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EIGHTH AIR FORCE

2d BOMBARDMENT DIVISION

96th COMBAT BOMB WING

467th BOMBARDMENT GROUP

788th BOMBARDMENT SQUADRON

DATE: FEBRUARY TO MAY 10, 1944

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HISTORY

of

SEVEN HUNDRED EIGHTY EIGHTH BOMBARDMENT SQUADRON (H)

FOUR HUNDRED SIXTY SEVENTH BOMBARDMENT GROUP (H)

SECOND BOMBARDMENT DIVISION

SECOND AIR FORCE

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The 788th Bombardment Squadron brought up the rear of the 467th Bombardment Group when it boarded a transcontinental troop train at 2330 12 February 1944 to leave its final training base--Wendover Field, Utah--far behind.

Morale of the squadron was jubilantly high as the train progressed eastward. Whatever restrictions applied aboard the troop train were eclipsed by the realization that, at last, we were on our way overseas. The squadron arrived at Camp Shanks, N. Y. at 0815 17 February 1944.

Until 26 February 1944 at 2045 when the squadron left the Port of Embarkation camp, personnel of the squadron were concerned with final preparations. Another inspection and issue of clothing was made, security lectures given, hikes taken, gas mask and ship drill talks were made. Offsetting the grime of Port of Embarkation life was the privilege of passes which permitted squadron personnel to visit New York City and other nearby towns.

Men and officers of the squadron boarded U.S.A.T. Frederick Lykes at 2330 26 February 1944 and awoke next morning to see the Atlantic Ocean, a sight never before beheld by most personnel of the unit. After the novelty of ocean travel had worn off, all personnel had more or less settled down to a routine. Many were seasick from their ocean venture. Others enjoyed the salt air, rison and roll of the troop ship and unrestricted opportunity for "sack time".

Only once would all personnel agree that they were somewhat disturbed. That was the time the troop ship had trouble and left the convoy with only a destroyer escort vessel left behind to circle and protect us. After some hours repair was made and soon the troop ship rejoined the convoy.

Ireland was the first land to be spotted and soon disembarkation time came, but not until all had enjoyed the picturesque nautical scene provided by the Glasgow, Scotland harbor. The unit disembarked U.S.A.T. Frederick Lykes at Port T. C. 251 at 2320 10 March 1944. Personnel boarded a troop train at 1330 11 March 1944 and arrived at its new base, Army Air Force Station 145, at 1715, prepared for life in the European Theater of Operations.

First business at hand, after the unit had become established in their new Nissen hut homes, was to become "operational," since the air echelon--which had flown to this overseas theater via the South Atlantic route leaving from Herington, Kansas--arrived very shortly after the ground echelon.

All sections of the squadron--now working together with comparable sections on a group basis--pitched in to make the first operational day arrive sooner. Officers and Men from ordnance, armament, engineering, communications, administration, intelligence, supply, personnel equipment and bomb-sight cooperated so that on 10 April 1944 nine 788th Squadron aircraft were dispatched and dropped their bombs on the target.

This first mission was to Bourges, France. Major Salzarulo rode as command pilot with Lt. Tormoen. Other airplane commanders were Johnson, Mills, Dillon, Stephenson, Wood, Driscoll, Alford and McLaughlin. Their aircraft dropped 36 100-pound general purpose bombs and results were considered very good. Flak that day was meager.

Mission 2 was next day, 11 April, to Oschersleben, Germany. Captain Garner rode as command pilot with Lt. Tormoen. Lts. Shoup, Swart, Seccaffico, Moore, Goldsmith, and Wilson were assigned. Lt. Wilson's aircraft aborted. The 788th aircraft dropped 312 100-pound incendiary bombs on the target but results were considered only fair. One damaged enemy fighter was claimed by T/Sgt Alonzo G. Dixon and one by Sgt. Sidney D. Eagen.

Mission 3 On 12 April was to have been a repeat performance at Oschersleben, but the group was recalled before reaching the target. Lts. Driscoll, Mills, Werdung, Wilson, Stephenson, Roden and Wood were dispatched with Captain Garner riding as command pilot with Lt. Driscoll.

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Intense flak was encountered for the first time on 13 April when the group went to Lechfeld, Germany. Lts. Driscoll (Captain Garner riding as command pilot), Mills, Stephenson, Wood, Wilson, Werdung and Boden dropped 364 100-pound incendiary bombs, but results were not satisfactory. One damaged enemy fighter was claimed by Pvt. David P. Randier on mission 4.

Mission 5 was the unit's first PFF bombing raid. Major Salsarula rode one of the PFF aircraft while Lts. Martin and Shoup (the former accompanied by Captain Garner) flew in the group formation. Sixteen 1000-pound general purpose bombs were dropped by the two B-24 aircraft through 10/10 clouds for undetermined results. Target was Wisernes, France, where the enemy has reportedly installed concrete emplacements for launching pilotless aircraft.

Lts. Alford, Harrison, Johnson, Ewart, McLaughlin, Wilson and Stephenson flew to Brandenburg, Germany, on Mission 6 18 April. Fair results were reported with 364 100-pound incendiary bombs dropped.

Mission 7 19 April was to Paderborn, Germany, for Lts. Werdung (Lt. Seccaffico riding as command pilot), Goldsmith, Mills, Dillon, Boden and Martin. They dropped 320 100-pound general purpose bombs with satisfactory results. Flak again was meager.

Another "mystery coast" or "nobell" target was assigned as Mission 8 20 April. Lts. Alford (with Lt. Seccaffico riding as command pilot), McLaughlin and Shoup were dispatched to Biracourt, France, but the formation aborted at the target when a copilot in another squadron was instantly killed by flak.

Mission 9 was to have been to Zwicksu, Czechoslovakia, for Lts. Tornoe, Driscoll, Stephenson, Wood, Goldsmith, Wilson, Ewart, Boden, Mills and Johnson, but no assembly was made because of dense contrails being built by the aircraft as they attempted to climb over the overcast.

Very good results were observed from strike photographs 22 April when Mission 10 took the formation to Hamm, Germany. Aircraft were piloted by Lts. Tornoe, (Captain Garner riding as command pilot), Driscoll, Stephenson, Goldsmith, Wood, Wilson and Boden. They dropped 364 100-pound incendiary bombs through intense flak. This mission brought the formation back to its base after blackout. Enemy intruder aircraft apparently trailed it and attacked over England. The aircraft piloted by Lt. Boden was shot down by one intruder and crashed killing all 10 crew members. They are as follows:

2nd Lt James A. Boden
2nd Lt J. H. Maxey
2nd Lt Wellington E. Landis
2nd Lt Robert E. Wilson
S/Sgt Louis J. Violette
S/Sgt Richard E. Horak
S/Sgt James R. Howe
S/Sgt Charles D. McGonigle
S/Sgt Riley E. Orr
S/Sgt George E. Carter

Remains of this crew--first of the 788th Squadron to be killed in action--were interred in the American cemetery at Cambridge, England.

The intruder aircraft also made a bombing attack on the group's base, dropping three bombs on the field nearly hitting one taxiing aircraft.

Most successful mission to date was Mission 11 on 24 April to Leipzig, Germany, when the group led the combat wing into the target. Lts. Alford, Shoup, Johnson, and McLaughlin were on this mission. Lts. Mills and Dillon were not dispatched. Forty 500-pound general purpose bombs were dropped on the target. Strike photographs attested to the excellent pin-point bombing.

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Mission 12 on 25 April was to Bernheim, Germany, but assembly and formation trouble forced individual aircraft to bomb five different targets of opportunity. Lts. Wood and Stephenson released 80 100-pound general purpose and 21 100-pound incendiary bombs. Lts. Verdung and Moore were dispatched but returned. Lts. Goldsmith and Mills were not dispatched.

Lts. Mills, Milton, Shoup, Martin, Moore, McLaughlin, Johnson and Wilson took off on Mission 13 26 April to Paderborn, Germany. In this case, the formation leader was unable to find the target because of 10/10 undercast. The formation bombed on flank firing at them under the undercast, the squadron dropping 50 500-pound general purpose bombs. Next day the enemy announced that American bombers had hit Conabrock, Germany. Flak that day was intense.

Missions on 27 April were twofold. Lts. Werning (Captain Carver riding as command pilot), Verban, Martin, and Wilson took off in the early morning to drop 21 500-pound general purpose bombs at aircraft, German. Results were not satisfactory. An afternoon mission which included Lts. Alfaro, Mills, Wood, McLaughlin, Goldsmith and Johnson went to Elmville, France and released 72 500-pound general purpose bombs with fair results. In both instances flak was reported heavier. Lt. Shoup was not dispatched on the afternoon mission since his aircraft and another aircraft collided while loading.

Berlin was the target for Mission 14 on 27 April. Jones commanded by Lt. Moore (Major Salzarulo riding as command pilot, Driscoll, Shoup, Martin, Goldsmith, Stephenson and Wilson took off. The Luftwaffe, for days failing to intercept American bomber formations, came up in force. All squadrons located the target, dropping 312 100-pound incendiary bombs with fair results. Intense flak was encountered at the target. Enroute home, the aircraft piloted by Lt. Moore began to run low on petrol and trailed behind, losing altitude. Last wireless report from Major Salzarulo placed the aircraft over the Bolder See. It is believed that the crew either crash landed in Holland or bailed out. 1st Lt. John Low, group bombardier, was on the crew as nose gunner. The crew was as follows:

Major Robert L. Salzarulo
1st Lt. Bill F. Moore
2nd Lt. Edgar J. Powell
1st Lt. Franklin D. Gablett
2nd Lt. Edward Verhovsky
T/Sgt. Clinton L. Watts
S/Sgt. Walter J. Migore
S/Sgt. Henry B. Allen
S/Sgt. Werner G. Braun

On this Berlin Mission Sgt. James W. Story, waist gunner on Lt. Milton's crew, was lost about 5 miles from the English coast when he either fell or jumped from the aircraft as it encountered severe turbulence.

Personnel changes continued throughout the first two months of operational status. 2nd Lt. Harbert S. Kahn, squadron communications officer, rejoined the squadron after being confined in 50th General Hospital since the squadron arrived in the ETO. 2nd Lt. James T. Ryan was transferred to the 389th Bombardment Group 14 April. 2nd Lt. Keith O. Martin rejoined the squadron after being left at Herington, Kansas, due to illness 14 April. S/Sgt. Lloyd E. Shepard went on temporary duty to the United States for a 30-day furlough after completion of 25 missions.

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Captain Charles W. McLarran, squadron adjutant, was transferred to the 8th Air Force Composite Command 24 April. 2nd Lt William J. Carey replaced him as squadron adjutant. Captain Harold C. Mines was on detached service at Stanbridge Earls Rest Home, Eastleigh, for 7 days from 25 April. 2nd Lt Archibald H. Longfield was transferred to the 389th Bombardment Group.

Officer promotions included the following:

To Major--Robert L. Salsarulo 9 March.

To 1st Lt--Robert C. McLaughlin, 17 April; Kenneth L. Bechtold, 15 April; Wayne L. Gerdung, Samuel Goldsmith, John L. Gile, Franklin D. Doslett, Joseph E. Fox, Jr., William F. Torsen; Harry B. Mills, 14 April; George T. Johnson, Frederick W. Wood, 20 April.

2nd Lt. Edward J. Donnelly was appointed assistant station weights and balance officer 30 April.

Morale was considerably boosted both when the group became operational and evening passes were granted. Morale rose even higher when a directive from USSTAF on 26 April lifted the ban on overnight passes and approved 24-hour passes. A system of 2-day passes was invoked for combat crews after completion of initial combat missions.

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ROSTER OF FLYING PERSONNEL

788TH BOMBARDMENT SQUADRON (H) AAF

COMBAT CREWS

Crew 1

2nd Lt. Samuel (NMI) Goldsmith
2nd Lt. Earl F. Pitzer
2nd Lt. Carmen J. Voxzella
2nd Lt. George A. Proconiar
T/Sgt. Arthur A. Cook
Sgt. Hampton M. Jackson
S/Sgt. Horace R. Mason
Sgt. Frank T. Desmond
S/Sgt. Nelson L. Covey
Cpl. Robert O. Hassler

Crew 2L

2nd Lt. Harry D. Wills
2nd Lt. John J. Schweighauser
2nd Lt. Stanley E. Floreth
2nd Lt. Edwin C. Ellledge
T/Sgt. Donald E. Moreau
Sgt. Merrill W. Witt
S/Sgt. Raymond L. McGowan
S/Sgt. Richard A. Gilbert
Sgt. Elwin W. Reed
S/Sgt. Bruno W. Bieluwka

Crew 3L

2nd Lt. Romeyne M. Werdung
2nd Lt. Morgan G. Higham
2nd Lt. Glen R. Chapel
2nd Lt. John R. Hamrick
T/Sgt. William (NMI) Harris
S/Sgt. Robert H. Hook
Sgt. Michael S. Slater
S/Sgt. Charles F. Robbs
S/Sgt. George E. Shenefield
Sgt. Leonard S. Parkerson

Crew 4

2nd Lt. William P. Dillon
2nd Lt. Ralph A. Morrow
2nd Lt. Cornell (NMI) Degrothy
2nd Lt. Archibald H. Longfield
T/Sgt. Thomas W. Blackburn
Cpl. Charles W. Hartney
S/Sgt. Claud T. Stinson
S/Sgt. Max E. Rufner
Sgt. Myron W. Buckins
Sgt. James W. Story

Crew 5

2nd Lt. Roderick E. Ewart
2nd Lt. Walter A. Saline
2nd Lt. George M. Haber
2nd Lt. George (NMI) Eves
T/Sgt. Richard (NMI) Raik
S/Sgt. Kenneth E. Larsen
S/Sgt. George (NMI) Kalavintinas
S/Sgt. Harry W. Juhn
Sgt. Sidney D. Kagan
Sgt. William R. McNeill

Crew 6

1st Lt. William T. Alford
2nd Lt. Russell H. Kennedy
2nd Lt. John J. Goulding
2nd Lt. Robert J. Tully
T/Sgt. Samie L. Taylor
S/Sgt. Arcade J. Boiszelle
S/Sgt. Steve (NMI) Korpash
Sgt. Harry C. McCormick
Sgt. Robert D. Hartman
Sgt. Charles F. Roll

Crew 7L

1st Lt. Kenneth L. Driscoll
2nd Lt. Edward D. Helpin
2nd Lt. Joseph E. Fox
2nd Lt. Harold (NMI) Pantis
T/Sgt. Carl A. Bradshaw
S/Sgt. Richard C. Creighton
S/Sgt. James H. Wright
S/Sgt. George H. Brannan
Sgt. Robert (NMI) Brink
Cpl. Elair G. Henry

Crew 8

2nd Lt. William T. Shoup
2nd Lt. Eugene J. Teague
2nd Lt. Robert G. Bullock
2nd Lt. Robert R. Reno
S/Sgt. John J. Pollock
S/Sgt. Harry R. Mallin
S/Sgt. William E. Kester
S/Sgt. George E. Keeney
Sgt. Pat M. McCellan
Sgt. Gene H. Jones

Cont'd Roster of Living Personnel, 788th Bom. Sq (H)

Crew 9

2nd Lt. James A. Roden
2nd Lt. J.H. Maxey
2nd Lt. Robert E. Wilson
2nd Lt. Wellington E. Landis
S/Sgt. Louis J. Violette
S/Sgt. Riley E. Orr
S/Sgt. George E. Carter
S/Sgt. Richard E. Horak
S/Sgt. James R. Howe
S/Sgt. Charles D. McGonigle

Crew 10

2nd Lt. Keith O. Martin
2nd Lt. Edward R. Dregor
2nd Lt. Frederick W. Miller
2nd Lt. Gains M. Newton
Sgt. Alonzo G. Dixon
S/Sgt. Joseph W. Meek
S/Sgt. James M. Jones
S/Sgt. George W. Meador
Sgt. Melvin (NMI) Masut
Sgt. Germaine (NMI) Margiasso

Crew 11L

1st Lt. Bill F. Moore
2nd Lt. Edgar J. Powell
2nd Lt. Franklin D. Coslett
2nd Lt. Edward (NMI) Verbosky
T/Sgt. Clinton L. Watts
Sgt. Walter T. Kilgore
Pvt. James R. Analow
S/Sgt. Henry B. Allen
Pvt. Robert (NMI) Stittely
S/Sgt. Warner R. Braun

Crew 12

2nd Lt. Robert C. McLaughlin
2nd Lt. Daniel G. Olensych
2nd Lt. Leo (NMI) Arlin
2nd Lt. Bertram D. Knapp
T/Sgt. John Y. Bear
S/Sgt. Donald (NMI) Adamson
S/Sgt. John (NMI) Ginter
Sgt. George (NMI) Clark
S/Sgt. Warren H. Lee
Sgt. Fred W. Beath

Crew 13

2nd Lt. George T. Johnson
2nd Lt. Edward J. Donnelly
2nd Lt. Michael A. Baldino
2nd Lt. Robert R. Ricketts
T/Sgt. Kenneth (NMI) Thompson
S/Sgt. Russell K. Bond
S/Sgt. Russell W. Dolbear
S/Sgt. Roy L. Worrott
S/Sgt. Arne A. Moilanen
Sgt. Paul G. Freed

Crew 14

2nd Lt. James E. Wilson
2nd Lt. Laurel E. Loyd
2nd Lt. Paul E. Gourd
2nd Lt. Edward (NMI) Nicholas
S/Sgt. Elbert L. Baker
Sgt. Lewis P. Mackey
Sgt. Harold (NMI) Armstrong
Sgt. Robert L. Arensberg
Sgt. Charles L. Dudley
Sgt. Harold C. Greenman

Crew 15L

2nd Lt. George E. Formoen
2nd Lt. David A. Waite
2nd Lt. Herbert M. Dunning
2nd Lt. John K. Gile
T/Sgt. Ernest H. Berger
S/Sgt. Leonard M. Schutta
S/Sgt. Norman E. Carter
Sgt. Robert E. Horne
Sgt. Thomas V. Hickey
S/Sgt. Frank A. Strickland

Crew 16

2nd Lt. Frederick W. Wood
2nd Lt. Benjamin H. Blackwell
2nd Lt. Robert L. Seng
2nd Lt. George C. Keall
Sgt. Lionel V. Campbell
Sgt. Lane R. Gebert
Sgt. Harvey L. Bruce
Sgt. Jack L. Tate
Sgt. Bernard (NMI) Hochheiser
Sgt. Raymond (NMI) Croteau

Cont'd Roster of Flying Personnel, 788th Bomb Sq (H)

Crew 17

2nd Lt. Dore D. Stephenson
F/O Henry P. Lemmen
2nd Lt. Robert W. Harris
2nd Lt. Peter L. Zanon
T/Sgt. Thomas W. Manion
S/Sgt. Leroy C. Mason
S/Sgt. Frank H. Johnson
Sgt. Franklin E. Johnson
Sgt. Roy J. Tomchek
Sgt. David P. Rainer

Crew 18

2nd Lt. Charles E. Harrison
2nd Lt. Paul F. Ayers
2nd Lt. James T. Ryan
2nd Lt. Harold W. Torgeson
Sgt. Edmond W. Fitzjarrell
Sgt. John W. Barker
Sgt. Raymond D. Vogel
Sgt. William B. Faubus
Pfc. Clare C. Brevard
Sgt. Rufus C. Davis

HEADQUARTERS
SEVEN HUNDRED EIGHTY EIGHTH BOMBARDMENT SQUADRON (H)

SQUADRON HISTORY
1 May 1944 to 10 May 1944

Major Leonard M. McManus, who had served as 791st Squadron Operations Officer and Assistant Group Operations Officer, was named Squadron Commander to succeed Major Robert L. Salsarulo, missing in action, on 2 May 1944.

Major McManus was born in Oregon in 1918 and graduated Oregon State in 1940 with a B.S.B. in business. He enlisted as an Air Corps cadet in 1940 and was commissioned a 2nd Lieutenant in March 1941. He was promoted to 1st Lieutenant in February 1942, to Captain in August 1942 and to Major in April 1944.

He served as an instructor pilot at Stockton, Calif. in 1942, at Los Vegas, New Mexico aerial gunnery school until May 1943, went through Fort Worth, Texas transition school. He was assigned to Cowan Field, Idaho and later assigned to the 399th Bombardment Group at Wendover, Utah. He joined the 467th Bombardment Group at Wendover, Utah.

One combat crew was transferred to the 790th Squadron 2 May 1944.

It was as follows:

2nd Lt William T. Shoup
2nd Lt Paul F. Ayers
2nd Lt Robert N. Reno
2nd Lt John V. Follock
T/Sgt Harry G. Malin
T/Sgt Pat N. McClellan
S/Sgt William E. Kester
S/Sgt George E. Kenney
Sgt Gene R. Jones

The squadron launched the month of May with a "double-header" on 1 May. Lts. Swart, Alford, Martin, McLaughlin and Harrison went on an early-morning mission to Buisseauville, France, but weather forced a turnback before the target was reached. That afternoon, Lts. Swart, Alford, McLaughlin and Harrison went to Leige, Belgium where 32 1000-pound general purpose bombs were dropped with good results.

Lts. Tornasen (Major McManus riding as command pilot), Swart, Driscoll, Martin, Johnson, Wilson and Harrison took off on 4 May for Brunswick, Germany, but the mission was recalled.

On 5 May Lts. Harrison and Alford were the only squadron pilots to reach the target at Sottevast, France, dropping 16 1000-pound general purpose bombs with poor results. Lt. Swart was dispatched and Lts. Dillon, Wood and McLaughlin were assigned.

A PFF mission went to Osnabruck, Germany on 7 May when 416 100-pound incendiary bombs were dropped through the overcast. Lts. Werdung (Major McManus riding as command pilot), Stephenson, Goldsmith, Wills, Dillon, Swart, McLaughlin, Wilson were on the mission. Lts. Martin and Wood were assigned.

Intense flak and fighter opposition met the crews 8 May when the formation went to Brunswick, Germany. Lts. Dillon, Swart, Alford, Johnson, Wilson, Wood, Stephenson and Harrison reached the target while Lt. Martin was only dispatched. The crews dropped 416 100-pound incendiary bombs on the PFF mission. Lt. Harrison's aircraft was reported as having been hit by fighters at the target and three parachutes seen to open. The crew was as follows:

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2nd Lt Charles B. Harrison
2nd Lt Eugene J. Teague
1st Lt Harold Pantle
2nd Lt Harold W. Torgeson
T/Sgt John W. Barker
T/Sgt Edmond M. Fitzjarrell
C/Sgt Raymond D. Vogel
S/Sgt Rufus C. Davis
C/Sgt George H. Brannen
S/Sgt Richard C. Creighton

T/Sgt Richard Fiel, engineer on Lt. Swart's crew, was seriously injured by a 30mm. shell while on this bombing raid. He was immediately transferred to 312 Station Hospital.

Fighter claims on the Brunswick mission were made as follows:

2nd Lt Michael A. Baldino, 1 damaged; S/Sgt William R. McNeil, 1 destroyed; and Cpl Robert G. Stitely, 1 probable.

Results were very good on 9 May when the crews went to Florence, Belgium and dropped 240 100-pound general purpose bombs. Crews were Lts. Tormoen (Captain Garner riding as command pilot), Johnson, Driscoll, Martin, Wood, Stephenson and Goldsmith.

On 10 May the 789th Squadron left with 58 officers and 357 enlisted men for AAF Station 113, APO 635 to join the Eighth Air Force Composite Command. Four officers of the squadron were transferred to other units in the group—Captain Arthur B. Garner to 790th Squadron as Operations Officer; 1st Lt Charles B. Fou to Headquarters Detachment; Captain Harold J. Mines to 789th Squadron as Flight Surgeon; 1st Lt Morris J. Lipp to Headquarters Detachment. Lt. Tormoen's crew was assigned to the 791st Squadron, Lt Stephenson's to the 783rd Squadron and Lt Werthung's to the 790th Squadron.

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788th Bomb Squadron (H) History, July 1 to July 31, 1944

During the month of June the remaining eight of the eleven crews of the 788th Squadron which had come to Harrington from Rackheath became operational. Three of the crews had flown single missions in the latter part of May. The month of June was not too active operationally, but a total of forty-one missions served to acclimatize the air echelon in its new function, that of "Carpetbagging." We had a fairly good idea of what the new work was all about, and we were agreed that this type of flying was more interesting and appealing than that which we had been doing heretofore. In this period Lt. Wills flew four consecutive successful missions, a string which had reached 17 consecutive and successful "drops" by the end of July.

Our new work is known to the personnel who have a definite part in its undertaking as the "Carpetbagger Project." It has a different purpose and flavor all its own and is a distinct departure from the usual operational procedure of the Eighth and Ninth Air Forces. Here at Harrington we are the only operational group of the Composite Command; but, more specifically, we are closely associated with the "office of Strategic Services," the U.S. agency in London which is charged with "sabotage"

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and the "organization and conduct of guerrilla warfare" in the enemy-occupied countries of Europe. Our object is to deliver supplies to resistance groups, usually to France to the people more familiarly known as the Maquis, although we also "carry the freight" to Belgium and Denmark. The original intention was to drop supplies prior to the initiation of military operations on the Continent; yet, because of its possibilities and great value to the Allied cause, this work has assumed even greater importance in the immediate post-D-day period. Besides the supplies, the Carpetbagger aircraft carry Jedburgh teams, usually referred to as "Joes," and drop them by parachute in enemy-occupied territory. These men, and sometimes women, help organize guerrilla activity or take direct part in acts of sabotage against the enemy. The supplies carried are largely: small arms, light automatic weapons, munitions, explosives, demolition equipment and incendiary material. In general, pin-points or targets, suitable for dropping a certain number of packages and containers are proposed by OSS. Whenever targets are accepted by the Group, arrangements are made by OSS for the organization of the reception party and packages and containers are delivered to the airbase here for ultimate delivery to the Maquis. At present there are four squadrons operating

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on the base, and a normal night's operation may call for from thirty-five to forty-five planes.

Although it has its hazards and the dangers encountered cannot be minimized, Carpetbagger flying cannot be termed combat flying in the same way this applies to high altitude, heavy bombardment. Combat with the enemy is avoided, for this endangers both the success of the mission and the enterprise. Such success depends upon secrecy and the enemy's ignorance of our operations in every phase of our work. Enemy anti-aircraft installations and plane-detector posts are skirted as widely as possible, and a constant watch is kept for searchlights and enemy night-fighters. To keep the enemy unaware or uncertain of our operations, flights take place at night and at low-level. When it is necessary for a plane to cross enemy territory equipped with anti-aircraft defenses, a route is chosen which will expose our plane to possible fire from light guns only. The planes rarely fly above 7,000 feet altitude, and this usually only when crossing the English and the enemy-held coast. The major part of the flight may be flown at 2,000 feet or lower. At these low altitudes, radar and sound-detection devices have less time in which to focus on the plane and the range of effective detection is also

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made more limited. It is also advisable that the majority of Carpetbagger flights are made during the moon period, nights when the moon is visible, for it is necessary for pilotage that the ground be visible to the navigator and bombardier. There are certain established points on the English and enemy- held coasts where our aircraft enter and depart. Once over the continent, the bombardier uses certain fairly discernible landmarks for his check-points. Great sweeping bends or large islands in rivers are very helpful; lakes and wooded areas also serve as aids. When the pilot reaches the target area, he begins to lose altitude that he may find the reception lights and prepare for the target run or drop. Normal procedure is to drop the Joes from 600 feet above ground and packages and containers from 400 feet; flying speed on the run is usually reduced to 120-130 miles per hour in order that the parachutes may open without too great a strain or ripping. One run on the target usually suffices, but upon occasions, depending on the load and the carrying of Joes, two and even three runs may be made. The tail-gunner watches the chutes open and reach the ground, and at interrogation he reports the success of the drop. The reception lights are laid out in a string of three or a triangle of three, and the run is made up-wind. For dark period flights there are additional

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mechanical navigational aids: "Rebecca," S-phone and radio altimeter. By means of this equipment, the accuracy for pin-pointing the target may be even greater than with ordinary visual pilotage. The reception parties must have the ground counter-parts of S-phone and Rebecca equipment, and be able to use them expertly---sometimes difficult in territory occupied by the enemy. Some dark period operations are successful without the special equipment, provided the reception lights consist of bonfires and the target area be well chosen for recognition from the air.

Reception parties use pre-arranged signals to guide the aircraft to the pin-points. There are three types of reception signals: A, B, and C. The A system consists of a triangle of three white lights with a fourth red light at the apex flashing the code recognition letter on which the crew has been briefed (i.e.: "L" for London). The lights are placed so the wind is blowing toward the flashing light and across the center of the opposite side of the triangle. The B system is the same except the color of lights is reversed---three red form the triangle and a white flashing.

The most commonly used is the C type or system. It employs three lights or torches, usually white, occasionally red, with a white flashing light set up just to the

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left of the first light as the pilot comes in for the run. Normally the lights are turned on when the aircraft is first heard. There are times, for security, when the aircraft is expected to give a recognition signal before the lights are turned on.

Flying the mission is but one link in the chain of steps from the inauguration of plans for the mission to the final teletype report of its success or failure. At 1700 hours on the night before the mission, Captain Sullivan, Group S-2, receives the list of approved targets for the following night. Targets have such designations as: Digger 67D, Bob 4, Paul 21. These targets are kept on file, and the form carries information concerning the target which is passed on to the crews at briefing ~~by the S-2~~ officers.

At 0900 hours the next morning, the station weather officer advises Colonel Heflin or Lt. Col. Fish of weather conditions anticipated in the target areas, and at this time it is decided where the aircraft will be sent. The target-list for the night is then selected, emphasis having been placed on the priority of requests for materials, the reception record of the particular target, possibilities of enemy action, and the availability of aircraft and crews. Group S-2 phones the selected list of targets back to London, and if no changes are suggested at that end, the

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base is now ready to work on the particular targets.

At about 1000 hours the Squadron Commanders meet in the office of the Group Deputy Commanding Officer where the targets for the night are pin-pointed on a large map. Together the squadron leaders select targets for their crews, balancing the difficult with the comparatively easy, the distant with the near, so that each squadron will have essentially the same work load. In some cases a target may be chosen on the toss of a coin, or the Colonel may be called on to make the decision.

The list of targets goes to the Group Navigator who passes it down to the Squadron Navigators. At the same time, the S-2 officers go to work on the briefing data and their map-study. The S-2 officers prepare the briefings for individual crews and arrange a briefing schedule which usually begins at 1500 hours. At this time the S-2 checks his target location with that of the crew. The crew is briefed on terrain, recognition points, loads, special instructions, type of reception, target elevation, other elevations in the vicinity, and their questions are answered or noted for the main briefing, or weather briefing. To insure accuracy, the S-2 also briefs the crews from a large-scale map (1:50,000 or 1:80,000). The scale of the crew maps is 1:250,000.

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At 1630 hours the final briefing, or weather briefing, for all crew members is held. The weather officer displays the weather map and gives a complete explanation of conditions for each target area, stressing expectations enroute and at the base on return. Group S-2 then gives any special information which will help the crews or which is in answer to their previous questions. The Deputy Commander gives general flying and dropping instructions and the Group Navigator gives various instructions on the routings. The session ends with the time "tick" or "hack".

During the month of July the following Combat Officers were promoted: Earl E. Bitzer, O-802701; Edward J. Donnelly, O-687562; Benjamin H. Blackwell, O-693837; Daniel G. Olenych, O-693880; George A. Procuniar, O-748099; all from 2nd Lt. to 1st Lt. (Auth: Hq. ETOUSA, AG 120,2, DMPGA, sub. "Combat Promotions," 22 June 1944)

Capt. Frederick M. Burk, O-733022, was placed on temporary duty with Casual Pool, 12 RCD, AAF Station 591, to await transportation for return to the United States for 21-30 days rest and recuperation and return to proper station. (Auth: Hq. VIII AF Composite Command, 300.4. sub. "Orders," 11 July 1944)

Lt. Fox and crew flew their first mission with the 788th Squadron, 13 July 1944.

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On 16 July 1944, Lt. Gilpin and crew flew their first mission with the Squadron.

Capt. Joseph J. Redden, O-298372, Squadron Executive Officer, and Capt. Charles M. Derry, O-464571, Squadron S-2, were relieved of assignment and assigned to Casual Pool, RCD, AAF Station 591, to await transportation to the United States, being returned for duty with RPO project. (Auth: S.O. 171. par. 1, VIII AF Composite Command, 23 July 1944)

Carl R. West, O-581341, 1st Lt., AC, was relieved from assignment and duty with the 328th Service Group, this station, and transferred to the Squadron. The Squadron Commanding Officer assigned Lt. West as Assistant S-2 to Lt. Stewart, acting Squadron S-2 (VOCO).

Donald D. Powell, O-700539, 2nd Lt., AC, and crew were assigned to the Squadron from the VIII AF Replacement Depot. (Auth: S.O. 208, par. 7, VIII AF Replacement Depot, 26 July 1944)

On 27 July 1944, Lt. Beller and Lt. Gwiazdon, with their respective crews, flew their first missions with the 788th.

Capt. Charles B. Cleese, O-180753, AC, was relieved from assignment and duty with Hq. and Hq. Sq., 39th Service Group, and transferred to the 788th Squadron. He reported to the Commanding Officer and was assigned as Squadron Executive Officer on 28 July 1944.

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Lts. Mulligan, Robins, and Stamler, and their respective crews, flew their first missions with the 788th Squadron on 29 July 1944.

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"MARKSMAN" VISITS THE CARPENTRYERS.

24 July 1944.

The British Major who was one of Colonel Heflin's passengers on the return leg of the Dakota operation (6-8 July 1944) visited Harrington today, in order to give our combat crews some idea of Maquis work.

As an agent in the field and of the chief Maquis organizers, the Major (now a Lieutenant-Colonel) operates under the code name of "Marksmen" in the Department of Ain, an area northwest of the city of Lyons. There, the Maquis hold a section 60 miles long and 40 miles wide. It was in this section held by the Maquis of Ain that Colonel Heflin landed his C-47. The Major's remarks began with a word of congratulations to the crews for the manner in which they had been getting the material to the French patriots. He said that the Resistance groups welcome all the material they can get, and are hungry for more. If they are to continue their operations even on the same scale as heretofore they will require a lot of stuff immediately. One indication of the scale of Maquis operations in Ain is the fact that in the past ten months they have killed one thousand Germans.

The question was asked, what type of arms can the Maquis make the most use of? The Major answered, mostly light weapons, although recently they had made good use of a few heavies. They would like to have more mortars and heavy machine guns. They are not quite ready for anything heavier. The consideration is that if Jerry appears suddenly in force, while Maquis troops are carrying out an operation, they have to disappear very quickly. In circumstances such as these, too heavy weapons would act as encumbrances.

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How many members comprise the Maquis of Ain? — Between four and five thousand. Since D-day, the ranks of the Maquis have swelled considerably. Now, the only limitation on the numbers of personnel is imposed by the quantity of arms available. The Major went on to say that attacks are continually being pressed by German forces against the Maquis. At the present time a major attack is in progress by a force of 40,000 Nazis. The battle is going on rather well for the Maquis, but they need ammunition urgently. An established practice of the Germans is to make reprisals against the civilian population. The attacks being made most of the time by the Germans are abetted by Vichy-led French Forces, such as the Grade Mobile and the Milice. The Milice are as dangerous as Jerry himself, since they form a French Gestapo. Most of them wear distinctive military uniforms, but there is also a force of plain-clothes Milice, who are the most ruthless.

The Major gave an example of how a German reprisal takes shape. During the large-scale attacks of February and April, the Germans occupied some villages which had previously been liberated by Maquis forces. When the Germans moved in, they exacted seventy reprisals against non-Maquis civilians and wantonly burned down three hundred farm-houses. Recently, the Major added, the degree of German barbarity has been intensified.

The method employed by the Maquis in operations against the Germans emphasizes the guerrilla type of fighting. They make lightning raids or launch quick lethal forays from ambush. This is the only way in which they can compensate for their inferior numbers. But once, the Major said in the Belgarde sector, a twelve-day pitched battle raged, and before the Maquis withdrew under the pressure of tanks and heavy guns they had accounted for numerous German dead.

The Maquis of Ain have been going strong now for twelve months.

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They started operations with a force of one hundred shock troops, men who had been in the Maquis and had been training for their exacting and specialized tasks for eight months. Since D-Day the numbers of these shock troops has reached eight hundred, and is still growing.

Officers of the Maquis are chosen by the men themselves. All the troops are volunteers and submit themselves to a rigorous training program and a strict military discipline. At the present moment, 2,500 men are enrolled in the Maquis Volunteer Training Program in the Department of Ain.

The question was asked, is there any authenticated instance of torture by the Germans? The Major answered that there were many instances. One outstanding example occurred in the large-scale April battle. There was a man who had been captured and imprisoned by the Germans but had managed to escape; making his way to Ain, he joined the Maquis forces in order to continue the fight against the Germans. During the April battle, he left one morning on a mission, ran into a German road patrol and was captured. The Maquis found him four days later -- his genitals burned, his tongue cut out and his eyes pierced. This, the Major said, is just one instance. Torture by the Nazis is going on all the time. The Maquis wounded, for example, are invariably beaten to death when Jerry finds them.

Formerly, the Maquis made it a practice not to keep German prisoners for very long, although they never beat prisoners. But recently, they have adopted a new policy. They keep prisoners alive, and have formally notified the Germans that a ratio of three to one was in effect -- for every Maquis soldier killed or tortured by the Germans, three prisoners would be killed. In line with that policy, the Maquis have in recent weeks killed off fifty-seven German prisoners in one

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batch and thirty-four in another.

As a footnote to his remarks on the German's use of torture, the Major described the favorite device at Gestapo Headquarters in Lyons. The device, known as the "Scotch Shower", involved baths in ice-cold water and frequent beatings.

A question was asked about the Maquis' food problem. The Major replied that in general the food situation is satisfactory, although in times of major battles serious shortages do develop. He added that the Maquis are very appreciative of the American "K" rations dropped to them by the Carpetbaggers. A Maquis group, for example, bound for a distant railway-cutting mission, finds the "K" rations indispensable.

How do the Maquis officials establish the trustworthiness of a recruit? -- The Major replied that a new man is placed for three weeks in a camp where he is under constant observation. In the meantime, his papers and stories are investigated and their authenticity confirmed. The Major said that very few cases of attempted trickery have taken place. He told of one such case, however. A man had been in the Maquis for four months, and had appeared to be a very good man. One day he asked for a short leave, and when it had been granted to him he made his way to the Germans and set them on the trail of Maquis Groups. In due time that man was properly disposed of by the Maquis.

Of what composition are the Maquis of Aint? -- Predominantly French, of course, but with many Czechs, Spaniards, and Yugoslavs.

The Major was asked to elaborate on the reference he had made to the strict military discipline in force among the Maquis. He said that for the least infraction of regulations the penalty was death, and he gave the example of a man who had stolen a pair of socks from a comrade and was put to death for that offense.

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are the Maquis able to capture any German heavy weapons? — Not very many. They have taken a few mortars, but very little else.

Have operations against the Germans gone any better since D-day? — A little better, though the Maquis are most seriously handicapped by a scarcity of heavy weapons. The town of Mantua (visited by Colonel Heflin on his Dakota flight) is at present in German hands, but the Maquis are hopeful of retaking it.

Have the Maquis sustained large percentages of losses during their operations? — Losses have been very small, in proportion to the forces employed and those opposed. In a four-and-a-half day action against eight hundred Germans which took place at Belgrade, a shock force of only two hundred Maquis was used, with a secondary reserve of four hundred men. Because the Maquis, lacking heavy weapons, were forced to fight a rear-guard action, and because they try to avoid fighting inside a town in order to prevent casualties among the civilian population, they were unable to hold Belgrade. But a great many Germans were killed in the action while Maquis losses were moderate.

Do the Maquis of Ain have a policy of cooperation with other resistance groups? — Yes. Arrangements are in effect whereby, in the event of a German attack, a diversion will be created by a neighboring Maquis group. The purpose is to give Jerry the idea that his rear is always vulnerable to attack, and the plan has worked out very well.

If a target is laid on for a number of aircraft, do the Maquis know how many? — Yes. There was a case where two grounds, one fairly close to the other, were prepared to receive three planes each. But at the last minute, one of the grounds was rendered unusable by the Germans. By S-phone contact, all six planes were directed to drop at the safe ground. The six drops were successfully accomplished.

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What constitutes a good drop? — Material which lands within four hundred yards of the reception lights represents a successful drop. The danger of dropping material outside that four-hundred-yards radius is that the ground might be given away. The Major recalled that during one dropping operation, some of the material was found four miles away from the reception lights.

Does Jerry know how supplies are delivered to the Maquis? — Yes. The ground for the six-plane operation previously referred to was located a scant fifteen miles from a Nazi observation post. The Major observed that very often towards the end of a drop, the airplane has gained altitude and increased its speed, with the result that some of the packages go astray. He stated that in cases where this condition could arise it would be desirable for the pilot of the aircraft to make two runs over the target.

Have lorries carting the stuff away from a ground ever run into German road patrols? — This rarely happens, because out-of-the-way back-roads are used by the lorries, and patrol schedules are checked beforehand. The Major paid a warm tribute to the Maquis drivers. Since January they have worked tirelessly, transporting supplies day and night. To date, six drivers have been killed by Jerry.

Why is Eureka used on some jobs and not on others? — The fact is that there simply are not enough Eureka sets. The Maquis of Ain at the present have only three sets, and these are used at grounds where the most difficulties will confront a dropping operation or where a multiple operation will take place. But many more sets are needed.

What is the military organization of the Maquis? — Similar to the British and French Army. That is, companies of 120 men, platoons of 30 and sections of 10 or 8 men. The organizations try to apportion whatever

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arms are available so that each soldier has a Sten gun and each company will have four bazookas and mortars, besides the weapons carried by each individual soldier.

Is the Maquis objective to occupy towns? -- Not primarily. The main function of the Maquis, in view of their numbers and equipment, is to kill as many individual German soldiers as possible and to harry and delay bodies of troops.

Is Jerry getting noticeably stronger or weaker? -- He is becoming definitely weaker all the time.

Do the Maquis have their own doctors to attend to medical needs? -- In the past six months, they have managed to acquire four doctors. However, many doctors and hospitals in various German-held towns cooperate with the Maquis. They take in wounded Maquis soldiers, camouflage their battle wounds as one illness or another, and give them the best treatment possible. If a wounded man is captured and brought to a hospital by the Germans, the nurses and doctors help the Maquis to get the man out. Five or six Maquis enter the hospital room suddenly, and "just take him out". The Major added that if an allied flier is in a hospital, he has a very good chance of being taken out by the Maquis. In fact, they have taken airmen out of German prisons; but that sort of thing is becoming increasingly difficult.

The final question asked of the Major had to do with evasion. Our crew-members wanted to know if evasion had become more difficult since D-day. In reply, the Major assured the men that this was not necessarily the case. Evasion of the Germans is still entirely possible, and most French people are more than ever willing to help out.

Then the meeting was over, and the muscular, soft-spoken Major left the Briefing hut. His is one of the most hazardous jobs of the war, but

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he had left the vivid impression that he was eminently capable of handling that job.

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JULY OPERATIONS

Moon Period Missions

	M.	C.	N/C.	C.	P.	N.	J.
Lt. Alford	6	4	2	48	26	18	2
Lt. Dillon	4	3	1	36	22	12	0
Lt. Driscoll	7	6	1	72	43	17	3
Lt. Ewart	6	2	4	24	14	18	0
Lt. Goldsmith	4	4	0	48	26	11	3
Lt. Johnson	3	2	1	24	15	3	0
Lt. Martin	1	0	1	0	0	5	0
Lt. McLaughlin	6	5	1	46	31	11	0
Capt. Seccafico	2	1	1	12	9	3	0
Lt. Wills	6	6	0	60	28	6	1
Lt. Wilson	6	4	2	48	26	16	3
Lt. Wood	5	3	2	36	21	11	0

	56	40	16	454	261	126	12

Dark Period Operations

Lt. Alford	6	4	2	48	30	8	0
Lt. Beller	1	1	0	12	8	0	0
Lt. Dillon	4	3	1	36	24	13	0
Lt. Driscoll	5	5	0	60	37	11	0
Lt. Ewart	4	1	3	12	9	11	0
Lt. Fox	7	6	1	72	45	24	0
Lt. Gilpin	5	2	3	24	14	23	0
Lt. Goldsmith	6	3	3	36	23	13	0
Lt. Gwiazdon	2	1	1	12	7	0	0
Lt. Johnson	4	3	1	36	22	13	0
Lt. Martin	8	7	1	84	51	10	1
Lt. McLaughlin	6	3	3	36	20	6	0
Maj. McManus	1	0	1	0	0	8	0
Lt. Mulligan	1	0	1	0	0	3	0
Lt. Robins	1	0	1	0	0	3	0
Capt. Seccafico	1	1	0	12	7	0	0
Lt. Stamler	1	1	0	12	5	1	0
Lt. Wills	7	7	0	84	52	16	0
Lt. Wilson	5	4	1	48	31	8	2
Lt. Wood	8	7	1	82	58	6	0

	83	59	24	706	443	177	3

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NIGHT PICK-UP

INSTRUCTIONS TO STUDENTS.

1. a). These instructions are exclusively technical and are only concerned with the relationships between the agent and the R.A.F. Problems of organization and security abroad are discussed in another document.

b). Instructions on Reporting a Landing Ground will be found in Appendix A., and Notes on Training in Appendix B.

2. OBJECT.

The object of a Pick-up Operation is to transport courier, man and material from a foreign country to England or vice versa by aircraft. The WESTLAND LYSANDER is generally used and the following instructions are based on the presumption that it is. (Except in paras. 15-23).

3. The operations cannot be effected without the help of an agent on the Landing Ground abroad, who may or may not be a passenger to England. It is better that he should NOT be: he may then ensure that all traces of the operation are removed after it is completed. This agent will be called the Operator when he is not a passenger and the Operator-Passenger when he is.

4. The Operator's tasks are:-

- a) To choose a Landing Ground.
- b) To lay out a Flare-path.
- c) To conduct the landing operation from the ground.
- d) To organize the exchange of luggage and passengers.
- e) If an Operator-Passenger, to carry out certain duties, during flight. If not, to ensure that one of the passengers knows how to.

5. The pilot must rely absolutely on the perfect performance of these five tasks. If they are not perfectly performed, the operations may be fatal to everybody concerned: if they are perfectly performed, the difficulties and dangers of the operation are slight.

CHOICE OF LANDING GROUND.

(Diagram 1).

6. The aircraft needs a Landing Strip 300 metres long and 150 metres broad. If the approaches and other conditions are exceptionally good, a Landing Strip 500 metres long may be accepted. As the aircraft must land almost into wind (see para. 14b), the Landing Ground must have at least 3 such strips so orientated that the second and third Landing Strips make angles of 60° and 120° respectively with the first.

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7. A composite ground may be accepted. This means that three such Landing Strips have been found in neighbouring fields. These fields must not be more than 3 kilometres apart except where all three lie along a river between two easily identified towns, in which case, the distance between the fields does not affect the pilots. In submitting such fields, however, the Operator must remember that he may, through a change of wind, have to move quickly from one to the other.
8. Landing Strips should be as flat as possible. The maximum slope allowed is 1 in 100.
9. The surface must be firm. A ploughed field can NEVER be used; stubble is possible though inadvisable. Grass or stubble must not be more than 30 centimetres high. Snow must NOT be more than 10 centimetres deep.
10. The surface must be entirely free from obstacles such as ditches, ruts, mole hills, fences or animals. The aircraft may land at about 120 km. per hour and a very small obstacle may burst a tyre. The majority of mishaps has been due to bad surface.
11. The country for at least 300 metres at each end of each Landing Strip must be such that the aircraft can approach and take off without the least risk of hitting any obstacles. These Approach and Take-off Strips (A. and T.S.) may have any surface and may contain obstacles NOT more than 2 metres high on the inner edges (as at W.K. Diagram II), and NOT more than 6 metres high on the outer edges (as at Y. 2.) This allows an angle of descent and ascent of 1 in 50. Obstacles between inner and outer edges must conform to this angle (the method of ensuring this is explained in para. 14. a). A. and T.S. will be at least 150 metres wide.

(Notes:)

1. The heights of obstacles need only be reckoned from the level of the Landing Strip. Therefore, where the land falls away from the Landing Strip it will be possible to ignore objects even of considerable height provided they do NOT cut the line of ascent or descent.
2. All dimensions given above for Landing Strips and Approach and Take-off Strips are MINIMUM. Wherever possible, more space should be given.
3. All dimensions given above for heights of grass, snow or obstacles are MAXIMUM.

LAYING OUT OF FLARE-PATH.

12. The Flare-path consists of three electric torches

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each attached to a picket 1 metre high. They are known as A.B. and C.

(Diagram III)

13. a) A. is attached vertically and must be so modified that the bulb shines clearly on all sides as well as upwards. It must be strong enough to be seen by the pilot at a considerable height, and should, if possible, be stronger than B. and C.

b) B. and C. are attached almost horizontally but with the bulb ends slightly tilted up. They shine therefore in one direction only i.e. down wind.

14. The lights are placed as follows:- (Diagram IV)

Light A. At least 100 metres from the down-wind edge of the Landing Ground. The position of A. is determined by the height of obstacles in the Approach Strips (see para. 11), A. will always be at a distance from any such obstacle at least 50 times the height of that obstacle but it must also, of course, leave 500 metres of Landing Strip up wind of it, (or 400 metres if a 500 metres Landing Strip has been accepted.)

Light B. 150 metres from A. as close into wind as possible. B. will shine towards A. (Note: a landing direct into wind is always desirable, especially if the wind is over 20 kms. per hour, but where a firmer surface or longer run can be got by landing some 15° out of wind it is better to adopt it. In other words, where something short of the ideal has to be accepted, considerations of surface and length should take precedence, in order, over direction of wind. This must not be taken to mean that a Flare-path can ever be laid more than 15° out of wind.)

Light C. 50 metres from B at right angles to the line A.B. and to the right going from A. to B. (Note: the words "right" and "left" will in future be used in this sense). C. shines along a line parallel to B.A.

15. There may for a given wind be several possible positions for the Flare-path: but there is only one correct position - that which gives the best surface, the largest Landing Strip and the least obstructed Approach and Take-off Strips. DO NOT BE SATISFIED WITH THE MINIMUM DIMENSIONS IF MORE SPACE IS AVAILABLE.

17. The Flare-path will be laid out before dark. For security reasons it may be desirable to lay out the pickets only and to attach the lamps after dark. Great care must be taken that the pickets can be easily found.

CHOICE OF FIELD AND LAY-OUT OF FLARE PATH FOR BOMBER.
(Diagram V)

18 In certain circumstances a twin engined bomber, pro-

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bably a HUDSON - may be used for a Pick-up Operation.

19. The Landing Strip will be 1000 metres long and 200 metres wide. Approach and Take-off Strips dimensions will be as for a LYSANDER.

20. Landing directly into wind is less important than for a LYSANDER, but firmness of surface is even more so.

21. The Flare-path consists of 5 electric torches of which one is like Light A. and the other are like Lights B. and C, of the LYSANDER Flare-path. Two red lights showing vertically may also be used.

22. The lights are placed as follows:-

a) Light A.1. At least 200 metres from the down wind edge of the L.S.

Light A.2. 100 metres from A.1. as close into wind as possible.

Light A.3. 150 metres from A.2.

Light B. 150 metres from A.3.

Light C. 100 metres to the right of B. at right angles to the line A.1. & B. 1' :

b) The red lights are optional, but should be used if possible. They are placed at the down and up wind edges of the Landing Strip on the line A.1. - B and are known as R.1. and R.2. respectively.

c) Passengers will wait by light R.1.

23. It will therefore be noted that:

a) All lights except C. are in one line.

b) The Flare-path is 400 metres long (i.e. 3 times the length of the LYSANDER Flare-path) and 100 metres wide (i.e. twice the width of the LYSANDER Flare-path.)

CONDUCTING AN OPERATION.

24. The operation will be conducted with one Assistant. If others are available, it is better to use them as sentries posted well clear of the aircraft, than as extra Assistants to the actual operation.

25. The Operator will post his passengers with their luggage about 5 metres to the left of A. at least a quarter of an hour before the aircraft is due. He will post his Assistant at C. and himself stand just to the left of A.

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baby's HUDSON - may be used for a Pick-up Operation.

19. The Landing Strip will be 1000 Metres long and 200 metres wide. Approach and Take-off Strips dimensions will be as for a LYSANDER.

20. Landing directly into wind is less important than for a LYSANDER, but firmness of surface is even more so.

21. The Flare-path consists of 5 electric torches of which one is like Light A. and the other are like Lights B. and C, of the LYSANDER Flare-path. Two red lights showing vertically may also be used.

22. The lights are placed as follows:-

a) Light A.1. At least 200 metres from the down wind edge of the L.S.

Light A.2. 150 metres from A.1. as close into wind as possible.

Light A.3. 150 metres from A.2.

Light B. 150 metres from A.3.

Light C. 100 metres to the right of B. at right angles to the line A.1. - B.

b) The red lights are optional, but should be used if possible. They are placed at the down and up wind edges of the Landing Strip on the line A.1. - B. and are known as R.1. and R.2. respectively.

c) Passengers will wait by light R.1.

23. It will therefore be noted that:

a) All lights except C. are in one line.

b) The Flare-path is 450 metres long (i.e. 3 times the length of the LYSANDER Flare-path) and 100 metres wide (i.e. twice the width of the LYSANDER Flare-path.)

CONDUCTING AN OPERATION.

24. The operation will be conducted with one Assistant. If others are available, it is better to use them as sentries posted well clear of the aircraft, than as extra assistants to the actual operation.

25. The Operator will post his passengers with their luggage about 5 metres to the left of A. at least a quarter of an hour before the aircraft is due. He will post his Assistant at C. and himself stand just to the left of A.

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26. As soon as he hears the aircraft, he will signal to it with a powerful hand torch. He will direct this torch a little in front of where the noise seems to come from and very slowly signal the pre-arranged letter in Morse with a marked break between each signal. He will continue to do this until the aircraft signals back its pre-arranged answer.

27. When the Operator has recognized this as correct, but NOT BEFORE, he will light A.

28. The Assistant, as soon as he sees A. lit, will light C., run to B. and light it, and place himself 5 metres left of B.

29. Meanwhile, the Operator will direct his lighted hand torch towards the aircraft. He will continue to do this until the aircraft approaches to land, when he will direct it on the ground to avoid dazzling the pilot.

30. (Diagram VI).

The aircraft will touch down to the right of A. It will then taxi between B. and C. and as soon as possible, turn a half circle to the right and taxi, either round C. or between B. and C. again, back to A. When up wind of B. and C. the pilot cannot see them. The Assistant will therefore direct a hand torch at the base of A. to throw a circle of light on the ground. He MUST NOT direct it at the pilot; this might cause the pilot to confuse B. with A. He will put out this hand torch as soon as the aircraft is down wind of B. and C. Arrived at A. the aircraft will again turn a half circle and halt to the right of A. headed between B. and C. i.e. into wind.

31. The Operator will immediately extinguish A. If he is an Operator-Passenger, he may decide for himself what he does with A. at this moment. He may:-

- a) Put it out and take it with him - a torch lost to his rescue.
- b) Put it out and leave it. It is difficult for the Assistant to find it again.
- c) Leave it alight. It is very conspicuous.
- d) Lay it on the ground while alight. This reduces its conspicuousness, but helps the Assistant to find it.

32. The Operator will supervise unloading, loading and emplaning (see paras. 49-53). During this process, the Assistant may turn out B. and C. provided that the Operator has previously arranged with him a system of signals which will ensure absolutely that:-

- a) B. and C. will be lit again before the pilot wishes to take off.
- b) There is no risk whatever that the Assistant is running across the track of the aircraft after it begins to move.

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33. The aircraft will take-off. The Assistant will immediately put out and collect B.C. and, if the Operator has gone A.

CONDUCTING AN OPERATION ALONE.

34. No operation must ever be planned as a solo. The following instructions are only applicable where the Assistant fails to arrive, it is too late to cancel the operation and most urgent that the Operator - Passenger should leave.

35. The Operator - Passenger acts exactly as in para. 25 except of course that he has no passengers or assistant to post.

36. He will signal the aircraft as in para. 26.

37. When he recognises the pre-arranged answer from the aircraft, he will light A. He will then run to B. and C. in that order - and light them, all the time directing his lighted hand torch towards and in front of the sound of the aircraft. After lighting C. he will stand a little to the right and continue to direct his torch at the sound of the aircraft until the aircraft touches down.

38. He will NOT then put out his hand torch as before, but direct the light at the base of C. This action is similar to that of the Assistant in para. 30., but even more important as there is a risk of the aircraft hitting the Operator on its return journey. He will put his hand torches down as the aircraft is down wind of B. and C.

39. At the same time, he will put out and collect C. and run to B.

40. He will NOT put out B. until the aircraft is halted into wind. This delay is necessary to give the pilot his line of take-off. He will then put out B., collect it and run to A.

41. He will then put out and collect A. and airplane with his luggage and the 3 pickets and lights.

CONDUCTING A DOUBLE OPERATION

42. In certain circumstances, two aircraft may be used for a Pick-up operation.

43. The aircraft will R.V. at a convenient point near the landing ground but out of earshot. If one arrives before the other he may reconnoitre the Landing Ground. The Operator will signal to him as in a single operation, but will receive no reply and the aircraft will go away. He must be prepared for a delay of anything up to an hour before the aircraft re-appears.

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44. If the aircraft have successfully met at the R.V. they will probably arrive over the Landing Ground together. The Operator will signal to both aircraft: Only one will answer.

45. The Operator will light the Flare-path and conduct the landing of the first aircraft exactly as for a single operation, except that he is also partly responsible for preventing the second aircraft from landing while the first is on the ground. This danger will normally be avoided by the pilots radio contact, but should the Operator see the second aircraft making any attempt to land he will immediately signal DANGER (see para. 57a.) to the second and then to the first aircraft. IN NO CIRCUMSTANCES MUST the Operator signal the second aircraft before the first has taken off.

46. Immediately the first aircraft has taken off the Operator will signal the second and conduct his landing. The Flare-path will remain lit throughout.

47. If both aircraft do NOT arrive together there may be an interval of up to 30 minutes between landing. If the first aircraft has taken off before the second arrives, the Flare-path will be put out between landings.

48. It will be seen that in a Double Operation the Operator must in general be prepared to signal all EXCHANGERS arriving and not be troubled if he receives no answer for some time.

UNLOADING, LOADING AND RE-FLARING.

49. The Operator is responsible that the aircraft is fully unloaded and re-loaded as quickly as possible. This speed can only be got by careful organization beforehand. There must be no confusion and no talking except for the Operator's brief orders. The following instructions therefore are not drill-book ceremonial but the practical means of saving valuable, perhaps vital time.

50. a) The Operator will take the luggage from the incoming passenger and hand him up the luggage of outgoing passenger to be stowed. The passengers will then change place.

b) If there are two or three incoming passengers all but one will get out before the luggage is exchanged.

c) Where there is no incoming passenger the Operator must first open the cockpit roof. If he has an outgoing passenger familiar with the aircraft he will then emplane him. This passenger will unload and load the aircraft before other passengers emplane. If he has no such passenger, the Operator even though he is not an Operator-Passenger, will himself

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emplane and do this work before emplaning his passengers.

51. a) If there are two outgoing passengers, the one who speaks English best will emplane first (except as in Para. 50.c.) as the helmet is on the far side of the aircraft.

b) If there are three passengers the largest of the one most subject to air sickness will emplane first and sit on the floor, and the one who speaks English best of the remainder will emplane second.

52. In a Double Operation the Operator will load his most important passengers and all courier in the first aircraft. If the second aircraft has not arrived he should emplane three passengers, even though this only leaves one for the second aircraft: it may not come.

53. The Operator, if not a passenger, will ensure before hand that one of his passengers is familiar with the following routine:

- a) As soon as the aircraft is fully loaded this passenger will close the cockpit roof and shout O.K. as loudly as possible.
(Note: The roof must be properly closed: it cannot be closed in the air, and if it is left open the aircraft loses considerable speed and baggage may be blown out. The passengers may also freeze).
- b) He will then put on the flying helmet and speak to the pilot. This is merely to test the communication: he must NOT hold a long conversation.
- c) He will then take off his helmet, put on the "Mae West" and parachute harness and replace the helmet. He will then repeat O.K. through the microphone.

PASSENGERS' DUTIES DURING FLIGHT.

54. a) Passengers are responsible for warning the pilot if they see ANY aircraft, flak or searchlights. This is done by pressing the button on the side of the aircraft, flak or searchlights have been seen. Afterwards they should try to indicate to him what the dangers is by telephone.

b) Where there are two passengers each will be responsible for his own side.

c) Outgoing passengers must be ready to disemplane as soon as the aircraft stops i.e. they must take off all flying kit during the landings.

55. The passenger with the flying helmet will NEVER speak to the pilot except as in para. 53b and c. or 54 a. or to reply if the pilot calls him.

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56. a) If it is necessary to bale out the pilot will tell the passenger who will then attach his parachute. The pilot will probably turn the aircraft upside down so that the passenger can fall out comfortably. If the pilot does not, it is best to climb down to the bottom of the ladder before letting go; this avoids the risk of being caught on the tail.

b) If there are 2 passengers, the one nearest to the ladder will climb out first. When he is clear the remaining passenger will inform the pilot.

c) If there are 3 passengers there will have been no room to put on the harness and the pilot will try to force land in all circumstances.

SECURITY.

57. a) If any unknown people approach the Landing Ground during the operation the Operator should not light the Flare-path even if he hears the aircraft but signal a series of dots to the aircraft which means DANGER. WAIT. The Aircraft will not go away at once but circle for 15-30 minutes.

b) If the danger appears after the Flare-path is lit the operator will signal as above and at once put out the Flare-path.

c) Repetition of the signal during investigation will ensure that the aircraft remains in the neighbourhood so long as petrol allows.

MISCELLANEOUS ADVICE TO AN OPERATOR.

58. Learn how many natural paces you take to 100 metres. DO NOT attempt to pace out in metres; you will draw attention to the fact that you are measuring.

59. Have a spare torch (or at least bulb and battery) and ensure that your Assistant has one, preferably two. On one operation Light B. and C. both failed.

60. You are in charge of a military operation. Whatever the rank or importance of your passengers they must be under your orders.

61. There must be no family parties on the field. If the pilot sees a crowd he may not land. Ensure that at the moment of landing you and your passengers and NOBODY ELSE are on the left of Light A. and your Assistant on the left of Light B. Anybody anywhere else, especially anybody approaching the aircraft from the right, is liable to be shot by the pilot.

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AN ACCOUNT OF C-47 MISSIONS.

On the 8th and 9th of July, after a period of experimentation and demonstration to exploit the possibilities of C-47 landing operations in Occupied Countries, a Dakota piloted by the Group Commander, Colonel Hurlin, left Harrington down to initiate the first of this type operation. The mission was a great success and with this achievement behind them, Group Operations made plans to carry out similar operations whenever the occasion warranted such a mission.

About a month later, on August 2nd, another Dakota mission was laid on, this time to be piloted by Captain Stapel. The flight could not find their target on the way down and flew on to Corsica where they remained a few days awaiting instructions. They then flew on to their target and accomplished the mission and then immediately took off and returned to Harrington.

The last of these special or initial missions was on 8/9 August, when a C-47 piloted by Lt. Col Boons carried 1600 lbs of explosives to their target plus eight Joes. This was the first of the cargo-missions as the others were primarily to carry Joe's.

About the 18th of August, two more C-47's arrived for assignment to the Group. With the two already on hand, the additional two made a total of four, so that one aircraft was assigned to each Squadron. We were now ready for a large-scale operation.

The date of 25/26 August marked our full-scale operation.

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ions on this project. From this date on, two to four Dakota's were dispatched daily, transporting Arms, Ammunition and other equipment to reception committee's located on fields and captured airbases in France. The equipment carried included; 2 and 3 inch Mortars; ammunition for 2 and 3 inch mortar guns; Vickers Machine Guns; spare parts for Vickers Machine Guns; Belted Ammo for Vickers MG; Mortar Smoke Ammo; Bren Guns and Ammo; Pist Guns; Pist Bombs; Bazooka's and Bazooka Ammo; Grenades; Rifles; Rockets and two Jeeps. Accompanying all these missions were from 1 to 9 Joe's, both going in and coming out. At the end of this type of operation, on the 15th of September, the Group had accomplished 35 missions, transporting approximately 104,000 lbs of Arms and Ammunition, carrying 76 Joe's in and 213 Joe's out, operating out of 12 different bases and fields in newly liberated territory. Besides Joe's on the out-going journey, they also carried mail and special equipment.

The crews on these missions consisted of Pilot, Co-pilot, Navigator, Bombardier and Radio Operator. A relative small number of the Groups pilots flew the aircraft on the missions, namely: Colonel Heflin: Lt Col's Fish, St. Clair, Dickerson, Boone; Major's McManus, Sanders, Mord, Rudolph;; Captain's Stapel, Sweeney, Holzworth, Darby, Bates, Smith and McKenny.

Throughout all these missions, not one enemy aircraft or other enemy activity was experienced and although all fields were without facilities and other aids for landing operations, the reception committees did an excellent job under the circumstances and equipment available. The only mishap oc-

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oured on 5/3 September when a Dakota piloted by Captain Stapel nosed over while landing. The Reception committee had set up flare path and landing light signal differently than briefed, and the ship landed on the soft ground instead of the runway. After rolling a short distance, the aircraft hit a ditch causing the ship to nose-up. Damage was sustained to the propellers and the nose section of the plane was badly crushed. Fortunately, no damage was done to the load carried nor any injuries to the crew or Joe's. Maintenance and repair crews were immediately dispatched from Harrington, complete with repair equipment, and the aircraft was repaired on the spot and returned back at Harrington on the 11th, only 5 days later.

In nearly every instance, Pilots and crews reported that field lights and receptions were excellent, indicating the eagerness of the committees to receive the supplies and equipment. At nearly every field a request for petrol was made, and each group was in great need of petrol. At one place, the Committee requested petrol which they were in desperate need of because "The Germans were only 50 miles away and petrol was needed to go after them."

An ironic item was reported by Captain Stapel when he returned from a mission on 27/28 August. He reported that on that very afternoon, P-38 Lightnings had strafed the field which served as his target's landing ground and that they "did a good job of it".

With the final liberation of France, our Carpetbagger operations were ended and all crews were satisfied with the

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successful completion of a much-needed job, which was well done.

* * *

An appendix is attached to this record of operations as a description of the procedures of the committees; or ground parties and the aircraft.

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United States
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Equals British MOST SECRET & SECRET

JOT/28
/mb.

21 April 1944.

To: Commanding Officer,
801st Bomb Group (Provisional).

From: Major Gable.

NIGHT PICK-UP OPERATIONS.

1. Attached is one copy of instructions used in teaching students the proper procedure for laying-out the reception for Night Landing Operations., and the duties of the Passenger and Ground Operator.

s/ J. L. THAYER,
Captain
for Major.

1 Enclosure. Copy #1A/mb.

United States
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CEW/2323

5.7.44.

To Bomber Command,
(Attention Wing
Commander Stands)

From S.F.H.Q.
Montague Mansions,
W. 1.
(Group Captain
Wood)

Copies to Air Ministry
(A.I.2(c)),
O.C. Tempsford,
O.C. Harrington.

Operations to Belgium

Since the last moon period when comparatively heavy losses were incurred during operations to Belgium the whole question of getting material to this country has been very carefully investigated.

There is no doubt at all that the secret organisations in Belgium are very efficient and secure and they have carried out some most important sabotage.

There are a great many reception committees in Belgium who are anxiously awaiting replenishment of their sabotage material, but it has been decided that in view of the high risk factor to the air crews only a small delivery to these reception committees, which have proved their ability to provide adequate lighting arrangements and to make good use of the material, will be mounted this moon period.

Apart from deliveries to the Ardennes area a total of ten successful sorties to the grounds quoted on Appendix attached is required. It is proposed to offer five of these operations to Harrington and five to Tempsford.

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As you know Eureka beacons are now in position as under:

UTERA 50° 36'N. 03° 52'E.

EGANOTT 50° 34'N. 04° 50'E.

GRANDIDA 50° 22'N. 05° 22'E.

and it is hoped that a fourth Eureka will soon be in position at:

TINGI-TINGI 51° 14'N. 04° 05' E.

In view of the great importance of these operations and of the fact that dropping grounds have been very carefully selected from the large number available in Belgium, it is hoped that Bomber Command will agree to these operations being attempted.

Group Captain Wood

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APPENDIX.

OSRIC 2B	Near BEAUMONT	50°11'53"N. 04°22'36"E.
OSRIC 44D	East of ATH	50°39'10"N. 03°58'25"E.
OSRIC 22B	South of CHARLEROI	50°18'30"N. 04°21'53"E.
OSRIC 29A	South of WAFRE	50°40'03"N. 04°42'07"E.
OSRIC 88	East of ALOST	50°55'55"N. 04°07'15"E.
TYBALT 11B	E.S.E. of TOURNAI	50°34'50"N. 03°35'46"E.
TYBALT 26A	Between CHARLEROI & HAMUR	50°29'30"N. 04°37'07"E.
TYBALT 15	Near MARCHIE	50°10'54"N. 05°20'50"E.
TYBLAT 8	Near DUBBUY	50°15'08"N. 05°26'18"E.
TYBALT 16	South of LIEGE	50°26'03"N. 05°35'20"E.

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EXCLUDED FROM RELEASE

2 August 1944.

The briefing was called. Every available seat on the hired wooden benches was accounted for. A cloud of cigarette smoke hung over the hub of conversation. Outside, the normal traffic of the Burlington-draws went on, though the uncounted minutes seemed to have slowed somewhat the hectic tempo of Main St. One day. Suddenly, "Attention!" was shouted out. Officers and men sprang up; the easy going atmosphere became tense, filled with expectancy. Three men walked down the center aisle toward the platform and the huge map at the front of the room. Colonel Morlin was one of the men, an RAF officer was another, and the third was a civilian - a towering, pleasant-looking man with graying hair and a weather-beaten face.

The Colonel put his men at their ease and then introduced the civilian as an organizer of the resistance movement in Denmark. The tall Dane began speaking and immediately won the interested attention of his Carpetbagger audience. He spoke in a clear, modulated voice, displaying a noteworthy command of English.

He began by making a distinction between resistance in Denmark and resistance in other occupied countries. In France, for example, the Maquis have large bodies of organized troops centered in mountain strongholds, and they have successfully liberated substantial portions of their country. In Denmark, however, there are not many mountains or large forests from which guerrilla fighters could operate.

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Therefore resistance is not open or on a large scale, but rather it is clandestine, consisting of individual acts of sabotage and terrorism. Nevertheless, the accumulation of such acts represents an impressive total -- so much so, that by the Nazis' own official estimate troops per capita are in occupation of Denmark than of any other country in Europe. And the total increases continually, as more and more Danish patriots feel impelled to take violent counter-measures to the German occupation. The Nazis have adopted the expedient of employing many informers, and as a result of bribes and Gestapo threats these informers have been responsible for the apprehension of many patriots. Nevertheless, the ranks of the resisters are swelling; the life of the German occupationist is one of harassment and uncertainty.

The work of the Danish resistance groups is concerned mainly with the sabotage of factories engaged in turning out material for the German war machine. Since 1943, a great deal has been accomplished along these lines. A blown-up factory has two results: the act of violence inspires a factory-owner to discourage German orders on the basis that if he accepts the order his factory will certainly become the target for saboteurs. In this way, some Danish manufacturers have been successful in turning down orders for German war material. Moreover, over a period of time, as acts of sabotage were multiplied, many neutral Danes who might have been tempted to collaborate with the Germans had their eyes opened to the fact that an irreconcilable difference existed, in spite of disarming German propaganda, between the Danish people and the

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German invaders. A result of the vigorous anti-Nazi activities carried on by the underground has been that very few Danes have proven guilty of collaboration. The organizer estimated that fully ninety-eight per cent of the Danish people are definitely anti-Nazi.

In the past couple of months, opportunities for sabotage have increased. Since the invasion of Western Europe, the Germans have attempted to rush reinforcements to France from Norway and Denmark. Movement of such troops had to be via boat and train, a situation fraught with possibilities for the saboteur. In Denmark there are only two main railway lines, making it relatively easy to plan and perform acts of sabotage and the Danes have exploited every possibility. By effective sabotage of dock and railway installations they have caused troop movements to be delayed ten, twelve or twenty-four hours. The Germans have been forced to change plans at the last moment. Even the slightest delay of a troop-train becomes an advantage to allied forces in France.

To accomplish their brand of resistance, the Danish underground requires quantities of high explosives and pistols. They do not need machine-guns or Sten guns at the present time, since they do not fight the sort of pitched battle with Nazi forces such as Maquis groups frequently do. Especially in high explosives, desperate need exists. Substantial quantities were delivered to underground groups during 1943, but all of it has been used up. Danish patriots make the urgent request that more high explosives be delivered at the earliest date possible.

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The organizer elaborated on the difficulties of dropping missions in Denmark from the point of view of both the Carpet-bagger crew and the reception committee. Since Denmark is a small, flat and densely populated country, a committee is hard put to it to meet secretly at an isolated ground. A square mile is rare which does not have numerous houses in it. Moreover, it is difficult for a Carpetbagger plane to fly over Denmark at the low altitude required for its particular kind of mission. There are no mountains to screen the flight of an aircraft, and the land is studded with German fighter airfields. The only solution is to reduce to a minimum the time spent over the country by an aircraft. For this reason, the Northern extremity is best for Carpetbagger operations. Moreover, whatever good grounds there are in Denmark are located in the North, and the distinctive Northern Coastline is most suitable for navigation purposes.

The organizer emphasized the necessity for accuracy in making drops. The least deviation would undoubtedly lead to the loss of the material. At most, a committee has one half hour after the drop in which to gather the containers and packages and leave the ground. The Germans have many DF stations and detector devices, and they can be expected on the spot in an hour after the aircraft reaches its target. As a matter of fact, German soldiers once arrived in twenty minutes. Therefore, there cannot be very much circling around over the target; the target must be hit accurately and without delay.

The most desirable condition is one created by multiple operations in one night. It is better to have six aircraft in

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one night then one aircraft on six consecutive nights, because multiple operations help to confuse German observers and make it difficult for them to plot the course of any individual aircraft. To reduce the effectiveness of radar detection, it is best to maintain a low altitude over Denmark, a minimum of three hundred feet is required for a successful drop; therefore, that altitude is suggested for flight over Denmark.

Sometimes, the organizer went on, an aircraft may circle over the target after completing a drop, in order to check results and make sure that the parcel is being picked up. The Danes appreciate such coincidences, but would prefer that the aircraft get loose for them immediately after dropping, since its presence over the ground becomes a beacon for German observers. It is a better idea for the aircraft to circle some where else on the way home, as a sort of decoy. But the Danes do not expect that an aircraft be subjected to such additional risk; they leave it up to the individual crew to decide. And, the organizer added, it is only fair to warn the crews that there are many German night-fighters in Denmark.

German soldiers patrol in groups, and they show every indication of being afraid to talk about at night. All in all, therefore, few reception committees have been surprised at their work although the Germans often show up at ground after the Danish patriots have already left. Whenever a committee has been discovered, they have managed to escape to the woods or sewers, unless they have sustained wounds. The greatest danger for the underground lies in the talkativeness

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of new members or irresponsible friends. The Gestapo has arrested many patriots as a result of this loose talking, and by its use of torture has been able to learn the names of other patriots. The underground has lost a few whole committees that way. In the past year alone, six committees have been executed "because someone talked". For these reasons great care must be exercised in the selection of committed members, in order to reduce the risk of talkativeness.

Of all the material which has been delivered by aircraft to the Danes, about two-thirds has been put to use. The other third has been taken by the Germans while it was being transported or stored. However, the organizer said, the effects of the two-thirds have been "good enough".

The organizer felt it was necessary to explain why it was, at the time Germany invaded Denmark, that Danish resistance was so meager. He placed the blame squarely on the shoulders of "the politicians", who did not or would not realize that the Danish people were willing to fight the invaders. Especially young people were eager to offer resistance. The army generals demanded total mobilization, but the politicians minimized the danger and delayed taking any action. Then the enemy was already battering down the doors; but it was too late -- the Danes were not prepared for invasion. "But", said the organizer, "the people are finding the means to fight now." The Danes do not want to sit idly by at the present climax of history, and do nothing. They want to join in the common fight of the United Nations, and

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they have expended, through their resistance against the German occupation, tremendous and effective efforts, though the results of these efforts may appear small in comparison to large-scale military events.

Returning to the subject of drops, the organizer told the story of the aircraft which was approaching a target where three lights were laid out in a triangle as the reception signal. The committee heard the engines of the aircraft when it was three miles north of the target. But at that point the aircraft's crew observed a similar layout of lights created through sheer chance by signal lights at a railway station. The aircraft went down to make a drop, discovered the error in time and, while it fortunately did not drop on the railway station lights, was then unable to find the real reception and headed for home without dropping.

To prevent this sort of mischance, it would be very desirable for the Danish patriots to have more special equipment than they now have. They have a few Turakka sets, with which they have helped successful drops to be made, but they could do with more sets. As for S-phones, the organizer seemed to have little faith in them, and he recounted the story of the drop which was bungled because the S-phone operator in the R.F. aircraft spoke only Polish and so was unable to communicate intelligibly with the Danish operator on the ground.

The organizer also belittled the importance of code letters flashed by the reception lights. An incorrect letter he said, should not deter a pilot from making a drop.

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He told of a reception committee leader who was, to say the least, unfamiliar with the ins and outs of code. He never did manage to flush the correct letter, but nevertheless took part in six or eight consecutive successful dropping operations.

The organizer said that he had been considering the possibilities of blind drops, precluding the necessity for lights. In this connection, a small island in a northern river is being considered. By using this island for a ground, and by the aircraft's use of Rebecca, it is thought that successful drops could be accomplished. Moreover, it is known that there are no Germans stationed on the island. The organizer added a word of warning, however, about the necessity of maintaining a low altitude. He recalled the time an aircraft made a drop from 800 feet, making it possible for a German observation post on the mainland to observe the activity. Troops were immediately dispatched to the island by motorboat and all the material was lost to the Germans. That happened sometime ago, however, and the incident has not rendered the ground unusable.

The organizer stated that people in the underground movement in Denmark are always impressed by the excellence of weather-forecasting from England. Often it happens that the weather appears perfectly clear, but the B.E.C. signals cancel the night's operations. The underground cannot understand the cancellation, until, sure enough, fog moves in during the night.

In conclusion, the organizer gave the Carpetbagger crews

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some valuable tips on how to get along in Denmark, in the event any of them should ever be forced down or bail out over that country. He said that fully ninety-eight per cent of the population is anti-Nazi, but many people are afraid of performing an overt anti-Nazi act, such as helping an Allied airman. However, more than half of the ninety-eight percent can be expected to take risks and help out. The others may, at the worst, call upon the Danish police to report the airman. If this happens, the airman is still reasonably certain of receiving help, because among the Danish police force, not one half of the personnel are pro-Nazi. There used to be more pro-Nazi policemen in Denmark, but the police chiefs got rid of them. Therefore, unless he is compromised by unreliable witnesses, the policeman who comes to arrest the airman will invariably help him to escape instead.

An airman attempting evasion must be sure to contact as few people as possible. He will have no trouble about food, which, in spite of German depredations, is still fairly plentiful. There is enough meat, butter and cream; and the airman should be able to get along with what he can pick up even without contention people. Resnants, who cannot speak English, are to be avoided for the most part. The people most prepared to offer direct assistance are doctors and persons, fully ninety-nine percent of whom speak English, are strongly anti-Nazi and stand ready to help. Doctors and persons, furthermore, are conveniently distributed over the whole country, and their residences are easily recognized by distinctive signs. A great many Allied fliers have been :

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rescued as a result of the efforts of doctors and persons, but heretofore there has been no system or coordination of their efforts. However, a new organization, quite separate for the most part from the sabotage activities of the underground, is developing for the express purpose of rescuing Allied airmen. The underground directs this organization and attempts to give the doctors and persons information on how to go about helping the airmen and making the necessary contacts with the underground, so that the airmen may be moved out from Denmark to Sweden. The rescue-organization also maintains a staff, composed mainly of lawyers, who are prepared to cross-examine a man, in order to establish his authenticity as an Allied flier. Therefore, the organizer warned, an airman should be prepared for very strong interrogation. But he should understand that such interrogation is a necessary safeguard against the Nazi trick of dressing their own agents up to pose as Allied airmen and thus attempt to gain information about the organization.

Another good source from which to get help is a cooperative shop or dairy, of which there are many throughout Denmark. People in these cooperatives are almost entirely Anti-Nazi. The peasants, during the early days of the occupation, were fooled by the high prices paid for produce by the Nazis, and therefore they still have a kind of admiration for their uninvited guests. But the cooperative people understood that high prices paid in Nazi-issued currency were not a very valuable asset, and from the very beginning they were opposed to the Nazi regime and all its doings.

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Whenever the airman approaches, a doctor, person or cooperative, he must remember to take elementary precautions to avoid detection and to avoid compromising the person whose assistance he seeks. The airman must make sure that no one can see him entering the doctor's or person's home or the cooperative shop. And he must not make such visits during the daylight hours.

If circumstances make it impossible for the airman to establish a contact with the underground or rescue organization, he can still manage to get along on his own, make his way north to the Jutland coast, steal a boat and travel across to Sweden by himself. Good weather and a westerly wind will ensure his arrival in Sweden. The Danish coast at that point is still patrolled only by Danish police, and if they should observe the boating activities of an Allied airman, the most they will do is to wish him, "Good luck." The organizer insisted that stealing a poor Dane's boat should not cause a stricken conscience, because, if the owner of the boat spots the airman, he too will invariably wish him a successful voyage. The same lack of expunction should exist as regards bicycles, the organizer added, in the event that the airman should find it necessary to journey for any distance in Denmark. In the organizer's own words, "Just take a cycle where you find it." He added that, inasmuch as tires are usually pretty bad, it might be necessary to "requisition" three or four bicycles before the airman's journey was completed.

In one way or another, hundreds of Allied airmen have

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reached Sweden from the Jutland coast of Denmark since the war began. And not one accident has occurred.

The organizer's informal speech was finished and he left the Briefing Hut with Colonel Harlin and the RAF officer who had escorted him to Harrington. In the minds of the Carpet-bagger crews, the tall organizer had become a symbol of Danish resistance -- strong, assured, unconquerable.

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INTRODUCTION

to

788TH BOMBARDMENT SQUADRON (B) HISTORY

(Beginning 10 August 1944)

The 788th Bombardment Squadron (B), before its transfer to the 467th Bombardment Group (B) on 10 August 1944, was the 859th Bombardment Squadron (B), assigned to the now inactivated 492nd Bombardment Group (B), based at North Fickenham, Norfolk, under the command of Col. Eugene H. Sawvely.

The Squadron had been activated 1 October 1943 at ^{Ely, Calif.} ~~Glendale, N. Mex.~~, and was commanded during its formative period by Capt. (now Lt. Col.) James J. Mahoney, its present commander. Its training as a unit actually began 1 January 1944 at Alamoportio Army Air Base, N. Mex., and continued in the States until the air echelon flew to Harrington, Kansas, its staging area. From there it flew without mishap to the United Kingdom by the southern route, arriving at North Fickenham about the end of April. The ground personnel crossed the Atlantic on the RMS Elizabeth, arriving in Scotland April 27 and reaching the base the following day. There they found other ground personnel waiting them - men from various units that already been some time in the UK - and these made up the complete squadron. As the 859th Bomb. Sq., it became operational 11 May 1944 and completed 67 missions before changing its base and its identity.

The present 788th Bombardment Squadron replaced its predecessor in the 467th Bomb. Group with a complement of 136 officers and 533 enlisted men - a considerable overage beyond TG strength that was soon reduced by transfers. After a few days of practice in flying their formations with the new parent group, the Squadron resumed combat operations over France and Germany.

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AUGUST SUPPLEMENT

TO

788TH BOMBARDMENT SQUADRON HISTORY

On the morning of 10 August 1944, the Squadron moved to its new base by plane and truck. As the aircraft took off and joined formation over Station 143 for the last time, the ground personnel climbed into the waiting trucks and headed east in several long convoys. By noon all had reached Station 145, the base of the 467th Bombardment Group (H), at Rackheath Park, about four miles northeast of Norwich. The rest of the day was spent in getting settled in the new quarters and setting up the orderly room in Site 6. The men were favorably impressed by this station, formerly the private estate of an English nobleman, with an attractive setting of fields and woods. Its proximity to a large city was considered not the least of its attractions.

On the morning of the 11th the Squadron assembled in the base theater for an address of welcome by Lt. Col. Herberg, the Group Executive Officer, who represented Col. Albert J. Shower, the Commanding Officer. Later in the day the ground personnel went to the various sections and headquarters to take up their regular duties.

At the time of the transfer the Squadron reported its strength as 117 officers and 504 enlisted men. Eight new crews recently added were included, but only three of these were retained in the Squadron, the other five being distributed among the rest of the 467th Bomb Group. The three retained were Crews No. 16 (Hall), No. 17 (Denham), and No. 23 (Sefeca).

After several practice missions the Squadron became operative, flying its first combat mission with the 467th Bomb. Group on 14 August 1944. The missions in which it participated during the month were as follows:

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- 14 August - 5 a/c to Dole-Tavaux, France. No aborts, no casualties.
 15 August - 5 a/c to Vechta, Germany. No aborts, no casualties.
 16 August - 9 a/c to Magdeburg, Germany. No aborts, 1 a/c missing (10 M.I.A.)

as follows:

Crew No. 13 - A/C 481

Miller, Gayle H.	1st Lt.	O-413206	M.I.A.
Stewart, John F.	2nd Lt.	O-821185	"
Abell, James W. Jr.	2nd Lt.	O-707758	"
May, Glenn C.	2nd Lt.	O-717070	"
Nordholm, Julius L. Jr.	T/Sgt	18129617	"
Marshall, James M.	S/Sgt	30329202	"
Heffner, Stephen A.	S/Sgt	36593075	"
Goodman, Donald B.	S/Sgt	35138661	"
Spangler, Richard B.	S/Sgt	39565020	"
Boyer, Thomas A.	S/Sgt	33506619	"

This aircraft was reported as being hit over the target, presumably by flak, breaking in two at the camera hatch, and going down without any 'chutes being seen.

- 18 August - 9 a/c to Wolippy, France. No aborts. One a/c crash landed near the base, out of fuel. (1 C., 2 M.I.A.; 1 C., 2 M.I.A.; 1 C., 2 M.I.A.):

Crew No. 8 - A/C 439

Sherrill, Wm. M.	2nd Lt.	O-717274	M.I.A.
Lifschitz, George	T/Sgt	17043462	"
Snyder, Philip A.	S/Sgt	33553620	"
Fontjus, Darlton W.	T/Sgt	17099290	"
Balfs, John F.	2nd Lt.	O-822920	M.I.A.
Nataek, Clayton H. Jr.	S/Sgt	11107517	"
Leister, Roger L.	2nd Lt.	O-695751	M.I.A.
Duff, Jess A.	S/Sgt	39430853	"
Schreiner, Ernest	S/Sgt	39246604	"

- 24 August - 10 a/c to Mueburg, Germany. No aborts, no casualties.
 25 August - 9 a/c to Lubeck, Germany. No aborts, no casualties.
 26 August - 7 a/c to Dulsan, Germany. No aborts, no casualties.
 27 August - 9 a/c to Oranienburg, Germany. No aborts, no casualties; but

mission recalled

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In addition to the losses on combat missions, there was also a tragic accident on a practice mission of 16 August, when Lt. Frewitte and his crew were forced down for the third time in their ill-starred career. For the second time in four months they were compelled to ditch their plane in the sea, with the following losses resulting:

Frewitte, William V.	1st Lt.	0-765075	N.I.A.
Hall, William B.	2nd Lt.	0-761083	"
Patterson, Malcolm K.	2nd Lt.	0-709962	"
Sodinhalk, George R.	1st Lt.	0-691891	"
Grooms, Edward C.	1st Lt.	0-708244	"
Meredith, Oliver B.	S/Sgt	33550787	"
Mattson, Robert L.	S/Sgt	19138530	N.I.A.
Crumley, Edward E.	S/Sgt	33358330	"
Trout, Charles M.	T/Sgt	33325619	"
Tapler, John J.	Capt.	0-421636	N.I.A.
Foss, Edgar J.	T/Sgt	37467565	"

As a result of the collision accident of 7 August the last survivor, S/Sgt Daniel W. Schmitz, of Lt. Fleming's crew succumbed to injuries received at that time.

Another loss to the Squadron, though less tragic in its nature, was that of Captain Johnson and his crew, who were transferred to the PFF School in Attlebridge for special training.

Combat missions during the latter part of August were scheduled with less regularity as the need for strategic bombing of industrial Germany decreased and as opportunities for tactical bombing in France occurred less frequently. After the break-through by American armor at Avranches, static battle lines no longer existed. In fact, the very position of Allied spearheads was often uncertain as the armored columns thrust deeper and deeper into enemy territory. One result of the rapid changes in France was to create more work for S-2 personnel in keeping the War Room situation maps up to date and in putting up additional maps in the Officers' Club and the Aero Club.

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100TH MISSION CELEBRATION

During the week-end of August 19-20, the Squadron helped to celebrate the 467th Bomb. Group's 100th Mission. The Group had actually finished its 100th mission on 15 August. However, the Group was not given official credit for reaching this goal until after the operation of 27 August. The celebration was held between these two dates with an Officers' party on the Saturday evening (terminating in a wild discharge of flares and small arms ammunition!) and an enlisted men's party on the Sunday afternoon. At the latter celebration, held in the main hangar, officers acted as waiters, beer flowed like water, and mountains of hot dogs and sandwiches disappeared like magic. The first keg was tapped at 1400 hours - and by 1600 hours the beer and the party were done.

FAREWELL TO ARMS

During the month and after the Squadron's transfer to its new base, one of our crews finished its tour of duty in the ETO and was transferred out of the organization. This was Crew No. 7, consisting of 1st Lts. Donald Prytulak, Raymond Suchin, Benjamin Fabitz, Wesley R. Williams; T/Sgts Joseph T. Capossella, Duane C. Heath; and S/Sgts Anthony Macirino, George B. Robb, Alton D. Mohnay, and Thomas W. Floyd. The Squadron saw this fine crew depart with regret, envy and its best wishes.

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788TH BOMBARDMENT SQUADRON (H)

11 August 1944

KEY PERSONNEL

Lt. Col.	Mahoney, James J.	O-446320	C.O.
Major	Smith, Dana E.	O-341034	Exec. Officer
Capt.	Taylor, John J.	O-427636	Opns. "
Capt.	Green, Frank R.	O-659373	Asst. Opns.
Capt.	Barrett, Charles W.	O-908838	S-2
Capt.	Smith, John W.	O-789824	Navigator
Capt.	Alexander, Edwin J. Jr.	O-688692	Bombardier
1st Lt.	Cole, James	O-577169	Adjutant
1st Lt.	Ashmead, Albert S.	O-864277	Eng.
1st Lt.	Johnson, Clint Jr.	O-578071	S-4
1st Lt.	Baker, Frank S.	O-155504	Ordnance
1st Lt.	Welsch, Thomas A.	O-861281	Armament

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788TH BOMBARDMENT SQUADRON

ROSTER OF COMBAT CREWS

(11 August 1944)

Crew No. 1

P	Johnson, Carl E.	O-724769	Capt
CP	Schorr, Jerome M.	O-814987	1st Lt
M	DesJardins, Ernest P.	O-688000	1st Lt.
PN	Edenburn, Miles W.	O-711362	2nd Lt
B	Whitham, Challenger	T-1722	P/O
RO	Anderson, Lester E.	33554326	T/Sgt
Eng	Downing, Floyd A.	18005810	T/Sgt
G	Rockwell, Robert W.	18130216	S/Sgt
G	Bond, Raymond	18173921	S/Sgt
G	Looby, Albert J.	36580770	S/Sgt

Crew No. 2

P	Bowman, James L.	O-688448	Capt
CP	Bowerman, Quinton R.	O-702223	1st Lt
M	Eriegel, William P.	O-704599	1st Lt
PN	Kennedy, John E.	O-716464	2nd Lt.
B	Rood, Vernon J.	T-123134	P/O
RO	Garrett, Howa rd V.	14086189	T/Sgt
Eng	Green, James H.	34665310	T/Sgt
G	Ashman, John W.	13003142	S/Sgt
G	Bessette, Ross ric A.	31007148	S/Sgt
G	Newton, Everette E.	11116559	S/Sgt
G	Ryan, William M.	39293817	S/Sgt

Crew No. 3

P	Prewitte, William V.	O-795075	1st Lt
CP	Clarey, Elmer W.	O-702235	1st Lt
M	Grooms, Edwa rd G.	O-703244	1st Lt
PN	Pa ttengall, Malcolm H.	O-709862	2nd Lt
B	Godshalk, George R.	O-691381	2nd Lt
RO	Foss, Edgar J.	37487465	T/Sgt
Eng	Trout, Charles M.	33328519	T/Sgt
G	Meredith, Oliver E.	33553467	S/Sgt
G	Mattson, Robert L.	19138530	S/Sgt
G	Cromley, Edwa rd E.	35358330	S/Sgt

Crew No. 4

P	Paul, Marvin M.	O-803674	1st Lt
CP	Corbett, John E.	O-692863	1st Lt.
M	Struckhoff, Eugene C.	O-692350	1st Lt
PN	Schnorr, Thomas G.	T-125073	P/O
B	Graham, Richard P.	O-684151	1st Lt
RO	Allen, Raymond V.	S/Sgt	32854699

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Crew No. 4 (continued)

ENG	Ostrander, Lyle H.	36128406	T/Sgt
G	O'Leary, Thomas F.	11114479	S/Sgt
G	Posline, Clayton W.	35537865	S/Sgt
G	Stillabower, Carol	35567906	S/Sgt
G	Holmes, Charles F.	14843808	S/Sgt

Crew No. 5

P	McGowan, Delmar D.	O-638804	1st Lt
CP	Gray, Morrison Jr.	T-81789	F/O
PM	Forbes, Raymond E.	O-701587	2nd Lt
RO	McCullough, Howard W.	36556580	T/Sgt
ENG	Barrios, Donald A.	39279832	T/Sgt
G	Bailey, Ernest R.	31210669	S/Sgt
G	Goodwin, Harold I.	11083667	S/Sgt
G	Glickman, Martin	33596595	S/Sgt
G	King, George A.	32830441	S/Sgt

Crew No. 6

P	Sims, Thomas J.	O-807778	1st Lt
CP	Lott, Douglas H.	O-700363	2nd Lt
BM	Ward, William E.	O-708976	2nd Lt
RO	Quentin, Henry B.	32615722	T/Sgt
ENG	Varley, Vaughan H.	18168796	T/Sgt
G	Masterson, Robert D.	36441118	S/Sgt
G	Turner, Charles O.	34515722	S/Sgt
G	Isaacson, Henry H.	12088059	S/Sgt
G	Lewis, Clint W.	35135716	S/Sgt

Crew No. 7

P	Frytulak, Donald	O-810948	1st Lt
CP	Suchin, Raymond	O-815013	1st Lt
N	Babitz, Benjamin	O-702882	1st Lt
B	Williams, Wesley R.	O-694830	1st Lt
RO	Capossella, Joseph T.	32496844	T/Sgt
ENG	Heath, Duane C.	36294811	T/Sgt
G	Macirino, Anthony	32775614	S/Sgt
G	Robb, George B.	17162149	S/Sgt
G	Mohney, Alton D.	36420249	S/Sgt
G	Floyd, Thomas W.	16031290	S/Sgt

Crew No. 8

P	Leister, Roger L.	O-695751	2nd Lt
CP	Bale, John P.	O-822920	2nd Lt
N	Gridling, Vance E.	O-717187	2nd Lt
RO	Lifschitz, George	12043462	T/Sgt
ENG	Pontius, Darlton W.	17099290	T/Sgt
G	Duff, Jess A.	39450853	S/Sgt
G	Matzek, Clayton W. Jr.	11107517	S/Sgt
G	Schreiner, Ernest	39296904	S/Sgt
G	Snyder, Phillip A.	33353620	S/Sgt

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Crew No. 9

P	Schulze, Clarence W. Jr.	0-465820	1st Lt
CP	Killmeyer, Fred J.	0-819556	2nd Lt
N	Etah, Kenneth M.	0-707350	2nd Lt
RO	Sanders, Frank C.	17071411	T/Sgt
Eng	Yarnell, Roy L.	46741616	T/Sgt
G	Wiers, Frank J.	36689449	S/Sgt
G	Parson, Roland E.	31375050	S/Sgt
G	Salon, John V.	33828348	S/Sgt
G	Feeney, Leo P.	31369616	S/Sgt

Crew No. 10

P	Pease, Roscoe I.	0-818526	2nd Lt
CP	Kaseman, Robert N.	0-823614	2nd Lt
N	Little, Clement O.	0-708266	2nd Lt
RO	Sutti, Lewis C.	32807393	T/Sgt
Eng	Bailey, James E.	31342036	T/Sgt
G	Cocgriff, John M.	17145079	S/Sgt
G	Hanson, William A.	36870730	S/Sgt
G	Krull, Edward W.	57676502	S/Sgt
G	Henderson, Berwell	33645114	S/Sgt

Crew No. 11

P	Wolf, Daniel C.	0-808927	1st Lt
CP	Osojnicki, Tony D.	1st Lt	0-702325
N	Gilruth, James A.	0-430233	1st Lt
RO	Martin, William J.	17157710	T/Sgt
Eng	Rothwell, Paul S.	14162098	T/Sgt
G	Ross, Royal R.	36396973	S/Sgt
G	Schremp, Earl C.	12017342	S/Sgt
G	Loya, Antonalio Jr.	S/Sgt	39568294
G	Capers, Francis R.	34098528	S/Sgt

Crew No. 12

P	Haar, Herbert J.	0-811070	1st Lt
CP	Warner, George A.	0-810083	1st Lt
N	Houser, Gordon W.	0-699932	1st Lt
PN	Beyer, John	0-762892	2nd Lt
B	Weidman, Albert B.	0-695569	2nd Lt
RO	Brown, Carl L.	33408672	T/Sgt
Eng	Kingsley, Floyd R.	16000141	T/Sgt
G	Alexander, Ralph W.	6247961	S/Sgt
G	Pinneren, John V.	31271680	S/Sgt
G	Ross, Ellis W.	37538223	S/Sgt
G	Gerlinski, Lawrence J.	36291993	S/Sgt

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Crew No. 13

P	Miller, Gayle E.	0-413206	1st Lt
CP	Stewart, John P.	0-221185	2nd Lt
N	Abell, James W. Jr.	0-707758	2nd Lt
B	Kay, Glenn C.	0-717070	2nd Lt
RO	Nordholm, Julius L. Jr.	16129617	T/Sgt
Eng	Marshall, James M.	20329202	S/Sgt
G	Heffner, Stephen A.	36593075	S/Sgt
G	Goodman, Donald H.	35138661	S/Sgt
G	Spangler, Richard S.	39565020	S/Sgt
G	Boyer, Thomas A.	33508619	S/Sgt

Crew No. 14

P	Hudson, James D.	0-816314	1st Lt
CP	Murlich, Paul	0-764876	2nd Lt
EN	Scharrschmidt, William F.	0-699571	2nd Lt
RO	Rulli, Angelo R.	17113619	T/Sgt
Eng	Courington, Richard D.	38341218	T/Sgt
G	Woolbright, Samuel C.	34623896	S/Sgt
G	Angle, Harry L.	18192069	S/Sgt
G	Jewett, Clayton H.	32637299	S/Sgt
G	Johnson, Richard W.	39327932	S/Sgt

Crew No. 15

P	Dunham, Blackwell C.	0-701913	2nd Lt
CP	Brazier, Carl C.	0-769428	2nd Lt
N	Blanch, Louis D.	0-722544	2nd Lt
B	Kish, James J.	T-1742	F/O
RO	Gillette, Melvin J.	11069339	Sgt
Eng	Surface, William D.	18066982	Cpl
G	Windon, Roy V.	37579480	Cpl
G	Giguere, Adrien R.	31280564	Cpl
G	Moran, Robert J.	13006886	Cpl
G	Thompson, James H. Jr.	37005100	Cpl

Crew No. 16

Hall, William R.	0-761893	2nd Lt	
CP	Holter, Arthur M.	0-806586	2nd Lt
N	Geschl, Walter E.	T-125292	F/O
B	Conrow, Samuel H.	0-769099	2nd Lt
RO	Bettier, Richard F.	33621598	Cpl
Eng	Della Rocca, Don	32718321	Sgt
G	Haggart, James T.	35891812	Cpl
G	Hurst, Warren A.	36493557	Cpl
G	Hurd, Warren A.	42012613	Cpl
G	Hine, Robert	35893776	Cpl

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Crew No. 17

P	Benham, James E.	0-780968	2nd Lt
CP	Peterson, Robert E.	0-767690	2nd Lt.
N	Hudson, Jamiel	0-782308	2nd Lt
B	Jacobs, Frank W.	0-768876	2nd Lt
RO	Adams, Joseph P.	35794198	Cpl
Eng	Brady, David L.	39551838	Sgt
G	Hinckley, Cyril J.	30483092	Cpl
G	Heren, Glenn L.	37875654	Cpl
G	Hills, Edward A.	32768161	Cpl
G	Dover, Winfred P.	38405580	Cpl

Crew No. 18

P	Beatty, Frank G.	0-701862	2nd Lt
CP	Goody, Robert H.	0-829373	2nd Lt
N	Scott, Samuel E.	0-717273	2nd Lt
B	Fraser, Donald W.	0-717082	2nd Lt
RO	Rozier, Samuel	14133586	Sgt
Eng	Chamberlin, Richard S.	32359859	Sgt
G	Fabiano, Richard E.	39329070	Sgt
G	Batke, Henry E. Jr.	38499070	Sgt
G	Davis, Daniel J.	31382644	Sgt
G	Wasser, Kenneth G.	37679560	Sgt

Crew No. 19

P	Roseborough, Warren J.	0-817274	1st Lt
CP	Reed, Castle	0-819871	2nd Lt
N	Freeman, Seymour	0-709325	2nd Lt
RO	Lewis, Billie P.	34726010	T/Sgt
Eng	Priley, Jack W.	37548931	T/Sgt
G	Young, Allen J.	31380680	S/Sgt
G	Domino, Joseph C.	32995171	S/Sgt
G	Kraft, Robert	12217696	S/Sgt
G	Dewell, Kenneth A.	31298898	S/Sgt

Crew No. 20

P	Brothers, Earl P.	0-817623	2nd Lt
CP	Smothers, Lowell D.	0-764488	2nd Lt
BN	Sikorski, William J.	0-716774	2nd Lt
RO	Goldman, Robert S.	18177924	T/Sgt
Eng	Estland, William S.	34728989	T/Sgt
G	Cornett, Merle L.	35532306	S/Sgt
G	Abbey, Leland	12084312	S/Sgt
G	Prasuck, Paul W. Jr.	35506808	S/Sgt
G	Whitcomb, James V.	12198043	S/Sgt

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Crew No. 21

P	Morgan, Leslie P.	0-819013	2nd Lt
CP	Porter, Nelson D.	0-756377	2nd Lt
M	Sherrill, William M.	0-717274	2nd Lt
B	Yashkas, Joseph D.	0-716802	2nd Lt
RO	Newton, Neil W.	11071350	S/Sgt
Eng	Hoke, Fred R.	34771438	S/Sgt
G	Krants, Harold W.	35631593	Sgt
G	Gaskin, Burch O.	34086696	Sgt
G	Jordan, C. J.	37531367	Sgt
G	Giguere, Omar E.	31186999	Sgt

Crew No. 22

P	Williams, Billy	0-751068	2nd Lt
CP	Prescott, Arthur J.	0-758622	2nd Lt
M	Peters, James P.	0-718411	2nd Lt
B	Smith, John	0-716775	2nd Lt
RO	Hill, William E.	37410459	S/Sgt
Eng	Giblin, Roger C.	12037628	S/Sgt
G	Bidwell, Charles E.	37540318	Sgt
G	Staykef, Steron	15127056	Sgt
G	Gerber, George D.	34176861	S/Sgt
G	Berner, Jack E.	16388872	Sgt

Crew No. 23

P	Sefsa, Martin J.	T-123980	F/O
CP	Lovanger, Fred	0-759471	2nd Lt
N	Davidson, Gerrold	0-702152	2nd Lt
B	Stokes, George W.	0-716989	2nd Lt
RO	Kessler, Edward	32738209	S/Sgt
Eng	Silfies, Harold F.	33623663	S/Sgt
G	Woods, Willard T. Jr.	35876150	Sgt
G	Torreson, Donald T.	15131214	Sgt
G	Wilson, Charles G.	33648694	Sgt
G	Sha rp, Elisha A.	17072284	Sgt

Crew No. 25

P	Kingston, Thomas J.	T-123980	F/O
Eng	Brown, C. E.	35694212	T/Sgt
RO	Culross, Melvin	35095689	S/Sgt
RO	Duval, Joseph A.	12011544	Cpl
RO	Schmalitz, Daniel W.	16080530	S/Sgt
G	Clemson, Raymond D.	15090131	S/Sgt
G	Burns, William P.	34201104	Sgt
G	Bonkowski, August	32300616	S/Sgt
G	Craig, Wilfred K.	38447736	S/Sgt
G	Babb, Oliver E.	35586625	Cpl

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HISTORY

of the

788th BOMBARDMENT SQUADRON (H)

467th BOMBARDMENT GROUP (H)

Sept 1944

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SEPTEMBER SUPPLEMENT

TO

788TH BOMBARDMENT SQUADRON HISTORY

OPERATIONS

The rapid advances of the Allied armies in France and Belgium, with their consequent extensions of vital supply lines, necessitated a change in the operational plans of various groups based in England, among them the 457th Bombardment Group (H). After six bombing missions in the first eleven days of September, the 788th Bombardment Squadron began "strucking" operations - transporting much-needed gasoline to advanced bases in Northern France.

The September bombing missions in which the Squadron participated were as follows:

- Sept. 1 - Forêt de Haguenau. 10 a/c dispatched. All recalled on account of weather.
- 5 - Karlsruhe, Germany. 5 a/c dispatched; no aborts.
- 8 - Karlsruhe, Germany. 9 a/c dispatched; no aborts. One a/c, piloted by Lt. Billy Williams, landed in France to re-fuel and returned to the base the following day.
- 9 - Mainz, Germany. 8 a/c dispatched; no aborts.
- 11 - Ulm, Germany. 6 a/c dispatched; no aborts. One a/c, piloted by 1st Lt. Thomas J. Sims, landed in Brussels and returned to the base the next day.

Although the Luftwaffe showed itself in active opposition to ground and airborne operations in Holland, the bombing missions over Germany met only sporadic fighter opposition, and that only when Allied elements became separated from larger formations and lost their fighter protection. For-

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Unfortunately, this Squadron suffered no attacks and was exposed only to anti-aircraft fire, which did little damage. The missions in which the Squadron took part during this period were directed chiefly at marshaling yards and supply centers which are so important to Germany in its defense of its western frontier.

TRUCKING

Although the American and British columns had swept through practically all of France and Belgium, the important seaports of Calais, Dunkirk, Dieppe, Le Havre and other coastal cities were either still in German hands or not yet sufficiently restored to handle the vast quantities of supplies needed by the Allied armies of two to three million men on the Continent. The chief shortage at the time was that of fuel for planes and tanks and motorized equipment. Late in August another wing in the Second Bomb. Division had been diverted to "trucking" operations. It was no surprise, therefore, when the 96th Combat Wing was ordered to start similar activities.

Bomb racks were quickly removed from the bomb bays and the planes cleared for carrying heavy loads of fuel. On 12 September, the day after the bombing mission to Stendahl, the Squadron delivered fifteen plane loads to Orleans, France.

The trucking operations for the month of September were as follows:

Sept. 12 - Orleans	15 a/c
18 - Clastres	4 "
19 - "	8 "
20 - "	1 "
21 - "	8 "
22 - "	7 "
23 - "	9 "
24 - "	3 "
25 - "	7 "

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Sept. 26 - Clastres	10 a/c
27 - "	12 "
28 - "	2 "
28 - Lille	2 "
29 - "	2 "
29 - Clastres	12 "
29 - St. Dizier	4 "
30 - "	6 "
TOTAL	117 "

Since the Group in 44 sorties carried 646,079 gallons, it is estimated that the 788th Bomb. Squadron delivered over 180,000 gallons during the month.

The aircraft were usually dispatched in the morning and returned the same day or, if dispatched in the afternoon they were generally sent back the following morning. A number of ground personnel were flown over to Clastres A/D near St. Quentin and retained there to help direct incoming traffic, unload the planes, and perform other necessary duties.

The Squadron permitted a number of ground personnel to take turns in flying over to France. Nearly everybody was anxious to go and see something of the country that had been so recently liberated from Nazi domination - especially when others began returning with wine, champagne, perfume, German lugers, and tales of French hospitality. There was a heavy demand for cigarettes, candy and soap from the boys who expected to fly over and trade these commodities for liquor, souvenirs and feminine goodwill. It was all too good to last, however. The men soon found that they were expected to work, some of them until late in the evening; passes off the base were limited, and the inevitable restrictions that attend the organization of every new base were soon imposed. At the end of the month the "picnic" was over, and the Group returned to its regular combat duties.

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"UNDER FIRE"

During recent weeks the Squadron, and the whole of East Anglia, was exposed to enemy bombardment when pilotless aircraft were launched with daily regularity at this area. After the launching sites in Normandy were overrun by the Allied armies, it was thought that England would enjoy a long respite from Hitler's terror weapons. The lull was of short duration, however, for the "buzz bombs" soon made their appearance over the Norwich area, together with rocket projectiles believed to have been fired from Holland. The pilotless planes are reported to be cut loose from Heinkel III's or similar carrier planes over the North Sea. Almost every day several distant thuds were heard, with occasional window-rattling crashes of closer hits, and more than one "doodle bug" was observed streaming fire across the night sky. Although a number landed within a mile or two of the base and civilian casualties were reported, none actually landed on Station 145. If the Nazi intention was to destroy military or civilian morale, this new terrorism has proved a failure so far. The attitude of the men on this base has been merely that of curiosity mingled with contempt for such futile savagery.

PERSONNEL

On 9 September two new crews were added to the Squadron. These were

Crew #7

Capt. Charles P. Mugele
2nd Lt. Robert N. Boardman
2nd Lt. Victor Koczorowsky
2nd Lt. Warren V. Araskog
S/Sgt Paul E. Geiger
Sgt Quentin L. Griffin
Sgt Frank A. Farrare, Jr.
Sgt Alvin A. Mason
S/Sgt Sinnerly, Herbert A.
Cpl Morton Solomon

Crew #8

2nd Lt. Stanley Kilar
2nd Lt. Weldon M. Harks,
2nd Lt. Ronald D. Spencer
2nd Lt. John E. Meyer
S/Sgt Edwin R. Marinkowski
S/Sgt William L. Pehrson
Sgt Allen A. Davis
Sgt Haskell H. Dokle
Sgt William H. Wennberg
Sgt Thomas H. Edwards

Since only six combat missions were flown in September, no crews were able to finish their tour of duty in the ETO and none was returned to the States. The trucking period afforded a relief from combat operations, however, and permitted a considerable number of officers and men to enjoy seven-day leaves. The opportunity to visit London, Edinburgh, Birmingham, and other parts of Great Britain was thoroughly appreciated, as it was the first time in over six months for most of them to spend any extended period off the base. The improvement in the spirits and morale of the men after the schedule of furloughs went into effect was decidedly apparent.

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6560-20

OCTOBER SUPPLEMENT

TO

788TH BOMBARDMENT SQUADRON HISTORY

PERSONNEL

Although the advent of autumn and bad flying weather hampered combat operations of the 788th Bomb. Squadron during the month, there was unusual activity within the organization itself as many changes in personnel were made.

On VCOG, Hq. 467th Bomb. Grp., dated 11 October 1944, Lt. Col. James J. Mahoney was appointed Deputy Group Commander of this Group. Colonel Mahoney had been the Commanding Officer of the Squadron since its activation a year ago and had won the respect and confidence of everyone in the unit. He was succeeded by Capt. John J. Taylor, who was promoted to major (per par. 12, EO 284, Hq. BAF, dated 18 Oct 44). On 5 October 1st Lt. James Cole, the Squadron Adjutant, was promoted to Captain.

A decision to include all lead crews in one squadron necessitated several transfers into and out of the 788th Bomb. Squadron (H). On 15 October five of our lead crews were transferred to the 791st Bomb. Squadron, as follows:

Crew #84:

1st Lt Clarence W. Schulze Jr.
1st Lt Ernest R. DesJardins
1st Lt Wilbur R. Pearson
1st Lt Warren B. Shumaker
T/Sgt Floyd A. Downing
T/Sgt Lester E. Anderson
S/Sgt Robert W. Rockwell
S/Sgt Raymond Bond
S/Sgt Albert J. Looby

Crew #86:

Capt James L. Bowman
1st Lt William P. Kriegel
2nd Lt John E. Kennedy
2nd Lt Vernon J. Hood
T/Sgt James R. Green
T/Sgt Howard V. Garrett
S/Sgt John W. Ashman
S/Sgt Rosario A. Bessette
S/Sgt Everette E. Newton
S/Sgt William M. Ryan

Crew #76:

1st Lt Thomas W. Redick
1st Lt Nondas Pergentis
2nd Lt William C. Van Tynwald
2nd Lt Leslie W. Malone
T/Sgt Robert Topich
T/Sgt Fred W. Hoffhaus
S/Sgt Oakie R. Triplett
S/Sgt Vincent G. Carroll
S/Sgt Cyril Shearon
2nd Lt Donald W. Graser

Crew #87:

1st Lt Marvin M. Paul
1st Lt Eugene C. Strickhoff
2nd Lt Thomas J. Kingston
1st Lt Richard F. Graham
S/Sgt Kyle M. Ostrander
T/Sgt Raymond V. Allen
S/Sgt Thomas P. O'Leary
S/Sgt Clayton W. Hosling
S/Sgt Carol Stillabower
S/Sgt Charles P. Holmes

Crew #93:

1st Lt James D. Hulson
1st Lt Wilbert B. Kirsch
2nd Lt Vance E. Girdling
2nd Lt William F. Scharrechaidt
T/Sgt Richard U. Courington
T/Sgt Angelo R. Rulli
S/Sgt Samuel C. Woolbright
S/Sgt Harry L. Angle
S/Sgt Clayton M. Jewett
S/Sgt Richard W. Johnson

At the same time they were replaced by the following crews from the 791st Bomb. Squadron:

Crew #1:

1st Lt Francis R. Sweeney
1st Lt Evanrod J. Holdsworth
2nd Lt Earl C. Page
1st Lt Meldon H. Gruver
T/Sgt Floyd W. Deoream
T/Sgt Clifton G. Carr
S/Sgt George Bachleda
S/Sgt Keith C. Farmer
S/Sgt Wilford J. Gaudreau
S/Sgt Carl Young

Crew #2:

1st Lt Charles J. White
2nd Lt Robert C. Trainor
1st Lt Robert C. Draitlow
S/Sgt Doyle McCombs
T/Sgt Charles H. Moore
S/Sgt Francis J. Hunt
S/Sgt Paul V. B. Hatten
S/Sgt Michael R. Baron
Pvt Ernest F. Adams

Crew #3

1st Lt Craig W. Harrington
2nd Lt Robert R. Geedy
2nd Lt John J. Boesen
2nd Lt Frederick G. Sammetinger
S/Sgt Norval V. Cunningham
Sgt Marvin R. Berman
Sgt Charles D. Grinnell
Sgt Charles F. Kordus
Sgt Thomas R. Lewis

Crew #4:

1st Lt Philip McLeod
P/O J. C. Ramodell
2nd Lt Michael R. Burns
2nd Lt Clarence F. Feigler
S/Sgt Ernest R. Reid
S/Sgt James D. Rhodes
Sgt Merle J. Hess
Sgt John D. Falcinella
Sgt Stanley R. Moskowitz
Sgt Morris J. Berry

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Crew #11:

2nd Lt Paul A. DeBlois
2nd Lt Frederick J. McCarthy
2nd Lt Donald E. Bedard
S/Sgt William A. Helming
S/Sgt Robert C. Carlach
Sgt Harmon S. Parker
Sgt Frank C. Launer
Sgt Chester B. Baber

Further changes occurred during the month when the following crews finished their tour of combat duty:

Crew 21 (Bowerman)
Crew 12 (Haar)
Crew 6 (Sims)
Crew 1 (Sweeney)
Crew 11 (Wolf)

Two new crews were assigned to the Squadron on 20 October:

Crew #12:

2nd Lt Harold D. Weeks
2nd Lt Edwin V. Bowman
P/O Joseph S. Emburgia
S/Sgt Thomas B. Blado
Cpl Frank E. Ayers
Cpl Robert L. Hansen
Cpl Raymond F. Griens
Cpl James C. Skilton

Crew #14:

2nd Lt William W. Truxes
2nd Lt John E. Sullivan
P/O David J. Countey
2nd Lt Charles A. Fiedler
Cpl John M. Ellefson
Cpl Peter Rardick Jr.
Cpl Stanley F. Koly
Cpl Roland L. Morehouse
Cpl Alek Onischuk
Cpl Walter Walinski

It was with regret that the Squadron saw so many of its friends leave the unit; yet it welcomed the newcomers unreservedly and hoped that they would soon feel at home in the organization.

OPERATIONS

The autumn rains and fogs brought further reduction in good flying days, never too frequent in the wet English climate at best. During October only fourteen combat missions were flown, most of them to the industrial cities and transportation centers behind the German western frontier, where the enemy was making a determined stand and where fighting was generally of a

local character. While the Germans were calling on their last reserves of boys and old men to resist invasion, the Allies were active chiefly in Holland, clearing the approaches to the port of Antwerp which, when freed, would greatly simplify the problem of supplying the northern armies.

The Squadron's combat missions in October were as follows:

- Oct. 3 - Gagganau. 3 a/c dispatched. No casualties.
- " 5 - Paderborn. 6 a/c " "
- " 6 - Wenzendorf. 9 a/c " "
- " 7 - Magdeburg. 8 a/c " "
- " 9 - Coblenz. 6 a/c " "
- " 12 - Genabrock. 4 a/c " "
- " 14 - Cologne. 10 a/c " 1 " . (2nd Lt. John Smith, bombardier on Lt. Billy Williams' crew, received a severe chest wound and is listed KIA).
- " 15 - Monheim. 7 a/c dispatched. No casualties.
- " 17 - Cologne. 10 a/c " "
- " 19 - Mainz. 8 a/c " "
- " 22 - Hamm. 8 a/c " "
- " 25 - Neumunster. 9 a/c " "
- " 26 - Minden. 7 a/c " "
- " 30 - Harburg. 8 a/c " "

Considering the total of 104 aircraft dispatched on combat missions in October, the Squadron was fortunate in losing only one man and no aircraft. Although the GAF rose in strong force several times to oppose Allied attacks on vital oil installations, very little air opposition was met by this group.

V-1 AND V-2

The enemy continued to use its new "secret" weapons - the flying bomb and the rocket projectile - against Southern England, but more for propaganda purposes to bolster the home front morale rather than for purposes of actual destruction in this country. Alerts were heard in the Squadron area during the month with less and less frequency, and an occasional bomb streaking across the sky or the distant sound of an explosion occurred only rarely, as British countermeasures over the North Sea and along the East coast became more effective. Allied advances into Dutch islands and mainland territory also resulted in wiping out some of the sites from which the missiles were believed to have been released.

BLOOD BANK

Many members of the Squadron contributed their pints of blood when a traveling medical detachment visited the base to collect badly needed blood or plasma for the wounded now being returned from the Continent. The men willingly offered their contributions to the cause of their less fortunate fellow-soldiers and only wished that they could have done more for them.

MILITARY DISCIPLINE

Stricter measures than before were enforced on men going out on pass as the MP's in Norwich and other nearby towns began a drive on delinquents. Enlisted men in the Squadron found that before leaving the base they had to present themselves to some officer for inspection of uniform, checking on "dog tags" and a warning on venereal disease. All the cases of VD discovered within the Group this month were found to be in the 788th Bomb. Squadron - a revelation that made Major Smith very unhappy!

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32-BOMB-788-H1

1 Nov 44

HISTORY

of the

788th BOMBARDMENT SQUADRON (H)

467th BOMBARDMENT GROUP (H)

Nov 1944

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7278-31

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NOVEMBER SUPPLEMENT
TO
788TH BOMBARDMENT SQUADRON HISTORY

OPERATIONS

"The dull November days" were here with a vengeance; but in spite of rain and stormy weather, the 788th Bombardment Squadron continued to hit the enemy where it hurt. During the thirty days of November the Squadron took part in twelve missions, sending out 98 aircraft, all of which returned safely, with the loss of only one man. Improved technique in instrument bombing made this new independence of winter conditions possible, and intensified training in this type of bombing began to show good results.

The missions flown by the Squadron were as follows:

- Nov. 2 - 9 a/c to Bielefeld. No aborts. No casualties.
- " 4 - 11 a/c to Misburg. One abort. One casualty. (S/Sgt William T. Woods, Jr., of Lt. Sefta's crew was K.I.A.)
- " 5 - 5 a/c to Karlsruhe. No aborts. No casualties.
- " 6 - 9 a/c to Minden. No aborts. No casualties.
- " 9 - 7 a/c to Metz. " "
- " 10 - 9 a/c to Hanau. " "
- " 11 - 4 a/c to Bottrop. " "
- " 16 - 10 a/c to Eschweiler. 3 aborts. No casualties. All a/c returned to various RAF bases.
- " 21 - Harburg. 9 a/c. No aborts. No casualties.
- " 25 - 9 a/c to Bingen. " "
- " 27 - 5 a/c to Offenbourg. " "
- " 29 - 11 a/c to Bielefeld. " "

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Following a weather reconnaissance for the mission of 9 November, Capt. Marvin M. Paul was injured in a crash landing at Woodbridge. Over the North Sea his aircraft ran into a violent storm and spun down almost to sea level before control was regained. Three enlisted men who had managed to bail out were never found.

PERSONNEL CHANGES

The following officers in the Squadron were promoted during the month:

1st Lt. Marvin M. Paul to Captain
2nd Lt. Paul Ehrlich to 1st Lt.
F/O Thomas G. Schnorr to 2nd Lt.
F/O James J. Kish to 2nd Lt.
2nd Lt. Paul A. DeBlois to 1st Lt.

As various crews finished their tours of duty in the ETO, the following officers and enlisted men were transferred to the Casual Pool, 70th Replacement Depot for return to the U.S.

Nov. 4 - S/Sgt Doyle McCombs

Nov. 6 - 1st Lt. Francis R. Sweeney
2nd Lt. Earl C. Page
S/Sgt Keith C. Farmer
T/Sgt Clifton C. Carr
T/Sgt Floyd W. Deorsan
S/Sgt George Bachleda
S/Sgt Wilford J. Gaudreau
S/Sgt Carl Young

Capt. Thomas W. Redick
1st Lt. Arthur G. Bergquist
1st Lt. Raymond H. Keston Jr.
1st Lt. Vernon W. Riggsbee
T/Sgt Henry W. Ellison
S/Sgt Donald C. Cantrell
T/Sgt Harold L. Goodwin
T/Sgt Raymond Tiron
S/Sgt Lawrence B. McMahon
S/Sgt James M. Fair
T/Sgt Gordon S. Preiday

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Nov. 9 - 1st Lt. Weldon H. Gruver
2nd Lt. Nelson D. Porter (from DS at 2ND base in Brittany)

Nov. 13 - S/Sgt Lawrence Herlinski
S/Sgt Leland Abbey
S/Sgt John Rutkowski

Nov. 20 - 1st Lt. Gordon W. Houser
1st Lt. Albert B. Weidman

Nov. 21 - T/Sgt Pierce

Nov. 24 - Capt. Thomas W. Redick

Nov. 26 - 1st Lt. Miles W. Edensburn
1st Lt. Morrison Gray, Jr.
T/Sgt Howard W. McCullough, Jr.
T/Sgt Donald A. Barrios
S/Sgt George A. King

Nov. 27 - 1st Lt. Raymond E. Forbes
S/Sgt Ernest R. Bailey
S/Sgt Martin Glickman

Other transfers out of the Squadron were as follows:

Nov. 7 - 2nd Lt. John E. Meyers to 791st B. Sq.

Nov. 16 - M/Sgt Robert C. Atkinson to 74th Sta. Comp. Sq.
M/Sgt Harry A. Donnelly " " "

Nov. 20 - 1st Lt. Billy Williams)
2nd Lt. Arthur J. Prescott)
2nd Lt. James F. Peters)
2nd Lt. Samuel E. Conrow)
2nd Lt. Frederick Sammetinger) to 791st Bomb. Sq.
T/Sgt Roger G. Gibling)
T/Sgt William H. Mill)
S/Sgt Steve Staykoff)
S/Sgt George D. Gerber)
S/Sgt Jack E. Gerner)

Nov. 25 - Pfc Peter A. Cibulskis to 791st Bomb. Sq.

Nov. 26 - 1st Lt. Stanley D. Goldstein to 489th Bomb. Group
Cpl Oliver E. Babb " " " "

Nov. 30 - T/Sgt Billie F. Lewis to 3rd SAD

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New crews and individuals added to the organization during the month were as follows:

Nov. 13 - 2nd Lt. Walter J. Bullen)	
F/O Robert F. Graham)	
2nd Lt. Earle Hamilton)	
Cpl George Casey)	
Cpl Joseph J. Ruben)	from 154th Repl. Co.,
Cpl Charles E. Patnesky)	129th Repl. Bn.
Cpl Arthur A. Scarsmuzzo)	
Cpl Floyd D. Thacker-)	
Cpl Joseph P. Turpen)	
Nov. 17 - 2nd Lt. Harry Dombalagian)	
2nd Lt. Lloyd H. Howdyshell)	
F/O Joseph Yandian)	
S/Sgt William Sikora)	
S/Sgt Edward Kitchen)	from 489th S. Gp.
Sgt Robert L. Hower)	
Sgt Edward P. Reichwein)	
Sgt John E. Jensen)	
Sgt Joseph L. Spiroff)	
Nov. 20 - 2nd Lt. Edward T. Holum)	
2nd Lt. Morris L. Davidson)	
2nd Lt. Arthur M. Gentry)	
Cpl Lawrence E. Dobson)	
Cpl Richard J. Muffolatte)	from 156th Repl. Co.,
Cpl Marvin W. Speiser)	130th Repl. Bn.
Cpl Raymond A. Swanson)	
Cpl Lyle D. Waite)	
Cpl Warren C. Weidman)	
2nd Lt. Arthur G. Anderson)	
2nd Lt. Richard E. Bull)	
2nd Lt. James F. Farrell)	
2nd Lt. Marcus A. Rubin)	
F/O Richard D. Lodge)	
F/O John H. Leimart)	
S/Sgt James Wisniewski)	
Sgt Taliaferro J. George)	" " "
Cpl Hollis Boyd)	
Cpl David Pool)	
Pfc Jimmie W. Carroll)	
Cpl Earl H. Rossi)	
S/Sgt George W. Foster)	
Cpl Eugene A. Aichroth)	
Cpl Wm. J. Elwall)	
Cpl Lowden B. Heller)	
Cpl Harold L. Willcox)	

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Nov. 22 - Sgt Rex A. Brawley		from Hq. Sq., 2ND
Pvt Ray L. Munch		" 74th Ste. Compl. Sq.
Nov. 23 - 2nd Lt. Leon F. Porter)	
2nd Lt. Robert A. Wells)	
P/O Joseph M. Gallagher)	
Sgt Fleurian P. Cardian)	
Cpl Duncan A. Geddes)	from 156th Repl. Cp.,
Cpl Gordon R. Martin)	153rd Repl. Bn.
Cpl John S. Porton)	
Cpl Russell E. Shepherd)	
Cpl Joseph T. Wilt)	
Nov. 25 - Capt. Frank J. McCarthy)	
2nd Lt. Harry C. McCann)	
1st Lt. Kenneth Brakauer)	
Cpl Richard J. Butler III)	
Cpl Robert W. Delozier)	" " "
Cpl Milton W. Volin)	
Cpl Joseph D. Boyle)	
Cpl Calvin C. Cusbow)	
Cpl John J. Kilrich, Jr.)	

OTHER ACTIVITIES

During stand-downs and in off-duty hours the various members of the organization were occupied with training, classes, practice flights, and the usual quest for diversion and entertainment. The daily movies continued to be well attended, as were the weekly dances at the Aero Club. Thanksgiving Day was celebrated in traditional style on November 23 with turkey and all the fixin's. Christmas parcels were already being received, and bushels of Christmas cards filled the mail box en route to the States. In spite of the natural disappointment over being away from home for another Christmas, the morale of the organization remained high.

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10074
PVE
OCTOBER 1954

TO:

78TH BOMBARDMENT SQUADRON, BOSTON

ITEM ONE

Although the advent of autumn and bad flying weather hampered combat operations of the 788th Bomb. Squadron during the month, there was unusual activity within the organization itself as many changes in personnel were made.

On 1001, HQ, 827th AFB, A. J. posted 11 October 1954, Lt. Col. James J. Mahoney was appointed Deputy Group Commander of this Group. Colonel Mahoney had been the Commanding Officer of the Squadron since its activation a year ago and had won the respect and confidence of everyone in the unit. He was succeeded by Capt. John F. Taylor, who was promoted to major (per par. 12, SC 284, HQ, SAC, dated 18 Oct 54). On 3 October 1954 Lt. James Cole, the Squadron Adjutant, was promoted to Captain.

A decision to include all lead crews in one squadron necessitated several transfers into and out of the 788th Bomb. Squadron (H). On 13 October five of our lead crews were transferred to the 71st Bomb. Squadron, as follows:

Crew #24:

1st Lt Clarence W. Schulte Jr.
1st Lt Ernest R. DesJardins
1st Lt Wilbur R. Pearson
1st Lt Warren B. Shumaker
T/Sgt Floyd A. Downing
T/Sgt Lester E. Anderson
S/Sgt Robert W. Rockwell
S/Sgt Raymond Bond
S/Sgt Albert J. Loeby

Crew #25:

Capt James L. Bowman
1st Lt William F. Kruegel
2nd Lt John E. Kennedy
2nd Lt Vernon J. Reed
T/Sgt James E. Green
T/Sgt Howard V. Garrett
S/Sgt John W. Ashman
S/Sgt Rosario A. Rossette
S/Sgt Everette E. Newton
S/Sgt William M. Ryan

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Crew #76:

1st Lt Thomas W. Redick
 1st Lt Nondus Permentis
 2nd Lt William C. Van Eytveld
 2nd Lt Leslie W. Malone
 T/Sgt Robert Topich
 T/Sgt Fred M. Hoffhaus
 S/Sgt Oakie R. Triplett
 S/Sgt Vincent C. Carroll
 S/Sgt Cyril Shearon
 2nd Lt Donald W. Gracer

Crew #87:

1st Lt Marvin M. Paul
 1st Lt Eugene C. Struckhoff
 2nd Lt Thomas J. Kingston
 1st Lt Richard F. Graham
 T/Sgt Lyle H. Ostrander
 T/Sgt Raymond V. Allen
 S/Sgt Thomas P. O'Leary
 S/Sgt Clayton W. Nealing
 S/Sgt Carol Stillbower
 S/Sgt Charles P. Holmes

Crew #93:

1st Lt James D. Halson
 1st Lt Wilbert B. Kirsch
 2nd Lt Vance E. Crickling
 2nd Lt William P. Scharrschmidt
 T/Sgt Richard D. Courington
 T/Sgt Angelo R. Rulli
 S/Sgt Samuel C. Woolbright
 S/Sgt Harry L. Angle
 S/Sgt Clayton M. Jewett
 S/Sgt Richard W. Johnson

At the same time they were replaced by the following crews from the 791st Bomb. Squadron:

Crew #1:

1st Lt Francis R. Sweeney
 1st Lt Ebenrod J. Holdenworth
 2nd Lt Earl C. Page
 1st Lt Weldon H. Gruver
 T/Sgt Floyd W. Deorsam
 T/Sgt Clifton C. Carr
 S/Sgt George Bachleda
 S/Sgt Keith C. Farmer
 S/Sgt Wilford J. Gaudreau
 S/Sgt Carl Young

Crew #2:

1st Lt Charles J. White
 2nd Lt Robert C. Trainor
 1st Lt Robert C. Dreithlow
 S/Sgt Doyle McCombs
 T/Sgt Charles H. Moore
 S/Sgt Francis J. Hunt
 S/Sgt Paul V. B. Matten
 S/Sgt Michael R. Baron
 Pvt Ernest P. Adams

Crew #3:

1st Lt Craig W. Harrington
 2nd Lt Robert H. Geedy
 2nd Lt John J. Boesen
 2nd Lt Frederick G. Sammetinger
 S/Sgt Norval V. Cunningham
 Sgt Marvin R. Berman
 Sgt Charles D. Grinnell
 Sgt Charles F. Kordus
 Sgt Thomas R. Lewin

Crew #4:

1st Lt Philip McReed
 F/O J. C. Ramsdell
 2nd Lt Michael R. Burns
 2nd Lt Clarence F. Zeigler
 S/Sgt Ernest R. Reid
 S/Sgt James D. Rhodes
 Sgt Merle J. Hess
 Sgt John D. Pulcinella
 Sgt Stanley R. Moskowitz
 Sgt Morris J. Berry

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Crew #11:

2nd Lt Paul A. DeBlois
2nd Lt Frederick J. McCarthy
2nd Lt Donald E. Bedard
S/Sgt William A. Helming
S/Sgt Robert C. Gerlach
Sgt Harrison S. Parker
Sgt Frank C. Launer
Sgt Chester H. Baber

Further changes occurred during the month when the following crews finished their tour of combat duty:

Crew 21 (Bowerman)
Crew 12 (Hear)
Crew 6 (Sims)
Crew 1 (Sweeney)
Crew 11 (Wolf)

Two new crews were assigned to the Squadron on 20 October:

Crew #12:

2nd Lt Harold E. Weeks
2nd Lt Edwin V. Bowman
F/O Joseph S. Emburgia
S/Sgt Thomas B. Glade
Cpl Frank E. Ayers
Cpl Robert L. Hansen
Cpl Raymond F. Griens
Cpl James C. Skilton

Crew #14:

2nd Lt William W. Truxes
2nd Lt John E. Sullivan
F/O David J. Countey
2nd Lt Charles A. Fiedler
Cpl John M. Ellefson
Cpl Peter Hardick Jr.
Cpl Stanley P. Koly
Cpl Roland L. Morehouse
Cpl Alek Onischuk
Cpl Walter Walinski

It was with regret that the Squadron saw so many of its friends leave the unit; yet it welcomed the newcomers unreservedly and hoped that they would soon feel at home in the organization.

OPERATIONS

The autumn rains and fogs brought further reduction in good flying days, never too frequent in the wet English climate at best. During October only fourteen combat missions were flown, most of them to the industrial cities and transportation centers behind the German western frontier, where the enemy was making a determined stand and where fighting was generally of a

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- 4 -

local character. While the Germans were calling on their last reserves of boys and old men to resist invasion, the Allies were active chiefly in Holland, clearing the approaches to the port of Antwerp which, when freed, would greatly simplify the problem of supplying the northern armies.

The Squadron's combat missions in October were as follows:

Oct. 3 - Gagganau. 3 a/c dispatched. No casualties.

" 5 - Paderborn. 6 a/c " "

" 6 - Herzendorf. 9 a/c " "

" 7 - Magdeburg. 8 a/c " "

" 9 - Coblenz. 6 a/c " "

" 12 - Osnabruck. 4 a/c " "

" 14 - Cologne. 10 a/c " 1 " . (2nd Lt. John Smith, bombardier on Lt. Billy Williams' crew, received a severe chest wound and is listed KIA).

" 15 - Monheim. 7 a/c dispatched. No casualties.

" 17 - Cologne. 10 a/c " "

" 19 - Mainz. 8 a/c " "

" 22 - Hamm. 8 a/c " "

" 25 - Neumunster. 9 a/c " "

" 26 - Minden. 7 a/c " "

" 30 - Harburg. 8 a/c " "

Considering the total of 104 aircraft dispatched on combat missions in October, the Squadron was fortunate in losing only one man and no aircraft. Although the GAF rose in strong force several times to oppose Allied attacks on vital oil installations, very little air opposition was met by this group.

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V-1 AND V-2

The enemy continued to use its new "secret" weapons - the flying bomb and the rocket projectile - against Southern England, but more for propaganda purposes to bolster the home front morale rather than for purposes of actual destruction in this country. Alerts were heard in the Squadron area during the month with less and less frequency, and an occasional bomb streaking across the sky or the distant sound of an explosion occurred only rarely, as British countermeasures over the North Sea and along the East coast became more effective. Allied advances into Dutch islands and mainland territory also resulted in wiping out some of the sites from which the missiles were believed to have been released.

BLOOD BANK

Many members of the Squadron contributed their pints of blood when a traveling medical detachment visited the base to collect badly needed blood or plasma for the wounded now being returned from the Continent. The men willingly offered their contributions to the cause of their less fortunate fellow-soldiers and only wished that they could have done more for them.

MILITARY DISCIPLINE

Stricter measures than before were enforced on men going out on pass as the MP's in Norwich and other nearby towns began a drive on delinquents. Enlisted men in the Squadron found that before leaving the base they had to present themselves to some officer for inspection of uniform, checking on "dog tags" and a warning on venereal disease. All the cases of VD discovered within the Group this month were found to be in the 788th Bomb. Squadron - a revelation that made Major Smith very unhappy!

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Dec 41

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SO. BOMB-788 HJ
11 Dec 44
31 Dec 44

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HISTORY
OF
SEVEN HUNDRED EIGHTY-EIGHTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (H)
SECOND AIR DIVISION
EIGHTH AIR FORCE

Period: 1 December 1944 to 31 December 1944



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DECEMBER SUPPLEMENT TO 788TH BOMBARDMENT SQUADRON HISTORY

SQUADRON OPERATIONS

The first half of December passed in routine bombing of German communications centers well behind the fighting front. Up to 24 December the Squadron had participated in six of the Group's seven missions, one of which was recalled. In the middle of the month the enemy that was so assuredly beaten turned on the Allies and, taking advantage of prevailing dense fog, tore through the relative weak American sector in the Ardennes for gains of up to sixty miles. The shock of this unexpected and well-executed attack shook everyone out of his complacency and made him want to do something about smashing the enemy. Unfortunately, there was very little that a heavy bombardment squadron could do in the soupy weather that prevailed for about a week.

It was not until the 24th that the weather cleared and permitted us to lend a hand. On that day the 788th Bombardment Squadron sent up 18 of the Group's 62 aircraft which attacked the German back areas with very good results. For the rest of the month the Squadron pounded German communications and concentrations every single day.

The following is the record of the Squadron's operational missions in December:

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Dec. 2 - Bingen. 4 a/c dispatched. No aborts; no casualties.

"	4 - Bebra.	9	"	"	"	"
"	10 - Bingen.	5	"	"	"	"
"	11 - Hanau.	13	"	"	"	"
"	12 - Hanau.	9	"	"	1	"
"	24 - Daun Perolstein } Ober }	18	"	"	"	"
"	25 - Hush.	7	"	"	2 M.I.A., 2 S.I.A., 13 M.I.A. (One crew listed M.I.A.; one crew crash landed in Belgium.)	
"	26 - Niederlahnstein.	5	a/c	dispatched.	No aborts; no casualties.	
"	27 - Neunkirchen.	4	"	"	"	"
"	28 - Neunkirchen.	6	"	"	"	"
"	29 - Prum.	2	"	2	"	"
"	30 - Neuwied.	9	"	No	"	"
"	31 - Engers.	7	"	"	"	"

The summary of the 13 missions shows 98 a/c dispatched,
3 aborts, 17 casualties.

The casualties on the mission of 25 December were as
follows:

A/C No. 963E (crashed at Le Trond, Belgium)

1st Lt. Martin Sefca, Jr.	}	M.I.A.
2nd Lt. Weldon M. Hanks		

A/C No. 675

1st Lt. Paul Ehrlich	}	M.I.A.
2nd Lt. Fred J. Killmeyer		
T/Sgt Frank C. Sanders		
T/Sgt Roy L. Yarnell		
1st Lt. Challenger Whitham	}	S.I.A. (Broken ankle)
S/Sgt John V. Salen		" (Sprained leg)

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A/C No. 220 - All M.I.A.

2nd Lt. Wm. W. Truxes
2nd Lt. John E. Sullivan
P/O David J. Countey
Sgt Roland L. Morehouse
Sgt John M. Ellefson
Sgt Peter Hardick, Jr.
Sgt Alek Onischuk
Sgt Stanley P. Holey
Sgt Walter Palinski

PERSONNEL CHANGES

The following officers were promoted to the ranks indicated:

Dec. 9 - 1st Lt. Castle Reed
Dec. 14 - 1st Lt. Wm. J. Sikorski
1st Lt. Lowell D. Smothers
Dec. 15 - 1st Lt. Ward
1st Lt. Challenger Whitham
Dec. 23 - 1st Lt. James P. O'Toole
Dec. 25 - 1st Lt. Wm. Truxes, Jr.
1st Lt. Harold A. Weeks
1st Lt. Cleotis O. Little
1st Lt. Robert E. Kaseman
1st Lt. Harry Dombalagian
1st Lt. Stanley Kilar

The following personnel were transferred to the 791st Bomb.

Squadron as members of lead crews:

Dec. 1 - 1st Lt. Bernard R. Jones
2nd Lt. Juan Torres
2nd Lt. James J. Kish
2nd Lt. Dean F. Morrow
2nd Lt. Antone J. Maris
T/Sgt Isadore Schultz
S/Sgt Charles P. Bednarik
T/Sgt John R. Carroll
S/Sgt Wayne M. Holland
S/Sgt Paul H. Collis

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Dec. 2 - T/Sgt Edward A. Kessler

Dec. 10 - 1st Lt. Blackwell C. Danner
2nd Lt. Lewis D. Blanton
2nd Lt. Carl C. Brasier
2nd Lt. Thomas G. Schnorr
T/Sgt Clyde E. Brown
S/Sgt Roy V. Winden
S/Sgt Robert J. Moran
T/Sgt Melvin J. Gillette
S/Sgt Adrian R. Giguere

Other transfers out of the Squadron were as follows:

Dec. 5 - To 3rd S.A.D., AAF 515:

2nd Lt. Douglas M. Lott

To Casual Pool, 70th Repl. Depot, AAF 554:

1st Lt. John H. Corbett
T/Sgt Robert Topich
S/Sgt August J. Benkowski

Dec. 6 - To Casual Pool, 70th Repl. Depot:

1st Lt. Seymour Presman
T/Sgt Jack W. Priley
S/Sgt Joseph C. Domino
T/Sgt Kenneth A. Dewell
S/Sgt Allen J. Young
S/Sgt Robert Kraft

Dec. 6 - To Hq. Det., 467th B. Gp.:

Capt. John W. Smith

Dec. 7 - To Casual Pool, 70th Repl. Depot:

S/Sgt John H. Abert

To Hq. 9th Troop Carrier Com.:

Pvt. Dewey T. Holt
Sgt Donald D. Krause
S/Sgt John A. Abel, Jr.

Dec. 9 - To McCloskey Genl. Hosp., Temple, Texas:

S/Sgt Wilford K. Craig (S.I.A.)

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Dec. 9 - To Casual Pool, 127th Repl. Bn., AAF 591:

S/Sgt Sylvia M. F. Carr

To Casual Pool, 70th Repl. Depot:

1st Lt. Daniel C. Wolf

1st Lt. Ernest J. Haar

S/Sgt Clint W. Lewis

Dec. 16 - To Casual Pool, 70th Repl. Depot:

1st Lt. Richard F. Graham

" 17 - To Det. of Patients, 4209 U.S.A. Plant, APO 587:

2nd Lt. Robert C. Trainor

Dec. 19 - To Casual Pool, 70th Repl. Depot:

T/Sgt Chas. E. Moore

1st Lt. Chas. J. White

Pvt Ernest F. Adams

S/Sgt Michael R. Baron

S/Sgt Paul V. Hatten

S/Sgt Francis J. Hunt

To Hq. Sqdn. BADA, ASC - USSTAF, AAF Sta. 530:

Pvt Robert P. Conroy

Dec. 21 - To Casual Pool, 70th Repl. Depot:

T/Sgt Samuel S. Rozier

1st Lt. Castle Reed

Dec. 23 - To 9th Base Air Depot Area:

Pvt Louis Blescher

Pvt Joseph L. Hendon

Dec. 31 - To 26th Sta. Comp. Sq.; AAF 112:

Sgt John M. Cox

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The following personnel joined the 708th Bomb. Sq. from the organizations indicated:

Dec. 2 - From 761st B. Sq.:

S/Sgt Norace E. Halpin

Dec. 6 - From 791st B. Sq.:

1st Lt. Anthony R. Smolar

Dec. 14 - From 867th Cal. Co., Sta. 365:

Sgt Walter R. Sears

From Dec. I, Hq. 70th Repl. Depot:

Cpl Thomas P. Doyle

Dec. 22 - From 780th B. Sq.:

F/O Walter W. Fischer

Dec. 24 - From 70th Repl. Depot:

2nd Lt. J. C. Miller
2nd Lt. Ernest A. Starr
2nd Lt. Victor L. Neel
2nd Lt. Wm. W. Swink
F/O Willard J. Overlock
F/O James C. King
F/O Frank Panetta
Cpl Calvin C. Bill
Cpl John R. Gibbs
Cpl John D. Goggin
Cpl David W. Johnson
Pvt Alexander Kaiwi, Jr.
Cpl Alfred L. Goodman
Cpl James J. Grace
Cpl John S. Hamel
Cpl Charles W. Hampp
Cpl Edward P. Kenney, Jr.
Cpl Wm. H. Schmidt

From 781st B. Sq.:

2nd Lt. Arthur J. Prescott
Pvt Burton L. Coffey

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HISTORY

OF

SEVEN THIRTEEN EIGHTY-EIGHT BOMBARDMENT SQUADRON (heavy)

FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (H)

SECOND AIR DIVISION

EIGHTH AIR FORCE

Period: 1 January 1945 to 31 January 1945

S E C R E T

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JANUARY SUPPLEMENT

TO

70TH BOMBARDMENT SQUADRON (H)

OPERATIONS

The combat activity of the 70th Bombardment Squadron (H), which had continued day after day in the latter half of December, was carried over into the new year. As Von Rundstedt's drive into Luxembourg and Belgium was halted, every effort was made to pound his supply lines and prevent the withdrawal of his armor and transport. The urgency of such efforts was increased when the Russians swept through Poland and Rumania with such speed that Soviet units had to be transferred from the west to the east front to meet the Red tide. In the latter half of January, as in mid-December, however, the weather again favored the enemy. Fog and mist often hampered our efforts so seriously that the Squadron could fly only one mission between 17 January and the end of the month. It was disheartening to our combat crews to be grounded at a time when they could have done such effective work on the columns of trains and trucks streaming away to the east.

The following missions were flown by the Squadron in January:

- Jan. 1 - Geln (Cologne). 5 a/c dispatched. No bombs. 1 a/c, 4 Officers;
5 M.A. All M.I.A. Also Capt. John A. Smith of M. Det. B.I.A. 1 B.M. JWA.
- " 2 - Remagen. 5 a/c dispatched. No bombs.
- " 3 - Zweibrücken. 5 " 0 "
- " 5 - Cochem. 9 " 0 "
- " 7 - Mariett. 9 " 0 "
- " 10 - Schöenberg. 5 " 0 "
- " 13 - Radebeul. 6 " 0 "

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Jan. 14 - Malindi. 7 a/c dispatched. 0 aborts. 1 a/c landed on Continent.

" 16 - Dresden. " " " 2 a/c " " " 0 U.S.

" 17 - Hamburg. " " " 0 "

" 19 - Rostock. " " " 0 "

Total: 11 missions. 20 a/c dispatched. 0 aborts. 1 a/c, 7 men M.I.A., 1 S.I.A.

In addition to the above, 1 mission of 31 January to Brunswick was recalled. Eight a/c from this Squadron took part.

On the first day of January, following the attack on Tula (Cottbus), three of the Squadron's aircraft landed on a field near Brussels only a few hours after it had been heavily bombed and strafed by the GAF. Their crews had a good view of the devastation caused by this surprise attack on this field, packed with American and British planes, among them the aircraft from the 791st Squadron. Almost every plane on the ground had been destroyed, together with some of the buildings, and the air was still heavy with smoke.

The only casualties for the month occurred on 1 January, during the mission to Tula.

A/C 342-50014. All M.I.A.

1st Lt Arthur E. Holter
2nd Lt Chas. A. Fiedler
3rd Lt Leslie P. Morgan
P/O Walter K. Genschl

S/Sgt Robert A. Kine
S/Sgt Robert A. Hird
S/Sgt Warren A. Baret
T/Sgt Richard E. Bomber
T/Sgt Don DellaRocca

A/C 342-50717

S/Sgt Winford D. Dover - Seriously wounded in action and taken to British 108th General Hospital, RAF, near Brussels.

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PROMOTED OFFICERS

The following officers of the 70th Bomb. Squadron were promoted during January, 1945; to the grades indicated:

Jan. 12 - 1st Lt Alex E. Jekel
Joseph B. Tashken

Jan. 13 - Capt. Anthony Smoler

Jan. 13 - 1st Lt Gandy
1st Lt Scott

Jan. 20 - 1st Lt Dille

The following "happy warriors" were transferred out of the Squadron on the first step of their way home - via the Casual Pool, TWA Replacement Depot, Station 591 (Utah):

Jan. 1 - 1st Lt Jerome W. Schorr

- " 2 - 1 Lt Robert C. Brewster
- " 3 - 1 Lt Delmar D. McCombs
- " 15 - 1 Lt Warren J. Roseborough
1 Lt Lowell D. Mothers
T/Sgt Wm. D. Eastland
T/Sgt Robert S. Goldman
1 Lt William J. Sikorski
S/Sgt Paul W. Frantuch
S/Sgt Merle L. Cornett
S/Sgt James V. Whitcomb
S/Sgt Charles D. Grinnell

- " 23 - Capt Carl E. Johnson
1st Lt William H. Ford
S/Sgt Charles C. Surner
S/Sgt Henry B. Austin
S/Sgt Harry H. Isaacson

- " 24 - T/Sgt Vaughn H. Varley

Other transfers out of the organization were as follows:

Jan. 3 - To 70th Bomb. Grp.

2nd Lt William W. Swink

- " 5 - To H. Det., 467th Bomb. Grp.

Capt Frank J. McLaughy

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Jan. 22 - To 70th Regt., 1st Air Div.

1st Lt. William C. Van Arsdale

Jan. 23 - To 70th Regt., 1st Air Div.

1st Lt. William C. Van Arsdale

1st Lt. John A. Bradley

Jan. 27 - To 70th Regt., 1st Air Div.

1st Lt. John A. Bradley

Jan. 30 - To 70th Regt., 1st Air Div.

1st Lt. John A. Bradley

1st Lt. John A. Bradley, 1st Air Div., 1st Air Div.

1st Lt. John A. Bradley (non-hostile casualty, not only injured)

Jan. 30 - To 10th Regt., 1st Air Div., 1st Air Div., 1st Air Div.

1st Lt. John A. Bradley

1st Lt. John A. Bradley

1st Lt. John A. Bradley

1st Lt. John A. Bradley

1st Lt. John A. Bradley

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1st Lt. John A. Bradley

1st Lt. John A. Bradley

Jan. 30 - To 10th Regt., 1st Air Div.

1st Lt. John A. Bradley

The following men joined the Squadron on the dates indicated:

Jan. 2 - 1st Lt. James C. Pennington

Jan. 3 - 1st Lt. Carl C. Granger

1st Lt. George L. Wright

Jan. 5 - From 70th Regt., 1st Air Div.

1st Lt. Warren T. Beyer

1st Lt. Warren T. Beyer

1st Lt. John E. Harrison

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Jan. 5 - From 79th Reg'l. Depot - continued

2nd Lt John F. McDermey
 2nd Lt George C. Paulkner
 2nd Lt David M. Cline
 P/O Richard A. Dornahue
 P/O Raymond L. Phillips
 S/Cpt Edward J. Wilson
 Cpl Ray C. Anderson
 Cpl Don L. Harg
 Cpl John Adams
 Cpl Victor A. Foschini
 Cpl John B. Morris
 Cpl Horace C. Hurke
 Cpl Howard K. Harris
 Cpl John J. Murphy
 S/Cpt Paul C. McKee
 Cpl Murray A. Dilke
 Cpl Joseph M. Ireland

Jan. 10 - From Reg. Det., 467 B. Co.

~~Sgt. Frank A. Kunkin~~
 Sgt Eugene W. Vavricka

Jan. 11 - From 70th Reg'l. Depot

2nd Lt Herman W. Falkinger
 2nd Lt Russell F. Garfield
 P/O Joseph F. Fentice
 Cpl Robert T. Hughes
 Cpl Lewis W. Evans
 Cpl Harry Tanner
 T/Cpt Edward F. Mahoney
 Cpl Floyd O. Olson
 Cpl Harold B. Peterson

Jan. 15 - From 70th Reg'l. Depot

2nd Lt Theodore M. Wheeler
 2nd Lt Emil E. Rein
 2nd Lt Peter J. Brylinski
 2nd Lt William E. Lynch
 P/O Kenneth E. Holthausen
 P/O Thomas F. Storch
 Cpl Arthur M. Fisher
 Cpl Arthur E. Gehhard
 Cpl Gerard T. Stevens

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Jan. 15 - From 704th Regt. Depot - continued

Cpl Richard W. Cantalar
Cpl Ralph M. Ffilm
Cpl James E. Hale
Cpl Charles H. Goodlander
Cpl Raymond L. Middleton
Cpl Arthur H. Thomas
Cpl Bernard E. Howard
Cpl Stanley J. Stachura
Pvt Laurence J. Catalina

The transfer on 26 January of 19 enlisted men to the Infantry was in line with the recent policy of supplying urgently needed reinforcements to the fighting front from non-combat ground personnel, wherever they could be spared. On the morning of the 13th a call for volunteers was sent out over the base Tannoy system. Several volunteers applied, but not enough to meet our quota; therefore, a number of "spare" men were ordered that evening to report for physical examination the following day. Early on Friday morning the qualified men left for Salisbury Plain to begin basic Infantry training. Later reports from some of the men who transferred told of the "rough" training they were receiving - activities from 0615 to 2300 or 2400 hours, daily hikes of from ten to twenty-five miles, long hours at the rifle ranges with Springfield, Garand or carbines, drill, formations, marches, etc., etc. (The usual "itching" about life in the Air Corps has been reduced to a minimum since the Infantry opened its arms to general)

OWNERS ACTIVITIES

In addition to the regular off-duty activities of the men in this organization - such as attending the movies, ball games, dances, church, USO shows, "spitting", etc. - a number of men signed up for courses in the Army Educational Program. Classes in Bookkeeping, Ball Bearings, English, Languages, Psychology, and the like were started and were well attended.

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HISTORY
OF
SEVEN HUNDRED EIGHTY-EIGHTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (H)
SECOND AIR DIVISION
EIGHTH AIR FORCE

Period: 1 February 1945 to 28 February 1945

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11-11-17

S E C R E T

FEBRUARY SUPPLEMENT
TO

788TH BOMBARDMENT SQUADRON (H)

OPERATIONS

After a slow start in February, with the 788th Bombardment Squadron (H) taking part in only five missions in two weeks, the Squadron really "went to town" on its pounding of Germany. From the 14th to the 28th inclusive, there was only one day without an operational mission. This continuous effort was made in support of the Russians, who were pushing against the Oder River defences, and of the Allies on the Western Front, which began a new offensive along the northern sector without waiting for favorable spring weather. Although the Nazis had been successful in transferring troops and armor to the Russian front in January, there was little opportunity for returning them over their blasted communications to the Western Front as a new emergency developed.

The Squadron was engaged in the following missions during February:

Feb. 3 - Magdeburg. 11 a/c dispatched, 11 a/c attacked target.

" 6 - Magdeburg. 11 " " 10 " " "

" 8 - Salzbergen. 7 " " Mission recalled.

" 9 - Magdeburg. 8 " " 7 a/c attacked target.

" 14 - Magdeburg. 8 " " 8 " " "

" 15 - Magdeburg. 8 " " 8 " " "

" 16 - Osnabruck. 9 " " 9 " " "

" 17 - Aschaffenburg. 11 " " 9 " " " . One a/c (3 officers,

6 E.N.) M.I.A.

SECRET

Feb. 19 - Meschede. 11 a/c dispatched, 11 attacked target.

" 20 - Bumberg. 8 " " mission recalled on account of weather.

" 21 - Bumberg. 12 " " 12 attacked target. One a/c landed on Continent. No casualties.

" 22 - Hildesheim. 11 a/c dispatched, 11 a/c attacked target.

" 23 - Gern. 8 " " 8 " " "

" 24 - Bielefeld. 8 " " 8 " " "

" 25 - Schabish-Mall. 8 " " 8 " " "

" 26 - Eberswalde. 11 " " 11 " " " Three a/c landed on Continent.

" 27 - Halle. 8 " " 8 " " "

" 28 - Bielefeld. 9 " " 9 " " "

The only casualties suffered during the month were on the mission to Aschaffenburg on 17 February, when a/c No. D68 with Crew No. 13 was reported M.I.A. The crew was made up as follows:

1st Lt Leon F. Porter
F/O Joseph W. Gallagher
2nd Lt Robert A. Wells
3/Sgt Russell E. Shephard
3/Sgt Joseph T. Wilt

Sgt Frank H. Ayers
Duncan A. Geddes
Gordon R. Martin
Fleurian F. Cardin

PERSONNEL CHANGES

In February the following officers were promoted to the ranks indicated:

Feb. 6 - 1st Lt John J. Boesen

Feb. 13 - Capt James D. Huison
1st Lt Leon F. Porter
1st Lt Walter J. Bullen
1st Lt Marcus A. Rubin

Feb. 21 - Major Frank R. Green
1st Lt James G. Gable

Feb. 22 - 1st Lt Arthur J. Prescott

Feb. 27 - 1st Lt Victor L. Neal

The following officers and men having finished their tours of duty in the 870 were transferred to the 70th Reinforcement Depot, preparatory to their return to the United States:

Feb. 26 - 1st Lt Robert E. Haseman
1st Lt James F. O'Toole
1st Lt Cleatis C. Little
T/Sgt James E. Bailey, Jr.
T/Sgt Lewis C. Butti
S/Sgt John H. Cosgriff
Sgt William A. Henson
Sgt Edward M. Krull
Sgt Leo F. Peeney
Sgt Berwell Henderson

In a second call for infantry replacements, the following enlisted men were transferred to 12th Reinforcement Depot:

Feb. 23 - Pfc Robert M. Negh
Pfc John Capporelli
Sgt Kenneth W. Evans
Sgt Roy L. Tarkersky
Pvt Frank A. Ferrare, Jr.
Sgt Brantley Godwin
Cpl James G. McCarthy

Other transfers out of the Squadron were as follows:

Feb. 1 - To 791st Bomb. Squadron:

2nd Lt Edward T. Holm
2nd Lt Morris L. Davidson
2nd Lt Arthur M. Gentry
F/O Frank Panetta
F/O Willard J. Overlock
S/Sgt Richard J. Muffoletto
Sgt Alexander Kaiwi, Jr.
Sgt Raymond A. Swanson
Sgt Lyle D. Waite
Sgt Warren G. Wiedman

Feb. 6 - To 4210 U.S. Army Hospital Plant, APO 558

Pfc Ebe Ribella

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Feb. 8 - To 496th Fighter Tng. Op., AAF 365

WO/jg Gerald C. Nordeen

Feb. 14 - To 791st Bomb. Sq.

Capt James D. Hudson

Feb. 15 - To 790th Bomb. Sq.

Capt Eugene W. Veverica

Feb. 23 - To Hq. IX Trp. Carrier Com.

1st Lt Robert H. Deedy

The following were assigned to the 796th Bomb. Squadron during February:

Feb. 4 - From 791st Bomb. Sq.

1st Lt James D. Hudson

- From Hq. Det., 467th Bomb. Op.

2nd Lt James G. Cable

Feb. 5 - From 791st Bomb. Sq.

Harold J. Roll

- From Absent Sick in Hospital, Belgium, to duty

S/Cgt John V. Salen

- From 70th Repl. Depot

Pfc Ted H. Hodges

Feb. 7 - From 790th Bomb. Sq.

2nd Lt Walter L. Weaver

Feb. 9 - From 790th Bomb. Sq.

2nd Lt Walter E. Boxer

Feb. 10 - From 791st Bomb. Sq.

2nd Lt Dean F. Morrow

SECRET

Feb. 12 - From 70th Regt. Depot

Cpl William C. Kyle

Feb. 14 - From Reg. Det., 467th Bomb. Gr.

Cpt Donald E. Roberts

Feb. 15 - From Reg. Det., 467th Bomb. Gr.

1st Lt Harry H. Small

- From 74th Bomb. Gr.

Capt William B. Ridgway

Feb. 16 - From 70th Regt. Depot

2nd Lt Gordon H. Hulst

and Lt Robert A. Jofflet

and Lt Lawrence W. Girard

and Lt Evert C. Olson

and Lt Jack L. Horn

and Lt Edward Green

and Lt Robert W. Goodgear

and Lt Hal L. Wall

Cpl Lee W. Henson

Cpl Clifford C. Hendrix

Cpl Joseph A. Schultz

Cpl Robert E. Bignault

Cpl Charles F. Birmingham

Cpl Valentine Lasse

Cpl Robert E. Garrett

Cpl Charles C. Morris

Cpl Walter Hardeste

Cpl Samuel J. Mason

Cpl Francis A. Hanna

Cpl Walter C. Hardy, Jr.

and Lt Charles W. Pratt

and Lt Terence G. Paul

and Lt Francis J. Sweeney

and Lt Robert C. Flagg

and Lt Edgar E. Erickson

P/O Kendall E. Rigby

Cpl Vincent J. Corvino

Cpl Jack R. Welch

Cpl Samuel White, Jr.

Cpl William Conello

Cpl Wayne F. Schrage

Cpl Raymond E. Wells

Cpl Loren W. Gordon

Cpl Jack W. Murray

SECRET

- 2 -

1st Lt. Carl E. Hart
1st Lt. Willis B. Kirkton
1st Lt. Floyd W. Yates

Feb. 26 - From 72nd Bomb. Sq.

1st Lt. Clarence W. Jonitzer, Jr.

SQUADRON DETAILS

The loss of seven men came to the Infantry. Following the transfer of nineteen men in January threw an additional burden on the 72nd Bomb. Squadron, especially as new duties were added by the loss of men from other organizations on the base. For instance, the duty of guarding the airplanes at night had formerly been handled by the base ground defense unit; but when this unit lost seven men recently, the duty was taken over by the Squadron, with staff sergeants acting as sergeant of the guard. Other details, such as kitchen police, came up more often as a result of this man-power shortage, but the extra load was carried without too much protest in view of the existing need for reinforcements at the fighting front.

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SECRET

HISTORY

OF
SEVEN HUNDRED SEVENTY-EIGHTH REARMAMENT SQUADRON (H)
FOUR HUNDRED SIXTY-SEVENTH REARMAMENT GROUP (H)

SECOND AIR DIVISION

EIGHTH AIR FORCE

Period: 1 March 1945 to 31 March 1945

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SECRET

MARCH SUPPLEMENT

TO

78TH BOMBARDMENT SQUADRON (B) HISTORY

OPERATIONS

Aided by an unusually long spell of fine weather, the 78th Bomb. Squadron put in the busiest month of its first year in the BW, flying 21 combat missions into Germany on 23 days out of the 31. As the victorious Allied armies plunged across the Rhine at various points and the strong armored columns fanned out into Central Germany, the bombers provided marshalling yards, road junctions, airfields and industrial centers in their path and well beyond. Although the GAF made sporadic and desperate efforts to stem the tremendous air assaults, these efforts became more infrequent and less effectual as their bases were over-run and their fuel supplies reduced. Day after day the Squadron joined huge formations that headed out to the Continent to soften up the Reich war centers for the onrushing armies. As the weather constantly improved, permitting visual bombing, the Squadron was able to drop its bomb loads with great precision and devastating effect, - as our advancing ground forces were shortly afterwards to testify from their own inspection of the damage.

The remarkable activity of the Squadron is evidenced by the following record of combat missions in March:

Mar. 1 - Ingolstadt. 10 a/c dispatched, 10 a/c attacked target.
" 2 - Magdeburg. 8 " " 8 " " "
" 3 - Wernburg/Bielefeld. 10 a/c dispatched, 10 a/c attacked target.
" 4 - Stuttgart. 8 a/c dispatched, 7 a/c attacked target.
" 7 - Soest. 11 " " 11 " " "

SECRET

Mar. 8 - Dillenburg. 9 a/c dispatched, 9 a/c attacked target.

" 9 - Osnabruck. 10 " " 9 " " " 1 a/c outstanding returned to base March 10.

" 10 - Arnberg. 8 a/c dispatched, 8 a/c attacked target.

" 11 - Kiel. 10 " " 10 " " "

" 12 - Swinemunde. 10 " " 10 " " "

" 14 - Glessen. 8 " " 8 " " "

" 15 - Lonsen. 9 " " 9 " " "

" 17 - Hanover. 8 " " 8 " " "

" 18 - Berlin. 8 " " 8 " " " Capt. Edwin J.

Alexander, flying with another squadron, WIA.

" 19 - Leipzig. 9 a/c dispatched, 9 a/c attacked target.

" 20 - Hemmingstadt. 2 " " 2 " " "

" 21 - Hessepe. 10 a/c " 10 " " "

" 22 - Kitzingen. 9 " " 9 " " "

" 23 - Osnabruck. 8 " " 8 " " " F/O Gloskey SWA.

" 24 - Nordhorn. 6 " " 6 " " "

" " - Kirtorf. 9 " " 9 " " "

" 25 - Hitzacker. 8 " " 8 " " "

" 30 - Wilhelmshaven. 8 " " 8 " " "

" 31 - Brunswick. 9 " " 9 " " "

Considering the fact that on these 24 missions 105 a/c were engaged and 103 a/c attacked the assigned targets and only two casualties were suffered by the Squadron, the unit can be regarded as unusually fortunate. On the mission of 16 March to Berlin, Capt. Alexander, 78th B. Sqdn. Bombardier was flying with the 791st B. Sqdn. when his aircraft was forced to leave

the formation after the target and head for the nearby Russian lines, behind which they bailed out. Since then he has been reported safe in Poltava in the Ukraine, with most of the crew, and can be expected back in the UK soon. F/O Carl R. Gloskey suffered a severe wound in the left thigh during the mission of 23 March to Osnabruck, when the formation ran into intense flak.

PERSONNEL CHANGES

In March the following officers of the Squadron were promoted to the ranks indicated:

Mar. 5 - 1 Lt Arthur G. Anderson
1 Lt Herbert E. Schram

Mar. 6 - 1 Lt Robert R. Peterson
1 Lt Clarence F. Zeigler

Mar. 11 - 1 Lt Donald E. Bedard

Mar. 13 - 2 Lt Joseph Yandian

Mar. 15 - 2nd Lt John H. Leinert

Mar. 16 - Capt Clarence W. Schulze, Jr.
1 Lt Watson E. Bowmer
1 Lt Jamiel Hassen
1 Lt Lloyd H. Howdysshell
1 Lt Frank W. Jacobs, Jr.
1 Lt Victor Kaczorowsky
1 Lt Frederick J. McCarthy

Mar. 19 - ~~Capt Billy Williams~~
1 Lt Michael R. Burns

Mar. 23 - 1 Lt Robert W. Boardman
1 Lt Donald D. Spencer
1 Lt George W. Stokes

Mar. 27 - 2 Lt J. C. Ramsdell

Mar. 29 - Capt Billy Williams
1 Lt Warren V. Araskog
1 Lt Fred W. Levanger

The following officers and enlisted men having finished their tours of duty in the ETO were transferred to the 70th Reinforcement Depot, preparatory to their return to the Zone of Interior.

Mar. 3 - 1 Lt Earl F. Brothers
1 Lt Samuel E. Scott
T/Sgt Richard S. Chamberlin
S/Sgt Kenneth C. Waseer
S/Sgt Daniel J. Davis
S/Sgt Henry R. Batke, Jr.
S/Sgt Richard O. Fabiano

~~Mar. 8 - 1 Lt Alex S. Jekel, Jr.~~

Mar. 9 - 1 Lt Alex S. Jekel, Jr.
S/Sgt Charles E. Bidwell
S/Sgt Jess A. Duff
S/Sgt James T. Hogarth
S/Sgt Ernest Schreiner
S/Sgt Charles E. Kordus
S/Sgt Thomas F. Lewis
S/Sgt Roland F. Person

Mar. 21 - T/Sgt Ashal J. Calder
Pfc Philip L. Skolnick

Mar. 23 - 1 Lt ~~Craig W. Harrington~~
T/Sgt ~~Joseph A. Duval~~
T/Sgt ~~Verner W. Gray~~

Mar. 24 - S/Sgt John V. Salen
T/Sgt Harold F. Silfies
S/Sgt Harold L. David

Mar. 27 - 1 Lt Robert D. Peterson
1 Lt Frank W. Jacobs, Jr.
1 Lt Michael E. Burns
T/Sgt Donald T. Torreson
T/Sgt Joseph P. Adams
S/Sgt Glen N. Harem
S/Sgt Cyril J. Hinckley
T/Sgt Harold J. Roll
S/Sgt Edward A. Hills

Mar. 29 - 1 Lt Craig W. Harrington
T/Sgt Joseph A. Duval
T/Sgt Verner W. Gray

Mar. 30 - 1 Lt Philip M. Reed
T/Sgt Neil W. Newton
S/Sgt Harold M. Krantz
S/Sgt C. J. Jordan
S/Sgt Merle J. Hess
S/Sgt Morris J. Berry
T/Sgt Fred R. Hoke
S/Sgt Burch G. Gaskin
S/Sgt Omer E. Giguere
S/Sgt John D. Pulcinella
Cpl Frank J. Wiers

Other transfers out of the Squadron were:

Mar. 4 - To 479th Fighter Op., AAF 377

1 Lt Frank G. Beatty

Mar. 6 - To 479th Fighter Op., AAF 377

1 Lt Roscoe I. Pease, Jr.

Mar. 7 - To 791st Bomb. Sq.

2 Lt Warren W. Meyer
2 Lt Dervin B. Faldet
2 Lt John R. Harbison
F/O Richard A. Donahue
2 Lt Steve Bensko
S/Sgt Edward J. Wilson
S/Sgt John Adams Jr.
Sgt Don S. Harp
Sgt Victor G. Foschini
Sgt John E. Morris

- To Det. of Patients, 4120 USAGF, APO 558

S/Sgt Clarence A. Friend (non-battle casualty; seriously ill)

Mar. 8 - To 470th Sub-Depot

Sgt Walter R. Sears

- Hq. Det., 467th Bomb. Gp.

M/Sgt Joseph G. Rose

Mar. 19 - To 791st Bomb. Sq.

Capt. Clarence W. Schulze

Mar. 24 - To 52nd Sta. Compl. Sq., AAF 505

1 Lt John J. Bossen
T/Sgt Norval V. Cunningham

Mar. 21 - To Hq. Det. of Patients, 4209, USAHP, APO 587

Cpl Hershel D. Emmert

Mar. 28 - To 791st Bomb. Sq.

2 Lt Francis J. Sweeney
2 Lt Robert C. Flagg
2 Lt Mel L. Wall
Sgt Franklin D. Zelick
S/Sgt Earl S. Hart
Sgt Willis L. Kirkton
Sgt Loren W. Condon
2 Lt Edgar R. Erikson
F/O Raymond L. Filipick

Mar. 29 - To 74th Sta. Comp. Sq.

S/Sgt Martin R. Berman

Mar. 30 - To 74th Sta. Comp. Sq.

S/Sgt Forrest D. Ulbrich

The following men were assigned to the 788th Bomb. Sqdn. during March:

Mar. 1 - From 70th Reinforcement Depot:

1 Lt David C. Catching
2 Lt Andrew P. Allison
F/O Carl R. Gloskey
Sgt Veloyce G. Winslow
Cpl Neil MacLellan
Cpl Raymond T. Owen, Jr.
Cpl Jack E. Peacock
Cpl Gerston Rucker
Cpl Joseph P. O'Donnell

Mar. 2 - From Casual Pool, 70th Reinf. Depot, AAF 594 (TD for 3 days)

S/Sgt Neil C. Matzek
S/Sgt Gerald A. Polzin

Mar. 7 - From Hq. Det., 467th Bomb. Gp.

Capt Loren F. Kannerberg

Mar. 12 - From 790th Bomb. Sqdn.

T/Sgt Rland L. Renaud

Mar. 19 - From 791st Bomb. Sqdn.

1 Lt Billy Williams

Mar. 24 - From 70th Reinf. Depot

Pfc Vincent R. DeBlasco
2 Lt Arnold A. Fryor
2 Lt Robert P. French
P/C Earl A. Roy
Cpl Anthony Lasasso
Cpl Domenic P. Reali
Sgt Frank G. Samora
Cpl Arvin J. Bartlett, Jr.
Cpl Charles H. Lunsford
Cpl Hiram W. Whittle
Sgt David K. Kaoniki
Cpl Jesse W. Cox
Cpl Floyd W. Bingham
Pvt George P. Cassidy
Pvt Edgar T. Basehart

Mar. 30 - From 791st Bomb. Sqdn.

Sgt Clyde E. Hall

Mar. 31 - From 96th Combat Wing

Capt Paul W. Harrison
1 Lt Philip Chalfin
2 Lt Theron K. Torgerson
Cpl Forrest N. Anderson
Cpl Wade D. Barnes
Cpl Harvey R. Gadbois, Jr.
Cpl William M. Gritton, Jr.
Cpl Robert C. Ruffcorn
Cpl Charles G. Denison

The most notable change in personnel of the Squadron was the transfer on March 5 of Major Dana E. Smith to the 453rd Bomb. Gp., APO 558. This was his original organization, from which he was transferred to the old 858th Bomb. Squadron (now the 788th) when it was part of the former 492nd Bomb. Group at North Pickenham about a year ago. He had been Executive Officer of the Squadron

since the spring of 1944 and at Rackheath had also served as Station Mess Officer and been in charge of various station activities. His place was taken in the organization by Capt. Loren F. Kannenberg, formerly Assistant Adjutant of the Group.

MISCELLANEOUS

A little excitement was enjoyed by the Squadron on the night of March 3-4 when the home-loving GAF came out of its long seclusion to visit East Anglia in some force for the first time since last June. That night some thirty Nazi planes followed the RAF back from a mission on the Continent and bombed and strafed a number of fields in this general area. At the RAF bases considerable damage was done and there were some casualties at RAF bases, but Rackheath was not attacked. Some activity was noticed here, and a German plane was seen chased at low altitude over this base, being shot down a few miles away.

There were several alerts at this time as the Germans resumed their long-range bombing of Southern England with VI's and V-2's. No bombs fell on or near the base, however.

The Squadron was engaged in the usual off-duty activities, such as attending movies, dances, religious services, and pub-crawling. As the weather became milder and finer, more and more of the boys ventured outdoors to play baseball, volley ball or just to strip and lie in the warm afternoon sun.

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HISTORY

of

SEVEN HUNDRED *Eighty*-EIGHTH BOMB-SQUADRON (H)

FOUR HUNDRED SIXTY-SEVENTH BOMB-SQUADRON GROUP (H)

SECOND AIR DIVISION

EIGHTH AIR FORCE

Period: 1 April 1945 to 30 April 1945



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APRIL SUPPLEMENT
TO
780TH BOMBARDMENT SQUADRON (B) HISTORY

Overview

The end of April, 1945 saw the once mighty Wehrmacht in its death throes and the famed Luftwaffe little more than a memory. As a component of the Eighth Air Force, the 780th Bombardment Squadron (B) continued to carry the war to a retreating and dwindling enemy. As the remaining Nazi armies were driven into pockets in northern and southern Germany, the Squadron was compelled to make longer and deeper penetrations to bomb enemy centers and communications, even winging into Western Czechoslovakia to cut the lifelines between Prussia and the Southern Redoubt.

Also, in order to wipe out a troublesome pocket and to open the port of Bordeaux for needed supplies to Southern France, the Squadron took part in two missions to the Gironde estuary. These missions softened up the pocket sufficiently for the ground forces to go in and mop up all resistance within a few days.

After the 25th of April the Allied and Russian armies had cut up the Nazi forces so thoroughly that strategic bombing missions were no longer feasible or necessary. On that day the organization completed its last combat mission - officially the Group's 212th - and sat back to await the fast-approaching end of hostilities in Europe.

During April the Squadron flew the following operations missions:

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Apr. 1 - Perleberg. 8 a/c dispatched. 0 a/c attacked target (Weather)

5 - Flauen. 11 " 7 " "

6 - Halle. 5 " 5 " "

7 - Krummel. 11 " 11 " "

8 - Unterschlauesbach. 9 a/c dispatched. 9 a/c attacked target.

9 - Lechfeld. 12 " 12 " "

10 - Rechlin/Lark. 11 " 11 " "

11 - Regensburg. 6 " 6 " "

12 - Pointe de Grave. 7 " 6 " "

15 - Royan, France. 9 " 9 " "

16 - Landshut. 9 " 8 " "

17 - Karlsbad, Czech. 7 " 7 " "

20 - Wiesel. 8 " 8 " "

21 - Salzburg, Austria. 8 " 0 " " (Recalled, weather)

25 - Traunstein. 7 " 7 " "

It is significant of the enemy's waning strength that during these 15 missions no casualties were suffered by the Squadron, and the only damaged aircraft were 7 minor and one major.

PERSONNEL

According to latest information a correction is required in the status of six enlisted men listed M.I.A. on the mission of 25 December 1944, who are now listed as R.I.A. These men are:

Sgt Meland L. Morehouse
Sgt Peter Hardick, Jr.
Sgt Stanley F. Koley

Sgt John W. Ellefsen
Sgt Alek Smitschuk
Sgt Walter Walinski

The following officers and enlisted men having finished their tours of duty in the BTU were transferred to the 70th Reinforcement Depot, preparatory

to their return to the Corps of Interior:

Apr. 1 - Capt Anthony Smolar

Apr. 6 - 1 Lt Paul A. Dedoia
1 Lt Daniel Hansen
1 Lt Clarence P. Reigler
S/Sgt Frank C. Launer
T/Sgt Ernest H. Reid
S/Sgt Hanson S. Parker

Apr. 7 - 1 Lt Roger L. Leister

Apr. 10 - S/Sgt Chester H. Baber

Apr. 14 - Capt Charles J. Mucile
1 Lt Victor Kaczorowsky
1 Lt Ronald B. Spencer
1 Lt Stanley Filar
1 Lt Lloyd H. Hendryshell
T/Sgt Edwin R. Marcinkowski
T/Sgt William L. Fehrman
T/Sgt Edward H. Kitchen
T/Sgt William P. Sikora
S/Sgt Robert L. Gower
S/Sgt John R. Jansen
S/Sgt Edward L. Reichwein
S/Sgt Joseph L. Spiroff
S/Sgt Allen A. Davis
S/Sgt Haskell H. Seile
S/Sgt William H. Weisberg
S/Sgt Thomas H. Edwards

Apr. 15 - 1 Lt Harry Donbazian
T/Sgt Paul H. Geiger
T/Sgt Edward A. Kessler
S/Sgt Horton Solomon
S/Sgt Robert D. Masterson
T/Sgt Quentin L. Griffin
T/Sgt David L. Brady
S/Sgt Alvin A. Mason
S/Sgt Herbert A. Kinnerly

Apr. 19 - 1 Lt Robert W. Boardman
T/Sgt Stanley E. Kaskowitz
T/Sgt James O. Rhodes, Jr.
T/Sgt Charlie C. Wilson

Apr. 23 - Capt Billy Williams
S/Sgt Ray L. Finch

Other transfers out of the Squadron were:

Apr. 1 - To 25th Bomb. Group, Tech.
1 Lt Frederick J. McCarthy
1 Lt Gerald E. Hedard

Apr. 8 - To 9th Reinforcement Depot, APO 345

Sgt Joseph L. Felty
W/Sgt Edmund Kowalski

Apr. 9 - To 791st Bomb. Sq.

2 Lt Jack L. Howe
2 Lt Robert L. Goodyear
2 Lt Overt O. Olson
W/Sgt Charles B. Morris
Sgt Robert E. Gerritt, Jr.
W/Sgt Francis A. Scarra
Sgt Samuel J. Hays
Sgt Walter J. Hunsy
2 Lt Walter G. Fischer
2 Lt Edward Green

Apr. 11 - To 3912 Binc. Trng. Center

Pvt Roy E. Naples

- To 14th Reinforcement Depot (Tidworth Barracks, Calif.), APO, APO 351

Sgt Roy E. Leigh
Sgt Allen D. Davidson
Sgt Richard C. Collins
Cpl Dean W. Joyce
Cpl Elton W. Walker
Cpl Arville R. Flacey
Cpl Wallace E. Harward
Pfc Paul A. McConnell

Pfc Harry L. Scruggs
Pfc Jess E. Cottrell
Pfc William L. Allen
Pvt Olin D. Hawley
14th

Apr. 12 - To Reinforcement Depot (Tidworth Barracks, Calif.), APO, APO 351

Pvt Milton Stard, Jr.
Pfc William J. Kowalski
Cpl Charley L. Davis
Pfc James E. Lynch
Pfc Felton A. Bailey
Pfc George Spenser
Pfc Melvin J. Slippy

Apr. 21 - To 38th Sta. Compl. Sq., Cam. 595

1 Lt Robert G. Bauer

Apr. 23 - To 179th Fighter Group, Det. 377

1 Lt Frank G. Bentley

1 Lt Thomas W. Foster, Jr.

Apr. 24 - To Det. of Patients, MASH 4130, APO 63

1 Lt Challenger Witham

Apr. 27 - To 44th Bomb. Group

1st Lt J. J. Murray

Apr. 28 - To 44th Bomb. Group, Det. 368, APO 135

1st Lt Louis F. Smith

1st Lt Thomas W. Foster

The following men were assigned to the 7th Bomb. Group, during April:

Apr. 1 - From 74th Bomb. Group.

1st Lt Raymond J. Smith, Jr.

1st Lt John A. Curran

Apr. 2 - From 74th Bomb. Group.

1 Lt Bernard E. Jones

- From 74th Bomb. Group

1st Lt Gordon E. Brown

Apr. 3 - From 74th Bomb. Group.

1 Lt Robert E. Spencer, Jr.

Apr. 4 - From 74th Bomb. Group.

1 Lt Andrew M. Smith

Apr. 5 - From 74th Bomb. Group.

1st Lt Joseph E. Brady

1st Lt Lawrence H. Decker, Jr.

1st Lt Louis E. Boushara

1st Lt Joseph A. Boushara

Apr. 26 - From L.I.A. to Ret. to Duty

Capt Edwin C. Alexander

Apr. 27 - From T.O. Relief, Deton

Cpl. Dallas L. Dukes

Cpl. Charles E. Anderson

The following officers of this organization were promoted to the ranks indicated:

Apr. 3 - 1 Lt Walter T. Fischer

Apr. 5 - Capt Kenneth A. Nelson

Apr. 11 - 1 Lt Edwin V. Bowman

- 1 Lt Carl G. Bradley
- Peter J. Grylinski
- Jerrold A. Davidson
- John F. Delanty
- Dean F. Morrow
- Frederick C. Baumgartner
- Norman W. Feldinger

Apr. 21 - 1 Lt Theodore E. Wheeler

Apr. 29 - 1 Lt Robert F. Graham

200-MISSION PARTY

On 20-21 April the Squadron joined in the celebration of the 167th Bomb. Group's 200-mission party - the 200th mission having officially been flown to Halls on 6 April. On the Saturday night dances were held at the Officers' Club and at the Red Cross War Club, with fireworks during the course of the evening. **Sunday** afternoon everyone crowded into No. 1 Hangar for beer and sandwiches, while a band played for the throng. After the lunch four Thunderbolt and four Mustang pilots put on a thrilling exhibition of coordinated flying. Then another fighter pilot joined the show, putting on a daring solo show until he failed to come out of a low altitude roll and crashed into the open space between the officers' site and the gymnasium. The sudden and tragic death of this pilot ended the day's celebration and sent the crowd home in a sober mood.

TECHNIQUES

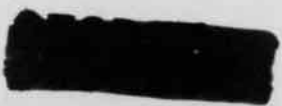
After the mission of 21 April 1945, the schedule of strategic bombing operations was suspended and the Group simply held itself in readiness to answer the demands of the ground forces in Germany and to bomb any special targets as needed. Meanwhile the Squadron engaged in practice flights to keep its hand in, and the crew members continued to attend the various ground-school training classes.

Morale of the organization climbed higher than ever as everyone waited for the long-expected V-E Day and, more important to the individual members, for the order to start packing for home. The early spring and the long stretch of mild, sunny weather also helped to keep up the spirits of the men. The movies, Red Cross dances, softball games, and other activities also served to keep everyone diverted and in good humor. The "liberty runs" carried truckloads of men into Berdich regularly each noon and evening, and the men streamed over the green countryside of nights to enjoy their pub-ing and courting. After the strenuous weeks just past, life became easier and more enjoyable.

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MAY 1945

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HISTORY
OF
786TH BOMBARDMENT SQUADRON (H)
SECOND AIR DIVISION
EIGHTH AIR FORCE

Period: May 1-31 1945

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MAY SUPPLEMENT

TO

788TH BOMBARDMENT SQUADRON (H) HISTORY

With the 788th Bombardment Squadron (H) standing by for action if needed, the month began with constant rumors of German requests for peace terms. The remnants of the Nazi armies were bottled up in Denmark, Norway, Western Austria and Czechoslovakia, and thousands of the enemy were giving themselves up every day. Hitler, Goebels and other leaders were reported killed or suicides. At last the news leaked out that unconditional surrender terms had been signed by the German representatives, and on 8 June 1945 President Truman and Prime Minister Winston Churchill made the official announcement of V-E Day.

For the British it was a day of wild rejoicing, but on the base, to which all personnel were restricted, there was no particular excitement. The men had anticipated the event too long and they also realized that another long war in the Pacific awaited most of them. A dance was held at the Aero Club in the evening, and the following day, when passes were once more issued, some of the boys celebrated with the jubilant civilians in Norwich until the wee sma' hours.

The Squadron was permanently "stood down" but classes, PT and routine work continued, and many furloughs were given. Then the preparations for overseas movement got well under way. The chief topic of speculation, of course, was the date the Squadron would leave England. It was generally agreed that this would be in a few weeks and the destination would be the U.S.

Another subject of general discussion was the chance of being discharged. Several enlisted men over 42 were quickly returned to the States for release

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from the army. The rest engaged in mathematical activities, counting up their "points" - one point for every month spent in the army, an additional point for each month overseas, five points for each campaign star, so many points for dependents, etc. However, no critical score had been announced for the Air Force, and most of the men resigned themselves to a long stretch in the Pacific after re-training in the U.S.

Soon after V-E Day a special orientation film, "Two Down and One to Go," was shown to impress on the men the fact that, though Italy and Germany had now been knocked out, a tough opponent remained in Japan. A film on malaria was also shown, emphasizing the need for anti-mosquito protection in the Pacific.

Toward the end of May it was announced that many of the ground personnel would be flown home in June, and lists of passengers and assignments were posted. On 29 May the men began drawing their parachutes and "Mae Wests" and were given drills in ditching procedure.

Everywhere the men were found packing, clearing out old records, shipping home personal effects and preparing to travel. It was a job that the men executed with vigor and enthusiasm. There was no question about morale in these exciting days. The only sad-looking soldiers were those who had joined the Squadron within 90 days and who were scheduled for re-assignment in the ETO. On 31 May all 24-hour passes for air passengers were rescinded, as the 48-hour and 72-hour passes had previously been; but evening passes and the liberty run to Norwich were continued. However, there was little "bitching" on this score, for the prospect of soon being home was adequate compensation for the loss of these minor privileges.

PERSONNEL

The following officers were promoted during May to the ranks indicated:

May 5 - 2 Lt Joseph S. Imburgia

May 7 - 1 Lt Walter W. Weaver

May 8 - 1 Lt Warren W. Meyer
1 Lt Steve Bensko

May 9 - 1 Lt Morris L. Davidson
1 Lt Charles W. Pratt
1 Lt James F. Farrell
1 Lt Harold Kahn
2 Lt James O. King
1 Lt Harry C. McCann

May 12 - 1 Lt John R. Harbison

May 13 - 2 Lt Joseph A. Fantino

May 17 - 1 Lt John H. Leimert

May 18 - 2 Lt Richard D. Lodge

The following officers and enlisted men were transferred to the Squadron during May:

May 2 - From 70th Reinforcement Depot:

Cpl William F. Hayes, Jr.
Cpl Frederick L. Knudsen

May 6 - From 791st Bomb. Sqdn.:

1 Lt Edward T. Holm
1 Lt Arthur N. Gentry
1 Lt James J. Kish
T/Sgt Alexander Kaiwi, Jr.
Sgt Warren G. Weidman

1 Lt Edmund C. Town
2 Lt Gale E. Powers
2 Lt Theodore R. Carpenter, Jr.
Sgt Frank J. Wicker
Sgt Earl E. Winegar

2 Lt Morris L. Davidson
F/O Willard J. Overlock
T/Sgt Richard J. Muffolette
S/Sgt Lyle D. Waibe
Sgt Raymond A. Swanson

1 Lt William A. Kohl
1 Lt Charles J. Armour
T/Sgt Allen F. Holtgrave
T/Sgt Joseph G. Cepuch
S/Sgt Edward J. McGuire

2 Lt Warren M. Meyer
2 Lt John R. Harbison
1 Lt John E. Meyer
T/Sgt John Adams, Jr.
Pvt Victor G. Foschini

2 Lt Derwin B. Faldet
2 Lt Steve Benako
S/Sgt Don S. Harp
T/Sgt Edward J. Wilson
Sgt John H. Morris

2 Lt Jack E. Howe
2 Lt Robert M. Goodyear
1 Lt John E. Kennedy
T/Sgt Charles D. Morris
Sgt Robert E. Garrett Jr.

2 Lt Edward Green
2 Lt Evert G. Olson
S/Sgt Francis A. Manza
Sgt Samuel J. Masko
S/Sgt Walter J. Mundy

2 Lt Francis J. Sweeney
2 Lt Robert C. Flagg
2 Lt Jerrold E. Jacobsen
S/Sgt Raymond T. Owen Jr.
Sgt Loren W. Condon

2 Lt Edgar R. Erikson
2 Lt Mal L. Wall
S/Sgt Earl S. Hart
Sgt Willis H. Kirkton
Sgt Franklin D. Zelik

F/O Raymond L. Filipiak
S/Sgt Glenn D. Sims

2 Lt Larry F. Hamilton
S/Sgt Rex A. Brawley

May 12 - From 1080th Sig. Co. Sv. Gp., 467th Bomb. Gp.:

Pfc Leon S. Konko

May 15 - From Hq. Det., 467th Bomb. Gp.:

Sgt Berle A. Craft
Cpl Robert C. Anderson
Pfc Maurice L. Smith
Pfc Alfred L. Nash
Pvt John A. Gallagher

- From 791st Bomb. Sq.:

2 Lt Walter M. Fischer

May 20 - From 70th Reinf. Depot:

Cpl Floyd E. Heard
Cpl Wayne L. Strand
S/Sgt James Wisniewski
Sgt John S. Norton
S/Sgt George W. Foster
T/Sgt Roland L. Renaud
S/Sgt Elisha A. Sharp
T/Sgt James C. Skilton
2 Lt J. C. Ramsdell
1 Lt Harry Dombalagian

May 22 - From Hq. Det., 467th Bomb. Gp.:

Capt Warren L. Johnson
Capt Dale A. Johnson

May 29 - From Hq. and Base Services Sqdn., 375th Air Service Gp.:

Pfc Joseph T. Pastorius
Cpl Chester J. Bienkowski

- From 812th Air Eng. Sqdn.:

Cpl Joseph J. Bednar

The following officers and men finished their tour of duty in the ETO and were transferred to the 70th Reinforcement Depot, AAF 591, for return to the Z.O.I.:

May 3 - 1 Lt Fred M. Levanger
1 Lt Dean F. Morrow
1 Lt Arthur J. Prescott
1 Lt Jerrold K. Davidson
1 Lt James E. Benham, Jr.
T/Sgt Charles R. Tucker
T/Sgt Thomas B. Slade
T/Sgt Raymond F. Gricus
Sgt Robert L. Harnen
Sgt Marvin W. Speiser

May 18 - Pvt Edgar T. Basehart
Cpl Thomas J. Ford
Sgt William H. Donlon
Sgt Edward F. Johnson

May 21 - S/Sgt Chris Hansen

May 22 - F/O Herbert M. Lutz

May 23 - 1 Lt Carl O. Brazier
1 Lt Harold Kahn
2 Lt Thomas F. Hastings
2 Lt Joseph Yandian
T/Sgt Melvin Culross
S/Sgt Edwin C. Bublitz
S/Sgt John A. Curran
S/Sgt Ray C. Anderson
T/Sgt James H. Bass
Sgt William F. Burns

May 26 - 1 Lt James J. Kish
1 Lt John E. Kennedy
1 Lt John E. Meyer
2 Lt Jerrold E. Jacobsen
2 Lt Theodore R. Carpenter

Other transfers out of the Squadron during the month were as follows:

May 1 - To Det. of Patients, U.S.A.H.P. 4150, APO 63:

S/Sgt Windford D. Dover (Battle casualty, seriously wounded)

May 4 - To Det. of Patients, 4210 U.S.A.H.P., APO 598:

2 Lt Edwin M. Branaman

May 6 - To 791st Bomb. Sqdn.:

1 Lt Walter J. Bullen
2 Lt Earle Hamilton
T/Sgt Joseph P. Turpen
Sgt Joseph J. Huben
Sgt Cloyd D. Thacker

2 Lt Robert F. Graham
T/Sgt Arthur A. Scaramizzo
Sgt Charles E. Patnesky
Sgt Albert J. Deers

1 Lt John J. Wagner
2 Lt Ralph L. Kessler
T/Sgt Kenneth M. DeCleene
S/Sgt John A. Mahoney
S/Sgt Robert F. Burnes

2 Lt Paul G. Paulson
T/Sgt Anthony M. Fedele
S/Sgt Marvin M. Powell
S/Sgt Donald O. Talbott

2 Lt J. C. Waller
F/O Chester A. Holzman
T/Sgt Lawrence E. Dobson
Sgt Calvin C. Dill
Sgt Howard K. Clark

2 Lt Ernest A. Starr
T/Sgt David W. Johnson
S/Sgt John R. Gibbs
Sgt John D. Goggin

1 Lt John P. McLarty
2 Lt George C. Faulkner
T/Sgt Paul C. McKee
Sgt Joseph H. Ireland
Sgt Bernard R. Harris

2 Lt Alan M. Chisel
T/Sgt Murray A. Dilks
S/Sgt Horace O. Burke
Sgt John J. Murphy

2 Lt Gordon E. Hulett
2 Lt Lawrence W. Girard
S/Sgt Robert A. Migneault
Sgt Joseph P. McNulty
Sgt John J. Helarich, Jr.

2 Lt Robert A. Stofflet
S/Sgt Valentine Masse
Sgt Clifford C. Hendrix
Sgt Lee H. Emmons

May 9 - To 791st Bomb. Sqdn.:

Sgt Theodore H. Burgess

May 10 - To 9th Reinf. Depot, APO 545:

M/Sgt William L. King

May 15 - To 791st Bomb. Sqdn.:

2 Lt Evert G. Olson

- 790th Bomb. Sqdn.:

Sgt Harold R. Bronson

May 18 - To 445th Bomb. Group:

T/Sgt Arthur B. Alford, Jr.

May 5 - To 636th Air Materiel Sqdn.:

T/Sgt Ashal J. Calder

- To 791st Bomb. Sqdn.:

2 Lt Theron K. Torgerson

- To 789th Bomb. Sqdn.:

2 Lt Ralph S. Hill

Also Transferred into the Squadron were the following:

May 31 - From 392nd Bomb. Group:

S/Sgt Thomas E. Hankins

S/Sgt Joseph F. McAtee

S/Sgt Dwight E. McCormick

SECRET

HISTORY
OF
780TH ORDNANCE BATTALION (H)
SECOND AIR DIVISION
EIGHTH AIR FORCE

Period: May 1-31 1945

SECRET

SECRET

MAY SUPPLEMENT

TO

78TH BOMBARDMENT SQUADRON (H) HISTORY

With the 78th Bombardment Squadron (H) standing by for action if needed, the month began with constant rumors of German requests for peace terms. The remnants of the Nazi armies were bottled up in Denmark, Norway, Western Austria and Czechoslovakia, and thousands of the enemy were giving themselves up every day. Hitler, Goebbels and other leaders were reported killed or suicides. At last the news leaked out that unconditional surrender terms had been signed by the German representatives, and on 8 June 1945 President Truman and Prime Minister Winston Churchill made the official announcement of V-E Day.

For the British it was a day of wild rejoicing, but on the base, to which all personnel were restricted, there was no particular excitement. The men had anticipated the event too long and they also realized that another long war in the Pacific awaited most of them. A dance was held at the Aero Club in the evening, and the following day, when passes were once more issued, some of the boys celebrated with the jubilant civilians in Norwich until the wee wee' hours.

The Squadron was permanently "stood down; but classes, PT and routine work continued, and many furloughs were given. Then the preparations for overseas movement got well under way. The chief topic of speculation, of course, was the date the Squadron would leave England. It was generally agreed that this would be in a few weeks and the destination would be the U.S.

Another subject of general discussion was the chance of being discharged. Several enlisted men over 42 were quickly returned to the States for release

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from the army. The rest engaged in mathematical activities, counting up their "points" - one point for every month spent in the army, an additional point for each month overseas, five points for each campaign star, so many points for dependents, etc. However, no critical score had been announced for the Air Force, and most of the men resigned themselves to a long stretch in the Pacific after re-training in the U.S.

Soon after V-E Day a special orientation film, "Two Down and One to Go," was shown to impress on the men the fact that, though Italy and Germany had now been knocked out, a tough opponent remained in Japan. A film on malaria was also shown, emphasizing the need for anti-mosquito protection in the Pacific.

Toward the end of May it was announced that many of the ground personnel would be flown home in June, and lists of passengers and assignments were posted. On 29 May the men began drawing their parachutes and "Mae Wests" and were given drills in ditching procedure.

Everywhere the men were found packing, clearing out old records, shipping home personal effects and preparing to travel. It was a job that the men executed with vigor and enthusiasm. There was no question about morale in these exciting days. The only sad-looking soldiers were those who had joined the Squadron within 90 days and who were scheduled for re-assignment in the ETO. On 31 May all 24-hour passes for air passengers were rescinded, as the 48-hour and 72-hour passes had previously been; but evening passes and the liberty run to Norwich were continued. However, there was little "itching" on this score, for the prospect of soon being home was adequate compensation for the loss of these minor privileges.

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PURCHASE

The following officers were promoted during May to the ranks indicated:

May 5 - 2 Lt Joseph B. Intergla

May 7 - 1 Lt Walter W. Weaver

May 8 - 1 Lt Warren W. Meyer
1 Lt Steve Benson

May 9 - 1 Lt Morris L. Davidson
1 Lt Charles W. Pratt
1 Lt James F. Farrell
1 Lt Harold Kahn
2 Lt James O. King
1 Lt Harry C. McAnn

May 12 - 1 Lt John R. Hartison

May 13 - 2 Lt Joseph A. Pantino

May 17 - 1 Lt John H. Laimert

May 18 - 2 Lt Richard D. Lodge

The following officers and enlisted men were transferred to the Squadron during May:

May 2 - From 70th Reinforcement Depot:

Cpl William F. Hayes, Jr.
Cpl Frederick L. Knaisen

May 6 - From 791st Bomb. Sqdn.:

1 Lt Edward T. Holm
1 Lt Arthur R. Gentry
1 Lt James J. Kish
T/Sgt Alexander Kaim, Jr.
Sgt Warren O. Weidman

2 Lt Morris L. Davidson
F/O Willard J. Overlook
T/Sgt Richard J. Maffioletto
S/Sgt Lyle D. Raibe
Sgt Raymond A. Swanson

1 Lt Edmund C. Town
2 Lt Gale E. Powers
2 Lt Theodore R. Carpenter, Jr.
Sgt Frank J. Wicker
Sgt Earl E. Winesgar

1 Lt William A. Kohl
1 Lt Charles J. Armour
T/Sgt Allan F. Holtgrave
T/Sgt Joseph G. Gephush
S/Sgt Edward J. McGuire

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2 Lt Warren W. Meyer
2 Lt John E. Harrison
1 Lt John E. Meyer
T/Sgt John Adams, Jr.
Pvt Victor G. Foschini

2 Lt Dervin B. Faldet
2 Lt Steve Benson
S/Sgt Don E. Harp
T/Sgt Edward J. Wilson
Sgt John H. Morris

2 Lt Jack E. Howe
2 Lt Robert M. Goodyear
1 Lt John E. Kennedy
T/Sgt Charles E. Morris
Sgt Robert E. Garrett Jr.

2 Lt Edward Green
2 Lt Evert O. Olson
S/Sgt Francis A. Hanna
Sgt Samuel J. Maske
S/Sgt Walter J. Mundy

2 Lt Francis J. Sweeney
2 Lt Robert C. Flagg
2 Lt Jerrold E. Jacobsen
S/Sgt Raymond T. Owen Jr.
Sgt Loren W. Condon

2 Lt Edgar R. Erikson
2 Lt Mal L. Wall
S/Sgt Earl S. Hart
Sgt Willis E. Kington
Sgt Franklin D. Zelik

P/O Raymond L. Filipiak
S/Sgt Glenn D. Sims

2 Lt Larry F. Hamilton
S/Sgt Rex A. Brawley

May 12 - From 1000th Sig. Co. Sv. Gp., 467th Bomb. Gp.:

Pfc Lech S. Komko

May 15 - From Hq. Det., 467th Bomb. Gp.:

Sgt Berle A. Craft
Cpl Robert C. Anderson
Pfc Maurice L. Smith
Pfc Alfred L. Nash
Pvt John A. Gallagher

- From 791st Bomb. Sq.:

2 Lt Walter M. Fischer

May 20 - From 70th Reinf. Depot:

Cpl Floyd E. Heard
Cpl Wayne L. Strand
S/Sgt James Wisniewski
Sgt John E. Norton
S/Sgt George W. Foster
T/Sgt Roland L. Renaud
S/Sgt Elisha A. Sharp
T/Sgt James C. Skilton
2 Lt J. C. Hamedell
1 Lt Harry Dombalagian

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May 22 - From Hq. Det., 467th Recb. Gp.:

Capt Warren L. Johnson
Capt Dale A. Johnson

May 29 - From Hq. and Base Services Sqdn., 375th Air Service Gp.:

Pfc Joseph T. Pastorius
Cpl Chester J. Binkowski

- From 612th Air Eng. Sqdn.:

Cpl Joseph J. Bednar

The following officers and men finished their tour of duty in the ETO and were transferred to the 70th Reinforcement Depot, ASF 391, for return to the U.S.A.:

May 3 - 1 Lt Fred W. Lovanger
1 Lt Dean F. Morrow
1 Lt Arthur J. Prescott
1 Lt Jerrold K. Davidson
1 Lt James E. Benham, Jr.
T/Sgt Charles R. Tucker
T/Sgt Thomas B. Glade
T/Sgt Raymond F. Gricus
Sgt Robert L. Hansen
Sgt Marvin W. Speiser

May 18 - Pvt Edgar T. Basehart
Cpl Thomas J. Ford
Sgt William H. Donlon
Sgt Edward F. Johnson

May 21 - S/Sgt Chris Hansen

May 22 - T/O Herbert H. Lutz

May 23 - 1 Lt Carl O. Brasier
1 Lt Harold Kahn
2 Lt Thomas F. Hastings
2 Lt Joseph Yandian
T/Sgt Melvin Culross
S/Sgt Edwin C. Sublitz
S/Sgt John A. Curran
S/Sgt Ray C. Anderson
T/Sgt James H. Bass
Sgt William F. Burns

May 16 - 1 Lt James J. Kish
1 Lt John E. Kennedy
1 Lt John E. Meyer
2 Lt Jerrold E. Jacobsen
2 Lt Theodore M. Carpenter

Other transfers out of the Squadron during the month were as follows:

May 1 - To Det. of Patients, U.S.A.H.F. AISO, APO 63:

3/Sgt Winford D. Dover (battle casualty, seriously wounded)

May 4 - To Det. of Patients, 4210 U.S.A.H.F., APO 598:

2 Lt Edwin M. Brannan

May 6 - To 791st Bch. Bn.:

1 Lt Walter J. Bullen
2 Lt Marie Hamilton
T/Sgt Joseph F. Turpen
Sgt Joseph J. McLen
Sgt Cloyd D. Thacker

2 Lt Robert F. Graham
T/Sgt Arthur A. Searwidge
Sgt Charles E. Istansky
Sgt Albert J. Deers

1 Lt John J. Wagner
2 Lt Ralph L. Kessler
T/Sgt Kenneth M. DeCleans
3/Sgt John A. Mahoney
2/Sgt Robert F. Burnes

2 Lt Paul G. Paulson
T/Sgt Anthony M. Fedele
3/Sgt Marvin E. Powell
3/Sgt Donald O. Talbott

2 Lt J. C. Miller
F/O Chester A. Holman
T/Sgt Lawrence E. Dobson
Sgt Calvin C. Bill
Sgt Howard E. Clark

2 Lt Ernest A. Starr
T/Sgt David W. Johnson
3/Sgt John E. Gibbs
Sgt John D. Coggins

1 Lt John P. McLarty
2 Lt George C. Paulkner
T/Sgt Paul C. McKee
Sgt Joseph H. Ireland
Sgt Bernard A. Harris

2 Lt Alan M. Chiscl
T/Sgt Murray A. Dilks
3/Sgt Horace O. Burke
Sgt John J. Murphy

2 Lt Gordon E. Mullett
2 Lt Lawrence W. Girard
3/Sgt Robert A. Migneault
Sgt Joseph F. McNulty
Sgt John J. Halarich, Jr.

2 Lt Robert A. Stofflet
3/Sgt Valentine Masse
Sgt Clifford C. Hendrix
Sgt Lee H. Emmons

May 9 - To 791st Bch. Bn.:

Sgt Theodore H. Burgess

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May 10 - To 9th Reinf. Depot, APO 545:

W/sgt William L. King

May 15 - To 791st Bomb. Sqdn.:

2 Lt Evert G. Olson

- 790th Bomb. Sqdn.:

Sgt Harold R. Branson

May 18 - To 445th Bomb. Group:

T/Sgt Arthur B. Alford, Jr.

May 5 - To 636th Air Material Sqdn.:

T/Sgt Samuel J. Calder

- To 791st Bomb. Sqdn.:

2 Lt Sharon E. Torgerson

- To 789th Bomb. Sqdn.:

2 Lt Ralph S. Hill

Also Transferred into the Squadron were the following:

May 31 - From 392nd Bomb. Group:

3/Sgt Thomas E. Hopkins

3/Sgt Joseph L. Montee

4/Sgt Dwight W. McCormick