

12th Air Force, 57th Bombardment Wing
310th Bombardment Group
History: October 1942



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

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

12th Air Force, 57th Bombardment Wing 310th Bombardment Group History: October 1942

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

Invitation

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

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

Contributors

Agostino Alberti: Professor - historian (Soncino, Italy)

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

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

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

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

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

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

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

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

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

Contributors (continued)

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

Crew lists

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

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

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

Acronyms & Abbreviations

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

DD: Destroyer
DED: Declared Dead - no body or remains found
Demo: Demolition
DL: Dead List
DNB: Died Non-Battle / Died Not-Battle
DOW: Died Of Wounds.
DOWRIA: Died of Wounds Received in Action
DS: Detached Service
E/A: Enemy Aircraft
E/F: Enemy Fighter
EM or E/M: Enlisted Men
ETA: Estimated Time of Arrival
ETIR: Estimated Time In Route
EUS: Evacuated to the United States
E/V: Enemy Vessel
F Boat: Flying Boat
F/L: Formation Leader - also Flight Leader
FO or F/O: Flying Officer
FOD: Finding Of Death
Frag: Fragmentation
F.S.: Flight Section
GLO: Ground Liaison Officer (UK)
GO: General Order
GP: General Purpose/Gun Position
GTC: General Time Convention (railroad)
HE: High Explosive
IAS: Indicated Air Speed

I & E: Information & Education
(i. o.): Initials Only (initial is the name)
IP: Initial Point
KNB: Killed Not Battle
KIA: Killed In Action
LC: Landing Craft

L/G: Landing Ground
Lox: Liquid Oxygen

L/S: Landing Strip
L/V: Large Vehicle
LST: Landing Ship Tank

Ltr: Letter

RON: Remain OverNight
RR/B: Railroad Bridge

RR/J: Railroad Junction
RR: Railroad
RTD: Returned To Duty
R/V: Rendezvous
SAP: Semi-Armor Piercing

SD: Special Duty
S/E: Single Engine (plane)
S.E.: Special Equipment (Shoran)
S/F: Siebel Ferry
sk: sick
S/M: Submarine
SO: Special Order
SOI: Standard Operating Instructions?
Sq: Squadron
Sqdn: Squadron
SWA: Seriously Wounded in Action
T/A: Target Area
T/C: Troop Concentration
T/E: Twin Engine (plane)
TAC: Theater Allied Command
TBF: Tactical Bomber Force
TD: Temporary Duty
TDY: Temporary Duty
TLC: Tactical Landing Craft
TO: Take-Off (time), also Technical Order, and Transportation Officer
T/O: Table of Organization
TOT: Time Over Target/Time On Target
Trfd: Transferred
TWX: Teletypewriter Message
u/i: Unidentified, also unit of issue
UNRRA: United Nations Relief and Rehabilitation Administration
Very Pistol or Verey Pistol: Flare gun
VOCO: Verbal Order of the Commanding Officer

W.O.: Warrant Officer
WIA: Wounded In Action
Window (British term): Radar countermeasure: tiny strips of aluminum, metalized glass fiber, or plastic. See **Chaff**
WP: White Phosphorus (bombs)

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

WT, W/T: Watch Tower
XC: Cross Country
ZI: Zone of Interior (U.S.A.)

Thursday, 1 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s bomb shipping in Pylos Bay, Greece, claiming 2 direct hits and several near misses on a large vessel; other B-24s dispatched to bomb a convoy at sea fail to find the target.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Friday, 2 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): No Entry

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Saturday, 3 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s attack shipping in Pylos Bay, Greece during the night of 3/4 Oct; they claim 2 fighters shot down.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Sunday, 4 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): No Entry

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Monday, 5 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): No Entry

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Tuesday, 6 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF):

In Libya, B-24s hit Bengasi harbor, scoring a large number or near misses but no direct hits; 1 B-24 bombs Bardia during the return flight; AA is heavy and accurate and fighters attack 6 B-24s over target; 2 B-24s are lost.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Wednesday, 7 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s score 7 direct hits on a tanker and 8 on fuel installations at Suda Bay, Crete. 66 P-40s escort bombers over the battle area W of El Alamein, Egypt.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Thursday, 8 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s fail to reach the target at Bengasi, Libya because of bad weather. The Hal Bombardment Squadron manages to attack shipping at Bengasi.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Friday, 9 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s strike shipping and harbor facilities at Bengasi, Libya; P-40s fly escort and strafe a landing ground W of El Daba, Egypt and emplacements in the battle area W of El Alamein, Egypt.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Saturday, 10 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s bomb shipping and the dock area at Bengasi, Libya, while B-25s hit landing grounds.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Sunday, 11 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s attack a convoy in the Mediterranean Sea, hitting 1 vessel and claiming 1 fighter shot down.

HQ 310th BG War Diary: Interrogation Reports: *(according to the cover, 3 crews from the 428th were interrogated and 3 reports submitted. However 1 is missing from the files)*

310th BOMBARDMENT GROUP (M)
GROUP S2 OFFICE

11 October 1942
Hardwick

SUBJECT: Training Flight.

TO : Second Bombardment Wing.

a. B-25-C, No 113080, Pilot: Lt Milius. 200 rounds 50 cal ammunition, 100 rounds 45 cal ammunition. Time off: 1408, Landed: 1545.

b. Nothing.

c. 1st leg: Base to Cambridge, Turning time: 1424½, Running time: 16½ minutes, 249° true, 1500'

2nd leg: Cambridge to Lincoln, Turning time: 1452, Running time: 27½ minutes, 337° true, 1600'.

3rd leg: Lincoln to Huntingdon, Turning time: 1510, Running time: 18 minutes, 166° true, 1700'.

4th leg: Huntingdon to Kings Lynn, Turning time: 1523, Running time 13 minutes, 40° true, 1500'.

5th leg: Kings Lynn to Base, Turning time: 1534, Running Time: 11 minutes, 116° true, 1500'.

d. Weather:

Lincoln to Huntingdon, visibility 8 miles. Otherwise 9 to 14 miles.
Cloud base 2500-3500 feet 6/10ths coverage.

e. No A.A.

f. No Balloons.

g. First Leg: 2 miles Masters, 1200', 1425 hours, 90° True.

Second Leg: 1 B-17-E, 1500', 1435 hours, 155° True, 7 Miles Masters, 1800', 1445 hours, varied courses, 1 Halifax, 2000', 270° True.

Third Leg: 1 Wellington, 1200', 1505 hours, 230° True.

Fourth Leg: 3 A20's 800', 1530 hours, 270.

h. Plane operated OK.

i. Landmarks: Forest at Thetford, 1415 hours, 1500', 249° True.

Canal and Railroad running through Lincoln, 1457 hours, 1600' 337° True.

Sunday, 11 October 1942 (continued)

310th BOMBARDMENT GROUP (M)
GROUP S2 OFFICE

11 October 1942
Hardwick

SUBJECT: Training Flight.

TO : Second Bombardment Wing.

a. B-25-C, No 113094, Lt Holley Pilot. 500 rounds 50 cal ammunition. Time off: 1415, Set course: 1425 Time landed: 1605.

b. None observed.

c. Route followed: Base to Cambridge to Lincoln to Huntingdon to Kings Lynn to Base.

Base to Cambridge 249° true. Turning point time: 1434. Altitude: 1200'

Cambridge to Lincoln, 337° true. Turning point time: 1501. Altitude: 1200'.

Lincoln to Huntingdon, 160° true. Turning point time: 1519. Altitude: 1200'.

Huntingdon to Kings Lynn, 40° true. Turning point time: 1531. Altitude:

1200'.

Kings Lynn to Base, 116° true. Turning point time: 1543½. Altitude: 1200'.

d. Weather as given by weatherman: 3000' to 3500' Cloud base
2000' to 2500' Last leg
3/10 Coverage Route

e. No A.A. observed.

f. No balloons.

g. 1st leg: 1 Lancaster, 2 Wellingtons, 2500', 1435 hours, heading approximately 160°.

2nd leg: 2 Wellingtons, 2000', 1450 hours, heading 20°, 1 B-25, 1200', 1500 hours, heading 337°, 2 A20s, 1500', 1440 hours, heading 158°.

3rd leg: 1 Wellington, 2500', 1512 hours, heading 346°, 3 Miles Masters in formation, 1400', 1517 hours, heading 346°, 1 Short Stirling, 3000', 1517 hours, heading 5°.

4th leg: 3 A20s, 700', 1534 hours, heading 210°, 2 Spitfires, 1500', 1537 hours, variable course, 3 Lockheeds formation, 1200', 1537 hours, heading 130°.

5th leg: 1 Mitchell, 1700', 1544 hours heading 156° to 336°.

h. No technical failures.

i. Canals near Peterborough, 1543 hours, 1200', 337°.

Railroad intersection at Stanford, 1500 hours, 1200', 337°.

Railroad intersection at Peterborough, 1521 hours, 1200', 166°.

Canal into Kings Lynn, 1538 hours, 1200', 40°.

Sunday, 11 October 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

428th BS Mission Summary: Training Flights

A/C No. 41-13080 *crew not identified*

P
CP
N
B
E
R
G
F

Milius, Morris O., 2Lt

A/C No. 41-13094 “SEA SWEEP”

crew not identified

Holley, James T., 1Lt

P
CP
N
B
E
R
G
F

A/C No. *aircraft & crew unknown -
interrogation report missing from file*

Monday, 12 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): Bomber Command USAMEAF is organized at Cairo, Egypt with Colonel Patrick W Timberlake as Commanding Officer; this step comes about as part of a move to preserve the Lieutenant General Henry H "Hap" Arnold-Air Chief Marshall Sir Charles F Portal-Admiral John H Towers, USN, agreement that US combat units in theaters of British strategic responsibility are to be organized in homogeneous "American formations" and under strategic control only" of a British Commander-in-Chief. B-17s hit shipping at Tobruk, Libya harbor.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Tuesday, 13 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): P-40s fly a fighter sweep, patrol, and interception missions W of El Alamein, Egypt; fighters claim 2 Bf 109s destroyed and 1 damaged.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Wednesday, 14 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-17s hit shipping at Tobruk, Libya, scoring 2 direct hits on a large vessel and demolishing a smaller ship moored alongside; P-40s fly patrols, reconnaissance and interception missions between El Alamein and Burg el Arab, Egypt.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Thursday, 15 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): The 82nd Bombardment Squadron (Medium), 12th Bombardment Group (Medium), moves from Deversoir to Landing Ground 88, Egypt with B-25s.

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Friday, 16 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF):

In Libya, B-24s bomb shipping in Bengasi harbor; B-17s and B-24s dispatched to attack Tobruk and Bengasi are forced to abort by bad weather.

HQ 310th BG War Diary: Interrogation Reports: *(according to the cover, 4 crews from the 428th were interrogated and 4 reports submitted. However 1 is missing from the files)*

HEADQUARTERS
310th BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

16 October 1942

SUBJECT: Training Flight.

TO : Second Bombardment Wing.

INTERROGATION FORM

A/c Number 113048

A/c Type B-25

Pilot Lt Middleton

1. Time of Take-off: 10:15
2. Routes: Hardwick - Kings Lynn - Banbury - Nottingham - Just missed Horncastle via Boston - North of Hitchin 5 miles - return to base.
3. Enemy A/c sighted: None.
4. Formations of Friendly A/c sighted: 4 Spitfires at 10:25 over Misbach @ 2000. 1 Hurricane at 10:15 between Kings Lynn & Banbury @ 2000. 2 gliders being towed near Banbury, course 270, alt. 2000, 11:00 hrs.
5. Defenses Observed: Searchlights 5 mi. W. of base - Flak ships visible from 5000 ft over Boston (near Wash). Balloons on ground at Coventry.
6. Weather Conditions: Extreme wind from 270° @ 45 mph over entire course. Visibility fair on first two legs - very poor beyond Nottingham. Intermittent showers around Nottingham.

Friday, 16 October 1942 (continued)

7. Technical Failures: None. Interphone only fair.
8. Camouflage: Number of camouflaged airports.
9. Miscellaneous: Difficulty in identifying landmarks from maps.

Interrogated by:
Kent Sagendorph
Captain, Air Corps.

HEADQUARTERS
310th BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

16 October 1942

SUBJECT: Training Flight.

TO : Second Bombardment Wing.

INTERROGATION FORM

A/c Number 66

A/c Type B-25

Pilot Lt Thompson

1. Time of Take-off: 10:10
2. Routes: Hardwick - Kings Lynn - Banbury - Nottingham - Horncastle - Hitchin - base.
3. Enemy A/c sighted: None.
4. Formations of Friendly A/c sighted: None - 2 gliders being towed south of Nottingham, alt 1800, 1050 hrs approx.
5. Defenses Observed: None. No balloons visible at Coventry.
6. Weather Conditions: 80 mile cross wind at 1500-2500 ft. on entire course. Intermittent showers at Kings Lynn. Cross wind blew A/c off course. Drift est. about 15°-20°.

Friday, 16 October 1942 (continued)

7. Technical Failures: None. Interphone O.K.
8. Camouflage: Number of camouflaged airports.
9. Miscellaneous: Large number of single aircraft. Difficulty in reading English maps.

Interrogated by:
Kent Sagendorph
Captain, Air Corps.

HEADQUARTERS
310th BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

16 October 1942

SUBJECT: Training Flight.

TO : Second Bombardment Wing.

INTERROGATION FORM

A/c Number 4113041

A/c Type B-25

Pilot S. J. Brennan

1. Time of Take-off: 10:15 hrs.
2. Routes: As ordered.
3. Enemy A/c sighted: None.
4. Formations of Friendly A/c sighted: Three formations of ships. 1 ship & 1 glider. One at T1100 One at 1200. 1st glider T. 1150 H. 1600 P.S. of Cardington. 2nd glider T. 1210 H. 1600 P. Duxford.
5. Defenses Observed: None. Barrage balloons - about 500 ft. 5 mi. S.W. of Cardington. No squeakers. Anti-aircraft & searchlights at 2 mi. S.W. of Peterborough, and around factory. Balloon barrage at Coventry.
6. Weather Conditions: Ceiling 2500, showers down to 1000 ft. about 8/10 clouds all over.

Friday, 16 October 1942 (continued)

7. Technical Failures: Drift meter out of order.

8. Camouflage:

9. Miscellaneous: Concentration of trucks (large number) near Rugby.
Numerous airdromes and various aircraft.

Interrogated by:

Samuel A. Wilson
1st Lt., Air Corps.

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

428th BS Mission Summary: Training Flights

	<i>A/C No. 41-13048 crew not identified</i>	<i>A/C No. 41-13066 crew not identified</i>
P	<i>Middleton, Laula M., 2Lt</i>	<i>Thompson, Charles A. "Twitch", 2Lt</i>
CP		
N		
B		
E		
R		
G		
F		

	<i>A/C No. 41-13041 "MICKEY" crew</i>
	<i>not identified</i>
P	<i>Brennan, Samuel J., Jr., 2Lt</i>
CP	
N	
B	
E	
R	
G	
F	

Saturday, 17 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): No Entry

HQ 310th BG War Diary: No Entry

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Sunday, 18 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): The 81st and 83rd Bombardment Squadrons (Medium), 12th Bombardment Group (Medium), move from Deversoir and Ismailia respectively to Landing Ground 88, Egypt with B-25s.

HQ 310th BG War Diary: Intelligence Report:

NCH HDK NR HDK 4/18 SECRET NOT WT
PASS TO
TO: 2ND B WING A-2
FROM: 310TH B GP S-2

310BG00735D

REPORTING OFFICER: CAPTAIN GORDON C. LOCKE

PERIOD COVERED: 2000 17 OCTOBER 1942 TO 2000 18 OCTOBER 1942

1. TRAINING FLIGHTS.
 - A. LOCAL TRANSITION AND FORMATION
 1. 379TH AND 428TH.
 2. FIFTEEN (15).
 3. NONE.
 - B. BRIEFING
 1. COMMANDING OFFICERS AND SIGNAL OFFICER.
 - C. INTERROGATIONS: NONE.
 - D. SUMMARY FLIGHTS: NONE.
2. LECTURES: NONE.
3. GENERAL ACTIVITIES OF INTELLIGENCE SECTIONS.
 - A. PREPARATION OF GEN FOR BRIEFING OF COMBAT CREWS FOR CROSS COUNTRY TRAINING FLIGHTS SCHEDULED FOR TOMORROW.
 - B. LIASON WITH OPERATIONS ON SCHEDULING TRAINING LECTURES.
 - C. STUDY OF NOTES SUBMITTED BY PILOTS AND GUNNERS OF COMBAT CREWS ENGAGED IN TACTICAL MANEUVERS WITH SPITFIRES WHICH TOOK PLACE ON 17 OCTOBER 1942.
 - D. CENSORING OF UNIT MAIL.
4. STAFF MEETING OF GROUP AND SQUADRON S-2 OFFICERS.

Sunday, 18 October 1942 (continued)

A. GENERAL DISCUSSION AS TO CO-OPERATION BETWEEN ALL
UNITS OF THIS COMMAND.

=====2015
J.R.ROBINSON (VA+)
HDK R==2041=JHG VA+

HQ 310th BG War Diary: Interrogation Reports:

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

18 October 1942

SUBJECT: Training Flight Interrogation.
TO : Second Bombardment Wing, A-2 Section.

REPORT ON INTERROGATION OF CREWS
CROSS COUNTRY FLIGHT

SQUADRON: 379 th B.S.	TYPE OF A/C: B 25C
A/C NO : 13072	MISSION : X Country
TAKE-OFF : 10:00	LANDED : 11:50
CAPTAIN : Hamilton	

<u>ROUTE FOLLOWED:</u> (PTHD)	TIME	HEIGHT	DIRECTION
BASE TO:			
1. Kings Lynn (E 0° 24', N 52° 45')	10:16	1300'	233°
2. March	10:22	1300'	355°
3. Theddlethorpe Q. D. M.	10:45	1300'	232°
4. Lincoln	11:12	1300'	168°
5. Saffron Walden Q. D. M	11:35	1400'	80°
6. Watersham	12:05	1300'	32°
7. Base	12:20	-----	-----

VISIBILITY AND WEATHER:

1. At Kings Lynn - ceiling 1400', visibility 4 miles.
2. At Lincoln - haze and smoke, cloud deck at 2000', visibility poor, 2 miles.
3. At Cambridge - ceiling 2000', visibility 8 miles.

Sunday, 18 October 1942 (continued)

OBSERVATIONS:

1. For immediate action - negative report. "Merchant Ship" in canal at Kings Lynn (E 0° 25' N 52° 44') at 10:16, 1300' S.W.
2. A.A. - none.
3. Airdromes - "very numerous". Airport 1 mile left of compass course 10°, 1250', 10:43 hours. Over large airport compass course 240°, 1300', 11:04 hours, "a Spitfire looked us over". 2 miles left of course at 11:21 hours, 1400' observed new airport. No planes seen. Airport seen at 11:26 hours at 1500' compass course 190°. Observed 2 engine single tail bombers and 1 multicolored P-38 on ground
4. Balloons: none.
5. Landmarks: Factory with two large chimneys and railroad on either side with freight cars observed "between Lincoln and Cambridge" at 11:15 Hours, 1200', direction 170°. Freight yards observed 1 mile S.W. of Kings Lynn. Large lumber yard observed 9 miles beyond freight yard on same course. Large stone railroad tressel observed at 11:39 hours at 1500' 90° compass course.
6. A/C: 10:09, Plane (Pursuit) 1500' 2 miles left at 90° compass course. 10:07, 3 planes in formation 21000', 2 miles left of 90° compass course. 10:32, pursuit plane crossed course at 1200'. 10:59, 2 engine bomber seen at 1200', 1 mile left of course. 11:08, pursuit in distance at 500', 250°. 11:09, biplane at 1100', 250°. 11:36, biplane at 1000', 96°.

TECHNICAL OPERATIONS:

No statement.

Interrogating Officer:
R. A. NOCK,
1st Lt., Air Corps.

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

18 October 1942

SUBJECT: Training Flight Interrogation.
TO : Second Bombardment Wing, A-2 Section.

REPORT ON INTERROGATION OF CREWS
CROSS COUNTRY FLIGHT

SQUADRON: 379th B.S.
A/C NO : 13051

TYPE OF A/C: B 25C
MISSION : X Country

Sunday, 18 October 1942 (continued)

TAKE-OFF : 10:05
CAPTAIN : Bishop

LANDED : 13:30

<u>ROUTE FOLLOWED:</u> (PTHD)	TIME	HEIGHT	DIRECTION
<u>BASE TO:</u>			
1. Kings Lynn (E 0° 24', N 52° 45')	10:30	1000'	240°
2. 10 Mi W of Huntingdon (E 0° 12', N 51° 23')	10:45	1000'	345°
3. Doncaster (W 1° 10', N 53° 38')	11:14	1200'	180°
4. <u>LANDED:</u> Tollerton Airport (nr Nottingham)	11:25	-----	-----
5. <u>TAKE-OFF:</u>	12:50	-----	148°
6. Cambridge (E 0° 8', N 52° 12')	13:12	1000'	78°
7. Base	13:30	-----	-----

VISIBILITY AND WEATHER:

1. 10 miles from Huntingdon - visibility 10 miles, ceiling 1100' above which were broken clouds.
2. At Doncaster - visibility 2 ½ miles, ceiling 1000', broken clouds.
3. Cambridge - visibility 7 miles, ceiling 1200'.

OBSERVATIONS:

1. For immediate action - negative report.
2. A.A. None.
3. Airdromes: (Sighted roughly 25). Sighted airdrome off port side at 10:21 (no longitude or latitude). Sighted Marham airdrome from 1000' at 10:25, at which were Wellingtons and Mosquitos. Sighted airdrome (Blenheim) from 1000' at 10:40. Sighted airdrome (B-24's from 1000' at 10:42. Sighted airdrome from 1100' at 10:54. Circled unidentified airdrome (Stirlings) at 11:10. Sighted fighter airdrome from 1200' at 11:11. Landed at Tollerton Airdrome at 11:25. Sighted Harleston Airdrome from 1400' at 13:20. Sighted airdrome from 1300' at 13:22.
4. Balloons - none observed.
5. Landmarks - canal at Kings Lynn. Big ridge (Bluff) at Sibson W 0° 21', N 52° 38' at 10:58 from 900' while going in direction of 345°. Sighted 2 large and several small "oil" tanks and cricket green in center of Cambridge.

Miscellaneous - 2 tenders sighted in canal at Kings Lynn.

6. A/C:
 - a. Unidentified aircraft 10:18, 1200', starboard side.
 - b. 4 Miles Masters 10:20, 800', portside.
 - c. 3 Spitfires 10:33, 1500', 270°.
 - d. B-17E 10:45, 1200', 1500 yds 90° to port.
 - e. Stirling 10:50, 1300', 260° 1000 yds to port.
 - f. Hampden 10:58, 900', 180° 200 yds to starboard.
 - g. 3 Miles Masters 13:02, 1100' over Peterborough.
 - h. 2 Hurricanes 13:16, 500', 250° 800 yds to starboard.

Sunday, 18 October 1942 (continued)

TECHNICAL OPERATIONS:

Interphone system went out once. Jammed and grease on the antenna.

Interrogating Officer:
R. A. NOCK,
1st Lt., Air Corps.

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

18 October 1942

SUBJECT: Training Flight Interrogation.

TO : Second Bombardment Wing, A-2 Section.

REPORT ON INTERROGATION OF CREWS
CROSS COUNTRY FLIGHT

SQUADRON: 379th B.S.
A/C NO : 13054
TAKE-OFF : 10:10
CAPTAIN : Smith

TYPE OF A/C: B 25C
MISSION : X Country
LANDED : 11:50

<u>ROUTE FOLLOWED:</u> (PTHD)	TIME	HEIGHT	DIRECTION
BASE TO:			
1. Kings Lynn (E 0° 24', N 52° 45')	10:30	1000	233°
2. Huntingdon (W 0° 12', N 52° 20')	10:52	1000	355°
3. Lincoln (W 0° 32', N 53° 14')	11:11	1000	168°
4. Cambridge (E 0° 8', N 52° 12')	11:35	1000	80°
5. Base	11:50	-----	-----

VISIBILITY AND WEATHER:

1. At Kings Lynn - visibility 6-9 miles; ceiling 1500' above which were broken clouds.
2. At Lincoln - visibility 3-7 miles; ceiling 1500' - broken clouds.

OBSERVATIONS:

1. For immediate action - negative report.
2. A.A. None.
3. Airdromes: Sighted Beaufighter field at E 0° 32' - N 52° 50' at 10:29, 1000', direction 303°. Sighted Digby Airdrome (No PTH or D given by navigator) Stirlings observed. Sighted Warbois Airdrome no longitude or latitude given but observed at 1000', at 10:40 hours, direction 233°.

Sunday, 18 October 1942 (continued)

- 4. Balloons: None Observed.
- 5. Landmarks: Loop in river at Huntingdon, Cathedrals at Lincoln and Cambridge. Large brick kilns at Peterborough, white arrow on ground at 0° 14' W - 52° 22' N at 11:48, 1000'. Canal at Kings Lynn leading into wash. Radio Station (Digby) 53° 5' N, 0° 27' W at 11:07, 1000'.
- 6. A/C: B-24 at 10:43, 1500', 52° 20' N, 0° 0' E.S.W. Beaufighters at 10:47, 1000', 52° 10' N 0° 10' W NE. Blenheim at 11:05, 1500', 53° 0' N, 0° 20' W S. 2 Engine Bomber, single tail assembly at 11:14, 1300', 53° 10' N, 0° 30' W NE. Wellington at 11:16, 1300', 53° 0' N, 0° 20' W N. Miles Master at 11:24, 500', 52° 40' N, 0° 0' NW. Spitfire at 11:37, 50', 0° 10' E, 52° 13' W S.

TECHNICAL OPERATIONS:

Everything O.K. but air crowded, could get no Q.D.M.

Interrogating Officer:
F. E. GOECKEL,
2nd Lt., Air Corps.

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

18 October 1942

SUBJECT: Training Flight Interrogation.
TO : Second Bombardment Wing, A-2 Section.

REPORT ON INTERROGATION OF CREWS
CROSS COUNTRY FLIGHT

SQUADRON: 379 th B.S.	TYPE OF A/C: B 25C
A/C NO : 13101	MISSION : X Country
TAKE-OFF : 10:15	LANDED : 11:38
CAPTAIN : Allred	

<u>ROUTE FOLLOWED:</u> (PTHD)	TIME	HEIGHT	DIRECTION
<u>BASE TO:</u>			
1. Kings Lynn (E 0° 25', N 52° 44')	10:31	1200	240°
2. Huntingdon (W 0° 12', N 52° 19')	10:42	1000	335°
3. Lincoln (W 0° 30', N 53° 12')	10:50	1000	175°
4. Cambridge (E 0° 8', N 52° 12')	11:17	1000	78°
5. Base	11:38	-----	-----

Sunday, 18 October 1942 (continued)

VISIBILITY AND WEATHER:

1. Kings Lynn - 3 mile visibility; 2500' ceiling.
2. At Lincoln - scattered clouds, ceiling 1500' to 2000'; visibility 8 miles.
3. At Cambridge - scattered clouds, ceiling 1500', visibility 8 miles.

OBSERVATIONS:

1. For immediate action - none.
2. A.A.: None.
3. Airdromes: "Very numerous". B-17 base 40 miles south of Lincoln. 11:09 hours, 175°, 1000'.
4. Balloons: None, "visibility very poor".
5. Landmarks:
 - a. Railhead (very large) at March observed at 10:37, 1200', 245°.
 - b. Bombing Target Range 24 miles from Cambridge at 11:25 hours on route 78°, 1000'.
 - c. Large factory 10 miles N. of Cambridge at 1000', 175° at 11:15 hours.

MISCELLANEOUS OBSERVATIONS:

1. 4 trains headed N. 12 miles N.W. of Base at 10:19 hours traveling 35-40 m/hr altitude 1000', 303°. 6 or 7 cars in each train.
2. At 10:50 1 train with 10 cars observed 18 miles S. of Lincoln. Speed about 35 m/hr, altitude 1000, direction 330°.
6. A/C
 - a. Low wing monoplane (pursuit) at 10:26, 1200', 33 miles from base headed in same direction at a distance of 1000 yds; turned away to the S.E.
 - b. 2 more a/c unidentified astern at 2000 yds, 1200' at 10:29 hours 42 miles from base. At 10:40 Blenheim sighted off Port Quarter heading north 6 miles out from Huntingdon, passed over us at 100'.
 - c. Spitfire observed at 11:10 with markings "BM 238 OUC" 40 miles S. of Lincoln, Altitude 1000'.
 - d. 1 Whitley seen at 11:28 hours at 1200' 33 miles from Cambridge 78°, headed 180° opposite to our course.
 - e. 3 Spitfires seen at 10:25 hours 30 miles from base, astern at 1500'.

TECHNICAL OPERATIONS:

Air jammed. Hard to make contact.

Interrogating Officer:
1st Lt. R.A. Nock, AC

Sunday, 18 October 1942 (continued)

379th BS War Diary: No Entry

379th BS Mission Summary: Training Flights

P C P N B E R G F	A/C No. 41-13072 <i>crew not identified</i> <i>Hamilton, Robert M. "Ham", 2Lt</i>	A/C No. 41-13051 <i>crew not identified</i> <i>Bishop, James W., 2Lt</i>
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P C P N B E R G F	A/C No. 41-13054 "REBEL ROWSER" <i>crew not identified</i> <i>Smith, Charles W., 2Lt</i>	A/C No. 41-13101 <i>crew not identified</i> <i>Allred, Alfred N., 2Lt</i>
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380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Monday, 19 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): The air offensive preliminary to the British Eighth Army ground attack W of El Alamein, Egypt begins as B-25s hit a landing ground and B-24s score a direct hit on vessel at Tobruk, Libya.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDH 18/19 SECRET IMPORT T NOTWT
PASS TO U.S. OPS
TO 2 ND BOMB WING A-2 SECTION
FROM 310 TH BOMB GROUP (M) S-2 SECTION
310BGO0750 19/10 ONE ENEMY AIRCRAFT PRESUMABLY IDENTIFIED AS A
J.U.88 ATTACKED THIS STATION AT 1131. WAS SIGHTED CIRCLING THE
AIRDROME TO THE SOUTH. AIRCRAFT CLEARED TREES AT WEST
PERIMETER OF FIELD AT APPROXIMATELY 100 FEET DROPPED TO 40 FEET
AND RELEASED FIRST BOMB WHICH HIT CORNER OF WEST TAXI STRIP.
CONTINUED TO DROP STILL LOWER AND RELEASED SECOND AND THIRD
BOMBS AT APPROXIMATELY 30 FEET WHICH HIT BETWEEN HARD-STAND
AND N.S. RUNWAY. ONE OF WHICH DID NOT EXPLODE. ENEMY A/C WAS
FIRED ON AFTER RELEASING THIRD BOMB BY THE SOUTH GUN-POST.
FORTY THREE ROUNDS WERE FIRED AND HITS WERE CLAIMED ON THE
ENEMY A/C. OPENING FIRE CAUSED ENEMY A/C TO CHANGE COURSE TO
APPROXIMATELY DUE EAST RELEASEED TWO MORE MOBS BETWEEN EAST
HANGER AND CREW ROOMS. A/C MACHING-GUNNED AT THE SAME TIME
OF RELEASING BOMBS AT BOTH POOINTS. PROJECTILE FIRED FROM
ENEMY GUNS WERE OF SOFT METAL, HOLLOW POINT TYPE. RESULTS OF
BOMBING CONSISTS OF COMPLETE DESTRUCTION OF TWO SMALL
BUILDINGS, DAMAGE TO ONE HANGER AND TWO OTHER SMALL
BUILDINGS. MACHINE GUN HOLES TRACKED THROUGH SEVERAL OTHER
BUILDINGS. ONE OF OUR AIRCRAFT DAMAGED BY MACHINE GUN FIRE.
ONE CIVILIAN LABOURER RECEIVED MINOR INJURY IN LEG DUE TO STRAY
FRAGMENTATION. NO INJURIES OR CASUALTIES TO ANY MILITARY
PERSONNEL. NO UNUSUAL MARKING ON ENEMY A/C COLOR BEING A
VERY DARK GREEN, ALMOST A BLACK WITH THE USUAL MARKING ON
FUSELAGE -- CAPT. G.C. LOCK===2050
C INSERT IN PASSING INSTS. FOR ATTENTION OF CAPT FEARING
HOLD+
RPA K + R 2211. JS B.

Monday, 19 October 1942

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: No Entry

Tuesday, 20 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): Air action is intensified with the aim of attaining strong air superiority preceding General Bernard L Montgomery's El Alamein, Egypt offensive;

in Libya, B-17s and B-24s sent to attack shipping at Tobruk fail to locate the target due to bad weather and poor visibility; 3 of the B-17s bomb a coastal road near Bardia during the return trip; B-25s, in conjunction with the Royal Air Force (RAF), attack landing grounds.

HQ 310th BG War Diary: Intelligence Report:

NCHX HDK NR HDK NR 7/20 IMPORTANT SECRET NOT WT
XPASS TO

TO: 2 ND B. WING A-2

FROM: 310 TH B. GP. S-2

REPORTING OFFICER: CAPTAIN GORDON C. LOCKE X.

PERIOD COVERED: 2000 HOURS 19/10/42 TO 2000 HOURS 20/10/42 X.

1. TRAINING FLIGHTS.

A. TWO (2) CROSS-COUNTRY AND ONE (1) LOCAL FLIGHT

1. 379TH AND 428TH

2. FIVE (5)

3. TWO (2)

B. BRIEFING.

1. COMMANDING OFFICER "MET" OFFICER, SIGNALS OFFICER

AND INTELLIGENCE OFFICERS.

C. INTERROGATIONS.

1. 1ST LT. R.A. NOCK

D. SUMMARY OF FLIGHTS.

ONE (1) CROSS-COUNTRY RETURNED TO BASE WITHOUT COMPLETING FLIGHT BECAUSE OF BAD WEATHER. ONE (1) CROSS-COUNTRY GROUNDED AT HINTON ON THE HEDGES BECAUSE OF BAD WEATHER.

2. LECTURES: NONE

3. GENERAL ACTIVITIES OF INTELLIGENCE SECTION. BRIEFED CREWS. CENSORED MAIL AND INTERROGATED CREW. CAPTAIN SAGENDORPH OF THE 428TH VISITED AIR MINISTRY OBSERVER CORPS STATIONS.

Tuesday, 20 October 1942 (continued)

5. Weather? Ceiling 400-500 feet to Hitchin improved with visibility from 5 to 8 miles until reached Nottingham, very poor over Nottingham. Visibility about 2 miles with ceiling around 200 ft at turning point south of Rugby. Visibility poor at Wittering. Raining in spots. Visibility at base about two miles.

6. Observations:

Trains: 1 train going north observed at 10:35 from 1000 ft. Position N 52° 20', E 0° 40'. 1 train going West observed at 10:39 from 1000 ft. position N° 52 10', E 0° 20'.

Balloons: I Nomad seen about six miles North of Kettering at 12:00, heading 67°, 400 ft.

Landmarks: One (1) Brick factory at 10:35 hours observed at 1000 ft direction 240°, position N 52° 5', E 0° 20'. Train yard at Nottingham at SE corner, 11:21 at 300 ft as "we turned South". River (winding) also observed at Nottingham. Radio Tower seen at N 52° 38', W 0° 30' coming into Wittering. White circle seen at 11:15 N 53° 05', E 0° 30'.

Airdrome: Seen at Crowland "some" planes, unidentified as to number and type; seen at 200 ft at 1:20.

Aircraft:

1. Three (3) Spitfires seen just North of Kettering at 12:00 at 400 ft.
2. One (1) Lancaster seen at 10:44 near Hitchin flying 1000 ft going South.
3. Observed in vicinity of St. Neots: Two (2) Lancasters "flying in circles" apparently getting ready to land. One (1) Spitfire going South. Two (2) Beaufighters, three (3) planes in formation, unidentified but headed West. Time observed 10:47 flying at 600 ft. Near Bigby, three (3) planes in formation (P-51's ?) going South at 1000 ft, time 11:13. Two (2) minutes West of Cambridge, several Primary Trainers - Tiger Moths seven (7) seen at 900 ft, 10:30 hrs. Stirling and A-20 seen at 11:00 hrs at 800 ft. A-20 was going 270°, Stirling heading S.E. Wellington seen at Longborough at 1000 ft flying in circles at 11:25. Wellington seen over Rugby at 11:43 at 300 ft going N.W.

7. Technical operations of A/C:

Plane developed a Hydraulic leak.

8. W/T: One (1) Q.D.M. obtain to Kings Lynn 072°. Could not get other Q.D.M.'s No "jamming". Wonder if enemy planes were in the vicinity.

Interrogating Officer:
RUPERT A. NOCK,
1st Lt., Air Corps.

Tuesday, 20 October 1942 (continued)

379th BS War Diary: No Entry

379th BS Mission Summary: Training Flights

**A/C No. 41-13054 “REBEL
ROWSER”** *crew not identified*

P *Smith, Charles W., 2Lt*

CP

N

B

E

R

G

F

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: Day spent in cleaning rifles. Teeth checked and shots were given. Impregnated clothing issued. Awakened at 0215 hours for shortage check-up. “B” bags ordered packed and ready for shipment by 0700 hours tomorrow.

Wednesday, 21 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s dispatched against shipping at Bengasi, Libya fail to locate target because of bad weather; during the return flight, several B-24s bomb tent areas along the coast and also hit landing grounds; B-25s, cooperating with the RAF, bomb landing ground and tent area.

HQ 310th BG War Diary: Intelligence Report:

INTELLIGENCE SECTION DAILY REPORT

(This report will be sent by Teleprinter to the Intelligence Duty Room, Headquarters 2nd Bomb Wing, by 1300 Hours DAILY. In transmittal reference need only be made to paragraph numbers)

GROUP 310 STATION *Hardwick* FROM *Capt Locke* OFFICER REPORTING PERIOD COVERED FROM 2000 HOURS 20.10 (Date) TO 2000 HOURS 21.10 (Date)

1. TRAINING FLIGHTS:

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------|
| A. TYPE OF MISSIONS | SQUADRONS PARTICIPATING | NO. A/C |
| NO. FLIGHTS | | |
| B. BRIEFING: INTELLIGENCE OFFICER PARTICIPATING | | |
| C. INTERROGATION: INTELLIGENCE OFFICER PARTICIPATING | | |
| D. SUMMARY OF FLIGHT (ADHERANCE TO SCHEDULE, TIME, ROUTE, FLIGHTS IN COMPLETE RESULTS OF BOMBING, GUNNERY AND GENERAL COMMENTS) | | |

2. LECTURES: A. SUBJECT *Target Identification, Wearing of Flying Clothes, P/W, Radio Communications.*

B. INSTRUCTOR: *Capt Thompson, Major Arnold, Lt. Meehan (Intel Off) Lt Hugh.*

C. ATTENDANCE: *All Combat Crews & S2 Officers - 85 total*

D. DETAILS: *Training fliers & slides as means of identifying British & U.S. tanks. Discussion proper conduct in event of capture & Importance of complete secrecy during enemy interrogation. Use of oxygen at high altitudes, new German "S" gas - air sickness.*

Wednesday, 21 October 1942 (continued)

3. GENERAL ACTIVITIES OF THE INTELLIGENCE SECTION:

Routine Activities.

4. OTHER ACTIVITIES OF THE GROUP / SQUADRON:

Routine Activities.

HQ 310th BG War Diary: Interrogation Report:

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

21 October 1942

SUBJECT: Training Flight Interrogation.

TO : Second Bombardment Wing, A-2 Section.

SQUADRON: 379th B.S.

LANDED: 1000 hours, 21/10/42

CAPTAIN: Bishop

LETTER: 3051

A/C TYPE: B-25C

TAKE-OFF: 10:15 hours, 20/10/42.

Ammunition or Bombs: 250 rds.

Flares and Very Pistols Carried? Yes. Used? None.

1. Immediate news to be phoned? No

2. ROUTE:

From Base	250°	10:15 hours	
To Royston	72°	10:45 hours	600 ft
To Duxford	14°	10:48 hours	700 ft
To Boston	342°	11:03 hours	900 ft
To Horncastle	258°	11:10 hours	1000 ft
To Nottingham	199°	11:36 hours	500-3000 ft
To Banbury	67°	12:00 hours	500 ft

Landed Hinton in Hedges at 12:15.

Left Hinton in Hedges at 15:10, 85° fro home Base.

Landed Thurleigh 15:25. Remained over night.

Weather 0-0 - "Red".

Left Thurleigh 09:32, 85° to 900 ft.

Land Base OK at 10:00

(Prescribed course was: Base to Hitchin to Horncastle to Nottingham to Banbury to Kings Lynn to Base).

Wednesday, 21 October 1942 (continued)

3. Results of practice bombing? None.
4. Results of Gunnery practice? None.
5. WEATHER? From Base to first turning point at Royston weather closed in with ceiling at 650 ft. Visibility was about 1500 yards and getting worse. Weather at Nottingham very poor, visibility ditto. At Banbury 0-0 and raining hard, (No flying at Banbury). Weather 0-0 at Thurleigh, weather "red".
6. OBSERVATIONS: Balloons; None. AA Guns: None. Airdromes not appearing on maps; None.

Special Observations.

LANDMARKS:

1. On first leg to Hitchin woods seen to North at Thetford at 10:23 hours altitude 1000 ft.
2. Canal from St. Ives to Downham Market, 800 ft at 10:53 hours, 72°.
3. "Wash" South of Boston, 11:00 hours at 800 ft, still 72°
4. Boston easy to identify by railroads and estuary from Wash. No ships sighted. Several big smoke stacks seen in city. Church spire was prominent and railroad pattern very noticeable. 11:03 hours, 900 ft, 342°.
5. Crossed three railroads N 53° 10' - W 0° 15', N 53° - 8', W 0°-23', N 53°-6', W 0°-33', out of Horncastle 1000 ft at 11:12.
6. Nottingham large and reached on estimated time.
7. Longborough checked by two (2) different railroads forming a cross.
Flying too low after passing Leicester and too busy with poor weather to observe further details.
8. At 09:58 hours 21/10/42, identified Railroad from Norwich to Stowmarket, 700 ft, 85°

Military Movements:

1. Vehicles, one (1) small tank and accompanying vehicle (unidentified) at edge of woods near Thetford, 10:23 hours, 1000 ft, 72°.
2. M.T. dispersal area seen between Longborough and Leicester, 500 ft, 11:42 hours parked near bushes in form of a rosette.

7. Technical operations of A/C: Everything OK.

8. Use of W/T and R/T? Q.D.M.'s very poor. Interphone didn't work one (1) way. Pilots could not call others.

A/C:

Three (3) B-25C's from home base flying in formation at 10:12, at 1000 ft flying East
One (1) Wellington just out of Nottingham at 2000 ft at 11:34.

Wednesday, 21 October 1942 (continued)

REMARKS:

Only three (3) members of crew reported for interrogation. Two (2) radio men and crew chief failed to make an appearance.

Interrogating Officer:
RUPERT A. NOCK,
1st Lt., Air Corps.

379th BS War Diary: No Entry

379th BS Mission Summary: Training Flights

A/C No. 41-13051 *crew not identified*

P *Bishop, James W., 2Lt*
CP
N
B
E
R
G
F

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: Still receiving more clothing and more shots. Morale is still up there.

Thursday, 22 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): Advance US Air HQ, previously attached to the RAF Advanced Air HQ, Western Desert, to gain field experience, becomes HQ of Desert Air Task Force (DATF), located at Burg el Arab, Egypt, with Lieutenant General Lewis H Brereton as Commanding General and Major General Elmer E Adler attached with advance HQ of Air Service Command; the Chief of Staff of the DATF is Brigadier General Aubrey C Strickland. B-25s bomb dispersed aircraft. In Egypt, P-40s escort bombers, attack tent areas and motor transport along the coastal road near El Hammam, fly reconnaissance and fighter sweeps W of El Daba, and bomb artillery positions; P-40s claim 2 fighters destroyed. B-17s sent to hit Candia, Crete abort because of weather.

HQ 310th BG War Diary: Intelligence Report:

INTELLIGENCE SECTION DAILY REPORT

(This report will be sent by Teleprinter to the Intelligence Duty Room, Headquarters 2nd Bomb Wing, by 1300 Hours DAILY.
In transmittal reference need only be made to paragraph numbers)

GROUP 310 STATION *Hardwick* FROM *Capt Locke* OFFICER REPORTING
PERIOD COVERED FROM 2000 HOURS (Date) TO 2000 HOURS (Date)

1. TRAINING FLIGHTS:

A. TYPE OF MISSIONS *Cross Country* SQUADRONS PARTICIPATING 428
NO. A/C 3 NO. FLIGHTS 1

B. BRIEFING: INTELLIGENCE OFFICER PARTICIPATING *Capt Sagendorph*

C. INTERROGATION: INTELLIGENCE OFFICER PARTICIPATING
Capt Sagendorph, Lt Wilson

OTHER OFFICERS PARTICIPATING: *2nd Lt. Basich, Lt Milius, pilot.*

D. SUMMARY OF FLIGHT (ADHERANCE TO SCHEDULE, TIME, ROUTE,
FLIGHTS IN COMPLETE RESULTS OF BOMBING,
GUNNERY AND GENERAL COMMENTS)

According to schedule.

Thursday, 22 October 1942 (continued)

2. LECTURES: A. SUBJECT *1st Aid, Tank Identification, Flying Control, Briefing & Interrogation, & P-W*
- C. INSTRUCTOR: *Major McConnel, Capt Thompson, F/L Burges, Lt Kaocke, Lt Knight, Lt. Meehan..*
- C. ATTENDANCE: *50 Officers & E.M.*
- D. DETAILS:
3. GENERAL ACTIVITIES OF THE INTELLIGENCE SECTION: *Attended group lectures, censored mail & gave lecture on Briefing & Interrogation to Group Combat Crews.*
4. OTHER ACTIVITIES OF THE GROUP / SQUADRON: *Visit of two representatives of security section Air Ministry, and special report on recent bombing raid. Contact with Royal Observer Corps regarding report of a/c lost over North Sea, 428 Sq, Plane returned 1315 hrs, 23/10.*
-

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: Men drilled on manual of arms. Lecture given on various types of ammunition boxes and different types of bombs. Pvts. Vito Angelini and Harry Albert dropped to the Replacement Pool for dental care. Sgt. Max Hrycenko and Pvt. George Keeley replacing them. Sgt. McIver discharged from hospital. Dry run at 0730 hours with all equipment.

*Albert, Harry, Pvt
Hrycenko, Max (NMI), Sgt
McIver, Paul H., Pvt*

*Angelini, Vito J., Pvt
Keeley, George (NMI), Pvt*

Friday, 23 October 1942 (continued)

4. Results of Gunnery practice? None.
5. WEATHER? Ceiling varied from 1200' to 1900' going down. Clouds 4/10 to 7/10, visibility 13 to 18 miles. Return: Ceilings 1000' to 1500'. Mildenhall to Base Ceiling estimated 2200'. Clouds 10/10, occasional breaks. Winds vary from 15 to 25 M.P.H. Visibility about 6 miles, 8 to 12 miles Mildenhall to Base.
6. OBSERVATIONS: Numerous Airdromes along entire route.
Balloons: Balloon barrage at South Hampton, visible from 1200 hours to 1220 hours. Going down, height 1500', balloons at cloud base. Return: Visible for first 10 minutes of flight. Height, 1000' to 1200'.
Airdromes not appearing on maps. Numerous.
Observations: What appeared to be a dummy Airdrome, 1140 hours, 1500' half way between Oxford and Burn - in vicinity of Lambourne. Possibly Gliders.
7. Technical operations of A/C: Satisfactory. No Failures.
8. Use of W/T and R/T? Used R/T for calling in at Hurn, Mildenhall, and Base. W/T, used Abington Q.D.M. Used Base for Q.D.M. twice. While at Hurn Flew formation with Lightnings, compared performance characteristics.

No enemy Aircraft sighted.

Interrogating Officer:
Samuel A. Wilson,
1st Lt., Air Corps.

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

23 October 1942

SUBJECT: Training Flight Interrogation.
TO : Second Bombardment Wing, A-2 Section.

SQUADRON: 428th B.S.
CAPTAIN: Canham
A/C TYPE: B-25C
TAKE-OFF: 10:30 hours 23/10/42

LETTER: 113094
LANDED: 13:15 hours 23/10/42.

Friday, 23 October 1942 (continued)

Ammunition or Bombs: 800 rds .50 cal no bombs.

Flares and Very Pistols Carried? 6 Yellow. Used? None.

1. Immediate news to be phoned? No
2. ROUTE:
Return - Hurn to Oxford - 1126 Alt. 1200' to heading 38°.
 - a. How identified turning point? Pattern of railroad entering town.
3. Results of practice bombing? None.
4. Results of Gunnery practice? None. Accidental meeting with some U.S. P-38's over Ibsley, and practice defense against interception.
5. WEATHER? Thick overcast 100' 6000'. Drizzle.
6. OBSERVATIONS: Three (3) gliders being towed in formation South of Durrington, 2000'
 - a. Balloons: Barrage at Southampton, 700'.
 - b. A.A. Guns. None.
 - c. Airdromes not appearing on maps: Many - too many to log.
 - d. Special observations: Oxford University Buildings South of center of city.
7. Technical operations of A/C: None.
8. Use of W/T and R/T? W/T requests for QDM unsuccessful at Abington (twice). R/T request for landing instructions at unidentified airdrome unsuccessful.

Remarks:

At 1140 hours, on return trip, pilot heard Flight Leader, Lt Milius, order a turn while in thick overcast. He understood Flight Leader to say "Spiral through overcast and circle at tip". Leader actually said "Make 180° turn and go back out of the overcast". Pilot spiraled out of overcast to 7000', circled for twenty (20) minutes, during which time he did not see or hear any plane in his formation. He then picked up heading to base, attempted to get QDM from Abington but could not make contact.

Above overcast, pilot continued asking Abington and Hardwick for QDM while circling. Receiving no answer, he came down through overcast, coming out at about 100' altitude somewhere over the North Sea. Pilot then climbed through overcast again, to 6000', flew straight and level for eight (8) minutes, let down through overcast for the second time and again saw the sea 100' below. Pilot let down wheels and headed for shore at that altitude. Royal Observer Corps report says aircraft was first seen twenty (20) miles off shore. Landfall a few miles north of Great Yarmouth, and a fighter base

Friday, 23 October 1942 (continued)

was seen beneath. Another attempt was made to contact watch tower by radio but was unsuccessful on 6440. After circling field several times, radio operator, Sergeant John E. Rebello, obtained QDM from Hardwick and another a few miles further on 192° and 310° respectively, also QBB (Base of cloud) 150-300. On this bearing, aircraft returned to Hardwick and landed at 1350 hours.

Interrogating Officer:
KENT H. SAGENDORPH,
Captain, Air Corps,
S-2 Officer

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

23 October 1942

SUBJECT: Training Flight Interrogation.
TO : Second Bombardment Wing, A-2 Section.

SQUADRON: 428th B.S. LANDED: 13:20 Mildenhall, 15:35, Hardwick.
CAPTAIN: Thompson LETTER: 113066
A/C TYPE: B-25C
TAKE-OFF: 11:10 (Ibsley) 15:20 (Mildenhall).
Ammunition or Bombs: 2000 rounds .50 calibre (armor piercing - tracer).
Flares and Very Pistols Carried? 8 flares - 1 pistol. Used? None.

1. Immediate news to be phoned? No
2. ROUTE:
Followed formation - hence didn't observe.
3. Results of practice bombing? None.
4. Results of Gunnery practice? None.
5. WEATHER? Intermittent showers near Reading (10 miles West) and ceiling 1500 - 2000, 38° mag. Heading from Ibsley and 62° from Oxford to Honington then 0-0 to 180° turn to Mildenhall, In 0-0 for 15 minutes.

Friday, 23 October 1942 (continued)

6. OBSERVATIONS: See 2 (above).
Balloons: 5 miles East of course of 38° from Ibsley in the vicinity of Reading and East of same course about 5 miles East of course at Southampton. No place, time or heading (special) observations, see 2 (above)
AA Guns: None. Airdromes not appearing on map. None.
SPECIAL OBSERVATIONS: (Landmarks, Military Installations, Etc.) None
7. Technical operations of A/C: Satisfactory. OK.
8. Use of W/T and R/T? R/T at Mildenhall about 13:00 hours at 1000 feet.

No enemy Aircraft sighted.

Interrogating Officer:
GEORGE F. BASICH,
2nd Lt., Air Corps.

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: The heights of hilarism was reached today when Sgt. Bartholomeo T. Ficeto cut the hair of seven men to spell “victory”. Sgt. Mischnick (V), Sgt. Worwa (I), Pvt. Scott (C), Pvt. Ward (T), Pvt Gilbert (O), Cpl. Seitz (R), Sgt Bunke (Y) made up the team.

Bunke, Edgar G., Sgt
Gilbert, Otis L., Cpl
Scott, James C., Pvt
Ward, Joseph D., Cpl

Ficeto, Bartholomeo T., Sgt, radio-gunner
Mischnick, William C., Sgt
Seitz, Edward (NMI), Cpl
Worwa, Joseph L., Sgt

428th BS Mission Summary: Training Flights

A/C No. 41-13080 *crew not identified*

A/C No. 41-13094 “SEA SWEEP”
crew not identified

P *Milius, Morris O., 2Lt*
CP
N
B
E
R
G
F

Canham, Arthur E., 1Lt

Friday, 23 October 1942 (continued)

P A/C No. 41-13066 *crew not identified*
CP *Thompson, Charles A. "Twitch", 2Lt*
N
B
E
R
G
F

Saturday, 24 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF):

In Egypt, B-25s support the British Eighth Army Offensive W of El Alamein between the Mediterranean Sea and the Qattara Depression as 30 Corps, with 4 divisions in assault, secures 2 corridors through enemy minefields on the British N flank, while 13 Corps on the S flank breaks through minefields N of Himeimat and establishes a small bridgehead; the B-25s hit troop concentrations, tent areas, gun emplacements, and vehicles; P-40s, working with the RAF and South African Air Force (SAAF), escort medium and light bombers and hit motor transports and tanks.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK5/24 SECRET NOT WT
PASS TO US INTELLIGENCE HSF
TO 2 ND BOMB WING A-2 SECTION
FROM 310 TH BOMB GP S-2 SECTION
NIL 24/10

REPORTING OFFICER: CAPTAIN GORDON C. LOCKE

PERIOD COVERED: 0800 HOURS 24 OCTOBER 1942 TO 2000 HOURS 24 OCTOBER 1942

1. TRAINING FLIGHTS:

A. ONE (1) CROSS COUNTRY (2B MISSION) AND ASSIMILATED LOW LEVEL BOMBING.

1. 428 TH AND 379 TH.
2. SEVEN (7)
3. ONE (1)

B. BRIEFING

1. CAPTAIN SAGENDORPH, LT WILSON, MAJOR BOWER AND LT COLE

C. CAPTAIN SAGENDORPH AND LT WILSON

D. 2B ROUTE - BASE - HITCHIN - HORNCastle - NOTTINGHAM - BANBURY - KINGS LYNN - BASE

2. LECTURES

A. "FLAK"

B. CAPTAIN SAGENDORPH

C. SIXTY-FIVE (65) PILOTS AND CREW MEMBERS.

D. ORGANIZATION, TYPE AND LOCATION OF GERMAN A.A. WAS PRESENTED TO COMBAT CREWS.

Saturday, 24 October 1942 (continued)

3. PREPARATION AND DELIVER OF LECTURE ON "FLAK". PREPARATION AND DELIVERY OF BRIEFING AND INTERROGATION OF CREWS. CENSORED MAIL AND ACCOMPANIED LOW LEVEL "BOMBING MISSION".

4. NONE.

= 2005

NCH R2208 WG VA++

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: Squadron had pictures taken of their famed "victory" team. The whole squadron formed a V with the word "victory" in the center.

Sunday, 25 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): The Battle of El Alamein continues as General Bernard L Montgomery decides to make the main effort on the N flank of 30 Corps; the Australian 9 Division drives N toward the coastal road to Rahman; B-25s disperse motor transport and other targets in support of ground forces; P-40s on escort attack vehicles and other targets; fighters claim several airplanes destroyed in combat; and B-24s sent to bomb the harbor at Bengasi, Libya and a convoy at sea fail to reach targets as bad weather prevails.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR GXHDK 8/25 NOT WT

HSF = PASS US INT

TO: 2ND BOMB WING A-2 SECTION

FROM: 310TH BOMB GROUP S-2 SECTION

25/10. REPORTING OFFICER: CAPTAIN GORDON C. LOCKE.

PERIOD COVERED: 0800 HOURS 25 OCTOBER TO 2000 HOURS 25 OCTOBER 1942.

1. TRAINING FLIGHTS: (A) ASSIMILATED LOW LEVEL BOMBING.

1. 379TH. 2. FOUR (4) 3. ONE (1)

(B) BRIEFING 1. NONE.

(C) INTERROGATIONS. 1. NONE.

(D) SUMMARY OF FLIGHTS. 1. THE "ATTACK"

FAILED TO DEVELOP. FLIGHT CONTROL OXXX TOWER WENT "OUT" AND PROPER COMMUNICAION COULD NOT BE HELD. PLAINS CONTINUED TO FLY IN FORMATION - LOCAL FLIGHTS.

2. LECTURES. (A) "SECURITY" (B) CAPT GRIDLEY.

(C) SEVENTEEN (17) OFFICERS AND THIRTY-SEVEN (37)

ENLISTED MEN NEWLY ARRIVED AT THIS STATION. (D) OFFICERS AND

MEN IN TWO (2) SEPARATE GROUPS WERE GIVEN A TALK ON SECURITY AND WERE READ THE LETTER FROM GENERAL EISENHOWER, RELATING TO AXIS PROPAGANDA, AND ANGLO-AMERICAN RELATIONS.

3. DISCUSSION OF YESTERDAY'S ASSIMILATED LOW LEVEL BOMBING ATTACKS BY PILOTS WITH SQUADRON COMMANDING OFFICER, MAJOR HOOVER. PREPARATION OF SERIES OF LECTURES TO BE GIVEN TO ENLISTED INTELLIGENCE PERSONNEL BY M/SGT. SYDNEY FREELOVE, ON MAPS AND CHARTS. CENSORING MAIL.

4. NONE ===== 1910+

HOLD+

XXX

HSFA.E.C. VA+

HSF R 2050. JS VA+

Sunday, 25 October 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: The only squadron that took roll call this morning. Boys finally given permission to go to a show.

Monday, 26 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): The momentum of the British drive decreases in the El Alamein, Egypt battle; 30 Corps takes Kidney Ridge, and General Bernard L Montgomery decides to regroup for a break-out assault; Allied aircraft continue strong support to ground forces and disperse enemy concentrations preparing for an attack; B-25s hit transport, troop concentrations, and tanks; P-40s fly sweeps over the El Daba area, Egypt and attack motor transport and other targets; enemy air action increases and considerable aerial combat ensues; US fighters claim 4 airplanes shot down. 30+ B-17s and B-24s attack shipping off the coast of Libya.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HBK 7/26 NOT WT
PASS TO US INT HSF
TO 2ND BOMB WING A-2 SECTION
FROM 310TH BOM GRP S-2 SECTION
REPORTING OFFICER CAPTAIN GORDON C. LOCKE.
PERIOD COVERED: 0800 HOURS 26 OCTOBER TO 2000 HOURS 25 OCTOBER
1942

1. TRAINING FLIGHT.

=====

- A. NONE
- B. NONE
- C. NONE
- D. NONE

2. LECTURES

=====

- A. FLIGHT PRECAUTIONS, FLYING CONTROL, PRISONERS OF WAR, FIRST AID, AND MAPS AND CHARTS.
- B. LIEUT. O'BRIEN, F/L BUMPAS, LEUT. MEEHAN, LIEUT KINKER, AND M/SGT FREELOVE.
- C. SIXTY (60) OFFICERS AND MEN.
- D. NONE.

3. ORGANIZED OFFICER GUARD UNDER THE SUPERVISION OF CAPTAIN LOCKE FOR THE PURPOSE OF SECURITY MEASURES. CENSORED MAIL.

4. NONE.

=====2005

GPJ YA+

R 2058. JS VA++

Monday, 26 October 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: It rained so we all had it relatively easy. Some poker playing going on.

Tuesday, 27 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-25s, with fighter escorts, bomb Matruh, Egypt and attack motor transports, tanks, and other ground targets; enemy reinforcements brought up from the S, counterattack Kidney Ridge and are repulsed; the British Eighth Army continues regrouping for an assault.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK9/17 NOTWT

PASS TO U.S. INT

TO 2 ND BOMB WING A-2 SECTION

FROM 310 TH BOMB GROUP S-2 SECTION

REPORTING OFFICER: CAPTAIN GORDON C. LOCKE.

PERIOD COVERED: 0800 HOURS TO 2000 HOURS 27 OCTOBER 1942

1. TRAINING FLIGHTS.

A. PRACTICE BOMBING TO TARGET AREA THREE (3) MILES 125 DEGREES S.E. OF WOODRIDGE. ALSO SIMULATED LOCAL LOW LEVEL BOMBING, AND PROOF FIRING AT HONINGTON.

1. ONE (1)
2. SIX (6)
3. FOUR (4)

B. BRIEFING

1. LIETU'S NOCK AND KNIGHT.

C. INTERROGATIONS

1. LIEUT'S NOCK, KNIGHT, AND GOECKEL.

D. SUMMARY OF FLIGHTS

HAD NO DIFFICULTY IN LOCATING TARGET ON PRACTISING BOMBING.

2. LECTURES

A. CAMOUFLAGE, MILITARY SANITATION, BRITISH PROCEDURE, PHYSICAL CONDITION, AND MAPS AND CHARTS.

B. LIET RICHARDSON, CAPTAIN A.D. PUPPEL, F/L BUMPUS, AND M/SGT. FREELOVE.

C. ALL PERSONNEL PRESENT OF THE 380TH SQUADRON.

D. NONE.

3. USUAL CENSORING OF MAIL, BRIEFING FOR SCHEDULED FLIGHTS.

4. NONE

== 2045 +

RPA B+

NCH R...2308 THW K

Tuesday, 27 October 1942 (continued)

HQ 310th BG War Diary: Interrogation Reports:

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

27 October 1942

SUBJECT: Training Flight Interrogation.

TO : Second Bombardment Wing, A-2 Section.

SQUADRON: 379th B.S.

LETTER: 3054

CAPTAIN: Smith

LANDED: 1150 hours

A/C TYPE: B-25C

TAKE-OFF: 1030 hours

Ammunition or Bombs: 10 - 100 pound practice bombs, 465 rounds .50 calibre instantaneous fuse.

Flares and Very Pistols Carried? Yes Used? No

1. Immediate news to be phoned? No

2. ROUTE:

Base to target 180° compass course at 1000'.

a. How identified turning points? None. Enroute or return.

3. Results of practice bombing? Dropped 10. Jettisoned None. Brought back None. Results of bombing: 1st, 50' short of target. 2nd, 50' over target. Three (3) bracketed target. Five (5) direct hits. Bombardier reported that bombs did not "skip". Flying "on the deck" while bombing. TARGET: Saw arrow north of spotting tower, but no white panels. Received no visual or radio signals at target.

4. Results of Gunnery practice? No gunnery practice.

5. Weather? Scattered clouds, visibility unlimited..

6. Observations?

a. Balloons: Saw balloon barrage just south of target all during the time of bombing the target.

b. A.A. Guns: None.

c. Airdromes not appearing on maps: New airdrome with one runway five (5) miles NE of target, observed during bombing. Good landmark to target.

Tuesday, 27 October 1942 (continued)

d. Special observations: Landmarks: Five (5) or six (6) radio towers SE of target area on coast. Woods directly east of Woodridge. River Alde parallel to coast and turning inland proved to be a good guide.

Military movements and Installations: Bren Carriers fifty (50') feet from woods just east of the highway in the vicinity of the bombing area seen during time of practice, 1045 hours to 1130 hours. Men on rifle range three (3) miles NE of target at 1100 hours. Smoke and personnel a few hundred yards NE of target during practice time. Many small boats in River Deben running SE of target. Could see barbed wire on shores and many "painted barrels" close to the shores. Observed many stakes in the nearby fields. A/C: Two (2) Spitfires over target shortly after 1100 hours. One (1) B-26 as we left target at 1130 hours flying at 1000'.

7. Technical operations of A/C: Satisfactory.

8. Use of W/T and R/T? Could not contact radio at Marksham Heath.

Interrogating Officer:
RUPERT A. NOCK,
1st Lt., Air Corps.

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

27 October 1942

SUBJECT: Training Flight Interrogation.

TO : Second Bombardment Wing, A-2 Section.

SQUADRON: 379th B.S.

LETTER: 3067

CAPTAIN: Bishop

LANDED: 1200 hours

A/C TYPE: B-25C

TAKE-OFF: 1110 hours

Ammunition or Bombs: 8-100 pound Practice Bombs, 400 rounds 50 calibre.

Flares and Very Pistols Carried? Yes Used? No

1. Immediate news to be phoned? No.

2. ROUTE:

Base to Target 180° compass course at 1200', 180 miles per hour.

How identified turning points? None enroute or return.

Tuesday, 27 October 1942 (continued)

3. Results of practice bombing? Dropped 8, Jettisoned none; Brought back? None.
Results of Bombing: 2 direct hits, 2 twenty (20) yards from target, 4 one hundred (100) yards from target. (See Paragraph 7).
4. Results of Gunnery practice? None.
5. Weather? Vis: Unlimited - Scattered Clouds.
6. Observations?
Target: Saw arrow North of Spotting Tower, but no white panels. Received no visual or radio signals at target. Balloons: Heard "squeaker" at target and saw balloon barrage located at approximately 52° 0' N, 1° 20' E. Boat towing balloon in channel near mouth of Deben River. AA Guns: None. Airdromes not appearing on maps: Observed numerous airdromes. Those noted were seen at 52° 10' N, 1° 25' E, 52° 10' N, 1° 10' E, 52° 22' N, 1° 12' E. Special Observations: A/C: Observed unidentified bomber coming in from channel at 1145 hours. Two Spitfires flying formation at 52° N, 1° 20' E at about 1000' and an unidentified biplane in same vicinity flying North at 900'. Also saw B-26 circling at 52° N, 20° E at 1500'.

Landmarks: Large, white, dead tree just South of target. Marshalling yards just outside Woodbridge. Seven radio towers on East side of mouth of Deben River. Runway under construction 5 miles N.E. of target. Two masted ship sunk in Deben River about 5 miles from coast. Regimented shrubbery just North of target. Military Installations: Observed tanks, howitzers, ammunition dumps and camouflaged gun replacements in vicinity just North and South of target. Other Observations: - Ten car train of open cars going North, ten (10) minutes out from target on return trip.
7. Technical operations of A/C: - Gas leak; bombs would not toggle (dropped in salvo).
8. Use of W/T and R/T? Unable to receive call letters from this station enroute to target. Air jammed on return. Picked up 7 D/H sending 4 cycle group and commercial station over our band.

Interrogating Officer,
FRANK E. GOECKEL,
2nd Lt., Air Corps.

Tuesday, 27 October 1942 (continued)

379th BS War Diary: No Entry

379th BS Mission Summary: Training Flights

	A/C No. 41-13054 <i>crew not identified</i>	A/C No. 41-13067 <i>crew not identified</i>
P	<i>Smith, Charles W., 2Lt</i>	<i>Bishop, James W., 2Lt</i>
CP		
N		
B		
E		
R		
G		
F		

	A/C No. 41-13051 <i>crew not identified</i>
P	<i>O'Connell, Maurice (NMI), 2Lt</i>
CP	
N	
B	
E	
R	
G	
F	

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: Went on a hike through the woods of Ft. Dix. Looks as though autumn is setting in with all the leaves falling to the ground. Prepared for dry run but none came.

Wednesday, 28 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-17s, dispatched to attack a convoy at sea, fail to locate the target but attack cruisers in Pylos Bay, Greece; B-25s attack tanks, motor transports, and landing grounds; P-40s fly medium and light bomber escort, bomb and strafe landing grounds and other targets, and engage aircraft in combat, mostly in the area between El Alamein and El Daba, Egypt; fighters claim 3 Bf 109s destroyed; attacks by US and RAF aircraft cause the enemy to abandon a plan for a counterattack on Kidney Ridge.

HQ 310th BG War Diary: Intelligence Report:

HSF/NCH NR HDK U 7/28 SECRET NOTWT

PASS U.S. INT

TO 2 ND BOMB WING A-2 SECTION

FROM 310 TH BOMB GP S-2 SECTION

NIL 28/10/42

REPORTING OFFICER: CAPTAIN GORDON C. LOCKE

PERIOD COVERED: 0800 HOURS 28 OCTOBER 1942 TO 2000 HOURS 28 OCTOBER 1942

1. TRAINING FLIGHTS.

A. NONE.

1. NONE
2. NONE
3. NONE

B. BRIEFING

1. NONE

C. INTERROGATIONS

1. NONE

D. NONE

2. LECTURES

A. FIRST AID, HIGH ALTITUDE FLYING, NAVAL AND AIRCRAFT IDENTIFICATION, BRITISH RADIO PROCEEDURE, P/O, BRIEFING AND INTERROGATING.

B. CAPT. PUPPEL, LT. RYTERBAND, BRITISH NAVAL OFFICER, LT. BURGER, LT. MEEHAN, CAPT CRIDLEY.

C. SIXTY (60) OFFICERS AND ENLISTED MEN.

D. DONE

3. CENSORED MAIL AND ATTENDED LECTURES.

4. INSTRUCTION IN CHARTS AND MAP READING GIVEN BY M/SGT FREELOVE TO ENLISTED PERSONNEL OF INTELLIGENCE SECTIONS.

= = 1810

NCH R2126 WG K+

Wednesday, 28 October 1942 (continued)

HQ 310th BG War Diary: Interrogation Report:

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

28 October 1942

SUBJECT: Training Flight Interrogation.
TO : Second Bombardment Wing, A-2 Section.

SQUADRON: 379 th B.S.	LETTER: 41-13101
CAPTAIN: Allred	LANDED: Honington 1350 hours
A/C TYPE: B-25C	27 October 1942
TAKE-OFF: Hardwick 1335 hours 27 October 1942	Hardwick 0950 hours
Honington 0940 hours 28 October 1942	28 October 1942
Ammunition or Bombs: 750 rounds .50 calibre	
Flares and Very Pistols Carried? Yes Used? No	

1. Immediate news to be phoned? None
2. ROUTE:
Base 250° true - 25 miles to Honington. Honington 70° true to base.
 - a. How identified turning points? No turning points.
3. Results of practice bombing? No bombing.
4. Results of Gunnery practice? Proof firing guns fifty (50) rounds at Honington.
Results O.K.
5. Weather? To Honington - visibility eight (8) miles - ceiling unlimited. To Hardwick - visibility one (1) mile - ceiling 1500'.
6. Observations?
 - a. Balloons: No
 - b. A.A. Guns: No
 - c. Airdromes not appearing on maps: None
 - d. Special observations: None
 - e. A/C observed: None
7. Technical operations of A/C: O.K.

Wednesday, 28 October 1942 (continued)

8. Use of W/T and R/T? Used R.T. to get down at Honington. NOTE: This plane stayed at Honington overnight undergoing repairs to glass in pilot's cockpit.

Interrogating Officer:
ELLSWORTH C. KNIGHT JR.,
2nd Lt., Air Corps.

379th BS War Diary: No Entry

379th BS Mission Summary: Training Flights

A/C No. 41-13101 *crew not identified*

P *Allred, Alfred N., 2Lt*
CP
N
B
E
R
G
F

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: Extended order drill through the woods kept the troops occupied for the morning. Another hike at noon and the boys were really tired.

Thursday, 29 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s and B-17s strike Maleme Airfield, Crete.

In Egypt, B-25s bomb landing grounds, motor transports, and tanks; P-40s fly escort, then bomb and strafe road E of El Daba, and attack troop concentration and vehicles; in view of the strong German reinforcements on his N flank near the coast, General Bernard L Montgomery alters the breakout plan; instead of pushing W along coast, he decides to shift the point of advance S in order to attack against Italian troops.

HQ 310th BG War Diary: Intelligence Report:

HSF/NCH NR HDK 9/29 NOT WT

HSF PASS TO A-2

TO: 2ND BOMB WING A-2 SECTION

FROM: 310TH BOMB GROUP S-2 SECTION

REPORTING OFFICER: CAPTAIN GORDON C. LOCKE.

PERIOD COVERED: 0800 TO 2000 HOURS 29 OCTOBER 1942.

1. TRAINING FLIGHTS.

A. LOCAL FORMATION FLYING OEXXX OVER BASE.

1. TWO (2)

2. THREE (3)

3. TWO (2)

B. BRIEFING:

1. CAPTAIN GRIDLEY

C. INTERROGATION

1. CAPTAIN GRIDLEY

D. NONE.

2. LECTURES:

A. FIRST AID, DANGER AREAS OF ENGLAND, BRITISH RANK AND INSIGNIA

B. CAPTAIN PUPPEL, S/L SCLATER AND SGT. PALMER.

C. SIXTY (60) OFFICERS AND E.M.

D. NONE.

3. ROUTINE OFFICE DUTIES, CENSORING MAIL, AND FURTHER WORK ON ATTENDANCE RECORD AT TRAINING LECTURES AND GENERAL ORGANIZATION OF INTELLIGENCE SECTION.

4. TRAINING FILMS SHOWN ON THE FOLLOWING SUBJECTS:

SECURITY, CELESTIAL NAVIGATION AND A/C MACHINE GUNS, AND 37 MM CANNONS.

==1845

HOLD+

VA.E.C. VA+ R 2130 RW VE

Thursday, 29 October 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: Close order drill in the morning and a hike at noon. Lights blew out at 2030 hours and remained out for twenty minutes.

Friday, 30 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF):

In Crete, B-24s bomb Maleme Airfield and 1 B-24 bombs the main jetty in Suda Bay.

In Egypt, B-25s attack landing grounds at Fuka-Bagush and El Daba; P-40s fly escort; the British Eighth Army sends 9 Australian Division N to the sea and then E, trapping a large force in a pocket, as Allied aircraft provide excellent support; enemy tanks breaking through from the W, however, enable most of the surrounded force to escape.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK 1/31 NOT WT
PASS TO U.S. INT.

TO 2ND BOMB WING A-2 SECTION
FROM 310TH BOMB GP. S-2

NIL 31/10 REPORTING OFFICER: CAPTAIN GORDON C. LOCKE.

PERIOD COVERED: 0800 HOURS TO 2000 HOURS 30 OCT 1942.

1. TRAINING FLIGHTS: A. CROSS COUNTRY B. FOUR (4) C. THREE
(3) BRIEFING: LIEUT NOCK.

SUMMARY OF FLIGHTS:

TWO (2) CROSS-COUNTRY'S TO RETURN TOMORROW WITH MORE SHIPS.
ONE (1) FIRST REPORTED LOST. CRACKED UP AT HORHAM ON LANDING.
FURTHER DETAILS NOT AVAILABLE UNTIL INTERROGATION REPORT
TOMORROW MORNING.

2. LECTURES: AIRDROME DEFENCE, PRINCIPLES OF CAMOUFLAGE, AIR
RAID PROCEDURE AND CHEMICAL ATTACK, RESPONSIBILITIES OF
PERSONNEL. LIEUT. WRIGHT, LIEUT. RICHARDSON, CAPTAIN GRIDLEY,
AND CAPTAIN BATTEN.

APPROXIMATELY SEVENTY-FIVE (75) OFFICERS AND ENLISTED MEN..
DETAILS: NONE.

3. CLASSIFICATION OF INTELLIGENCE MATERIALS.

4. LECTURE ON AERIAL PHOTOGRAPHY TO EM INT. PERSONNEL BY M/SGT
FREELOVE = 0800

FGM VA++

NCH R... 1014 CFT VA+

Friday, 30 October 1942 (continued)

HQ 310th BG War Diary: Interrogation Report:

INTERROGATION by 2nd Lt. WILLIAM H. PETTY

GROUP: 310th SQUADRON: 379th DATE: October 30, 1942

A/C Type: B-25 C Letter: AC # 41-13047

Take Off: 10:50 hours Landed: Crash landed 12:05 hours

Ammunition or Bombs: 300 rounds .50 calibre in upper turret

Flares and Very Pistols Carried ? Yes Used ? No

1. Immediate news to be phoned ? Yes X(Lt. Starr, 13:00 hours)

2. Route (Give time and height at turning point)

a. How identified turning points ?

3. Results of practice bombing ?

Dropped: Jettisoned: Brought Back:

Results of Bombing:

4. Results of Gunnery practice ?

5. Weather ? Ceiling of 300 feet; visibility 0 to 3 miles

6. Observations ? (Give time, place, height, and heading)

a. Balloons:

b. AA Guns:

c. Airdromes not appearing on maps:

d. Special observations (landmarks, Military Installations, Etc.)

7. Technical operations of A/C No defects

8. Use of W/T and R/T ?

9. Remarks: Airplane being ferried to Honington. Left Hardwick 10:50 hours. Got lost over Honington and found aerodrome sufficiently clear here and tried to land. On landing, the pilot tried to bring up his landing gear when he saw that he had overshoot the runway, but in failing to do so the plane skidded on to a stop at the end of the runway into an A-20 of the 47th Group stuck in the mud. Both airplanes were pretty well demolished. One gunner got a slight cut; other crew members were okay. A Thompson .45 calibre sub machine gun was carried by one gunner with about 100 rounds of ammunition.

TRAINING FLIGHT INTERROGATION REPORT

GROUP: 310th Bomb Squadron: 379th Bomb a/c 3047

Pilot: McDougall, take off 1050, landed 1200. Service Mission

Type: B-25C

1. Items for immediate report.

Reports made to Colonel Green at Horham.

Friday, 30 October 1942 (continued)

2. Route followed:

250° corrected to 260° from home base. Did not vary 2° from this course, clocked 7 minutes and looked for Honington Airdrome. Flew in circles over area and finally took a heading of 80° apparently South of Honington. Left area at 1145 and landed at Horham at 1200. Altitude in Honington area 300-400 feet. Same over Horham.

3. Weather Over Honington

Ceiling: 200-400 feet, at times 500 feet.

Visibility: 0 to 2 miles

Raining, but not a heavy rain.

4. Flight Summary

Course from home base given at 260°. Turned NE over home field and corrected to 260°. Did not vary from this over 2° and clocked time 7 minutes to vicinity of Honington.

Landmarks: Crossed single railroad track and double track on course NE of Diss. Spotted two unfinished airdromes apparently NE of Honington, but not sure of position. Could bet no Q.D.M.'s but kept calling Honington--got no reply. Started to circle, tight at first and then wider. Spotted Thetford and woods in vicinity. Crossed railroad leading into this town and circled South. Observed searchlight battery in vicinity of unfinished airdromes and men waving arms as if signaling. Passed over what must have been Bury St. Edmunds but not sure as pilot was by this time confused, thought it might have been Thetford. Circled area between railroads N & S of Honington for about 40-45 minutes.

Finally, the pilot decided to turn N and head for home. Heading 80°. Time at approximately 1145. Felt that he was N of Honington at time of heading, but later figured he must have been S of this base.

Tried for Q.D.M., but got no response. Called field at 300-400 feet, told to land on N-S run. Made pattern, checked field for obstructions and then lost sight of field at 300 feet. Gussed at location of runway. When it was located it was overshoot a little and so the pilot "S'd" into the runway putting flaps down at 200 feet 140 m.p.hr.

Sgt. Peters:

"Came in possibly 5° off runway and s'd back, came in "Hot at possibly 140 m.p.hr."

The pilot came in "hot" to minimize danger of stalling and give more chance to get off in case of necessity.

When wheels were 20-30 feet off runway were going 130 m.p.hr. Wheels were on runway, nose up on the last half of the 1st one third of the runway. Still had 2000 feet of runway left after brakes were applied. (Engineer reported 1800 feet) Sgt. Peters felt that there must have been 600 feet of runway in back of them.

Friday, 30 October 1942 (continued)

When the brakes were applied the plane swerved violently and had no effect in slowing up the plane. Applied brakes intermittently but no results. Pulled wheels up but did so too late. Kept right on going and crashed into already damaged A-20 approximately 50 feet off the end of the runway knocking it 75 feet.

B-25 buckled in the middle, both engines dismounted, right wing knocked down and nose pushed in.

Miscellaneous remarks.

Sgt. Peters reported that the runway had been oiled the day before and was very slippery at time of landing.

Crew: Lt McDougall-Pilot
Lt Rulien
Lt Menning
Sgt Long
Sgt Peters
Sgt Deluca

Injured:

Sgt Deluca received bad cut over eye and was left in hospital
Sgt Peters received cut on left leg under knee cap, had stitches taken.

Others: Received minor cuts and bruises.

Interrogating Officer:

RUPERT A. NOCK
1st Lt., Air Corps
379th Intelligence

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 634

SUBJECT: TRAINING FLIGHT INTERROGATION.

TO : 2nd BOMBARDMENT WING, A - 2 SECTION

Nov. 5, 1942

379th SQUADRON

(CREW CAPTAIN)

Lt. A.C. Peterson

Friday, 30 October 1942 (continued)

A/C type: B25C

LETTER: 113050

Take off 1640 Hours Oct. 30
1420 Hours Nov. 4

Landed 1720 Hours Oct. 30
1445 Hours Nov. 4

Ammunition or Bombs. 300 Rounds Armour Piercing Tracer.

Flares and Very Pistols Carried? 6 Used? No

1. Immediate news to be phoned? None
2. Route: (Give time and height at turning point) Overshot Honington, turned at Mildenhall about 1710 Hours at 200 Feet, 28 Degrees.
Coming back 500 Feet, 100 Degrees.
 - a. How identified Turning Point? Airport use of R.T.
3. Results of Practice Bombing? None.
4. Results of Gunnery Practice? None
5. Weather? Out - Ceiling 200 Feet, Visibility 2 Miles (too low to take full advantage)
Return - Ceiling 700 Feet, Lower in spots, Visibility from ½ to 3 Miles.
6. Observations? (Give time, place, height and Heading)
On return saw flooded area at Bungay - thought it a lake, hence off course - circled than found field. Reason for delay.
 - a. Balloons - None
 - b. A.A. guns - None.
 - c. Airdromes not appearing on maps. None.
 - d. Special Observations (Landmarks, Military Installations, Etc.) None
7. Technical Operation of A/C.
Flap and Wheel Gauge out - Radio Out.
8. Use of W/T and R/T? R/T at Mildenhall.

G.F. BASICH
2nd Lt., A.C.
INTERROGATING OFFICER

Friday, 30 October 1942 (continued)

379th BS War Diary: No Entry

379th BS Mission Summary: Training Flights

A/C No. 41-13047

P *McDougall, Robert D., 2Lt*
CP *Menning, Robert Gerald, 2Lt*
N *None*
B *Rulien, Donovan W., 2Lt*
E *Peters, Johnnie H., Sgt*
R *Long, Merrell W., Sgt*
G *Deluca, Mathew P., Sgt*
F *None*

A/C No. 41-13050 *may be “Virginia Sturgeon” crew not identified*
Peterson, Arthur C., 2Lt

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: Some drilling and a physical check-up.

Saturday, 31 October 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-25s hit a landing ground; they claim 1 fighter shot down while P-40s flying escort claim 3; B-24s sent to bomb the Maleme dispersal area on Crete fail to locate the target because of overcast. HQ 376th Bombardment Group (Heavy) and the 512th, 513th, 514th and 515th Bombardment Squadrons are activated at Lydda, Palestine with B-24s replacing the 1st Provisional Group; the 376th is intended to become part of an Anglo-American air force to be sent to the Caucasus area to aid the USSR, but the plan falls through and the 376th remains in the Middle East.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK 14/31 NOT WT
PASS TO MSF - US INT

TO: 2 ND BOMB WING A-2 SECTION

FROM: 310 TH BOMB GROUP S-2 SECTION

NIL 31/10 REPORTING OFFICER: CAPTAIN GORDON C. LOCKE

PERIOD COVERED 0800 HOURS TO 2000 HOURS 31 OCTOBER 1942.

1. TRAINING FLIGHTS: NONE

2. LECTURES.

1. AIRDROME DEFENSE, PRINCIPLES OF CAMOFLAGE, AIR RAID
PROCEDURE DURING ATTACK, IDENTIFICATION OF AIRCRAFT,
EMERGENCY REPAIR.

2. LIEUT. WRIGHT, LIEUT. RICHARDSON, LIEUT O'BRIEN, CAPTAIN
GRIDLEY AND M/SGT GREEN.

3. ROUTINE OFFICE DUTIES, AND CENSORING MAIL.

4. SPECIAL LECTURE ON P/W BY LIEUT. E.P. MEEHAN, AND FILM ON THE
USE OF OXYGEN.

===1730

LH + B2+

NCH R1926 WG K+

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

428th BS War Diary: Payroll made and signed but not used. Told to pack bags and be ready to depart by 1100 hours tomorrow. Two Baby Ruth candy bars passed out to each man.

October 1942

HQ 310th BG War Diary: Additional Information for October 1942: None

379th BS War Diary: Additional Information for October 1942: None

October 1942 (continued)

380th BS War Diary: Additional Information for October 1942:

HISTORY
380th BOMBARDMENT SQUADRON
310th BOMBARDMENT GROUP (Medium)
ARMY AIR FORCES

“OUR ORIGIN”

Many miles have gone by, many days have come and gone, and many Army Post Office numbers have been changed since March 1, 1942, when General Order Number 15, was published at Fort George Wright, Washington, activating the 309th Bombardment Group, which was later to be changed to the 310th Bombardment Group (Medium). Fourteen more days elapsed before the order was finally carried out, this time the scene being layed in the southwest, at Tucson, Arizona. Here the mysterious ways of the Army came into use, transferring the entire group, without personnel to Jackson Army Air Base, Jackson, Mississippi.

Another portion of the country then added their flavor to the forming of the group, when the cadre was formed from the 22nd Bombardment Group at Muroc Lake, California, January 22, 1942 and immediately packed up all personnel, equipment and started the long trek to Langley Field, Virginia. Their stay the land of the “Cavaliers” was short-lived, as they entrained again, this time for Jackson Army Air Base, on March 5.

Here, under the title, the 309th Bombardment Group, the men came under the command of Lieutenant-Colonel William C. Lee, who held this position until April 20. Another train ride greeted the personnel of the Group this same day, but it was only a short distance this time, taking them to Key Field, at Meridian, Miss. Here another new commanding officer greeted the boys, Lt. Col. Flint Garrison Jr., and it was but nine days later that a “big change” came over things and found the original 309th Bombardment Group becoming the 310th Bombardment Group, and the original 310th, also doing the “Vise versa” act.

It was here in the deep south that the 380th Bombardment Squadron first saw the light of day on May 11, when Lt. Homer G. Crowden assumed command, and B-25's, a North American product became our “babies.” His term in office was also short lived when another train trip confronted the group and on May 16, deposited them at Columbia Army Air Base, Columbia, South Carolina.

Arriving in the “heart of the Confederacy” the group proved quite nil of officers until the assignment of Catholic Chaplain Walter J. Poynton, who has remained with the front ranks of the group since that time. On May 19, Captain James A. Plant assumed command of both group and squadron, until additional officers were found to relieve him of his many duties.

October 1942 (continued)

The following day, Lt. Earl E. Batten, now Captain and flight leader, became the squadron commander, and except for a brief period of detached service when relieved by Lt. Herndon M. Jeansonne, remained in command until July 28. The morning of June 17, 1942, found another change in Group Commanders, with Lt. Col. Anthony G. Hunter, present commanding officer, taking over the reins from Captain Plant.

Disaster first struck locally on July 8, when Captain Plant was killed night flying near Smithfield, North Carolina, along with three members of the squadron, Staff Sergeants, Arlyn Gustofson, Joseph Schmidt, and Louis Turner.

A/C No. 40-2271 (wing broke off during night flying near Smithfield, NC – crashed at Wilson Mills, NC)

P *Plant, James A., Capt, pilot, 310th BG Commander*
CP *Henthorn, Howard Earl, 2Lt, pilot, HQ 310th BG*
E *Gustafson, Arlyn A., S/Sgt, engineer, 380th BS*
R *Turner, Louis F., Jr., S/Sgt, radio-gunner, 380th BS*
PAX *McDonald, Samuel R., PFC, public relations clerk, HQ 310th BG*
PAX *Sailer, Frank E., Pvt, journalist, HQ 310th BG*
PAX *Schmidt, Joseph Andrew, S/Sgt, brakeman, 380th BS*
PAX *None*

Only July 28, the reins of the squadron changed hands once again, receiving their present commanding officer, Lieut. Rodney R. Wilder, now Captain, who was a member pilot of the Tokyo raid of April 18. The job of First Sergeant seemed to have the only permanent standing with Sherman R. Ray holding the position at Jackson Air Base, Key Field and Columbia. But this permanent position did not seem to last for him as he was replaced on June 7 by Daniel B. O’Laughlin, who reigned but a short while, being replaced August 23 by Milton S. Davis, the present “top-kick” due to O’Laughlin appointment to Officer Candidate School at Miami Beach, Florida.

August 14, found the group once again on the move, this time for a short jaunt to open the new Army Air Base at Walterboro, South Carolina. Here the squadron got their first touch of how to live alone, whether they like it or not. Stoves proved to be holes carved in the ground, covered with sheet metal, a shower was nothing more than a pipe strung between two trees, which only worked while the men that needed it was also working. Another feature of the base, worthy of Ripley, was the maxim that it was one of the few spots “where a person might stand in mud to his hips and be choked to death by the dust.” The road from the Squadron area to the “line” proved to be a testing ground for jeeps, while the line itself “sported” grass for a period of 10 days.

October 1942 (continued)

Living quarters proved to be marvelous and a welcome place at night. A title building with a concrete floor, proved to be castles, while the glow of a lightning bug would dim the “Mazdas” hung in the center. Despite this modern way of living, action began in a big way with the full share of pilots and administrative officers joining the squadron here. Work proved to be the main attraction with equipment of all sizes and descriptions being marked, packed, issued and then returned. The famous Army style of “Latrine-O-Gram” first began to creep about, shortly after arrival here, that soon we would be enjoying the “main show”.

This time the rumor proved to have foundation and the members of the squadron soon found their names listed in one of three categories, Air, Ground, or Flight echelon. August 28, found the Air Echelon aboard train headed off for Fort Dix, New Jersey, and from there, but a matter of rumor.

The following composed the Air Echelon:

Lt. Fred C. Ross, Jr., Commanding, Capt. William G. Gridley, Capt. Attilio D. Puppel, Lt. Gilbert S. Ballance, Lt. Robert M. Brown, Lt. Harold J. Gilchrist, Lt. Walter E. Hicks, Lt. Henry H. Lorch, Lt. Lloyd L. Porter, Lt. Ambrose M. Richardson, Lt. Norman L. Toenjes and Lt. John E. Wright.

Master Sergeant Eugene E. Hoekstra, Tech Sgts Samuel B. Alexander, George L. Dent, Devern Nance, Harold R. Piper, Henry C. Seiffert and Paul F. Schreiber.

Staff Sergeants Alexander A. Bocskay, Frank L. Brady Jr., Marshall G. Deakin, William J. Glynn, William E. Maggiore, Franklin H. Peck, Vernon D. Severy and John H. Smith.

Sergeants Walter E. Harris, Kenneth M. Jones, Leonard D. Langston, Joseph P. Maikits, Fuhrman P. Miller, William W. Seagle, Cyril L. Thomas and Raymond H. Whitworth.

Corporals John J. Coppola, Louis G. Hetzel, William S. Johnson, John B. Sparrow and Clare L. Swanstrom.

Privates Fred K. Fear, Harold H. Hart, Soren J. Juul and Robert F. Sarchet.

Private First Class Theodore Kroes.

Seven days of rumor, equipping and rushing back and forth to New York City via that “Chattanooga Choo-Choo” that left the Pennsylvania station each morning “a bout a quarta” till four quickly passed and “OD’s” were hurriedly brought into use. Officers without insignia on their shoulders and with “rank” sticking proudly from their flight caps greeted us. Soon the question was answered and the 380th swung into line.

October 1942 (continued)

The night of September 4, proved quite mysterious and amidst the dark of Jersey's swamps the squadron moved by train to the land of the "beloved bums" and boarded a Staten Island ferry. Sleep was very much in demand, despite the two hour period spent on the railway station at Fort Dix, and many a soldier was found next morning with a large oil stain upon his field jacket, transferred there from the floor of the ferry boat.

Suddenly looming out of the gray harbor mists, was the hulk of a large ocean liner, and almost immediately the ocean-wise laddies offered their chances as to what it was. Some were right and some were wrong but 60 minutes later we were hurriedly climbing the gang-plank to board the "Queen Mary." Quarters were quickly assigned with the officers crowding nine into a single stateroom and sixteen into a double. The enlisted personnel were placed downstairs, which proved but a daily exercising period as

they changed about each 24 hour period and took their turn, sleeping on the open deck. Three o'clock the same afternoon found the boat leaving the harbor and the "Statue of Liberty" never looked bigger or brighter.

Things aboard the "Queen Mary" were not too bad, discounting life boat drill. Each afternoon the officers were gradually introduced to their first English tea period. Two meals a day were handed out while at night the boys counted off and the odd numbers inhaled while the even numbers exhaled. Rumors proved as thick aboard ship and anywhere else but outside of the continual twisting and turning to avoid any "Jerries" the trip proved uneventful and quite mystifying. The weather at times was warm and then cold and compasses showed that we had probably covered half of the north Atlantic in our meandering.

The morning of September was a very welcome one as the green hills of Scotland came into view. Our first airplane seemed to make several homesick as a "Catalina" flying boat hove into view. Our first view of the famous "Spitfires" proved quite thrilling as they "buzzed" the boat and circled, wings showing bright colors in the glistening sun.

OVERSEAS DUTY IN MERRIE ENGLAND

But a few short hours after anchoring in the "Firth of Clyde", between the twin cities of Gourock and Greenock, the first taste of action hove into view. A German plane anxious to find out the mysterious stranger that had just arrived attempted to come over but "flak" from a neighboring hill drove him back. Barrage balloons also come into view giving us our first sight of what was to become a very familiar scene. Our stay aboard ship that evening proved quite uneventful and the following morning found us about a small ferry boat heading for land. A tea room for soldiers proved quite interesting while waiting for the train but an attempt to use our solid coin failed, as the proprietor would accept only

October 1942 (continued)

local mintage. An hour's wait passed quickly and soon we were aboard our first compartment trains, moving east across this fortified island, welcoming us with big smiles and victory signs. Our first stop at Glasgow was a pleasing one as the English proved "Johnny on the spot" with an oversize helping of hot tea, coffee and rolls. The night's ride south found us anxiously pressing our faces against the compartment windows, watching the searchlights jump from object to object, but nothing occurred to write home about.

The following morning found us at Homersfield, but were outside of England that night be proved quite mystifying until the baggage master, through his rich "cockney" accent enlightened us. English lorries proved quite helpful and soon we had passed through six miles of beautiful English countryside and had reached Hardwick. "Where is Hardwick" was the next inquiry and the answer, "in Suffolk, near Bungay" was such that it did not enlighten us. Dispersal just means dispersal to an Englishman who has been walking or riding a bicycle most of his years so the 380th was hurriedly moved to site number one, exactly one mile from the mess hall. This proved to be the case until two months later when site four, became our resting place.

The English system of warning the countryside of an air raid was learned in a few seconds that evening, when the phone rang and the word "hello" brought the quick answer, "air raid warning, purple." Nothing happened, but an entirely new slant on the way things would be run from now on, was readily agreed to. Two days later, due to special training Lieut. Ross was replaced as commanding officer by Capt. Gridley.

While the Air Echelon was getting its first taste of a life on the ocean wave, the flight echelon also proved to be on the move, leaving Walterboro on the sixth of September and heading North, stopping at Westover Field, Mass., where they found new North American B-25's awaiting them.

The Flight Echelon was composed of the following:

Captains Rodney R. Wilder and Earl E. Batten and Lts, Howard A. Sessler, Cecil D. Amick, Charles M. Barnwell, John D. Coffey, Lawrence Cometh, Henry L. Cromartie, Jr., James J. Dent Jr., Dean H. Draemel, Clyde L. Grow, Paul R. Hall, Jr., William G. Holmes, Jack W. Hubbard, Arnie J. Huffman, Robert C. Kanode, Robert A. Lacy, Ernest W. Liverman, Frederick F. Loomis and Robert J. McCormick, James I. Miller, David Moir, Marion L. Picklesimer, Robert S. Rich, David A. Sacknoff, Carroll A. Santos, Jr., Robert P. Schisler, Fred A. Shorsher, Robert J. Sours, Donald H. Smith, Edward H. Steger, Jr., Earl L. Stutts, Alan S. Thomas, Melvin E. Timmerman and Albert R. Walcott.

Master Sergeants James F. Gallagher, Winfred E. Greene, Carl Leonard, Earnest L. Nash and Peter J. Sienkiewicz.

October 1942 (continued)

Technical Sergeants Gerald G. Cole, James A. Ginn, Antonio Gonzales, Frank Gularte, Raiford B. Hill, Frank P. Kelley, David L. Richardson, Robert M. Shambaugh, Julius M. Simon, Eldon M. Smith, Reginald G. Sprod, Richard L. Wesline, and Arnold S. Wolk.

Staff Sergeants Byron J. Caldemeyer, Ray L. Conrad, Ray E. Cook, John A. Dackiewicz, Francis E. Donahue, Robert E. Dowling, William J. Erpelding, Clarence R. Gardner, Clarence B. Helmsing, Herbert Huffman, Andrew J. Janicki, Alexander J., Jarzynka, Walter F. Jastrzemski, Alfred S. Jensen, Harry H. Kechter, Paul E. Kessler, Elton T. Larsen, Anthony Leanza, Byron F. Link, Albert D. Links, Jake S. Lively, Kenneth R. Longrie, Edward E. McArthur, David E. McCaig, Walter J. McConnell, Palmer C. Melhus, Albert J. Meyer, Robert J. Mount, William D. Redding, Alfred A. Szczesniak, George E. Tabor and John A. Williams.

Sergeants Robert L. Bennett who was later transferred, John J. Grace, Joseph Kobasa, Clayton D. Lea, Fred Lindsay, George H. Mell, Edward H. Nichols, and John L. Pintar.

Privates Edward D. Barbieri, Charles M. Belmer, Earl B. Willis and Charles Bello.

First to leave for the long Atlantic haul, which would make him eligible for the world-famous "Short Snorter Club" was Lieut. Robert J. McCormick, accompanied by Lieut. Col. Anthony G. Hunter, Group commander. Leaving Westover Field September 25, the first stop was Presque Isle with another long trip to Goose Bay in Labrador before the gas trucks again went to work. Heading north again "B.W. 1." In Greenland checked in our "two-bitsy" and from there ice filled water passed below as Reykjavik, Iceland met our wheels next. Heading south again Prestwick, Scotland became another refueling base and then the plane came home once more, landing at Hardwick. It was but a matter of hours until more planes taxied up to their dispersal points and soon the squadron was near capacity.

A phase of special training was undergone here with the pilots and radio operators learning the British radio system, while the airplanes got their first test at the hands of some of the Royal Air Force's finest, when Spitfires, Mustangs and Hurricanes visited the Base for a game of "aerial tag." Both teams were well pleased with the results.

Mud proved to be another nuisance at Hardwick, and although local residents stated that it was the driest county in England, the majority of the boys wondered as to whether or not, they meant beer or water. "A jolly good bunch of blokes" was the general opinion of the squadron, despite the war limits on hospitality handed out by the natives.

October 1942 (continued)

AIR RAID

It was a “bolt for the blue” that gave the Squadron their “first baptism of fire” on October 19, 1942, at 1127 hours. Air Raid warnings had first reached the base at 0800 hours that morning and were continually flashing on and off as the Royal Observer Corps kept us well informed. In and out of the gun-pits was to be the main work of the day and at approximately 1124 hours an air raid warning “white” was flashed across the Post. The gunners climbed from the gun pits and the remainder breathed a sigh of relief. But it was a short sigh. Coming out of the east, flying low was one of “Adolph’s finest”, a Junkers ’88, and from its wing racks dropped four 1,000 pound bombs. A machine gun from the rear cockpit was spraying the field from behind. Four loud booms, so close together they sounded as one, rent the mossy silence and up in a bundle of debris, floated the crew room.

Holes were torn in the hangars, 50 feet away and other pieces of shrapnel ripped through buildings and roofs at a distance of 300 feet. Excitement reigned supreme but “Jerry” left in as fast a manner as he arrived and news stories the following morning, stated that “Spitfires” of Fighter Command had been waiting and had intercepted him on the way home.

This bombing gave the Group a distinct honor, that of being the first American Air Base ever to be bombed by the Nazis.

First individual honors for being bombed went to Lieut. Ambrose M. Richardson, T/Sgt. Henry C. Seiffert, S/Sgt. Kenneth M. Jones and Corporals Fred K. Fear and John Sparrow. This bombing occurred the same morning but an hour earlier in the city of Norwich, when the men listed above were at a local concern. The only bomb dropped destroyed a shoe factory less than a block away, while machine gun bullets had the crown guessing for quite a few minutes, as they stood in the center of a highway intersection, anxiously looking for a bomb shelter. “Fighter Command” also announced that a Dornier 217 that had raided an East Anglian town had been shot down over the channel. This report made everyone happy.

Stories concerning the raid on the Base ranged from “how I saved the day” to the prize one describing the front of an Officer’s uniform, decorated with the dark clay that had formerly been the bottom of a drainage ditch. One casualty was chalked up to the visitor, a piece of shrapnel in the knee of one of Erin’s fast moving (when the tea truck comes into sight) workers.

In the field of special training the Intelligence Staff also went to school, seven days under competent instructors at Heathel and this was followed by a week as guests and “lookers-on” at Royal Air Force Stations.

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Blackouts became a nightly part of the Squadron and many a lamp post of “ye Merrie Olde England” has been scarred by the teeth of another of the 380th Squadron, as he attempted to feel his way down the street. Surprises were many when blackout time arrived and many of the boys were pleased, while many received disappointments, when the fair young maiden they had met in the dark, first looked up and smiled in the smoke perfumed air of a local “pub.” Bomb shelters also proved to be “not so good to sleep in” when the local hotel rooms were filled, but the American idea of fitting in any place stood them in good stead.

This life of training, running to town, looking for mail from home and cursing the weather went on without interruptions until late in October, when rumor again spread its ugly wings over the Base, to the effect that we would soon be on the move again.

Note: Continued in 380th BS War Diary: Additional Information for November 1943:

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381st BS War Diary: Additional Information for October 1942:

At Key Field, Mississippi, on the Twenty-ninth day of April, Nineteen hundred and forty-two, the 310th Bomb Group was organized. Then under the command of Lt. Col. Flint Garrison Jr., with 1st Lieutenant Frank H. Haynes and Harry A. Gervin as Adjutant and Assistant Adjutant, the 310th moved to Columbia Army Air Base. At Columbia, its five Squadrons, the 379th, the 380th, the 381st, the 428th and Headquarters Squadron, now under the command of Lt. Col. Anthony G. Hunter, began combat training in preparation for duty over seas.

Previous to 29 April 42, there had been a 310th Bomb Group. Also, there had been a 309th Bomb Group. These two organizations, at key Field, Mississippi, traded designations, the 309th becoming the 310th, the then 310th becoming the 309th. At the same time, the 378th Bombardment Squadron of the 309th became the 381st Bombardment Squadron of the 310th Bomb Group.

In order to get a clear picture of the 310th, it is necessary to review briefly the history of its parent organization, the 309th. General Order Number 15, published at Fort George Wright, Washington, 1 March 42, activated the 309th Bomb Group at Tucson, Arizona. Shortly afterwards, it was transferred without personnel to Jackson Army Air Base, Jackson, Mississippi, where it was joined on 5 March 42 by its first cadre of personnel. This cadre was formed at Muroc Lake, California, 22 January, from personnel of the 22nd Bomb Group. The Cadre, traveling by train from Muroc Lake, arrived at Langley Field, Virginia, where after a few days, they re-entrained for Jackson, Mississippi, arriving there 3 Mar 42.

On 12 March 42, Special Order #59, Jackson Army Air Base, designated thirty three men of the Cadre to be the 378th Bombardment Squadron of the 309th Bomb Group, with 2nd Lt. J. P. Walker commanding. Lt. Walker remained with the 378th for the duration of its stay at Jackson.

On 31 March 42, Pvtlcl. James C. Traywick was appointed acting 1st Sergeant of the Cadre, relieving S/Sgt. Glenn L. Ratliff. On 25 April 42, Traywick became 1st Sergeant in fact.

Time wandered on, and until 20 April 42, the Cadre disported itself in the pleasant environs of Jackson, doing the many things soldiers find to do when there is nothing else to do. Doing the high spots of Jackson, doing its citizens, or doing just nothing at all. Came the dawn of 20 April 42, and a motor convoy rumbled out of the Air Base, and wound its way through the streets of the town and down to the highway. Any citizen of Jackson awake at the time last heard it disappearing in the direction of Meridian. In it rode the Cadre, increased in number by a large shipment of rookies from Sheppard Field and burdened only with its personal effects, and a keen sense of the sweet sorrow of parting.

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Key Field was partaking of noon chow when the Motor Convoy dumped its human cargo at the South end of the runway, and departed. Whether it was the circumstances of noon chow, or a natural mistrust of strangers which prompted their attitude, couldn't be ascertained. At any rate, the Cadre wasn't welcomed with open arms. It wasn't even invited to chow. There it sat, high and dry, hot and dusty. There it sat for the remainder of the forenoon, and all of the afternoon, amid a haze of wonderment and a superabundance of thumb-twiddling. Repeated inquiries, both official, and of a private nature, disclosed nothing but a firm conviction on the part of the Field's authorities that it did not exist.

Simultaneously with the arrival of the Evening Star in the Eastern heavens, there appeared on the field a large blue sedan, containing two officers. Possessing an outlook more realistic than that maintained by the others to whom inquiries had been addressed, these two officers readily acknowledged the Cadre's existence. Moreover, they recognized and appreciated its unfortunate predicament. Furthermore, they began doing something about it, for with lightning strokes of organized genius, the Cadre was transported to a chow of corned beef, warm ice tea, and cold mashed potatoes, from there it was ushered to an empty barracks. Light bulbs were screwed into sockets; floors were swept; and beds and blankets were hastily procured, transported and installed. Not until all but the last few rookies were comfortably in bed did the officers find time to introduce themselves. They were 1st Lieutenants Frank H. Haynes and Harry A. Gervin, who shortly thereafter became respectively, Adjutant and Assistant Adjutant of the 310th.

29 April 42, when the Cadre officially became the 310th Bombardment Group, and the 378th became the 381st, found the organization residing in a tent area just outside the gates of Key Field. Although the 381st was not, as yet, under the direct supervision of any officer, a daily routine was beginning to take shape. In the morning, calisthenics were conducted by S/Sgt. Ratliff, after he had supervised the policing of the area. Later in the morning, the rookies, armed with Soldier's Manuals, sat under the trees and snoozed while being lectured on Military Courtesy and Discipline by S/Sgt. Chester Chadwell, or by Pvt. John Post, who had been to military school, and who knew all about such things. The afternoons, up until 4:00 P.M., were devoted to hiking through the country side, in formation.

After 4:00 P.M., everyone disappeared, and the tent area was deserted. There was no K.P., and no guard duty. After all, Meridian was a town with a personality, a town not easily forgotten, a town in which there were innumerable things to do. The bulletin board named a long list of night spots whose excellence was confirmed by the fact that they had been placed off limits; there were three U.S.O. Clubs, complete with sub-debs and chaperons. There were Church socials, with wiener-roasts; and there was Weidmann's Restaurant, one of the most famous in the South.

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Also, there was bed-check at 11:00 P.M. Until apprehended by 1st Sergeant Traywick, it was a common practice among some members of the Squadron to take advantage of the tent area being outside the gates. Returning from town in taxis, they would climb beneath their blankets until bed-check had been completed, and then be returned to town by the waiting taxis and to whatever variety of wine, women and song had been helping them whoop it up.

Late on the night of Friday, 15 May 42, after having very hurriedly packed all of their belongings, the entire Group stood on the railroad siding of Key Field, waiting to be sandwiched into a Pullman Train which was several hours late. In discussing the situation, the vocabularies of most of the more experienced Enlisted Men were not in the least altered by the fact that the new Group Chaplain, 1st Lieutenant Walter J. Poynton, was making his initial public appearance. However, when the sun arose next morning, it found the Group in Birmingham, Alabama, marching in two formations down Fifth Avenue in search of chow. One formation descended upon the Bankhead Hotel, while the other took possession of the Tutwiler Hotel. It was a darned good breakfast.

The Redlick Hotel, in Atlanta, Georgia served a lunch composed of salad, fried chicken, biscuits, honey, ice cream and excellent coffee. It also furnished a box lunch which was designed to stave off hunger until Columbia Army Air Base was reached next morning.

To say that the first view of Columbia Army Air Base precipitated a condition of severe shock among the personnel is a gross understatement. The area which confronted them upon arrival resembled, in most respects a ghost camp left from the Civil War. Row upon row of dilapidated pyramidal tents struggled at weird angles to keep from falling into the grass which grew high between them. Across the road, a row of small and dingy mess halls were flanked by a smaller and dingier Post Exchange. To add to the confusion, it was hot. Very very hot. The future looked dull, indeed. After having taken less than two minutes to survey the situation, Lts. Hayes and Gervin lunged into action. Within two days the scene changed completely. Tents were repaired or replaced, electricity installed and gravel spread on the Squadrons' streets. A tent containing two Coca-Cola machines made its appearance. A larger tent furnished shelter for the kitchen, and chow was served out of doors. When, on 19 May 42, Captain James A. Plant assumed command of the Group, with 1st Lt. Maynard W. Bell for Adjutant, Lts. Hayes and Gervin were able to turn over to them a really representative area.

Bell, Maynard W., 1Lt, Adjutant, HQ 310th BG

Gervin, Harry A., 1Lt, Asst Adjutant, HQ 310th BG

Haynes, Frank H., 1Lt, Adjutant, HQ 310th BG

Plant, James A., Capt, pilot, 310th BG Commander

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On 8 June 42, the 381st Bombardment Squadron received its first Squadron Commander, 2 Lt. Charles M Williams, a Bombardiering Officer. In addition to his other duties, Lt. Williams was appointed Group Transportation Officer and Group Special Service Officer.

Williams, Charles M., 2Lt, bombardier, Commander, 381st BS

A rapid turnover of personnel, which was to continue for several months, began to take place. New faces appeared and old ones disappeared. An epidemic of Yellow Jaundice sent many of its victims to Fort Jackson's hospital, but an influx of rookies easily replace those lost by transfer, and the 381st, as well as the Group continued to expand. About 10 June 42, partly because of its increased size and partly because of a new Post Exchange and restaurant which were to be erected on the site, the Group moved again. In back of the row of mess halls across the street was another tent area, equally as dilapidated as the one which had greeted the organization upon arrival. During the next few days, despite a wave of intense heat, Lt. Williams devoted his energies to supervising the repair of the tents in the new Squadron Area, and the restoration of the ancient mess hall which had been assigned to the 381st.

Williams, Charles M., 2Lt, bombardier, Commander, 381st BS

On 18 June 42, Lt. Col. Anthony G. Hunter assumed command of the Group, relieving Captain Plant, who became Group Operations Officer.

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

Plant, James A., Capt, pilot, 310th BG Commander

On 20 June 42, 1st Lieutenant Ivan L. Ferguson assumed command of the 381st Bombardment Squadron. From that day on the 381st commenced to mature. During the next few weeks, things started to happen, and rapidly. Lieutenant Williams left on an X-Mission; two dozen new officers were assigned to the Squadron; Lt. Ferguson appointed 2nd Lt. Ivan R. Campbell Squadron Adjutant, and 1st Lt. William T. Alexander, Squadron Operations Officer. Early in Jul, 6 brand new B-25's were delivered. The 381st was beginning to resemble a combat organization.

Alexander, William T., Maj, pilot, Operations Officer

Campbell, Ivan R., 2Lt, Adjutant

Ferguson, Ivan Leonard, 1Lt, pilot, Commander

Williams, Charles M., 2Lt, bombardier

Shortly afterwards, the Squadron was plunged into its first five weeks of O.T.U. training. This is a period which was characterized by feverish activity in all departments. Pilots worked out in Link Trainers as well as in the air; gunners practiced their art in a row of turrets set up in a building near the hangar. Bombardiers, practicing with their bombsights, rode about the hangar in tall stilt-high wagons which were designed to simulate the actual conditions experienced in bombing. Radio men concentrated on dots and dashes and the electrical mysteries peculiar to radio. Myriads of mechanics and engineers swarmed over the B-25's when they were on the ground; warming them up,

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cooling them off, pampering them and preening them. Daily flights to Myrtle Beach with full combat crews put to a practical test all the experience which had been gleaned on the ground.

On 1 August 42, 1st Sergeant Traywick, sporting a new pair of Master Sergeant stripes, left on a thirteen day furlough, at the conclusion of which he reported at Ordnance Officers' Candidate school, in Aberdeen, Maryland. Cpl. James E. Sorrough, a personnel clerk, then became 1st Sergeant.

Sorrough, James E., Cpl, 1st Sgt, personnel clerk *Traywick, James C., M/Sgt, 1st Sgt*

From 10 August through 13 August, the Group made another move. Daily, for four days, motor convoys deposited large detachments of the Group in Walterboro Army Air Base, 88 miles South of Columbia. This was a new base, and the 310th was the first Group to be stationed there. Stretched over a vast expanse of sandy soil, the buildings at Walterboro Army Air Base, all new, were widely dispersed among Pine and Blackjack trees. Distances were so great, that in order to save time, a taxi service was inaugurated which connected Group Headquarters and the Squadron areas with the Line.

The second five week period of O.T.U. training was now in full swing. Having dropped a large number of excess personnel before leaving Columbia in order to bring the Squadron down to the specified Table of Organization Strength, rapid promotions now began to bring those remaining in the Squadron up to full N.C.O. rank.

On 15 August 42, the Squadron Commander, a broad smile on his face, spent most of the day passing out cigars. It was impossible not to notice brightly polished Captain's bars gleaming on each of his shoulders. That night, in celebration, the entire Squadron attended a party in the Mess Hall. Beer, lots of it, sandwiches, and music.

Ferguson, Ivan Leonard, Capt, pilot, Commander

On 20 August 42, 1st Lt. Robert Pemberton, Squadron Intelligence Officer, with the approval of Captain Ferguson, decided to test the efficiency of the combat crews, and the astuteness of his intelligence personnel. The plan was as follows: Three planes of the Squadron were to embark on a series of bombing missions; crews were to be briefed and interrogated --- in fact, it was decided to do everything necessary to simulate actual combat conditions. Targets were selected. The first a factory in Dublin, Georgia; the second, a bridge, also in Georgia; and the third, a roundhouse, somewhere in South Carolina. After a very thorough briefing, the crews took off on the first mission. The first mission may be considered to have been a success in that the planes didn't get even near the target, thus revealing serious technical difficulties. The second mission ironed out and overcame these difficulties. After each mission, the crews were interrogated in a manner which complied with the best traditions prescribed in FM 30-5.

Pemberton, Robert (NMI), 1Lt, Intelligence Officer

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The fact that training had progressed to a point where such practice missions could be undertaken should have served as due notice to the rumormongers that something was about to happen. Nevertheless, they didn't get busy until about 24 August 42, when there appeared on the bulletin board three rosters, titled as follows: AIR ECHELON; FLIGHT ECHELON; GROUND ECHELON.

THE AIR ECHELON

In the afternoon of 28 August 42, ten Officers and thirty-six Enlisted Men of the 381st, together with similar groups from the other Squadrons, stood in formation near the railroad station at Walterboro. Lt. Col. Hunter, the Group Commander, and Captain Ferguson had come down to bid them good-bye. Presently, Lt. Pemberton, who was in charge of the 381st detachment, gave the order, and they boarded the waiting train. A whistle blew, the cars jerked, and the train crept into motion. The Air Echelon was on its way.

Ferguson, Ivan Leonard, Capt, pilot, Commander, 381st BS
Hunter, Anthony G., Lt Col, pilot, 310th BG Commander
Pemberton, Robert (NMI), 1Lt, Intelligence Officer, 381st BS

Fort Dix is a tremendous place. The Air Echelon was certain of this next day when they arrived at their barracks, after marching many miles from the railroad station, without coming anywhere near the end of the reservation.

Aside from acquiring necessary clothing and supplies, removing cosmoline from newly issued rifles, firing the rifles, and getting shots; dry runs were the major occupation at Dix. Dry runs were a form of torture whose primary purpose seemed to be to put the Enlisted Men into a properly melancholy mood for going up the gang plank. Actually, they were practice departures. They were announced by the sound of a whistle, several seconds after which the Enlisted Men would pour from their barracks wearing overcoats and leggins, and laden with musette bags, blanket rolls, rifles, rifle belts, helmets, gas masks and barracks bags. After staggering into formation and answering a roll call, they would be dismissed until the next time. One of the dry runs, they were told, would be the real thing.

The real thing happened after dinner on the night of 4 September 42. Responding to the dry run whistle, the Echelon was hurled into trucks and rushed to the station, there to witness for several hours the arrival and departure of heavily laden trains, until theirs arrived and was loaded.

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Five A.M. the morning of 5 September 42 found all of the Air Echelons of the 310th Group on a ferry in the Hudson River. While the shadowy outline of New York's skyline pinkened with the coming of dawn, the ferry tiptoed up the river, past innumerable docks and past the huge capsized hull of the French Line's Normandie. Suddenly H.M.S. Queen Mary burst into view, and the ferry headed toward her.

About three o'clock, the Queen's giant whistle bellowed, and she slid out of her berth at Pier 90, down the river and out to sea. The Air Echelon stood on the deck of the Veranda Grill, and watched the sea and the sky close together where their last glimpse of American had been.

The original furniture of the Veranda Grill had been removed, and it had been stuffed with bunks. It had been a big day, and by blackout time at 7 o'clock, everyone was in bed. The next morning the radio reported that the Queen Mary had been sunk by enemy action off the Jersey Coast shortly after leaving the harbor. This rumor was heavily discounted by the seventeen thousand U.S. troops on board.

The voyage, made without escort, was uneventful. Flowering through the dark grey sea at an incredible speed, the ship left a zig-zag wake of green and white, as she twisted and turned, in order to make her large size a more difficult target for any submarine which might have been lurking on her course. When particularly sharp turns were made, rumors reverberated throughout the ship --- subs had been sighted, or enemy warships, or enemy planes. Actually, though, none were encountered, although several times runs were made off the course in order to avoid them. One morning, Ack-ack fire awakened everyone on hoard, but it was only practice, and tracers sailed into the sky like roman candles, with only puffs of smoke for targets.

Each 24 hours, the 381st and 428th Echelons traded quarters with the 379th and 380th Echelons, thus alternating between the Veranda Grill and the after Port side of the Promenade Deck. Here they slept, not in bunks, but on the hard flat deck. Candy, cigarettes, chewing-gum and boxes of cookies were generously supplied by the Officers. There were few things to do besides watching the sea, reading, or playing cards. Tours around the ship, though forbidden, became a major diversion. All units were marched down to the Dining Salon twice daily for meals. Returning was a different matter; each man by and for himself. It was easy to get lost in the vast network of corridors and decks; by getting lost purposely, a man with a mess kit as a passport could manage to see quite a bit en route to his quarters. Even conversion into the troop ship failed to disguise all of the Queen Mary's peacetime splendor.

On 11 September 42, after five and a half days at sea, the Queen Mary steamed up the Firth of Clyde and dropped anchor in the harbor of Gourock, Scotland. The Echelons of the 310th didn't disembark until Saturday, 12 September. All day Friday, small ships had come alongside, and departed heavily laden with Officers and Enlisted Men of other

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units. Those remaining aboard amused themselves by throwing cigarettes, soap and nickels, dimes and quarters to the seamen on the lighters below. These Scotsmen, as would be expected of them, fought wildly for the gifts.

Saturday, the 310th was dumped on the dock of Gourock, where a train of tiny English coaches waited for them. Scotch women served tea and scones. The diminutive engine got up stream, and the train took off through the green hills of Scotland toward Glasgow and Edinburgh, and on down into England, arriving at Harleston, Norfolk early on the morning of Sunday, 13 September 42. R.A.F. Officers met the train, and escorted the group to the R.A.F. Station, Hardwick.

R.A.F. Station, Hardwick, was planted among the fields, hedge rows and wooded areas of what had once been a farm. First impressions were sketchy, as the buildings, all thoroughly camouflaged, were dispersed over a large acreage. An immaculate mess hall served a rather vague breakfast that first morning. The barracks, on investigation, proved to be comfortable, though washing facilities were available only in a central building located near the mess hall, a mile away. Further away, was a large building, which served for the Headquarters officers, and beyond it were the work-shops, the hangars and the runways.

Near the mess hall and the "Airmens' Ablutions" building stood another one, which housed the Naafi, (Navy, Army, Air Force Institute). This service organization provided for the English Seamen and Soldiers approximately the same facilities which are to be found in an American P.X. or Service Club. Another service organization, the Church Army, maintained a small truck which toured the Base daily, selling tea and assorted cakes.

At the Naafi, the Americans really moved in, and sampled the cakes and tea, beer and ale, and found them to be O.K. Here, through the Naafi girls, was made the first encounter with the American language, as employed by the English. Here the intricacies of the British monetary system were laboriously learned and thoroughly cursed and discussed. By the end of the first week, with the aid of the Station's British personnel, the neighboring villages of Bungay, Harleston and Topcroft, as well as the nearby City of Norwich had been visited and explored, and were enthusiastically pronounced a bit of the alright.

Guard duty and K.P. having already reared their ugly heads, the Air Echelon now settled down to await the arrival of the Flight Echelon. Lt. Norman E. Cawse-Morgon assumed command of the Echelon on 16 September, relieving Lt. Pemberton who left for London in order to procure initial supplies for an American P.X.

Cawse-Morgon, Norman E., 1Lt, intelligence
Pemberton, Robert (NMI), 1Lt, intelligence

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On 27 September 42, the Intelligence Officers, Lts. Pemberton, Mason and Cawse-Morgon left for the R.A.F. Station, Hethel, for instruction in Combat Intelligence. Lt. Donald D. Horrocks became Commanding Officer. Lts. Mason and Cawse-Morgon next visited the Coningsby R.A.F. station for a week, where they were able to observe and assist in the operation of the Intelligence section of the station during operations. In the meantime, Lt Pemberton was attending the 3 weeks R.A.F. Aircraft Identification Course on the Isle of Man.

Cawse-Morgon, Norman E., 1Lt, intelligence

Horrocks, Donald D., 1Lt,

Mason, Audrey (NMI), 2Lt, intelligence, 428th BS

Pemberton, Robert (NMI), 1Lt, intelligence

On 19 October 42, Hardwick experienced the dubious enjoyment of being visited by a lone JU-88, complete with calling cards. Further, it was the first American Occupied Air Base in Great Britain to extend such forced hospitality. At 11:25, the enemy bomber dove dramatically out of an 800 foot ceiling and circled the field while dropping bombs, and spraying the hangars and ground with machine gun slugs. There were four bombs in all: the first two landed between the crew's rest room and #3 Hangar, badly damaging them both. The third was a dud, probably by courtesy of Czechoslovakia, which bounced a couple of times, and then rolled across the field to halt under the tail of a B-25. The fourth bomb exploded in the woods.

There are a multitude of stories describing the actions and reactions of the personnel. However, fully two thirds of them claim to have been participants in the most amusing incident: There was a long queue waiting in front of the Church Tea Wagon, sweating out 11 o'clock tea. When Jerry came in low over the woods with his bomb bay doors open, and machine guns blazing, the entire queue, as though one person, dove beneath the tea wagon, leaving two brave, if helpless women where they had been serving tea. From this vantage point, several witnesses claim to have seen a grin on the face of the pilot, as the JU-88 flashed by overhead. There was also the story of the Enlisted Man who, running for a bomb shelter, forgot to duck as he went down the steps. Aside from his badly battered head, the only casualty was a civilian workman who was standing near #3 hangar when the first two bombs exploded.

And then there was the Mess Kit Incident. This incident should be told in conjunction with the visit of the JU-88, and as its sequel, for it occurred several days later. It was noon, and lunch was being served in the Mess Hall. Suddenly a "Red" alert was sounded over the Tannoy (Loud speaker system). Everyone, including Corporal Ralph Jones, stampeded from the Mess Hall to take cover in the bomb shelters. When Corporal Jones emerged from the hall, generously laden mess gear in hand, and lines of deep concern grooving his forehead, a Beaufighter was innocently wing its way through the sky, directly above. Corporal Jones, not being a devotee of the Aircraft Recognition

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craze, surveyed the winged visitor, and though running rapidly, arrived at a conclusion. Or perhaps he jumped at it --- at any rate it furnished him with sufficient incentive to change his course from NNE, which would have brought him to a shelter, to due West in the direction of the woods. Giving his motive power the gun, he continued on course for several minutes before the woods began to close in. When Corporal Jones stopped, the plane was still overhead. Still ignorant of its identity, Corporal Jones surveyed the plane --- and then his mess gear --- a gleaming G.I. cup complete with tea, and a shining white plate, heaped with mutton stew. Not surrendering to consternation, as would a less sturdy soul, he carefully laid them on the thick carpet of leaves at his feet. At that precise moment an ingenious idea lit upon his brow, and rapidly burrowed inward: In the interest of camouflage, wouldn't it be a prudent move to cover the reflecting surfaces of the mess equipment with leaves? During the next three days, Corporal Jones vigorously continued a futile search for his camouflaged eating utensils.

THE GROUND ECHELON

After the Air Echelon left Walterboro on 28 August 42, the Ground Echelon settled down to a rugged routine, calculated to condition it for overseas duty. Each day Headquarters published a program for the day: Calisthenics, athletics and both close order and extended order drill. Also, there were field exercises; practice advances on theoretical enemies using natural foliage for cover. The drill and athletics, baseball and volleyball, were competitive. The 381st won a majority of victories from the other Squadrons, and as a reward, a few holidays. Side bets were profitable, and thereby much nice folding money poured into 381st pockets.

On 6 September the Flight Echelon, under command of Captain Ferguson, left by train for Westover Field, Massachusetts. 2nd Lt. Ivan R. Campbell became Commanding Officer of the Ground Echelon, and the training program continued at Walterboro until 18 September, when the Ground Echelons of all the Squadrons departed at 0440 in a large motor convoy, bound for Greenville Army Air Base, South Carolina, 195 miles to the North.

Campbell, Ivan R., Capt, Adjutant Ferguson, Ivan Leonard, Capt, pilot, Commander

Greenville unfolded one surprise after another. Although Headquarters continued to publish an increasingly rigid program for daily training activities, the calisthenics in particular growing more rugged, Greenville was a Garden of Eden after Columbia and Walterboro. Housed in the most modern of barracks, with hot and cold running water, the Squadron for the first time in its history was supplied with sheets and pillow cases. Previously, it had always been stationed at "nearly" complete bases, under simulated field conditions. Greenville in addition to its other advantages boasted two very well stocked P.X.'s, and a large theater, where first run pictures were shown nightly.

October 1942 (continued)

One Saturday night, one of Greenville's cotton mill operators invited all of the Ground Echelons of the Group to a party, which was held in Textile Hall. Here the guests found many southern belles --- Greenville's very smoothest. Refueling from time to time with Cokes, ice cream and sandwiches, they jitterbugged, waltzed or just danced to the music of a small but very good orchestra.

Greenville was a soldier's town. Columbia, perhaps because of its tremendous military population, was not. Sundays were free. It was unusual for any soldier to go to church on Sunday and not be Shanghaied after services by some local family, and driven off to a sumptuous dinner and a day of fun. These families usually had daughters, and the babes of Greenville were all beauteous, even unto the older generations. This, combined with Southern hospitality at its best, makes it difficult to find a man in the Ground Echelon who can boast that he didn't almost commit matrimony. In fact, a few of them did, and many others left their hearts there for safekeeping.

Complacency having set in, they began to wonder if they would stay there forever. Greenville would be an ideal spot in which to spend the duration. They began to wonder if they would ever see the Air Echelon or the Flight Echelon again, and didn't particularly care if they did. But on 17 October, the bubble burst, and Lt. Campbell, with three other Officers and 116 Enlisted Men entrained for Fort Dix, where, the Morning Report states, they "Underwent processing for over-seas". In other words, Dry Runs. Their period at Dix corresponds in most all respects to the time spent there by the Air Echelon.

Campbell, Ivan R., Capt, Adjutant

A large number of Officers and Enlisted Men remained behind at Greenville, to form what became known as the Rear Detachment of the Ground Echelon. They were under the command of 2nd Lt. Oliver E. Fayard.

Fayard, Oliver E., Jr., 2Lt.

THE FLIGHT ECHELON

Captain Ferguson arrived at Telergma on 16 December 42, leading a flight of 6 planes which were piloted by Lts. Alexander, Eddy, Linden, Phillips and Thorndike. They landed at Telergma approximately two and a half months after leaving Westover Field, Chicopee Falls, Massachusetts. It had been a rough journey, scanning the Great Circle from the North American Continent to the British Isles; through Labrador, Greenland and Iceland; and England down past France, Spain and Portugal and on into Africa.

Alexander, William T., 1Lt, pilot

Ferguson, Ivan Leonard, Capt, pilot, Commander

Phillips, Carl A., 1Lt, pilot

Eddy, Leonard A., 1Lt, pilot

Linden, Eric O., 1Lt, pilot

Thorndike, Robert W., 1Lt, pilot

October 1942 (continued)

The 381st Flight Echelon had left Walterboro on 6 September 42, together with the Flight Echelon of the 380th Squadron, Captain Ferguson in charge. A regular Pullman diner had been attached to the train, and furnished a welcome relief from G.I. food. On the morning of 7 September the train passed thru Washington, D.C., and everyone craned his neck out the windows, looking for familiar monuments. Late that afternoon the train arrived at Westover Field.

Ferguson, Ivan Leonard, Capt, pilot, Commander

An old permanent base, Westover was complete with every pre-war comfort. In fact, the large wooden barracks into which the 381st moved was furnished with a piano. M/Sgt. Clyde L. Arnold, who was acting 1st Sergeant of the Echelon, complains that it took him two days and nights to quiet things down after the piano was discovered. One fourth of the Echelon was allowed to go into town each night --- either to Holyoke or to Springfield, where they had a wonderful time.

Arnold, Clyde L., M/Sgt, engineering, Crew Chief

During the three weeks at Westover, the Echelon requisitioned equipment; flying clothes for everyone; tools for the mechanics, etc. The pilots received their new B-25-C's, which they tested thoroughly and enthusiastically approved. On one of his test hops, Lt. Robert A. Cox distinguished himself by giving Springfield a surprise blackout. Buzzing down the Connecticut River in a burst of exuberance, he knocked out a high tension cable, which severed the lower turret and put a number of nicks and bumps in the fuselage of his new plane, "Sad Sack".

Cox, Robert A., 1Lt, pilot

Finally, on 28 September 42, the great day arrived. Nine ships, in 3 elements of 3 ships each, took off with Captain Ferguson leading the flight in "Dis'n Did't". The other eight ships were piloted by Lts. Alexander, Coddington, Kearns, Martin, Phillips, Thorndike, VanDivort and Wert. Upon arrival at Presque Isle, Maine, they were met by Lt. Col. Hunter. The Colonel had in his possession a communication from higher command, directing the removal from each plane of two men and their baggage, together with certain other equipment which included all the armor plate, the lower turret guns and the nose guns. Having accomplished this by 0300 next morning, the crews retired to an overcrowded hangar to sleep for the few remaining hours of that night.

Alexander, William T., Maj, pilot

Coddington, Walter E., 1Lt, pilot

Ferguson, Ivan Leonard, Capt, pilot, Commander

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

Kearns, Archibald G., 1Lt, pilot

Martin, Robert W., 1Lt, pilot

Phillips, Carl A., 1Lt, pilot

Thorndike, Robert W., 1Lt, pilot

VanDivort, Richard (NMI), 1Lt, pilot

Wert, Donald S., 1Lt, pilot

October 1942 (continued)

Bad weather held them up for a day, but on 30 September, they took off in individual flights. The weather still being uncertain, a large part of this trip was made on instrument. After 13½ hours of flying, they taxied in on the concrete runways of Goose Bay, Labrador, a field operated jointly by the R.A.F. and the U.S. Ferry Command. Here they were greeted by a radio message from Lt. Col. Hunter, instructing them to return to Presque Isle to pick up the men and equipment they had left. The order which he had previously given them having been rescinded.

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

The good weather by which they had returned to Goose Bay soon closed in again, making further flying impossible, so they now settled down to a wait which continued for several weeks before they were able to make the next hop of the trip.

Goose Bay will never be a vacation spot. Its climate being perpetually cold and foggy, and awfully damp. The crews were quartered in heated wooden barracks, which were moderately comfortable. The food was terrible and steadily grew worse. A series of ancient moving pictures were shown twice weekly, and a small Y.M.C.A., run by the Canadians provided minimum recreational facilities. However, nature did her best to provide entertainment: Mountain climbing, fishing and small game hunting during the day, and during the night the baffling and spectacular performance of the Northern Lights.

Finally, after pre-flights every second morning, the great day came again on 13 October 42, when the weather opened up sufficiently to allow them to proceed to BW-1, a station on the coast of Greenland. Landing conditions at this field were extremely difficult, as it was located at the bottom of a Fjord, whose walls were 2,000 feet high. It was therefore possible for only one plane to land or take off at any one time. Owing to the previous arrival of some A-20's, it was necessary for Captain Ferguson's flight to circle the field for a long time before the tower could signal them to come in for a landing.

Ferguson, Ivan Leonard, Capt, pilot, Commander

Conditions a BW-1 were wonderful. The whole Echelon was moved into Barracks #B-10, a new and well built structure, comfortable in every respect. The mess was superb. The permanent party personnel proved excellent hosts. A small lake containing many large salmon trout was found about two miles from camp. When fishing was good, the cooks would clean and prepare the catch for the next meal. Caught by the ingenious use of spears or snares or by being shot with rifles, the fish lived a hectic life while they lasted. In the mountains lived an abundance of small game including Ptarmigan and large white hares. When weather permitted hunting, the catch would be brought back, and a feast prepared by the cooks.

Note: Continued in 381st BS War Diary: Additional Information for November 1943:

October 1942 (continued)

428th BS War Diary: Additional Information for October 1942:

OUTLINE HISTORY
428th BOMBARDMENT SQUADRON
310th BOMBARDMENT GROUP (M)
ARMY AIR FORCES

The 310th Bombardment Group, nee the 309th Bombardment Group, was wrought of General Order Number 15, published March 1, 1942, at Fort George Wright, Washington. This technical embryo of what was to become a formidable force was not activated until it passed to Tucson, Arizona, and thence to Jackson Army Air Base, Jackson, Mississippi.

The cadre of the unit was formed of personnel from the 22nd Bombardment Group at Lake Muroc, California, on January 22nd, 1942. It moved to Langley Field, Virginia, and then again to the Jackson Army Air Base on March 5, 1942. "The 309th Bombardment Group" began to take a physical form. Their commander until April 20th was Lieutenant-Colonel William O. Lee, at which time they moved again to the Meridian Army Air Base, ninety-five miles from Jackson.

Lee, William C., Lt Col, pilot, Commander, 309th BG

At Meridian more personnel were assigned to the unit. Meridian was their home for less than a month. Many of the personnel were on detached service obtaining training that was to stand them in good stead in combat much later. On May 15, 1942, they departed for Columbia Army Air Base by rail. The day they arrived at Columbia, May 17th, the total strength of the squadron was one hundred and thirty-three men. The first Sergeant of the outfit at this time was Lester L. Abernathy, who had been appointed to that office on the 27th of April.

Abernathy, Lester L., Sgt, 1st Sgt

Originally, each bombardment group had one reconnaissance squadron assigned. The 428th's first designation was the 37th Reconnaissance Squadron. Upon arrival at Meridian, it was changed to the 39th Reconnaissance Squadron, and then on May 1st, 1942, it became the 428th Bombardment Squadron per General Order Number 81, Headquarters, 3rd Air Force, Tampa, Florida, dated 25 April 1942.

Up to the 8th of June, 1942, the squadron was without a commanding officer, in fact, it had no officers assigned at all. On the day mentioned, Second Lieutenant Calvin P. Titus Jr., Bombardier, was assigned, joined, and assumed command. His duties were legion. Beside the command of the squadron, he was Group Operations Officer, Group Intelligence Officer, Group Summary Court Officer, and, yes, Squadron Class "A" Finance Officer.

Titus, Calvin P., Jr., 2Lt, bombardier

October 1942 (continued)

On the 20th of June, 1942, 1st Lieutenant James P. Walker joined the squadron and assumed command. He followed by only a few days a veritable horde of officers and enlisted men which rapidly swelled the ranks. However, the exodus almost equaled the influx, and the total net increase was only seven. More airplanes were assigned, equipment obtained, and sections established.

Walker, James P. "Chief" Maj, pilot

From the 1st to the 10th of July the squadron roster increased from 162 to 194 men. On the 16th it rose to 280, an increase of 120 in two days. A flight training program for the new fledglings rolled into top speed. The 428th was beginning to earn its salt.

Since Columbia Army Air Base was the squadron's home for almost three months, it might be well to give a brief description of the base and the conditions there. The thing that most squadron members recall most clearly was the heat, a humid, sticky inferno that let up slightly only in the early hours of the morning. The entire group lived in pyramidal tents under conditions that might have been those of the field. The Air Base constructed on sandy, dusty ground, and although the runways were concreted, during operations a great swirl of choking dust and sand rose over the field. Sawdust had to be scattered in the company streets, and water sprayed over them to keep the dirt to a minimum. Except for administration and finance buildings, which were for the most part hot-house tar paper shacks, permanent installations were still unfinished, although work on them was being rushed at top speed.

On the 29th of July, the command changed. 1st Lieutenant William M. Bower, one of the Tokyo heroes, was assigned to the squadron and Lt. Walker was relieved of the command. On the same day, 2nd Lieutenant Richard T. Lindeberg joined the squadron and relieved 2nd Lieutenant Wilson R. Haines of his adjutant's position. On August 1st the squadron roster boasted three hundred and forty-eight names.

Bower, William M., 1Lt, pilot

Haines, Wilson R., 1Lt, Adjutant

Lindeberg, Richard T. "Lindy", 2Lt, Adjutant

Walker, James P. "Chief" 1Lt, pilot

Tragedy struck its first blow at the squadron on August 4th when 2nd Lieutenants Neal Curtis and Charles Pattillo (*actually Robert R. Pattillo*) crashed to their deaths at the field. They had been but recently checked out. This was the first and only fatal landing accident the squadron has had.

A/C No. 41-29658 (crashed landed on Columbia Army Air Field, SC)

P	<i>Curtis, Deal Dow, 2Lt, pilot, 428th BS - DNB</i>
CP	<i>Pattillo, Robert R., 2Lt, pilot, 428th BS - DNB</i>
PAX	<i>Graves, Ray E., Pvt - DNB</i>
PAX	<i>Shuman, Floyd H., Pvt - DNB</i>
PAX	<i>Tooke, Alphonse V., Pvt - DNB</i>
PAX	<i>Streit, Benedict N., Pvt – survived, died 6 Aug 42</i>
PAX	<i>Downing, Philip Y., Pvt – survived, status unknown</i>
PAX	<i>None</i>

October 1942 (continued)

Ten days later, on the 14th, the group moved to Walterboro, South Carolina, to the site of what was to be the Walterboro Army Air Base. What greeted us was weak runways, a swamp full of insects, a meager r net that looked like a tank proving ground, and very little else. In addition to preparing themselves for combat, the unit did yeoman service as a pioneer unit. Brand new barracks had just been completed (in places they were still under construction) and the personnel moved into these. They were little better than tents, however, for they held for hours after dark the sticky heat of the South Carolina swamps. The desert was never like this.

On the 15th of August, 1st Lieutenants Bower and Walker received promotion orders. Captain Kent Sagendorph, peacetime expert on aviation and author of many notable works on the subject was assigned to the unit as Squadron Intelligence Officer, the first that the squadron had, as of August 3rd. On the 25th, Master Sergeant Abernathy was transferred out of the unit to accept an O.C.S. appointment, and S/Sgt Melvin R. Johnston was appointed First Sergeant, having previously been acting First Sergeant for a short period.

Abernathy, Lester L., M/Sgt, 1st Sgt

Johnston, Melvin R., S/Sgt, 1st Sgt

Walker, James P. "Chief" Capt, pilot

Bower, William M., Capt, pilot, Commander

Sagendorph, Kent H., Capt, intelligence

Our arrival at Walterboro seemed to inspire a myriad of what was to prove shortly, very well founded rumors. Though the matter was hyper-secret, the civilians in the town of Walterboro afforded remarkably authoritative information, as things worked out.

Suddenly the beehive of Walterboro was thrown into a further frenzy of activity. Equipment was packed, boxes marked, remarked, unmarked, loaded, unloaded, and reloaded. It was a 24-hour a day proposition. In the midst of the confused activity, thirty-six men and twelve officers received orders on the 28th of August to proceed to a staging area. The roster included:

Captain Sagendorph, *Kent H., intelligence*

1st Lt. Wilson, *Samuel A., intelligence*

1st Lt. Ryterband, *Louis (NMI), medical*

2nd Lts:

Purifoy, *Lawrence L., pilot*

Wheeler, *William A. K., pilot*

Rambosek, *August F., engineering*

Basich, *George F., intelligence*

Frost, *Roland (NMI), pilot*

Call, Wilbur F.

Wescott, *Robert M., pilot*

Haines, *Wilson R., Adjutant*

Harder, *Frank A., pilot*

M/Sgt Hollen, Raymond C.

T/Sgt Box, James L.

October 1942 (continued)

S/Sgt

Brotherton, *William E.*
Eichenseer, *Joseph R.*
Pearson, *Herbert A.*
Rodely, *William E.*

Brown, *Ward B., turret specialist*
Nicodemus, *Philip H.*
Riley, *Loys W.*
Stewart, *William W.*

Sgt

Davis, *Donald A.*
Oldweiler, *Franklin K.*
Preisser, *Thomas E.*

DeBlaker, *Leo F.*
Payne, *Charles C., gunner*
Robinson, *Eugene Quentin, S/Sgt,
engineering, crew chief*

Stilp, *John P., radio-gunner*

Cpl

Henderson, *Clarence (NMI), Jr.*
Johnson, *Millard J.*
Sumakis, *Spiro A.*

Jablow, *Seymour (NMI)*
Marshall, *John F.*
VanNorstran, *Clem K., II*

PFC

Luciano
Weber, *Eugene O.*

Versaw, *Robert E., gunner*

Pvt

Campbell, *Percy H.*
McGuire, *Robert E.*
Metz, *William J.*

McCarthy, *William F.*
Meckel, *Albert J.*
Tyler, *Kenneth C.*

This was the first section to leave the outfit for an overseas destination. The three echelons were eventually split until fully nine sections had a more or less detached existence from one time to another. It wasn't until better than six months later---after the unit had been operating for better than three mos. That the squadron achieved approximate unity once again.

HISTORY OF THE 428th BOMBARDMENT SQUADRON (M)

The 428th Bombardment Squadron (M) was activated at Key Field, Meridian, Miss., on April 25, 1942. It was the outgrowth of an attempt to fill the "paper" strength of the Third Air Force by utilizing trained groups of specialists from other organizations, around whom newly-formed units were brought to full strength. The nucleus of the 428th was a group of well-known enlisted men from the 37th Reconnaissance Squadron, among them being Staff Sgt. Walter L. Decker, Master Sgt. Raymond C. Hollen, First Sgt. Lester L. Abernathy and others. When orders were received activating the new squadron, 1st Lt. Harry A. Gervin was named as its first Commander.

October 1942 (continued)

After activation, the squadron remained at Key Field only long enough to transfer in some new men, and was transferred to Columbia Air Base, Columbia S.C., in the first week of June, 1942. It was assigned to the 310th Bombardment Group (M), which had just been activated; the entire organization being under command of the late Capt. James A. Plan, A.C. At Columbia the 428th was brought up to authorized strength from newly-arrived graduates of Service schools throughout the U.S., including Scott Field, Chanute Field, Lowry Field and the OCS at Miami Beach, Fla. For a short period following the sudden death of Capt. Plant in a crackup at Columbia, 2nd Lieut. Calvin C. Titus, A.C., was in temporary command, the dates being from May 20th to June 21st, 1942. He was relieved to go to another command and the new C.O. was announced as 1st Lt. James P. Walker, A.A.F., a graduate of West Point in the Class of 1941.

Lt. Walker held command from June 21st to July 21st, 1942, being replaced by 1st Lt. William M. Bower, A.A.F. on the latter date. Lt. Bower was one of the famous participants in Gen. Jimmy Doolittle's historic raid on Tokyo during the early part of 1942, and his command was in the nature of a reward. On August 10th, 1942, both Lt. Bower and Lt. Walker were promoted to the rank of Captain.

On August 8th, the 428th accompanied the 310th Group to Walterboro Air Base, Walterboro, S.C., remaining in training there until August 28th, when a detachment from it, consisting of the medical officer, intelligence and operations staffs and a total of 110 officers and 36 enlisted men, left for over-seas service via Fort Dix, N.J., and New York City. The detachment was commanded by Capt. Kent Sagendorph, Squadron Intelligence Officer. It left Fort Dix on September 4th, embarked September 5th on the British transport "Queen Mary", and arrived at Gourock, Scotland, in the Firth of Clyde, on September 11th. The following day the detachment proceeded to Hardwick Station, RAF, near Bungay, Suffolk, where it was billeted awaiting arrival of its flight echelon. During this period it was under the command of 1st Lt. Samuel A. Wilson, A.C.

The officers who accompanied this unit are as follows:

Capt. Kent H. Sagendorph	1 st Lt. Louis Ryterband
1 st Lt. Samuel A. Wilson	2 nd Lt. George F. Basich
2 nd Lt. Wilbur F. Call	2 nd Lt. Roland Frost
2 nd Lt. Wilson R. Haines	2 nd Lt. Lawrence L. Purifoy
2 nd Lt. August F. Rambosek	2 nd Lt. Robert M. Wescott
2 nd Lt. William A. K. Wheeler	

SAMUEL A. WILSON,
1st Lt., Air Corps,
Commanding.