Dropped: 11(6 x 500), 33,000#
	Average Altitude 10,650

Weather: 8 miles visibility, no intervening clouds. Layer of stratus at 15 - 18,000 feet.

STRATEGY: To cut enemy communication lines.

REMARKS: Much traffic was reported on the highways, some of which was destroyed by our bombs at the target, as all four roads at the intersection were hit.

Friday, 10 September 1943 (continued)

Although there were no flak nor enemy aircraft attacks on the 381st flight, Lt. Wolfe's aircraft peeled off just before the target with the port engine smoking due to a burned out bearing. He feathered this engine and was able to make a safe landing at Sicily after throwing approximately 1,000 pounds of ammunition, radio and photographic equipment, armor plate, etc. overboard. Lts. Hanna and Kreuzkamp and F/O Stayed behind with Lt. Wolfe; this flight was attacked by 3 ME-109's which were driven off by their guns and some Spits.

CREWS 2nd Flight

A/C No. 42-32500 "The Saint" (C)		A/C No. 41-29980 (A)	
P	<i>Durgin, James L., 2Lt</i>		<i>Marlow, Jack F., 2Lt</i>
CP	<i>Warren, Donald B., 2Lt</i>		<i>Dusek, Ernest P., 2Lt</i>
N	<i>None</i>		<i>Forbes, Robert L., 1Lt</i>
B	<i>Doty, James K., Sgt</i>		<i>Schutte, Warren G., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Shapiro, Marvin L., S/Sgt</i>		<i>Budde, Walter H., T/Sgt</i>
G	<i>Blackshire, Joseph R., S/Sgt</i>		<i>White, John Edward, S/Sgt</i>
F	<i>Mason, John Joseph, Jr., 1Lt (observer)</i>		<i>None</i>
A/C No. 42-32454 "Boomerang" (J)		A/C No. 41-30341 (F)	
P	<i>Burt, Norman A., F/O</i>		<i>Hanna, Malcolm C., 2Lt</i>
CP	<i>Arnoult, Hubbard B., Jr., 2Lt</i>		<i>Sheets, Richard L., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Douglas, Edward (NMI), S/Sgt</i>		<i>Trevethan, George R., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Porter, Lloyd G., Jr., T/Sgt</i>		<i>Pelkey, John R., S/Sgt</i>
G	<i>Bozovich, Matthew L., S/Sgt</i>		<i>Camagna, Celest F., S/Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 42-64592 (D)		A/C No. 42-32428 "Little Isadore" (E)	
P	<i>Kreuzkamp, Paul J., 2Lt</i>		<i>Samson, George D., 2Lt</i>
CP	<i>Stoeber, Leslie R., 2Lt</i>		<i>Burlingame, John Hancock, 2Lt</i>
N	<i>Victor, Joseph G., 2Lt</i>		<i>None</i>
B	<i>Leasure, Oliver B., 2Lt</i>		<i>Schoen, Everett G., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Shoemaker, Cecil D., S/Sgt</i>		<i>Jereb, Vincent (NMI), S/Sgt</i>
G	<i>Mayhew, Wesley B., Jr., Sgt</i>		<i>Dees, Paul (NMI), S/Sgt</i>
F	<i>None</i>		<i>Scott, Ivan D., Cpl</i>

Friday, 10 September 1943 (continued)

A/C No. 41-30333 "A Touch of Texas" (J)		A/C No. 41-13052 "TABOO" (G)	
P	<i>Cook, Walter E., F/O</i>		<i>Evans, George N., Capt</i>
CP	<i>Knecum, Walter A., 2Lt</i>		<i>Baker, Gordon G., 1Lt</i>
N	<i>None</i>		<i>Renton, Walter C., Jr., 1Lt</i>
B	<i>Micks, Henry B., S/Sgt</i>		<i>Withrow, John B., Jr., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Starnes, Carl B., T/Sgt</i>		<i>Foderaro, Albert (NMI), T/Sgt</i>
G	<i>George, Wade Clayton, S/Sgt</i>		<i>Mayronne, Clyde A., Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 41-13061 "Lil Joe" (H)		A/C No. 42-64667 "Wet Dreams" (M) (burned out bearing in port engine)	
P	<i>Wirth, Thomas F., Jr., F/O</i>		<i>Wolfe, Warren M., 2Lt</i>
CP	<i>Boston, Joseph W., Jr., 2Lt</i>		<i>Cruise, William H., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Miller, Foster C., S/Sgt</i>		<i>Malone, Donald B., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Swanson, William M., T/Sgt</i>		<i>Marshburn, James T., Sgt</i>
G	<i>Sigafoos, James F., Jr., S/Sgt</i>		<i>Lyon, John R., Sgt</i>
F	<i>None</i>		<i>Burt, Warwick C. S., T/Sgt</i>
A/C No. 42-64596 "Donna Marie" (K)		A/C No. 41-30002 (L)	
P	<i>Flake, Ray M., 2Lt</i>		<i>Stagner, Howard C., F/O</i>
CP	<i>Weaver, Claude H., 2Lt</i>		<i>Hudson, Charles (NMI), Jr., F/O</i>
N	<i>Ewalt, William F., 2Lt</i>		<i>None</i>
B	<i>Feinglass, Philip (NMI), 2Lt</i>		<i>Smith, Paul F., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Fiumecel, Albert F., S/Sgt</i>		<i>Clark, Thomas J., T/Sgt</i>
G	<i>Marvin, Lawrence R., Sgt</i>		<i>Hannon, Robert P., S/Sgt</i>
TG	<i>None</i>		<i>Collom, Frank C., Jr., Sgt</i>

428th BS War Diary: No mission, no events.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
(428th BS did not participate)

Saturday, 11 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command B-17's bomb the Benevento marshalling yard and bridge and highway junction nearby; B-25's and B-26's hit highways and junctions at Castelnuovo, Ariano, Mignano, and Isernia; P-40's fly an uneventful sweep over S Sardinia; and US and RAF airplanes of the NATAF continue to provide beachhead cover in the Salerno area, hit road communications throughout the day, and attack road and rail bridges, junctions, airfield, and town areas at Sapri, Corleto, Perticara, Auletta, and Gioia del Colle, Italy.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 168, 11 September 1943 (*168 is incorrect due to error on 10 Sep - it should be # 169 - adjustment to correct error was apparently made on 15 Sep*)

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1140 36 B-25's took off to Bomb Castelnuovo RJ. None returned
Time No. A/C Type A/C Mission Target No. A/C

early. 33 dropped 198 X 500 .1 & .025 sec delay bombs on target at 1402
No. A/C No & Type Time

from 10,300-13,000 ft. (6 bombs salvoed in target area and 12 bombs returned to
Altitude

base.) 36 returned at 1622. None Lost, None missing, None at
No. A/C Time No. A/C No. A/C No. A/C

Friendly Fields

3. RESULTS: Strings of bombs were seen to walk across all four roads entering the junction. At least three strings hit across the junction itself. A few bombs were seen to hit short and a few over to NW of junction. Several trucks on toad just NE of junction were caught in the bombing pattern. A large amount of dust and smoke obscured the target area after the bombing,

Saturday, 11 September 1943 (continued)

4. OBS: E/A--None. Flak--Slight light flak, inaccurate at Muro Lucano, and at a position 40 deg 48 min N, 15 deg 13 min E. Shipping--None. Ground--Continuous stream of traffic heading W on highway between Auletta and Eboli. Approximately 399 trucks heading N from Eboli to Oliveto Citra. 30-50 M/T just S of Eboli heading SE. 150 M/T on road between Castel Nuovo and Montesanto, heading unknown. 20 large M/T heading N between Sapri and Torres. Approximately 200 trucks reported on roads in vicinity of target. 30 M/T at 40 deg 22 min N, 15 deg 23 min E. Photos were taken.
5. WEATHER AT TARGET: CAVU, slight haze.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: Routine activity.

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

380th BS War Diary: From several radio reports we learned today that the Italian Navy had pulled into the harbor at Malta. This certainly was good news to us. We bombed Castelnovo Rd Jcn for the third day in a row and after today's bombing, the road junction is nothing more than a thing of the past.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 121

Date- Sep 11 1943

Target- Castel Nuovo Road Junction

Squadron airplanes- twelve

Without giving the enemy an opportunity to repair the damage done yesterday our bombers again plastered the Castelnovo Road Junction. Today's efforts were rewarded as all four legs leading to junction were severed in addition to the damage caused when three strings of bombs hit the intersection itself. Our bombing pattern also caught several trucks on the road NE of the junction. Considerable dust and smoke obscured the target after bombing.

There were no enemy fighter interceptions. Slight inaccurate flak from light guns was experienced at Muro Lucano. No shipping observed but the usual heavy am't of M/T convoys congested most of the main roads in that area. Photos were taken. All ships home safe.

Saturday, 11 September 1943 (continued)

A/C No. 1 aircraft unidentified

P *Cromartie, Harry L., Jr., Capt*
CP *Ryan, Thomas P., 2Lt*
N *Potter, Eliot H., 2Lt*
B *Anderson, J.B., 2Lt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Kobasa, Joseph (NMI), S/Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Benton, James H., 2Lt*
CP *Auchard, R.L., Lt*
N *None*
B *Snyder, G.F., S/Sgt*
E *None*
R *Hoover, Donald E., S/Sgt*
G *McConnell, Walter J., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Weaver, Joseph S., Jr., 2Lt*
CP *Toltzman, William J., 2Lt*
N *None*
B *Gardner, Clarence R., S/Sgt*
E *None*
R *Bixby, Jack H., S/Sgt*
G *Wolf, Elmer A., Sgt*
F *None*

A/C No. 7 aircraft unidentified

P *Walton, Cecil Vernon, 2Lt*
CP *Maxwell, Max W., 2Lt*
N *McBride, Daniel (NMI) 2Lt*
B *Drake, W.H., 2Lt*
E *None*
R *Dinges, J.W., S/Sgt*
G *Black, Jewell James "J.J.", Sgt*
F *None*

A/C No. 2 aircraft unidentified

Wright, John E., 2Lt
Anderson, Lloyd G., 2Lt
None
Donahue, Francis E., S/Sgt
None
Morris, J.E., S/Sgt
Papp, Frank (NMI), Jr., Sgt
Land, Wilson E., Cpl

A/C No. 4 aircraft unidentified

Folwell, Frank C., 1Lt
Gifford, Frank (NMI), 2Lt
Sharp, Kenneth R., 2Lt
Blumenfeld, Philip I., 2Lt
None
Altobello, Joseph J., S/Sgt
Gore, W.O., S/Sgt
None

A/C No. 6 aircraft unidentified

Hament, Carrol (NMI), 2Lt
Arentson, Robert M., 2Lt
None
Weinstein, Robert S., S/Sgt
None
Wells, Donald W., S/Sgt
Marquis, Wesley W., Sgt
None

A/C No. 8 aircraft unidentified

Ross, Fred C., Jr., 2Lt
Richardson, Richard K., F/O
None
Link, Byron F., S/Sgt
None
Lysowski, Raymond A., Cpl
Litchfield, Edward W., Sgt
Faust, R.A., S/Sgt

Saturday, 11 September 1943 (continued)

A/C No. 9 aircraft unidentified		A/C No. 10 aircraft unidentified	
P	<i>Echols, George A., 2Lt</i>		<i>Derrick, William S., 2Lt</i>
CP	<i>Beale, Edward J., 2Lt</i>		<i>Wilson, Victor H., Jr., 2Lt</i>
N	<i>None</i>		<i>Lewis, Jack (NMI), 2Lt</i>
B	<i>Silvis, Harry C., Sgt</i>		<i>Ackerson, Newell W., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Taylor, Frank E., Sgt</i>		<i>Liudahl, Irvin Melbourne, S/Sgt</i>
G	<i>Tippitt, Everett O., Sgt</i>		<i>Barszcz, Stanley G., Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 11 probably 41-13100 "BOMBLE BEE"		A/C No. 12 aircraft unidentified	
P	<i>Brown, Charles R, 2Lt</i>		<i>Bounds, Thomas C., 2Lt</i>
CP	<i>Wells, Samuel Marshall, 2Lt</i>		<i>Liggett, Arthur G., Jr., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Ash, George W., Sgt</i>		<i>Kechter, Harry H., T/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Barbieri, Edward D., S/Sgt</i>		<i>Brinson, Lloyd D., S/Sgt</i>
G	<i>Janicki, Andrew J., S/Sgt</i>		<i>Himes, Burke W., Cpl</i>
TG	<i>Loy, R. L. (i.o.) "Jack", Pvt</i>		<i>Revis, John H., S/Sgt</i>

381st BS War Diary: Capt. R.W. Thorndike, and Lts. Carver and E.O. Linden returned to the base for a visit.

1st Lt. Denton made a flight to Sicily in search of Lt. Donovan and his crew.

Today's target: Road Junction, Castelnuovo, Italy.

<i>Carver, Joseph H., 1Lt, pilot</i>	<i>Denton, Richard D., 1Lt, pilot</i>
<i>Donnovan, Gerald M., 1Lt, pilot</i>	<i>Linden, Eric O., 1Lt, pilot</i>
<i>Thorndike, Robert W., Capt, pilot</i>	

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : CASTELNUOVO ROAD JUNCTION, ITALY

Sqdrn. Mission # 118	Menzel Temime, 11 September 43
Take Off 11:40	Group Mission # 156
Target 14:02	Flight 36 B-25's
Down 16:22	Escort: None
Total Time: 4 Hrs. 42 Min.	Bomb Load: 6 x 500
Total Sorties: 865	Bombs Dropped: 8(6 x 500), 34,000#
	Average Altitude: 11,650

Weather: Visibility approximately 8 miles. Haze, no clouds at the target.

STRATEGY: With the British landing at Taranto and advancing up the heel of Italy, and the U.S. 5th Army advancing 30 miles South of Naples, these road junctions become the principal targets of the N.A.S.A.F.

Saturday, 11 September 1943 (continued)

REMARKS: A poor mission, as only about a dozen bombs hit the roads, none the intersection, and many were returned.

Brig. Gen. Ridenour flew in Lt. Dauley's aircraft

CREWS

1st Flight

A/C No. 41-13074 "Balls of Fire" / "Royal Flush" (P)	A/C No. 41-13052 "TABOO" (N)
P <i>Therrien, Robert W., 2Lt</i>	<i>Alexander, William T. "Alex", Capt</i>
CP <i>Williamson, Lloyd V., F/O</i>	<i>Baisch, Joseph M., III, 2Lt</i>
N <i>None</i>	<i>Renton, Walter C., Jr., 1Lt</i>
B <i>Dombkowski, Stanley F., S/Sgt</i>	<i>Withrow, John B., Jr., 2Lt</i>
E <i>None</i>	<i>None</i>
R <i>Szymik, Emil (NMI), T/Sgt</i>	<i>Foderaro, Albert (NMI), S/Sgt</i>
G <i>Kim, Daniel (NMI), S/Sgt</i>	<i>Mayronne, Clyde A., Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 41-30341 (O)	A/C No. 42-53445 "Lottie's Goose" (S)
P <i>Campbell, Martin H., Jr., F/O</i>	<i>Samson, George D., 2Lt</i>
CP <i>Sautter, Carl U., 2Lt</i>	<i>Burlingame, John Hancock, 2Lt</i>
N <i>None</i>	<i>None</i>
B <i>Schoen, Everett G, S/Sgt</i>	<i>Trevethan, George R., S/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Standish, Beverly R., S/Sgt</i>	<i>Potolsky, George (NMI), T/Sgt</i>
G <i>Sigafoos, James F., Jr., Sgt</i>	<i>Dees, Paul (NMI), S/Sgt</i>
F <i>Pummill, E. (NMI), Sgt</i>	<i>Scott, Ivan D., Cpl</i>
A/C No. 42-64596 "Donna Marie" (Q)	A/C No. 42-32500 "The Saint" (R)
P <i>Flake, Ray M., 2Lt</i>	<i>Dauley, Charles Gordon, 2Lt</i>
CP <i>Weaver, Claude H., 2Lt</i>	<i>Young, Charles A., 2Lt</i>
N <i>Ewalt, William F., 2Lt</i>	<i>None</i>
B <i>Feinglass, Philip (NMI), 2Lt</i>	<i>Campbell, Warren B., S/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Fiumecel, Albert F., S/Sgt</i>	<i>Rea, Willis L., Sgt</i>
G <i>Marvin, Lawrence R., Sgt</i>	<i>Sentlingar, Charles W., Cpl</i>
F <i>None</i>	<i>None</i>

Saturday, 11 September 1943 (continued)

CREWS 2nd Flight

A/C No. 42-32454 "Boomerang" (P)		A/C No. 41-29980 (N)	
P	<i>Burt, Norman A., F/O</i>		<i>Marlow, Jack F., 2Lt</i>
CP	<i>Arnoult, Hubbard B., Jr., 2Lt</i>		<i>Dusek, Ernest P., 2Lt</i>
N	<i>None</i>		<i>Forbes, Robert L., 1Lt</i>
B	<i>Douglas, Edward (NMI), S/Sgt</i>		<i>Schutte, Warren G., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Porter, Lloyd G., Jr., T/Sgt</i>		<i>Budde, Walter H., T/Sgt</i>
G	<i>Bozovich, Matthew L., S/Sgt</i>		<i>White, John Edward, S/Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 42-32333 "Lorelei" (O)		A/C No. 41-30002 (S)	
P	<i>Durgin, James L., 2Lt</i>		<i>Stagner, Howard C., F/O</i>
CP	<i>Warren, Donald B., 2Lt</i>		<i>Hudson, Charles (NMI), Jr., F/O</i>
N	<i>None</i>		<i>None</i>
B	<i>Doty, James K., Sgt</i>		<i>Smith, Paul F., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Shapiro, Marvin L., S/Sgt</i>		<i>Clark, Thomas J., T/Sgt</i>
G	<i>Blackshire, Joseph R., S/Sgt</i>		<i>Hannon, Robert P., S/Sgt</i>
TG	<i>None</i>		<i>Collom, Frank C., Jr., Sgt</i>
A/C No. 42-64592 (Q)		A/C No. 41-13007 "The Harp" (R)	
P	<i>Kreuzkamp, Paul J., 2Lt</i>		<i>Hanna, Malcolm C., 2Lt</i>
CP	<i>Stoeber, Leslie R., 2Lt</i>		<i>Sheets, Richard L., 2Lt</i>
N	<i>Victor, Joseph G., 2Lt</i>		<i>None</i>
B	<i>Leasure, Oliver B., 2Lt</i>		<i>Powell, Charles P., Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Shoemaker, Cecil D., S/Sgt</i>		<i>Pelkey, John R., S/Sgt</i>
G	<i>Mayhew, Wesley B., Jr., Sgt</i>		<i>Camagna, Celest F., S/Sgt</i>
TG	<i>None</i>		<i>Miller, Foster Eugene, S/Sgt</i>

428th BS War Diary: The Castel Nuovo road junction was the assigned target today. Strings of bombs were seen to hit across all four roads entering the junction. Several trucks on the road Northeast of the junction were caught in the bombing pattern. The effectiveness of this raid is shown by the commendation received by the Group from higher headquarters after it was reported that the Tactical Air Force had destroyed an extremely large number of Axis trucks that were tied up at the junction because of the bomb block. Lt Wescott completed his 50th missions.

Wescott, Robert M., 1Lt, pilot

Saturday, 11 September 1943 (continued)

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : The mission of the Eleventh of September was a more or less routine affair to Castelnuovo Road Junction which had been hit on the previous day but without 438th participation. Strings of bombs were seen to walk across all four roads entering the junction. At least three strings hit across the junction itself. A few bombs hit short and a few went over to the Northwest of the junction. Several trucks on the road just Northeast of the junction were caught in the bombing pattern. It was good bombing and served to pen Axis truck transport. In fact the group was commended for its excellent bombing, and reports from higher headquarters indicated that an extremely large number of Axis trucks were destroyed at this junction by the tactical air force, which took advantage of the traffic jam caused by the bombed-out junction.

A/C No. 1 aircraft unidentified

P *Beatty, John H., 1Lt*
CP *Chambers, Allen M., 2Lt*
N *Peterson, Donald L., 2Lt*
B *Boatler, Sidney K., 1Lt*
E *None*
R *Stilp, John P., T/Sgt*
G *Myers, Loy Gale "Ace", S/Sgt*
F *Epperson, Elmer H., Maj, Commander*
(observer)

A/C No. 3 aircraft unidentified

P *Stokes, Louis S., 2Lt*
CP *Lewis, Quentin McAlpine, 2Lt*
N *None*
B *Konchinsky, Herman (NMI), Sgt*
E *None*
R *Morris, Raymond J., Sgt*
G *Graham, Herbert J., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Boswell, Harry R., 2Lt*
CP *Everiss, William Raymond, 2Lt*
N *None*
B *Lim, Wing Y., S/Sgt*
E *None*
R *Booth, Jack D., S/Sgt*
G *Kelly, Andrew R., Cpl*
F *None*

A/C No. 2 aircraft unidentified

Wescott, Robert M., 1Lt
Hogan, Jack F., F/O
None
Sierlecki, Richard E., Sgt
None
Martin, Jack E., S/Sgt
Donaldson, William M., Sgt
None

A/C No. 4 aircraft unidentified

Douglas, James D., 2Lt
Farley, Jean N., 2Lt
None
Karvel, Roy L., 2Lt
None
Lunger, Quentin L., S/Sgt
Sviantek, John L., Sgt
None

A/C No. 6 aircraft unidentified

Blaauw, Harold A., 1Lt
Tiefel, Norman J., 2Lt
None
Smirnoff, Andrew P., 2Lt
None
Tow, Charles W., Jr., S/Sgt
Houseman, Charles M., Jr., S/Sgt
None

Saturday, 11 September 1943 (continued)

A/C No. 7 aircraft unidentified

P *Gena, Gerald M., 1Lt*
CP *Hill, Lawrence G., Capt*
N *Akerland, Gustav J., 2Lt*
B *Keys, Paul R., 2Lt*
E *None*
R *Versaw, Robert E., Sgt*
G *Warlie, Roger Rickie, Pvt*
F *None*

A/C No. 9 aircraft unidentified

P *Edwards, William P., 2Lt*
CP *Sebor, George (NMI), 2Lt*
N *None*
B *Risteau, John E., S/Sgt*
E *None*
R *Jack, Robert C., Sgt*
G *Ramos, Smiles (NMI), Pvt*
F *Bean, Herman B., Cpl*

A/C No. 11 aircraft unidentified

P *Tooles, William B., 2Lt*
CP *Jones, Gordon K., 2Lt*
N *None*
B *Herring, William S., S/Sgt*

E *Ream, Elmer W., PFC (observer)*
R *Kelly, Phillip J., S/Sgt*
G *Wink, Jacob A., S/Sgt*
F *Williamson, Felton J., Pvt*

A/C No. 8 aircraft unidentified

Koch, Richard J., 2Lt
Moulder, Robert W., F/O
None
Ovalle, Charles V., Sgt
None
Colley, Francis E., S/Sgt
Hirt, Fred A., S/Sgt
None

A/C No. 10 aircraft unidentified

Waugh, Carter H., 1Lt
Berent, Raymond E., 2Lt
None
Snoddy, William G., 2Lt
None
East, Charles D., S/Sgt
Agin, Clealon J., Sgt
None

A/C No. 12 aircraft unidentified

Fleming, Thornton (NMI), 2Lt
Dory, John N., 2Lt
None
Connors, Charles L. "Chucklehead", S/Sgt
None
Neview, Frederick J., Cpl
Ciampi, Francis (NMI), Sgt
None

Sunday, 12 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): B-24's hit Kalathos and Maritsa airfields on Rhodes.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command B-17's bomb the Mignano road defiles, the Benevento road bridge, and the Frosinone airfield; medium bombers hit Ariano (and trucks and road nearby), Isernia, and Castelnuovo and Formia road junctions; US and RAF aircraft of the NATAF attack motor transport movement, roads, and bridges in the Potenza-Auletta areas, maintain cover over the US Fifth Army in the Salerno invasion area (where the enemy launches a fierce effort to reduce the beachhead), and during the night of 12/13 Sep fly intruder missions over 6 airfields between Rome and Pizzo, finding little activity. British Eighth Army forces on the toe of Italy capture Crotone and push N, and on the Taranto front occupy territory up to N of Castelaneta. The 64th Fighter Squadron, 57th Fighter Group, transfers from Sicily to Rocco Bernardo, Italy with P-40's.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 169, 12 September 1943 (*169 is incorrect due to error on 10 Sep - it should be # 170 - adjustment to correct error was apparently made on 15 Sep*)

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1110 36 B-25's took off to Bomb Castelnuovo RJ. None returned
Time No. A/C Type A/C Mission Target No. A/C

early. 36 dropped 213 X 500 .1 & .025 sec delay bombs on target and 3
No. A/C No & Type

salvoed on RJ at 40° 46' N, 15° 27' E at 1332 from 10,300-13,000 ft. 36
Time Altitude No. A/C

returned at 1540. None Lost, None missing, None at _____.
Time No. A/C No. A/C No. A/C Friendly Fields

Sunday, 12 September 1943 (continued)

3. RESULTS: Target area well torn up within a radius of 199 yards of RJ. Several strings believed to have hit the intersection. Explosions here covered RJ resulting in much dust and smoke. Greatest concentration of bombs hit all roads leading E from 100 to 300 feet E of junction. SE road especially hard hit and 2 NE roads believed severed. W road was hit just W of RJ. Repairs to roads observed and temporary road reported around damaged area.
4. OBS: E/A: None. Flak: None. Shipping: A possible dinghy reported at 37 deg 50 min N, 15 deg 10 min E. Ground: 20-25 large M/T and 2-3 prime movers between RJ and Pescopagano heading W, 1332 hours. 10 M/T between Pescopagano and Muro Lucano heading into Auletta from W of Vietri D Potenza. 50 M/T heading NW between Torre Orsaia and Cuccaro. A convoy of 50 M/T, stationary, dispersed along coast road NE from Sapri heading NW. 22 RR cars on siding 8 miles SE of Alfano. Photos were taken.
5. WEATHER AT TARGET: CAVU, slight haze. High scattered cumulus at 14,000 ft in target area and to the E.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: *(No non-mission information)*

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : Twelve of our planes went back over Castelnuovo road junction today and repeated their good work done the day before yesterday. Indications are that Jerry will have to make some detours in his retreat. No enemy fighters were seen but the men did report a slight amount of flak encountered on the way into the target.

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Sunday, 12 September 1943 (continued)

P CP N B E R G F	A/C No. 3 <i>aircraft and crew unidentified</i>	A/C No. 4 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 5 <i>aircraft and crew unidentified</i>	A/C No. 6 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 7 <i>aircraft and crew unidentified</i>	A/C No. 8 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 9 <i>aircraft and crew unidentified</i>	A/C No. 10 <i>aircraft and crew unidentified</i>

Sunday, 12 September 1943 (continued)

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: Three of our Squadron's flying men received the Distinguished Flying Cross today. They were Captains Larry Cometh and Dean Draemel, and S/Sgt. Albert G. Links for meritorious action beyond the call of duty.

Cometh, Lawrence (NMI), Capt, pilot

Draemel, Dean H. Capt, pilot

Links, Albert G., S/Sgt, bombardier-gunner

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 122

Date- Sep 12 1943

Target- Road Junction at Castelnuovo, Italy

Squadron airplanes- twelve

Striking at the enemy's transportation lines for the third successive day in a row, our assignment was the important road junction at Castelnuovo, a strategic intersection just northwest of the town of Potenza. Consolidation of today's interrogation reports indicated that the target area was well torn up. The intersection was patterned by several strings of bombs. Greatest concentration of bombs hit all roads leading E from 100 to 300 feet E of junction. It was believed that the SE road was hard hit and that the two roads NW severed. The western leg of the intersection was hit.

No flak. No fighter interception. Considerable M/T movement in vicinity of Auletta. Photos taken.

A/C No. 1 *aircraft unidentified*

A/C No. 2 *aircraft unidentified*

P *Cromartie, Harry L., Jr., Capt*

Wright, John E., 2Lt

CP *Ryan, Thomas P., 2Lt*

Anderson, Lloyd G., 2Lt

N *Potter, Eliot H., 2Lt*

None

B *Anderson, J.B., 2Lt*

Donahue, Francis E., S/Sgt

E *None*

None

R *Smith, Eldon M., T/Sgt*

Morris, J.E., S/Sgt

G *Kobasa, Joseph (NMI), S/Sgt*

Papp, Frank (NMI), Jr., Sgt

F *None*

Powers, John A., S/Sgt

Sunday, 12 September 1943 (continued)

A/C No. 3 aircraft unidentified

P Hanlon, James Augustus, Jr., 2Lt
CP Auchard, R.L., 2Lt
N None
B Snyder, G.F., S/Sgt
E None
R Hoover, Donald E., S/Sgt
G McConnell, Walter J., S/Sgt
F None

A/C No. 5 aircraft unidentified

P Weaver, Joseph S., Jr., 2Lt
CP Toltzman, William J., 2Lt
N None
B Gardner, Clarence R., S/Sgt
E None
R Bixby, Jack H., S/Sgt
G Wolf, Elmer A., Sgt
F None

A/C No. 7 aircraft unidentified

P Derrick, William S., 2Lt
CP Wilson, Victor H., Jr., 2Lt
N Lewis, Jack (NMI), 2Lt
B Ackerson, Newell W., 2Lt
E None
R Liudahl, Irvin Melbourne, S/Sgt
G Barszcz, Stanley G., Sgt
F None

A/C No. 9 aircraft unidentified

P Echols, George A., 2Lt
CP Beale, Edward J., 2Lt
N None
B Silvis, Harry C., Sgt
E None
R Taylor, Frank E., Sgt
G Tippitt, Everett O., Sgt
F None

A/C No. 4 aircraft unidentified

Folwell, Frank C., 1Lt
Gifford, Frank (NMI), 2Lt
Sharp, Kenneth R., 2Lt
Blumenfeld, Philip I., 2Lt
None
Altobello, Joseph J., S/Sgt
Gore, W.O., S/Sgt
None

A/C No. 6 aircraft unidentified

Hament, Carrol (NMI), 2Lt
Arentson, Robert M., 2Lt
None
Weinstein, Robert S., S/Sgt
None
Wells, Donald W., S/Sgt
Marquis, Wesley W., Sgt
None

A/C No. 8 aircraft unidentified

Ross, Fred C., Jr., 2Lt
Richardson, Richard K., F/O
None
Link, Byron F., S/Sgt
None
Lysowski, Raymond A., Cpl
Litchfield, Edward W., Sgt
Land, Wilson E., Cpl

A/C No. 10 aircraft unidentified

Walton, Cecil Vernon, 2Lt
Maxwell, Max W., 2Lt
Evans, Ivor P., 2Lt
Drake, W.H., 2Lt
None
Dinges, J.W., S/Sgt
Black, Jewell James "J.J.", Sgt
None

Sunday, 12 September 1943 (continued)

A/C No. 11 *probably* 41-13100

"BOMBLE BEE"

P *Brown, Charles R, 2Lt*
CP *Wells, Samuel Marshall, 2Lt*
N *None*
B *Ash, George W., Sgt*
E *None*
R *Barbieri, Edward D., S/Sgt*
G *Janicki, Andrew J., S/Sgt*
TG *Revis, John H., S/Sgt*

A/C No. 12 *aircraft unidentified*

Strunk, Clifton W., 2Lt
Hoffman, Albert J., 2Lt
None
Mooney, Berton E., PFC
None
Welsh, Richard J., S/Sgt
Thomas, Cyril L., S/Sgt
Cangillieri, Liobnick (NMI), Pvt

381st BS War Diary: Six 381st Aircraft were spares for today's mission to the Road Junction at Castelnuovo. None filled in.

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
(381st BS did not participate)

428th BS War Diary: An epidemic of rash-breaking out has hit the outfit. It seems to be prevalent on the line.

Lt. Robert M. Wescott finished his first tour of duty today with 50 missions to his credit. He was perhaps the coolest and most collected pilot in the outfit. Nothing ever ruffled him, even heavy flak. He was quiet, unassuming, and highly efficient, which is probably why he never drew any particular attention to himself. His almost nerveless performance was expressed in the eternal pipe which dangled from one corner of his mouth. He puffed it just as quietly over the hottest targets as he did on days when he was getting sack time between missions. Every one liked him immensely, and without exception we all miss him.

Wescott, Robert M., 1Lt, pilot

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : Once More, on the twelfth, the road junction at Castelnuovo took it. The target area was well torn up within a radius of 100 yards of the junction. Several strings hit the intersection itself. Repairs to the road were observed and a temporary road around the previous damage was wrecked. Bombing on this day contributed greatly to the confusion in transport which the Germans experienced.

Sunday, 12 September 1943 (continued)

A/C No. 1 aircraft unidentified

P Gena, Gerald M., 1Lt
CP Beatty, John H., 1Lt
N Akerland, Gustav J., 2Lt
B Keys, Paul R., 2Lt
E None
R Versaw, Robert E., Sgt
G Warlie, Roger Rickie, Pvt
F Bower, William M., Maj, HQ 310th BG
(observer)

A/C No. 3 aircraft unidentified

P Edwards, William P., 2Lt
CP Sebor, George (NMI), 2Lt
N None
B Risteau, John E., S/Sgt
E None
R Jack, Robert C., Sgt
G Wink, Jacob A., S/Sgt
F Reed, Robert H., Sgt

A/C No. 5 aircraft unidentified

P Boswell, Harry R., 2Lt
CP Everiss, William Raymond, 2Lt
N None
B Lim, Wing Y., S/Sgt
E None
R Martin, Robert J., S/Sgt
G Kelly, Andrew R., Cpl
F None

A/C No. 7 41-13050 "Virginia Sturgeon"

P Peterson, Arthur C., 1Lt
CP Holley, James Taylor, 1Lt
N Wortman, Robert A., 2Lt
B Baraniuk, Jerry M., 2Lt
E None
R Guilfoyle, Frederick J., S/Sgt
G Michalek, Joseph F., S/Sgt
F None

A/C No. 2 aircraft unidentified

Buglass, Kenneth G., 1Lt
Sandstrom, John E., 2Lt
None
Ovalle, Charles V., Sgt
None
Hook, Raymond K., S/Sgt
Rankin, James V., S/Sgt
None

A/C No. 4 aircraft unidentified

Douglas, James D., 2Lt
Farley, Jean N., 2Lt
None
Karvel, Roy L., 2Lt
None
Lunger, Quentin L., S/Sgt
Sviantek, John L., Sgt
None

A/C No. 6 aircraft unidentified

Blaauw, Harold A., 1Lt
Tiefel, Norman J., 2Lt
None
Smirnoff, Andrew P., 2Lt
None
Tow, Charles W., Jr., S/Sgt
Houseman, Charles M., Jr., S/Sgt
None

A/C No. 8 aircraft unidentified

Wescott, Robert M., 1Lt
Hogan, Jack F., F/O
None
Sierlecki, Richard E., Sgt
None
Stilp, John P., T/Sgt
Donaldson, William M., Sgt
None

Sunday, 12 September 1943 (continued)

A/C No. 9 aircraft unidentified

P *Stokes, Louis S., 2Lt*
CP *Lewis, Quentin McAlpine, 2Lt*
N *None*
B *Konchinsky, Herman (NMI), Sgt*
E *None*
R *Morris, Raymond J., Sgt*
G *Graham, Herbert J., S/Sgt*
F *Frank, Irving (NMI), S/Sgt*

A/C No. 11 aircraft unidentified

P *Tooles, William B., 2Lt*
CP *Jones, Gordon K., 2Lt*
N *None*
B *Herring, William S., S/Sgt*

E *None*
R *Weiland, Ray C., S/Sgt*
G *Myers, Loy Gale "Ace", S/Sgt*
F *None*

A/C No. 10 aircraft unidentified

Southward, Thomas H., 2Lt
Lick, Edmund W., 2Lt
None
Lanning, Fred H., 2Lt
None
Kelly, Phillip J., S/Sgt
Hirt, Fred A., Sgt
None

A/C No. 12 aircraft unidentified

Fleming, Thornton (NMI), 2Lt
Dory, John N., 2Lt
None
Connors, Charles L. "Chucklehead", S/Sgt
None
Neview, Frederick J., Cpl
Ciampi, Francis (NMI), Sgt
None

Monday, 13 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): RAF heavy bombers, under the operational control of the IX Bomber Command, hit Potenza, Italy. Colonel Frederick M Byerly replaces Colonel Charles D McAllister as commander of the IX Fighter Command.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, B-17's of the XII Bomber Command bomb roads in the Torre del Greco area, a highway at Sala Consilina, and a road junction, railway and bridge at Atena Lucana; B-25's attack a viaduct, rail and road junctions, and rail lines in the Pompeii-Castellammare di Stabia-Torre Annunziata areas; XII Air Support Command A-36's destroy 25 to 30 vehicles near Potenza, and fighters maintain convoy patrol; US and RAF light and medium bombers of the NATBF hit town areas, road junctions, and vehicles in the Auletta-Pompeii-Sala Consilina-San Severino Rota areas. 80+ C-47's drop contingents of the US 82d Airborne Division S of the Sele River to strengthen the bridgehead in the face of enemy counterattacks which threaten the US Fifth Army beachhead in the Salerno area. HQ 33rd Fighter Group transfers from Licata, Sicily to Paestum, Italy.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 170, 13 September 1943 *(170 is incorrect due to error on 10 Sep - it should be # 171 - adjustment to correct error was apparently made on 15 Sep)*

1. UNIT: 310th Bomb Gp (M) AAF.

2. At 1515 36 B-25's took off to Bomb RJ of Torre Annunziata. None
Time No. A/C Type A/C Mission Target No. A/C

returned early. 36 dropped 798 X 100 inst & 45 sec delay bombs on target
No. A/C No & Type

at 1716 from 9300-12,000 ft. (58 bombs salvoed over target; 6 bombs returned.)
Time Altitude

36 returned at 1912. None Lost, None missing, None at
No. A/C Time No. A/C No. A/C No. A/C

Friendly Fields

Monday, 13 September 1943 (continued)

3. RESULTS: Concentration of hits reported on and around road junction with bursts seen among M/T in the area. Strings seen to walk across two roads SE of junction; others across road NW of junction. Railroad siding and junction were hard hit.
4. OBS: E/A--None. Flak--Negligible, with few bursts reported over target; one burst from a point S of Mt. Vesuvius and from some shipping at Torre Annunziata harbor. Ground--6-7 M/T with white tops on road just NW of Torre Annunziata. 15-20 M/T 4-5 miles E of target heading W. Many trucks on road just S of target, heading unknown. Some M/T activity reported at target. 40-50 railroad cars on siding just SW of road junction on edge of town of Torre Annunziata.* Shipping--Approximately 5-7 M/V's and 17 smaller craft in harbor at Torre Annunziata. Two naval vessels reported just off Sorrento. Two destroyers and considerable M/V activity at Castellamare. Two M/V's at Vico Equense. Three M/V's and 18 small craft reported in Naples harbor.
Photos were taken.
5. WEATHER AT TARGET: CAVU with haze.

* 150-200 RR cars in yards just NW of target.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: Our men are really piling up the missions this month.

379th BS Mission Summary: (Ops Order ---/mission ---) **Group Mission # :** Eleven of our planes were out again today, this time to bomb a road junction at Torres Annunziata in Italy. Again the target was hard hit and very probably made unserviceable. Our crews tell us that this was an easy one with no enemy fighters and only a few scattered bursts of flak.

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Monday, 13 September 1943 (continued)

P CP N B E R G F	A/C No. 3 <i>aircraft and crew unidentified</i>	A/C No. 4 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 5 <i>aircraft and crew unidentified</i>	A/C No. 6 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 7 <i>aircraft and crew unidentified</i>	A/C No. 8 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 9 <i>aircraft and crew unidentified</i>	A/C No. 10 <i>aircraft and crew unidentified</i>

Monday, 13 September 1943 (continued)

A/C No. 11 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: The entire squadron enjoyed man's favorite dish "steak"! Of course there was quite a discussion about which type animal offered itself for our palate, finally deciding that Sir Bull was the provider.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 123

Date- Sep 13 1943

Target- Torre Annunziata Rd. Junction

Squadron airplanes- One (spare)

With our Allies meeting stiff resistance at the beach head just South of Naples, it was imperative that the air force throw its entire weight on the enemy strength opposing the American Fifth Army. Definitely our mission to bomb RR Junction at Torre Annunziata was of a tactical nature, and much depended upon the success of our efforts. Results from interrogation of the crews, participating in the raid indicated a fair degree of success. A concentration of hits were reported on and around road junction with bursts seen among M/Y in that area. The two roads which lay southeast of the Junction were seen to be nicely patterned by several strings of bombs, while other strings were reported to have severed the road northwest of the junction. Good bomb coverage of the RR siding and junction was observed.

Enemy resistance was very slight. Our formation experienced a few bursts of heavy flak over the target. There were no enemy fighter interceptions. A fair amount of M/T, on the main highways in the target vicinity was observed. Five to seven M/V's and seventeen smaller craft in Torre Annunziata Harbor were observed. Photos were taken. All planes returned safely to the home base.

A/C No. 11 *probably* 41-13100
"BOMBLE BEE" (spare)

P *Brown, Charles R, 2Lt*
CP *Wells, Samuel Marshall, 2Lt*
N *None*
B *Crossman, Stanley R., S/Sgt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Thomas, Cyril L., S/Sgt*
F *None*

Monday, 13 September 1943 (continued)

381st BS War Diary: Two Officers from the Inspector General's Office arrived on the base today.

M/Sgt. Rennicks, T/Sgt. F.L. Johnson, and S/Sgts. Schmidt and Singletary returned after a week at Ain Taya.

Johnson, Floyd L., T/Sgt, engineering

Rennicks, Charles E., T/Sgt, engineering, crew chief

Schmidt, Harold E., S/Sgt, radio-gunner

Singletary, Emory C., S/Sgt

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : TORRE ANNUNZIATA ROAD JUNCTION, ITALY

Sqdrn. Mission # 119	Menzel Temime, 13 September 43
Take Off 15:15	Group Mission # 158
Target 17:16	Flight 36 B-25's
Down 19:12	Escort: None
Total Time: 3 Hrs. 57 Min.	Bomb Load: 24 x 100
Total Sorties: 877	Bombs Dropped: 12(25 x 100), 28,800#
	Average Altitude: 11,150

Weather: Visibility 8 miles --- no intervening clouds.

STRATEGY: Bombing enemy troop concentrations and communications just West of our lines.

REMARKS: Good coverage of roads and railroads S.S.E. of Vesuvius. No enemy fighters. One or two bursts of inaccurate flak.

CREWS

1st Flight

A/C No. 41-13061 "Lil Joe" (C)

P *Wirth, Thomas F., Jr., F/O*
CP *Boston, Joseph W., Jr., 2Lt*
N *None*
B *Miller, Foster C., S/Sgt*
E *None*
R *Swanson, William M., T/Sgt*
G *Pontet, Emile A., Jr., Cpl*
F *None*

A/C No. 41-13085 "Green Hornet" (A)

Coddington, Walter E., Capt
Ramsey, Thomas Upton, 2Lt
Hickman, James G., 1Lt
Fayard, Oliver E., Jr., 1Lt
None
Thomas, Quentin W., T/Sgt
Moxey, Orville E., T/Sgt
None

Monday, 13 September 1943 (continued)

<p style="text-align: center;">A/C No. 42-32333 "Lorelei" (B)</p> <p>P <i>Cook, Walter E., F/O</i> CP <i>Knecum, Walter A., 2Lt</i> N <i>None</i> B <i>Micks, Henry B., S/Sgt</i> E <i>None</i> R <i>Starnes, Carl B., T/Sgt</i> G <i>George, Wade Clayton, S/Sgt</i> F <i>None</i></p> <p style="text-align: center;">A/C No. 42-53445 "Lottie's Goose" (D)</p> <p>P <i>Denton, Richard D., 2Lt</i> CP <i>Ramsey, Thomas Upton, 2Lt</i> N <i>Opeka, John (NMI), Jr., 2Lt</i> B <i>Colleton, John C., 2Lt</i> E <i>None</i> R <i>Potolsky, George (NMI), T/Sgt</i> G <i>Miller, Foster Eugene, S/Sgt</i> TG <i>None</i></p> <p style="text-align: center;">A/C No. 41-13074 "Balls of Fire" / "Royal Flush" (J)</p> <p>P <i>Therrien, Robert W., 2Lt</i> CP <i>Williamson, Lloyd V., F/O</i> N <i>None</i> B <i>Dombkowski, Stanley F., S/Sgt</i> E <i>None</i> R <i>Szymik, Emil (NMI), T/Sgt</i> G <i>Kim, Daniel (NMI), S/Sgt</i> F <i>None</i></p> <p style="text-align: center;">A/C No. 41-30341 (H)</p> <p>P <i>Campbell, Martin H., Jr., F/O</i> CP <i>Sautter, Carl U., 2Lt</i> N <i>None</i> B <i>Powell, Charles P., Sgt</i> E <i>None</i> R <i>Standish, Beverly R., S/Sgt</i> G <i>Sigafoos, James F., Jr., Sgt</i> F <i>Pummill, E. (NMI), Sgt</i></p>	<p style="text-align: center;">A/C No. 42-32454 "Boomerang" (F)</p> <p><i>Dauley, Charles Gordon, 2Lt</i> <i>Young, Charles A., 2Lt</i> <i>None</i> <i>Campbell, Warren B., S/Sgt</i> <i>None</i> <i>Rea, Willis L., Sgt</i> <i>Sentlingar, Charles W., Cpl</i> <i>Scott, Ivan D., Sgt</i></p> <p style="text-align: center;">A/C No. 42-32428 "Little Isadore" (E)</p> <p><i>Stagner, Howard C., F/O</i> <i>Baker, Gordon G., 1Lt</i> <i>None</i> <i>Schoen, Everett G., S/Sgt</i> <i>None</i> <i>Jereb, Vincent (NMI), S/Sgt</i> <i>Rounis, Gus T., T/Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 42-64592 (G)</p> <p><i>Cometh, Lawrence (NMI), Maj, Commander</i> <i>Boston, Joseph W., Jr., 2Lt</i> <i>Renton, Walter C., Jr., 1Lt</i> <i>Withrow, John B., Jr., 1Lt</i> <i>None</i> <i>Porter, Lloyd G., Jr., T/Sgt</i> <i>Mayronne, Clyde A., S/Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 41-13007 "The Harp" (M)</p> <p><i>Hanna, Malcolm C., 2Lt</i> <i>Sheets, Richard L., 2Lt</i> <i>None</i> <i>Trevethan, George R., S/Sgt</i> <i>None</i> <i>Pelkey, John R., S/Sgt</i> <i>Camagna, Celest F., S/Sgt</i> TG <i>Erceg, Samuel (NMI), Cpl</i></p>
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Monday, 13 September 1943 (continued)

A/C No. 42-64592 (K)

P *Kreuzkamp, Paul J., 2Lt*
CP *Stoeber, Leslie R., 2Lt*
N *Victor, Joseph G., 2Lt*
B *Leasure, Oliver B., 2Lt*
E *None*
R *Shoemaker, Cecil D., S/Sgt*
G *Mayhew, Wesley B., Jr., Sgt*
TG *None*

A/C No. 41-30002 (L)

Samson, George D., 2Lt
Burlingame, John Hancock, 2Lt
None
DiCastro, Emil J., PFC
None
Lichtenstein, Nathan N., S/Sgt
Lyon, John R., S/Sgt
Collom, Frank C., Jr., Sgt

428th BS War Diary: The landings at Salerno took a change for the worse. All members of the Nifty-Fifty club were warned that they may be used if the present emergency warranted. The mission took off at late noon for the road junction just East of Terre Annunziata. A concentration of hits were reported on and around the road junction with bursts among motor transports. The railroad siding and junction were hard hit. These were supply lines that were reinforcing German positions that were pounding our Salerno bridgehead.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission #: The Thirteenth was an ominous day for the Allies. Reports and rumors were seeping in to the affect that our landing at Salerno was gravely endangered. All members of the "Nifty Fifty" were warned that during the emergency they might be required to fly again in spite of their fifty missions. No one was dismayed, but there was a tension and breathless apprehension that hung over all of us. After such brilliant successes were we to be driven back? It seemed impossible.

The mission which went out was directed at the road junction just East of Torre Annunziata. A concentration of hits was reported on and around the road junction with bursts seen among motor transport in the area. Strings were seen to walk across two roads Southeast of the junction, others across the road Northwest of the junction. The railroad siding and junction were hard hit. As with the others, this raid was aimed at further confusing and hampering the transport of supplies and reinforcements to the German armies which were hammering our Salerno bridgehead so mercilessly. In this it was a successful part of the general operation.

A/C No. 1 *aircraft unidentified*

P *Waugh, Carter H., 1Lt*
CP *Berent, Raymond E., 2Lt*
N *Lick, Edmund W., 2Lt*
B *Snoddy, William G., 2Lt*
E *None*
R *East, Charles D., S/Sgt*
G *Agin, Clealon J., Sgt*
F *None*

A/C No. 2 *aircraft unidentified*

Koch, Richard J., 2Lt
Moulder, Robert W., F/O
None
Ovalle, Charles V., Sgt
None
Colley, Francis E., S/Sgt
Ringler, Ryan C., Sgt
None

Monday, 13 September 1943 (continued)

A/C No. 3 aircraft unidentified

P *Stokes, Louis S., 2Lt*
CP *Lewis, Quentin McAlpine, 2Lt*
N *None*
B *Konchinsky, Herman (NMI), Sgt*
E *None*
R *Morris, Raymond J., Sgt*
G *Graham, Herbert J., S/Sgt*
F *Amirault, Osborne J., Sgt*

A/C No. 5 aircraft unidentified

P *Tooles, William B., 2Lt*
CP *Fassett, Walter J., 2Lt*
N *None*
B *Herring, William S., S/Sgt*

E *None*
R *Weiland, Ray C., S/Sgt*
G *Ramos, Smiles (NMI), Pvt*
F *None*

A/C No. 7 41-13050 "Virginia Sturgeon"

P *Peterson, Arthur C., 1Lt*
CP *Holley, James Taylor, 1Lt*
N *Wortman, Robert A., 2Lt*
B *Baraniuk, Jerry M., 2Lt*
E *None*
R *Guilfoyle, Frederick J., S/Sgt*
G *Michalek, Joseph F., S/Sgt*
F *Williamson, Felton J., Pvt*

A/C No. 9 aircraft unidentified

P *Edwards, William P., 2Lt*
CP *Sebor, George (NMI), 2Lt*
N *None*
B *Ream, Elmer W., PFC*
E *None*
R *Jack, Robert C., Sgt*
G *Donaldson, William M., Sgt*
F *Bean, Herman B., Cpl*

A/C No. 4 aircraft unidentified

Southward, Thomas H., 2Lt
Edelman, Forrest J., F/O
None
Lanning, Fred H., 2Lt
None
Kelly, Phillip J., S/Sgt
Hirt, Fred A., Sgt
None

A/C No. 6 aircraft unidentified

Fleming, Thornton (NMI), 2Lt
Dory, John N., 2Lt
None
Connors, Charles L. "Chucklehead", S/Sgt
None
Neview, Frederick J., Cpl
Ciampi, Francis (NMI), Sgt
None

A/C No. 8 aircraft unidentified

Buglass, Kenneth G., 1Lt
Sandstrom, John E., 2Lt
None
Sierlecki, Richard E., Sgt
None
Hook, Raymond K., S/Sgt
Rankin, James V., S/Sgt
Basich, George F., 1Lt (observer)

A/C No. 10 aircraft unidentified

Douglas, James D., 2Lt
Farley, Jean N., 2Lt
None
Karvel, Roy L., 2Lt
None
Martin, Robert J., S/Sgt
Wink, Jacob A., S/Sgt
None

Monday, 13 September 1943 (continued)

	A/C No. 11 <i>aircraft unidentified</i>	A/C No. 12 <i>aircraft unidentified</i>
P	<i>Boswell, Harry R., 2Lt</i>	<i>Blaauw, Harold A., 1Lt</i>
CP	<i>Everiss, William Raymond, 2Lt</i>	<i>Tiefel, Norman J., 2Lt</i>
N	<i>None</i>	<i>None</i>
B	<i>Lim, Wing Y., S/Sgt</i>	<i>Smirnoff, Andrew P., 2Lt</i>
E	<i>None</i>	<i>None</i>
R	<i>Vezey, Kenneth D., Pvt</i>	<i>Tow, Charles W., Jr., S/Sgt</i>
G	<i>Kelly, Andrew R., Cpl</i>	<i>Houseman, Charles M., Jr., S/Sgt</i>
F	<i>None</i>	<i>Simmons, Bernard B., S/Sgt (observer)</i>

Tuesday, 14 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Italy, B-24's hit a marshalling yard at Pescara; RAF heavy bombers, under operational control of the IX Bomber Command, hit Potenza.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, elements of the British Eighth Army enter Bari; at Salerno, the US Fifth Army, throwing reserves and service troops into the line, and receiving much naval and air support, holds off enemy onslaughts against the beachhead; XII Bomber Command B-17's, B-25's, and B-26's attack highways, road junctions and defiles, bridges, town areas, railroads, marshalling yard, barracks, and numerous targets of opportunity, including several gun positions, in or near Avellino, Pompeii, Torre Annunziata, Auletta, Baronissi, San Severino Rota, Battipaglia, and Eboli; US and RAF fighter-bombers and light and medium bombers of the NATAF fly well over 500 sorties, mainly against bridges, and towns in the battle area or around Battipaglia, Eboli, Potenza Torre Annunziata, Benevento, Auletta, and Avellino. C-47's drop more contingents of the US 82nd Airborne Division S of the Sele River to strengthen the beachhead, and also behind lines near Avellino to disrupt communications.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 171, 14 September 1943 *(171 is incorrect due to error on 10 Sep - it should be # 172 - adjustment to correct error was apparently made on 15 Sep)*

1. UNIT: 310th Bomb Gp (M) AAF.

2. At 0722 60 B-25's took off to Bomb Battipaglia. 2 returned early

Time	No. A/C	Type A/C	Mission	Target	No. A/C
------	---------	----------	---------	--------	---------

<u>58</u>	dropped	<u>446 X 300 inst & 45 sec delay</u>	bombs on target at	<u>0936</u>	from
No. A/C		No & Type		Time	

<u>8800-11,500 ft.</u>	(14 bombs returned & 4 salvoed at target.)	<u>56</u>	returned at
Altitude		No. A/C	

Tuesday, 14 September 1943 (continued)

1130. None Lost, None missing, None at Friendly Fields. 2 A/C
Time No. A/C No. A/C No. A/C

Returned at 1500.

3. RESULTS: The entire town N of the RR tracks was heavily hit. Bombs walked through the entire W half of town. Great concentration of hits in NW corner. E half was also well covered. Other bombs started in M/Y and carried over into buildings just N of tracks causing terrific explosion at Q-19 (see target chart No. 3-135-NA). Another explosion was observed in the center of town. Buildings at 14 RQ were hit; entire center of town enveloped in smoke and dust. Fires started in town threw flames 1000 ft high.
4. OBS: E/A- Different groups of Enemy dive-bombers seen dive bombing shipping at 40 deg 25 min N, 15 deg 13 min E, near Roccadaspide. E/A dive-bombing shipping at Agropoli. Formation of E/A, 10-12, attacked rear elements of bomber formation. Two ME-109's claimed destroyed. Flak--Slight light from hiss just N of Eboli. Moderate heavy from Cicerale Cilento. Few bursts of heavy just E of Battipaglia. Shipping--Gulf of Salerno filled with shipping - over 100 ships - some shelling area just W of Battipaglia; bursts seen in hills to N of town. Large invasion force approaching coast and sending up barrage against dive-bombers. Ground--Shell fire bursting half way between Battipaglia and coast. Smoke seen coming from along N branch of Sele River and just W and N of Albanella, as though from shelling. Scattered M/T to NW of town. Large amount of activity and much dust along beach and straddling the main coastal highway S of Battipaglia. Tank battle at 36-B. (Target chart No. 3-135-NA). Evidence of enemy shelling beach from points inland. One heavy artillery position just outside NE corner of Battipaglia, apparently firing at ships in Gulf. Much M/T activity on all roads in vicinity of town. Large convoy of M/T on road near S. Cipriano Picentino, heading unknown. Entire area covered with dust and smoke.

Photos were taken.

5. WEATHER AT TARGET: CAVU with haze.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

Tuesday, 14 September 1943 (continued)

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 172, 14 September 1943 (*172 is incorrect due to error on 10 Sep - it should be # 173 - adjustment to correct error was apparently made on 15 Sep*)

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1500 36 B-25's took off to Bomb 1. M/T on road W of S. Cipriano

Time	No. A/C	Type A/C	Mission
------	---------	----------	---------

Picentino (30 planes. 2. Artillery position, NE corner of Battipaglia (6 planes).

<u>None</u> returned early.	<u>33</u> dropped	<u>258 X 300 inst & 45 sec delay</u> bombs
No. A/C	No. A/C	No & Type

on target at 1705 from 8800-11,500 ft. (6 bombs salvoed at target. 24 bombs

Time	Altitude
------	----------

returned.) 36 returned at 1855. None Lost, None missing, None

No. A/C	Time	No. A/C	No. A/C	No. A/C
---------	------	---------	---------	---------

at Friendly Fields.

3. RESULTS: 1. No convoy seen on road W of S. Cipriano Picentino. Elements therefore bombed roads as follows: a. Road 1 mile W of S. Cipriano Picentino. Several hits claimed. B. Road and railroad crossing S of Pellezzano. 40 deg 43 min N, 14 deg 46 min E, results unobserved. c. Building on side of road exploded with large clouds of white smoke at 40 deg 45 min N, 14 deg 46 min E. d. Many strings in general area of S. Cipriano Picentino - to NE, NW & W. No results observed. 3. Gun position NE of Battipaglia not seen. Battery not firing. Area bombed - results not observed.
4. OBS: E/A--4 E/A dive-bombing shipping at Agropoli. 6 ME-109's observed prior to bomb run, no attack. 6 ME-109's observed at landfall, no encounters. Several ME-109's seen strafing road S of Battipaglia. Flak--Slight, light from mouth of Sele River. Ground--6-8 tanks at 40 deg 38 min N, 15 deg 02 min E, one was seen to blow up. Enemy artillery fire from point W of S. Cipriani, no pin points. Heavy M/T traffic between Cava De Tirreni and Nocera, heading both ways. Few scattered M/T between Salerno and S. Severino Rota. 30-40 M/T on road leading to Battipaglia from Salerno. 30 M/T heading S at 40 deg 41 min N, 15 deg 03 min E. 10 M/T heading S at approximately 40 deg 43 min N, 15 deg 02 min E. 20 M/T on road heading E just S of Battipaglia. M/T convoy, size unknown between Faiano and

Tuesday, 14 September 1943 (continued)

5. Monte Corvino heading N. 20 large M/T well camouflaged moving SW about 1 mile S of Faiano. 30 M/T moving both directions just E of Eboli, 10-12 other M/T's moving through Eboli. Artillery fire seen about 1 mile inland NW of Battipaglia. Photos were taken.
6. WEATHER AT TARGET: Ceiling unlimited, thick haze; vis. 6-8 miles.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: Reports are that the 5th Army is in a tight spot and we were called on to do our part in relieving them on two missions today. Celebrating one of our busiest days in experience, we opened our own officers club tonight and celebrated with some real American whiskey supplied by our C.O., Major Batten. The club is quite a success and should give us some place to enjoy ourselves in the evenings.

Batten, Earl E., Maj, pilot, Commander

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : The first, in which seventeen of our planes participated was outstanding. Battipaglia was the target and the job done by our planes was outstanding. Our men tell us it was one of the finest bombings they have ever seen and all unanimously agree the town was annihilated. In addition they saw quite a show, dive bombers attacking our vessels, landing barges landing troops under fire, and artillery duels. 10-12 ME-109's attacked our formation but no damage was done. Flak varied from slight to moderate.

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Tuesday, 14 September 1943 (continued)

P
CP
N
B
E
R
G
F

A/C No. 3 *aircraft and crew unidentified* A/C No. 4 *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 5 *aircraft and crew unidentified* A/C No. 6 *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 7 *aircraft and crew unidentified* A/C No. 8 *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 9 *aircraft and crew unidentified* A/C No. 10 *aircraft and crew
unidentified*

Tuesday, 14 September 1943 (continued)

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 13 *aircraft and crew
unidentified*

A/C No. 14 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 15 *aircraft and crew
unidentified*

A/C No. 16 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 17 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

Tuesday, 14 September 1943 (continued)

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : In the afternoon seven of our planes went out again to bomb a reported motor convoy and gun position near this morning's target. Failing to locate these targets they successfully bombed roads and railroads in the vicinity. Only slight flak was encountered and although a few enemy fighters were sighted, they apparently weren't in the mood for a fight as no attacks were made.

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 3 *aircraft and crew unidentified* **A/C No. 4** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 5 *aircraft and crew unidentified* **A/C No. 6** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 7 *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Tuesday, 14 September 1943 (continued)

380th BS War Diary: Our flying crews were awakened at dawn this morning and told of the serious situation of our fighting forces at Battipaglia beaches. Quickly but thoroughly briefed, our formation took off to attack a very “delicate” target...the enemy held town of Battipaglia, with our troops but a short 100 yards from its outskirts. The town was completely destroyed by a display of the best bombing the Group has ever done. Commendations quickly came down from higher authority congratulating and praising the splendid work that had been done.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 124

Date- Sep 14 1943

Target- Town of Battipaglia

Squadron airplanes- thirteen

“SITUATION CRITICAL COMMA PRESSURE ON ALL SIDES PERIOD.”

This was the message sent to us from higher Command concerning the situation of the American Fifth Army which was desperately fighting to hold the beach head at Salerno. A hard fought bloody battle in progress there, shouted the urgent need of air support. In the grayness of early dawn our crews were briefed and given their final instructions, emphasizing greatly the importance of the mission. It was a delicate job to be sure, our objective being the enemy-held town of Battipaglia. With our forces at the outskirts of town, to bomb short would endanger the lives of our own men. The bombing had to be accurate and there could not be any “slip-ups” allowed.

Our formation reached its objective when the battle was at its fiercest. Enemy dive-bombers could be seen burling down on our shipping in the gulf and the sky was filled with flak from our ships attempting to knock down the Stukas and ME's that continued to attack them relentlessly. Over on the shore could be seen the ground struggle. British artillery exchange flashed incessantly lighting the shore like so many matches being struck. It was the mightiest “Battle Show” that any of the boys had ever seen.

Bomb-bays open! Bombardiers sighting, and waiting....Bombs away! Down went those deadly missiles straight for the target. String after string found their way through the entire west half of the town. A terrific explosion resounded as a direct hit was made on what was believed to be an ammunition dump in buildings just north of the marshalling yards. More and more bombs went sailing down as element after element released their loads of destruction. The east half of the town shook from the heavy pounding it received, smoke and dust enveloping it and shutting out from view. Our patterns also lay over the entire center of the town, too, obscuring that area. Fires that threw flames 1,000 feet into the sky told their story of the deadly accuracy of our bombardiers.

Tuesday, 14 September 1943 (continued)

Ten to twelve bandits intercepted our flight during this bombing, attacking the rear elements of the formation. Our sharp-shooters in the turrets claim two ME-109's shot down by their guns. All our bombers came through safely. The upper-turret gunner, Sgt. Gore, flying in Flight Leader Lt. Folwell's ship was hit in the eye by fragments of plexi-glass when a small piece of flak from the ships in the harbor, struck his turret. He was quickly flown to Catania, Sicily, to receive treatment for his wound.

There was a considerable amount of M/T activity on all roads in vicinity of the town of Battipaglia. A great deal of friendly shipping observed. Photos taken.

A/C No. 1 aircraft unidentified

P *Cromartie, Harry L., Jr., Capt*
CP *Ryan, Thomas P., 2Lt*
N *Potter, Eliot H., 2Lt*
B *Anderson, J.B., 2Lt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Kobasa, Joseph (NMI), S/Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Benton, James H., 2Lt*
CP *Auchard, R.L., Lt*
N *None*
B *Snyder, G.F., S/Sgt*
E *None*
R *Hoover, Donald E., S/Sgt*
G *McConnell, Walter J., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Weaver, Joseph S., Jr., 2Lt*
CP *Toltzman, William J., 2Lt*
N *None*
B *Gardner, Clarence R., S/Sgt*
E *None*
R *Bixby, Jack H., S/Sgt*
G *Wolf, Elmer A., Sgt*
F *None*

A/C No. 2 aircraft unidentified

Wright, John E., 2Lt
Anderson, Lloyd G., 2Lt
None
Donahue, Francis E., S/Sgt
None
Morris, J.E., S/Sgt
Papp, Frank (NMI), Jr., Sgt
Powers, John A., S/Sgt

A/C No. 4 aircraft unidentified

Folwell, Frank C., 1Lt
Gifford, Frank (NMI), 2Lt
Sharp, Kenneth R., 2Lt
Blumenfeld, Philip I., 2Lt
None
Altobello, Joseph J., S/Sgt
Gore, W.O., S/Sgt (flak wound)
None

A/C No. 6 aircraft unidentified

Hament, Carrol (NMI), 2Lt
Arentson, Robert M., 2Lt
None
Weinstein, Robert S., S/Sgt
None
Wells, Donald W., S/Sgt
Marquis, Wesley W., Sgt
None

Tuesday, 14 September 1943 (continued)

A/C No. 7 aircraft unidentified

P *Rice, Carl E., 2Lt*
CP *Freeland, Levi B., Jr., 2Lt*
N *Konieczka, William F., 2Lt*
B *Mizerski, Richard C. "Bronco", 2Lt*
E *None*
R *Henry, Lewis F., S/Sgt*
G *Thomas, Cyril L., S/Sgt*
F *None*

**A/C No. 9 probably 41-13100
"BOMBLE BEE"**

P *Brown, Charles R, 2Lt*
CP *Wells, Samuel Marshall, 2Lt*
N *None*
B *Ash, George W., Sgt*
E *None*
R *Barbieri, Edward D., S/Sgt*
G *Janicki, Andrew J., S/Sgt*
TG *Powers, John A., S/Sgt*

A/C No. 11 aircraft unidentified

P *Strunk, Clifton W., 2Lt*
CP *Bates, Willie L., F/O*
N *None*
B *Mooney, Berton E., PFC*
E *None*
R *Welsh, Richard J., S/Sgt*
G *Cook, Keith L., Sgt*
TG *None*

A/C No. 13 aircraft unidentified

P *Echols, George A., 2Lt*
CP *Beale, Edward J., 2Lt*
N *None*
B *Silvis, Harry C., Sgt*
E *None*
R *Taylor, Frank E., Sgt*
G *Tippitt, Everett O., Sgt*
F *None*

A/C No. 8 aircraft unidentified

Ross, Fred C., Jr., 2Lt
Richardson, Richard K., F/O
None
Link, Byron F., S/Sgt
None
Lysowski, Raymond A., Cpl
Litchfield, Edward W., Sgt
None

A/C No. 10 aircraft unidentified

Derrick, William S., 2Lt
Wilson, Victor H., Jr., 2Lt
Lewis, Jack (NMI), 2Lt
Ackerson, Newell W., 2Lt
None
Liudahl, Irvin Melbourne, S/Sgt
Barszcz, Stanley G., Sgt
None

A/C No. 12 aircraft unidentified

Bounds, Thomas C., 2Lt
Liggett, Arthur G., Jr., 2Lt
None
Kechter, Harry H., T/Sgt
None
Brinson, Lloyd D., S/Sgt
Himes, Burke W., Cpl
Revis, John H., S/Sgt

Tuesday, 14 September 1943 (continued)

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 125

Date- Sep 14 1943

Target- M/T on S. Cipriano Picentino

Squadron airplanes- seven

Our objective this afternoon was a target of opportunity, a convoy heading toward the enemy front lines on the west road out of S. Cipriano Picentino, and an artillery position in the NE corner of Battipaglia. This information had been reported at interrogation by one of the crews of the morning raid on Battipaglia. However, when the formation arrived at their target of opportunity, the convoy was nowhere to be seen. Our element nevertheless, bombed the west road of S. Cipriano Picentino. The road and railroad crossing South of Pellezzano was bombed. A building on the side of the road exploded with large clouds of white smoke at 40 45' N, 14 46' E.

The gun position NE of Battipaglia was not firing and therefore remained unlocated. However, two elements of the flight bombed the area in which it was reported to have been operating. The results were not observed.

The land and sea battle for the bridgehead still waged on, with enemy fighters dive-bombing shipping at Agropoli, and sharp artillery duels in progress. A fair amount of M/T were seen heading various directions in the target area. Photos were taken, and all ships returned safely.

A/C No. 1 aircraft unidentified

P *Derrick, William S., 2Lt*
CP *Wilson, Victor H., Jr., 2Lt*
N *Lewis, Jack (NMI), 2Lt*
B *Ackerson, Newell W., 2Lt*
E *None*
R *Liudahl, Irvin Melbourne, S/Sgt*
G *Barszcz, Stanley G., Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Benton, James H., 2Lt*
CP *Auchard, R.L., Lt*
N *None*
B *Snyder, G.F., S/Sgt*
E *None*
R *Hoover, Donald E., S/Sgt*
G *McConnell, Walter J., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Wright, John E., 2Lt
Anderson, Lloyd G., 2Lt
None
Donahue, Francis E., S/Sgt
None
Morris, J.E., S/Sgt
Papp, Frank (NMI), Jr., Sgt
Land, Wilson E., Cpl

A/C No. 4 aircraft unidentified

Walton, Cecil Vernon, 2Lt
Maxwell, Max W., 2Lt
Evans, Ivor P., 2Lt
Drake, W.H., 2Lt
None
Mays, Jack C., Sgt
Black, Jewell James "J.J.", Sgt
None

Tuesday, 14 September 1943 (continued)

A/C No. 5 aircraft unidentified

P *Hanlon, James Augustus, Jr., 2Lt*
CP *Newkirk, Renford Raymond, 2Lt*
N *None*
B *Crossman, Stanley R., S/Sgt*
E *None*
R *Dinges, J. W., S/Sgt*
G *Himes, Burke W., Sgt*
F *None*

A/C No. 7 aircraft unidentified

P *Weaver, Joseph S., Jr., 2Lt*
CP *Toltzman, William J., 2Lt*
N *None*
B *Gardner, Clarence R., S/Sgt*
E *None*
R *Bixby, Jack H., S/Sgt*
G *Wolf, Elmer A., Sgt*
F *None*

A/C No. 6 aircraft unidentified

Neumann, Robert H., 2Lt
Panich, Milan (NMI), 2Lt
None
Kechter, Harry H., Pvt
None
Smith, Eldon M., T/Sgt
Orzynski, Henry E., Sgt
None

381st BS War Diary: 1st Lt. Hickman, Squadron Navigator, was promoted to the rank of Captain as of 3 September 1943.

Two missions today. In the morning our bombers hit Battipaglia M/Y's, and in the afternoon they made an unsuccessful search for a truck convoy and gun position in the vicinity of San Cipriano Road Junction, Italy. These missions totaled 28 sorties. Lt. Marlow, F/O Cook and T/Sgt. Swanson completed their 50th missions; Major Cometh his 52nd.

Colonel Hunter called a meeting of all combat men of the Group, with 40 or more missions, advising them that conditions prevailing in the vicinity of the 5th Army's bridge-head at Salerno might necessitate their going on combat flights in excess of the traditional 50. Every last man felt that he would be privileged to do so.

T/Sgt. Clark and S/Sgts. Dees, Hannon and Paul Smith departed for Ain Taya, Algeria.

Clark, Thomas J., T/Sgt, radio-gunner
Cometh, Lawrence (NMI), Maj, pilot, Commander
Cook, Walter E., F/O, pilot
Dees, Paul (NMI), S/Sgt, gunner
Hannon, Robert P., S/Sgt, gunner
Hickman, James G., Capt, navigator
Hunter, Anthony G., Col, pilot, 310th BG Commander
Marlow, Jack F., 1Lt, pilot
Smith, Paul F., S/Sgt, bombardier-gunner
Swanson, William M., T/Sgt, radio-gunner

Tuesday, 14 September 1943 (continued)

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : TOWN OF BATTIPAGLIA, ITALY

Sqdrn. Mission # 120	Menzel Temime, 14 September 43
Take Off 07:22	Group Mission # 159
Target 09:36	Flight 58 B-25's
Down 11:30	Escort: None
Total Time: 4 Hrs. 08 Min.	Bomb Load: 8 X 300
Total Sorties: 893	Bombs Dropped: 16(8 X 300), 38,400#
	Average Altitude: 10,150

Weather: Low visibility en route, CAVU at target.

STRATEGY: Reports describe the 5th U.S. Army to be in need of assistance, being hemmed in from all sides.

REMARKS: The town of Battipaglia was completely destroyed. A sheet of flame 1,000 feet high was seen in the Eastern section.

Enemy dive bombers were observed attacking our Naval craft in the Gulf of Salerno, hitting one large vessel. Two enemy dive bombers were destroyed by our Naval anti-aircraft fire. P-38's and P-40's were coming in from Sicily.

Six enemy aircraft attacked our formation --- no damage to 381st planes. Two enemy aircraft are claimed to have been destroyed.

CREWS

2nd Flight

A/C No. 41-30333 "A Touch of Texas" (C)	A/C No. 41-13085 "Green Hornet" (A)
P <i>Cook, Walter E., F/O</i>	<i>Coddington, Walter E., Capt</i>
CP <i>Knecum, Walter A., 2Lt</i>	<i>Ramsey, Thomas Upton, 2Lt</i>
N <i>None</i>	<i>Hickman, James G., 1Lt</i>
B <i>Micks, Henry B., S/Sgt</i>	<i>Fayard, Oliver E., Jr., 1Lt</i>
E <i>None</i>	<i>None</i>
R <i>Starnes, Carl B., T/Sgt</i>	<i>Thomas, Quentin W., T/Sgt</i>
G <i>George, Wade Clayton, S/Sgt</i>	<i>Moxey, Orville E., T/Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 41-13061 "Lil Joe" (B)	A/C No. 42-32428 "Little Isadore" (F)
P <i>Wirth, Thomas F., Jr., F/O</i>	<i>Stagner, Howard C., F/O</i>
CP <i>Mitchell, Lenyard C., F/O</i>	<i>Baker, Gordon G., 1Lt</i>
N <i>None</i>	<i>None</i>
B <i>Miller, Foster C., S/Sgt</i>	<i>Schoen, Everett G., S/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Swanson, William M., T/Sgt</i>	<i>Jereb, Vincent (NMI), S/Sgt</i>
G <i>Pontet, Emile A., Jr., Cpl</i>	<i>Rounis, Gus T., T/Sgt</i>
F <i>None</i>	<i>None</i>

Tuesday, 14 September 1943 (continued)

**A/C No. 42-53445 "Lottie's Goose"
(D)**

P *Denton, Richard D., 2Lt*
CP *Boston, Joseph W., Jr., 1Lt*
N *Opeka, John (NMI), Jr., 2Lt*
B *Colleton, John C., 2Lt*
E *None*
R *Potolsky, George (NMI), T/Sgt*
G *Miller, Foster Eugene, S/Sgt*
F *None*

**A/C No. (J)
(SPARE FILLED IN HERE)**

P
CP
N
B
E
R
G
F

A/C No. 41-30341 (H)

P *Campbell, Martin H., Jr., F/O*
CP *Sautter, Carl U., 2Lt*
N *None*
B *Powell, Charles P., Sgt*
E *None*
R *Standish, Beverly R., S/Sgt*
G *Sigafoos, James F., Jr., Sgt*
F *Pummill, E. (NMI), Sgt*

A/C No. 42-64592 (K)

P *Kreuzkamp, Paul J., 2Lt*
CP *Stoeber, Leslie R., 2Lt*
N *Victor, Joseph G., 2Lt*
B *Leasure, Oliver B., 2Lt*
E *None*
R *Shoemaker, Cecil D., S/Sgt*
G *Mayhew, Wesley B., Jr., Sgt*
TG *None*

A/C No. 42-32333 "Lorelei" (F)

Dauley, Charles Gordon, 2Lt
Baisch, Joseph M., III, 2Lt
None
Campbell, Warren B., S/Sgt
None
Rea, Willis L., Sgt
Sentlingar, Charles W., Cpl
None

A/C No. 41-13052 "TABOO" (G)

Evans, George N., Capt
Young, Charles A., 2Lt
Renton, Walter C., Jr., 1Lt
Withrow, John B., Jr., 2Lt
None
Schmidt, Harold E., S/Sgt
Mayronne, Clyde A., Sgt
None

A/C No. 41-30002 (M)

Samson, George D., 2Lt
Burlingame, John Hancock, 2Lt
None
DiCastro, Emil J., PFC
None
Lichtenstein, Nathan N., S/Sgt
Lyon, John R., S/Sgt
TG *Bruhlman, Otto C., S/Sgt*

A/C No. 41-13007 "The Harp" (L)

Hanna, Malcolm C., 2Lt
Sheets, Richard L., 2Lt
None
Trevethan, George R., S/Sgt
None
Pelkey, John R., S/Sgt
Camagna, Celest F., S/Sgt
Erceg, Samuel (NMI), Cpl

Tuesday, 14 September 1943 (continued)

<p>A/C No. 42-32454 "Boomerang" (P)</p> <p>P <i>Burt, Norman A., F/O</i></p> <p>CP <i>Arnoult, Hubbard B., Jr., 2Lt</i></p> <p>N <i>None</i></p> <p>B <i>Douglas, Edward (NMI), S/Sgt</i></p> <p>E <i>None</i></p> <p>R <i>Porter, Lloyd G., Jr., T/Sgt</i></p> <p>G <i>Bozovich, Matthew L., S/Sgt</i></p> <p>F <i>None</i></p> <p>A/C No. 42-64666 "War Admiral" (O)</p> <p>P <i>Durgin, James L., 2Lt</i></p> <p>CP <i>Warren, Donald B., 2Lt</i></p> <p>N <i>None</i></p> <p>B <i>Doty, James K., Sgt</i></p> <p>E <i>None</i></p> <p>R <i>Shapiro, Marvin L., S/Sgt</i></p> <p>G <i>Blackshire, Joseph R., S/Sgt</i></p> <p>F <i>Burt, Warwick C. S., T/Sgt</i></p> <p>A/C No. 42-64596 "Donna Marie" (Q)</p> <p>P <i>Flake, Ray M., 2Lt</i></p> <p>CP <i>Weaver, Claude H., 2Lt</i></p> <p>N <i>Ewalt, William F., 2Lt</i></p> <p>B <i>Feinglass, Philip (NMI), 2Lt</i></p> <p>E <i>None</i></p> <p>R <i>Fiumecel, Albert F., S/Sgt</i></p> <p>G <i>Marvin, Lawrence R., Sgt</i></p> <p>F <i>None</i></p>	<p>A/C No. 41-29980 (N)</p> <p><i>Marlow, Jack F., 2Lt</i></p> <p><i>Dusek, Ernest P., 2Lt</i></p> <p><i>Forbes, Robert L., 1Lt</i></p> <p><i>Schutte, Warren G., 2Lt</i></p> <p><i>None</i></p> <p><i>Budde, Walter H., T/Sgt</i></p> <p><i>White, John Edward, S/Sgt</i></p> <p><i>None</i></p> <p>A/C No. 41-29962 (S)</p> <p><i>Wolfe, Warren M., 2Lt</i></p> <p><i>Cruise, William H., 2Lt</i></p> <p><i>None</i></p> <p><i>Malone, Donald B., S/Sgt</i></p> <p><i>None</i></p> <p><i>Marshburn, James T., Sgt</i></p> <p><i>Lyon, John R., Sgt</i></p> <p><i>Frazier, Robert E., PFC</i></p> <p>A/C No. (R) (SPARE FILLED IN HERE)</p>
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381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

GUN POSITION AT BATTIPAGLIA, ITALY

MOTOR CONVOY AT S. CIPRIANO, ITALY

Sqdrn. Mission # 121	Menzel Temime, 14 September 43
Take Off 15:00	Group Mission # 160
Target 17:05	Flight 36 B-25's
Down 18:55	Escort: None
Total Time: 3 Hrs. 55 Min.	Bomb Load: 8 X 300
Total Sorties: 904	Bombs Dropped: 8(8 X 300), 19,200#
<u>Weather:</u> Visibility 5-7 miles, 3/10 high cirrus with haze.	Average Altitude: 10,150

Tuesday, 14 September 1943 (continued)

STRATEGY: To continue our assistance to the 5th U.S. Army.

REMARKS: Neither the gun position nor the convoy were found. However, the specified positions were bombed, probably hitting vehicle.

1st Lt. O.E. Fayard, Squadron Bombardiering Officer, led his flight North of Salerno and bombed a rail and road junction.

CREWS 2nd Flight

A/C No. 41-13061 "Lil Joe" (C)	A/C No. 41-13085 "Green Hornet" (A)
P <i>Wirth, Thomas F., Jr., F/O</i>	<i>Coddington, Walter E., Capt</i>
CP <i>Hudson, Charles (NMI), Jr., F/O</i>	<i>Ramsey, Thomas Upton, 2Lt</i>
N <i>None</i>	<i>Hickman, James G., 1Lt</i>
B <i>Miller, Foster C., S/Sgt</i>	<i>Fayard, Oliver E., Jr., 1Lt</i>
E <i>None</i>	<i>None</i>
R <i>Ough, James A., Cpl</i>	<i>Thomas, Quentin W., T/Sgt</i>
G <i>Pontet, Emile A., Jr., Cpl</i>	<i>Moxey, Orville E., T/Sgt</i>
F <i>Scott, Ivan D., Sgt</i>	<i>None</i>
A/C No. 41-30333 "A Touch of Texas" (B)	A/C No. 42-32333 "Lorelei" (F)
P <i>Cook, Walter E., F/O</i>	<i>Durgin, James L., 2Lt</i>
CP <i>Knecum, Walter A., 2Lt</i>	<i>Warren, Donald B., 2Lt</i>
N <i>None</i>	<i>None</i>
B <i>Micks, Henry B., S/Sgt</i>	<i>Doty, James K., Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Starnes, Carl B., T/Sgt</i>	<i>Shapiro, Marvin L., S/Sgt</i>
G <i>George, Wade Clayton, S/Sgt</i>	<i>Blackshire, Joseph R., S/Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 41-13052 "TABOO" (D)	A/C No. 42-32454 "Boomerang" (E)
P <i>Dusek, Ernest P., 2Lt</i>	<i>Burt, Norman A., F/O</i>
CP <i>Mitchell, Lenyard C., F/O</i>	<i>Arnoult, Hubbard B., Jr., 2Lt</i>
N <i>Forbes, Robert L., 1Lt</i>	<i>None</i>
B <i>Schutte, Warren G., 2Lt</i>	<i>Douglas, Edward (NMI), S/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Budde, Walter H., T/Sgt</i>	<i>Porter, Lloyd G., Jr., T/Sgt</i>
G <i>White, John Edward, S/Sgt</i>	<i>Bozovich, Matthew L., S/Sgt</i>
F <i>None</i>	<i>None</i>

Tuesday, 14 September 1943 (continued)

A/C No. 41-13074 "Balls of Fire" / "Royal Flush" (J)		A/C No. 42-53445 "Lottie's Goose" (G)	
P	<i>Therrien, Robert W., 2Lt</i>		<i>Denton, Richard D., 2Lt</i>
CP	<i>Williamson, Lloyd V., F/O</i>		<i>Boston, Joseph W., Jr., 1Lt</i>
N	<i>None</i>		<i>Opeka, John (NMI), Jr., 2Lt</i>
B	<i>Dombkowski, Stanley F., S/Sgt</i>		<i>Colleton, John C., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Szymik, Emil (NMI), T/Sgt</i>		<i>Potolsky, George (NMI), T/Sgt</i>
G	<i>Kim, Daniel (NMI), S/Sgt</i>		<i>Miller, Foster Eugene, S/Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 42-32428 "Little Isadore" (H)		A/C No. 41-30002 (M)	
P	<i>Baisch, Joseph M., III, 2Lt</i>		<i>Stagner, Howard C., F/O</i>
CP	<i>Dauley, Charles Gordon, 2Lt</i>		<i>Baker, Gordon G., 1Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Campbell, Warren B., S/Sgt</i>		<i>Schoen, Everett G., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Rea, Willis L., Sgt</i>		<i>Jereb, Vincent (NMI), S/Sgt</i>
G	<i>Sentlingar, Charles W., Cpl</i>		<i>Rounis, Gus T., T/Sgt</i>
F	<i>Burt, Warwick C. S., T/Sgt</i>	TG	<i>Collom, Frank C., Jr., Sgt</i>
A/C No. 42-64596 "Donna Marie" (K)		A/C No. (L) (SPARE FILLED IN HERE)	
P	<i>Flake, Ray M., 2Lt</i>		
CP	<i>Boston, Joseph W., 2Lt</i>		
N	<i>Ewalt, William F., 2Lt</i>		
B	<i>Feinglass, Philip (NMI), 2Lt</i>		
E	<i>None</i>		
R	<i>Fiumecel, Albert F., S/Sgt</i>		
G	<i>Marvin, Lawrence R., Sgt</i>		
F	<i>None</i>		

428th BS War Diary: Our forces on the Salerno bridgehead were being pushed back and the situation had reached a critical stage. An early mission was scheduled to Battipaglia where the Germans had set up their headquarters. As the formation approached the coast of Italy they witnessed the fighting going on. The sky was thick with flak. On the ground the artillery and the tanks were locked in head-on battle. Battipaglia was hit and wiped out completely. Reports later reached us that bulldozers were used to clear the wreckage. The second mission was less successful. The target was Cipriano Picentino and motor transports on the road. The truck convoy wasn't sighted. Lt. Peterson, S/Sgts Michalek, Martin, Wink and Myers finished up their first tour of duty today.

Martin, Robert J., S/Sgt, radio-gunner

Myers, Loy Gale "Ace", S/Sgt, turret-gunner

Wink, Jacob A., S/Sgt, gunner

Michalek, Joseph F., S/Sgt, gunner

Peterson, Arthur C., 1Lt, pilot

Tuesday, 14 September 1943 (continued)

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : September 14th was the most memorable day in the whole month. Reports came in saying that our forces were being driven back on the Salerno beachhead and that the situation was grave. The Germans broadcast that we had already been driven off, but that, as it turned out, was a little previous. An early mission was scheduled, to Battipaglia, where the Germans had set up their headquarters. It was said that the town was full of Germans.

When the formation reached landfall in Italy, they saw a sight which few are privileged to see. It was wonderful, it was like a magazine cover, but it was hell. Enemy dive bombers were bombing shipping at Agropoli. P-28's were chasing the dive-bombers, and enemy fighters were chasing the P-38's. Flak puffs filled the sky. Down below on the ground an artillery duel and a tank battle were in progress. Smoke and flashes of fire could be seen everywhere. It was a terrifying picture, total war in all its totality.

The entire town of Battipaglia North of the Railroad tracks was heavily hit by our bombers. The destruction was terrific. At one point there was a tremendous explosion. Fires started in the town threw flames 1000 feet high. It was said afterward that Battipaglia was completely leveled. If there were Germans in the town, they were annihilated.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : The second mission on the 14th was not quite as successful. The target was Cipriano Picentino, and motor transport on the road. No trucks were seen, and the bombers therefore bombed roads West of Cipriano, South of Pellezzano, and the area around Cipriano in general. No results were observed because of dust and smoke which obscured the target. Unquestionably, however, the bombing added to the difficulties and the general confusion of the Germans.

Five men finished their missions on this day. Initiated into the Nifty Fifty were: 1st Lt. Arthur C. Peterson, S/Sgt Joseph F. Michalek, S/Sgt. Robert J. Martin, S/Sgt. Jacob Wink, and S/Sgt. Loy G. Myers. No planes were lost on either mission. Flak was slight.

A/C No. 1 aircraft unidentified

P	<i>Beatty, John H., 1Lt</i>
CP	<i>Chambers, Allen M., 2Lt,</i>
N	<i>Peterson, Donald L., 2Lt</i>
B	<i>Boatler, Sidney K., 1Lt</i>
E	<i>None</i>
R	<i>Stilp, John P., T/Sgt</i>
G	<i>Myers, Loy Gale "Ace", S/Sgt</i>
F	<i>Epperson, Elmer H., Maj, Commander</i> <i>(observer)</i>

A/C No. 2 aircraft unidentified

<i>Tooles, William B., 2Lt</i>
<i>Jones, Gordon K., F/O</i>
<i>None</i>
<i>Herring, William S., S/Sgt</i>
<i>None</i>
<i>Weiland, Ray C., S/Sgt</i>
<i>Sisson, John E., Sgt</i>
<i>None</i>

Tuesday, 14 September 1943 (continued)

A/C No. 3 aircraft unidentified

P *Stokes, Louis S., 2Lt*
CP *Lewis, Quentin McAlpine, 2Lt*
N *Goeckel, Frank Edward, 2Lt, HQ 310th*
BG (observer)
B *Konchinsky, Herman (NMI), Sgt*
E *None*
R *Morris, Raymond J., Sgt*
G *Graham, Herbert J., S/Sgt*
F *Amirault, Osborne J., Sgt*

A/C No. 5 aircraft unidentified

P *Boswell, Harry R., 2Lt*
CP *Everiss, William Raymond, 2Lt*
N *None*
B *Lim, Wing Y., S/Sgt*

E *None*
R *Booth, Jack D., S/Sgt*
G *Kelly, Andrew R., Cpl*
F *None*

A/C No. 7 aircraft unidentified

P *Koch, Richard J., 2Lt*
CP *Moulder, Robert W., F/O*
N *None*
B *Ovalle, Charles V., Sgt*
E *None*
R *Colley, Francis E., S/Sgt*
G *Ramos, Smiles (NMI), Pvt*
F *None*

A/C No. 9 aircraft unidentified

P *Southward, Thomas H., 2Lt*
CP *Edelman, Forrest J., F/O*
N *None*
B *Lanning, Fred H., 2Lt*
E *None*
R *Kelly, Phillip J., S/Sgt*
G *Hirt, Fred A., Sgt*
F *None*

A/C No. 4 aircraft unidentified

Douglas, James D., 2Lt
Farley, Jean N., 2Lt
None

Karvel, Roy L., 2Lt
None
Martin, Robert J., S/Sgt
Wink, Jacob A., S/Sgt
None

A/C No. 6 aircraft unidentified

Fleming, Thornton (NMI), 2Lt
Dory, John N., 2Lt
None
Connors, Charles L. "Chucklehead",
S/Sgt
None
Neview, Frederick J., Cpl
Ciampi, Francis (NMI), Sgt
None

A/C No. 8 aircraft unidentified

Edwards, William P., 2Lt
Sebor, George (NMI), 2Lt
None
Stewart, Leslie F., T/Sgt
None
Jack, Robert C., Sgt
Houseman, Charles M., Jr., S/Sgt
Bean, Herman B., Cpl

A/C No. 10 aircraft unidentified

Buglass, Kenneth G., 1Lt
Sandstrom, John E., 2Lt
None
Sierlecki, Richard E., Sgt
None
Hook, Raymond K., S/Sgt
Rankin, James V., S/Sgt
None

Tuesday, 14 September 1943 (continued)

A/C No. 11 *aircraft unidentified*

P *Whitehurst, Ray E., 2Lt*
CP *Fassett, Walter J., 2Lt*
N *None*
B *Evans, Allen (NMI), Sgt*
E *None*
R *Guilfoyle, Frederick J., S/Sgt*
G *Donaldson, William M., Sgt*
F *None*

Wednesday, 15 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Italy, B-24's hit a marshalling yard at Potenza and attack railroads and warehouses in the areas around Potenza, Altamura, Gravina di Puglia, and Matera.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, B-17's of the XII Bomber Command bomb highways and a railroad at Torre del Greco while B-25's and B-26's hit highways and road junctions at or near Torre Annunziata, Battipaglia, Eboli, Serre, Auletta, and Polla. The XII Air Support Command and other NATAF elements attack buildings, railroads, highways and motor transport in support of US Fifth Army as German counterattacks astride Sele River subside. British Eighth Army forces reach Sapri, threatening the enemy with entrapment between US and British forces. HQ 57th Fighter Group transfers from Sicily to Rocco Bernardo, Italy. HQ 79th Fighter Group and its 85th, 86th and 87th Fighter Squadrons transfer from Sicily to Crotone, Italy with P-40's. The 416th Night Fighter Squadron, Twelfth Air Force, transfers from Bone, Algeria to Bizerte, Tunisia with Beaufighters. The 526th Fighter-Bomber Squadron, 86th Fighter-Bomber Group, transfers from Barcelona, Sicily to Sele Airfield, Italy with A-36's.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 174, 15 September 1943 *(174 is correct - adjusted to correct the duplication of Report # 167 for 9 & 10 Sep missions)*

1. UNIT: 310th Bomb Gp (M) AAF.

2. At 1300 48 B-25's took off to Bomb Torre Annunziata RJ. None
Time No. A/C Type A/C Mission Target No. A/C

returned early. 48 dropped 355 X 300 inst & 45 sec delay bombs on target,
No. A/C No & Type

(13 bombs salvoed at target, 16 bombs returned.) at 1505 from 8800-12,500 ft.
Time Altitude

48 returned at 1655. None Lost, None missing, None at friendly
No. A/C Time No. A/C No. A/C No. A/C

fields.

Wednesday, 15 September 1943 (continued)

3. RESULTS: Road junction and 4 roads at intersection believed well covered with direct hits. Greatest concentration of hits on the junction. One string of bombs seen to walk down road leading N from junction. Bombs starting in M/Y went across tracks and roads leading E from junction. Large number of M/T, exact number unknown, seen stretching from the intersection to Torre Annunziata. Front end of this convoy was caught in bomb pattern. Bombs hit buildings near junction starting several fires. An explosion was observed in M/Y. Road N of junction at K 32-33 was also hit. A few bombs reported in town of Torre Annunziata.
4. OBS: E/A--None. Flak--Slight, light from Castellamare Di Stabia. Shipping-30-40 small boats in Torre Annunziata harbor. 2-3 large M/V at Resina with tenders or barges along side. 3 med M/V and 15-16 small craft at Castellamare. 7 M/V, 3 of which were very large, in Naples harbor. Ground--30-40 M/T heading E on road near Pompeii.
Photos were taken.
5. WEATHER AT TARGET: CAVU with haze.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: Col. Hunter commended all the men on the good job done at Battipaglia yesterday. It was no more than they deserved. However, with the ground situation somewhat relieved but still serious.

Hunter, Anthony G., Col, pilot, 310th BG Commander

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : We were back at work again today sending twelve of our planes over the road junction at Torres Annunziata Luck was with us and in addition to plastering the target we also included an enemy motor convoy which was unfortunate enough to be passing through at the time. No fighters and slight flak were encountered.

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Wednesday, 15 September 1943 (continued)

P CP N B E R G F	A/C No. 3 <i>aircraft and crew unidentified</i>	A/C No. 4 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 5 <i>aircraft and crew unidentified</i>	A/C No. 6 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 7 <i>aircraft and crew unidentified</i>	A/C No. 8 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 9 <i>aircraft and crew unidentified</i>	A/C No. 10 <i>aircraft and crew unidentified</i>

Wednesday, 15 September 1943 (continued)

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: The situation up at Salerno was improved today as the flight took off once more, the twelfth mission in as many days, to bomb Torre Annunziata Rd. Jcn. Our entertainment for the day came in the form of a "movie". "The Road To Morocco" was thoroughly enjoyed.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 126

Date- Sep 15 1943

Target- Road Junction, Torre Annunziata, Italy

Squadron airplanes- twelve

Enemy supply lines are being cut in numerous places. Allied bombers have continually pounded all roads, rail lines and junctions, and bridges leading to and from the battle area. Our assignment today was the strategic rail junction at Torre Annunziata. Four dozen "two-bitseys" went "hog wild" on this tiny target smothering it completely under a rain of well-aimed "300 pounders". Additional damage also resulted when photos showed all four legs of the intersection severed. At Castellamare di Stabia slight light anti-aircraft fire was experienced. 30-40 small boats were observed in Torre Annunziata Harbor. Seven M/V's, three of which were very large, reported anchored in Naples Harbor. Summing up the ground operations 30-140 M/T were seen heading E on road near Pompeii. Photos were taken and all ships returned safely.

A/C No. 1 *aircraft unidentified*

P *Cromartie, Harry L., Jr., Capt*
CP *Ryan, Thomas P., 2Lt*
N *Potter, Eliot H., 2Lt*
B *Anderson, J.B., 2Lt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Kobasa, Joseph (NMI), S/Sgt*
F *Wilder, Rodney R. "Hoss", Maj,
Commander (observer)*

A/C No. 2 *aircraft unidentified*

Wright, John E., 2Lt
Anderson, Lloyd G., 2Lt
None
Donahue, Francis E., S/Sgt
None
Morris, J.E., S/Sgt
Papp, Frank (NMI), Jr., Sgt
Powers, John A., S/Sgt

Wednesday, 15 September 1943 (continued)

A/C No. 3 aircraft unidentified

P *Benton, James H., 2Lt*
CP *Auchard, R.L., Lt*
N *None*
B *Snyder, G.F., S/Sgt*
E *None*
R *Hoover, Donald E., S/Sgt*
G *McConnell, Walter J., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Weaver, Joseph S., Jr., 2Lt*
CP *Toltzman, William J., 2Lt*
N *None*
B *Gardner, Clarence R., S/Sgt*
E *None*
R *Bixby, Jack H., S/Sgt*
G *Wolf, Elmer A., Sgt*
F *None*

A/C No. 7 aircraft unidentified

P *Rice, Carl E., 2Lt*
CP *Freeland, Levi B., Jr., 2Lt*
N *Konieczka, William F., 2Lt*
B *Mizerski, Richard C. "Bronco", 2Lt*
E *None*
R *Henry, Lewis F., S/Sgt*
G *Thomas, Cyril L., S/Sgt*
F *None*

A/C No. 9 probably 41-13100

"BOMBLE BEE"

P *Brown, Charles R, 2Lt*
CP *Wells, Samuel Marshall, 2Lt*
N *None*
B *Ash, George W., Sgt*
E *None*
R *Henry, Lewis F., S/Sgt*
G *Ritter, Robert E., Sgt*
TG *None*

A/C No. 4 aircraft unidentified

Folwell, Frank C., 1Lt
Gifford, Frank (NMI), 2Lt
Sharp, Kenneth R., 2Lt
Blumenfeld, Philip I., 2Lt
None
Altobello, Joseph J., S/Sgt
Miller, Milton H., Sgt
None

A/C No. 6 aircraft unidentified

Hament, Carrol (NMI), 2Lt
Arentson, Robert M., 2Lt
None
Weinstein, Robert S., S/Sgt
None
Wells, Donald W., S/Sgt
Marquis, Wesley W., Sgt
None

A/C No. 8 aircraft unidentified

Ross, Fred C., Jr., 2Lt
Richardson, Richard K., F/O
None
Link, Byron F., S/Sgt
None
Lysowski, Raymond A., Cpl
Litchfield, Edward W., Sgt
Faust, R.A., S/Sgt

A/C No. 10 aircraft unidentified

Walton, Cecil Vernon, 2Lt
Maxwell, Max W., 2Lt
Evans, Ivor P., 2Lt
Drake, W.H., 2Lt
None
Dinges, J.W., T/Sgt
Black, Jewell James "J.J.", Sgt
None

Wednesday, 15 September 1943 (continued)

	A/C No. 11 <i>aircraft unidentified</i>	A/C No. 12 <i>aircraft unidentified</i>
P	<i>Hanlon, James Augustus, Jr., 2Lt</i>	<i>Bounds, Thomas C., 2Lt</i>
CP	<i>Newkirk, Renford Raymond, 2Lt</i>	<i>Liggett, Arthur G., Jr., 2Lt</i>
N	<i>None</i>	<i>None</i>
B	<i>Miller, Lester A., S/Sgt</i>	<i>Kechter, Harry H., T/Sgt</i>
E	<i>None</i>	<i>None</i>
R	<i>Mays, Jack C., Sgt</i>	<i>Brinson, Lloyd D., S/Sgt</i>
G	<i>Orzynski, Henry E., Sgt</i>	<i>Himes, Burke W., Cpl</i>
TG	<i>Loy, R.L. (i.o.), Pvt</i>	<i>Revis, John H., S/Sgt</i>

381st BS War Diary: Real butter for lunch!

The new Squadron Officers' Club is proving to be a great success. It makes a splendid meeting place in the evening for letter writing, cards or games; for listening to radio music or news reports, or for just sitting around looking at magazines or talking.

F/O Jones returned from Cairo this evening without having been able to buy any liquor for the Officers' Club. However, he had a very good time, and plenty of good food.

Today's target: Torre Annunziata Road Junction. Capt. Walter E. Coddington and T/Sgt. Quentin W. Thomas completed their 50 missions.

Coddington, Walter E., Capt, pilot

Jones, William E., F/O, pilot

Thomas, Quentin W., T/Sgt, radio-gunner

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : TORRE ANNUNZIATA ROAD JUNCTION, ITALY

	Menzel Temime, 15 September 43
Sqdrn. Mission # 122	Group Mission # 161
Take Off 13:00	Flight 48 B-25's
Target 15:05	Escort: None
Down 15:55	Bomb Load: 8 X 300
Total Time: 3 Hrs. 55 Min.	Bombs Dropped: 11(8 X 300), 26,400#
Total Sorties: 915	Average Altitude: 10,650

Weather: Visibility approximately 9 miles. Haze but no clouds.

REMARKS: One of the Squadron's best missions. Photos showed that the element dropping with Lt. Fayard hit the center of the cross roads. Some bombs fell short, hitting R.R. cars in the Marshalling yards.

No flak or enemy fighters.

Wednesday, 15 September 1943 (continued)

**CREWS
1st Flight**

<p style="text-align: center;">A/C No. 41-13074 “Balls of Fire” / “Royal Flush” (C)</p> <p>P <i>Therrien, Robert W., 2Lt</i> CP <i>Williamson, Lloyd V., F/O</i> N <i>None</i> B <i>Dombkowski, Stanley F., S/Sgt</i> E <i>None</i> R <i>Szymik, Emil (NMI), T/Sgt</i> G <i>Kim, Daniel (NMI), S/Sgt</i> F <i>None</i></p> <p style="text-align: center;">A/C No. 41-30341 (B)</p> <p>P <i>Campbell, Martin H., Jr., F/O</i> CP <i>Sautter, Carl U., 2Lt</i> N <i>None</i> B <i>Powell, Charles P., Sgt</i> E <i>None</i> R <i>Standish, Beverly R., S/Sgt</i> G <i>Sigafoos, James F., Jr., Sgt</i> F <i>Pummill, E. (NMI), Sgt</i></p> <p style="text-align: center;">A/C No. 42-64592 (D)</p> <p>P <i>Kreuzkamp, Paul J., 2Lt</i> CP <i>Stoeber, Leslie R., 2Lt</i> N <i>Victor, Joseph G., 2Lt</i> B <i>Leasure, Oliver B., 2Lt</i> E <i>None</i> R <i>Shoemaker, Cecil D., S/Sgt</i> G <i>Mayhew, Wesley B., Jr., Sgt</i> F <i>None</i></p> <p style="text-align: center;">A/C No. 42-32454 “Boomerang” (J)</p> <p>P <i>Stagner, Howard C., F/O</i> CP <i>Baker, Gordon G., 1Lt</i> N <i>None</i> B <i>Schoen, Everett G., S/Sgt</i> E <i>None</i> R <i>Jereb, Vincent (NMI), S/Sgt</i> G <i>Rounis, Gus T., T/Sgt</i> F <i>None</i></p>	<p style="text-align: center;">A/C No. 41-13085 “Green Hornet” (A)</p> <p><i>Coddington, Walter E., Capt</i> <i>Alexander, William T. “Alex”, Capt</i> <i>Hickman, James G., 1Lt</i> <i>Fayard, Oliver E., Jr., 1Lt</i> <i>None</i> <i>Thomas, Quentin W., T/Sgt</i> <i>Moxey, Orville E., T/Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 41-29980 (F)</p> <p><i>Wolfe, Warren M., 2Lt</i> <i>Cruise, William H., 2Lt</i> <i>None</i> <i>Malone, Donald B., S/Sgt</i> <i>None</i> <i>Marshburn, James T., Sgt</i> <i>Lyon, John R., Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 41-30333 “A Touch of Texas” (E)</p> <p><i>Baisch, Joseph M., III, 2Lt</i> <i>Knecum, Walter A., 2Lt</i> <i>None</i> <i>Micks, Henry B., S/Sgt</i> <i>None</i> <i>Starnes, Carl B., T/Sgt</i> <i>George, Wade Clayton, S/Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 42-53445 “Lottie’s Goose” (G)</p> <p><i>Denton, Richard D., 2Lt</i> <i>Mitchell, Lenyard C., F/O</i> <i>Opeka, John (NMI), Jr., 2Lt</i> <i>Colleton, John C., 2Lt</i> <i>None</i> <i>Potolsky, George (NMI), T/Sgt</i> <i>Miller, Foster Eugene, S/Sgt</i> <i>None</i></p>
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Wednesday, 15 September 1943 (continued)

A/C No. 42-64596 "Donna Marie" (H)		A/C No. 41-13007 "The Harp" (M)	
P	<i>Dauley, Charles Gordon, 2Lt</i>		<i>Hanna, Malcolm C., 2Lt</i>
CP	<i>Young, Charles A., 2Lt</i>		<i>Sheets, Richard L., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Campbell, Warren B., S/Sgt</i>		<i>Trevethan, George R., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Rea, Willis L., Sgt</i>		<i>Pelkey, John R., S/Sgt</i>
G	<i>Sentlingar, Charles W., Cpl</i>		<i>Camagna, Celest F., S/Sgt</i>
TG	<i>None</i>		<i>Erceg, Samuel (NMI), Cpl</i>
A/C No. 42-32333 "Lorelei" (K)		A/C No. (L)	
		(SPARE FILLED IN HERE)	
P	<i>Bitter, Irwin S., Capt</i>		
CP	<i>Ramsey, Thomas Upton, 1Ltr</i>		
N	<i>Collins, Vincent A., 1Lt</i>		
B	<i>Withrow, John B., Jr., 1Lt</i>		
E	<i>None</i>		
R	<i>Schmidt, Harold E., Sgt</i>		
G	<i>Bruhlman, Otto C., Sgt</i>		
F	<i>None</i>		

428th BS War Diary: The Inspector General's men made the rounds today pointing out errors and accepting any complaints. The roving guard was discontinued. The road junction at Terre Annunziata was again hit. The junction and four roads were well covered. The front end of a convoy entering the junction was caught in the bombing pattern. Marshalling yards at the town were also hit and a large explosion was seen. S/Sgt. Charles (Chucklehead) Connors became a Nifty-Fifty.

Connors, Charles L. "Chucklehead", S/Sgt, bombardier-gunner

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : There was a great scurry on the 15th. The Inspector General's men, a Major and a First Lieutenant, were around investigating the Group. Their gimlet-eyes were everywhere, it seemed, and managed to find out everything, to the considerable embarrassment of some of the squadron's sections. However, on the other side, they received complaints, which concerned primarily the food and bedding. A rumor ran around subsequently that they had reported us as being the worst-fed, having the lowest morale, and highest operating efficiency of any outfit in North Africa, but this was probably only one of those happy self-delusions.

Wednesday, 15 September 1943 (continued)

The mission which went out had for its target the road junction at Torre Annunziata again. The junction and four roads at the intersection were well covered with direct hits. One string of bombs was seen to walk down the road leading North from the junction. Large numbers of trucks and motor transport were seen stretching from the junction to Torre Annunziata, the front end of the convoy being caught in the bombing pattern. Marshalling yards at the town were also hit and a large explosion was seen there. A few bombs landed in the town.

There was no fighter interception and flak was slight. We lost no planes.

S/Sgt. Charles Connors finished his fiftieth mission that day.

A/C No. 1 aircraft unidentified

P *Gena, Gerald M., 1Lt*
CP *Epperson, Elmer H., Maj, Commander*
N *Akerland, Gustav J., 2Lt*
B *Keys, Paul R., 2Lt*
E *None*
R *Versaw, Robert E., Sgt*
G *Warlie, Roger Rickie, Pvt*
F *None*

A/C No. 3 aircraft unidentified

P *Edwards, William P., 2Lt*
CP *Sebor, George (NMI), 2Lt*
N *None*
B *Stewart, Leslie F., T/Sgt*
E *None*
R *Jack, Robert C., Sgt*
G *Cook, Ray E., S/Sgt*
F *Reed, Robert H., Sgt*

A/C No. 5 aircraft unidentified

P *Chambers, Allen M., 2Lt*
CP *Tiefel, Norman J., 2Lt*
N *None*
B *Lim, Wing Y., S/Sgt*

E *None*
R *Smit, Richard F., T/Sgt*
G *Houseman, Charles M., Jr., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Hogan, Jack F., F/O
Fassett, Walter J., 2Lt
None
Burkett, William H., 2Lt
None
Tow, Charles W., Jr., S/Sgt
Houseman, Charles M., Jr., S/Sgt
None

A/C No. 4 aircraft unidentified

Douglas, James D., 2Lt
Farley, Jean N., 2Lt
None
Karvel, Roy L., 2Lt
None
Booth, Jack D., S/Sgt
Kelly, Andrew R., Cpl
None

A/C No. 6 aircraft unidentified

Fleming, Thornton (NMI), 2Lt
Dory, John N., 2Lt
None
Connors, Charles L. "Chucklehead", S/Sgt
None
Neview, Frederick J., Cpl
Ciampi, Francis (NMI), Sgt
None

Wednesday, 15 September 1943 (continued)

A/C No. 7 aircraft unidentified

P *Waugh, Carter H., 1Lt*
CP *Hill, Lawrence G., Capt*
N *Lick, Edmund W., 2Lt*
B *Snoddy, William G., 2Lt*
E *None*
R *East, Charles D., S/Sgt*
G *Agin, Clealon J., Sgt*
F *None*

A/C No. 9 aircraft unidentified

P *Whitehurst, Ray E., 2Lt*
CP *Holley, James Taylor, 1Lt*
N *None*
B *Evans, Allen (NMI), Sgt*
E *None*
R *Guilfoyle, Frederick J., S/Sgt*
G *Donaldson, William M., Sgt*
F *Frank, Irving (NMI), S/Sgt*

A/C No. 11 aircraft unidentified

P *Bingham, Henry G., Jr., 1Lt*
CP *Sandstrom, John E., 2Lt*
N *None*
B *Sierlecki, Richard E., Sgt*
E *None*
R *Hook, Raymond K., S/Sgt*
G *Rankin, James V., S/Sgt*
F *None*

A/C No. 13 aircraft unidentified

P *Tooles, William B., 2Lt*
CP *Jones, Gordon K., F/O*
N *None*
B *Herring, William S., S/Sgt*
E *None*
R *Weiland, Ray C., S/Sgt*
G *Sisson, John E., Sgt*
F *None*

A/C No. 8 aircraft unidentified

Koch, Richard J., 2Lt
Moulder, Robert W., F/O
None
Ovalle, Charles V., Sgt
None
Colley, Francis E., S/Sgt
Ramos, Smiles (NMI), Pvt
None

A/C No. 10 aircraft unidentified

Southward, Thomas H., 2Lt
Edelman, Forrest J., F/O
None
Lanning, Fred H., 2Lt
None
Kelly, Phillip J., S/Sgt
Hirt, Fred A., Sgt
None

A/C No. 12 aircraft unidentified

Stokes, Louis S., 2Lt
Lewis, Quentin McAlpine, 2Lt
None
Konchinsky, Herman (NMI), Sgt
None
Morris, Raymond J., Sgt
Graham, Herbert J., S/Sgt
Williamson, Felton J., Pvt

Thursday, 16 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): B-24's hit road junctions and a supply dump at Potenza, Italy, following a RAF raid of the previous night.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, B-17's of the XII Bomber Command hit bridges, rail line, marshalling yard, trains, and a railroad-highway intersection in the Benevento area, and roads and railway facilities in the Caserta area; medium bombers hit roads, railroads, junctions, and bridges at Isernia, Formia, Mignano, and Capua; XII Air Support Command fighter-bombers maintain continuous sweeps over the Salerno beachhead and surrounding battle zone while other US and RAF elements of the NATAF (fighters, light and medium bombers) blast enemy aircraft, motor transport, troop concentrations and communications targets in the Contursi and Eboli areas. On the ground in Italy, US and British make patrol contact near Vallo della Lucania. The US Fifth Army ties in with Taranto invasion force to form an Allied line across S Italy. The 111th Reconnaissance Squadron (Fighter), 68th Reconnaissance Group, transfers from San Antonio, Sicily to Sele Airfield, Italy with P-51's. A detachment remains at San Antonio until 30 Sep. The 527th Fighter-Bomber Squadron, 86th Fighter-Bomber Group, transfers from Barcelona, Sicily to Sele Airfield, Italy with A-36's.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 175, 16 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1025 54 B-25's took off to Bomb Highway and RR Bridges 3 mi NE
Time No. A/C Type A/C Mission Target

Capua. None returned early. 53 dropped 409 X 300 inst & 45 sec delay
No. A/C No. A/C No & Type

bombs on target at 1225 from 7800-12,000 ft. (14 bombs salvoed, 1 returned. 50
Time Altitude No. A/C

returned at 1440. 2 returned at 1600 & 1 at 1615. None Lost, None missing,
Time No. A/C No. A/C

Thursday, 16 September 1943 (continued)

None at friendly fields. One B-25 shot down just before target - reports of 3 No. A/C

chutes opening. By flak

3. RESULTS: Bombing pattern well centered in the target area. Strings were seen to walk across both railroad and highway bridges. Other strings walked up road NE of bridge. The highway SE of bridge received a heavy concentration. Road believed severed in both places. Whole target area covered with a great cloud of dust and smoke obscuring observation by latter elements of formation. General conclusion--excellent coverage of the target.
4. OBS: E/A--10-12 A/C observed on Capua A/D-field covered with craters. Flak--At target intense accurate heavy. Elsewhere--At Capua - 3 positions around town as follows: 41 deg 06 min N., 14 deg 13 min E; 41 deg 07 min N, 14 deg 14 min E; 41 deg 08 min N, 14 deg 10 min E, accurate moderate heavy. At Pignataro Maggiore, Teano, Mondragone and a position on road E of this town at 41 deg 06 min N, 13 deg 48 min E, also Grazzanise and Albanova--heavy flak encountered. Ground--Convoy congested roads at Mondragone. This included several M/T pulling trailers. On road E leading to Capua several tanks or half tracks were observed - time 1230, alt 7-8000 ft. One long convoy of M/T heading East southeast on main road from a point approximately 41 deg 14 min N, 13 deg 58 min E to 41 deg 10 min N, 14 deg 10 min E. 12 small craft seen on beach at 41 deg 13 min N, 13 deg 47 min E; 25-30 barges in Volturno river approximately ½ mile up from mouth. At least 25 M/T stopped heading toward Naples on road between Formia and Minturno. 5 strings of railroad cars on sidings at or just N of Cancelli. Many railroad cars on siding at Albanova. Shipping--Unidentified submarine sighted 14 miles NW of Marittimo Island, 37 deg 55 min N, 11 deg 48 min E, appeared to crash dive. Photos were taken.
5. WEATHER AT TARGET: Ceiling unlimited - haze, visibility 6-8 miles.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: Back on the job again today.

379th BS Mission Summary: (Ops Order ---/mission ---) **Group Mission # :** This time fifteen of our planes participated in a raid on road and railroad bridges at Triflisco, Italy. Strings of bombs were seen to hit both bridges but dust obscured observation as to whether or not any direct hits were scored. The approaches were all well covered. Crews reported a rough trip with no fighters but "beaucoups" flak.

Thursday, 16 September 1943 (continued)

P
CP
N
B
E
R
G
F

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 3 *aircraft and crew unidentified* **A/C No. 4** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 5 *aircraft and crew unidentified* **A/C No. 6** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 7 *aircraft and crew unidentified* **A/C No. 8** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Thursday, 16 September 1943 (continued)

A/C No. 9 *aircraft and crew unidentified*

A/C No. 10 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 13 *aircraft and crew
unidentified*

A/C No. 14 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

A/C No. 15 *aircraft and crew
unidentified*

**P
CP
N
B
E
R
G
F**

Thursday, 16 September 1943 (continued)

380th BS War Diary: The dance at Nabeul scheduled for today was called off because of the tremendous pressure on the Group. It will be held at some future date when operations taper off a bit.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 127

Date- Sep 16 1943

Target- Road Junction, Torre Annunziata, Italy

Squadron airplanes- fifteen

Today our group flew its twelfth bombing mission in eleven consecutive days, by striking at the Highway and Railroad Bridges three miles NE of Capua. The general conclusion of today's results was--"Excellent coverage of assigned target." Our bombing pattern was well centered in the target area. Both rail and highway bridges received many direct hits and it was reported by many crews at interrogation that the road bridge was seen to collapse under the terrific pounding. The highway SE of the bridge received a heavy concentration of bombs. Both NE and SE legs are believed severed. The entire objective was covered with smoke and dust.

Intense, heavy, accurate flak was encountered all the way in to the target from landfall. Just before reaching the target, the B-25 piloted by Lt. Brown received a direct hit by flak. The plane peeled off almost immediately. Fire could be seen in the navigator's compartment and the tail assembly was all but shot off. It went into an uncontrolled spin and at 6,000 feet burst into flames exploding when it hit the ground. Three chutes and a possible fourth were seen to blossom open. The missing crew members are Lt. Charles R. Brown, Lt. Samuel M. Wells, co-pilot, Sgt. George W. Ash, bombardier, S/Sgt. Charlie W. Cooper, radio-gunner, Sgt Milton H. Miller, aerial gunner.

Convoy congested roads at Mondragone. Considerable amount of M/T present on main roads in target area. Unidentified submarine sighted 14 miles NW, off Marittimo Isle. It appeared to crash dive. Photos were taken.

A/C No. 1 aircraft unidentified

P *Cromartie, Harry L., Jr., Capt*
CP *Ryan, Thomas P., 2Lt*
N *Potter, Eliot H., 2Lt*
B *Anderson, J.B., 2Lt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Kobasa, Joseph (NMI), S/Sgt*
F *Wilder, Rodney R. "Hoss", Maj,*
Commander (observer)

A/C No. 2 aircraft unidentified

Strunk, Clifton W., 2Lt
Anderson, Lloyd G., 2Lt
None
Donahue, Francis E., T/Sgt
None
Morris, J.E., S/Sgt
Papp, Frank (NMI), Jr., Sgt
Faust, R.A., S/Sgt

Thursday, 16 September 1943 (continued)

A/C No. 3 aircraft unidentified

P *Benton, James H., 2Lt*
CP *Auchard, R.L., Lt*
N *None*
B *Snyder, G.F., S/Sgt*
E *None*
R *Hoover, Donald E., S/Sgt*
G *McConnell, Walter J., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Ross, Fred C., Jr., 2Lt*
CP *Richardson, Richard K., F/O*
N *None*
B *Link, Byron F., S/Sgt*
E *None*
R *Lysowski, Raymond A., Cpl*
G *Litchfield, Edward W., Sgt*
F *None*

A/C No. 7 aircraft unidentified

P *Walton, Cecil Vernon, 2Lt*
CP *Maxwell, Max W., 2Lt*
N *Konieczka, W.F., 2Lt*
B *Drake, W.H., 2Lt*
E *None*
R *Dinges, J.W., T/Sgt*
G *Black, Jewell James "J.J.", Sgt*
F *None*

A/C No. 9 aircraft unidentified

P *Echols, George A., 2Lt*
CP *Beale, Edward J., 2Lt*
N *None*
B *Silvis, Harry C., Sgt*
E *None*
R *Taylor, Frank E., Sgt*
G *Tippitt, Everett O., Sgt*
F *None*

A/C No. 4 aircraft unidentified

Derrick, William S., 2Lt
Bates, Willie L., F/O
Lewis, Jack (NMI), 2Lt
Ackerson, Newell W., 2Lt
None
Liudahl, Irvin Melbourne, S/Sgt
Barszcz, Stanley G., Sgt
None

A/C No. 6 aircraft unidentified

Hament, Carrol (NMI), 2Lt
Arentson, Robert M., 2Lt
None
Weinstein, Robert S., S/Sgt
None
Wells, Donald W., S/Sgt
Marquis, Wesley W., Sgt
None

A/C No. 8 aircraft unidentified

Smith, Leonard D. "Leo", 2Lt
Dodge, Charles M., 2Lt
None
Hotaling, R. (NMI), S/Sgt
None
McDowell, Alva H., S/Sgt
McCabe, George P., Sgt
Land, Wilson E., Cpl

A/C No. 10 aircraft unidentified

Freeland, Levi B., Jr., 2Lt
Wilson, Victory H., Jr., 2Lt
Evans, Ivor P., 2Lt
Mizerski, Richard C. "Bronco", 2Lt
None
Welsh, Richard J., S/Sgt
Thomas, Cyril L., S/Sgt
None

Thursday, 16 September 1943 (continued)

<p style="text-align: center;">A/C No. 11 aircraft unidentified</p> <p>P <i>Hanlon, James Augustus, Jr., 2Lt</i></p> <p>CP <i>Newkirk, Renford Raymond, 2Lt</i></p> <p>N <i>None</i></p> <p>B <i>Blevins, Amos M., S/Sgt</i></p> <p>E <i>None</i></p> <p>R <i>Parker, P.J., S/Sgt</i></p> <p>G <i>Ritter, Robert E., Sgt</i></p> <p>TG <i>Loy, R.L. (i.o.), Pvt</i></p> <p style="text-align: center;">A/C No. 13 aircraft unidentified</p> <p>P <i>Folwell, Frank C., 1Lt</i></p> <p>CP <i>Gifford, Frank (NMI), 2Lt</i></p> <p>N <i>Sharp, Kenneth R., 2Lt</i></p> <p>B <i>Blumenfeld, Philip I., 2Lt</i></p> <p>E <i>None</i></p> <p>R <i>Altobello, Joseph J., S/Sgt</i></p> <p>G <i>Cook, Keith L., S/Sgt</i></p> <p>F <i>None</i></p> <p style="text-align: center;">A/C No. 15 41-13100 "BOMBLE BEE" (MACR-718) (shot down)</p> <p>P <i>Brown, Charles R, 2Lt</i></p> <p>CP <i>Wells, Samuel Marshall, 2Lt</i></p> <p>N <i>None</i></p> <p>B <i>Ash, George W., Sgt</i></p> <p>E <i>None</i></p> <p>R <i>Cooper, Charlie W., S/Sgt</i></p> <p>G <i>Miller, Milton H., Sgt</i></p> <p>TG <i>None</i></p>	<p style="text-align: center;">A/C No. 12 aircraft unidentified</p> <p><i>Bounds, Thomas C., 2Lt</i></p> <p><i>Liggett, Arthur G., Jr., 2Lt</i></p> <p><i>None</i></p> <p><i>Miller, Lester Amos, S/Sgt</i></p> <p><i>None</i></p> <p><i>Brinson, Lloyd D., S/Sgt</i></p> <p><i>Himes, Burke W., Cpl</i></p> <p><i>Revis, John H., S/Sgt</i></p> <p style="text-align: center;">A/C No. 14 aircraft unidentified</p> <p><i>Weaver, Joseph S., Jr., 2Lt</i></p> <p><i>Toltzman, William J., 2Lt</i></p> <p><i>None</i></p> <p><i>Gardner, Clarence R., S/Sgt</i></p> <p><i>None</i></p> <p><i>Bixby, Jack H., S/Sgt</i></p> <p><i>Wolf, Elmer A., Sgt</i></p> <p><i>None</i></p>
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380th BS War Diary: Casualty Report:

16 September 1943

On the above day while participating in an operational mission to bomb Ciampino Airdrome in Italy, the following men are reported missing:

Pilot- Lieut. Charles R. Brown
Co-Pilot- Lieut. Samuel M. Wells
Bombardier- George W. Ash
Radio Operator- Charlie W. Cooper
Aerial Gunner- Milton H. Miller

Thursday, 16 September 1943 (continued)

The bomber piloted by Lieut. Brown was hit by a direct burst of anti-aircraft fire and was forced down over Triflisco, Italy. Three chutes (and a possible fourth) were seen to open. Plane burst into flames at 6,000' and exploded upon hitting the ground. It is not known just which members of the crew chuted to safely.

380th BS: Extracts from Missing Air Crew Report # 718: Two minutes before reaching the target, Lt. Brown's plane received a direct hit (a burst of flak) in the left inboard wing tank, which immediately caught fire. The plane left the formation under control and dropped about three or four thousand feet. In this time, three men bailed out, but one of the three parachutes failed to open. At an altitude of about six thousand feet the plane was clearly out of control. An explosion, presumably in the gas tanks was observed. Below this altitude, a wing and the tail section came off the plane and it spun into the ground. The first three parachutes were the only ones seen to leave the airplane. No one else was believed to have gotten out alive.

A/C No. 41-13100 "BOMBLE BEE" (MACR-718) (shot down)

P	<i>Brown, Charles R, 2Lt - MIA, DOW</i>
CP	<i>Wells, Samuel Marshall, 2Lt - MIA, KIA</i>
N	<i>None</i>
B	<i>Ash, George W., Sgt - MIA, DOW</i>
E	<i>None</i>
R	<i>Cooper, Charlie W., S/Sgt - MIA, RMC</i>
G	<i>Miller, Milton H., Sgt - MIA, KIA</i>
F	<i>None</i>

Eyewitness Account: *Cooper, Charlie W., S/Sgt, radio-gunner, 380th BS*
(Some time after RMC)

INDIVIDUAL CASUALTY QUESTIONNAIRE

BROWN, Charles R: He was blown out when plane exploded, about (5) minutes (N.W.) of Foggia (the target). He kept the plane under control so his crew could bail out. Fire in navigator's comp. No interphone, Brown did ring escape alarm. He had flak in back, neck, and burned to a crisp. He died in the German Hosp. At Santa Maria in Magdalena, Italy at 16:30 - Sept 19 - 1943 - I witnessed his death.

WELLS, Samuel M.: Only Charles R. Brown's word that he bailed out before plane exploded (after the three of us was together on the ground). About (6) minutes (N.W.) of Foggia Italy (the target). Supposedly went out thru ground escape hatch, may have been drawn into prop's of right engine, may have hit turret, may have hit vertical or horizontal stabilizer - no knowledge.

Thursday, 16 September 1943 (continued)

ASH, George W.: Was blown out when plane exploded. About (5) minutes (N.W.) of Foggia Italy (target.). Burns arms, head, and legs. He died in hosp. Santa Maria at Magdalena Italy - I witnessed his death.

MILLER, Milton H.: Was released when plane exploded. About (5) minutes (N.///w.) of Foggia Italy (target). Flak wounds in back and left side. He and I were laying on camera hatch when plane exploded. I don't know whether he had his chute on or not if he had he never came to in time to use it.



Thursday, 16 September 1943 (continued)

381st BS War Diary: Captain Alexander was notified today of his promotion to the rank of Major as of 8 September 43.

1st Lt. Dauley completed his 50 missions today. The target was a highway and railroad bridge near Capua, Italy.

Alexander, William T. "Alex", Maj, pilot, Operations Officer

Dauley, Charles Gordon, 1Lt, pilot

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : HIGHWAY AND R.R. BRIDGES NEAR CAPUA, ITALY

Sqdrn. Mission # 123	Menzel Temime, 16 September 43
Take Off 10:25	Group Mission # 162
Target 12:25	Flight 54 B-25's
Down 14:40	Escort: None
Total Time: 4 Hrs. 15 Min.	Bomb Load: 8 X 300
Total Sorties: 926	Bombs Dropped: 73 X 300
	Average Altitude: 9,900

Weather: Ceiling unlimited --- haze, visibility 6-8 miles.

STRATEGY: To hamper the progress of the enemy, who is retreating in the direction of the Volturno River.

REMARKS: Bombs centered in the target area, walking across both bridges and the road.

No enemy aircraft.

Flak: Extremely accurate, moderately intense along the route and at the target, causing one 380th ship to go down in flames. Three 'chutes opened. Aircraft piloted by Lts. Baisch and Flake were damaged; latter's right wing was filled with holes, the flap completely shot away, and the aileron damaged.

CREWS

1st Flight

	A/C No. 41-29980 (S)
P	<i>Wolfe, Warren M., 2Lt</i>
CP	<i>Cruise, William H., 2Lt</i>
N	<i>None</i>
B	<i>Malone, Donald B., S/Sgt</i>
E	<i>None</i>
R	<i>Marshburn, James T., Sgt</i>
G	<i>Lyon, John R., Sgt</i>
F	<i>Burt, Warwick C. S., T/Sgt</i>

A/C No. 42-64596 "Donna Marie" (Q)
<i>Flake, Ray M., 2Lt</i>
<i>Arnoult, Hubbard B., Jr., 2Lt</i>
<i>Ewalt, William F., 2Lt</i>
<i>Feinglass, Philip (NMI), 2Lt</i>
<i>None</i>
<i>Fiumecel, Albert F., S/Sgt</i>
<i>Marvin, Lawrence R., Sgt</i>
<i>None</i>

Thursday, 16 September 1943 (continued)

A/C No. 41-30002 (R)

P *Jones, William E., F/O*
CP *Williamson, Lloyd V., F/O*
N *None*
B *Shapiro, Marvin L., S/Sgt*
E *None*
R *Doty, James K., S/Sgt*
G *Blackshire, Joseph R., S/Sgt*
TG *Collom, Frank C., Jr., Sgt*

2nd Flight

A/C No. 42-32428 "Little Isadore" (S)

P *Samson, George D., 2Lt*
CP *Burlingame, John Hancock, 2Lt*
N *None*
B *DiCastro, Emil J., PFC*
E *None*
R *Darling, Robert E., Pvt*
G *Moxey, Orville E., S/Sgt*
F *Scott, Ivan D., Sgt*

A/C No. 42-32333 "Lorelei" (Q)

Bitter, Irwin S., Capt
Warren, Donald B., 2Lt
Collins, Vincent A., 1Lt
Withrow, John B., Jr., 1Lt
None
Schmidt, Harold E., Sgt
Bruhlman, Otto C., Sgt
None

A/C No. 41-13007 "The Harp" (R)

P *Hanna, Malcolm C., 2Lt*
CP *Sheets, Richard L., 2Lt*
N *None*
B *Trevethan, George R., S/Sgt*
E *None*
R *Pelkey, John R., S/Sgt*
G *Camagna, Celest F., S/Sgt*
TG *Erceg, Samuel (NMI), Cpl*

3rd Flight

**A/C No. 41-13074 "Balls of Fire" /
"Royal Flush" (P)**

P *Stagner, Howard C., F/O*
CP *Baker, Gordon G., 1Lt*
N *None*
B *Schoen, Everett G., S/Sgt*
E *None*
R *Jereb, Vincent (NMI), S/Sgt*
G *Rounis, Gus T., T/Sgt*
F *Collom, Frank C., Jr., Sgt*

**A/C No. (N)
(SPARE FILLED IN HERE)**

Thursday, 16 September 1943 (continued)

A/C No. 42-64592 (O)		A/C No. 41-30341 (S)	
P	<i>Dauley, Charles Gordon, 2Lt</i>		<i>Campbell, Martin H., Jr., F/O</i>
CP	<i>Young, Charles A., 2Lt</i>		<i>Sautter, Carl U., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Campbell, Warren B., S/Sgt</i>		<i>Powell, Charles P., Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Rea, Willis L., Sgt</i>		<i>Standish, Beverly R., S/Sgt</i>
G	<i>Sentlingar, Charles W., Cpl</i>		<i>Sigafoos, James F., Jr., Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 41-13085 "Green Hornet" (Q)		A/C No. 41-13074 "Balls of Fire" / "Royal Flush" (R)	
P	<i>Dusek, Ernest P., 2Lt</i>		<i>Stagner, Howard C., F/O</i>
CP	<i>Stoeber, Leslie R., 2Lt</i>		<i>Baker, Gordon G., 1Lt</i>
N	<i>Forbes, Robert L., 1Lt</i>		<i>None</i>
B	<i>Schutte, Warren G., 2Lt</i>		<i>Schoen, Everett G., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Budde, Walter H., T/Sgt</i>		<i>Jereb, Vincent (NMI), S/Sgt</i>
G	<i>White, John Edward, S/Sgt</i>		<i>Rounis, Gus T., T/Sgt</i>
F	<i>None</i>		<i>None</i>

381st BS War Diary: Special Account:

NARRATIVE OF THE MISSION TO CAPUA BRIDGES, ITALY

THE NIFTY FIFTY

By 1st Lt. Charles G. Dauley

September sixteenth, nineteen hundred forty three --- a perfect day for the long awaited golden mission to end missions. A cheery day to dream of far-off home and friends. A little over a year since seeing the good old United States, and almost two years since I started in to win my wings.

On this particular day I was scheduled to fly my tent mate's airplane. There were wisecracks about bringing the ship back in good shape and on both engines.

At the briefing we were told by the Intelligence Officer that there would probably be some flak and maybe some fighters. The colonel said the take-off would be normal with tow circles of the field and out on course. The next order was "go to your ships."

A careful check of the airplane and equipment proved everything was in order. The ground crew wished me good luck and we taxied out for take-off.

Thursday, 16 September 1943 (continued)

The first formation of eighteen was already off so I parked just off the end of the runway and waited for the flight leader. Seconds later he rolled up and gave the signal for take-off, and off we roared. We gather in formation as we circle the field, but just after turning on course my leader signals that he is dropping out. After a few minutes a leader from another Squadron fills in and we are all set. It is then I realize that I am "Tail End Charlie", and how! I am number fifty-four in a fifty-four ship formation on my fiftieth mission.

Soon we pass the islands north-west of Sicily, then a large convoy of merchant vessels, war ships and landing barges on their way to Italy.

The sky is blue and the Mediterranean matches its beauty. The sun is very bright and our shadows fall below on the water. Soon we pass another convoy, also on its way to Italy to aid our boys on the beach of the Gulf of Salerno. In about thirty minutes we pass over the Isle of Capri, and to the right a small wisp of smoke rises from Mt. Vesuvius. Vesuvius stands like a lone sentinel over the city of Pompeii and the surrounding low lands. Naples is a scene of tranquility as the sun in all its glory brings out each chalk white building.

Flak starts bursting at the correct altitude and around the first formation of 18 ships as we near the target. One ship is hit which peels off to the right and goes into an uncontrolled spin. Part way down it bursts into flame and the tail breaks off. Three canopies of silk appear and float gently earthward. The plane hits and a halo of smoke rises hundreds of feet into the air.

Below a battery of four guns flash and immediately four dark and dangerous puffs appear to our right and at our altitude. Evasive action takes place right now and continues until the bomb bay doors are opened. Flak breaks all around and I am waiting for two words, "Bombs Away". When those two words break the silence of the radio, a sharp left turn is executed with all haste. The formation passes wide to the right of the town of Capua, out of range of the flak batteries. Unfortunately, my element leader has fallen behind and as he cuts across to regain his position the flak guns reach up and now their efforts are concentrated solely on our element. Every time we change course or climb or dive, the flak breaks where our former course would have taken us. It seemed like hours but it was only seconds until we were out over the water and on our way home.

The trip back was uneventful and the coast of Africa was a welcome sight. When the plane rolled into the parking spot the ground crew stood around it with happy smiles on every face. When I stepped out my crew gathered around and offered hearty congratulations.

I hope this gives some idea of the spirit, feelings and life of those in the Air Corps.

Thursday, 16 September 1943 (continued)

428th BS War Diary: Railroad and highway bridges three miles North of Capua were hit. This was an attempt to slow down supplies reaching the Salerno Area. Strings of bombs fell across the railroad and highway bridges. Other strings hit the road Northeast of the bridges. The first three graders had a meeting to iron out any differences.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : On the Sixteenth we went back to the railroad and highway bridges three miles North of Capua. Although reports from the front indicated that the immediate danger to our forces in the Salerno area was no waning, it was still important to keep supplies and reinforcements from reaching the German armies there. And so the attacks on semi-tactical targets continued.

The bombing pattern was well centered in the target area. Strings were seen to walk across both railroad and highway bridges. Other strings walked up the road Northeast of the bridges. The whole target area was obscured by a great cloud of smoke and dust which prevented observation by later elements of the formation. The raid cost us one B-25 and crew, not of the 428th. Three chutes were seen to open after the plane started down. It had been hit at the target by flak which was intense, heavy and accurate. A number of the group's planes were damaged by flak also.

A/C No. 1 aircraft unidentified

P *Beatty, John H., 1Lt*
CP *Hill, Lawrence G., Capt*
N *Peterson, Donald L., 2Lt*
B *Boatler, Sidney K., 1Lt*
E *None*
R *Stilp, John P., T/Sgt*
G *Houseman, Charles M., Jr., S/Sgt*
F *Wetzel, Manford J., Maj, HQ 310th BG*
(observer)

A/C No. 3 aircraft unidentified

P *Stokes, Louis S., 2Lt*
CP *Lewis, Quentin McAlpine, 2Lt*
N *None*
B *Konchinsky, Herman (NMI), Sgt*
E *None*
R *Morris, Raymond J., Sgt*
G *Graham, Herbert J., S/Sgt*
F *Amirault, Osborne J., Sgt*

A/C No. 2 aircraft unidentified

Chambers, Allen M., 2Lt
Tiefel, Norman J., 2Lt
None
Lim, Wing Y., S/Sgt
None
Smit, Richard F., T/Sgt
Ramos, Smiles (NMI), Pvt
None

A/C No. 4 aircraft unidentified

Douglas, James D., 2Lt
Farley, Jean N., 2Lt
None
Karvel, Roy L., 2Lt
None
Weiland, Ray C., S/Sgt
Sisson, John E., Sgt
None

Thursday, 16 September 1943 (continued)

A/C No. 5 aircraft unidentified

P *Hogan, Jack F., F/O*
CP *Sebor, George (NMI), 2Lt*
N *None*
B *Burkett, William H., 2Lt*
E *None*
R *Tow, Charles W., Jr., S/Sgt*
G *Houseman, Charles M., Jr., S/Sgt*
F *None*

A/C No. 7 aircraft unidentified

P *Waugh, Carter H., 1Lt*
CP *Berent, Raymond E., 2Lt*
N *Wortman, Robert A., 2Lt*
B *Snoddy, William G., 2Lt*
E *None*
R *East, Charles D., S/Sgt*
G *Agin, Clealon J., Sgt*
F *None*

A/C No. 9 aircraft unidentified

P *Knight, Gerald R., 1Lt*
CP *Fassett, Walter J., 2Lt*
N *None*
B *Ream, Elmer W., PFC*
E *None*
R *Vezey, Kenneth D., Pvt*
G *Storms, Donald W., S/Sgt*
F *Bean, Herman B., Cpl*

A/C No. 11 aircraft unidentified

P *Boswell, Harry R., 2Lt*
CP *Everiss, William Raymond, 2Lt*
N *None*
B *Smirnoff, Andrew P., 2Lt*
E *None*
R *Booth, Jack D., S/Sgt*
G *Kelly, Andrew R., Cpl*
F *None*

A/C No. 6 aircraft unidentified

Whitehurst, Ray E., 2Lt
Holley, James Taylor, 1Lt
None
Sierlecki, Richard E., Sgt
None
Jack, Robert C., Sgt
Donaldson, William M., Sgt
None

A/C No. 8 aircraft unidentified

Koch, Richard J., 2Lt
Moulder, Robert W., F/O
None
Ovalle, Charles V., Sgt
None
Colley, Francis E., S/Sgt
Cook, Ray E., S/Sgt
None

A/C No. 10 aircraft unidentified

Southward, Thomas H., 2Lt
Edelman, Forrest J., F/O
Lick, Edmund W., 2Lt
Lanning, Fred H., 2Lt
None
Kelly, Phillip J., S/Sgt
Hirt, Fred A., Sgt
None

A/C No. 12 aircraft unidentified

Buglass, Kenneth G., 1Lt
Sandstrom, John E., 2Lt
None
Evans, Allen (NMI), Sgt
None
Hook, Raymond K., S/Sgt
Rankin, James V., S/Sgt
None

Thursday, 16 September 1943 (continued)

A/C No. 13 *aircraft unidentified*

P *Gena, Gerald M., 1Lt*
CP *Epperson,*
N *Akerland, Gustav J., 2Lt*
B *Keys, Paul R., 2Lt*
E *None*
R *Versaw, Robert E., Sgt*
G *Warlie, Roger Rickie, Pvt*
F *None*

Friday, 17 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Italy, B-24's, attack a marshalling yard, road junction, and rail junction at Pescara on the E coast; RAF heavy bombers again hit Potenza.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command B-17's and B-26's bomb airfields at Ciampino and Pratica di Mare; B-25's attack small craft and barges off the mouth of the Tiber River; P-38's fly 27 dive-bombing missions against roads, junctions, railways, bridges, and targets of opportunity in the battle area and towns of Vallo della Lucania, Acerno, Nocera, Avellino, Gragnano Serre, Lioni, Fisciano, Monteforte Irpino, Cava de' Tirreni and Auletta; XII Air Support Command, NATBF, and other elements of NATAF escort naval vessels, and bomb rail and road junctions, motor transport, a marshalling yard, town areas, and various targets of opportunity in the Pompeii, Torre Annunziata, Salerno, Campagna, Sarno, Solofra, Montella, and Acerno areas. On the ground in Italy, US Fifth Army forces advancing on Altavilla are pinned down however; the enemy retires to the N, completing a withdrawal from the battleline during the night. The British Eighth Army begins a general advance N toward Potenza and Auletta. The 99th Fighter Squadron, XII Air Support Command, transfers from Termini to Barcellona, Sicily with P-40's.

HQ 310th BG War Diary: No Entry

379th BS War Diary: Our combat crews got a well deserved rest today. Nothing else out of the ordinary to report.

380th BS War Diary: Fresh butter graced our mess tables today; the first time since the sqdn left the states over a year ago. What will happen next?

381st BS War Diary: Major Alexander, who has been Squadron Operations Officer since June 42, was relieved of his duties, and his place taken by Capt. Walter E. Coddington.

Photos were taken by Sgt. Pummill of all the combat crews with their planes.

Today is the first day since 4 September that the Group has not flown a mission.

*Alexander, William T. "Alex", Maj, pilot, Operations Officer,
Coddington, Walter E., Capt, pilot, Operations Officer
Pummill, Earl (NMI), Sgt, photographer*

Friday, 17 September 1943

381st BS Mission Summary: (Ops Order ---/mission ---) **Group Mission # :** There was no mission on the seventeenth, and it was a well-earned rest. There had been thirteen missions in twelve days without a break, but now the situation at the front was in hand again, and the crews could take it easy.

428th BS War Diary: A well-earned rest today. 13 missions in the last twelve days.

Saturday, 18 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

ANTISUBMARINE WARFARE (First Air Force): The 1st Antisubmarine Squadron (Heavy), 480th Antisubmarine Group, ceases operating from Protville, Tunisia and returns to it's base at Port Lyautey, French Morocco with B-24's.

EASTERN MEDITERRANEAN (Ninth Air Force): B-24's hit the marshalling yard at Pescara, Italy.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, B-17's of the XII Bomber Command hit Viterbo airfield and Salerno-Avellino road, while B-25's and B-26's bomb the airfields at Ciampino and Pratica di Mare; B-25's fire 75mm shells at small vessels and a lighthouse near Capraia and between Pianosa and Corsica; P-38's on detached service with the NATAF strafe 4 satellite airfields at Foggia and bomb roads, railroads, bridges, and towns in the battle area. On the ground in Italy, US Seventh Army forces take Altavilla, Persano, and Battipaglia without opposition. HQ 27th Fighter-Bomber Group transfers from Sicily to Capaccio, Italy. The detachments of the 27th, 71st and 94th Fighter Squadrons, 1st Fighter Group, operating from Dittaino, Gerbini, and Dittaino, Sicily respectively with P-38's return to their base at Mateur, Tunisia. The 65th Fighter Squadron, 57th Fighter Group, transfers from Sicily to Rocco Bernardo, Italy with P-40's. The 522nd, 523rd and 524th Fighter-Bomber Squadrons, 27th Fighter-Bomber Group, transfer from Barcelona, Sicily to Capaccio, Italy with A-36's.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 176, 18 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1240 36 B-25's took off to Bomb Ciampino A/D None returned
Time No. A/C Type A/C Mission Target No. A/C

early. 35 dropped 272 X 300 inst & 45 sec delay bombs on target (8 bombs
No. A/C No & Type

Salvoed) at 1455 from 9300-12,000 ft. 35 returned at 1700. None Lost,
Time Altitude No. A/C Time No. A/C

One missing, None at friendly fields.
No. A/C

Saturday, 18 September 1943 (continued)

3. RESULTS: NW, W and S ends of field well covered. Two hangars along SW side received direct hits. Repair shops in this area were also hit. Strings of bombs were seen to walk into housing area on the NW side. Buildings at SE edge of N A/D were hit. Some bombs landed among A/C on S end of field, but destruction of these A/C not determined due to dust and smoke. 30-40 A/C reported on the field including approx. 20 S/E A/C on SE dispersal area. Other hits were made on road N of the field. One explosion was seen at N end of A/D and at least 3 fires were started. Some bombs hit in center of the field, others fell short to the SW, long to the N and over to the E. Bombs salvoed from one ship hit and exploded on RR NE of the A/D.
4. OBS: E/A--3 unidentified S/E E/A attacked rear elements of formation, singly, coming off the coast and for 40 miles out to sea. Painted greenish blue, attacked from below at 5 and 7 o'clock, firing 20 mm shells. One E/A claimed destroyed by the formation. 20-25 multi-engined A/C on Pratica Di Mare A/D. Field had been bombed; fires seen burning. Flak--Intense, accurate, heavy flak at target and on route to target from landfall and back to coast. At the target positions were reported at M8, G15, C17, H17, D21, J12, I12 and E7. (See target chart No. 3-24A-NA) positions on route were reported NW edge of lake Albano, 1 position approx half way between lake Albano and target, 5 positions from Pratica Di Mare and from a line running from 41 deg 42 min N, 12 deg 25 min E to 41 deg 46 min N, 12 deg 35 min E. 1 B-25 hit by flak before target and turned off. 12 B-25's were damaged by flak. Ground--None. Shipping--None. Photos were taken.
5. WEATHER AT TARGET: Ceiling unlimited, much haze and smoke from fires or smoke screen. Visibility 7-9 miles.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

HEADQUARTERS
310th Bombardment Group (M) AAF
Office of the Intelligence Officer
APO 520

19 September 1943

SUBJECT: Supplement to Mission Report No. 176

TO : Commanding General, 47th Wing, APO 520. Attention: A-2

1. The following is submitted as explanation of term "fires or smoke screen", used in par. 5 of Mission Report No. 176.

Saturday, 18 September 1943 (continued)

White smoke was seen coming up from an area at least 350 feet square just inland from the coast at 41 deg 44 min N, 12 deg 23 min E. This smoke blew inland toward the target

Two columns of black smoke arose just west of the target at 41 deg 48 min N, 12 deg 32 min E, forming a low stratus-type cloud moving toward the target. One pilot felt that this smoke came from smoke pots and might have been shielding gun positions at this point.

The approach to the target was obscured by this smoke and caused some confusion on the part of the bombardiers in locating the target.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

310TH BOMBARDMENT GROUP (M) AAF
OFFICE OF THE OPERATIONS OFFICER
NEW HALL

19 September 1943

SUBJECT: Report on Mission of 18 September 1943 - Target Ciampino A/D South.

TO : COMMANDING GENERAL, 47th Bombardment Wing, Nuport.

1. In accordance with your request the following report is submitted on our mission of 18 September 1943 - Target - Ciampino A/D South.

2. The bombing formation was two (2) flights of eighteen (18) aircraft each flying in boxes of six (6) in the group stagger formation, the second flight of eighteen (18) being in left echelon to the first flight of eighteen (18).

3. Each box of six (6) aircraft was assigned an individual aiming point, located on Target Chart number 3-24A-NA as follows:

First Box (of six)	J - 14
Second Box	I - 15
Third Box	J - 12
Fourth Box	K - 12
Fifth Box	K - 13
Sixth Box	L - 12

Saturday, 18 September 1943 (continued)

Within each box of six (6) the first element was briefed to start their strings of bombs a little beyond the center of the bombing area, and walk them into the North East dispersal area. The second element of each box was briefed to start their strings on the South West boundary line, and walk them towards the center of the landing area covering the South West Dispersal area. An intervalometer setting of one hundred (100) feet was used, planning to cover sixteen hundred (1600) feet width of the A/D. The briefed axis of attack was 58°M.

4. Pilot reports indicate that a screen from smoke pots west of the field provided an effective screen of the target area. The axis of attack was changed in an attempt to decrease the effect of the smoke.

For the Group Commander:

1 Incl: Target Chart number
3-24A-NA.

WILLIAM M. BOWER
Lt. Colonel, Air Corps,
Group Operations Officer.

379th BS War Diary: Back to work again today. Tonight we relaxed at a French Girlie show arranged by our group Special Service Officer, Lt. Fisher. The show was very enjoyable and seemed to be appreciated by all the men.

Fisher, Earl W., 1Lt, Special Services Officer, HQ 310th BG

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : Twelve of our planes participated in a mission to Ciampino A/D, Italy. This time we caught from 30-40 enemy fighters on the A/D and these as well as the field itself and adjoining shops, hangars, and barracks were all covered by the bomb pattern. Heavy intense accurate flak plus attacks by several fighters gave the men an exciting time for awhile but all of our squadron's planes returned safely.

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Saturday, 18 September 1943 (continued)

P CP N B E R G F	A/C No. 3 <i>aircraft and crew unidentified</i>	A/C No. 4 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 5 <i>aircraft and crew unidentified</i>	A/C No. 6 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 7 <i>aircraft and crew unidentified</i>	A/C No. 8 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 9 <i>aircraft and crew unidentified</i>	A/C No. 10 <i>aircraft and crew unidentified</i>

Saturday, 18 September 1943 (continued)

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: Ciampino Airdrome, nestled under the southern wing of Rome, received a fair amount of punishment today when thirty six of our bombers made things lively by dropping scores of “five hundred pounders”. It was a successful mission and all of the sqdn’s twelve planes that participated, returned safely home.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 128

Date- Sep 18 1943

Target- Ciampino A/D, South

Squadron airplanes- twelve

“Turning Strategic” our boys left the base today with the assignment to bomb the south Landing Area of the Ciampino Airdrome. Despite the heavy intense flak encountered the entire time over Italy, our bombardiers were given a perfect bomb run and did a fair bit of bombing. The NW, W and S ends of the field were well covered and the two hangars along the SW sides received direct hits. The housing area on the NW side crumpled under the pounding it received. Aircraft parked on the South end of the field were probably destroyed when several strings of bombs found their way among them.

One of three enemy fighters that attacked the rear elements of the formation as it was leaving the coast was shot down by our gunners. The bomber piloted by Lt. Freeland of our Sqdn was hit on its way to the target by a direct burst of flak that knocked out his right engine. He was forced to swing around, salvo his bombs and head for Sicily. After quite an exciting and nerve-racking trip on one engine, he brought his “Mitchell” in to the airfield at Palermo. All members of the crew were safe. The remaining thirty five a/c arrived at base as per schedule. Photos taken.

Saturday, 18 September 1943 (continued)

A/C No. 1 aircraft unidentified

P *Cromartie, Harry L., Jr., Capt*
CP *Ryan, Thomas P., 2Lt*
N *Potter, Eliot H., 2Lt*
B *Anderson, J.B., 2Lt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Kobasa, Joseph (NMI), S/Sgt*
F *Wilder, Rodney R. "Hoss", Maj,
Commander (observer)*

A/C No. 3 aircraft unidentified

P *Benton, James H., 2Lt*
CP *Auchard, R.L., Lt*
N *None*
B *Snyder, G.F., S/Sgt*
E *None*
R *Hoover, Donald E., S/Sgt*
G *McConnell, Walter J., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Smith, Leonard D. "Leo", 2Lt*
CP *Dodge, Charles M., 2Lt*
N *None*
B *Hotaling, R. (NMI), S/Sgt*
E *None*
R *McDowell, Alva H., S/Sgt*
G *McCabe, George P., Sgt*
F *None*

A/C No. 7 aircraft unidentified

P *Walton, Cecil Vernon, 2Lt*
CP *Maxwell, Max W., 2Lt*
N *Konieczka, W.F., 2Lt*
B *Drake, W.H., 2Lt*
E *None*
R *Dinges, J.W., T/Sgt*
G *Black, Jewell James "J.J.", Sgt*
F *None*

A/C No. 2 aircraft unidentified

Hament, Carrol (NMI), 2Lt
Arentson, Robert M., 2Lt
None
Weinstein, Robert S., S/Sgt
None
Wells, Donald W., S/Sgt
Marquis, Wesley W., Sgt
Powers, John A., S/Sgt

A/C No. 4 aircraft unidentified

Derrick, William S., 2Lt
Bates, Willie L., F/O
Lewis, Jack (NMI), 2Lt
Ackerson, Newell W., 2Lt
None
Liudahl, Irvin Melbourne, S/Sgt
Barszcz, Stanley G., Sgt
None

A/C No. 6 aircraft unidentified

Echols, George A., 2Lt
Beale, Edward J., 2Lt
None
Silvis, Harry C., Sgt
None
Taylor, Frank E., Sgt
Tippitt, Everett O., Sgt
None

A/C No. 8 aircraft unidentified

Ross, Fred C., Jr., 2Lt
Richardson, Richard K., F/O
None
Link, Byron F., S/Sgt
None
Lysowski, Raymond A., Cpl
Litchfield, Edward W., Sgt
Land, Wilson E., Cpl

Saturday, 18 September 1943 (continued)

A/C No. 9 *aircraft unidentified*

P *Weaver, Joseph S., Jr., 2Lt*
CP *Toltzman, William J., 2Lt*
N *None*
B *Gardner, Clarence R., S/Sgt*
E *None*
R *Bixby, Jack H., S/Sgt*
G *Wolf, Elmer A., Sgt*
F *None*

A/C No. 11 *aircraft unidentified*

P *Hanlon, James Augustus, Jr., 2Lt*
CP *Newkirk, Renford Raymond, 2Lt*
N *None*
B *Donahue, Francis E., S/Sgt*
E *None*
R *Henry, Lewis F., Sgt*
G *Ritter, Robert E., Sgt*
TG *Loy, R.L. (i.o.), Pvt*

A/C No. 10 41-13079 "Shadrach" (*flak damage - belly landed at Palermo*)

Freeland, Levi B., Jr., 2Lt
Wilson, Victory H., Jr., 2Lt
Evans, Ivor P., 2Lt
Mizerski, Richard C. "Bronco", 2Lt
None
Welsh, Richard J., S/Sgt
Thomas, Cyril L., S/Sgt
None

A/C No. 12 *aircraft unidentified*

Bounds, Thomas C., 2Lt
Liggett, Arthur G., Jr., 2Lt
None
Miller, Lester Amos, S/Sgt
None
Brinson, Lloyd D., S/Sgt
Himes, Burke W., Cpl
Revis, John H., S/Sgt

380th BS War Diary: Special Account:

1st Lt. Levi B. Freeland Jr., of 212 South Hamilton Street, Mobile, Ala., was travelling light when he recently crash-landed his flak riddled B-25 Mitchell Bomber at Palermo, Sicily. After a direct hit in the left engine when almost over the objective near Rome, The B-25 had been stripped of all surplus weight to make possible a return flight into a friendly field.

The twenty-four year old pilot and his crew had almost seriously considered the joking suggestion of navigator Lt. Ivor P. Evans, that they dump the 200 pound bombardier, "Bronco" Mizerski to give the battling B-25 a chance to maintain altitude. However that was not quite necessary and all crew members were in good condition after the crash landing.

The crew members related, "It was just after we reached a landfall and were on course to bomb Ciampino Airdrome near Rome that the ground defenses got our range. Bursts of flak appeared all around us. Jerry was accurate as hell and put a string of bursts right alongside of the plane. One hit the left engine which conked out at the same time as holes appeared in both wings. The left engine controls were shot out although we were able to feather the prop." Lt. Freeland then continued, "I then fell out of formation and headed straight out to sea, hoping that some stray enemy fighter hadn't seen our crippled ship. I called to Lt. Richard C. Mizerski, my bombardier, (home address: 2257 North

Saturday, 18 September 1943 (continued)

LaVergne Ave., Chicago, Ill.) through the interphone, "Git them bombs out, Bronco", and he quickly salvoed them into the sink. All this time my co-pilot, 1st Lt. Victor H. Wilson Jr, (Home address: Camden, Texas.) kept reassuring the rest of the crew that everything would be all right, and assisted me in piloting old "Shadrach" to friendly soil. Lt. Evans (Home Address: Aliquippa, Pa.) calculated our course to Sicily, which we later found to be only one degree from the given heading of ASR. We were steadily losing altitude now dropping from 111,000 feet to a scant 5,000 feet. Calling back to my gunner, Staff Sgt. Cyril L. Thomas (Home Address: 321 Baker Street, Royal Oak, Michigan) who by the way is the proud possessor of the Distinguished Flying Cross for meritorious action in a previous crash landing during the Tunisian Campaign, and my radio operator, Staff Sgt. Richard J. Welsh (Home Address: 1133 Merrick Ave., Pittsburgh, Pa.), I asked them to rid the ship of all extra radio apparatus which they did along with about 1200 rounds of ammo. Later after Sgt. Welsh had contacted the American Air Sea Rescue Service at Palermo, the radio intact went sailing out of the hatch. In the nose, all the ammunition was cast out by Lt. Mizerski, along with the protective armor plate in the bombardier's compartment.

We were now able to hold an even altitude. Upon contacting the Air Sea Rescue Service, I was given a heading and was asked to keep talking so that they could obtain a "fix" on our ship. We were told that two Spitfires were on their way to meet us in three minutes as weather was closing in around Palermo. We could see a solid bank of clouds before us and it looked like even old man weather was on the Axis side. Just like clockwork at the end of three minutes two single engined fighters dove out of the clouds, circled around us and signaled me to follow them into the airdrome. I know now that we would never have made it without their help as they expertly led us through the haze and billowy white into a mountain pass straight for the field. I began my let down about this time =, my gas being almost gone, I knew that I would get but one chance to bring her in safely. As luck would have it the field was hidden behind a slight rise in ground and I didn't see it until I was almost to it. The landing strip was to the right of me so I quickly "half banked, half skidded" the tired bomber over and nosed her down the emergency runway, the main runway being in use. Lt. Wilson called to everybody to brace themselves and get set for a rough landing. I cut all the switches and prepared to set the ship down, but an eight foot slant of the runway prevented us from touching the ground until we were halfway down that little field. It was a fast landing, three pointed, and I immediately hit the brakes. Then lo and behold, I saw two solid stone gate posts staring me in the face directly in front of me at the end of the field. I knew I'd have to stop, and fast! I "tromped" on the brakes again and again and blew out the left tire. The plane staggered crazily in that direction so I the right brake, this time being rewarded with the right tire giving out. This action once again straightened the bomber up and she finally sloshed up to a stop at the very edge of the runway. I'm proud of the boys that were with me today as they behaved in "top form" and worked hard to get old "Shadrach" home.

Saturday, 18 September 1943 (continued)

The Air Sea Rescue Service, operated exclusively by contingents of the United States Air Force, overwhelmed us with their hospitality upon landing. In the words of Lt. Evans, "They couldn't do enough for us." After a good night's rest, the following day we boarded an Army Transport that carried us back to our home base, with all the boys eager to get into the air to get another crack at "Jerry."

Operating with General Doolittle's Strategic Air Force, the combat crew members have the following number of missions to their credit: Lt. Freeland, 11; Lt. Wilson, 10; Lt. Mizerski, 43; S/Sgt. Thomas, 45; and S/Sgt. Welsh 4; Lt. Evans 9.

381st BS War Diary: Once more the 381st goes to Rome. Today's mission bombed Ciampino A/D, just south of the City of Rome.

2nd Lt. Victor was appointed Squadron Insurance Officer, relieving 1st Lt Durgin.

A team of French show girls put on a performance at the Group's Theater this evening. Although their efforts were appreciated, their show was strictly not too hot.

Today's P.X. rations included a 2 oz. bar of Hershey's Chocolate, something which has been scarce, even in boxes from home.

Durgin, James L., 1Lt, pilot

Victor, Joseph G., 2Lt, navigator

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : **SOUTH CIAMPINO AIRDROME, ROME, ITALY**

Sqdrn. Mission # 124	Menzel Temime, 18 September 43
Take Off 12:40	Group Mission # 163
Target 14:55	Flight 36 B-25's
Down 17:00	Escort: None
Total Time: 4 Hrs. 20 Min.	Bombs Dropped: 2(8 X 300), 4,800#
<u>Weather:</u> CAVU with haze.	Average Altitude: 10,650
	Mileage 699 Total Sorties: 926

STRATEGY: A return to the customary work of the Strategic Air Force --- destruction of Enemy aircraft on the ground.

REMARKS: The bombing was erratic due to the intense accurate flak which damaged 12 of our aircraft.

Three fighters attacked the 2nd 18 and continued to make passes on the next to last box of six for 22 minutes, until one of them (A RE-2001) was shot down into the sea by S/Sgt. Sigafos.

Saturday, 18 September 1943 (continued)

CREWS 2nd Flight

A/C No. 41-30002 (B)		A/C No. 41-30341 (L)	
P	<i>Jones, William E., F/O</i>		<i>Campbell, Martin H., Jr., F/O</i>
CP	<i>Hudson, Charles (NMI), Jr., F/O</i>		<i>Ramsey, Thomas Upton, 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Campbell, Warren B., S/Sgt</i>		<i>Powell, Charles P., Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Rea, Willis L., S/Sgt</i>		<i>Standish, Beverly R., S/Sgt</i>
G	<i>Sentlingar, Charles W., Sgt</i>		<i>Sigafoos, James F., Jr., Sgt</i>
TG	<i>Erceg, Samuel (NMI), Cpl</i>	F	<i>Pummill, Earl (NMI), Sgt</i>

428th BS War Diary: Ciampino airdrome was the scheduled target today. The Northwest, West, and South ends of the field were covered. Two hangars received direct hits. Repair shops in the area were also hit. 30-40 single-engined aircraft were on the field, but heavy smoke and dust obscured the damage done. Capt. Doolittle, T/Sgt. Marrs, S/Sgts Foley, Naworski, and Queen and Spencer received orders sending them home. "Slugger" Davis returned from the hospital. Special Service brought out an all-French girl review.

Davis, Robert M. "Slugger", S/Sgt, gunner

Doolittle, Leonard N., Capt, navigator

Foley, Patrick Leo "Pat", Sr., S/Sgt, bombardier-gunner

Marrs, Horace S., S/Sgt, radio-gunner

Naworski, Edward F., S/Sgt, gunner

Queen, Kenneth E., S/Sgt, bombardier-gunner

Spencer, Ronald L., S/Sgt, bombardier-gunner

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : The rest didn't last long, however, for on the eighteenth a mission was scheduled to Ciampino airdrome. The results were excellent. The Northwest, West and South ends of the field were well covered. Two hangars received direct hits. Repair shops in the area were also hit. Strings of bombs were seen to walk into housing areas on the Northwest side. There were thirty to forty single-engined aircraft on the field, but it could not be definitely determined whether these had been destroyed or not on account of the heavy smoke and dust which obscured the target. One large explosion was seen at the North end of the field and at least three fires were started.

Three fighters attacked the rear elements of the formation just before the target, one of which was destroyed. Flak on the way into and at the target was severe, heavy, and accurate. One B-25 was hit by flak and turned off, later to turn up missing. Twelve of our group's ships were damaged and holed by flak. None were lost by the 428th.

Saturday, 18 September 1943 (continued)

One by one, the old crews have departed. On this day Capt. Leonard N. Doolittle, T/Sgt. Horace S. Marrs, S/Sgts Foley, Naworski, Queen, Spencer, received orders to return to the United States. One of the crew members wounded at the time Lt. Fleming was killed returned from the hospital, apparently fit except for a bandage on his foot where he was hit by flak. This was S/Sgt. Robert M. (Slugger) Davis, who had been in hospitals in Sicily and North Africa for three weeks.

Davis, Robert M. "Slugger", S/Sgt, gunner

Doolittle, Leonard N., Capt, navigator

Fleming, James L., 2Lt, pilot

Foley, Patrick Leo "Pat", Sr., S/Sgt, bombardier-gunner

Marrs, Horace S., S/Sgt, radio-gunner

Naworski, Edward F., S/Sgt, gunner

Queen, Kenneth E., S/Sgt, bombardier-gunner

Spencer, Ronald L., S/Sgt, bombardier-gunner

A/C No. 1 aircraft unidentified

P *Beatty, John H., 1Lt*

CP *Chambers, Allen M., 2Lt*

N *Peterson, Donald L., 2Lt*

B *Boatler, Sidney K., 1Lt*

E *None*

R *Stilp, John P., T/Sgt*

G *Ramos, Smiles (NMI), Pvt*

F *None*

A/C No. 3 aircraft unidentified

P *Douglas, James D., 2Lt*

CP *Farley, Jean N., 2Lt*

N *None*

B *Karvel, Roy L., 2Lt*

E *None*

R *Smit, Richard F., T/Sgt*

G *Houseman, Charles M., Jr., S/Sgt*

F *None*

A/C No. 5 aircraft unidentified

P *Whitehurst, Ray E., 2Lt*

CP *Holley, James Taylor, 1Lt*

N *None*

B *Smirnoff, Andrew P., 2Lt*

E *None*

R *Frank, Irving (NMI), S/Sgt*

G *Donaldson, William M., Sgt*

F *None*

A/C No. 2 aircraft unidentified

Knight, Gerald R., 1Lt

Fassett, Walter J., 2Lt,

None

Ream, Elmer W., PFC

None

Vezey, Kenneth D., Pvt

Storms, Donald W., S/Sgt

Reed, Robert H., Sgt

A/C No. 4 aircraft unidentified

Hogan, Jack F., F/O

Tiefel, Norman J., 2Lt

None

Burkett, William H., 2Lt

None

Cook, Ray E., S/Sgt

Glass, Harry Martin, Sgt,

None

A/C No. 6 aircraft unidentified

Waugh, Carter H., 1Lt

Sebor, George (NMI), 2Lt

Wortman, Robert A., 2Lt

Lanning, Fred H., 2Lt

None

East, Charles D., S/Sgt

Agin, Clealon J., Sgt

None

Saturday, 18 September 1943 (continued)

A/C No. 7 aircraft unidentified

P *Koch, Richard J., 2Lt*
CP *Moulder, Robert W., F/O*
N *None*
B *Ovalle, Charles V., Sgt*
E *None*
R *Colley, Francis E., S/Sgt*
G *Houseman, Charles M., Jr., S/Sgt*
F *None*

A/C No. 9 aircraft unidentified

P *Southward, Thomas H., 2Lt*
CP *Edelman, Forrest J., F/O*
N *Lick, Edmund W., 2Lt*
B *Keys, Paul R., 2Lt*
E *None*
R *Kelly, Phillip J., S/Sgt*
G *Hirt, Fred A., Sgt*
F *None*

A/C No. 8 aircraft unidentified

Fleming, Thornton (NMI), 2Lt
Dory, John N., 2Lt
None
Evans, Allen (NMI), Sgt
None
Neview, Frederick J., Cpl
Ciampi, Francis (NMI), Sgt
Williamson, Felton J., Pvt

A/C No. 10 aircraft unidentified

Tooles, William B., 2Lt
Jones, Gordon K., F/O
None
Herring, William S., S/Sgt
None
Weiland, Ray C., S/Sgt
Sisson, John E., Sgt
None

Sunday, 19 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): The 66th, 67th, 68th and 506th Bombardment Squadrons (Heavy), 44th Bombardment Group (Heavy), based at Shipdham, England begin operating from Tunis, Tunisia with B-24's. The 564th, 566th and 567th Bombardment Squadron (Heavy), 389th Bombardment Group (Heavy), based at Hethel, England begin operating from Massicault, Tunisia with B-24's.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, fighter-bombers of the XII Air Support Command and planes of other NATAF elements [US and RAF] concentrate on attacking roads and vehicles in the Benevento-Montesarchio-Contursi-Potenza-Avellino areas, and a railway station at Castelnuovo. On the ground in Italy, the US Fifth Army gains firm control of the Salerno plain, while the British Eighth Army troops take Potenza and Auletta.

HQ 310th BG War Diary: No Entry

379th BS War Diary: Routine activity.

380th BS War Diary: Members of our Combat Crews received a well earned rest today as all air activity stopped. A stage show was held as entertainment for the boys and did they go for it in a big way!

381st BS War Diary: S/Sgt. F.L. Grossi left for the U.S.A. this morning. He was mighty happy about it. He took his coal black fox-terrier pup "Smokey" along with him. They will both be missed.

No mission.

Grossi, Frank L., S/Sgt, bombardier-gunner

428th BS War Diary: No mission scheduled.

Monday, 20 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): The 98th and 376th Bombardment Groups (Heavy), based in Libya, along with the 43rd Service Group and several military police and engineer units, are to be transferred to the Twelfth Air Force, effective on the date they transfer to Tunisia. The IX Bomber Command makes its last raid on Italy. B-24's of 98th and 376th Bombardment Groups (Heavy) are dispatched to the Castelfranco Veneto marshalling yard. Clouds obscure the target, but the 98th Group drops bombs on the estimated time of arrival. The 376th bombs a marshalling yard and airfield at Pescara during the return trip. The 565th Bombardment Squadron (Heavy), 389th Bombardment Group (Heavy), based at Hethel, England begins operating from Massicault, Tunisia with B-24's.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command B-17's and B-26's bomb the Castelnuovo road junction, the town of Formia, the Torre Annunziata area roads, and roads and railroad SW of Sarno; XII Air Support Command A-36's attack and disperse enemy tank and troop concentrations forming near Nocera for a counterattack. Other AAF and RAF aircraft of the NATAF hit enemy movement in Avellino-Naples-Potenza-Benevento-Calabritto-Pomigliano- Pescopagano areas. On the ground in Italy, the US Seventh Army starts into the mountains N of Salerno. HQ 31st Fighter Group and its 308th Fighter Squadron transfer from Milazzo, Sicily to Montecorvino, Italy with Spitfires.

HEADQUARTERS XII BOMBER COMMAND

APO 520 U S ARMY

20 September 1943

SUBJECT: Commendation.

TO : All Units This Command

1. The following message has been received by the Commanding General Northwest African Air Forces, from the Commanding General, 15th Army Group:

“ I have just returned from an extensive tour of the fifth Army front during which I talked with the Army and many subordinate commanders, their staffs and other ranks.

General Clark has asked me to convey to you and to the officers and men of the Northwest African Air Force whom you command, the sincere thanks and appreciation of Fifth Army for the magnificent air support which has

Monday, 20 September 1943

been given them. It has greatly heartened the ground forces and has contributed much to the success of their operations. All were most enthusiastic in their acclaim of the close and continuous support which has been given them by the Air Force.

To the foregoing I should like to add my own appreciation and admiration of a task well done. Not only have your tremendous air attacks added greatly to the morale of the ground and naval forces but, in addition, have inflicted on the enemy heavy losses in men and equipment. They have seriously interfered with his movements, interrupted his commutations and prevented his concentration of the necessary forces to launch large scale attacks. You have contributed immeasurably to the success of our operations and to the final victory which will inevitably follow.

2. The Air Officer Commanding, Mediterranean Air Command has also communicated his appreciation for the work done by the Strategic Air Force during the recent critical days. He states that the effort of this Air Force had a decisive effect and will probably be found to have marked the turning point in the present campaign.

3. The Commanding General, Northwest African Air Forces, has also expressed his appreciation for the splendidly executed operation of the Strategic Air Force. He adds that they have played a significant part in the success of the Italian campaign.

4. I am happy to pass on such gratifying commendation to the individuals and units composing this command. Only through your skill and only through your untiring efforts has the success meriting such praise been possible. I wish to add my own sincere congratulations and my deep appreciation for the efforts of all members of this command.

/s/ J. H. Doolittle
/t/ J. H. DOOLITTLE
Major General, USA
Commanding

HQ 310th BG War Diary: No Entry

379th BS War Diary: Another French show tonight only activity for the day.

380th BS War Diary: Everything pretty quiet today. No mission. A G.I. show called "Stage Door Latrine" was given for us by a bunch of boys from the 47th Wing and the 331st Signal Company. Slightly spicy. It was enjoyed by all.

Monday, 20 September 1943

381st BS War Diary: After having labored for several days, S/Sgt. Pelkey put the finishing touches on the “grounds” surrounding his tent by painting a large sign which reads, “Pelkey’s Handle Bar X Ranch”. Gravel walks bordered with stones, cactus plants, and transplanted wild plants give the place a dude ranch appearance. There is a bench amid all this glory on which S/Sgt. Pelkey may rest and muse on his missions, past and future.

No mission today.

Pelkey, John R., T/Sgt, radio-gunner

428th BS War Diary: Joe Natale and his French review were presented again.

Natale, Joseph "Joe", HQ 47th BW

Tuesday, 21 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): HQ IX Fighter Command at Tripoli, Libya closes.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command B-17's hit a bridge and the town area at Benevento; B-25's and B-26's hit landing craft and a ferry near Elba Island and bridges at Cancelli Arnone and Capua; B-24's on detached service from the Eighth Air Force bomb Leghorn and Bastia; medium bombers and fighter-bombers of the NATBF and XII Air Support Command hit town areas, troop concentrations, trucks and tanks, and targets of opportunity in the Solofra-Avellino-Benevento areas. HQ 98th Bombardment Group (Heavy) transfers from Benina, Libya to Hergla, Tunisia. The 307th and 309th Fighter Squadrons, 31st Fighter Group, transfer from Milazzo, Sicily to Montecorvino, Italy with Spitfires. The 416th Night Fighter Squadron, Twelfth Air Force, transfers from Bizerte, Tunisia to Catania, Sicily with Beaufighters.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 177, 21 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1140 36 B-25's took off to Bomb RR & Highway Bridges NE of Capua
Time No. A/C Type A/C Mission Target

None returned early. 36 dropped 288 X 300 .1 & .025 sec delay bombs on
No. A/C No. A/C No & Type

target at 1356 from 10,300-13,000 ft. 34 returned at 1605 and 2 at 1800.
Time Altitude No. A/C Time

None Lost, None missing, None at friendly fields.
No. A/C No. A/C No. A/C
3. RESULTS: Bombing pattern well centered on target area. Highway bridge reported cut by previous bombing. Strings of bombs were seen to hit across both bridges. Other strings hit on approaches. A considerable concentration of hits was reported on road S of target bridges. Some bombs believed to have hit junction of roads just N of bridges. Cloud cover hindered observation.

Tuesday, 21 September 1943 (continued)

4. OBS: E/A--None. Flak--At target moderate accurate heavy. One position 1 mile S of target in a field; another position 1½ miles E of target on N side of river. Elsewhere--At Mondragone, Teano, Sparanise, Pignataro Maggiore, Carinola, 42 deg 10 min N, 14 deg 15 min E, 41 deg 10 min N, 14 deg 18 min E, heavy flak. South of the target, probably coming from Caserta and S Marina Capua Vetera, heavy flak was reported. Shipping--One med sized M/V or naval vessel, corvette size, at mouth of Volturno river. Line of what appeared to be barges extending from mouth of Volturno river to Castel Volturno. Ground--Large convoy of M/T heading S in vicinity of 41 deg 15 min N, 14 deg 06 min E, stretched out as far as observer could see about 100 yards apart. Time 1400 hours. 25-30 M/T heading SE 200 yards apart from Mondragone to bend in road 3 miles NW of town. 125 M/T stationary heading unknown at 41 deg 12 min N, 14 deg 00 min E. Time 1350 hours. Oil cars, two locomotives and 4 trains on siding at Sparanise. 30-35 box cars in M/Y at Minturno. Photos were taken.
5. WEATHER AT TARGET: 6-7/10 coverage at 5-8000 ft. Visibility clear through breaks in cloud.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: We had port chops for supper tonight, our first since we left the states over one year ago. This event overshadowed our mission for the day.

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : A raid over the Caserta road and railroad bridges in which 12 of our planes took part. Again our planes did a commendable job, stringing their bombs across both bridges and the approaches as well. Moderate flak was encountered and although it was reported as accurate, all the planes returned safely.

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Tuesday, 21 September 1943 (continued)

P CP N B E R G F	A/C No. 3 <i>aircraft and crew unidentified</i>	A/C No. 4 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 5 <i>aircraft and crew unidentified</i>	A/C No. 6 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 7 <i>aircraft and crew unidentified</i>	A/C No. 8 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 9 <i>aircraft and crew unidentified</i>	A/C No. 10 <i>aircraft and crew unidentified</i>

Tuesday, 21 September 1943 (continued)

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: A good sized mail call cheered most of us up. That's one event in the life of a guy overseas that is the most anticipated and "sweated out".

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
(380th BS did not participate)

381st BS War Diary: 1st Lt. Bitter learned that he was appointed a Captain as of 11 September 43.

T/Sgt. Clark and S/Sgt. Hannon returned from rest camp. "Smokey" returned with them. Taking a dog into the United States is almost as difficult as gaining admittance for a foreigner. Besides numerous vaccinations, a six month's quarantine is required. S/Sgt. Grossi felt that "Smokey" would be far happier with the boys here in camp than he would be in a quarantine station. After all, "Smokey" is a real G.I. do, and the ease and luxury of life in America would probably bore him.

Another French girl show. A little warmer than the last, but not too hot.

Today's target: Capua Road Bridges. C

Bitter, Irwin S., Capt, pilot

Clark, Thomas J., T/Sgt, radio-gunner

Grossi, Frank L., S/Sgt, bombardier-gunner

Hannon, Robert P., S/Sgt, gunner

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
CAPUA BRIDGES, ITALY

Sqdrn. Mission # 125

Menzel Temime, 21 September 43

Take Off 11:40

Group Mission # 164

Target 13:56

Flight 36 B-25's

Down 16:05

Escort: None

Total Time: 4 Hrs. 25 Min.

Bombs Dropped: 12(8 X 300), 28,000#

Total Sorties: 940

Average Altitude: 11,650

Weather: At target 4/10 to 5/10 cumulus at 8,000 feet.

Tuesday, 21 September 1943 (continued)

STRATEGY: As the Germans are forced back from the Salerno area, their communications lines become vital. To destroy these communications lines and thus trap the enemy, is the strategy being employed by Allied Forces.

REMARKS: The road bridge had been damaged on 16 September 43 by this Group --- these bombs put the finishing touches on both bridges.

Flak: Moderate heavy, fairly accurate.

Enemy Fighters: None.

This was Capt. Hickman's 50th mission. The Squadron will be sorry and envious to see him go. 1st Lt. John J. Mason, Jr., rode as observer in F/O Wirths's aircraft.

CREWS

1st Flight

A/C No. 41-13074 "Balls of Fire" / "Royal Flush" (P)	A/C No. 41-13052 "TABOO" (N)
P <i>Therrien, Robert W., 2Lt</i>	<i>Evans, George N., Capt</i>
CP <i>Williamson, Lloyd V., F/O</i>	<i>Sautter, Carl U., 2Lt</i>
N <i>None</i>	<i>Hickman, James G., Capt</i>
B <i>Dombkowski, Stanley F., S/Sgt</i>	<i>Fayard, Oliver E., Jr., 1Lt</i>
E <i>None</i>	<i>None</i>
R <i>Szymik, Emil (NMI), T/Sgt</i>	<i>Foderaro, Albert (NMI), T/Sgt</i>
G <i>Kim, Daniel (NMI), S/Sgt</i>	<i>Mayronne, Clyde A., Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 42-64667 "Wet Dreams" (O)	A/C No. 41-30333 "A Touch of Texas" (S)
P <i>Campbell, Martin H., Jr., F/O</i>	<i>Baisch, Joseph M., III, 2Lt</i>
CP <i>Ramsey, Thomas Upton, 2Lt</i>	<i>Knecum, Walter A., 2Lt</i>
N <i>None</i>	<i>None</i>
B <i>Powell, Charles P., Sgt</i>	<i>Micks, Henry B., S/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Standish, Beverly R., S/Sgt</i>	<i>Starnes, Carl B., T/Sgt</i>
G <i>Sigafoos, James F., Jr., Sgt</i>	<i>George, Wade Clayton, S/Sgt</i>
F <i>Pummill, Earl (NMI), Sgt</i>	<i>None</i>
A/C No. 41-29980 (Q)	A/C No. 41-30002 (R)
P <i>Dusek, Ernest P., 2Lt</i>	<i>Jones, William E., F/O</i>
CP <i>Baker, Gordon G., 1Lt</i>	<i>Hudson, Charles (NMI), Jr., F/O</i>
N <i>Forbes, Robert L., 1Lt</i>	<i>None</i>
B <i>Withrow, John B., Jr., 1Lt</i>	<i>DeCastro, Emil J., PFC</i>
E <i>None</i>	<i>None</i>
R <i>Budde, Walter H., T/Sgt</i>	<i>Wolfrom, Earl R., Pvt</i>
G <i>White, John Edward, S/Sgt</i>	<i>Frazier, Robert E., PFC</i>
TG <i>None</i>	<i>Erceg, Samuel (NMI), Cpl</i>

Tuesday, 21 September 1943 (continued)

CREWS 2nd Flight

A/C No. 41-13007 "The Harp" (P)		A/C No. 42-53445 "Lottie's Goose" (N)	
P	<i>Stagner, Howard C., F/O</i>		<i>Denton, Richard D., 2Lt</i>
CP	<i>Young, Charles A., 2Lt</i>		<i>Boston, Joseph W., Jr., 1Lt</i>
N	<i>None</i>		<i>Opeka, John (NMI), Jr., 2Lt</i>
B	<i>Schoen, Everett G., S/Sgt</i>		<i>Leasure, Oliver B., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Jereb, Vincent (NMI), S/Sgt</i>		<i>Potolsky, George (NMI), T/Sgt</i>
G	<i>Moxey, Orville E., S/Sgt</i>		<i>Miller, Foster Eugene, S/Sgt</i>
TG	<i>Collom, Frank C., Jr., Sgt</i>		<i>None</i>
A/C No. 41-13061 "Lil Joe" (O)		A/C No. 42-32454 "Boomerang" (S)	
P	<i>Wirth, Thomas F., Jr., F/O</i>		<i>Burt, Norman A., F/O</i>
CP	<i>Mitchell, Lenyard C., F/O</i>		<i>Weaver, Claude H., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Miller, Foster C., S/Sgt</i>		<i>Douglas, Edward (NMI), S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Ough, James A., Cpl</i>		<i>Porter, Lloyd G., Jr., T/Sgt</i>
G	<i>Pontet, Emile A., Jr., Cpl</i>		<i>Bozovich, Matthew L., S/Sgt</i>
F	<i>Scott, Ivan D., Sgt</i>		<i>Burt, Warwick C. S., T/Sgt</i>
A/C No. 42-32333 "Lorelei" (Q)		A/C No. 42-32428 "Little Isadore" (R)	
P	<i>Bitter, Irwin S., Capt</i>		<i>Durgin, James L., 2Lt</i>
CP	<i>Kurtz, James A., 2Lt</i>		<i>Warren, Donald B., 2Lt</i>
N	<i>Collins, Vincent A., 1Lt</i>		<i>None</i>
B	<i>Heitman, Oliver C., 2Lt</i>		<i>Doty, James K., Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Schmidt, Harold E., Sgt</i>		<i>Shapiro, Marvin L., S/Sgt</i>
G	<i>Bruhman, Otto C., Sgt</i>		<i>Blackshire, Joseph R., S/Sgt</i>
F	<i>None</i>		<i>None</i>

428th BS War Diary: Our bombers struck at the Caserta Bridges today. They had been cut by a previous bombing. Bombs were seen to hit across both bridges. Other strings hit the approaches. The junction of roads just North of the bridges were believed hit. A concentration of hits were reported on the road South of the bridges.

Tuesday, 21 September 1943 (continued)

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : We were after railroad and highway bridges again on the twenty-first, this time the Casoria bridges. They had been cut by a previous bombing. The bombing pattern was well centered on the target area. Strings of bombs were seen to hit across both bridges. Other strings hit on approaches. A concentration of hits was reported on the road South of the bridges. Some bombs were believed to have hit the junction of roads just North of the bridges. Cloud cover hindered observation, but enough could be seen to indicate a good job well done. Lt. John H. Beatty finished his fiftieth mission on this raid. He was one of the oldest Pilots we had from point of service, and perhaps one of the best. His plane was the first medium bomber to land on North African soil in the early days of the war.

A/C No. 1 aircraft unidentified

P *Beatty, John H., 1Lt*
CP *Davidson, James C., 2Lt*
N *Peterson, Donald L., 2Lt*
B *Boatler, Sidney K., 1Lt*
E *None*
R *Stilp, John P., T/Sgt*
G *Ramos, Smiles (NMI), Pvt*
F *Epperson, Elmer H., Maj, Commander (observer)*

A/C No. 3 aircraft unidentified

P *Knight, Gerald R., 1Lt*
CP *Everiss, William Raymond, 2Lt*
N *None*
B *Ream, Elmer W., PFC*
E *None*
R *Vezev, Kenneth D., Pvt*
G *Storms, Donald W., S/Sgt*
F *Amirault, Osborne J., Sgt*

A/C No. 5 aircraft unidentified

P *Tooles, William B., 2Lt*
CP *Jones, Gordon K., F/O*
N *None*
B *Simmons, Bernard B., S/Sgt*
E *None*
R *Weiland, Ray C., S/Sgt*
G *Sisson, John E., Sgt*
F *None*

A/C No. 2 aircraft unidentified

Whitehurst, Ray E., 2Lt
Holley, James Taylor, 1Lt
None
Sierlecki, Richard E., Sgt
None
Tow, Charles W., Jr., S/Sgt
Housken, Wayne J., Pvt
Landron, George J., Capt, HQ 47th Wing (observer)

A/C No. 4 aircraft unidentified

Southward, Thomas H., 2Lt
Edelman, Forrest J., F/O
Lick, Edmund W., 2Lt
Lanning, Fred H., 2Lt
None
East, Charles D., S/Sgt
Agin, Clealon J., Sgt
None

A/C No. 6 aircraft unidentified

Fleming, Thornton (NMI), 2Lt
Dory, John N., 2Lt
None
Burkett, William H., 2Lt
None
Neview, Frederick J., Cpl
Ciampi, Francis (NMI), Sgt
None

Tuesday, 21 September 1943 (continued)

A/C No. 7 aircraft unidentified

P *Gena, Gerald M., 1Lt*
CP *Kirtley, John M., 2Lt*
N *Akerland, Gustav J., 2Lt*
B *Keys, Paul R., 2Lt*
E *None*
R *Versaw, Robert E., Sgt*
G *Warlie, Roger Rickie, Pvt*
F *None*

A/C No. 9 aircraft unidentified

P *Edwards, William P., 2Lt*
CP *Sebor, George (NMI), 2Lt*
N *None*
B *Stewart, Leslie F., T/Sgt*
E *None*
R *Jack, Robert C., Sgt*
G *Houseman, Charles M., Jr., S/Sgt*
F *Bean, Herman B., Cpl*

A/C No. 11 aircraft unidentified

P *Buglass, Kenneth G., 1Lt*
CP *Sandstrom, John E., 2Lt*
N *None*
B *Evans, Allen (NMI), Sgt*
E *None*
R *Hook, Raymond K., S/Sgt*
G *Rankin, James V., S/Sgt*
F *None*

A/C No. 8 aircraft unidentified

Koch, Richard J., 2Lt
Moulder, Robert W., F/O
None
Konchinsky, Herman (NMI), Sgt
None
Colley, Francis E., S/Sgt
Graham, Herbert J., S/Sgt
None

A/C No. 10 aircraft unidentified

Douglas, James D., 2Lt
Tiefel, Norman J., 2Lt
None
Karvel, Roy L., 2Lt
None
Smit, Richard F., T/Sgt
Schenk, James S., Sgt
None

A/C No. 12 aircraft unidentified

Stewart, Hugh W., 2Lt
Fassett, Walter J., 2Lt,
None
Smirnoff, Andrew P., 2Lt
None
Booth, Jack D., S/Sgt
Kelly, Andrew R., Cpl
None

Wednesday, 22 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): The Ninth Air Force flies its final mission from Africa. B-24's bomb Maritsa Airfield on Rhodes and Eleusis Airfield in Greece. The bomb groups of IX Bomber Command subsequently are transferred to the Twelfth Air Force. HQ IX Fighter Command begins a movement from Tripoli, Libya to Middle Wallop, England.

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command B-25's and B-26's bomb roads, railroad, and bridges at or near San Martino Sannita, Grottaminarda, Amorosi, and Mignano; B-25's on detached service to the NATAF attack small vessels near Elba Island with 75mm cannon; NATBF and XII Air Support Command airplanes hit troop concentrations and gun positions near Serino and Santa Lucia di Serino, road block at Nocera, town and roads at Fisciano, the town of Pagani, tanks and trucks between Acerno and Montella and in the Foggia area, vessels and docks at Manfredonia, the town of Camarella, and the landing ground at Capua. HQ 86th Fighter-Bomber Group transfers from Barcellona, Sicily to Sele Airfield, Italy.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 178, 22 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 0945 36 B-25's took off to Bomb Bridge and Switchbacks at 946765.
Time No. A/C Type A/C Mission Target

None returned early. 30 dropped 180 X 500 .1 & .025 sec delay bombs on
No. A/C No. A/C No & Type

target (18 bombs salvoed) at 1155 from 10,300-13,000 ft and 18 bombs returned.
Time Altitude

32 returned at 1420 and 2 at 1826. None Lost, None missing, 2
No. A/C Time No. A/C No. A/C No. A/C

at friendly fields

Wednesday, 22 September 1943 (continued)

3. RESULTS: Two crews reported direct hits on target bridge, but results believed only fair. One string of bombs hit road just S of bridge and another string hit on road just N of bridge. Many bombs overshot and fell short of the target. Some crews reported road just SW of Bonito being hit. Target difficult to locate causing a wide variation of bombing in the vicinity.
4. OBS: E/A none. Flak: At target, slight to moderate heavy and scattered heavy flak at the following positions: 40 deg 42 min N, 15 deg 13 min E; 40 deg 55 min N, 15 deg 26 min E; 40 deg 56 min N, 15 deg 19 min E; 40 deg 57 min N, 15 deg 12 min E; 41 deg 03 min N, 15 deg 14 min E; 41 deg 03 min N, 15 deg 00 min E; 40 deg 54 min N, 15 deg 05 min E; 40 deg 51 min N, 15 deg 02 min E. Barrage-like flak from Avellino and Pratola Serra which appeared to be firing at another formation. 5 B-25's damaged by flak. Ground--Heavy congested traffic on highway from Eboli to hill 749, heading NE, time 1145. Heavy traffic on road from junction at hill 749 to Lioni, heading NW. 1 crew reports 50 tanks or tank destroyers deployed in semi-circle in valley around Nusco, 40 deg 54 min N, 15 deg 05 min E at 1200 hours. Shelling and ground activity in valley S of Avellino. Photos were taken.
5. WEATHER AT TARGET: Ceiling unlimited, haze, visibility 8-10 miles.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: We welcomed our new C.O., Major M. J. Wetzel today who is replacing Major Batten who has now completed his fiftieth mission and is slated for a little rest back in the states. Some sort of new record was set when we had fresh meat for the 3rd consecutive day at supper.

Batten, Earl E., Maj, pilot, Commander

Wetzel, Manford J., Maj, pilot, Commander

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : Another mission was sent out in which twelve of our planes again took part. This time the target was a bridge and road at Grottaminarda. Crews couldn't agree on the success of the mission, some claiming the bridge hit and others contradicting them. Flak on this trip was only slight.

Wednesday, 22 September 1943 (continued)

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

**P
CP
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F**

A/C No. 3 *aircraft and crew unidentified* **A/C No. 4** *aircraft and crew unidentified*

**P
CP
N
B
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G
F**

A/C No. 5 *aircraft and crew unidentified* **A/C No. 6** *aircraft and crew unidentified*

**P
CP
N
B
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G
F**

A/C No. 7 *aircraft and crew unidentified* **A/C No. 8** *aircraft and crew unidentified*

**P
CP
N
B
E
R
G
F**

Wednesday, 22 September 1943 (continued)

A/C No. 9 *aircraft and crew unidentified*

A/C No. 10 *aircraft and crew
unidentified*

P
CP
N
B
E
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F

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

P
CP
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380th BS War Diary: Back to work we went today. Our objective was the Road Bridge and switchback just north of Grottaminarda, Italy. It was a highly successful mission. Due to intense flak encountered over the target, Lt. Hanlon's B-25 was hit with a direct burst of flak. The three men in the rear of the ship bailed out. Lt. Hanlon however, expertly piloted the stricken bomber to a friendly field.

Hanlon, James Augustus, Jr., 1Lt, pilot

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 129

Date- Sep 22 1943

Target- Rd. Bridge & Switchback at 946765 (Just N
of Grottaminarda)

Squadron airplanes- twelve

After the splendid work that our Group performed on the Castelnuovo Rd Jcn. that resulted in the destruction of 1800 M/T trapped on the severed roads, we have gained greater glory in our tactical work. Knowing of its importance, higher Command assigned us to destroy the Rd Bridge & Switchback at 946765 which is just N of Grottaminarda. A perfect piece of bombing was turned in by our bombardiers that resulted in direct hits on the bridge and severance of both the N & S legs of the bridge by our bomb strings. Flak of a "slight growing to moderate" intensity was experienced. It was enough, however, to plant a direct burst of flak in the bomb bay of Lt. Hanlon's plane, causing a fire there. The three members of the crew in the rear of the ship, Sgts. Marquis, Talley and Pvt. Loy bailed out excited and believing the ship was going down. Sgt. Donahue,

Wednesday, 22 September 1943 (continued)

already proud possessor of the DFC was up to his “old tricks” again today. When he discovered that he could not salvo three of his “500 pounders”, he quickly grabbed a hard release crank and asked Lt. Hanlon to hold his legs while he went down HEADFIRST into the open bombay and hand released the three remaining bombs. Such heroism will no doubt reward him a bar to his DFC. Lt Hanlon crash-landed the ship at Palermo, with wheels up & bombay doors hanging grotesquely down. It was a beautiful landing job in which all three members of the crew came through unscathed. Photos were taken and all other ships found their way to friendly soil.

A/C No. 1 aircraft unidentified

P *Derrick, William S., 2Lt*
CP *Hoffman, Albert J., 2Lt*
N *Lewis, Jack (NMI), 2Lt*
B *Ackerson, Newell W., 2Lt*
E *None*
R *Liudahl, Irvin Melbourne, S/Sgt*
G *Barszcz, Stanley G., Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Echols, George A., 2Lt*
CP *Beale, Edward J., 2Lt*
N *None*
B *Silvis, Harry C., Sgt*
E *None*
R *Taylor, Frank E., Sgt*
G *Tippitt, Everett O., Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Bounds, Thomas C., 2Lt*
CP *Anderson, Lloyd G., 2Lt*
N *None*
B *Link, Byron F., S/Sgt*
E *None*
R *Brinson, Lloyd D., S/Sgt*
G *Himes, Burke W., Cpl*
TG *Revis, John H., S/Sgt*

A/C No. 2 aircraft unidentified

Smith, Leonard D. “Leo”, 2Lt
Dodge, Charles M., 2Lt
None
Hotaling, R. (NMI), S/Sgt
None
McDowell, Alva H., S/Sgt
McCabe, George P., Sgt
Powers, John A., S/Sgt

A/C No. 4 aircraft unidentified

Wilson, Victor H., Jr., 2Lt
Ryan, Thomas P., 2Lt
Konieczka, William F., 2Lt
Mizerski, Richard C. “Bronco”, 2Lt
None
Smith, Eldon M., T/Sgt
Papp, Frank (NMI), Jr., Sgt
None

A/C No. 6 aircraft unidentified

Sowder, Tony R., Jr., F/O
Bates, Willie L., F/O
None
Blevins, Amos M., S/Sgt
None
Henry, Lewis F., S/Sgt
Ritter, Robert E., Sgt
None

Wednesday, 22 September 1943 (continued)

A/C No. 7 aircraft unidentified		A/C No. 8 aircraft unidentified	
P	Freeland, Levi B., Jr., 2Lt		Weaver, Joseph S., Jr., 2Lt
CP	Liggett, Arthur G., Jr., 2Lt		Toltzman, William J., 2Lt
N	McBride, David (NMI), 2Lt		None
B	Halsey, James L., 2Lt		Gardner, Clarence R., S/Sgt
E	None		None
R	Bixby, Jack H., S/Sgt		Parker, P.J., S/Sgt
G	Wolf, Elmer A., Sgt		Orzynski, Henry E., Sgt
F	None		Faust, R.A., S/Sgt
A/C No. 9 aircraft unidentified		A/C No. 10 aircraft unidentified	
P	Strunk, Clifton W., 2Lt		Walton, Cecil Vernon, 2Lt
CP	Carney, James B., 2Lt		Maxwell, Max W., 2Lt
N	None		Potter, Eliot H., 2Lt
B	Underwood, James H., Jr., 2Lt		Drake, W.H., 2Lt
E	None		None
R	Welsh, Richard J., S/Sgt		Dinges, J.W., T/Sgt
G	Cook, Kieth L., Sgt		Black, Jewell James "J.J.", Sgt
TG	Cangillieri, Liobnick (NMI), Pvt		None
A/C No. 11 aircraft unidentified (flak damage - crash landed at Palermo)		A/C No. 12 aircraft unidentified	
P	Hanlon, James Augustus, Jr., 2Lt		Neumann, Robert H., 2Lt
CP	Newkirk, Renford Raymond, 2Lt		Panich, Milan (NMI), 2Lt
N	None		None
B	Donahue, Francis E., S/Sgt		Mortimer, P.A., 2Lt
E	None		None
R	Talley, Edwin C., Sgt (bailed out, MIA)		Pyles, Deane E., S/Sgt
G	Marquis, Wesley W., S/Sgt (bailed out, POW)		Stackman, Walter C., Sgt
TG	Loy, R.L. (i.o.), Pvt (bailed out, MIA)		None

380th BS War Diary: Casualty Report:

22 September 1943

On the above day while participating in an operational mission to bomb the Road Bridge north of Grottaminarda, Italy, the following men are reported missing:

Radio Operator- Sgt. E.C. Talley
Upper-Turret Gunner- S/Sgt. W.W., Marquis
Tail-Gunner- Pvt. R.L. Loy

Wednesday, 22 September 1943 (continued)

While approaching the target, the bomber piloted by Lieut. Hanlon, was hit by a direct burst of anti-aircraft fire in the bomb-bay section. The three crew members, listed above, in the rear of the aircraft, evidently believed that the plane was going down. Two of the men chuted to safety but the third man was seen to leave the ship without a parachute. The chute he was attempting to put on blossomed open and several seconds later he fell after it. Just which member of the crew that was, is not determined. The pilot was able to pilot the ship back to a friendly airdrome.

380th BS: Extracts from Missing Air Crew Report #?: *Report not found.*

A/C No. 11 *aircraft unidentified* (MACR-?) (flak damage - crash landed at Palermo)

P

CP

N

B

E

R

Talley, Edwin C., Sgt - bailed out, MIA

G

Marquis, Wesley W., S/Sgt - bailed out, MIA, POW

TG

Loy, R.L. (i.o.), Pvt - bailed out, MIA

380th BS War Diary: Special Account: Three bursts of flak, three hits, three men, and three live bombs in a B-25 Mitchell recently furnished the elements that made up a wild thirty minutes ending in the crash landing of their battered plane at Palermo, Sicily. The three bursts of flak were German, heavy and accurate, the three hits were damaging, the three bombs were dangerous, and the three anxious men were: 2nd Lt. James H. Hanlon of 24 Myrtle Ave., Madison, New Jersey, pilot; 2nd Lt. Renford R. Newkirk of 828 Oak Street, Cinn., Ohio, co-pilot; and Tech Sgt. Francis E. Donahue, bombardier, of 19 North Oriental Avenue, Indianapolis, Ind.

The B-25 came down on the landing strip "hot", without landing wheels, flaps, and with the bomb bay doors wide open. A cloud of dust rose behind the crippled B-25 as Lt. Hanlon skillfully eased it in tail-down position onto the ground. If brought in at the wrong angle it would probably nose over; but the man at the controls with deliberate yet delicate handling, eased the medium bomber to a rending, grinding halt, and the crew scrambled out. The plane, enveloped in red dust, was a complete wreck and three crew members were missing.

Wednesday, 22 September 1943 (continued)

The story as later told by the twenty-four year old pilot is as follows: “After climbing to bombing altitude, we passed the Italian coastline. At this time Lt. Newkirk and I were making last minute check ups with the crew. Everything seemed fine for about five minutes...then the flak started to appear. We used evasive action, but the “Jerry” gunners were damn accurate, bracketing the whole formation. One minute from the bomb release line, we received three hits; in the tail, under the bomb bay, and under the pilot’s compartment. As the ship still felt all in one piece, I continued over the target and Sgt. Donahue let his bombs go. Despite the damage to the ship, of which we yet were unaware, we made our turn off the target with the rest of the formation, but even using medium power, were unable to keep up with them. A steady string of flak bursts greeted us but we managed to get through without any more serious damage to the ship.

My bombardier, Sgt. Donahue, who by the way is the proud possessor of the Distinguished Flying Cross for meritorious action during the Tunisian Campaign, stuck his head into the compartment and I told him to see if the boys in the rear of the ship were okay, for I was unable to contact them on the interphone. With a surprised look on his face, he brought back the news that the three men were gone and the escape hatch with them. To further complicate matters, Sgt. Donahue reported that three “500 pounders” had failed to release and were insecurely held by faulty shackles which left them dangling in the open bomb bay. He also added that he could not close the bomb bay doors manually.

*Loy, R.L. (i.o.), Pvt, turret-gunner
Talley, Edwin C., Sgt, radio-gunner*

Marquis, Wesley W., S/Sgt, gunner

A report that fighters were attempting to intercept the flight gave us many uneasy minutes fore we really were ‘duck soup’ for any of them.

Calling to Lt. Newkirk to take over the controls, I went back with Sgt. Donahue to look over the situation. One look down at the bombs and Sgt. Donahue started to act fast! In less than a minute he had a wire gun charger and then asked me to hold his ankles while he attempted to release the bombs manually. I lowered him down, bit by bit, into the open bomb bay and felt his body strain as he tried to budge the 1,500 lbs. of bombs. He worked on the bottom bomb, having to cope with the dead weight of all three. Before I knew it the first one was away and the plucky little bombardier came up to rest his arms. After a moment he was back after the other two. Several minutes of hard tugging and then they were away. With that part of the job over, our next step was to get the ship to the nearest landing field, if we could make it. Our gas tanks were leaking; we were losing more gas than we were using. Every minute in flight brought to light more damage to the ship. After thirty minutes flying we finally spotted the northern mountains of Sicily. Contacting the American Sea Air Rescue Service, we were told to come in at Palermo, a field difficult to land on. The last attempt to lower flaps and wheels failed. The entire hydraulic system was out. We had to crash land. My co-pilot, Lt. Newkirk, called Sgt. Donahue to brace himself for a rough landing.

Wednesday, 22 September 1943 (continued)

After circling the field several times, looking for the best approach, the tower guided us in on the left hand side of the runway, in a soft dirt area. We started in on our approach, a little “hotter” than usual, and eased over a building at the edge of the field. As soon as we saw we’re going to make the field, Lt. Newkirk and I cut the switches, and prepared for the crash. We leveled off over the field, holding the airplane off as long as we could. We wanted to hit as slow as possible. I felt the bomb bay doors dragging, filling the plane with red dust. We could hardly see each other. Then the weight of the airplane was on the ground, scraping along on its belly. The ship was still sliding fast when Lt. Newkirk flipped the escape hatch off the roof of the compartment and we were on our way out. None of us had a scratch.”

Lt. Hanlon has thirty operational missions to his credit. The twenty-two year old co-pilot, Lt. Newkirk, has ten missions chalked up and the little twenty-three year old bombardier, Sgt. Donahue has just finished his forty-eight raid. Besides having been awarded the Distinguished Flying Cross, he also possesses the Purple Heart for wounds received against the enemy action at Marsala, Sicily. Sgt. Donahue is now being recommended for an Oak Leaf Cluster on his Distinguished Flying Cross, by his commanding Officer.

Donahue, Francis E., S/Sgt, bombardier-gunner

Hanlon, James Augustus, Jr., 1Lt, pilot

Newkirk, Renford Raymond, 2Lt, pilot

381st BS War Diary: 1st Lt. Hornung left today for detached service with 47th Wing.

Today’s target: Flumeri Bridge, Italy. The following completed 50 missions: 1st Lt. Richard D. Denton, F/O Thomas F. Wirth, Jr., T/Sgt. George (NMI) Potolsky, S/Sgt. Foster E. Miller.

Denton, Richard D., 1Lt, pilot

Hornung, Willard R., 1Lt, bombardier

Miller, Foster C., S/Sgt, bombardier-gunner

Potolsky, George (NMI), T/Sgt, radio-gunner

Wirth, Thomas F., Jr., F/O, pilot

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

FLUMERI BRIDGE, ITALY

Sqdrn. Mission # 126	Menzel Temime, 22 September 43
Take Off 09:45	Group Mission # 165
Target 11:56	Flight 36 B-25's
Down 14:20	Escort: None
Total Time: 4 Hrs. 35 Min.	Bombs Dropped: 12(6 X 500), 36,000#
Total Sorties: 952	Average Altitude: 11,650
<u>Weather:</u> CAVU with slight haze.	Mileage 736

Wednesday, 22 September 1943 (continued)

STRATEGY: To block the retreat of enemy motor convoys, thus making targets for the Tactical Air Force.

REMARKS: Although there were no enemy fighter interceptions, the flak was so accurate and of such long duration, that necessary evasive action prevented an adequate bombing run. Five of our aircraft were damaged.

For 1st Lt. Denton, F/O Wirth, T/Sgt. Potolsky and S/Sgt. F.E. Miller, this was the 50th mission.

CREWS 2nd Flight

A/C No. 41-13074 "Balls of Fire" / "Royal Flush" (C)		A/C No. 41-13085 "Green Hornet" (A)	
P	<i>Therrien, Robert W., 2Lt</i>		<i>Flake, Ray M., 2Lt</i>
CP	<i>Williamson, Lloyd V., F/O</i>		<i>Arnoult, Hubbard B., Jr., 2Lt</i>
N	<i>None</i>		<i>Renton, Walter C., Jr., 1Lt</i>
B	<i>Dombkowski, Stanley F., S/Sgt</i>		<i>Feinglass, Philip (NMI), 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Szymik, Emil (NMI), T/Sgt</i>		<i>Fiumecel, Albert F., S/Sgt</i>
G	<i>Kim, Daniel (NMI), S/Sgt</i>		<i>Marvin, Lawrence R., Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 41-30002 (B)		A/C No. 42-32428 "Little Isadore" (F)	
P	<i>Jones, William E., F/O</i>		<i>Durgin, James L., 2Lt</i>
CP	<i>Hudson, Charles (NMI), Jr., F/O</i>		<i>Warren, Donald B., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>DeCastro, Emil J., PFC</i>		<i>Doty, James K., Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Clark, Thomas J., T/Sgt</i>		<i>Shapiro, Marvin L., S/Sgt</i>
G	<i>Hannon, Robert P., S/Sgt</i>		<i>Blackshire, Joseph R., S/Sgt</i>
TG	<i>Erceg, Samuel (NMI), Cpl</i>		<i>None</i>
A/C No. 42-64592 (D)		A/C No. 42-32454 "Boomerang" (S)	
P	<i>Kreuzkamp, Paul J., 2Lt</i>		<i>Burt, Norman A., F/O</i>
CP	<i>Stoeber, Leslie R., 2Lt</i>		<i>Weaver, Claude H., 2Lt</i>
N	<i>Victor, Joseph G., 2Lt</i>		<i>None</i>
B	<i>Leasure, Oliver B., 2Lt</i>		<i>Douglas, Edward (NMI), S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Shoemaker, Cecil D., S/Sgt</i>		<i>Porter, Lloyd G., Jr., T/Sgt</i>
G	<i>Mayhew, Wesley B., Jr., Sgt</i>		<i>Bozovich, Matthew L., S/Sgt</i>
F	<i>None</i>		<i>Burt, Warwick C. S., T/Sgt</i>

Wednesday, 22 September 1943 (continued)

A/C No. 41-13061 “Lil Joe” (J)		A/C No. 42-53445 “Lottie’s Goose” (G)	
P	<i>Wirth, Thomas F., Jr., F/O</i>		<i>Denton, Richard D., 2Lt</i>
CP	<i>Mitchell, Lenyard C., F/O</i>		<i>Boston, Joseph W., Jr., 1Lt</i>
N	<i>None</i>		<i>Opeka, John (NMI), Jr., 2Lt</i>
B	<i>Miller, Foster C., S/Sgt</i>		<i>Withrow, John B., Jr., 1Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Ough, James A., Cpl</i>		<i>Potolsky, George (NMI), T/Sgt</i>
G	<i>Pontet, Emile A., Jr., Cpl</i>		<i>Miller, Foster Eugene, S/Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 41-13007 “The Harp” (H)		A/C No. 41-30333 “A Touch of Texas” (M)	
P	<i>Stagner, Howard C., F/O</i>		<i>Hanna, Malcolm C., 2Lt</i>
CP	<i>Young, Charles A., 2Lt</i>		<i>Baker, Gordon G., 1Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Schoen, Everett G., S/Sgt</i>		<i>Trevethan, George R., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Jereb, Vincent (NMI), S/Sgt</i>		<i>Pelkey, John R., S/Sgt</i>
G	<i>Moxey, Orville E., S/Sgt</i>		<i>Camagna, Celest F., S/Sgt</i>
TG	<i>Collom, Frank C., Jr., Sgt</i>	F	<i>Scott, Ivan D., Sgt</i>
A/C No. 42-32333 “Lorelei” (K)		A/C No. 42-64667 “Wet Dreams” (L)	
P	<i>Bitter, Irwin S., Capt</i>		<i>Samson, George D., 2Lt</i>
CP	<i>Kurtz, James A., 2Lt</i>		<i>Burlingame, John Hancock, 2Lt</i>
N	<i>Collins, Vincent A., 1Lt</i>		<i>None</i>
B	<i>Heitman, Oliver C., 2Lt</i>		<i>Campbell, Warren B., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Schmidt, Harold E., Sgt</i>		<i>Rea, Willis L., S/Sgt</i>
G	<i>Bruhman, Otto C., Sgt</i>		<i>Sentlingar, Charles W., Sgt</i>
F	<i>None</i>		<i>None</i>

428th BS War Diary: We flew as spares today. The enlisted men’s club opened up today. A squadron of Italian planes flew overhead and landed at a fighter field on the cape.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : On the 22, the 428th planes and crews were spares. The target was another bridge and switchbacks in Italy, which were both plastered, in spite of the fact that many bombs overshot. Flak was slight, and the group had no losses.

Thursday, 23 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command B-26's bomb bridges at Canello Arnone and 3 miles (4.8 km) NE of Capua; planes of the NATBF and XII Air Support Command attack motor transport, roads, railroads, town areas, gun positions, and targets of opportunity in the areas of San Severino Rota, Avellino, Sarno, Torre Annunziata, Aversa, Nocera, Resina, Serino, Pompeii, and Camarella. The 525th Fighter-Bomber Squadron, 86th Fighter-Bomber Group, transfers from Barcelona, Sicily to Sele Airfield, Italy with A-36's.

HQ 310th BG War Diary: No Entry

379th BS War Diary: After going all through their briefing and preparing to take-off today's mission was cancelled. Morale was given an uplift when PX rations consisting of cigarettes, cigars, gum, soap, and candy were issued. Major Batten left very unceremoniously today with the good wishes of all the squadron.

Batten, Earl E., Maj, pilot, Commander

380th BS War Diary: No mission today. PX supplies were issued to all the personnel --- eight pks of cigarettes and three choices of candy. They certainly hit the spot.

381st BS War Diary: Major Alexander was transferred to Group Headquarters for assignment to Group Operations. Lt. Marlow was also transferred. His future address will be Headquarters, XII Bomber Command. 1st Lt. Abplanalp was promoted to Captain as of 18 September 43.

Today's mission was cancelled. The 5th U.S. Army and the British 8th Army are making spectacular advances along their fronts in Italy. The British Broadcasting Corporation reports Naples to be in flames, presenting the theory that the Germans are sacking the city preparatory to abandoning it.

Abplanalp, Walter J., Capt

Alexander, William T. "Alex", Maj, pilot, Operations Officer

Marlow, Jack F., 1Lt, pilot

428th BS War Diary: Planes taxied to the runway for a take-off, but the mission was called off because of bad weather over the target.

Friday, 24 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, B-25's and B-26's of the XII Bomber Command hit roads, railways, bridges, and junctions at Grottaminarda, Maddaloni, Benevento, Avellino, Capua, Cancelli Arnone, Amorosi, Ponte, and Mignano, and attack a destroyer between Corsica and Elba Island; B-24's on detached service from the Eighth Air Force bomb the marshalling yard at Pisa; US and RAF planes of the NATBF, XII Air Support Command, and other elements of the NATAF attack vehicles, roads, troop concentrations, and gun positions around Santa Lucia di Serino, Serino, Caserta, Benevento, Camarella, Baronissi, Nocera, Montemarano, and San Severo. HQ 47th Bombardment Group (Light) and its 84th and 85th Bombardment Squadrons (Light) transfer from Gerbini, Sicily to Grottaglie, Italy with A-20's. The 344th Bombardment Squadron (Heavy), 98th Bombardment Group (Heavy), transfers from Lete, Libya to Hergla, Tunisia with B-24's.

HQ 310th BG War Diary: No Entry

HEADQUARTERS 47th WING
APO 520

23 September 1943

INTELLIGENCE ANNEX TO OPERATIONS ORDER FOR
24 September 1943

***** E X T R A C T *****

1. NASAF TARGETS.

a. It has been learned that as a result of the bombing of CASTELNUOVO Road Junction by Groups of this Wing, 1800 trucks were trapped and destroyed by NATAF. This fact, and also the general plan outlined in paragraph No. 1 of 47th Wing Intelligence Annex to Operations Order for September 1943, should be pointed out at briefing so that combat crews may understand the importance of the part they are playing in the battle of ITALY.

BREMICKER, A-2

SPECIAL NOTE TO 310th BOMB GROUP:

It should be pointed out to your crews that their bombing of CASTELNUOVO Road Junction on the 10th, 11th, and 12th of September was responsible for the trapping and consequent destruction of the 1800 enemy trucks by NATAF on 14 September.

BREMICKER, A-2

Friday, 24 September 1943 (continued)

FROM: RIDENOUR

TO : C.O., 310TH BOMB GP.

THE SUPERIOR BOMBING MISSIONS EXECUTED BY THE 310TH BOMB GROUP ON SEPTEMBER 24 ARE A SOURCE OF PRIDE FOR ALL OF US. I CONGRATULATE YOU ON THE EXCELLENT TRAINING WHICH ENABLES YOUR CREWS TO DO SUCH AN OUTSTANDING JOB OF PRECISION BOMBING ON BATTLEFIELD TARGETS.

A TRUE COPY:

MALLOY M. MILLER, Capt, AC

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 179, 24 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1150 18 B-25's took off to Bomb Highway & rail junction at Maddaloni

Time	No. A/C	Type	A/C	Mission	Target
<u>None</u> returned early.	<u>18</u>	dropped <u>106 X 500 .1 & .01 sec delay</u> bombs on			
No. A/C	No. A/C	No & Type			
target at <u>1400</u>	from <u>11,300-12,500 ft</u>		(2 bombs salvoed at target).		
Time	Altitude		No. A/C		
at <u>1605</u> and 3 at 1815.	<u>None</u> Lost,	<u>None</u> missing,	<u>None</u> at friendly fields		
Time	No. A/C	No. A/C	No. A/C		

3. RESULTS: Intersection of highways and railroad at Maddaloni. Reports indicate bomb pattern well centered on intersection. Hits believed made on junction and a road SE of junction. Hits also reported on railroad SE of junction. One string believed to have cut railroad NW of intersection. A few bombs landed in town.

Friday, 24 September 1943 (continued)

4. OBS: E/A--None. Flak--Slight inaccurate heavy from roads to N, W and E of target. Elsewhere--Slight heavy from a position near Parella - 40 deg 47 min N, 14 deg 46 min E, and near Monteforte Irpino - 40 deg 57 min N, 14 deg 42 min E. 20-30 bursts heavy from S. Maria A Vico, 41 deg 02 min N, 14 deg 28 min E. Ground--One crew reported what appeared to be a long string of silver trains with some rolling stock at Cancelli M/Y's. 20-30 M/T on road at 40 deg 50 min N, 14 deg 52 min E. No heading. 20 M/T on road at 41 deg 04 min N, 14 deg 33 min E. No heading. Photos were taken.
5. WEATHER AT TARGET: 7/10 coverage at 13,000 ft. Visibility 6-8 miles. Intense blue haze due to smoke pall from large fire in Naples area..

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 180, 24 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1155 18 B-25's took off to Bomb Grottaminarda Highway bridge NE.

Time	No. A/C	Type	A/C	Mission	Target
<u>None</u> returned early. <u>18</u> dropped <u>108 X 500 .1 & .01 sec delay</u> bombs on					
No. A/C		No. A/C		No & Type	
target at <u>1400</u> from <u>11,300-12,500 ft</u> (2 bombs salvoed at target). <u>16</u> returned					
Time		Altitude		No. A/C	
at <u>1611</u> and 1 A/C with 2 crews at 1720. <u>None</u> Lost, <u>None</u> missing, <u>None</u>					
Time		No. A/C		No. A/C	No. A/C
at friendly fields					
3. RESULTS: Bridge and roads NE of Grottaminarda. Bridge appeared cut at N end from previous bombing. Three strings of bombs were seen to bracket the bridge. Several strings hit road to N--road believed well torn up. A few bombs fell short and to the E, across river bed. Two crews report hits on road S of bridge.

Friday, 24 September 1943 (continued)

4. OBS: E/A--None. Flak--At target one crew reported 20 bursts just NW of target. Ground--20-30 M/T on road between Grottaminarda and S. Sossio-- 41 deg 05 min N, 15 deg 02 min E. No heading. 1 crew reported what appeared to be a supply dump on the outskirts of Montella- 40 deg 51 min N, 15 deg 02 min E (50 gallon drums or crates, 2-3 piles 300 feet square). 50 light M/T at 40 deg 54 min N, 15 deg 05 min E heading W at 1404 hours.
Photos were taken.
5. WEATHER AT TARGET: 8/10-9/10 coverage at 12-13,000 ft. Visibility 6-8 miles with haze.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: The Squadron ground officers had a group photo taken today at the request of the Public Relations Officer. We all had a glimpse of what our ground forces go through at a showing of the movie "Desert Victory", the official picture of the 8th Army's operations in North Africa.

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
(379th BS did not participate)

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : Only one of our planes participated in a mission over Grottaminarda highway bridge today. Reports indicated the objective was hit with no interference from flak or fighters.

A/C No. 1 *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: All of our eleven planes returned safely today after striking at the Road Bridge north of Grottaminarda. Wednesday's target. Fair bombing resulted.

Friday, 24 September 1943 (continued)

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 130

Date- Sep 24 1943

Target- Road N. of Grottaminarda, Italy

Squadron airplanes- eleven

Ours was a double assignment today. The road and railroad junction at Maddaloni and the Grottaminarda bridge, yesterday's target. Our squadron was briefed to hit the latter, but due to the fact that it was difficult to locate, our results were only fair. Crews reported that the bridge appeared cut at N end from previous bombing. The bridge was seen bracketed by three strings of bombs and the N leg of the bridge is believed well torn up. The road S of the bridge was reported hit.

Slight, heavy flak just NW of the target. No enemy interception. Several M/T convoys observed in vicinity of target. Photos taken, and all ships returned safely.

A/C No. 1 aircraft unidentified

P *Rice, Carl E., 2Lt*
CP *Ryan, Thomas P., 2Lt*
N *Konieczka, William F., 2Lt*
B *Mizerski, Richard C. "Bronco", 2Lt*
E *None*
R *Smith, Eldon M., T/Sgt*
G *Papp, Frank (NMI), Jr., Sgt*
F *Wilder, Rodney R. "Hoss", Maj,*
Commander (observer)

A/C No. 3 aircraft unidentified

P *Sowder, Tony R., Jr., F/O*
CP *Bates, Willie L., F/O*
N *None*
B *Blevins, Amos M., S/Sgt*
E *None*
R *Henry, Lewis F., S/Sgt*
G *Ritter, Robert E., Sgt*
TG *Black, Jewell James "J.J.", S/Sgt*

A/C No. 5 aircraft unidentified

P *Bounds, Thomas C., 2Lt*
CP *Anderson, Lloyd G., 2Lt*
N *None*
B *Link, Byron F., S/Sgt*
E *None*
R *Brinson, Lloyd D., S/Sgt*
G *Himes, Burke W., Cpl*
TG *Revis, John H., S/Sgt*

A/C No. 2 aircraft unidentified

Benton, James H., 2Lt
Toltzman, William J., 2Lt
None
Snyder, G.F., S/Sgt
None
Hoover, Donald E., S/Sgt
McConnell, Walter J., S/Sgt
None

A/C No. 4 aircraft unidentified

Folwell, Frank C., 1Lt
Gifford, Frank (NMI), 2Lt
Potter, Eliot H., 2Lt
Blumenfeld, Philip I., 2Lt
None
Altobello, Joseph J., S/Sgt
Orzynski, Henry E., Sgt
None

A/C No. 6 aircraft unidentified

Hament, Carrol (NMI), 2Lt
Arentson, Robert M., 2Lt
None
Weinstein, Robert S., S/Sgt
None
Wells, Donald W., S/Sgt
Powers, John A., S/Sgt
None

Friday, 24 September 1943 (continued)

A/C No. 7 aircraft unidentified		A/C No. 8 aircraft unidentified	
P	<i>Derrick, William S., 2Lt</i>		<i>Neumann, Robert H., 2Lt</i>
CP	<i>Hoffman, Albert J., 2Lt</i>		<i>Panich, Milan (NMI), 2Lt</i>
N	<i>Lewis, Jack (NMI), 2Lt</i>		<i>None</i>
B	<i>Ackerson, Newell W., 2Lt</i>		<i>Mortimer, P.A., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Liudahl, Irvin Melbourne, S/Sgt</i>		<i>Pyles, Deane E., S/Sgt</i>
G	<i>Barszcz, Stanley G., Sgt</i>		<i>Stackman, Walter C., Sgt</i>
F	<i>None</i>		<i>Land, Wilson E., Cpl</i>
A/C No. 9 aircraft unidentified		A/C No. 10 aircraft unidentified	
P	<i>Strunk, Clifton W., 2Lt</i>		<i>Freeland, Levi B., Jr., 2Lt</i>
CP	<i>Carney, James B., 2Lt</i>		<i>Liggett, Arthur G., Jr., 2Lt</i>
N	<i>None</i>		<i>McBride, David (NMI), 2Lt</i>
B	<i>Underwood, James H., Jr., 2Lt</i>		<i>Evans, Ivor P., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Welsh, Richard J., S/Sgt</i>		<i>Bixby, Jack H., S/Sgt</i>
G	<i>Cook, Kieth L., Sgt</i>		<i>Wolf, Elmer A., Sgt</i>
TG	<i>Cangillieri, Liobnick (NMI), Pvt</i>		<i>None</i>
A/C No. 11 aircraft unidentified (this ship & crew flew the 380 th BS's 1,000 th sortie on this mission)			
P	<i>Smith, Leonard D. "Leo", 2Lt</i>		
CP	<i>Dodge, Charles M., 2Lt</i>		
N	<i>None</i>		
B	<i>Silvis, Harry C., S/Sgt</i>		
E	<i>None</i>		
R	<i>McDowell, Alva H., S/Sgt</i>		
G	<i>McCabe, George P., Sgt</i>		
F	<i>Faust, R.A., S/Sgt</i>		

380th BS War Diary: Special Account:

ONE-THOUSANDTH SORTIE

First Lieutenant Leo D. Smith of 824 Pleasant Street, Saginaw, Michigan, recently completed the 1000th SORTIE for his medium bomber squadron when he piloted his B-25 Mitchell back to its North African Base, after a successful raid against the enemy lines in Italy. It marked the 26th combat mission for the twenty-two year old former Michigan State College student.

Friday, 24 September 1943 (continued)

Save for a chance word and a quick check of the records the 1000th sortie of this veteran B-25 Mitchell Squadron would have gone unremarked and forgotten in the staccato pace of the campaign. In the midst of present day operations there is scant time for any thought other than that expended on routine duty and regular daily tasks. Anyhow there it is; 1000 sorties...planes taking off with their bomb loads; tired mechanics watching their air-borne handiwork winging toward the enemy. 1000 anxious waiting periods, watching for the first speck in the sky to indicate the mission's completion.

Beginning with the flight of the planes from England to North Africa, this squadron has been right in the 'spearhead' of first, the North African Campaign, then the sweep of Axis shipping from the Mediterranean, culminating in the invasion of Sicily, and now in the campaign of the continent itself...right over Hitler's famed "Festung Europa".

Under the able leadership of Lieutenant Colonel Rodney R Wilder, of Taylor, Texas, her air crews have helped knock out enemy shipping, supply lines, airdromes, personnel and installations. Now after more than a year's overseas service, the squadron has developed a steady, smooth knockout technique which they hope the enemy will learn to respect more and more as the final blow approaches.

381st BS War Diary: One Private AWOL to duty.

Today's target: Maddaloni Railroad Junction, Italy. 1st Lt. James L. Durgin completed his 50th mission.

Durgin, James L., 1Lt, pilot

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : MADDALONI R.R. JUNCTION, ITALY

Sqdrn. Mission # 127	Menzel Temime, 24 September 43
Take Off 11:50	Group Mission # 166
Target 14:00	Flight 18 B-25's
Down 16:05	Escort: None
Total Time: 4 Hrs. 15 Min.	Bombs Dropped: 12(6 X 500), 36,000#
Total Sorties: 964	Average Altitude: 11,900
	Mileage 730

Weather: Visibility 8-10 miles. Overcast at 12,500 feet.

STRATEGY: Cutting communications and avenues of retreat behind the German lines.

REMARKS: Good --- two rail lines and two roads were cut, besides hits at the Junction.

F/O Stagner's aircraft was hit by one of the few burst of flak.

No fighter interception.

Friday, 24 September 1943 (continued)

CREWS

1st Flight

A/C No. 41-13074 “Balls of Fire” / “Royal Flush” (C)		A/C No. 41-13085 “Green Hornet” (A)	
P	<i>Therrien, Robert W., 2Lt</i>		<i>Evans, George N., Capt</i>
CP	<i>Williamson, Lloyd V., F/O</i>		<i>Cometh, Lawrence (NMI), Maj, Commander</i>
N	<i>None</i>		<i>Collins, Vincent A., 1Lt</i>
B	<i>Dombkowski, Stanley F., S/Sgt</i>		<i>Fayard, Oliver E., Jr., 1Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Szymik, Emil (NMI), T/Sgt</i>		<i>Foderaro, Albert (NMI), T/Sgt</i>
G	<i>Kim, Daniel (NMI), S/Sgt</i>		<i>Mayronne, Clyde A., Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 41-30341 (B)		A/C No. 41-30333 “A Touch of Texas” (F)	
P	<i>Campbell, Martin H., Jr., F/O</i>		<i>Baisch, Joseph M., III, 2Lt</i>
CP	<i>Ramsey, Thomas Upton, 2Lt</i>		<i>Arnoult, Hubbard B., Jr., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Miller, Foster C., S/Sgt</i>		<i>Micks, Henry B., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Standish, Beverly R., S/Sgt</i>		<i>Starnes, Carl B., T/Sgt</i>
G	<i>Sigafoos, James F., Jr., Sgt</i>		<i>George, Wade Clayton, S/Sgt</i>
F	<i>Pummill, Earl (NMI), Sgt</i>		<i>None</i>
A/C No. 41-29980 (D)		A/C No. 42-53445 “Lottie’s Goose” (E)	
P	<i>Dusek, Ernest P., 2Lt</i>		<i>Boston, Joseph W., Jr., 2Lt</i>
CP	<i>Baker, Gordon G., 1Lt</i>		<i>Young, Charles A., 2Lt</i>
N	<i>Forbes, Robert L., 1Lt</i>		<i>None</i>
B	<i>Withrow, John B., Jr., 1Lt</i>		<i>Powell, Charles P., Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Budde, Walter H., T/Sgt</i>		<i>Darling, Robert E., Pvt</i>
G	<i>White, John Edward, S/Sgt</i>		<i>Pontet, Emile A., Jr., Cpl</i>
F	<i>None</i>		<i>None</i>
A/C No. 41-30002 (J)		A/C No. 41-13052 “TABOO” (G)	
P	<i>Jones, William E., F/O</i>		<i>Flake, Ray M., 2Lt</i>
CP	<i>Hudson, Charles (NMI), Jr., F/O</i>		<i>Mitchell, Lenyard C., F/O</i>
N	<i>None</i>		<i>Renton, Walter C., Jr., 1Lt</i>
B	<i>Trevethan, George R., S/Sgt</i>		<i>Feinglass, Philip (NMI), 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Clark, Thomas J., T/Sgt</i>		<i>Fiumecel, Albert F., S/Sgt</i>
G	<i>Hannon, Robert P., S/Sgt</i>		<i>Marvin, Lawrence R., Sgt</i>
TG	<i>Erceg, Samuel (NMI), Cpl</i>		<i>None</i>

Friday, 24 September 1943 (continued)

A/C No. 42-32333 "Lorelei" (H)		A/C No. 42-32454 "Boomerang" (M)	
P	<i>Stagner, Howard C., F/O</i>		<i>Burt, Norman A., F/O</i>
CP	<i>Knecum, Walter A., 2Lt</i>		<i>Weaver, Claude H., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Schoen, Everett G., S/Sgt</i>		<i>Douglas, Edward (NMI), S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Jereb, Vincent (NMI), S/Sgt</i>		<i>Porter, Lloyd G., Jr., T/Sgt</i>
G	<i>Moxey, Orville E., S/Sgt</i>		<i>Bozovich, Matthew L., S/Sgt</i>
F	<i>None</i>		<i>Scott, Ivan D., Sgt</i>
A/C No. 42-64592 (K)		A/C No. 42-64667 "Wet Dreams" (L)	
P	<i>Kreuzkamp, Paul J., 2Lt</i>		<i>Durgin, James L., 2Lt</i>
CP	<i>Stoeber, Leslie R., 2Lt</i>		<i>Warren, Donald B., 2Lt</i>
N	<i>Victor, Joseph G., 2Lt</i>		<i>None</i>
B	<i>Leasure, Oliver B., 2Lt</i>		<i>Doty, James K., Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Shoemaker, Cecil D., S/Sgt</i>		<i>Shapiro, Marvin L., S/Sgt</i>
G	<i>Mayhew, Wesley B., Jr., Sgt</i>		<i>Blackshire, Joseph R., S/Sgt</i>
F	<i>None</i>		<i>None</i>

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
(381st BS did not participate)

428th BS War Diary: A formation of 18 bombers struck at the highway and rail junctions at Maddaloni. The bomb pattern was well centered on the intersection. Hits were reported on the railroad Southeast of the junction. A few bombs landed in the town of Maddaloni itself. Had an alert right after the planes landed. T/Sgt. Stilp finished his fiftieth.

Stilp, John P., T/Sgt, radio-gunner

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : Eighteen B-25's bombed the highway and rail junctions at Maddaloni, on the 24th. Reports indicated that the bomb pattern was well centered on the intersection. Hits were believed made on the junction and a road Southeast of the junction. Hits were also reported on the railroad Southeast of the junction. A few bombs landed in the town of Maddaloni itself.

Flak was slight, heavy, and highly inaccurate. We lost no planes,

T/Sgt. John P. Stilp, Radio Operator, of Neenah, Wisconsin, finished his fiftieth mission with the completion of this raid. His plane did not return with the rest, and for a while it was thought that he might have gone down on his fiftieth mission, which would have been tragic. But it turned out that they had only landed in Sicily, which everyone was relieved to discover.

Friday, 24 September 1943 (continued)

A/C No. 1 aircraft unidentified

P *Waugh, Carter H., 1Lt*
CP *Davidson, James C., 2Lt*
N *Lick, Edmund W., 2Lt*
B *Snoddy, William G., 2Lt*
E *None*
R *East, Charles D., S/Sgt*
G *Agin, Clealon J., Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Edwards, William P., 2Lt*
CP *Sebor, George (NMI), 2Lt*
N *None*
B *Stewart, Leslie F., T/Sgt*
E *None*
R *Jack, Robert C., Sgt*
G *Houseman, Charles M., Jr., S/Sgt*
F *Reed, Robert H., Sgt*

A/C No. 5 aircraft unidentified

P *Hogan, Jack F., F/O*
CP *Tiefel, Norman J., 2Lt*
N *None*
B *Burkett, William H., 2Lt*
E *None*
R *Versaw, Robert E., Sgt*
G *Housken, Wayne J., Pvt*
F *Moynihan, Donald M., Pvt*

A/C No. 7 aircraft unidentified

P *Douglas, James D., 2Lt*
CP *Hill, Lawrence G., Capt*
N *Wortman, Robert A., 2Lt*
B *Karvel, Roy L., 2Lt*
E *None*
R *Smit, Richard F., T/Sgt*
G *Ripple, William E. "Rip", S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Koch, Richard J., 2Lt
Moulder, Robert W., F/O
None
Sierlecki, Richard E., Sgt
None
Colley, Francis E., S/Sgt
Warlie, Roger Rickie, Pvt
None

A/C No. 4 aircraft unidentified

Boswell, Harry R., 2Lt
Everiss, William Raymond, 2Lt
None
Baraniuk, Jerry M., 2Lt
None
Booth, Jack D., S/Sgt
Kelly, Andrew R., Cpl
Schenk, James S., Sgt

A/C No. 6 aircraft unidentified

Stokes, Louis S., 2Lt
Lewis, Quentin McAlpine, 2Lt
None
Konchinsky, Herman (NMI), Sgt
None
Morris, Raymond J., Sgt
Graham, Herbert J., S/Sgt
None

A/C No. 8 aircraft unidentified

Buglass, Kenneth G., 1Lt
Sandstrom, John E., 2Lt
None
Evans, Allen (NMI), Sgt
None
Hook, Raymond K., S/Sgt
Rankin, James V., S/Sgt
Frank, Irving (NMI), S/Sgt

Friday, 24 September 1943 (continued)

A/C No. 9 aircraft unidentified

P *Stewart, Hugh W., 2Lt*
CP *Farley, Jean N., 2Lt*
N *None*
B *Smirnoff, Andrew P., 2Lt*
E *None*
R *Cook, Ray E., S/Sgt*
G *Ciampi, Francis (NMI), Sgt*
F *Williamson, Felton J., Pvt*

A/C No. 11 aircraft unidentified

P *Tooles, William B., 2Lt*
CP *Jones, Gordon K., F/O*
N *None*
B *Lim, Wing Y., S/Sgt*
E *None*
R *Weiland, Ray C., S/Sgt*
G *Glass, Harry Martin, S/Sgt*
F *None*

A/C No. 10 aircraft unidentified

Southward, Thomas H., 2Lt
Edelman, Forrest J., F/O
None
Lanning, Fred H., 2Lt
None
Kelly, Phillip J., S/Sgt
Hirt, Fred A., Sgt
None

A/C No. 12 aircraft unidentified

Knight, Gerald R., 1Lt
Fassett, Walter J., 2Lt
None
Ream, Elmer W., PFC
None
Tow, Charles W., Jr., S/Sgt
Storms, Donald W., S/Sgt
Stilp, John P., T/Sgt

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
(428th BS did not participate)

Saturday, 25 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, about 90 B-17's of the XII Bomber Command hit the Bologna marshalling yard; 14 others hit the Bolzano railroad bridge; B-25's and B-26's bomb airfields at Pisa, Lucca, and Bastia/Borgo, a highway at Mignano, a road junction at Maddaloni, and railroad and road bridges at Cancellò Amone, Caiazzo, and Ponte; US and RAF aircraft of the NATBF, XII Air Support Command, and RAF DAF hit Serino (causing a roadblock), troop concentrations at Sarno, gun positions, troops, and vehicles near Nocera, Aquino airfield, a storage dump N of Foggia and a dredger at Termoli. HQ 57th Fighter Group and its 64th, 65th and 66th Fighter Squadrons transfer from Rocco Bernardo to Gioia Airfield, Italy with P-40's. The 343rd Bombardment Squadron (Heavy), 98th Bombardment Group (Heavy), transfers from Lete, Libya to Hergla, Tunisia with B-24's.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 181, 25 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1250 36 B-25's took off to Bomb Road curve at Mignano None

Time	No. A/C	Type A/C	Mission	Target	No. A/C
returned early.	<u>34</u>	dropped	<u>105 X 1000 .1 & .01 sec delay</u>	bombs on target	
	No. A/C		No & Type		

at 1500 from 9800-12,500 ft (3 bombs salvoed, 6 bombs returned to base). 32
Time Altitude No. A/C

returned at 1700 and 3 at 1800. None Lost, None missing, One at
Time No. A/C No. A/C No. A/C

friendly fields

Saturday, 25 September 1943 (continued)

3. RESULTS: Most bombs either overshoot or fell short of the target. One flight on making a second run claims direct hits on SE corner at beginning of horseshoe curve. This area was covered with dust and smoke. No hits were observed on other parts of the curve. Road 1 to 2 miles N of target believed cut by several strings of bombs. Some ships dropped bombs approximately 3 miles short claiming hits on a road at 41 deg 23 min N, 13 deg 54 min E, just N of Rocca d' Evandro.
4. OBS: E/A--None. Flak--None. Ground--Scattered M/T heading NW along road from Formia to Fondi. 12 M/T with trailers moving N on road from Sperlonga to Fondi. (41 deg 15 min N, 13 deg 26 min E, 41 deg 23 min N, 13 deg 25 min E. 30-40 RR cars on siding 3 miles NW Formia, appeared to be unloading. 50 RR cars just W of Minturno. Shipping--None.

Photos were taken.

5. WEATHER AT TARGET: 8/10 at 12,000 to 13,000 feet. Visibility 8-10 miles.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: *(No non-mission information)*

379th BS Mission Summary: (Ops Order ---/mission ---) **Group Mission # :** Eleven of our planes participated in a raid on the Mignano road defile in Italy today. For the first time in our history, our planes carried four instead of the usual three 1000 pound bombs. Results were only fair with only a few hits scored on the road. No flak or fighters were encountered.

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

**P
CP
N
B
E
R
G
F**

Saturday, 25 September 1943 (continued)

P	A/C No. 3 <i>aircraft and crew unidentified</i>	A/C No. 4 <i>aircraft and crew unidentified</i>
CP		
N		
B		
E		
R		
G		
F		
	A/C No. 5 <i>aircraft and crew unidentified</i>	A/C No. 6 <i>aircraft and crew unidentified</i>
P		
CP		
N		
B		
E		
R		
G		
F		
	A/C No. 7 <i>aircraft and crew unidentified</i>	A/C No. 8 <i>aircraft and crew unidentified</i>
P		
CP		
N		
B		
E		
R		
G		
F		
	A/C No. 9 <i>aircraft and crew unidentified</i>	A/C No. 10 <i>aircraft and crew unidentified</i>
P		
CP		
N		
B		
E		
R		
G		
F		

Saturday, 25 September 1943 (continued)

A/C No. 11 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: Twelve of our sqdn's planes, one third of the Group's striking force, made a raid on the road bend north of Mignano. The tricky repetitious terrain in the target area made it difficult to identify the target and our bombing was late. Only a few of the 500 lb bombs were seen to hit the bend. All ships returned.

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 131

Date- Sep 25 1943

Target- Road Bend N. of Mignano

Squadron airplanes- twelve

We didn't do so good today, as the formation stumbled upon the road curve at Mignano, not recognizing it quickly enough to make a decent bomb run. Since there were no flak nor fighters, our flight turned around and made a second try on the road bend, discovering that most of the bombs overshot or fell short. They reported, however, several direct hits on SE corner at beginning of the horseshoe curve.

A moderate amount of M/T and rail activity noticed. Photos were taken of bombing. All ships returned safely to friendly soil.

A/C No. 1 *aircraft unidentified*

P *Rice, Carl E., 2Lt*
CP *Ryan, Thomas P., 2Lt*
N *Konieczka, William F., 2Lt*
B *Mizerski, Richard C. "Bronco", 2Lt*
E *None*
R *Altobello, Joseph J., S/Sgt*
G *Papp, Frank (NMI), Jr., Sgt*
TG *Wilder, Rodney R. "Hoss", Maj,
Commander (observer)*

A/C No. 2 *aircraft unidentified*

Benton, James H., 2Lt
Hoffman, Albert J., 2Lt
None
Snyder, G.F., S/Sgt
None
Hoover, Donald E., S/Sgt
McConnell, Walter J., S/Sgt
Orr, William J., Sgt

Saturday, 25 September 1943 (continued)

A/C No. 3 aircraft unidentified

P Sowder, Tony R., Jr., F/O
CP Bates, Willie L., F/O
N None
B Blevins, Amos M., S/Sgt
E None
R Henry, Lewis F., S/Sgt
G Ritter, Robert E., Sgt
F Land, Wilson E., Cpl

A/C No. 5 aircraft unidentified

P Neumann, Robert H., 2Lt
CP Gifford, Frank (NMI), 2Lt
N None
B Hotaling, R. (NMI), S/Sgt
E None
R McDowell, Alva H., S/Sgt
G McNeil, G.L., Sgt
TG Tippitt, Everett O., Sgt

A/C No. 7 aircraft unidentified

P Dent, James J., Jr., Capt
CP Carney, James B., 2Lt
N Potter, Eliot H., 1Lt
B Anderson, J.B., Lt
E None
R Morris, J.E., S/Sgt
G Wolf, Elmer A., Sgt
F None

A/C No. 9 aircraft unidentified

P Hament, Carrol (NMI), 2Lt
CP Arentson, Robert M., 2Lt
N None
B Weinstein, Robert S., S/Sgt
E None
R Wells, Donald W., S/Sgt
G Cook, Keith L., Sgt
TG None

A/C No. 4 aircraft unidentified

Walton, Cecil Vernon, 2Lt
Maxwell, Max W., 2Lt
McBride, Daniel (NMI), 2Lt
Halsey, James L., 2Lt
None
Dinges, J.W., T/Sgt
Black, Jewell James "J.J.", Sgt
None

A/C No. 6 aircraft unidentified

Strunk, Clifton W., 2Lt
Liggett, Arthur G., Jr., 2Lt
None
Underwood, James H., Jr., 2Lt
None
Welsh, Richard J., S/Sgt
Barszcz, Stanley G., Sgt
Cangillieri, Liobnick (NMI), Pvt

A/C No. 8 aircraft unidentified

Ross, Fred C., Jr., 2Lt
Richardson, Richard K., F/O
None
Haran, J.F., 2Lt
None
Lysowski, Raymond A., Cpl
Stackman, Walter C., Sgt
Faust, R.A., S/Sgt

A/C No. 10 aircraft unidentified

Wilson, Victor H., Jr., 2Lt
Panich, Milan (NMI), 2Lt
Lewis, Jack (NMI), 2Lt
Mortimer, Paul A., 2Lt
None
Liudahl, Irvin Melbourne, S/Sgt
McCabe, George P., Sgt
None

Saturday, 25 September 1943 (continued)

A/C No. 11 aircraft unidentified

P *Bounds, Thomas C., 2Lt*
CP *Anderson, Lloyd G., 2Lt*
N *None*
B *Link, Byron F., S/Sgt*
E *None*
R *Brinson, Lloyd D., S/Sgt*
G *Himes, Burke W., Cpl*
TG *Revis, John H., S/Sgt*

A/C No. 12 aircraft unidentified

Weaver, Joseph S., Jr., 2Lt
Toltzman, William J., 2Lt
None
Gardner, Clarence R., S/Sgt
None
Parker, P.J., S/Sgt
Orzynski, Henry E., Sgt
Larson, M.O., Sgt

381st BS War Diary: Enlisted Men of the 47th Wing and of the 337th Signal Corps visited the Group with their G.I. show, "Stage Door Latrine". It is, they claim, being sponsored by the makers of Atabrine. Their gags, skits and jokes were really knockouts -- everyone had an uproarious time. High point of the show: A G.I. dressed as Bizerte's Dirty Gerty singing "Oh! Johnnie!" in the Wee Bonnie Baker manner.

The following named Enlisted Men have been authorized to wear the American Theater Campaign ribbon: M/Sgt. Arnold, T/Sgt. Atchison, S/Sgt. Hosack, S/Sgt. Kiel and Sgt. Plaisted.

Today's target: Mignano Road Junction, Italy.

Arnold, Clyde L., M/Sgt, engineering, crew chief

Atchison, Ollie B., T/Sgt

Kiel, William H., S/Sgt, gunner

Hosack, Mack B., S/Sgt

Plaisted, Vincent P., Sgt

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : **MIGNANO ROAD CURVE, ITALY**

Sqdrn. Mission # 128	Menzel Temime, 25 September 43
Take Off 12:50	Group Mission # 168
Target 15:00	Flight 36 B-25's
Down 17:00	Escort: None
Total Time: 4 Hrs. 10 Min.	Bombs Dropped: 2(3 X 1000), 6,000#
Total Sorties: 966	

Weather: Haze --- visibility 8 miles. 7/10 overcast at 12,000 feet.

STRATEGY: To block communications between Rome and the German front.

REMARKS: No flak, no fighters and no hits on the road.

Saturday, 25 September 1943 (continued)

CREWS

1st Flight

A/C No. 42-64667 "Wet Dreams" (B)
P *Boston, Joseph W., Jr., 2Lt*
CP *Young, Charles A., 2Lt*
N *None*
B *Powell, Charles P., Sgt*
E *None*
R *Darling, Robert E., Pvt*
G *Pontet, Emile A., Jr., Cpl*
TG *None*

2nd Flight

A/C No. 42-32500 "The Saint" (E)
Samson, George D., 2Lt
Burlingame, John Hancock, 2Lt
None
Campbell, Warren B., S/Sgt
None
Rea, Willis L., S/Sgt
Sentlingar, Charles W., Sgt
Frazier, Robert E., PFC

428th BS War Diary: A road defile at Mignano through which Axis troops and supplies were forced to pass was the target today. Most of the bombs either overshot or fell short of the target. One flight made a second run claiming hits on the Southeast corner at the beginning of the horseshoe curve. Some ships dropped their bombs approximately 3 miles short. No fighters or flak, just poor bombing.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : The target on the 25th was a road defile at Mignano through which Axis troops and supplies were forced to pass. Unfortunately, most bombs either overshot or fell short of the target. The whole mission was somewhat confused. One flight, on making a second run, claims direct hits on the Southeast corner at the beginning of the horseshoe curve. Some ships dropped their bombs approximately three miles short, claiming hits on a road North of Rocca d' Evandro. There were neither fighters or flak to bother the bombers on this one, which would have been a milk run but for the poor bombing.

A/C No. 1 aircraft unidentified

P *Gena, Gerald M., 1Lt*
CP *Kirtley, John M., 2Lt*
N *Akerland, Gustav J., 2Lt*
B *Keys, Paul R., 2Lt*
E *None*
R *Versaw, Robert E., Sgt*
G *Warlie, Roger Rickie, Pvt*
F *None*

A/C No. 2 aircraft unidentified

Koch, Richard J., 2Lt
Moulder, Robert W., F/O
None
Simmons, Bernard B., S/Sgt
None
Colley, Francis E., S/Sgt
Ramos, Smiles (NMI), Pvt
None

Saturday, 25 September 1943 (continued)

A/C No. 3 aircraft unidentified

P *Edwards, William P., 2Lt*
CP *Sebor, George (NMI), 2Lt*
N *None*
B *Stewart, Leslie F., T/Sgt*
E *None*
R *Jack, Robert C., Sgt*
G *Houseman, Charles M., Jr., S/Sgt*
F *Amirault, Osborne J., Sgt*

A/C No. 5 aircraft unidentified

P *Knight, Gerald R., 1Lt*
CP *Fassett, Walter J., 2Lt*
N *None*
B *Ream, Elmer W., PFC*
E *None*
R *East, Charles D., S/Sgt*
G *Storms, Donald W., S/Sgt*
F *Stilp, John P., T/Sgt*

A/C No. 7 aircraft unidentified

P *Buglass, Kenneth G., 1Lt*
CP *Sandstrom, John E., 2Lt*
N *None*
B *Evans, Allen (NMI), Sgt*
E *None*
R *Hook, Raymond K., S/Sgt*
G *Rankin, James V., S/Sgt*
F *None*

A/C No. 9 aircraft unidentified

P *Southward, Thomas H., 2Lt*
CP *Edelman, Forrest J., F/O*
N *Lick, Edmund W., 2Lt*
B *Lanning, Fred H., 2Lt*
E *None*
R *Kelly, Phillip J., S/Sgt*
G *Hirt, Fred A., Sgt*
F *None*

A/C No. 4 aircraft unidentified

Boswell, Harry R., 2Lt
Everiss, William Raymond, 2Lt
None
Baraniuk, Jerry M., 2Lt
None
Booth, Jack D., S/Sgt
Kelly, Andrew R., Cpl
Schenk, James S., Sgt

A/C No. 6 aircraft unidentified

Douglas, James D., 2Lt
Farley, Jean N., 2Lt
Wortman, Robert A., 2Lt
Karvel, Roy L., 2Lt
None
Smit, Richard F., T/Sgt
Ripple, William E. "Rip", S/Sgt
None

A/C No. 8 aircraft unidentified

Stokes, Louis S., 2Lt
Lewis, Quentin McAlpine, 2Lt
None
Konchinsky, Herman (NMI), Sgt
None
Morris, Raymond J., Sgt
Graham, Herbert J., S/Sgt
Bean, Herman B., Cpl

A/C No. 10 aircraft unidentified

Tooles, William B., 2Lt
Jones, Gordon K., F/O
None
Moynihan, Donald M., Pvt
None
Weiland, Ray C., S/Sgt
Glass, Harry Martin, S/Sgt
None

Saturday, 25 September 1943 (continued)

A/C No. 11 *aircraft unidentified*

P *Fleming, Thornton (NMI), 2Lt*
CP *Davidson, James C., 2Lt*
N *Mahan, John J., PFC (observer)*
B *Lim, Wing Y., S/Sgt*
E *None*
R *Neview, Frederick J., Cpl*
G *Ciampi, Francis (NMI), Sgt*
F *Frank, Irving (NMI), S/Sgt*

Sunday, 26 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, fighters, and light and medium bombers of the XII Air Support Command, NATBF, and RAF DAF patrol the battle zone, escort convoys, carry out bombing and strafing sweeps against motor transport in the Benevento-Melfi area and N of Foggia, bomb the Pomigliano landing ground, and hit the town of Sarno and military concentrations to the N. Bad weather prevents XII Bomber Command heavy bomber missions. HQ 376th Bombardment Group (Heavy) and its 512th, 513th, 514th and 515th Bombardment Squadrons (Heavy) transfer from Bengasi, Libya to Enfidaville, Tunisia with B-24's. The 16th Reconnaissance Squadron (Bomber), 68th Reconnaissance Group, transfers from Berteaux, Algeria to Foch Field, Tunisia. This squadron transitions for fighters to B-17's and serves as a radar detection and countermeasures unit until Sep 44. The 345th and 415th Bombardment Squadrons (Heavy), 98th Bombardment Group (Heavy), transfer from Benina, Libya to Hergla, Tunisia with B-24's.

HQ 310th BG War Diary: No Entry

379th BS War Diary: Best part of the day was spent under an alert for a mission which never materialized. Our executive officer, Capt. Houk, and several combat crew members returned after spending a week at rest camp.

Houk, George R., Capt, Executive Officer

380th BS War Diary: After a slight rain this morning, all members of the sqdn busied themselves winterizing their tents and preparing for the heavy fall rains that are due to fall in the very near future.

381st BS War Diary: News reports state that the Island of Sardinia has been entirely freed of Germans, who have retreated into Corsica. Their stay there is expected to be temporary.

All watches were set back one hour at 02:00 this morning.

No mission.

428th BS War Diary: Corsica was to have been the target today but it was called off.

Monday, 27 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, weather almost halts Twelfth Air Force operations; XII Air Support Command fighters strafe Viterbo Airfield and Bracciano seaplane base, bomb a road junction at San

Servero, and strafe a locomotive and the train station; other NATAF airplanes hit trucks in the Benevento area. The 86th and 97th Bombardment Squadrons (Light), 47th Bombardment Group (Light), transfer from Gerbini, Sicily to Grottaglie, Italy with A-20's. The 416th Night Fighter Squadron, Twelfth Air Force, transfers from Catania, Sicily to Lecce, Italy with Beaufighters. The squadron is attached to the RAF's No. 286 Wing until Jan 44.

HQ 310th BG War Diary: No Entry

379th BS War Diary: Threatening weather cancelled today's mission and most of the personnel were busy ditching tents and staking down side flaps, heretofore unused at this base. Armament officer, Lt. Devlin lectured the enlisted men on the care of small arms.

Devlin, Paul (NMI), 2Lt, Armament Officer

380th BS War Diary: It seems that every so often there must be a let down on the nerves so both the Officers and the Enlisted Men Messes held "alcoholic" parties this evening and the area was filled with patches of song as each man tried to drown the other out. However it was all enjoyed by everyone who participated.

381st BS War Diary: Capt. Pemberton left this morning for Telergma, Algeria, where he will give instruction in Intelligence procedure to Officers and Enlisted Men who have recently arrived in this theater.

Letters received from Donald J. Daly, our ace Enlisted Bombardier, announce that upon recommendation of Col. Hunter, he was commissioned a Second Lieutenant on his return to the U.S.A.

1st Lts. Abbott and Shrader were promoted to Captains effective 19 September 43.

Today's mission was cancelled after a 09:00 briefing, because of weather which, though warm, is cloudy with a hint of rain.

Abbott, Robert D., Capt, Adjutant

Daly, Donald J., T/Sgt, bombardier-gunner

Hunter, Anthony G., Col, pilot, 310th BG Commander

Pemberton, Robert (NMI) "Bob", Capt, intelligence

Shrader, Doyle A., Capt, flight surgeon

Monday, 27 September 1943

428th BS War Diary: Captain Beatty, T/Sgts Gerry and Stilp, S/Sgt. Connors and Myers took off in 050 (*41-13050 "Virginia Sturgeon"*) to go on a Bond-Selling tour in the States. Lt. Knight flew as co-pilot as far as Tunis, where Lt. Wescott took over.

Beatty, John H., Capt, pilot

Connors, Charles L. "Chucklehead", S/Sgt, bombardier-gunner

Gerry, John I., T/Sgt, engineering, crew chief

Knight, Gerald R., 1Lt, pilot

Myers, Loy Gale "Ace", S/Sgt, turret-gunner

Stilp, John P., T/Sgt, radio-gunner

Wescott, Robert M., 1Lt, pilot

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : Another bunch of our old crews left on the 27th. Captain Beatty, T/Sgt. John Stilp, S/Sgts. Connors and Myers were homeward bound. Lt. Wescott, who was at Tunis waiting for transportation, went along. Lt. Knight flew as co-pilot as far as Tunis, where they were to pick up Lt. Wescott. We were sorry to see these men leave, for they had been constant friends and companions since the organization was activated. They were lucky, however, for they were going home--to make a bond-selling tour. We were glad for them that they were able to do it. The mission which had been scheduled was called off.

Beatty, John H., Capt, pilot

Connors, Charles L. "Chucklehead", S/Sgt, bombardier-gunner

Knight, Gerald R., 1Lt, pilot

Myers, Loy Gale "Ace", S/Sgt, turret-gunner

Stilp, John P., T/Sgt, radio-gunner

Wescott, Robert M., 1Lt, pilot

Tuesday, 28 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, weather prevents completion of XII Bomber Command B-17 missions against the Bologna marshalling yard and the Bolzano railroad bridge, except for 1 heavy bomber which bombs Bolzano; tactical aircraft operations are also severely curtailed by weather; fighter-bombers bomb and strafe motor transport in the Benevento-Caserta area. On the ground in Italy, the US Fifth Army is ready for an assault on Naples and Avellino. Castellamare di Stabia, Nocera, and Sala Consilina are taken.

HQ 310th BG War Diary: No Entry

379th BS War Diary: Today brought us a rainstorm and the first real rain we've had since last May. In spite of being forewarned some men still weren't prepared and wet clothes and bedding were their reward. Lt. Devlin repeated his lecture on small arms to our officers. After spirited voting, the Squadron Insignia designed by Corporal Jess Weinstein carried off all honors and was adopted. We are now looking for a motto.

Devlin, Paul (NMI), 2Lt, Armament Officer

Weinstein, Jess (NMI), Cpl,

380th BS War Diary: No mission again today. Hotcakes for breakfast and fresh meat for dinner helped to raise the spirits of all.

381st BS War Diary: Capt. Hickman departed via B-25 for the U.S.A. yesterday afternoon. 1st Lt. Collins will succeed him as Squadron Navigating Officer.

Windy --- dust and sand blew all morning. Heavy rain commenced at 15:00 hours and continued intermittently far into the night. A mission had been scheduled, but was cancelled because of the weather here and over the target.

Collins, Vincent A., 1Lt, navigator,

Hickman, James G., Capt, navigator

428th BS War Diary: Rumors flew fast and furious because 2 B-24 outfits were attached to 47th Wing. Pvt. Whited was found not guilty at his trial. Pvt. Temple was given two months hard labor and fined 30.00 for each of two months.

Whited, William A., Pvt

Temple, Robert W., Sgt, radio-gunner

Wednesday, 29 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command B-25's and B-26's bomb bridges at or near Piana, Castelvenere, Amorosi, and Cancellio Amone; P-38's bomb Ausonia defile and a bridge near San Apollinare; US and RAF tactical aircraft hit the town of San Giorgio del Sannio and roads in the area S of Benevento. On the ground in Italy, the US Fifth Army opens an attack on Avellino during the night of 29/30 Sep. General Dwight D Eisenhower and Marshal Pietro Badoglio sign the Italian surrender document on the battleship HMS Nelson off Malta. HQ 51st Troop Carrier Wing transfers from Gela to Catania, Sicily.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 182, 29 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1110 18 B-25's took off to Bomb Highway Bridge at 478895 3 mi SE
Time No. A/C Type A/C Mission Target

of Castelvenere. None returned early. 18 dropped 108 X 500 .1 & .01 sec
No. A/C No. A/C No & Type

delay bombs on target at 1325 from 9800-11,000 ft. 18 returned at 1540
Time Altitude No. A/C Time

None Lost, None missing, None at friendly fields
No. A/C No. A/C No. A/C
3. RESULTS: A number of strings of bombs were reported to have cut two roads SW of S end of bridge. Other strings walked across road E of N end of bridge. S approach believed hit.

Wednesday, 29 September 1943 (continued)

4. OBS: E/A--One crew reported 2 ME-109's dogfighting with P-38's at Italian coast on return. Flak--Target-Moderate accurate heavy flak. Crews reported flak coming from all towns in immediate vicinity of target. Moderate heavy flak was reported at Guardia San Franioni, Casalduni (41 deg 16 min N, 14 deg 42 min E) and along road leading N from this town, Castelvenere, road S between Sassinoro and Morcone (41 deg 21 min N, 14 deg 33 min E. Ground--25-30 M/T heading NW at 41 deg 24 min N, 14 deg 02 min E. 20 M/T no heading, 41 deg 19 min N, 13 deg 25 min E. Photos were taken.
5. WEATHER AT TARGET: CAVU. Just N of target almost a solid front.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 183, 29 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1110 18 B-25's took off to Bomb Highway & RR Bridge at 397869 ½
Time No. A/C Type A/C Mission Target
mile S of Amorosi. One returned early. 16 dropped 96 X 500 .1 & .01 sec
No. A/C No. A/C No & Type
delay bombs on target at 1325 from 9800-11,000 ft. 16 returned at 1552.
Time Altitude No. A/C Time
One Lost, None missing, None at friendly fields
No. A/C No. A/C No. A/C
3. RESULTS: Both approaches believed hit. Strings were also reported across road S of bridge. Hits were seen down road to N of bridge. The road leading S out of the town of Amorosi was believed hit.

Wednesday, 29 September 1943 (continued)

4. OBS: E/A--None. Flak--Moderate heavy and accurate flak from target vicinity, observed coming from Amorosi. Other positions at San Salvatore-(41 deg 15 min N, 14 deg 30 min E) and Solopaca (41 deg 12 min N, 14 deg 33 min E). Ground--100 M/T between Minturno and Sessa Arunca, heading SE at 1340. Convoy congested road between Piedimonte D Alife (41 deg 33 min N, 14 deg 23 min E) and Alvignano (41 deg 15 min N, 14 deg 20 min E) 1323 hours. 100 M/T heading both ways near Mignano (41 deg 24 min N, 14 deg 00 min E) railroad train 30-40 cars including 3 or 5 tank cars heading S between Cassino and Mignano. Photos were taken.
5. WEATHER AT TARGET: 5/10 cover at 6-8000 ft visibility unlimited, slight haze.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: Back in operation again today despite a muddy field.

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : Ten of our planes participated in a mission to bomb bridge approaches near Castelvenere, Italy. In spite of moderate accurate flak, the bombing was successful with many hits reported on the objective.

	A/C No. 1 <i>aircraft and crew unidentified</i>	A/C No. 2 <i>aircraft and crew unidentified</i>
P	<i>Oechsle, Albert K., 2Lt</i>	
CP		
N		
B		
E		
R		
G	<i>Shields, Joseph E., S/Sgt</i>	
F		

Wednesday, 29 September 1943 (continued)

P
CP
N
B
E
R
G
F

A/C No. 3 *aircraft and crew unidentified* **A/C No. 4** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 5 *aircraft and crew unidentified* **A/C No. 6** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 7 *aircraft and crew unidentified* **A/C No. 8** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

A/C No. 9 *aircraft and crew unidentified* **A/C No. 10** *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
(379th BS did not participate)

Wednesday, 29 September 1943 (continued)

380th BS War Diary: When the crews came home today after hitting at another bridge, this one at Castelvenere, Italy, we received the bad news. Lt. Strunk and his crew, were hit by a burst of flak in the bomb bay of the plane. The bomber immediately was enveloped in flames and only one chute was seen to come from the falling plane. We are all hoping for the best however.

Strunk, Clifton W., 2Lt, pilot

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 132

Date- Sep 29 1943

Target- Rd Bridge SE of Castelvenere & RD Bridge
S of Amorosi

Squadron airplanes- two

Keeping up a steady, daily precision-like bombing of all lines of travel 36 B-25's of our Group struck at the highway and RR bridge ½ mile south of Amorosi and at the bridge 3 miles SE of Castelvenere. Of this number, but two of our a/c succeeded in participating and they filled in the gap of the formation as spares. The former target of the two assigned was well hit, with strings of bombs walking across the road S and N of the bridge. Both approaches were severed and the road leading S of town of Amorosi was believed hit.

The bridge at Castelvenere was not hit although the S approaches believed severed. A number of strings of bombs were reported to have cut the two roads SW of S end of bridge.

The formation was forced to run a gauntlet of heavy accurate flak of a moderate intensity. Accurate fire from the ground defenses scored a direct hit on the B-25 piloted by Lt. Strunk. The plane burst into flames and only one chute was seen to open. (See casualty section) All other a/c returned safely to base.

A/C No. 1 41-13197 (MACR-761) (shot down by flak)

P *Strunk, Clifton W., 2Lt*
CP *Liggett, Arthur G., Jr., 2Lt*
N *None*
B *Miller, Lester A., S/Sgt*
E *None*
R *Welsh, Richard J., S/Sgt*
G *Himes, Burke W., Sgt*
TG *Revis, John H., S/Sgt*

A/C No. 2 *aircraft unidentified*

Weaver, Joseph S., Jr., 2Lt
Toltzman, William J., 2Lt
None
Snyder, G.F., S/Sgt
None
Parker, P.J., S/Sgt
Orzynski, Henry E., Sgt
None

Wednesday, 29 September 1943 (continued)

380th BS War Diary: Casualty Report:

29 September 1943

On the above day while participating in an operational mission to bomb the Road Bridge south of Castelvenero, Italy, the following men are reported missing:

Pilot- Lieut. C.W. Strunk
Co-Pilot- Lieut. D.G. Liggett
Bombardier- S/Sgt. L.A. Miller
Radio Operator- S/Sgt R.J. Welsh
Upper-Gunner- Sgt. B.W. Himes
Tail-Gunner- S/Sgt. J.H. Revis

ADDITIONAL: The B-25 piloted by Lieut. Strunk was seen hit by a direct burst of flak which caused the plane to be immediately enveloped in flames. One chute was seen to come out of the stricken aircraft. No further information.

380th BS: Extracts from Missing Air Crew Report # 761:

1. Right wing came off, then left wing came off, broke from the bomb bay. Each section was burning. Pilot and Co-pilot turned around at sound of explosion, co-pilot on his knees on his seat. Pilot turned back to flying and plane disintegrated. Direct hit in bomb bay caused fuselage to bulge and open large holes. Co-pilot seemed to reach for overhead hatch when section fell off. Statement of Lt. Albert K. Oechsle.

Oechsle, Albert K., 2Lt, pilot, 379th BS

2. Bombs came out of bomb bay with shackles on. Explosion in right wing. Then left wing bent down and off the plane. Nose came off at navigator's compartment. Tail broke off at top turret. Middle section disintegrated. About 5 to 6 seconds later a chute opened to rear and as planes came off target chute could be seen still floating. Pieces of plane hit ground about same moment formation's bombs did. Statement of S/Sgt Joseph E. Shields.

Shields, Joseph E., S/Sgt, gunner, 379th BS,

Wednesday, 29 September 1943 (continued)

A/C No. 1 41-13197 (MACR-761) (shot down by flak)

P	<i>Strunk, Clifton W., 2Lt - KIA</i>
CP	<i>Liggett, Arthur G., Jr., 2Lt - KIA</i>
N	<i>None</i>
B	<i>Miller, Lester A., S/Sgt - MIA, POW, liberated, RTD</i>
E	<i>None</i>
R	<i>Welsh, Richard J., S/Sgt - MIA, POW, liberated, RTD</i>
G	<i>Himes, Burke W., Sgt - KIA</i>
TG	<i>Revis, John H., S/Sgt - KIA</i>

Eyewitness Account: *Welsh, Richard J., S/Sgt, radio-gunner, 380th BS*
(Some time after RTD)

CASUALTY QUESTIONNAIRE

German officer who interrogated me said that only two chutes had opened, or been seen, giving me name of other captive - L.A. Miller, S/Sgt.

STRUNK, Clifton W.: Supposedly dead because he was not wearing chute at time plane was hit and, in my opinion, it would have been impossible to don one in time to get out.

LIGGETT, Arthur G. Jr.: Suppose him to be dead because he was not wearing chute at time plane was hit.

HIMES, Burke W.: In upper turret. Think him to be dead as he made no move to descend from turret although he was being burned severely. He was not wearing a chute.

REVIS, John H.: In position in tail. Suppose him to be dead as he was not wearing a chute.

L.H. Miller bailed out at low altitude according to information given me by him. He went out slide window on left side of bombardier's compartment.

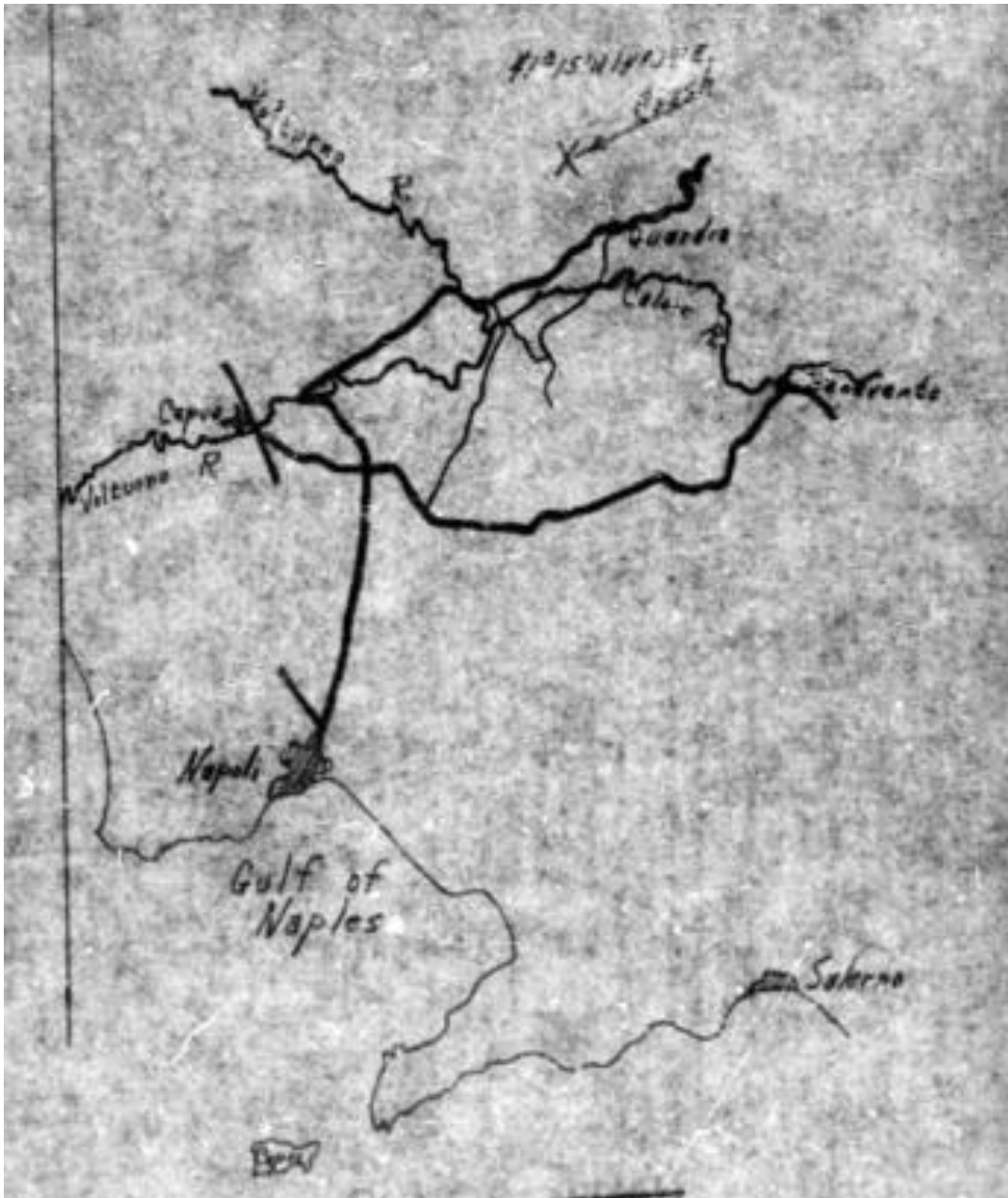
All in good condition in assigned positions when blast of flak and immediate surge of flames into right waist window obliterated everything except Sgt Himes who was visible for perhaps a second. He made no move to descend from turret though flames were scorching his body.

Wednesday, 29 September 1943 (continued)

Eyewitness Account: *Miller, Lester Amos, S/Sgt, bombardier-gunner, 380th BS*
(Some time after RTD)

CASUALTY QUESTIONNAIRE

Richard Welsh was the only other one to bail out of the craft I was on. Pilot, Co-pilot, Turret Gunner and Tail Gunner were dead at their positions in the aircraft when it hit the ground, outside of Benevento.



Wednesday, 29 September 1943 (continued)

381st BS War Diary: Because of setting the clock back one hour on the 26th, meal schedules have been revised: Breakfast, 06:30 till 07:30; Lunch, 11:30 till 12:30; Dinner, 16:30 till 17:30)

A mission today, the first since the 25th. Target: Castelvenere Road Bridge, Italy. All planes took off and landed successfully, despite muddy runways.

50 missions were completed by the following: 1st Lt. Robert W. Therrien, F/O Norman A. Burt, T/Sgt. Lloyd G. Porter, Jr., and S/Sgts. Matthew L. Bozovich and Edward (NMI) Douglas.

Bozovich, Matthew L., S/Sgt, gunner

Burt, Norman A., F/O, pilot

Douglas, Edward (NMI), S/Sgt, bombardier-gunner

Porter, Lloyd G., Jr., T/Sgt, radio-gunner

Therrien, Robert W., 1Lt, pilot

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

CASTELVENERE AND AMOROSI BRIDGES

Sqdrn. Mission # 129 AND 130	Menzel Temime, 29 September 43
Take Off 11:10	Group Mission # 169 AND 170
Target 13:25	Flight 18 B-25's
Down 15:52	Escort: None
Total Time: 4 Hrs. 42 Min.	Bombs Dropped: 12(6 X 500), 36,000#
Total Sorties: 978	Average Altitude 10,400
	Mileage 794

Weather: Haze. Visibility unlimited, 5/10 cover at 6-8,000 feet.

STRATEGY: To slow up and trap the enemy, which is withdrawing N and NW of the battle area in order to reestablish their lines North of the Volturno River.

REMARKS: These missions were composed of 2 flights of 18 aircraft, which flew together to a point 17 miles North of the two targets before separating, and which rejoined at the same point to follow a reciprocal course back to home base. The last box of six in each formation were 381st aircraft.

Castelvenere Bridge: Two roads south of the bridge, and the South approach were cut by bombs.

Amorosi Bridges: All approaches to the bridges were hit, as well as roads leading to the bridge.

Flak: Moderately heavy and accurate at the targets.

No enemy fighters.

Wednesday, 29 September 1943 (continued)

CREWS

1st Flight

A/C No. 41-13074 “Balls of Fire” / “Royal Flush” (P)	A/C No. 41-13085 “Green Hornet” (N)
P <i>Therrien, Robert W., 2Lt</i>	<i>Flake, Ray M., 2Lt</i>
CP <i>Williamson, Lloyd V., F/O</i>	<i>Mitchell, Lenyard C., F/O</i>
N <i>None</i>	<i>Renton, Walter C., Jr., 1Lt</i>
B <i>Dombkowski, Stanley F., S/Sgt</i>	<i>Ewalt, William F., 2Lt</i>
E <i>None</i>	<i>None</i>
R <i>Szymik, Emil (NMI), T/Sgt</i>	<i>Fiumecel, Albert F., S/Sgt</i>
G <i>Kim, Daniel (NMI), S/Sgt</i>	<i>Marvin, Lawrence R., Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 41-30341 (O)	A/C No. 42-64596 “Donna Marie” (S)
P <i>Jones, William E., F/O</i>	<i>Stagner, Howard C., F/O</i>
CP <i>Hudson, Charles (NMI), Jr., F/O</i>	<i>Knecum, Walter A., 2Lt</i>
N <i>None</i>	<i>None</i>
B <i>Smith, Paul F., S/Sgt</i>	<i>Schoen, Everett G., S/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Clark, Thomas J., T/Sgt</i>	<i>Jereb, Vincent (NMI), S/Sgt</i>
G <i>Hannon, Robert P., S/Sgt</i>	<i>Moxey, Orville E., S/Sgt</i>
F <i>Pummill, Earl (NMI), Sgt</i>	<i>None</i>
A/C No. 41-29980 (Q)	A/C No. 41-30333 “A Touch of Texas” (R)
P <i>Dusek, Ernest P., 2Lt</i>	<i>Baisch, Joseph M., III, 2Lt</i>
CP <i>Baker, Gordon G., 1Lt</i>	<i>Arnoult, Hubbard B., Jr., 2Lt</i>
N <i>Forbes, Robert L., 1Lt</i>	<i>None</i>
B <i>Withrow, John B., Jr., 1Lt</i>	<i>Micks, Henry B., S/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Budde, Walter H., T/Sgt</i>	<i>Starnes, Carl B., T/Sgt</i>
G <i>White, John Edward, S/Sgt</i>	<i>George, Wade Clayton, S/Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 42-64667 “Wet Dreams” (P)	A/C No. 42-64592 (N)
P <i>Boston, Joseph W., Jr., 2Lt</i>	<i>Kreuzkamp, Paul J., 2Lt</i>
CP <i>Young, Charles A., 2Lt</i>	<i>Stoeber, Leslie R., 2Lt</i>
N <i>None</i>	<i>Victor, Joseph G., 2Lt</i>
B <i>Powell, Charles P., Sgt</i>	<i>Leasure, Oliver B., 2Lt</i>
E <i>None</i>	<i>None</i>
R <i>Darling, Robert E., Pvt</i>	<i>Marshburn, James T., S/Sgt</i>
G <i>Pontet, Emile A., Jr., Cpl</i>	<i>Mayhew, Wesley B., Jr., Sgt</i>
F <i>None</i>	<i>None</i>

Wednesday, 29 September 1943 (continued)

A/C No. 41-30386 (R)		A/C No. 42-32500 "The Saint"(S)	
P	<i>Hanna, Malcolm C., 2Lt</i>		<i>Samson, George D., 2Lt</i>
CP	<i>Sautter, Carl U., 2Lt</i>		<i>Burlingame, John Hancock, 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Trevethan, George R., S/Sgt</i>		<i>Campbell, Warren B., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Pelkey, John R., S/Sgt</i>		<i>Rea, Willis L., S/Sgt</i>
G	<i>Camagna, Celest F., S/Sgt</i>		<i>Sentlingar, Charles W., Sgt</i>
TG	<i>Frazier, Robert E., PFC</i>		<i>Dees, Paul (NMI), S/Sgt</i>
A/C No. 41-13052 "TABOO" (Q)		A/C No. 42-32454 "Boomerang" (R)	
P	<i>Bitter, Irwin S., Capt</i>		<i>Burt, Norman A., F/O</i>
CP	<i>Kurtz, James A., 2Lt</i>		<i>Weaver, Claude H., 2Lt</i>
N	<i>Opeka, John (NMI), Jr., 2Lt</i>		<i>None</i>
B	<i>Heitman, Oliver C., 2Lt</i>		<i>Douglas, Edward (NMI), S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Schmidt, Harold E., Sgt</i>		<i>Porter, Lloyd G., Jr., T/Sgt</i>
G	<i>Bruhlman, Otto C., Sgt</i>		<i>Bozovich, Matthew L., S/Sgt</i>
F	<i>None</i>		<i>None</i>

428th BS War Diary: Flying in the second mission of the day, our bombers struck at the highway bridges three miles Southeast of Castelvenero. A number of bombs were reported to have cut the two roads Southwest of the South end of the bridge. The rain that has been threatening for three days finally came, and how! S/Sgt. Robert M. Davis went before the disposition board and was ordered home.

Davis, Robert M. "Slugger", S/Sgt, gunner

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : The next mission on the 29th, was directed again at Railroad and highway bridges, this time one-half mile South of Amorosi. One B-25 returned early due to engine trouble, so that only sixteen planes bombed. Both approaches to the highway and railroad bridges were believed hit. Strings were also reported across the road South of the bridge. Hits were seen down the road to the North of the bridge. The road leading South out of town of Amorosi was also believed hit.

No enemy aircraft were encountered, and flak was moderate, although heavy and accurate. One B-25 was lost, not of the 428th, for no 428th planes participated in this raid.

Wednesday, 29 September 1943 (continued)

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : A second mission on the 29th was directed at the highway bridges three miles Southeast of Castelvenero. A number of strings of bombs were reported to have cut the two roads Southwest of the South end of the bridge. The only near ones were some bombs which cut the South approach to it. No planes were lost due to flak, which was moderate accurate heavy. No enemy aircraft were encountered.

A/C No. 1 aircraft unidentified

P *Gena, Gerald M., 1Lt*
CP *Epperson, Elmer H., Maj, Commander*
N *None*
B *Boatler, Sidney K., 1Lt*
E *None*
R *Versaw, Robert E., Sgt*
G *Warlie, Roger Rickie, Pvt*
F *Peterson, Bert A., T/Sgt*

A/C No. 3 aircraft unidentified

P *Edwards, William P., 2Lt*
CP *Sebor, George (NMI), 2Lt*
N *None*
B *Stewart, Leslie F., T/Sgt*
E *None*
R *Jack, Robert C., Sgt*
G *Houseman, Charles M., Jr., S/Sgt*
F *Reed, Robert H., Sgt*

A/C No. 5 aircraft unidentified

P *Whitehurst, Ray E., 2Lt*
CP *Holley, James Taylor, 1Lt*
N *None*
B *Sierlecki, Richard E., Sgt*
E *Porch, Dean O., S/Sgt*
R *Tow, Charles W., Jr., S/Sgt*
G *Donaldson,*
F *Landron, George J., Capt, HQ 47th Wing*
(observer)

A/C No. 2 aircraft unidentified

Koch, Richard J., 2Lt
Moulder, Robert W., F/O
None
Ovalle, Charles V., Sgt
None
Colley, Francis E., S/Sgt
Ramos, Smiles (NMI), Pvt
Ringler, Ryan C., Sgt

A/C No. 4 aircraft unidentified

Boswell, Harry R., 2Lt
Hill, Lawrence G., Capt
None
Baraniuk, Jerry M., 2Lt
None
Booth, Jack D., S/Sgt
Kelly, Andrew R., Cpl
Schenk, James S., Sgt

A/C No. 6 aircraft unidentified

Dory, John N., 2Lt
Kirtley, John M., 2Lt, pilot
None
Smirnoff, Andrew P., 2Lt
None
Smit, Richard F., T/Sgt
Ripple, William E. "Rip", S/Sgt
None

Wednesday, 29 September 1943 (continued)

A/C No. 7 aircraft unidentified

P *Waugh, Carter H., 1Lt*
CP *Davidson, James C., 2Lt*
N *Wortman, Robert A., 2Lt*
B *Snoddy, William G., 2Lt*
E *Glass, Harry Martin, S/Sgt*
R *East, Charles D., S/Sgt*
G *Agin, Clealon J., Sgt*
F *None*

A/C No. 9 aircraft unidentified

P *Southward, Thomas H., 2Lt*
CP *Edelman, Forrest J., F/O*
N *Lick, Edmund W., 2Lt*
B *Keys, Paul R., 2Lt*
E *None*
R *Kelly, Phillip J., S/Sgt*
G *Hirt, Fred A., Sgt*
F *None*

A/C No. 11 aircraft unidentified

P *Fleming, Thornton (NMI), 2Lt*
CP *Tiefel, Norman J., 2Lt*
N *None*
B *Risteau, John E., S/Sgt*
E *None*
R *Neview, Frederick J., Cpl*
G *Ciampi, Francis (NMI), Sgt*
F *None*

A/C No. 8 aircraft unidentified

Stokes, Louis S., 2Lt
Lewis, Quentin McAlpine, 2Lt
None
Konchinsky, Herman (NMI), Sgt
None
Morris, Raymond J., Sgt
Graham, Herbert J., S/Sgt
Williamson, Felton J., Pvt

A/C No. 10 aircraft unidentified

Tooles, William B., 2Lt
Jones, Gordon K., F/O
None
Herring, William S., S/Sgt
None
Weiland, Ray C., S/Sgt
Housken, Wayne J., Pvt
None

Thursday, 30 September 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

WESTERN MEDITERRANEAN (Twelfth Air Force):

In Italy, XII Bomber Command P-38's, B-25's, and B-26's bomb road and rail and road bridges at Ausonia, Piana, Castelvenero, Amorosi, and Capua, and carry out sweeps from Bastia to Elba Island; 7 B-25's hit Benevento and surrounding rail and road communications; XII Air Support Command fighter-bombers carry out strafing and bombing missions N and NE of Naples as Avellino falls to the US 3rd Division. The 8th Troop Carrier Squadron, 62nd Troop Carrier Group, transfers from Gela to Ponte Olivo, Sicily with C-47's. The detachment of the 111th Reconnaissance Squadron (Fighter), 68th Reconnaissance Group, operating from San Antonio, Sicily with P-51's transfers to Capaccio, Italy. The 416th Night Fighter Squadron, Twelfth Air Force, transfers from Lecce to Grottaglie, Italy with Beaufighters.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 184, 30 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1015 18 B-25's took off to Bomb Highway & RR Bridge at 478895 3
Time No. A/C Type A/C Mission Target

miles SE of Castelvenero. None returned early. 18 dropped 108 X 500.
No. A/C No. A/C No & Type

1 & .01 sec delay bombs on target at 1230 from 10,800-12,000 ft. 17 returned
Time Altitude No. A/C

at 1448 and one at 1615. None Lost, None missing, None at friendly
Time No. A/C No. A/C No. A/C

fields
3. RESULTS: One string of bombs observed to walk through center of bridge, scoring at least one direct hit. All roads leading to intersection at approach N of bridge received direct hits. Bombs also cut RR tracks in this area. Both roads on S approach to bridge were severed by direct hits. Some bombs fell over and short of the bridge.

Thursday, 30 September 1943 (continued)

4. OBS: E/A at Aquino: 5-10 unidentified E/A on L/G. No interceptions. Flak: Heavy, moderate and accurate flak on turn away from target. Seem to be predicting course. Positions at Guardia and roads E-NE, other positions at 42 deg 16 min N, 14 deg 38 min E, 41 deg 14 min N, 14 deg 27 min E, 41 deg 12 min N, 14 deg 36 min E. Elsewhere: Benevento, from Casalduni and Rd junction just N of Casalduni and from Morcone. Six B-25's holed by flak. Ground: 23 M/T, 3 with large trailers, heading S at Prata Sannita, 41 deg 25 min N, 14 deg 12 min E. Many cars in Cassino yards. 2 lines of RR cars on double track S of Cassino, no heading. 50 box cars near Mignano. Shipping: 1 medium to large tanker, heading SW at 41 deg 14 min, 13 deg 10 min E at 1245 hours. Photos were taken.
5. WEATHER AT TARGET: CAVU.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 185, 30 September 1943

1. UNIT: 310th Bomb Gp (M) AAF.
2. At 1015 18 B-25's took off to Bomb Highway & RR Bridge at 397869 ½
Time No. A/C Type A/C Mission Target
mile S of Amorosi. None returned early. 18 dropped 108 X 500 .1 & .01
No. A/C No. A/C No & Type
sec delay bombs on target at 1230 from 10,800-12,000 ft. 17 returned at 1457
Time Altitude No. A/C Time
and 1 at 1715. None Lost, None missing, None at friendly fields
No. A/C No. A/C No. A/C
3. RESULTS: Believe only fair bomb coverage of this target. Bombs fell E, NE and SE of the bridge with no direct hits reported. Some near misses were claimed. Roads on both sides of bridge believed hit and RR tracks just NE of bridge might have been cut at one point. Several crews report previous bomb damage to N approach and no apparent repair underway.

Thursday, 30 September 1943 (continued)

4. OBS: E/A: 1 crew reported 2 large transports on Aquino L/G. No interceptions. Flak--Moderate to intense, accurate heavy. Positions as follows: 4 guns W of fork of road at Solopaca, 41 deg 12 min N, 13 deg 32 min E, 41 deg 13 min N, 14 deg 36 min E; from flat land just N of the town of Amorosi (Flak seemed to be leading formation on turn away from target). A heavy position was also pin-pointed at Cerreto Sannita, 41 deg 17 min N, 14 deg 34 min E. Eight ships holed by flak. Ground--40 M/T heading N at 41 deg 20 min N, 14 deg 07 min E. 100 M/T, many pulling field pieces, heading N at 41 deg 15 min N, 14 deg 32 min E. 30 M/T heading N from Guardia Sanframondi to Cerreto Sannita. Shipping: Large freighter heading S from Gaeta point. Photos were taken.
5. WEATHER AT TARGET: 2-3/10 at 5-6000 ft. Visibility 10 miles, slight haze.

GORDON C. LOCKE,
Major, Air Corps,
Group S-2.

379th BS War Diary: Pay day today with the usual uplift of morale. Rumors are flying thick and fast because this time we were paid in American gold seal money.

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :
(379th BS did not participate)

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : We ended up this busy month with our 18th mission in which twelve of our planes took part. A road and railroad bridge was on the receiving end this time and the consensus of opinion was that it received direct hits. Fighters were seen but no attacks were encountered. Flak was the biggest headache, being very accurate even though only of moderate intensity.

A/C No. 1 *aircraft and crew unidentified* **A/C No. 2** *aircraft and crew unidentified*

P
CP
N
B
E
R
G
F

Thursday, 30 September 1943 (continued)

P CP N B E R G F	A/C No. 3 <i>aircraft and crew unidentified</i>	A/C No. 4 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 5 <i>aircraft and crew unidentified</i>	A/C No. 6 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 7 <i>aircraft and crew unidentified</i>	A/C No. 8 <i>aircraft and crew unidentified</i>
P CP N B E R G F	A/C No. 9 <i>aircraft and crew unidentified</i>	A/C No. 10 <i>aircraft and crew unidentified</i>

Thursday, 30 September 1943 (continued)

A/C No. 11 *aircraft and crew
unidentified*

A/C No. 12 *aircraft and crew
unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: Back we went today over the same target as yesterday, the bridge at Grottaminarda. Ten of our aircraft participated and a fair bit of bombing was the result of their efforts. All ships returned safely. That element of surprise showed itself this evening for whom should walk into the Orderly Room of our sqdn but two of the boys that leaped to safety from Lt. Hanlon's bomber. They certainly had interesting stories to tell us.

NOTE: All outlines on this Sqdn's operational missions will be found in the Operational Section of the Squadron History.

*Hanlon, James Augustus, Jr., 1Lt, pilot
Talley, Edwin C., Sgt, radio-gunner*

Loy, R.L. (i.o.), Pvt, turret-gunner

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # :

Mission Report # 133

Date- Sep 30 1943

Target- Rd Bridge SE of Castelvenere & Rd Bridge
S of Amorosi

Squadron airplanes- 10

Back we went today over the same route we took just 23 hours ago to again attack the bridge south of Amorosi and Castelvenere. At Amorosi, only a fair bomb coverage was observed with hits to E, NE, and SE of the bridge. No direct hits, although some near misses were claimed. Both highway approaches believed hit and rail line just NE of bridge might be severed at one point.

The bridge below Castelvenere, however, was bombed with great success. One string of bombs walked through center of bridge, scoring at least one direct hit. All roads leading to intersection at approach N of bridge received direct hits. Both roads on S approach to bridge were severed by direct hits. Our course at the "turnaway" from target seemed to be predicted as the formation encountered a moderate amount of heavy accurate flak. Photos were taken and all ships returned to base safely.

Thursday, 30 September 1943 (continued)

A/C No. 1 aircraft unidentified

P Dent, James J., Jr., Capt
CP Hoffman, Albert J., 2Lt
N Potter, Eliot H., 1Lt
B Windler, John H., 2Lt
E None
R Acey, Marvin E., S/Sgt
G McGimpsey, Paul D., Sgt
TG None

A/C No. 3 aircraft unidentified

P Echols, George A., 2Lt
CP Beale, Edward J., 2Lt
N None
B Silvis, Harry C., Sgt
E None
R Taylor, Frank E., Sgt
G Tippitt, Everett O., Sgt
F Land, Wilson E., Cpl

A/C No. 5 aircraft unidentified

P Bounds, Thomas C., 2Lt
CP Anderson, Lloyd G., 2Lt
N None
B Link, Byron F., S/Sgt
E None
R Brinson, Lloyd D., S/Sgt
G Papp, Frank (NMI), Jr., Sgt
TG Powers, John A., S/Sgt

A/C No. 7 aircraft unidentified

P Folwell, Frank C., 1Lt
CP Gifford, Frank (NMI), 2Lt
N McBride, Daniel (NMI), 2Lt
B Blumenfeld, Philip I., 2Lt
E None
R Altobello, Joseph J., S/Sgt
G Wolfe, Elmer A., Sgt
TG None

A/C No. 2 aircraft unidentified

Smith, Leonard D. "Leo", 2Lt
Dodge, Charles M., 2Lt
None
Hotaling, R. (NMI), S/Sgt
None
McDowell, Alva H., S/Sgt
McCabe, George P., Sgt
Cangillieri, Liobnick (NMI), PFC

A/C No. 4 aircraft unidentified

Derrick, William S., 2Lt
Panich, Milan (NMI), 2Lt
Lewis, Jack (NMI), 2Lt
Ackerson, Newell W., 2Lt
None
Liudahl, Irvin Melbourne, S/Sgt
Barszcz, Stanley G., Sgt
None

A/C No. 6 aircraft unidentified

Weaver, Joseph S., Jr., 2Lt
Toltzman, William J., 2Lt
None
Gardner, Clarence R., S/Sgt
None
Parker, P.J., S/Sgt
Orzynski, Henry E., Sgt
None

A/C No. 8 aircraft unidentified

Hanlon, James Augustus, Jr., 2Lt
Newkirk, Renford Raymond, 2Lt
None
Blevins, Amos M., S/Sgt
None
Pyles, Deane E., S/Sgt
Orr, William J., Sgt
McNeil, G.L., Pvt

Thursday, 30 September 1943 (continued)

	A/C No. 9 <i>aircraft unidentified</i>	A/C No. 10 <i>aircraft unidentified</i>
P	<i>Ross, Fred C., Jr., 2Lt</i>	<i>Hament, Carrol (NMI), 2Lt</i>
CP	<i>Richardson, Richard K., F/O</i>	<i>Arentson, Robert M., 2Lt</i>
N	<i>None</i>	<i>None</i>
B	<i>Haran, J.F., 2Lt</i>	<i>Weinstein, Robert S., S/Sgt</i>
E	<i>None</i>	<i>None</i>
R	<i>Lysowski, Raymond A., Cpl</i>	<i>Wells, Donald W., S/Sgt</i>
G	<i>Stackman, Walter C., Sgt</i>	<i>Cook, Keith L., Sgt</i>
F	<i>None</i>	<i>None</i>

381st BS War Diary: For the first time since arriving in Africa, we were paid in good solid American money --- greenbacks, crisp, new and beautiful; and shiny nickels, dimes and quarters. Pretty quick, as usual, there were poker games flourishing all over the area.

After a clear, warm day, a storm began building up at about 16:30 hours. Huge black cloud formations swept in from the north west. It broke at 18:00 hours, with hail and a torrential rain which lasted more than an hour. It is beginning to look like the swimming season is definitely over.

Today's Target: Highway and railroad bridges near Amorosi, Italy. T/Sgt. Emil (NMI) Szymik and S/Sgt. Stanley F. Dombkowski completed 50 missions.

Dombkowski, Stanley F., S/Sgt, bombardier-gunner
Szymik, Emil (NMI), T/Sgt, radio-gunner

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : **HIGHWAY AND R.R. BRIDGES NEAR AMOROSI**

	Menzel Temime, 30 September 43
Sqdrn. Mission # 131	Group Mission # 172
Take Off 10:15	Flight 18 B-25's
Target 12:30	Escort: None
Down 14:57	Bombs Dropped: 11(6 X 500), 33,000#
Total Time: 4 Hrs. 42 Min.	Average Altitude 11,400
Total Sorties: 989	Mileage 794

Weather: 2-3/10 cover at 5-6,000 feet. Visibility 10 miles, slight haze.

STRATEGY: To block the enemy's withdrawal.

REMARKS: Fair coverage of the target area. No direct hits reported.

Flak: Heavy, moderate, fairly accurate.

No enemy aircraft.

This was another double mission. The other formation of 18 Mitchells attacked the highway bridge near Castelvenere.

Thursday, 30 September 1943 (continued)

CREWS

1st Flight

A/C No. 41-13061 "Lil Joe" (C)

P *Williamson, Lloyd V., F/O*
CP *Arnoult, Hubbard B., Jr., 2Lt*
N *None*
B *Dombkowski, Stanley F., S/Sgt*
E *None*
R *Szymik, Emil (NMI), T/Sgt*
G *Kim, Daniel (NMI), S/Sgt*
F *None*

A/C No. 41-30341 (B)

P *Campbell, Martin H., Jr., F/O*
CP *Ramsey, Thomas Upton, 2Lt*
N *None*
B *Miller, Foster C., S/Sgt*
E *None*
R *Standish, Beverly R., S/Sgt*
G *Sigafoos, James F., Jr., Sgt*
F *Pummill, Earl (NMI), Sgt*

A/C No. 42-64592 (D)

P *Kreuzkamp, Paul J., 2Lt*
CP *Kurtz, James A., 2Lt*
N *Victor, Joseph G., 2Lt*
B *Leasure, Oliver B., 2Lt*
E *None*
R *Darling, Robert E., Pvt*
G *Mayhew, Wesley B., Jr., Sgt*
F *None*

A/C No. 41-30386 (J)

P *Wolfe, Warren M., 2Lt*
CP *Mitchell, Lenyard C., F/O*
N *None*
B *Malone, Donald B., S/Sgt*
E *None*
R *Marshburn, James T., Sgt*
G *Lyon, John R., Sgt*
TG *Collom, Frank C., Jr., Sgt*

A/C No. 41-13052 "TABOO" (A)

Evans, George N., Capt
Warren, Donald B., 2Lt
Collins, Vincent A., 1Lt
Fayard, Oliver E., Jr., 1Lt
None
Foderaro, Albert (NMI), T/Sgt
Mayronne, Clyde A., Sgt
None

A/C No. 42-32454 "Boomerang" (F)

Young, Charles A., 2Lt
Stoeber, Leslie R., 2Lt
None
Doty, James K., S/Sgt
None
Pelkey, John R., T/Sgt
Blackshire, Joseph R., S/Sgt
None

A/C No. (E)

(SPARE FILLED IN HERE)

**A/C No. 41-13085 "Green Hornet"
(G)**

Flake, Ray M., 2Lt
Weaver, Claude H., 2Lt
Renton, Walter C., Jr., 1Lt
Colleton, John C., 2Lt
None
Fiumecel, Albert F., S/Sgt
Marvin, Lawrence R., Sgt
None

Thursday, 30 September 1943 (continued)

A/C No. 42-64596 "Donna Marie" (H)		A/C No. 41-30333 "A Touch of Texas" (M)	
P	<i>Jones, William E., F/O</i>		<i>Baisch, Joseph M., III, 2Lt</i>
CP	<i>Hudson, Charles (NMI), Jr., F/O</i>		<i>Sautter, Carl U., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Smith, Paul F., S/Sgt</i>		<i>Micks, Henry B., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Clark, Thomas J., T/Sgt</i>		<i>Starnes, Carl B., T/Sgt</i>
G	<i>Hannon, Robert P., S/Sgt</i>		<i>George, Wade Clayton, S/Sgt</i>
TG	<i>Erceg, Samuel (NMI), Cpl</i>		<i>None</i>
A/C No. 41-29980 (K)		A/C No. 42-32500 "The Saint"(L)	
P	<i>Dusek, Ernest P., 2Lt</i>		<i>Stagner, Howard C., F/O</i>
CP	<i>Baker, Gordon G., 1Lt</i>		<i>Knecum, Walter A., 2Lt</i>
N	<i>Forbes, Robert L., 1Lt</i>		<i>None</i>
B	<i>Withrow, John B., Jr., 1Lt</i>		<i>Schoen, Everett G., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Budde, Walter H., T/Sgt</i>		<i>Jereb, Vincent (NMI), S/Sgt</i>
G	<i>White, John Edward, S/Sgt</i>		<i>Moxey, Orville E., S/Sgt</i>
F	<i>None</i>		<i>Scott, Ivan D., Sgt</i>

428th BS War Diary: Lt. Peterson flew a French General up to Salerno, Italy. Another rain-storm hit the camp, flooding most of the tents and areas. Paid in American overseas currency, indicating another move.

Peterson, Arthur C., 1Lt, pilot

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # : The last mission of the month, on the 30th returned us to the highway bridge Southeast of Castelvenere. One string of bombs was observed to walk through the center of the bridge, scoring at least one direct hit. All roads leading to the intersection at the approach North of the bridge received direct hits. Bombs also cut the railroad tracks in this area. Both roads on the South approach to the bridge were severed by direct hits. Some bombs fell over and short of the bridge. No enemy aircraft were encountered, although the flak was heavy, and accurate. Only two 428th planes and crews participated in this one.

A/C No. 1 <i>aircraft unidentified</i>		A/C No. 2 <i>aircraft unidentified</i>	
P	<i>Dory, John N., 2Lt</i>		<i>Stokes, Louis S., 2Lt</i>
CP	<i>Kirtley, John M., 2Lt, pilot</i>		<i>Lewis, Quentin McAlpine, 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Simmons, Bernard B., S/Sgt</i>		<i>Konchinsky, Herman (NMI), Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Cook, Ray E., S/Sgt</i>		<i>Morris, Raymond J., Sgt</i>
G	<i>Mahan, John J., PFC</i>		<i>Graham, Herbert J., S/Sgt</i>
F	<i>None</i>		<i>None</i>

September 1943

HQ 310th BG War Diary: Additional Information for September 1943:

COMBAT HISTORY B25C-41-13070

“Shanghai Lil”

Airplane No. 41-13070 was assigned to the 428th Bombardment Squadron at Westover Field, Massachusetts, in September of 1942. The plane itself is not known as most planes are and instead of being called “70” it is referred to as “Shanghai Lil”. A name bestowed upon it by its first pilot, Captain Arthur E. Canham, now a veteran of many sorties against the Axis.

Canham, Arthur E., Capt, pilot, Operations Officer, 428th BS

“Shanghai Lil” has two hundred sixty-five (265:00) actual combat hours to her credit and a total of sixty-six (66) combat missions. She took off on her first mission on December 11, 1942, from an airdrome near Algiers. Its tour of duty took it to numerous air bases and finally on her 66th mission she was retired at her base on Cape Bon, September 13, 1943.

“Shanghai Lil’s” tour of duty was far from being an easy one. From one cause or another she has had five (5) new engines, one new gas tank, and a complete new right side main landing gear. On two occasions she failed to return to her base but before any great lapse of time she would be heard from and soon flown to her home base. There are numerous patches on her fuselage where anti-aircraft shells have pierced her and on one mission she received a gaping hole in the left wing and left tank from a cannon shell. Although she has suffered and recovered from many battle scars never has she had a crew member wounded while aboard.

“Shanghai Lil” left the United States on September 21, 1942, and arrived in England, September 24, 1942. After a short stay in England she left for North Africa on December 6, 1942, and arrived at her destination a few hours later.

“Shanghai Lil” enjoys the distinction of being the first of the medium bombers to arrive in North Africa, aside from this she participated in the first “skip bombing” mission in the North African Theatre. She has the reputation of being the best and the fastest plane in the 310th Bombardment Group.

September 1943 (continued)

381ST BOMBARDMENT SQUADRON
310TH BOMBARDMENT GROUP (M) AAF
OFFICE OF THE OPERATIONS OFFICER

WEC/jlp
19 September, 1943

SUBJECT: Combat History of Captain James G. Hickman

TO : Adjutant, 310th Bombardment Group (M) AAF

1. Captain James G. Hickman, ASN-0-790957, Navigator, arrived in this theatre March 10, 1943, and was assigned to the 381st Bombardment Squadron, March 14. To date he has completed 49 missions with a total of 181:45 over enemy territory. He has been recommended for the Air Medal, eight Oak Leaf Clusters and the D.F.C. so far he has received on general orders, the Air Medal and six Oak Leaf Clusters.

2. Captain Hickman's home is in Orlando, Florida, and has been squadron navigator from March 11, 1943, until the present time. Captain Hickman as such has directed the flights of large numbers of aircraft over targets in Sicily, Sardinia, and Italy, that necessitated long over water flights and which make his duty most important for the successful completion of missions. Captain Hickman, while on a bombing mission over Olbia Harbor, Sardinia was called up to do yet another duty, when the aircraft was struck by anti-aircraft fire, the fire control cables were shot out, the elevator trim tabs wrecked, the hydraulic system so damaged that it ceased to function and the right engine rendered useless and a long over water flight necessary, during this long flight as well as acting as navigator he acted as fire control officer and when landing was made at a friendly base he cranked down the landing gear manually, with just seconds to spare. Captain Hickman's prompt and efficient action on this mission prevented injury and possible death to the crew members and loss of the aircraft. On all missions and in the face of intense anti-aircraft fire and attacks by enemy interceptions, Captain Hickman has done his appointed duty efficiently and has reflected great credit upon himself and the military Service of the United States.

WALTER E. CODDINGTON,
Captain, Air Corps,
Operations Officer.

September 1943 (continued)

COMBAT HISTORY

CAPTAIN JOHN H. BEATTY 789769
428th Bomb Sq, 310th Bomb Gp (M)

Captain John Beatty arrived in North Africa on 20 November, 1942. He went on his first combat mission on 2 Dec 1943. To date he has completed fifty (50) combat missions and has a total of one hundred and ninety one hours and ten minutes (191:10) combat hours to his credit.

He has displayed outstanding ability as a pilot and flight leader in every one of his fifty missions. As flight leader he has led many of the group missions on very important targets. He led his squadron on the Battipaglia Raid on 14th September, which was described as most perfect bombing raid.

He has been recommended for the Air Medal and eight (8) oak leaf clusters.

428TH BOMBARDMENT SQUADRON
310TH BOMBARDMENT GROUP, (M), AAF
APO 520

September 19, 1943

SUBJECT: Combat History of 1st Lt. Robert M. Wescott.

TO : The Commanding Officer, 310th Bombardment Group, (M), AAF.

Lieutenant Robert M. Wescott arrived in North Africa on the 28th of February 1943 and went on his first mission about one month later. He has completed fifty (50) combat missions with a total of one hundred ninety-eight hours and forty-five minutes combat time (198:45).

He has been on several very important missions one of which sank an enemy oil tanker weighing ten thousands ton.

He has been recommended for the Air Medal and nine (9) Oak Leaf Clusters. He has also participated in the raid over Battipaglia, scoring a decision of great importance over the enemy ground forces.

September 1943 (continued)

428TH BOMBARDMENT SQUADRON
310TH BOMBARDMENT GROUP, (M), AAF
APO # 520

19 September, 1943

SUBJECT: Combat History of Charles L. Connors, Bombardier.

TO : The Commanding Officer, 310th Bombardment Group, (M), AAF.

S/Sgt. Charles L. Connors started his combat career on march 12, 1943. He has a total of 50 combat missions to his credit with a total of 201:00 combat hours.

He has participated in such raids as the first raid over Rome, Italy and the Battipaglia raid. He also has to his credit one enemy oil tanker besides many enemy aircraft destroyed on the ground. He has acted as lead bombardier on a mission also.

He has been recommended for the Air Medal and 9 Oak Leaf Clusters.

428TH BOMBARDMENT SQUADRON
310TH BOMBARDMENT GROUP, (M), AAF
APO # 520

19 September, 1943

SUBJECT: Combat History of Crew Chief John I. Gerry.

TO : The Commanding Officer, 310th Bombardment Group, (M), AAF, APO 520.

Technical Sergeant arrived in North Africa in the first days of the opening of the campaign.

He is the crew chief of airplane number 41-13070.

He has as assistants 3 mechanics who are capable of carrying on a very good job of maintaining an airplane. Technical Sergeant Gerry has been with his plane since the first day it was assigned to the squadron. He flew across the ocean with the plane.

He has changed 5 engines and a fuel tank since he has been in North Africa.

September 1943 (continued)

428TH BOMBARDMENT SQUADRON
310TH BOMBARDMENT GROUP, (M), AAF
APO 520

September 19, 1943

SUBJECT: Combat History of Tech Sergeant John P. Stilp.

TO : The Commanding Officer, 310th Bombardment Group, (M), AAF.

Tech Sergeant John P. Stilp arrived in North Africa in the early part of February 1943. He has completed to date 49 combat missions and has a total of 193:05 hours combat time to his credit.

He was shot down in the Mediterranean Sea and was afloat for 22 hours before being rescued. He also participated in a bombing mission that resulted in the sinking of an oil tanker weighing 10,000 tons.

He has been recommended for the Air Medal and 8 Oak Leaf Clusters.

428TH BOMBARDMENT SQUADRON
310TH BOMBARDMENT GROUP, (M), AAF
APO 520

September 19, 1943

SUBJECT: Combat History of Staff Sergeant Loy G. Myers.

TO : The Commanding Officer, 310th Bombardment Group, (M), AAF.

Staff Sergeant Loy G. Myers is one of the better gunners of the Air Force. He has no less than five (5) enemy fighters to his credit and two (2) probables. He is known as "Ace".

He started his combat duty in North Africa in early February 1943. He was one of a crew that was shot down over the Mediterranean Sea and spent twenty-two (22) hours floating in a life raft. He succeeded in inflating the life raft after the other members of the crew had failed. He was awarded the Soldiers Medal for this display of cool thinking. He has also been recommended for the Air Medal and nine (9) Oak Leaf Clusters.

Staff Sergeant Myers has completed fifty (50) combat missions and has a total of one hundred ninety three hours and forty minutes (193:40) combat time.

September 1943 (continued)

379th BS War Diary: Additional Information for September 1943:

HISTORY

379TH BOMBARDMENT SQUADRON

SECTION II...Operations for September 1943.

<u>DATE:</u>	<u>TARGET:</u>	<u>No. PLANES:</u>
Sept. 5	Grazzanise A/D, Italy	17
Sept. 6	Capua L/G, Italy	18
Sept. 8	Trebisacce RR & Rd Bridges, Italy	12
Sept. 9	Potenza M/Yds, Italy	17
Sept. 10	Road Junction at Castelnuovo, Italy	12
Sept. 13	Road Junction at Torres Annunziata, Italy	11
Sept. 14	Battipaglia, Italy	17
Sept 14	M/T Convoy & gun emplacement, Italy	7
Sept. 15	Road Junction at Torres Annunziata, Italy	12
Sept. 16	Triflisco Rd & RR Bridges, Italy	15
Sept. 18	Ciampino A/D, Italy	12
Sept. 21	Caserta Rd & RR bridges, Italy	12
Sept. 22	Grottaminarda Bridges, Italy	12
Sept. 24	RJ & Bridge at Maddaloni, Italy	1
Sept. 25	Mignano Road Defile, Italy	11
Sept. 29	Amorosi Rd Bridge, Italy	10
Sept. 30	Castelvenere Rd & RR Bridge, Italy	12
		<hr/>
		Total sorties.....220
		Brought Forward.....751
		<hr/>
		Grand Total.....971
		Total Squadron Missions for month...18
		Total Squadron Missions brought forward...125
		<hr/>
		Grand Total.....143

September 1943 (continued)

380th BS War Diary: Additional Information for September 1943: Undoubtedly the foremost topic in everyone's conversation was 'When and where are we going to move?' Although many had reasonable replies, the truth still remains a secret, which gives the rumor mongers a chance to use their talents to their fullest extent. As September passes away, a year of combat duty goes with it, a year full of hardships and pleasures, disappointments and success. Our ground personnel have watched one complete set of combat crews complete their missions and go home and another take its place and approach their completion too.

The past few weeks have been trying ones for us. Rain and wind storms have struck our base with terrific force and we have had to fight bitterly to hold the tents over our heads and our belongings from being soaked.

The mail situation has been in a very noticeable slump and has been the object of many gripes by the major portion of our personnel

The latter part of the month saw our Commanding Officer Major Rodney R. Wilder make his Colonelcy.

Wilder, Rodney R. "Hoss", Maj, pilot, Commander

Restless, after two months in one spot, the men are anxious to move on and from all signs of packing and crating, their wish will soon come true.

OUTLINE ON THE SICILIAN CAMPAIGN AND THE ITALIAN CAMPAIGN TO DATE

24 September 1943

In the period between the end of the North African Campaign on the thirteenth of May and the landing of Allied troops on Sicily, we launched numerous missions against Pantelleria Island, striking at the harbor and the many gun positions that made up the chief line of defense, and finally brought the little "Gibraltar" to its knees.

Next Sardinia and Sicily became targets for a "softening up" process which would bring Allied troops to the shores of the little island off the toe of Italy. All through the operations on Sicily, our group was used in strategic thrusts against enemy's installations there. None will soon forget the "thirteen" Gerbinis, Sciacca, Milis and the many other airdromes that were crippled by our bombardiers. Then too, such harbors as Marsala, Palermo, were put "out of Commission" by our relentless poundings. When the situation called for a tactical operation, the 310th moved in and helped support our advancing troops by clearing the way at Enna, where a key set of roads intersected.

September 1943 (continued)

At the end of the Sicilian “Mop Up”, we were to be found ranging further into the Italian and German defenses, by striking at Italy itself.

At the time Allied Forces made the invasion into Italy at Messina over to the mainland, we had already seen much service against the “boot”. It was mostly of a strategic nature, however, bombing enemy airdromes such as Ciampino, Monte Corvino, Pomigliano, and Viterbo, smashing at rail and road junctions in an all-out effort to hamper supply and transportation lines, and cut communications. Then as the Fifth Army invaded the mainland below Naples, we called upon to perform “delicate” tactical assignments which our bombers carried out with the greatest success. As we continue our operations our job as a “pinch hitter” is gaining great recognition.

CAMPAIGN OUTLINE

Sept 14 - 30 incl.

ITALIAN CAMPAIGN (1943)

Immediately after all objectives in the Battipaglia and Salerno area had been bombed by every available aircraft, the ground situation, it seemed, appeared less critical and before many days had passed the Allies had definitely gained a substantial area of ground in that section below Naples and were pushing on inland.

However, our assignments continued to be a tactical nature, with bridges, road intersections, road bends and rail lines as our targets. At intervals however we were called upon to destroy airdromes and bomb shipping, which we did with a great deal of success.

It is obvious though, that operational missions from craft based in Africa, that is the medium and light type bombers, will be unable to operate effectively soon as our range is lengthening with every day that passes. Our ground forces are methodically forcing the enemy back to the northern half of Italy and our “future” targets will be out of range. Chances are that when the next move is made, we will have a vast number of varied targets within our grasp and that these will be in countries other than Italy.

PERSONAL EXPERIENCES OF OUR FLYING MEN

10 September 1943

SGT. WESLEY W. MARQUIS, UPPER-TURRET GUNNER., OF BRATTLEBORO, VERMONT, is a lad who knows how it feels to bag three enemy fighters in one day. It all happened while he was flying in a formation of medium bombers out to bomb an important set of bridges on the eastern coast of Italy. This is how Sgt. Marquis told the story: “Just after reaching landfall over Italy I had a feeling we were going to run into

September 1943 (continued)

trouble today, so I asked my radio operator to lower his turret. Upon attempting to test fire his guns, he found that they were jammed but thought that he could adjust them and so on we went. Flying along our inland route to our objective everything seemed to quiet that it wasn't natural. Suddenly when we had almost reached the target, I saw one of the ships in the first flight belching smoke from its right engine and go down out of control. I hadn't seen any flak burst near him so I knew that it must be from fighters. Sure enough, diving out of the sun, a swarm of fighters attacked the formation. The sky seemed full of them. Two started in on me from about 6 o'clock and 8 o'clock. I figured the one at 8 o'clock to be a decoy and was right. The ME-109 at 6 o'clock started firing when he was still a good distance off but I held my fire until he came closer. He was coming in plenty fast throwing all kinds of lead at me...and then I let him have a good burst at about 200 yards which hit in an around his engine. He slid off on one wing and started down smoking. I watched him crash into a wooded area in a big flash of flame. The bombardier then shouted through the phone, 'Bandits at three o'clock' I yelled back, 'Don't worry about them, just give 'em a chance to get in a little close.' We were lucky however for the fighters didn't make a pass at the formation but were content to set off in the distance out of range.

Our bombs having been dropped on the target with much success, the formation swung around and started back across Italy again toward her western coast. Scattered flak batteries greeted us as we made our way there. We had almost reached the coast when I saw a large burst of red orange flak that was to start a dogfight that I'll never forget. For that burst was the signal for the fighters to attack....and attack they did! Our formation had just started its dive when the Jerry planes swooped down on us again. The next thing I saw was an ME-109 come in high and behind, guns blazing away at me. He was coming towards me like the wind and I quickly fired at him, my slugs hitting his engine and the scoop under the left wing. The ME-109 shuddered for a moment, then nosed over and crashed not 200 yards from the beach. My radio gunner later told me that the ship was flaming when he hit the water. Just about then my left gun jammed and 'Gulp' I swallowed the gum I was chewing! I was sweating plenty until I finally found that the links on the ammunition belt had tightened up from all the firing I had done. A few seconds work and the gun was back in line of duty.

Coming out of the dive three ME-109's fastened themselves on the tail of our element and moved in on us throwing out everything they had in an effort to bring one of us down. Instead of trying to knock down my ship or the other wing ship, all three fighters concentrated their efforts on our element leader. I could see the tracers hitting squarely into the upper turret on the bomber and then the left engine caught on fire and ship started to go down. The pilot still had control of it but the fighters were still strafing it from end to end. I could see pieces of the right wing and engine flying off and then the B-25 hit the water in a nice controlled landing.

September 1943 (continued)

Right after that our right wing caught a 37 mm shell and then the hydraulic system was knocked out. When the smoke started pouring from our right engine I thought that we were going down, but the Pilot succeeded in putting out the fire and for a little while longer we were still going strong. But we were not to get away for again the ME-109's savagely struck, this time in pairs. Two of them got on my tail and began to pour lead into us. They gained on us and were less than 100 yds away, then 50 yds.....I swung my guns over and took a pot shot at the first ME-109 to go by, but missed. The second was right behind and at 25 yds he looked as big as a house. With belly towards me, he attempted to roll away from my fire but it was too late. A full burst caught him squarely and down he went. The right wing tip caught the water and he spun around, his propeller pulling him under immediately. From then on things tapered off slowly and five minutes later we were serenely flying homeward. When I climbed out of the ship my knees gave way they were shaking so much, for it was then I realized just how scared a guy can be."

15 September 1943

STAFF SERGEANT EDWARD D. BARBIERI, RADIO OPERATOR, FLUSHING, L.I., NEW YORK. "I'll never forget the raid we were on," declared Sgt. Barbieri, "over the port of Aranci. Just after we dropped our bombs with much success, a formation of ME-109's intercepted us while we were in our dive to the deck. Our element was attacked by four fighters that dove in on us with cannon and machine guns blazing. Our wing tip was severed by a cannon shell and our ship well peppered with machine gun fire. For awhile there I could almost hear the angels singing but I guess it was just the whine of an ME-109 going down for the last time."

15 September 1943

STAFF SERGEANT ANDREW J. JANICKI, AERIAL GUNNER, AMBRIDGE, PENNSYLVANIA. "The greatest thrill of my combat career occurred," says Sgt. Janicki, "when our flight flew over Italy to bomb the Rome/Littorio M/Y's. As we approached our target the ground gunners started to make things hot for us, but I was so excited at the sight of all the coliseums and other famous buildings that I never dreamed I'd see, I didn't realize that their accuracy was exceptionally good that day and that some bursts came mighty close to our ship. Instead of us paying a fee for this wonderful sight from the air, we charged the Axis to the tune of one destroyed marshalling yard. What a day!"

September 1943 (continued)

SHADRACH

“Buy those Bonds and keep building those planes”, is the cry from this B-25 Mitchell outfit. “As long as the folks back home can turn out ships like ‘Shadrach’ we’ll fly them”, said one young pilot.

‘Shadrach’, a grizzled, battle-wise, North American-made B-25, is flying proof of American skill and craftsmanship. Her crew chief, Tech. Sgt. Frank Gularte, a Salinas, California boy, speaks of the old plane with an affection born through long association and respect. More than a year of overseas service has seen both Sgt. Gularte and Shadrach in all kinds of fields under combat conditions. No doubt Shadrach has forgotten what a hangar looks like, especially those luxurious heated, concrete-floored hangars that once sheltered her back in the United States.

But that was more than 415 flying hours and 64 combat missions ago; thousands of air miles back...long before Shadrach and her ever-present crew chief took that long trip from the States to England and then to Africa. It was in North Africa that Shadrach, or to be more exact, aircraft number 41-13079, really found out what might lie ahead. North African air fields weren’t exactly ideal. In fact they were almost wheel deep with mud and hangar and ship facilities undreamed of. Ground crews lived, worked, ate, and slept in sort of a mud and oil mixture.

Shadrach had no complaint as to her treatment at the hands of these ubiquitous grease monkeys. No doubt Shadrach would, if able to speak, heap higher praise on her crew chief, Sgt. Gularte, and his hard working mechanics, than on any other phase of her war experience. She can point to the records, for that matter, in order to add to the kudos of those ground maintenance men. Let’s see: Shadrach entered combat with 84 hours of flying time. Since then she has flown 330 combat hours without a single mechanical failure; has breathed 53,950 gallons of 100 octane aviation fuel through her cylinders; has never had to turn back from the completion of any mission due to mechanical troubles.

Her original pilot, Captain Clyde L. Grow, of 1215 North First St., Arkansas City, Kansas, has a high opinion of the old plane which took him safely through 50 combat missions without a scratch to either him or to the plane itself. When he completed his 50th mission and turned her over to a new pilot he stated, “I’ve never turned back from any mission because of a mechanical failure and old ‘Shadrach’ is just as good as new”. Although retired from combat duty and now working as Operations Officer for his squadron, Captain Grow still finds time to get in a bit of time on Shadrach and manages to bump into Sgt. Gularte, with whom he checks up on the veteran B-25 at intervals.

Shadrach’s good luck held out until her 64th mission over the Axis. After going through all sorts of fighter fire and flak, the gallant ship got a bad shooting up. Hit in the left engine and both wings, with left engine controls shot out, Shadrach was badly crippled. Nevertheless, she got her crew back to friendly territory safe. Shadrach, stripped of all guns and radio equipment in order to ease her burden, made a crash landing at Palermo. Both tires blown out, one engine shot out, hole in both wings...she looked ‘beat up’.

September 1943 (continued)

Old Shadrach's crew chief got the news back at the home base later on. Sgt. Gularte and the rest of the ground crew were flown to the field where Shadrach sat...battered but unbent and strong in fighting spirit. The crew chief saw to it that her wounds were given attention and work was done to make the grizzled B-25 flyable...not in A Number 1 condition, but in condition to get back to her home where the major repairs could be made.

After her homecoming, Shadrach's repairs were soon completed. Two new Wright Cyclones replaced her well worn and flak riddled engines that had given her the best hours of their lives. The old engines were crated and shipped away...Shadrach was ready once more.

It was fitting that her old pilot Captain Grow should take her aloft on her new engines. So today the faithful B-25 was readied and Sgt. Gularte saw her in the air where she belongs once again.

Tech Sgt. Frank Gularte who plays a major part in the story of Shadrach is representative of the thousands of ground men in the Air Forces who really "keep them flying". Before entering the service on February 16, 1943, he was a farmer back in California, where he hopes to return after Shadrach and her fellow planes make their last raid on the Axis.

September 1943 (continued)

381st BS War Diary: Additional Information for September 1943:

SPECIAL OUTLINE SECTION --- SEPTEMBER 1943

September began the Squadron's second month at Menzel Temime, Tunisia. The nights are cooler, the days less warm, and clouds are appearing in the sky more frequently. The grapes and melons which were such a novelty when we first arrived grew scarce --- and are now unavailable. Swimming, the major diversion, tapered off as the days grew cooler, and has finally stopped altogether. Setting back the clock one hour gave less hours of daylight after the evening meal, and the Officers' Club and Enlisted Mens' Day Room are more crowded now. Games like soft ball and volley ball are being replaced by bridge, poker and dominoes, or by listening to the radio or reading.

Missions, the focal point of everyone's activities, continue as usual --- yet the personnel is beginning to become restless. Twenty-one combat officers and men have completed fifty missions. The conversations of twenty-one men expecting to return home contribute to the restless atmosphere. Two months are a long time in one place, especially for the 381st.

Rumor mongers have been prophesying a variety of changes. And --- inasmuch as they predict a move --- they are beginning to come true. The Squadrons have been put on an alert. Packing preparations have commenced --- boxes are being constructed and filled and equipment is being put into crates.

At last it is apparent that we are leaving Menzel Temime. Where are we going? No one knows, actually. The most constructive opinion describes Southern Italy as our destination. But until we arrive, no one will be certain.

CAMPAIGN OUTLINE SECTION --- SEPTEMBER 1943

The battle for Italy got under way on the 3rd of September when the British 8th Army crossed the Straits of Messina into Calabria, and proceeded without resistance up the instep of the boot shaped Italian peninsula.

The next day brought a report of Italy's capitulation, but it was not until the eight of September that Marshal Badoglio surrendered to the United Nations and ordered the Italian people to drive the Germans from their country.

This event was followed immediately by an invasion of the Italian mainland near Salerno by the U.S. 5th Army. The NASAF flew an unusually large number of missions in cooperation with this landing. The ensuing land battle was severe, the remaining Germans putting up a strong defense aimed at destroying the bridge head which the

American and British forces had established. Though from time to time the situation looked critical, the Germans failed to carry out their boast that they would push us back into the sea.

In the meanwhile, the British 8th Army advanced up the instep and at the same time pushed Eastward, securing the ankle and the heel. Finally, they joined the American forces at Salerno and together they pushed onward, the 8th Army marching rapidly up the Eastern coast of Italy toward Foggia, while the U.S. 5th Army encountered the main force of German resistance which was concentrated South of Naples.

By the 23rd of September, the 8th Army was in Foggia and with its capture they occupied the principal enemy airdromes in Southern Italy. The 5th Army had taken Battipaglia, and was advancing in the mountains and along the Amalfi Drive, between Salerno and Naples. Naples itself was in flames --- the Germans having sacked and pillaged it prior to retreating to previously prepared defenses along the Volturno River --- defenses which the 8th Army's continued advance is threatening to outflank.

Thus the end of September found the Allies with the following territorial gains: All of Sardinia --- the Free French Armies had driven them into Corsica. More than half of Corsica, and almost one fourth of the Italian peninsula.

Efficient as our ground forces had been --- no matter how effective their fighting nor how valiant their effort, their blood and sweat and tears would have been shed in vain had it not been for the support rendered them by the Allied Air Forces.

The 381st Bombardment Squadron, as part of these Air Forces, contributed the following toward the Battle for Italy during the month of September 1943: Nineteen operational missions, totaling 195 sorties and consuming an aggregate of seventy-eight hours and thirty five minutes flying time. Five hundred twenty-nine thousand five hundred pounds of bombs were dropped on enemy objectives by the Squadron. From these operations only one of our planes failed to return. Our gunners accounted for one RE-2001.

September 1943 (continued)

428th BS War Diary: Additional Information for September 1943: The first days of September were momentous ones for the world and happy ones for us. For some reason we didn't operate for a few days. On the third the allies made a landing in Italy. That night our squadron officer's bar opened. As there was no mission scheduled the next day, a high time was had by all.

The 428th Officer's Bar was the envy of all the other squadrons. Built of scrap lumber, mosquito barring, and bent nails, it was nevertheless an imposing structure, and a tribute to the resourcefulness and determination of the officers to have a place of their own. Inside, on a floor of pure white sand, were tables and chairs, dice and card tables with drop lights, a good-sized bar, mirror and bottles. It was the nearest approximation of a civilian night club on Cap Bon, and was always well stocked.

On the fourth of September a farewell party was given by the officers for the "Chief". It was meant to celebrate the completion of his 50th raid, after which he was to leave us for the Coastal Command. However, due to the temporary postponement of missions, and the fact that steaks wait for no man, it was pulled off prematurely. That it was a festive occasion none of us can deny--it was the tragic aftermath that has left a bitter taste in the mouths of everyone.

Walker, James P. "Chief", Maj, pilot, Commander