

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



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

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

12th Air Force, 57th Bombardment Wing

310th Bombardment Group

History: November 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 J. White, son of: *Joseph P. White, T/Sgt, radio-gunner, 381st BS*

Crew lists

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

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

D/H: Direct Hit
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
L/A: Landing Area
LC: Landing Craft
L/G: Landing Ground
Lox: Liquid Oxygen

L/S: Landing Strip
L/V: Large Vehicle

LST: Landing Ship Tank
Ltr: Letter

R/Y: Railroad Yards
Repl: Replacement
RMC: Returned to Military Control

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?
S/P: Sea Plane
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

LWA: Lightly Wounded in Action

MACR: Missing Air Crew Report

MATS: Military Air Transport Service

Window (British term): Radar countermeasure: tiny strips of aluminum, metalized glass fiber, or plastic. See **Chaff**

WP: White Phosphorus (bombs)

WT, W/T: Watch Tower

XC: Cross Country

ZI: Zone of Interior (U.S.A.)

Sunday, 1 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s strike the airfield and dispersal areas at Maleme, Crete; P-40s escort the bombers and hit ground targets in the battle area. An air depot, 2 service groups, and 1 Military Police company are assigned to USAMEAF.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK 13/1 NOT WT
PASS HSF US INT
TO: 2ND BOMB WING A2 SECTION
FROM: 310TH BOMB GP S-2 SECTION

NIL 1/11/42

REPORTING OFFICER - CAPTAIN GORDON C. LOCKE.
PERIOD COVERED: 0800 HOURS 1 NOVEMBER 1942 TO 2000 HOURS 1
NOVEMBER 1942.

1. TRAINING FLIGHTS:
 - A. LOCAL AND CROSS-COUNTRY, AND FUEL CONSUMPTION TEST.
 - B. THREE (3)
 - C. THIRTEEN (13)
 - D. FOURTEEN (14)

BRIEFING: CAPTAIN GRIDLEY, AND LIEUT LORCH.
INTERROGATION: CAPTAIN GRIDLEY, AND LIEUT LORCH.
SUMMARY OF FLIGHTS: ONE SHIP TO HONINGTON FOR REPAIRS AND REST
OF SHIPS LOCAL DUE TO WEATHER.

2. LECTURES: NONE.

3. GENERAL ACTIVITIES USUAL CENSORING OF MAIL AND ROUTINE
OFFICE DUTIES.

4. LIEUT. O'BRIEN GAVE LECTURE ON SECURITY TO COMPANY B. 437 TH
SIGNAL BATTALION. SPECIAL FILMS ON: UEXXX USE OF OXYGEN.
SECURITY. ATTENDANCE AT FILMS 55 OFFICER AND MEN

===2200

LH + VA+

NCH R1005 WG VA+

Sunday, 1 November 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"A few planes came in to this field (BW-1 Greenland) today but none left. Had a wonderful dinner today - STEAK. And butter from the Cow! Saw the movie "Take A Letter Darling" this evening. I enjoyed it even though I had seen it twice before. Anything to waste time. I wrote a letter to each member of my family today. The Northern Lights were beautiful - what a place to have a date. Of course, I haven't seen a woman for weeks, or since I was in Maine. Won \$32.00 - craps."

428th BS War Diary: The long awaited day has finally arrived. Hearty breakfast served at 0730 hours. Given a packed lunch of the four sandwiches and a fruit to last each man till breakfast the next morning. Left barracks at 1045 hours and marched in a light rain to the railroad station. Boarded train at 1230 hours. Train left Fort Dix at 1300 hours. Arrived at New York Harbor at 1545 hours. Boarded a ferry under the Pennsylvania station. Crossed the harbor to Staten Island pier 15. Boarded U.S.S. Monticello at 1655 hours. Assigned quarters on "B" Deck. Bunks are four high. Life preservers attached to each bed. Everyone dampened but happy to be aboard.

Monday, 2 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF):

In Egypt, the British Eighth Army opens an assault (Operation SUPERCHARGE, the plan for the British XXX Corps breakout from Egypt) W of Tell el-Eisa with 2 New Zealand Division in the lead; B-25s bomb a track extending S from Rahman as the British 9 Armored Brigade establishes bridgeheads across the track; other B-25s attack tanks and other targets in support of the assault; P-40s fly escort and strafing missions in the battle area. B-17s bomb shipping and jetties in Tobruk, Libya harbor.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK2/3 NOT WT
PASS TO U.S. INT
TO 2ND BOMB WING A-2 SECTION
FROM 310TH BOMB GP S-2 SECTION
NIL 3/11/42

REPORTING OFFICER: CAPTAIN GORDON C. LOCKE
PERIOD COVERED: 0800 HRS TO 2000 HRS 2 NOVEMBER 1942

1 NONE

2 TRAINING DECLARATION, BRITISH WEATHER FORECASTS, IDENTIFICATION OF AIRCRAFT, NIGHT FLYING PROCEDURE, AND FLYING CONTROL. ALSO ONE ON P/W.

LT. DENT, LT. COLE, LT. PEMBERTON, AND S/L SCLATER.

LIEUT. MEEHAN GAVE THE LECTURE ON P/W FOR 2 HOURS TO ONE HUNDRED AND FIFTY MEN.

C FIFTY (50) COMBAT CREWS.

3 USUAL CENSORING OF MAIL, AND CONFERENCE WITH GROUP WEATHER, COMMUNICATION AND OPERATIONS OFFICERS, ON THE SUBJECT OF EXPEDITING BRIEFING PROCEDURE.

4. NONE

“ 0915

Q VM BH VA R=0956/3 JF VA+

379th BS War Diary: No Entry

380th BS War Diary: No Entry

Monday, 2 November 1942 (continued)

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"We could have gone to Iceland if our squadron C.O. hadn't been so dumb about starting his flight. I worked on the ship most of the day. It was only up to 2400 RPM instead of the 2600 RPM. O.K. after 4 hours work. Weather is rotten for us to get out tomorrow. Katz and I drank a double case of canned beer as there was no show to go to. (48 cans of beer). Nothing else interesting except this pen leaks too darn much to suit me. Good nite!"

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

Katzenbach, Nicholas D. "Katz", 2Lt, navigator

428th BS War Diary: Reveille at 0530 hours. Dressed in the dark. Ate breakfast standing up. Food fairly good. View from port hole reveals quite a few ships all around us, aircraft carriers, destroyers and battleships included. Blimps flying overhead. Ocean is calm. No sea-sickness reported as yet. Estimated 7000 troops aboard ship. Rumors have our destination somewhere in Africa. Warned to wear life belts at all times. To sleep at night fully clothed. Lights out at sun down - total darkness till next morning.

Tuesday, 3 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF):

In Egypt, B-25s bomb tanks, motor transports, landing ground, ammunition dumps, mainly in the Rahman Track area and on the road between Fuka and El Daba, and also hit town of Fuka and Ghazal station; P-40s fly several escort and fighter-bomber missions, attacking ground targets in support of the British Eighth Army; Allied aircraft fly 400+ sorties against troops retreating along the coastal road; during the night of 3/4 Nov, British and Indian troops outflank and break an enemy tank screen in the sector S of Tell el Aqqaqir.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"It rained and snowed all day. What a mess. Nothing exciting today as I read most of the day. The more I read, the more I am convinced that Darwin was right when he said we were monkeys before we became known as "man." I wrote a letter to my family. After tearing up three others and starting over again. It would be nice to know if I am engaged or not. And, if so, what everyone thinks about it. We will be here forever (??)."

428th BS War Diary: Second day at sea and all's well. Allowed half hour on deck in the morning and one hour at noon. Passed a Time Belt shoving the clocks up an hour. The Monticello was formerly the Italian liner Comte Grande built in 1928. Acquired by U.S. in winter of 1942 from Brazil. Carries crew of 700. First trip as troop transport.

Wednesday, 4 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): 9 B-24s bomb the Bengasi, Libya harbor, hitting 3 ships and claiming 1 enemy fighter shot down.

In Egypt, B-25s and P-40s attack motor transports and troops retreating W from the El Alamein battleline with British in pursuit; 10 Corps armor clashes with the rearguard S of Ghazal. Lieutenant General Frank M Andrews replaces Brigadier General Russell L. Maxwell as Commanding General USAFIME.

HQ 310th BG War Diary: Intelligence Report:

HSF/NCH NR HDK7/4 NOTWT

PASS U.S. INTZ

TO 2 ND BOMB WING A-2 SECTION

FROM 310 TH BOMB GROUP S-2 SECTION

REPORTING OFFICER: LT E.P. MEEHAN.

PERIOD COVERED: 0800 HOURS 4 NOV - 2000 4 NOV

1. TRAINING FLIGHTS: (A) LOCAL FORMATION
1. TWO (2)
2. TEN (10)
3. TEN (10)
(B) TWO CREWS BRIEFED FOR FUEL CONSUMPTION FLIGHT. LATER SCRUBBED DUE TO WEATHER.
(C) NONE.
(D) NONE.
 2. LECTURES:
(A) "PHOTOS AND PHOTO INTERPRETATION", "AIRCRAFT IDENTIFICATION", "AIR SEA DEFENSE".
(B) LT. KELLOGG, LT PEMBERTON, P/O SHEPPARD.
(C) THIRTY-FIVE (35) OFFICERS AND EM.
(D) METHODS OF READING AND IMPORTANCE OF AERIAL PHOTO - STRESSED WITH AID OF SLIDES. STRUCTURE, APPEARANCE AND ABILITY OF SEVERAL A/C WERE THOROUGHLY DISCUSSED.
 3. ROUTINE SECTION DUTIES.
 4. NONE.
- = = 1800A
A.K. VA+
NCH R2016 AJC VA
-

Wednesday, 4 November 1942 (continued)

HQ 310th BG War Diary: Interrogation Reports:

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

A/C type: B25C LETTER: 113050

Take off 1640 Hours Oct. 30 Landed 1720 Hours Oct. 30
1420 Hours Nov. 4 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 then 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

Wednesday, 4 November 1942 (continued)

- 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

379th BS War Diary: No Entry

379th BS Mission Summary: Training Flights

A/C No. 41-13050 *may be* “Virginia
Sturgeon” *crew not identified*

P *Peterson, Arthur C., 2Lt*
CP
N
B
E
R
G
F

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. “Pancho”, 2Lt, pilot*

“The sun actually came out today; for a change. All seven members of our plane had to spend all afternoon working with hot air machines to clean the ice off the wings. It was the most work I have done since I have been here in Greenland. Went to see the movie “Gold Rush” this evening. Of course, I spent part of “My Day” in the library as usual. We are going to get up early in the morning as we may get off for Iceland. “Here’s Hoping!””

428th BS War Diary: The ocean swelled over-night and this morning the Atlantic is rough and rugged. The wind and rain are really whipping across the decks. It’s fun to watch the ships rise and fall as they plow into the waves. A tanker in the convoy is really taking a beating. Our destination has been revealed as Casablanca in French Morocco. We compose the second section of the convoy; the first one having proceeded us by five days. Cut to two meals per day. Breakfast and supper. Beans for breakfast, swell coffee though.

Thursday, 5 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): General Bernard L Montgomery announces the victory of the British Eighth Army in Egypt; 10 Corps, pushing rapidly W, overcomes a rearguard action near Fuka; as Field Marshall Erwin Rommel retreats W from El Alamein, P-40s bomb targets on the Fuka road and patrol the Sidi Hanaish area; B-25s also bomb motor transports.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK 8/5 NOT WT
PASS TO HSF U.S. INT.

TO: 2 ND BOMB WING A-2 SECTION

FROM: 310 TH BOMB GROUP S-2 SECTION

REPORTING OFFICER: LIEUT. E.P. MEEHAN.

PERIOD COVERED: 0800 HRS 5 NOV. TO 2000 HOURS 5 NOV.

1. TRAINING FLIGHTS - (A) TYPE OF MISSION - NONE.

1. NONE 2. NONE 3. NONE

(B) NONE (C) NONE (D) NONE DUE TO BAD WEATHER.

2. LECTURES: (A) 1. 'AIR-SEA RESCUE' (B) 2. LIEUT. PEMBERTON

(C) TEN (10) COMBAT CREWS (D) SPOTTING CONTEST WAS HELD

FOLLOWED BY A REVIEW.

3. ROUTINE SECTION DUTIES.

4. ALL OFFICERS OF COMBAT CREWS, TWENTY (20) IN NUMBER ATTENDED MEETING HELD BY MAJ. HOOVER 379 TH SQ. IN WHICH HE STRESSED RESPONSIBILITY OF EACH MAN AND ASKED FOR A CLOSER UNION. THIS TALK ALMOST VISIBLY BOOSTED THEIR MORALE = = 1745

CC S/L LEATHERDALE

DHP VA+

NCH R0900 AJC VA

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

Thursday, 5 November 1942

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Got up early (1:30 AM) - and while everything was still dark. Our flight was cancelled but some of the other flights groups "got in the blue" okay. A plane was lost on the icecap today. Some of the gang is going out tomorrow to look for them. We won't be on the search because we are scheduled to get up at 3:00AM and try again to get to Iceland. I am having trouble with my lower lip. It is so cold here that exposed skin soon cracks. Sometimes I wish I were still at Scott Field and still in the enlisted service."

428th BS War Diary: Another day dawns aboard the U.S.S. Monticello. Men are sorely in need of shaves. Haven't had water in the latrine for two days now. Typhus shots were given. It looks like a storm brewing. Lt. Lindeberg read what to do and what not to do when in Casablanca. Signed partial payroll for \$5.

Friday, 6 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

US Army, Middle East Air Force (USAMEAF): B-24s hit the harbors of Tobruk and Bengasi, Libya, scoring hits on 2 vessels. Heavy rains delay the British pursuit of the retreating enemy in the Matruh, Egypt area.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK 18/6 NOT WT
PASS TO: U.S. INT

TO 2 ND BOMB WING A-2 SECTION
FROM 310 TH BOMB GROUP A-2 SECTION
NIL 6 NOV

REPORTING OFFICER: LIEUT. E.P. MEEHAN

PERIOD COVERED: 0800 HRS 6 NOV TO 2000 HRS 6 NOV

1. TRAINING FLIGHTS: A. COUNTRY AND LOCAL FORMATION.

1. 379TH AND 380TH. 2. FIVE (5).
2. THREE (3)

B. BRIEFING: 1. LIEUT. GOECKEL, MR RAWLINSON (MET), LIEUT. LORCH, LIEUT. DENT.

C. INTERROGATION: 1. NONE

D. ON X-COUNTRY, THREE (3) A/C FLEW FROM BASWE TO HONINGTON FOR REPAIRS, NOT RETURNING.

ON LOCAL FORMATION, ALL FLIGHTS MADE VERY SHORT DUE TO BAD WEATHER.

2. LECTURES:

A. AIRDROME DEFENSE B. CAPT. ALDRIDGE, 428TH.

C. TWENTY-ONE (21) OFFICERS. D. HYPOTHETICAL PROBLEM, GIVING TERRAIN AND POSSIBLE POSITION, SIZE AND TYPE OF THREATENING FORCE - SOLUTION WORKED OUT.

A. MACHINE GUN MAINTENANCE: B. T/SGT DENT, 379TH. C. FORTY SEVEN (47) OFFICERS AND EM. D. CARE, MAINTENANCE AND OPERATION OF GUNS.

A. A/C IDENTIFICATION. B. LIEUT PEMBERTON, 381ST. C. FORTY (40) OFFICERS AND EM. D. STUDY OF SEVERAL A/C USING EPIDIASCOPE WITH SHORT QUIZ.

A. EMERGENCY DESTRUCTION OF A/C. B. LIEUT DENT, 380TH. C. THIRTY FIVE (35) OFFICERS AND EM. D. INSTRUCTIONS ON DESTROYING A/C QUICKLY AND COMPLETELY.

A. TURRET MAINTENANCE AND USE. B. MR. COCHRANE. C. TWENTY FIVE (25) COMBAT CREW MEMBERS. D. GENERAL.

3. ROUTINE SECTION DUTIES

Friday, 6 November 1942 (continued)

4. BRIEFED TWO (2) P-38 PILOTS WHO LANDED AT THIS BASE LOST. TOOK OFF FROM LIVERPOOL WITH IBSLEY AS DESTINATION BUT DUE TO THE LACK OF RADIO AND PROPER COMPASSES WERE WAY OFF COURSE. 428 TH HELD SHOWDOWN INSPECTION FOR OFFICERS AS TO ALL FIGHTING EQUIPMENT AND AIDS === 1900

HOLD

CC IN PARA 2. LECTURES

FGM VA+++ R 219 6/11 TWS VA+

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Got up in the middle of the night (3:00AM) and after six hours of work, the plane will still not start. That is how cold it is up here. A few planes were ready to take off, but all flights were cancelled. The lost plane is still out on the ice cap: tomorrow more planes will search. "Men of Texas" was the show for the day. Not bad. I am beginning to wonder if we are ever going to get paid; or get to England. As yet, I haven't put any time in for my flight pay this month. Now to bed."

428th BS War Diary: Really a rough day. Waves lashing high onto the deck of the ship. U.S. money being collected and exchanged into overseas currency. Close to \$1000 collected. The ship's store has cut the sale of candy. Cigarettes sell for \$.55 a carton.

Saturday, 7 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

Twelfth Air Force: The air movement of the Twelfth AF from the UK to N Africa begins; other elements of the Twelfth AF moving from the UK and US are aboard Allied ships approaching the Algerian and Moroccan coasts.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK 8/7 NOT WT
PASS US OPS HSF

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

7 NOV.

REPORTING OFFICER: LIEUT. E.P. MEEHAN.

PERIOD COVERED: 0800 HOURS 7 NOV. TO 2000 HOURS 7 NOV.

1. TRAINING FLIGHTS:

(A) X-COUNTRY, LOCAL FORMATION, FUEL CONSUMPTION TEST.

1. 379TH, 380TH, AND 428TH.
2. TWELVE (12).
3. SEVEN (7).

(B) BRIEFING:

1. LT. BASICH, LT. DENT, LT. SNYDER, LT. LORCH, LT. GOECKEL, AND P/O BENHEIM.

(C) INTERROGATIONS:

1. LT. GOECKEL.

(D) FLIGHTS FOLLOWED AS PER SCHEDULE.

2. LECTURES.

- | | | |
|--|--------------------------------------|-----------------------------|
| A. P/W. | B. LT. E.P. MEEHAN. | C. THIRTY-TWO OFFICERS (32) |
| AND TWENTY-FIVE (25) EM. | D. SECRET. | |
| A. A/C IDENTIFICATIN. | B. LT. PEMBERTON. | C. NINETY-THREE |
| (93) MEMBERS OF COMBAT CREWS. | D. GENERAL IN NATURE. | |
| A. TRAINING DIRECTIVES. | B. LT. DENT. | C. FOURTY (40) |
| OFFICERS. | D. DESTRUCTION OF A/C EQUIPMENT ETC. | |
| A. MACHINE GUN MAINTENANCE AND USE. | B. LT. FISHER. | |
| C. FORTY (40) MEMBERS OF COMBAT CREWS. | D. GENERAL IN | |
| NATURE. | | |

3. ROUTINE SECTION DUTIES. NO FLYING IN MORNING DUE TO THE WEATHER.

Saturday, 7 November 1942 (continued)

4. NONE.

=====2000A

QQ	WKW	B1		
NCH	R	2130/7	TWS	KK

HQ 310th BG War Diary: Interrogation Reports:

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. 8, 1942

379th SQUADRON (CREW CAPTAIN) Lt. A.N. Allred

A/C type: B25C LETTER: 3101

Take off 1415 Hours Nov. 7 Landed 1701 Hours Nov. 7

Ammunition or Bombs. 1,000 Rounds of 50 Cal.

Flares and Very Pistols Carried? Yes Used? No

1. Immediate news to be phoned? None

2. Route: (Give time and height at turning points)

<u>Base to:</u>	<u>Time</u>	<u>Height</u>	<u>Direction</u>
1. Cambridge	1435	500'	26°
2. Kings Lynn	1450	500'	126°
3. Base	1505	500'	258°
4. Cambridge	1525	500'	26°
5. Kings Lynn	1540	500'	126°
6. Base	1554	500'	258°
7. Cambridge	1614	500'	26°
8. Kings Lynn	1628	500'	126°
9. Base	1643	500'	258°

a. How identified Turning Point?

Cambridge - By airport on course and numerous railroad tracks.
Lings Lynn - Railroad tracks; river; Nomad Balloon.

Saturday, 7 November 1942 (continued)

3. Results of Practice Bombing? None.
4. Results of Gunnery Practice? None
5. Weather? 1st Trip - 1. Base to Cambridge visibility 6 to 8 miles (Broken) ceiling: 1,500'. 2. Cambridge to Kings Lynn - Visibility: 15 miles on course same as 1st leg, after which ceiling lowered, became hazy and foggy. 3. Kings Lynn to Base - 1st 15 miles very hazy, opening up when about 15 miles out of base. Visibility: 6 to 8 miles ceiling: 500'. 2nd Trip - About same as first except that visibility lowered to about 2 miles at Kings Lynn, where weather closed in.
6. Observations? (Give time, place, height and Heading)
 - a. Balloons - Nomad Balloon at 300' at Kings Lynn.
 - b. A.A. guns - None.
 - c. Airdromes not appearing on maps. Airdrome on route to Cambridge northeast of town. Airdrome 5 miles northeast of Honington. Airdrome of P-51's 10 miles out of Cambridge.
 - d. Special Observations (Landmarks, Military Installations, Etc.) None
 - e. Aircraft. None except trainers.
7. Technical Operation of A/C.
Plane operated perfectly.
8. Use of W/T and R/T? Received QDM's without trouble but could not get tower when landing.

F.E. GOECKEL,
2nd Lt., Air Corps,
Asst. S-2, 379th.

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. 8, 1942

379th SQUADRON

(CREW CAPTAIN)

Capt. A.W. White

A/C type: B25C

LETTER: 3097

Saturday, 7 November 1942 (continued)

Take off 1433 Hours Nov. 7

Landed 1707 Hours Nov. 7

Ammunition or Bombs. 1000 Rounds of 50 Cal.

Flares and Very Pistols Carried? Yes Used? No

1. Immediate news to be phoned? None

2. Route: (Give time and height at turning points)

<u>Base to:</u>	<u>Time</u>	<u>Height</u>	<u>Direction</u>
1. Cambridge	1456	500'	26°
2. Kings Lynn	1510	500'	126°
3. Base	1525	500'	258°
4. Cambridge	1543	500'	26°
5. Kings Lynn	1601	500'	126°
6. Base	1616	500'	258°

a. How identified Turning Point?

Cambridge - By airport on course and numerous railroad tracks.

Lings Lynn - Railroad tracks; river; balloon.

3. Results of Practice Bombing? None.

4. Results of Gunnery Practice? None

5. Weather? At 1600 hour visibility 3 to 5 miles north of Kings Lynn; Base to Cambridge - visibility 6 to 8 miles, ceiling 1,500', broken clouds; Cambridge to Kings Lynn - visibility 15 miles on course same as 1st leg, after which ceiling lowered and became hazy and foggy. Severe local storm over Diss at 1530 hours.

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

a. Balloons - 1 Balloon at Kings Lynn.

b. A.A. guns - 8 minutes out of Kings Lynn on course.

c. Airdromes not appearing on maps. 52° 23' N, 50' E under construction, airdromes too numerous to take specific attention of..

d. Special Observations (Landmarks, Military Installations, Etc.)

Railroad track from Cambridge to Kings Lynn makes good landmark to follow; traffic very light on highways and canals and railroad; convoy of trucks heading for base about 15 miles east of Cambridge at 1539 hours.

e. Aircraft. P-38, Wellington and B-25 at 1445 hours, 500' circling; 2 B-26's at 1428 hours at 500' going north; numerous training planes over Cambridge; 3 Hudson's at 1611 hours, 1000' going southwest between Kings Lynn and Base; observed too many craft to report accurately.

Saturday, 7 November 1942 (continued)

7. Technical Operation of A/C. Very good.

8. Use of W/T and R/T? Got one QDM from this base on 2nd trip at 1630 hours; air jammed; 1500 to 1530 hours air was full of static, could not get tower when landing.

F.E. GOECKEL,
2nd Lt., Air Corps,
Asst. S-2, 379th.

379th BS War Diary: No Entry

379th BS Mission Summary: Training Flights

	<i>A/C No. 41-13101 crew not identified</i>	<i>A/C No. 41- 13097 crew not identified</i>
P	<i>Allred, Alfred N., 2Lt</i>	<i>White, Alpheus Wray, Jr., Capt</i>
CP		
N		
B		
E		
R		
G		
F		

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*
"Bad weather again so we didn't even get out of bed. Slept 13 hours! Played solitaire for three hours and made \$8.00. Buy the deck for fifty cents and get a 5¢ piece for every card turned up. They are really worried about that transport plane that is lost. The control officers from Goose Bay are on the plane. Flying Fortresses (B-17) are doing all the hunting for them these days. I have read every book of any value in the library. The sun really goes down early. Daylight 7:30 to 4:00. Haven't seen the sun for days."

428th BS War Diary: Beautiful day. Sky is clear and the ocean calm. Only black mark is beans for breakfast again. Men shaving 3 and 4 day old beards with water from canteens.

Sunday, 8 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: HQ 376th Bombardment Group (Heavy) and the 513th, 514th and 515th Bombardment Squadrons (Heavy) move from Lydda, Palestine to Abu Sueir, Egypt with B-24s.

NW AFRICA (Twelfth Air Force): The invasion of N Africa (Operation TORCH) begins. In French Morocco, C-47s of the 60th Troop Carrier Group attempting to land troops at La Senia Airfield find the French unexpectedly hostile and have several aircraft shot down by fighters and AA; several other C-47s are damaged when trying to land on the dry lakebed of Sebkra d'Oran. Spitfires of the 31st Fighter Group, flying from Gibraltar into Tafaraoui Airfield, Algeria during the afternoon of D-Day, claim 3 hostile French fighters destroyed.

In Algeria, the following units arrive at Tafaraoui Airfield from the UK: HQ XII Fighter Command, HQ 31st Fighter Group, HQ 60th Troop Carrier Group and 10th, 11th and 12th Troop Carrier Squadrons with C-47s, air echelon of 2nd, 4th and 5th Fighter Squadrons, 52nd Fighter Group with Spitfires, and the 308th and 309th Fighter Squadrons, 31st Fighter Group, with Spitfires; the 71st Fighter Squadron, 1st Fighter Group, arrives at St Leu from the UK with P-38s.

In French Morocco during Nov 42, HQ 5th Bombardment Wing and HQ 7th Fighter Wing arrive at Casablanca from the US.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK 9/8 NOT WI
PASS TO US INT HSF
TO 2ND BOMB WING A-2 SECTION
FROM 310TH BOMB GROUP S-2 SECTION
REPORTING OFFICER: LIEUT. E.P. MEEHAN.
PERIOD COVERED: 0800 HRS 8 NOV TO 2000 HRS 8 NOV.

1. TRAINING FLIGHTS
 - A. LOCAL AND CROSS COUNTRY.
 1. 379TH 380TH AND 428TH
 2. SIXTEEN (16)
 3. THIRTEEN (13)
 - B. BRIEFING:
 1. LT. BASICH, LT KNIGHT, LT GOECKEL, LT DENT
 - C. INTERROGATION:
 1. LT GOECKEL
 - D. SUMMARY OF FLIGHTS:
 1. FLIGHTS FOLLOWED AS PER SCHEDULE.

Sunday, 8 November 1942 (continued)

2. LECTURES:

- A. A/C IDENTIFICATION.
- B. LT. PEMBERTON.
- C. TWENTY-TWO (22) MEMBERS OF COMBAT CREWS.
- D. GENERAL IN NATURE.

3. ROUTINE SECTION DUTIES.

4. NONE.

=====1800

HOLD

CC WA COMBAT CREWS.
CRJ BB

NCH RO835 AJC K

HQ 310th BG War Diary: Interrogation Reports:

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. 9, 1942

379th SQUADRON (CREW CAPTAIN) 2nd Lt., C.W. Smith

A/C type: B25C LETTER: 3054

Take off 1100 Hours Nov. 8 Landed 1440 Hours Nov. 8

Ammunition or Bombs. 465 Rounds of 50 Cal.

Flares and Very Pistols Carried? Yes Used? No

1. Immediate news to be phoned? None

Sunday, 8 November 1942 (continued)

2. Route: (Give time and height at turning points)

<u>Base to:</u>	<u>Time</u>	<u>Height</u>	<u>Direction</u>
1. Cambridge	1131	500'	258°
2. Kings Lynn	1155	500'	24°
3. Base	1210	500'	127°
4. Cambridge	1228	500'	258°
5. Kings Lynn	1242	500'	24°
6. Base	1256	500'	127°
7. Cambridge	1317	500'	258°
8. Kings Lynn	1332	500'	24°
9. Base	1347	500'	127°
10. Cambridge	1406	500'	258°
11. Kings Lynn	1420	500'	24°
12. Base	1436	500'	127°

a. How identified Turning Point?

Cambridge - Railroad tracks, and Cathedral.

Lings Lynn - Canal, balloons.

3. Results of Practice Bombing? None.

4. Results of Gunnery Practice? None

5. Weather? Visibility: 5 to 7 miles at Base and Kings Lynn, hazy around Cambridge.

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

a. Balloons - 2 Balloons southwest of Kings Lynn attached to freighters.

b. A.A. guns - None.

c. Airdromes not appearing on maps. Southwest of Ely under construction - 52° 23' N, 0° 15 southeast of Swaffan 52° 37' N, 47° E. 52° 30' N, 0° 58' E under construction; northeast of Attleborough, under construction 52° 32' N, 1° 5' E, 52° 28' N, 1° 10' E.

d. Special Observations (Landmarks, Military Installations, Etc.)

Canal at Kings Lynn, numerous training planes around Cambridge; at 1122 two planes southwest of Honington (unidentified 2 motor) dropped bombs on range.

7. Technical Operation of A/C. Good Operation..

8. Use of W/T and R/T? Received 15 QDM's on W/T. Air clear.

FRANK E. GOECKEL,
2nd Lt., Air Corps,
Asst. Intell. Officer.

Sunday, 8 November 1942 (continued)

379th BS War Diary: No Entry

379th BS Mission Summary: Training Flights

A/C No. 41-13054 *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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Here it is Sunday! Can't go to church for the only preacher in Greenland is at BW-2. So I spent my usual 13 hours in sleep. Had chicken today for dinner. (All bone and skin.) Of course the usual supper of cold cuts in the evening. Reminds me of dear old home. We have been here three weeks now. Seems like home. Of course the usual "C" grade show on Sunday. Then we don't have another show until Wednesday. 21 big transport planes of paratroops came in today. Plus a dozen B-17's. Means more men in our small mess."

428th BS War Diary: Sunday on a convoy is the same as any other day. News flashes report section of convoy has landed. Our compartment ate first today and luckily so for we had chicken for supper and peach pie. Was it good!!!

Monday, 9 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: The 512th Bombardment Squadron (Heavy), 376th Bombardment Group (Heavy), moves from Lydda, Palestine to Abu Sueir, Egypt with B-24s.

NW AFRICA (Twelfth Air Force):

In Algeria, Spitfires of the 31st Fighter Group attack and halt an armored column moving N toward Tafaraoui, and also attack artillery and AA batteries SE of Tafaraoui and along the coastal road; at 1605 hours, Major General James H Doolittle, Commanding General Twelfth AF, arrives in Algeria from Gibraltar by B-17, escorted by 12 Spitfires from the 52nd Fighter Group; HQ Twelfth AF arrives in Algeria from the UK; HQ 52^d Fighter Group arrives at Tafaraoui from the UK; the 27th Fighter Squadron, 1st Fighter Group arrives at St Leu with P-38s; the 307th Fighter Squadron, 31st Fighter Group arrives at Tafaraoui with Spitfires.

In French Morocco, HQ XII Air Support Command arrives from the US; HQ 68th Observation Group and the 16th and 122nd Observation Squadron arrive at Casablanca and Fedala respectively from the US with A-20s and P-39s.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK 6/9

PASS TO U.S. INT.

TO 2ND BOMB WING A-2 SECTION

NIL 9 NOV.

REPORTING OFFICER: LIEUT. E.P. MEEHAN.

PERIOD COVERED: 0800 HRS. 9, NOV. TO 2000 HRS. 9, NOV.

1. TRAINING FLIGHTS:

A. LOCAL AND X-COUNTRY FUEL CONSUMPTION FLIGHTS.

1. 379TH, 380TH, AND 428TH.

2. EIGHT (8)

3. FOUR (4)

B. BRIEFING:

1. LT. GOECKEL, LT. COLE, P/O BANHAM, LT. DENT, LT. LORCH,
LT. MEEHAN.

C. INTERROGATION:

1. LT. GOECKEL.

D. FLIGHTS FOLLOWED AS PER SCHEDULE.

Monday, 9 November 1942 (continued)

2. LECTURES:

- A. A/C IDENTIFICATION.
- B. LT. PEMBERTON.
- C. THIRTY (30) MEMBERS OF COMBAT CRTEWS.
- D. SKETCHING BY CLASS OF FIGHTER WING PLAN, TAIL PLAN, FIN AND RUDDER.
- A. NAVIGATION AIDS.
- B. P/O BANHAN.
- C. THIRTY (30) MEMBERS OF COMBAT CREWS.
- D. GENERAL IN NATURE.

3. ROUTINE SECTION DUTIES.

4. NONE.

=====1800

HOLD VCC NWA 2000 HRS. = 9, NOV.
CCWB LECTURES: 2. NOT W. AS SENT
FWD VA+
NH NCH R 2025/9 YWS VA+

HQ 310th BG War Diary: Interrogation Reports:

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. 10, 1942

379th SQUADRON (CREW CAPTAIN) 2nd Lt., James R. Holstead

A/C type: B25C LETTER: 3089

Take off 1100 Hours Nov. 9 Landed 1445 Hours Nov. 9

Ammunition or Bombs. 350 Rounds of 50 Cal.

Flares and Very Pistols Carried? Yes Used? No

1. Immediate news to be phoned? None

Monday, 9 November 1942 (continued)

2. Route: (Give time and height at turning points)

<u>Base to:</u>	<u>Time</u>	<u>Height</u>	<u>Direction</u>
1. Cambridge	1123	500'	260°
2. Kings Lynn	1135	500'	25°
3. Base	1149	500'	125°
4. Cambridge	1207	500'	260°
5. Kings Lynn (Lost)	1221	500'	25°
6. Base	1348	500'	125°
7. Cambridge	1406	500'	260°
8. Kings Lynn	1419	500'	25°
9. Base	1433	500'	125°

a. How identified Turning Point?

Cambridge - Railroad tracks, and airport.
Lings Lynn - Barrage balloon - 2nd QDM.

3. Results of Practice Bombing? None.

4. Results of Gunnery Practice? None

5. Weather?

Cambridge: Visibility; 3 miles, ceiling unlimited, hazy.
Kings Lynn: 1st Trip - visibility 2 miles, ceiling unlimited, hazy.
Kings Lynn: 2nd Trip - visibility 2 miles, ceiling unlimited, hazy.

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

a. Balloons - 1 Balloon at Kings Lynn

b. A.A. guns - None.

c. Airdromes not appearing on maps. -

52° 40' N, 0° 35' W - under construction

52° 27' N, 1° 12' E - under construction

52° 14' N, 0° 20' W - under construction

d. Special Observations (Landmarks, Military Installations, Etc.)

Numerous tanks (30 or 40) on maneuvers just northeast of Cambridge.

7. Technical Operation of A/C. Good Operation..

8. Use of W/T and R/T? Received 15 QDM's on W/T. Air clear.

FRANK E. GOECKEL,
2nd Lt., Air Corps,
Asst. Intell. Officer.

Monday, 9 November 1942 (continued)

HQ 310th BG War Diary: Interrogation Reports:

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. 10, 1942

379th SQUADRON (CREW CAPTAIN) 2nd Lt., John T. Allan

A/C type: B25C LETTER: 3081

Take off 1117 Hours Nov. 9 Landed 1507 Hours Nov. 9

Ammunition or Bombs. 250 Rounds of 50 Cal.

Flares and Very Pistols Carried? Yes Used? No

1. Immediate news to be phoned? None

2. Route: (Give time and height at turning points)

<u>Base to:</u>	<u>Time</u>	<u>Height</u>	<u>Direction</u>
1. Cambridge	1200	500'	258°
2. Kings Lynn	1214	500'	24°
3. Base	1228	500'	127°
4. Cambridge	1248	500'	258°
5. Kings Lynn	1305	500'	24°
6. Base	1319	500'	127°
7. Cambridge	1340	500'	258°
8. Kings Lynn	1355	500'	24°
9. Base	1411	500'	258°
10. Cambridge	1431	500'	24°
11. Kings Lynn	1445	500'	127°
12. Base	1500	500'	258°

a. How identified Turning Point?

Cambridge - Railroad tracks, and airport training ship.

Lings Lynn - Canal, balloon.

3. Results of Practice Bombing? None.

Monday, 9 November 1942 (continued)

4. Results of Gunnery Practice? None
5. Weather? Ceiling unlimited on entire trip; visibility; at Cambridge, 2 miles haze; Kings Lynn - 2 miles (industrial haze); between cities visibility 5 miles.
6. Observations? (Give time, place, height and Heading)
 - a. Balloons - 1 Balloon at Kings Lynn
 - b. A.A. guns - None.
 - c. Airdromes not appearing on maps. - None
 - d. Special Observations (Landmarks, Military Installations, Etc.)

1248 Hours convoy of 12 busses headed southeast of Cambridge three miles out. 1255 Hours 6 Lockheed Hudsons at Eli, at 1,000' heading 30°. 1313 Hours B25 - 360° course 1,500' 52° 35' N, 1° E. 1347 Hours 2 Hurricanes circling southeast of Cambridge at 1,000'. 1440 Hours B25 - 200° course 500', 15 miles southeast of Kings Lynn.
7. Technical Operation of A/C. Inner phone system out, otherwise all right.
8. Use of W/T and R/T? Received 8 QDM's; R/T got Honington and Base; air jammed near Cambridge.

FRANK E. GOECKEL,
2nd Lt., Air Corps,
Asst. Intell. Officer.

379th BS War Diary: No Entry

379th BS Mission Summary: Training Flights

	A/C No. 41-13089 <i>crew not identified</i>	A/C No. 41-13081 <i>crew not identified</i>
P	<i>Holstead, James R., 2Lt</i>	<i>Allan, John T., 2Lt</i>
CP		
N		
B		
E		
R		
G		
F		

Monday, 9 November 1942 (continued)

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"(Log 4:30 hours) Arrived in Iceland today. Flew at 15,000 ft. most of the way (on oxygen of course). Saw the first women today in better than a month. And there is a town here! Most of the gang went to town already (only one mile). Got up at 2 A.M. as usual and didn't get off until 7 am. Had a wonderful breakfast saying that it was my second and last breakfast in Greenland. I imagine that I will go in town tomorrow. The other lead B-25 had to turn back. Engine and radio failure. Colonel Hunter (our squadron C.O.) is in hot water these days."

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

428th BS War Diary: Collected \$5 partial pay. Due to yesterday's mad rush for chow, all C.O.s have to identify their men before they can eat.

Tuesday, 10 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: B-24s hit the harbor at Bengasi, Libya while B-17s hit the harbor at Candia, Crete. The 343rd Bombardment Squadron (Heavy), 98th Bombardment Group (Heavy), moves from St Jean, Palestine to Kabrit, Egypt with B-24s.

NW AFRICA (Twelfth Air Force): AAF Spitfires escort a convoy, fly reconnaissance, and attack tanks and other vehicles in the Oran, Algeria area. French Admiral Jean F Darlan broadcasts orders for the French forces in N Africa to cease resistance against the Allies.

In Algeria, the following units arrive at St Leu from the UK: 111th and 154th Observation Squadrons, 68th Observation Group, with A-20s; 437th, 438th, 439th and 440th Bombardment Squadrons (Medium), 319th Bombardment Group (Medium), with B-26s.

In French Morocco, 72 P-40s of the 33rd Fighter Group, catapulted from the US auxiliary aircraft carrier USS Chenango (ACV-28), land in Port Lyautey; the 91st and 93rd Fighter Squadrons, 81st Fighter Group, arrive at Port Lyautey from the US with P-39s.

HQ 310th BG War Diary: Intelligence Report:

HSF NCH NR HDK 11/10 NOT WT
PASS TO A-2

TO 2ND BOMB WING A-2 SECTION.

FROM 310TH BOMB GROUP S-2 SECTION.

10 NOV. REPORTING OFFICER. LIEUT. E.P.MEEHAN.

1. TRAINING FLIGHTS: A. LOCAL FORMATION. 1. TWO (2) - 380TH AND
428TH 2. Two (2) 3. TWO (2)

B. BRIEFING: 1. LT. BASICH, LT. DENT, LT. LORCH.

C. INTERROGATION: 1. NONE

D. FLIGHTS COMPLETED AS PER SCHEDULED.

2. LECTURE: (A) F/W. (B) LT. E.P. MEEHAN. (C) SIXTY (60)
MEMBERS OF COMBAT CREWS. (D) SECRET

(A) A/C IDENTIFICATION. (B) LT. PEMBERTON. (C) NINETY-FIVE (95)
MEMBERS OF COMBAT CREWS. (D) GENERAL IN NATURE.

(A) NAVIGATION. (B) LT. DUNN. (C) THIRTY-FIVE (35) MEMBERS OF
COMBAT CREWS. (D) MAP READING - DRIFT - VARIATION - DECLINATION -
USE OD COMPUTER.

Tuesday, 10 November 1942

3. ROUTINE SECTION DUTIES AND PREPARATION FROM BRIEFING OF X-COUNTRY FOR TO-MORROW.

4. NONE - 1900A

FGM VA++

NCH HSF R 2032 DFH VA+

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Got up at 7AM but didn't get off. Too much snow & rain. I went with one of the men to see him get sworn in. Katz went with us. There are over 200,000 men on this post. So far, 4 German planes have been shot down here. I went to town (1 mile away) after dinner and stayed for a show 3:50 "Korena" (52¢) and then to a hotel dance with coke and beer (1/2 of 1%) at 50¢ per bottle. Put on some clean clothes. 1st time in over a month. Uniform still fits. Iceland has 6-month "trial marriages." Women are very nice. Wore a blouse and etc. (Class A) uniform to town."

428th BS War Diary: Today dawned the most beautiful day of the trip so far. The ocean is exceptionally smooth and the sky is just streaked from the rising sun. Makes me forget there is a war going on. The specialty of the day though were the showers. Seven showers going full blast with enough water coming out of them to wet a fly and approximately 3500 men had to take showers. If you had 60 seconds under the water you were lucky.

Wednesday, 11 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]:

In Libya, B-24s hit shipping N of Bengasi, claiming 4 direct hits and several near misses on 1 vessel; P-40s fly a sweep over the Gambut area, claiming 3 Stukas destroyed; the British Eighth Army drives the last of the enemy from Egypt and crosses into Libya, taking Bardia without opposition; HQ 98th Bombardment Group (Heavy) and the 344th Bombardment Squadron (Heavy), move from Ramat David, Palestine to Fayid, Egypt with B-24.

NW AFRICA (Twelfth Air Force):

In Algeria, fighters fly reconnaissance over the Oran-Tafaraoui area and escort C-47s carrying paratroops from Gibraltar to Algiers. All French resistance against the Allies in NW Africa ceases in the early morning. HQ 319th Bombardment Group (Medium) moves from England to St Leu, Algeria. The 16th, 17th and 18th Troop Carrier Squadrons, 64th Troop Carrier Group, based in England begin operating from Maison Blanche, Algeria. The 92nd Fighter Squadron, 81st Fighter Group, arrives at Port Lyautey, French Morocco from the US with P-39s.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Went to town today. Bought a bracelet for my mother. Plus some photographs of the town. Bought some pastry at a shop - rally wonderful. Ate so much I had "butterflies in my stomach." The winds here are high - 60 miles per hour this morning, and after the calm this afternoon they are expected to be around 90 mph this evening and nite. Walked back from town against a 40 mph headwind. Got a new crystal put on my "G.I." hack watch. Cost 95¢. Raining and blowing too much to go to the show this evening. They had a "gas alarm" today but was only practice."

428th BS War Diary: Armistice day. Field rations passed out. Ration "K" consisting of breakfast, dinner and supper units. Ration "D" a concentrated chocolate form, 3 cans of hard tack with coffee, 1 can vegetable stew, 1 can has meat and 1 can meat and beans. Arm band of the American Flag also given to be worn when we landed.

Thursday, 12 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: US Army Middle East Air Force (USAMEAF) is dissolved and replaced by HQ Ninth AF, commanded by Lieutenant General Lewis H Brereton; major components are: IX Bomber Command (Brigadier General Patrick W Timberlake) at Ismailia, Egypt, IX Fighter Command (Colonel John C Kilborn) enroute to Egypt, and IX Air Service Command (Brigadier General Elmer E Adler). HQ 57th Fighter Group and the 65th Fighter Squadron move from Egypt to Libya with P-40s; the 85th, 86th and 87th Fighter Squadrons, 79th Fighter Group, arrives in Egypt from the US with P-40s; the 415th Bombardment Squadron (Heavy), 98th Bombardment Group (Heavy), moves from Ramat David, Palestine to Fayid, Egypt with B-24s.

NW AFRICA (Twelfth Air Force):

In Algeria, fighters fly patrols over a wide area around Oran and escort C-47s which drop US paratroops at Duzerville Airfield SE of Bone; Duzerville Airfield is bombed by Axis aircraft during the night of 12/13 Nov; HQ XII Fighter Command moves from Tafaraoui to La Senia; the ground echelon of the 2nd, 4th and 5th Fighter Squadrons, 52nd Fighter Group, arrive at La Senia from the UK; the 5th Photographic Reconnaissance Squadron, Twelfth AF (attached to 3rd Photographic Group) arrives La Senia from the UK with F-4s (first mission in Nov 42); the 307th Fighter Squadron, 31st Fighter Group, moves from Tafaraoui to La Senia with Spitfires.

In French Morocco, the 16th and 122nd Observation Squadrons, 68th Observation Group, move from Fedala to Casablanca with A-20s and P-39s.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*
“(Log 0:30 hours) All the gang got off for Prestwick, Scotland. We had to come back because of “V.H.F.” failure (“command” also). Spent some time getting “break time”, and then some time at the Officers Club Bar. Nice place. Went to see “Star Dust” in town this evening. Was going to town in such a hurry that I forgot to take my electric shoes off - so we couldn’t go to the hotel dance. (Seats are sold “reserved” only.) Wore my electric gloves, shoes, and underwear for the 1st time. Really grand. (General Electric). A “low” is hanging over Iceland now. We can’t expect to get off tomorrow.”

Thursday, 12 November 1942 (continued)

428th BS War Diary: Ammunition passed out; 120 rounds for rifles and 100 rounds for machine guns. Everyone preparing to debark.

Friday, 13 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: Tobruk, Libya falls to 10 Corps of the British Eighth Army. The 64th and 66th Fighter Squadrons, 57th Fighter Group, move from Egypt to Libya with P-40s.

NW AFRICA (Twelfth Air Force):

In Algeria, C-47s, with P-38 escort, fly AA guns and aviation gasoline to Duzerville Airfield; US Spitfires patrol the Oran-Tafaraoui area; HQ 1st Fighter Group arrives at Tafaraoui from the UK; HQ 97th Bombardment Group (Heavy) and the 340th Bombardment Squadron (Heavy) arrive at Maison Blanche from the UK with B-17s; the 15th Bombardment Squadron (Light), Twelfth AF, arrives at Tebessa from the UK with A-20s; the 27th Fighter Squadron, 1st Fighter Group, moves from St Leu to Tafaraoui with P-38s.

In French Morocco, HQ 33rd Fighter Group moves from Port Lyautey to Casablanca.

HQ 310th BG War Diary: Intelligence Report:

HSF PASS TO WING OPS FOR NECESSARY ACTION

HSF NCH NR HDK 15/13 NOT WT
PASS TO

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

13 TH NOVEMBER 1942. REPORTING OFFICER: LIEUT. E.C. KNIGHT, JR.
PERIOD COVERED: 0800 HOURS TO 2000 HOURS 13 NOV.

1. TRAINING FLIGHTS: NONE.

2. LECTURES: A. ASTRO COMPASS AND COMPUTER NAVIGATOR
B/LT NORVELL AND LT. DUNN C. EIGHTEEN (18) D. PRACTICAL
PROBLEMS IN NAVIGATION.

A. TRAINING FILMS AS FOLLOWS: (1) DEMOLITION
OF BRIDGES (2) ADJUSTING GUNS ON P 40 (3) A/C IDENTIFICATION
(HE112 AND HE113) (4) HOW TO HANDLE INCENDIARY BOMBS.

B. OFFICER FROM WING C. FORTY-NINE (49)

3. ROUTINE SECTION DUTIES.

4. CODE (MORSE) PRACTICE BY TWENTY (20) PILOTS, CO-PILOTS AND
RADIO OPERATORS === 2000A

HOLD+

CLP VA+

HSF NCH R 2119 EGM VA+?????BBBBBNO BHERE

Friday, 13 November 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Seen most of the post today. Had to travel 30 miles to buy some "pinks", ties, and a shirt. (133 Krona). Rained all day. Clouds were 80 - 100 feet off the ground. Went to see "Sgt. York" at the town's newest theatre this evening. Both had seen it before. (All seats reserved). Getting so broke that I had to borrow \$20.00 from Katz today. And now, I roll my sheep lined jacket up in a ball, (as I use it for a pillow at nights) and go to bed. From the reports we get, the Allies are doing "okay". I hope it is true. Today Friday the 13th! Fish."

Katzenbach, Nicholas D. "Katz", 2Lt, navigator

428th BS War Diary: Even on the Atlantic we get dry runs. Everyone was all set to land but no soap. What's happened to all the land we used to have around?

Saturday, 14 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: 6 B-17s are dispatched to attack the harbor at Bengasi, Libya, but only 1 locates the target and drops its bombs.

NW AFRICA (Twelfth Air Force):

In Algeria, US Spitfires fly routine patrols in the Oran-Tafaraoui area and escort C-53's carrying paratroops from Gibraltar to Algiers; HQ 52nd Fighter Group moves from Tafaraoui to La Senia; the 28th Troop Carrier Squadron, 60th Troop Carrier Group, arrives at Tafaraoui from the UK with C-47s; the 71st Fighter Squadron, 1st Fighter Group moves from St Leu to Tafaraoui with P-38s; the 309th Fighter Squadron, 31st Fighter Group moves from Tafaraoui to La Senia with Spitfires.

In French Morocco, the 35th Troop Carrier Squadron, 64th Troop Carrier Group, begins operating from Casablanca with C-47s (squadron is enroute from the UK).

HQ 310th BG War Diary: Intelligence Report:

HSF HDK NR HDK 11/14 NOTWT

PASS TO

TO: 2 ND BOMB WING A-2 SECTION

FROM: 310 H BOMB GROUP A-2 SECTION

DAILY INTELLIGENCE REPORT

REPORTING OFFICER: LIEUT. E.C. KNIGHT, JR.

1. TRAINING FLIGHTS: NONE POOR VISIBILITY

2. LECTURES: A. CODE PRACTICE B. T/SGT. CALDENMEYER

C. FIFTEEN (15) PILOTS, CO-PILOTS, AND RADIO OPERATORS

D. MORSE CODE PRACTICE A. A/C IDENTIFICATION (TRAINING FILM)

B. FILM C. THIRTY (30) D. IDENTIFICATION OF ALLIED AND

ENEMY A/C

3. ROUTINE SECTIONS DUTIES

4. NONE = = 1815

G.S. VA++

TOD 18574

HDK R 1955 JRE VA +

Saturday, 14 November 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"The wind has been blowing about 35 mph all day with some rain. Now it's at gale speed. So I decided to go to town. Spent all day at the Officers Club. There were 30 boats that made it to Iceland today. Eleven got "sunk" on the way. Tough luck. I wish that we would move out of here. Although all the natives here speak English, they still don't like us Americans. They like the Germans. Of course, the young women like the American Officers. (They, the gals, are cute.)"

428th BS War Diary: Still plodding through the deep Atlantic.

Sunday, 15 November 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"What a beautiful day. The sun came out. Went for a nice long walk. We saw all the boats in the bay. More tanks and equipment coming in. Then we went to a movie in town and to another movie in the evening. Of course, we spent the usual part of the day in the Club. I really wish that we would leave this place. I would rather get to our home base in England so I can get some mail. I want mail more than I want this extra \$6.00 per day. There is a small chance that we may get out tomorrow - so to bed!"

428th BS War Diary: Exactly two weeks ago today we started out. Another dinner of chicken and peach pie with a package of cigarettes to every man.

Monday, 16 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: P-40s patrol over the Germiston, Libya area. The 345th Bombardment Squadron (Heavy), 98th Bombardment Group (Heavy), moves from Ramat David, Palestine to Fayid, Egypt with B-24s.

NW AFRICA (Twelfth Air Force):

In Tunisia, Twelfth AF C-47s drop British paratroops at Souk el Arba; 6 B-17s, of the 97th Bombardment Group (Heavy) based at Maison Blanche, Algeria, raid Sidi Ahmed Airfield at Bizerte; thus the 97th which flew the first US heavy bomber mission from the UK, on 17 Aug, becomes the first Twelfth AF bombardment group to fly a combat mission in Africa. In Algeria, the 8th Troop Carrier Squadron, 62nd Troop Carrier Group, arrives at Tafaraoui from the UK with C-47s; the 111th and 154th Observation Squadrons, 68th Observation Group, moves from St Leu to Tafaraoui with A-20s; the 341st Bombardment Squadron (Heavy), 97th Bombardment Group (Heavy) arrives at Maison Blanche from the UK with B-17s.

HQ 310th BG War Diary: Intelligence Report:

OINCH HDK NR HDK 10/16 NOT WT
PASS TO
TO 2ND BOMB WING A-2 SECTION
FROM 310TH BOMB GROUP S-2 SECTION.
16TH NOVEMBER 1942.
DAILY INTELLIGENCE REPORT

=====

REPORTING OFFICER: LIEUT. E.C. KNIGHT, JR.
PERIOD COVERED: 0800 HOURS 16 NOV TO 2000 HOURS 16 NOV.

1. TRAINING FLIGHTS: NONE
2. LECTURES: (A) EXPLOSIVES. B. LT. STANLEY. (C) FORTY FIVE (45) D. EXPLANATION OF EXPLOSIVE DEVICES LEFT BY ENEMY AFTER RAIDS AND AT OTHER TIMES.
(A) A.A.FIRE. B. MAJOR KING. C. TWENTY-SEVEN (27) (D) DEFINITION CAPABILITIES AND LIMITATIONS OF A.A. FIRE.
(A) SECURITY AND BRITISH AMERICAN RELATIONS.
(B) LT. PEMBERTON. (C) SIXTY-THREE (63) NEWLY ARRIVED COMBAT CREWS. (D) AS REQUIRED.
3. ROUTINE SECTION DUTIES.

Monday, 16 November 1942 (continued)

4. NONE. =====1845/16A
WES++ VA++
V
HDK R/1942/16 RWR VA+

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*
“(Log 4:45 hours) Up at 6AM and then in Prestwick, Scotland for dinner. And now before a roaring fire in the officers’ quarters I add a few words for the day. The trip was grand except the fog made it impossible to see the ground or water. Women drive the trucks, car, and everything over here. This place is really at war. There isn’t any kidding around. These people take their war seriously. They treat us nice, so we can’t complain. I know that I will be glad to help get this war over with, and then get back to the good old States again.”

428th BS War Diary: Notified that we eat last in our compartment from now on; the result of a drawing.

Tuesday, 17 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]:

In Libya, P-40s patrol over Tobruk and the Derna road.

NW AFRICA (Twelfth Air Force):

In Algeria, air action is limited to routine patrols in the Tafaraoui area; the 5th Photographic Reconnaissance Squadron, Twelfth Air Force (attached to 3rd Photographic Group) moves from La Senia to Tafaraoui with F-4s; the 437th and 438th Bombardment Squadrons (Medium), 319th Bombardment Group (Medium), move from St Leu to Tafaraoui with B-26s.

In French Morocco, the following units arrive at Mediuna from the US: 85th, 86th and 97th Bombardment Squadrons (Light), 47th Bombardment Group (Light), with A-20s; 380th Bombardment Squadron (Medium), 310th Bombardment Group (Medium), with B-25s.

HQ 310th BG War Diary: Intelligence Report:

OINCH HDK NR HDK 12/17 NOTWT

PASS TO

TO: A-2 2ND BOMB WING

FROM: A-2 310TH BOMB GROUP

DAILY INTELLIGENCE REPORT

REPORTING OFFICER: LIEUT. E.C. KNIGHT, JR.

PERIOD COVERED: 0800 HOURS 17 NOV TO 2000 HOURS 17 NOV

1. TRAINING FLIGHTS:

A. CROSS COUNTRY 1. ONE (1) - 379TH

2. ONE (1)

3. ONE (1)

B. BRIEFING LT. GOECKEL

C. INTERROGATION - LT. GOECKEL

D. FLOWN TO CHECK OUT RADIO OPERATIONS.

2. LECTURES: A. P/W B. LT MEEHAN C. FORTY FIVE (45)

D. DETAILS SECRET

A. FIRST AID IN FIELD B. LT. J. KINDAR C. THIRTY EIGHT (38)

D. USE OF CONTENTS OF MEDICAL PACKAGE.

A. SECURITY AND BRITISH AMERICAN RELATIONS B. LT. PEMBERTON

C. TWELVE (12) D. AS REQUIRED BY ORDER

Tuesday, 17 November 1942 (continued)

3. ROUTINE SECTION DUTIES ALSO INTERROGATION OF NEWLY ARRIVED PLANE CREWS

4. NONE == 1815

G.S. VA+

HDK R/0900 R.V.A. BA+

HQ 310th BG War Diary: Interrogation Reports:

HEADQUARTERS
310 TH BOMBARDMENT GROUP (M)
S-2 SECTION
A. P. O. 520

SUBJECT: TRAINING FLIGHT INTERROGATION

TO : 310th Bomb Group, S-2 Section

GROUP: 310th SQUADRON: 379th DATE: 17-11-42

CAPTAIN: Lt. J.R. Holstead NAVIGATOR: Lt. L.W. Johnson

A/C type: B25C LETTER: 3089

Take off 1404 Landed 1538

AMMUNITION OR BOMBS: No bombs -- 900 rounds .50 cal. Amm.

FLARES AND VERY PISTOLS CARRIED: YES USED: NO

1. Immediate news to be phoned: No

2. Route: (Time and height at turning points)

<u>Base to:</u>	<u>Direction</u>	<u>Time</u>	<u>Height</u>
1. Cambridge	265	1425	700
2. Kings Lynn	25	1438	700
3. Base	120	1451	700
4. Cambridge	265	1507	700
5. Kings Lynn	25	1521	700
6. Base	120	1533	700

Tuesday, 17 November 1942 (continued)

- a. How identified Turning Point:
 - 1. Cambridge -- airdrome, railroad tracks.
 - 2. Kings Lynn -- Canal, Factories, R.R.'s.
- 3. Results of Practice Bombing: None.
- 4. Results of Gunnery Practice: None
- 5. Weather:
 - 1. Cambridge: visibility 5 miles, ceiling 800-900'.
 - 2. Kings Lynn: visibility 3 miles, ceiling 700'.
 - 3. Second trip weather same, showers at Kings Lynn, broken clouds.
- 6. Observations: (Time, height, place and heading)
 - a. Balloons: none
 - b. A.A. guns: None except on home base.
 - c. Airdromes not on map:
 - 52° 36' N, 0° 54' E
 - 52° 33' N, 1° 10' E
 - 52° 40' N, 0° 35' W (under construction)
 - d. Special Observations:
 - Stirling making landing at Cambridge.
- 7. Technical Operation of Aircraft: Excellent
- 8. Use of W/T and R/T: Interphone o.k. R/T operated very well.

Frank E. Goeckel, 2nd Lt., A.C., Intell. Officer

379th BS War Diary: No Entry

A/C No. 41-13089 *crew not identified*

P *Holstead, James R., 2Lt*
CP
N *Johnson, Laverne B., 2Lt*
B
E
R
G
F

Tuesday, 17 November 1942 (continued)

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"(Log 2:30 hours) From Prestwick, Scotland, to Norwich, England with eight men aboard old "Green Eyes." We had a "Limey" navigator officer direct us down. He really was "on the ball." This country is really beautiful around here. Very foggy of course as jolly old England goes. It is hard to understand these women control tower operators. The A-20's we brought with us got worried when the ceiling went down to 600' and stayed there. One A-20 "crashed" when it "overshot" the runway. I don't think anyone was hurt. We had to come on to here."

428th BS War Diary: Corporal Macy was admitted to the hospital with a sore throat. Pvt. Bean nursing a sore ankle; unable to walk.

Bean, Herman B., Pvt,

Macy, Leonard (NMI), Cpl

Wednesday, 18 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: B-17s bomb the marshalling yard and docks at Bengasi, Libya. HQ 79th Fighter Group arrives at Kasfareet, Egypt from the US.

NW AFRICA (Twelfth Air Force):

In Algeria, several P-38s are damaged in an enemy air raid on Maison Blanche Airfield; HQ 14th Fighter Group moves from Tafaraoui to Maison Blanche; HQ 319th Bombardment Group (Medium) and the 439th, and 440th Bombardment Squadrons (Medium) move from St Leu to Tafaraoui with B-26s; "A" flight of the air echelon of the 15th Photographic Mapping Squadron, 3rd Photographic Group, arrives at Tafaraoui with B-17s and F-4s (ground echelon in England; "B" and "C" Flights of air echelon remain in Colorado until Oct 43).

In French Morocco, HQ 47th Bombardment Group (Light) and the 84th Bombardment Squadron (Light) arrive at Mediouna from the US with A-20s; HQ 310th Bombardment Group (Medium) and the 381st Bombardment Squadron (Medium) arrive at Mediouna from the US with B-25s.

HQ 310th BG War Diary: Intelligence Report:

OINCH HDK MR 8/18 NOT WT

PASS TO

TO: A2 2ND BOMB WING

FROM: SA2, 310TH BOMB GROUP

NIL 18 NOV

DAILY INTELLIGENCE REPORT

REPORTING OFFICER: LIEUT. E.C. KNIGHT, JR.

PERIOD COVERED: 0800 HOURS 18 NOV TO 2000 HOURS 18 NOV.

1. TRAINING FLIGHTS: NONE, DUE TO WEATHER

2. LECTURES:

A. NAVAL IDENTIFICATION B. LT. HAINES C. FIFTY EIGHT (58)

D. METHOD OF IDENTIFYING SHIPS.

A. A/C IDENTIFICATION B. LT. PEMBERTON C. SIXTY TWO (62)

D. DISCUSSION OF SPITFIRE AND BEAUFIGHTER

A. ROYAL OBSERVER CORPS B. TWO R.O.C. MEN C. FC56 (50)

D. METHOD OF OPERATION OF THE R.O.C.

A. THE GERMAN AIR FORCE B. LT. LINDLEY C. FIFTY (50)

D. GAF ORGANIZATION, STRENGTH, AND LOCATION.

Wednesday, 18 November 1942 (continued)

3. ROUTINE SECTION DUTIES.

4. NONE

=====1855

HOLD

J.R.R.(VA+)

FLIGHT REPORT

SQUADRON - 310th Bomb Group

DATE Nov. 18, 1942

AIRPLANE - B-25, 41-13041

PILOT: Lt. S. J. Brennan

OBSERVERS: Brig. Gen. Cannon, and **Maj. C. D. Jones.**

TYPE OF MISSION: Reconnaissance

MAPS: French North Africa, 1/100,000

OBJECTIVE: Reconnoiter communication facilities between MEKNES and OUJDA, with special instructions to check landing fields at MEKNES, FES, TAZA, and OUJDA.

WEATHER: CAVU

ALTITUDE: 1,000 to 2,000 feet above ground.

REPORT OF MISSION:

1. AIRDROMES.

MEKNES - Grass and field, rectangular in shape, approximately 4,000 feet x 1,000. Fair approaches extending at least 2 miles from the field. FRENCH UB-7's, and single engine pursuits noted dispersed on the field. Pilot states that while he did not land at this airdrome, it will accommodate any of our tactical operational planes.

FES - This airport is reported much smaller than MENKES, and pilot reports that he believes that only liaison type aircraft can be operated here. The field is sod, irregular in shape, and has very poor approaches. No planes were noted on the ground and no evidence of FRENCH airdrome garrison was noted.

Wednesday, 18 November 1942 (continued)

- TAZA - This airdrome is similar to the one at FES, having sod field, very irregular in shape, with very poor approaches. No activity of any sort was observed at this airdrome. Pilot states that only liaison planes could use this field.
- OUJDA - Good military airdrome. Approximately 6,000 x 4,000 feet available landing space. Clay and rock surface - loose boulders will have to be removed before extensive operations are possible. Field has 2 or 3 large hangars and has a wind T, and wind sock. It has servicing facilities and night lighting facilities, and excellent approaches. FRENCH T-36's and obsolete bombers were dispersed in the area an estimated 50 buildings house the FRENCH garrison. Pilot landed here, and stated that the FRENCH were extremely friendly and hospitable.

2. RAILROADS.

Pilot followed rail line on practically the entire flight, and reports that he noted no evidence of interrupted rail service. He reports large marshalling yards in MEKNES and FES, with smaller yards in OUJDA and TAZA. This is a single track railroad, the roadbed of which apparently has been maintained in good condition. There was no activity noted on the railroad, but in the larger towns a small number of freight cars were seen, and some switching activity was observed.

3. HIGHWAYS.

This principle NE-SW highway was reported as a good hard-surfaced, 2 lane highway near the larger towns, but petering out to nothing more than trails when in open country. Pilot states that he believes the entire route passable in good weather. No evidence of damage to bridges, culverts or road-bed was observed. Little motor traffic was observed. (Note. - It is possible that pilot reporting highway petering out probably was not flying over the main highway on his entire flight.)

4. TOWNS

Pilot reports that FES and MEKNES appeared to be modern cities with much activity noted in the business districts. OUJDA and TAZA reported as smaller towns with limited facilities.

MISCELLANEOUS

Pilot reported that while weather conditions over the entire area were good, there was one section of the pass between TAZA and FES in which bad weather seemed to be hanging. He encountered ZERO-ZERO conditions with much turbulence in the section of the pass. He was unable to furnish the exact location of this bad weather spot but estimated it to be

Wednesday, 18 November 1942 (continued)

20 miles SW of TAZA. He reports that otherwise the route flown was very satisfactory with an abundance of prominent land marks and minimum of obstructions along the flight line. He reports that at no time on the flight did his altimeter indicate more than 3,500 feet above sea level, and at the same time that he was never lower than 1,000 feet above ground level.

WILLIAM A. ADAMS
Major, A.C.,
68th Observation Group,
Acting Base Intelligence Officer.

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Back to the old grind of studies and all again. Still haven't been paid for Oct. The mud around here is from 6 to 8 inches deep. What a mess. The officers have "bikes" but I walk as the mud is so thick. Everyone is moving out from here to S. Africa, as we are attached to Gen. Doolittle's 12th Wing. We expect to leave here within a 'fortnight.' Sent all my clothing to London to get it washed, cleaned and pressed. We have taken everything out of the planes."

Doolittle, James Harold "Jimmy", Maj Gen, pilot, 12th AF, Commander

428th BS War Diary: Hooray!! Land has finally been sighted. Ships are now streaming toward the harbor. Orders have been issued preparatory to landing. The men are flocking to the decks to see land. It's a great feeling and everyone shows it. The ships have now entered the harbor of Casablanca. Half-sunken ships and battered hulks can be seen all along the waterfront. Natives paddling to the side of the boats and begging for smokes and sweets. It'll take a long time to forget this day. No landing orders yet. Cpl. Macy released from the hospital.

Macy, Leonard (NMI), Sgt,

Wednesday, 18 November 1942 (continued)

428th BS War Diary: No Entry

A/C No. 41-13041 *crew not identified*

P *Brennan, Samuel J., Jr., 2Lt*

CP

N *Johnson, Laverne B., 2Lt*

B

E

R

G *Cannon, John K., Brig Gen, 12th ASC*

Commander (observer)

F *Jones, C.D., Maj, HQ 12th AF (observer)*

Thursday, 19 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: No Entry

NW AFRICA (Twelfth Air Force): B-17s, escorted by P-38s, bomb El Aouina Airfield, Tunisia.

In Algeria, the 342nd and 414th Bombardment Squadrons (Heavy), 97th Bombardment Group (Heavy), arrive at Maison Blanche from the UK with B-17s.

In French Morocco, the 345th and 346th Fighter Squadrons, 350th Fighter Group, arrive at Casablanca, the air echelon from the UK with P-39s and P-400s and the ground echelon from the US; the 379th and 428th Bombardment Squadrons (Medium), 310th Bombardment Group (Medium), arrive at Mediouna with B-25s.

HQ 310th BG War Diary: Intelligence Report:

HDK NR HDK 12/19 NOT WT
PASS TO

TO A-2 2 ND BOMB WING.
FROM S-2 310 TH BOMB GROUP.
19 TH NOVEMBER 1942
DAILY INTELLIGENCE REPORT
=====

REPORTING OFFICER: LIEUT. E.C. KNIGHT, JR.

PERIOD COVERED: 0800 HOURS 19 NOV TO 2000 HOURS 19 NOV.

1. TRAINING FLIGHTS: NONE
2. LECTURES: (A) A/C IDENTIFICATION (B) LT. PEMBERTON (C) TWENTY NINE (29) (D) COVERED HURRICANE, TYPHOON, ME.1P AND M.210.
(A) PHOTO INTERPRETATION (B) LT. KELLOGG (C) THIRTY EIGHT (38) (D) GENERAL PRINCIPLES OF SUBJECTS.
3. USUAL ROUTINE SECTION DUTIES.
4. NONE=====1820A

QQWES++ VA++
HDK R/1857/19/RCBM VA+

Thursday, 19 November 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Same old stuff today. Of course, my "bike" riding was something of amusement. I am "on the ball" now. They have brakes for the front wheel and one for the back. (Hand brakes) I wrote a three page V-letter to my mother today. Still didn't answer all her letters. It will take me some time to answer all the 45 letters that I received. We get as much food in a couple of days as the common English man receives in a week. They treat the Air Force okay. It is against the law for an English man to leave food on his plate."

428th BS War Diary: The orders to unload are finally here. With their field packs on their back and their "A" bag over their shoulder we all bid "Goodbye" to the U.S.S. Monticello. Everyone dumped their "A" bag in one spot and then we marched to a secluded place to await transportation to our new home. The natives are peculiar looking people dressed in rags. The rain caught up with us and we were forced to march to a warehouse for shelter. From there we packed into buses and headed out for Mediouna Airport, located about 12 miles from town. There we met Capt. Sagendorph, Capt. Ryterband, Lt. Wilson, Lt. Purifoy, M/Sgt Box, S/Sgt Preisser, S/Sgt Nicodemus who had flown down from England. The rest of the Echelon were to join us later. Our new home is in barracks with no lights or beds. Ate about 2230 hours and get to bed at 2400 hours.

Box, James L., M/Sgt, gunner

Purifoy, Lawrence Lloyd "Peter Plink", 2Lt, pilot

Ryterband, Louis (NMI), Capt, medical officer

Sagendorph, Kent H., Capt, intelligence

Wilson, Samuel A., Capt, intelligence,

Nicodemus, Philip H., S/Sgt

Preisser, Thomas E., S/Sgt

Friday, 20 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: P-40s patrol over the battle area near Bengasi, Libya, as that city falls to the British 10 Corps.

NW AFRICA (Twelfth Air Force):

In Algeria during the night of 20/21 Nov, enemy aircraft bomb the harbor and Maison Blanche Airfield at Algiers, destroying several aircraft at the field; HQ 1st Fighter Group and the 27th Fighter Squadron move from Tafaraoui to Nouvion; the 154th Observation Squadron, 68th Observation Group, moves from Tafaraoui to Blida with A-20s.

HQ 310th BG War Diary: Intelligence Report:

AAIX

50INCH HK NR HDK 10/20 NOT W/T

TO: A-2, 2ND BOMB WING

FROM: A-2, 310TH BOMB GROUP.

A3-20 NOV. DAILY INTELLIGENCE REPORT

REPORTING OFFICER: LIEUT. E.C. KNIGHT, JR.

PERIOD COVERED: 0800 HOURS 20 NOV. TO 2000 HOURS 20 NOV.

1. TRAINING FLIGHTS: NONE. CANCELLED AFTER BRIEFING BY LTS. BROWN, DENT AND LORCH DUE TO WEATHER.
2. LECTURES: A. NAVAL IDENTIFICATION B. LT. HAINES C. FORTY FIVE (45) D. EPIDIASCOPE PROJECTIONS OF VARIOUS MODELS.
3. ROUTINE SECTION DUTIES
4. TEN (10) AIR GUNNERS SENT TO COMBAT AIR GUNNERS SCHOOL VVV1800

HOLD CCC 1. WA BROWN- DENT

.2UV

RPT WA 20 NOV. TO WA 20 NOV A X - 2000 HOURS

A

INITIALS?

YOUR INITIALS??

JDR VA+

HDK R 1840/20 AS VA++

Friday, 20 November 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"I pulled a "boner" today. I didn't get up early so when the C.O. caught me in bed, I drew four hours of S-2 guard. Not bad. Of course, I will be group O.D. in a couple of days. That should be fun. Wrote some letters in my spare time, as usual. I am still having quite a time trying to keep from getting so much mud all over myself. We will get paid on Monday if everything goes through okay. I was going to town tonight but I was too tired. The new order is to get up at 5:45. We have to take athletics to build ourselves up (I guess)

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

428th BS War Diary: Everyone slept late. Looked over French planes shot by American Forces. It rained part of the day. The mud is ankle deep.

Saturday, 21 November 1942 (continued)

DEFENSIVE TACTICS OF PLANES

A. A/C IDENTIFICATION B. LT. PEMBERTON C. TMMX
TWENTY FOUR IDENTIFYING JU52, JU87B, ME109E, HUDONS.

3. ROUTINE SECTION DUTIES

4. NOEXX NONE.

=====1700

HOLD

J.R.R.(VA+)

RPT WB NONE?.....LAST LINE: 4. NONE:

HDK R/1743/21/R.R.R./VA+

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Well, here goes another day. Not much to say except I saw some very interesting things during the evening as I went for a long ride in a "jeep" over to another U.S. Air Field. Was really a trip on these short, narrow, winding roads. The night was beautiful as the moon was shining bright. Good thing because we use black out lights on the jeeps, and they don't light the road. They only enable the other fellow to see you. The usual amount of search lights playing across the sky. I had to sleep in the plane all night as we are short of guards."

428th BS War Diary: Men spent day in getting straightened.

Sunday, 22 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: P-40s patrol over the Derna, Libya area.

NW AFRICA (Twelfth Air Force):

In Algeria, HQ XII Bomber Command arrives at Tafaraoui from the UK; HQ 14th Fighter Group moves from Maison Blanche to Youks-les-Bains; HQ 97th Bombardment Group (Heavy) and the 340th, 341st, 342nd and 414th Bombardment Squadrons (Heavy) move from Maison Blanche to Tafaraoui with B-17s because of enemy bombing raids.

HQ 310th BG War Diary: Intelligence Report:

OINCH HDK NR HDK 7/22

PASS TO

TO: A-2 2ND BOMB WING

FROM: S-2 310TH BOMB GROUP

NIL 22/NOV.

DAILY INTELLIGENCE REPORT

REPORTING OFFICER: LIEUT. E.C. KNIGHT, JR.

PERIOD COVERED: 0800 HOURS 22 NOV TO 2000 HOURS 22 NOV.

1. TRAINING FLIGHTS: NONE

2. LECTURES:

A. AIR SEA RESCUE. B. S/L LATHERDALE C. TWENTY FIVE
(25) D. SEA RESCUE AIDS

3. USUAL DUTIES. ALSO NEWLY ARRIVED COMBAT CREW LECTURED ON SECURITY AND BRITISH AMERICAN RELATIONS.

4. NONE.

=====1700

HOLD

J.R. (VA+)

RPT WA S-2 310TH BOMB GROUP

NIL: 22 NOV

HDK R/1715/22/RCBM VA+

Sunday, 22 November 1942 (continued)

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"I hope I never sleep in a plane again. I darn near froze to death. And to top it off, I wasn't even comfortable. At 1115 I took over the job of Officer of the Day. Rather interesting as I was a big shot on the post for 24 hours. I had charge of the guard and all that stuff. Plus my own jeep. Since I have been here we haven't been attacked by the jerries. We expect them though. The weather here is poor. It always looks like rain. Everyone has a cold because of sleeping in damp planes, the cold and etc. Saw some gals in a big show on the post this evening."

428th BS War Diary: Group mess set up today. Granted permission to write letters and also to visit French Garrison a few miles up the road.

Monday, 23 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: HQ 316th Troop Carrier Group and the 36th and 37th Troop Carrier Squadrons arrive at El Adem, Egypt from the US with C-47s.

NW AFRICA (Twelfth Air Force): B-17s, with P-38 escort, sent to bomb the airfield at Elmas, Sardinia abort due to bad weather.

In Algeria, the Twelfth AF Main HQ moves from Gibraltar to Algiers; HQ 51st Troop Carrier Wing arrives at Algiers from the UK.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Jackson and I went for a trip to one of the near by towns. I had to make a check of the pubs. We saw bomb craters big enough to park a B-25 in. Saw some very interesting country. Everyone over here rides bikes. I've seen old women riding bikes that I would think should be in wheel chairs. And then, I rode on the bike to the local pub. Had a nice time sitting around the fire place. All the homes have big iron cages (high as a table and used as such) provided by the gov't as bomb shelters. The gals aren't very good looking. Very free though."

Jackson, William C., 2Lt, pilot

428th BS War Diary: Outfit divided into 4 platoons and assigned defense posts.

Tuesday, 24 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]:

In Libya, P-40s patrol over the Bengasi and Derna areas.

NW AFRICA (Twelfth Air Force): B-17s, with P-38 escort, are dispatched against the harbor at Bizerte, Tunisia but must abort because of bad weather.

In Algeria, fighters patrol the Oran-Nouvion-Tafaraoui area, and fly sea patrol off Oran and destroy several aircraft and attack ground targets in the vicinity of Gabes, Tunisia.

In Algeria, HQ 319th Bombardment Group (Medium) and the 439th Bombardment Squadron (Medium) move from Tafaraoui to Maison Blanche with B-26s; the 352nd and 419th Bombardment Squadrons (Heavy), 301st Bombardment Group (Heavy), arrive at Tafaraoui from the UK with B-17s.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"A rather boring day. Not much done except to change to a more comfortable barracks (so as to walk through less mud). Went to town in the evening. I had the honor of being guard to sleep in the plane again. Wrote quite a few letters during the early evening. I haven't any more letters to answer now. Katz was O.D. today. He really had his worries -- no men for guard, or anything. He looks like he did all the work himself. X'mas day is only a month away. Got 103£ pay today"

Katzenbach, Nicholas D. "Katz", 2Lt, navigator

428th BS War Diary: Men in groups of 5 are allowed to go to town. Orderly Room was set up in one of the barracks. S/Sgt Barbour, T/Sgt Oldweiler, S/Sgt Brotherton, S/Sgt Stewart, and S/Sgt VanNorstran arrived from England with plenty of tales of bombings.

Barbour, Larry W., S/Sgt,

Brotherton, William E., S/Sgt

Oldweiler, Franklin K., T/Sgt

Stewart, William W., S/Sgt

VanNorstran, Clem K., II, S/Sgt

Wednesday, 25 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]:

In Libya, P-40s escort minesweepers in the vicinity of Bengasi harbor; the RAF raids Tripoli harbor during the night of 25/26 Nov.

NW AFRICA (Twelfth Air Force): Spitfires and P-38s fly widespread reconnaissance missions over coastal Algeria.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"X'mas is only a month away now. Had to hang around the sqd. Area most the day as we have to move to a new area. The road to this area is so bad that it wrecked a truck by scraping the bottom of the truck on large rocks, cement, and etc. Went to town (Norwich) in the evening. Had a grand time. Of course I couldn't see 5' because of the blackout. That town is really in ruins. I stayed at the Hotel Royal. I prefer the American type of hotels. The English like their rooms too cold, and their beer at room temp. Met some nice fems."

428th BS War Diary: Had an alert today. Three platoons to cover the hill and the fourth to be held in reserve. Passes to town cancelled.

Thursday, 26 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: No Entry

NW AFRICA (Twelfth Air Force):

In Libya, B-24s fly 3 missions against Tripoli, scoring direct hits on 2 vessels, 1 B-24 bombs a ship at Homs harbor; P-40s patrol over the Bengasi and Derna area.

In Algeria, HQ 301st Bombardment Group (Heavy) and the 32nd and 353rd Bombardment Squadrons (Heavy) arrive at Tafaraoui from the UK with B-17s; the 437th Bombardment Squadron (Medium), 319th Bombardment Group (Medium), moves from Tafaraoui to Maison Blanche with B-26s.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"When I got back to came, we moved. Now I have a room all by myself. I don't like being alone though. Being that I don't know much about making coal and coke fires; I had to learn (the hard way). Got paid 43£ today. Sent \$250.00 home in addition to the \$75.00 allotment. Not bad. And I still have a few hundred on hand. It rained most the day here. Mud everywhere now. Katz was made temp. Adjutant today so as to give him something to do. Now he is so busy that he can't complain. 'Woe is he.'"

Katzenbach, Nicholas D. "Katz", 2Lt, navigator

428th BS War Diary: Thanksgiving Day. No turkey but steak and sweet potatoes and peas with French bread. It was swell. Signed payroll. French Garrison put off limits.

Friday, 27 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: B-17s bomb Portolago Bay in the Dodecanese Islands hitting 2 vessels.

NW AFRICA (Twelfth Air Force):

In Algeria, HQ XII Bomber Command moves from Tafaraoui to Algiers; HQ 60th Troop Carrier Group and the 10th and 28th Troop Carrier Squadrons move from Tafaraoui to Relizane; the 5th Photographic Reconnaissance Squadron, Twelfth AF (attached to 3rd Photographic Group), moves from Tafaraoui to Algiers.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Spent a lazy day as our ship is ready to go to Africa. In the evening, went to Norwich. I stayed until morning as I walked a gal home. She is enlisted in the Army, "ATS", which means Army Telegraph Services. She was very nice and showed me blocks after blocks of "blitzed" houses. Yesterday they moved the barrage balloons back into Norwich. Must be expecting a raid. It has been 27 days since a German attack on the island. Talked to some of the men that work on the field here ---- (hard labor at 70 years old)."

Katzenbach, Nicholas D. "Katz", 2Lt, navigator

381st BS: *War Diary of: Szczygiel, Joseph F., 2Lt, pilot*

"27 November 42

We went into the town of Reykjavik this evening, as we had not taken off because of bad weather. Walked all over and looked at their stores, narrow streets, narrow walks and Shetland ponies; then went to the "Borg" Hotel. There I received my biggest surprise: an orchestra playing American music, and the Icelandic girls dancing to it very well. The girls would not dance with their civilian boy friends because they said the American Officers were better dancers, had nicer personalities and were good looking. Some, or I should say most of them, spoke English, but could not be understood too well.

Friday, 27 November 1942

The old folks hate Americans, and will not permit their daughters to go out with American Officers, so the girls always met the men at the dance or on streets. The reason the people are so against Americans is because the women folk here left their husbands and boy friends so that they could go out with Americans. They are all planning to go to America after the war. They say that America has very beautiful women and good looking men. I asked them where they got all this information, and they told me from the movies. All the movies here are English talkies.

Have been learning a few words in Icelandic. Have been having a picnic learning how to use the Icelandic money. It's a Court Martial offense for military personnel to spend American money in town; it must be first changed into Iceland Korona.

I also saw 'Sun Valley Serenade'."

428th BS War Diary: Stood retreat today. A loaded bomb went off and everyone thought our first air raid was on.

Saturday, 28 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: No Entry

NW AFRICA (Twelfth Air Force):

In Tunisia, 35 B-17s of the 97th Bombardment Group (Heavy) and the newly-arrived 301st Bombardment Group (Heavy) bomb Bizerte airfield and dock area; because of mud, no P-38 escort is provided; 2 B-17s are lost to fighter attacks; B-26s of the newly-arrived 319th Bombardment Group (Medium) bomb oil tanks, warehouses, and rail yards at Sfax, marking the debut of Twelfth AF medium bombers in NW Africa. The 94th Fighter Squadron, 1st Fighter Group, moves from Nouvion to Youks-les-Bains, Algeria with P-38s.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"A few more things about this part of the world. Cabs run at 60¢ per mile and cigarettes (Lousy English) cost 80¢ per pack. And to top it off, income taxes amount to 1/4 of the wages received. I was Intelligence Guard Officer today for a shift of four hours. A bunch of B-24's came into the field today as it is their new base. Our group will leave for Africa next week, or so. In three months of raids, this new group hasn't lost one plane. The other day the co-pilot got shot in the hand. First one to get hurt. (Swell record)"

381st BS: *War Diary of: Szczygiel, Joseph F., 2Lt, pilot*

"28 November 42

Same thing. Went to town again and had a supper at the "Borg" Hotel which cost us 20 Koronas each, which is about \$3.20 in our money. Beer is 35 cents per bottle. Its one percent beer and tastes like dish water. Had a nice time."

428th BS War Diary: It rained today and it was more muddy than ever. You'd walk forward one step and slide back three.

Sunday, 29 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: B-24s bomb Tripoli, Libya harbor at dusk, hitting docks, warehouses, 2 vessels, and silencing an AA battery.

NW AFRICA (Twelfth Air Force):

In Tunisia, the British First Army, after taking Tebourba on 27 Nov, is stalled at Djedeida; in an effort to rejuvenate the drive on Tunis elements of the British 1 Parachute Brigade are dropped at Depienne by Twelfth AF C-47s, but the objective of capturing Oudna airfield and threatening Tunis, 10 miles (16 km) to the N, fails because of overwhelming defense of the airfield; over 300 casualties are suffered by the paratroops; P-38s and DB-7s attack Gabes Airfield while other US fighters operate with the RAF out of Bone, Algeria, furnishing air cover for ground units in the battle area. The 11th Troop Carrier Squadron, 60th Troop Carrier Group, moves from Tafaraoui to Relizane, Algeria with C-47s.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"Sunday. Most everyone went to town last evening. I didn't (on guard). And some failed to get back on time. Boy, was the C.O. mad. An enlisted man failed to return. Now he is AWOL. In time of war, he can draw death as the max. penalty. The C.O. came into my room and got me up at 1000 g.m.t. when I should have been up at 0730. Not too good for me. From now on the enlisted men will have roll call at 0700 because they didn't get up this morning."

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

381st BS: *War Diary of: Szczygiel, Joseph F., 2Lt, pilot*

"29 November 42

Spent all day in the personnel office making my pay voucher and per diem papers, so that I can get paid tomorrow. This evening I went to town. Same thing again."

428th BS War Diary: S/Sgt DuVall painted a sign to be placed over the grave of Edward Micka, Lt. J.G., U.S.N., killed in action over this field on November 9, 1942.

DuVall, Erwin B., Sgt,

Micka, Edward (NMI), Lt JG, USN

Monday, 30 November 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

NE AFRICA [US Army, Middle East Air Force (USAMEAF)]: No Entry

NW AFRICA (Twelfth Air Force):

In Tunisia, B-17s bomb the N quay at Bizerte; B-26s hit the airfield and railroad at Gabes; DB-7s attack a bridge and railway station at Djedeida; P-38s escort all 3 missions; other P-38s strafe Gabes Airfield, fly reconnaissance, and shoot down a Bf 109 in an aerial battle near Tunis; elements of the British First Army remain hard pressed at Djedeida. The 12th Troop Carrier Squadron, 60th Troop Carrier Group, moves from Tafaraoui to Relizane, Algeria with C-47s.

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*

"(Log 0:30 hours) Finally got to the S.A.A.D. to get our plane repaired. Jackson and I went to London as soon as we could. Got there at seven PM after going 100 miles in 3 hours on a strictly English train. We stayed at the Hotel Savoy (London's best) for \$12.00 special rate being we were of the U.S. Air Force. Ate dinner at the same hotel -- cost \$4.00 each. Then we spent most of the evening seeing the night life of London. One could hardly believe a war was going on to see how the people there are living. And they certainly try to take the U.S. boys for a ride. The subways are fun!"

381st BS: *War Diary of: Szczygiel, Joseph F., 2Lt, pilot*

"30 November 42

Didn't do a thing all day long. Went to town and had a nice time."

428th BS War Diary: Passes to town are again being issued.

November 1942

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

379th BS War Diary: Additional Information for November 1942:

HEADQUARTERS
379th Bombardment Squadron

HISTORY

A cadre formed during March, 1942 was the nucleus of the 310th Bombardment Group and its four squadrons, namely, the 379th, 380th, 381st and 428th. The 379th Squadron was activated on the First of April, 1942 at Jackson, Mississippi under the command of Lt. Polk, the 310th Group having been put under the command of Colonel Garrison. Within a short time, around the middle of April, 1942, the Squadron moved by truck to Meridian, Mississippi. Lt. Polk was relieved of his command and remained at Jackson.

Garrison, Col, Acting Commander, HQ 310th BG

Polk, 2Lt, Acting Commander

At Meridian a new officer took over the command of the Squadron. Here the enlisted personnel received basic military training consisting of infantry drill, etc.

At the beginning of June, 1942, the Squadron was again moved, this time by train, to Columbia, South Carolina, where it was commanded successively by 2nd Lt. Jimmie Struthers, 1st Lt. A.W. White, and finally its present Squadron Commander, Captain Travis Hoover. Captain Hoover was one of the flyers who accompanied General Doolittle in his famed Tokyo bombing raid. Captain Hoover now wears the DSC as a result of his participation in this mission.

Doolittle, James Harold "Jimmy", Maj Gen, pilot, 12th AF, Commander

Hoover, Travis (NMI), Capt, pilot, Commander

Struthers, Jimmie, 2Lt, Acting Commander

White, Alpheus Wray, Jr., 1Lt, pilot, Acting Commander

The Squadron received its first planes, seven B-25's at Columbia, and its flying officers received their first phase flying training at this time.

On August 14, 1942, the air and ground echelons of the 379th moved by truck to Walterboro, South Carolina, and on the following day the Flight Echelon followed by plane to start on their second phase training. Two weeks later, namely, August 28, 1942, the Air Echelon moved out of Walterboro by train to the staging area at Fort Dix, New Jersey, preparatory to leaving for overseas duty. 1st Lt. Rupert A. Nock was appointed acting Commanding Officer of the 379th Air Echelon, which position is still held by him at the present time.

Nock, Rupert A., 1Lt, intelligence, Acting Commander

November 1942 (continued)

The activity at Fort Dix consisted namely in properly equipping the officers and men for overseas duty. This was accomplished within a short time and the Squadron moved out of Fort Dix by train on the night of September 4, 1942 arriving at New York City the following morning where the transport "The Queen Mary" was immediately boarded. The ship embarked at approximately 3:00 P.M. the same afternoon. After 6 days of weaving and twisting the ship arrived safely at Gourock, Scotland on Friday, September 11, 1942, but the 379th did not disembark until the following morning, Saturday, September 12, 1942.

Upon disembarkation, a train was immediately boarded. The train arrived at Harleston, England early the following morning from whence the remaining few miles to the present base at R.A.F. Station, Hardwick were traveled by truck.

These officers of the 379th Squadron who accompanied the unit to England Are:

1st Lt. Rupert A. Nock, *intelligence, Acting Commander*

1st Lt. William R. Maloney, *surgeon, Medical Officer*

2nd Lt. Ellsworth C. Knight, Jr., *intelligence*

2nd Lt. Robert V. Liljegen,

2nd Lt. William H. Neubauer, *engineering*

2nd Lt. Donald M. Smith, *pilot*

2nd Lt. Harvey A. Doss, *pilot*

2nd Lt. Willard E. Wilvert, *pilot*

2nd Lt. Frank E. Goeckel, *intelligence*

2nd Lt. Edward P. Meehan, *intelligence*

2nd Lt. Wiley D. Hartley, *personnel, Adjutant*

Because of the fact that none of the Squadron records accompanied the Air Echelon on this trip, the information contained in this history was secured from the various members of the unit, and consequently this accounts for the fact that certain dates are not given exactly to the day, nor are the full names of some of the Commanding Officers contained herein.

HARVEY A. DOSS,
2nd Lt., Air Corps,
Commanding

November 1942 (continued)

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

HELLO AFRICA

Once again the rumors proved to have a background and on the night of Nov. 5, the first priority of the Air Echelon moved out under secret orders. The group was composed of Captains William G. Gridley and Attilio D. Puppel, Lieutenants Lloyd L. Porter and Fred C. Ross Jr., Master Sergeant Eugene Hoekstra, Technical Sergeant Franklin H. Peck and Staff Sergeant Kenneth M. Jones. Leaving Hardwick by motor transport they moved to Diss where they boarded a train and the following morning found themselves in London for a well earned lunch. From the heart of the capital, they again entrained, heading south-west, and arriving in Ringwood, Sussex the morning of November 7. Once again English lorries came into use, moving them the same day to the Ibsley Airport. Here they remained until the night of the 14, wondering and sweating out their next move. Things began to look even more mysterious this night as they were again “Whisked away” for a distance of 20 miles to the Hurn Airport. Amid the gloom of an English night they loaded into Douglas C-47’s, and at 0220 hours, Nov. 15, they left the ground with no idea as to their final destination.

Gridley, William G., Capt, intelligence, Acting Commander

Hoekstra, Eugene, M/Sgt,

Peck, Franklin H., T/Sgt, gunner

Puppel, Attilio D., Capt, pilot

Jones, Kenneth M., S/Sgt

Porter, Lloyd L., 2Lt, pilot

Ross, Fred C., Jr., 1Lt, pilot

Daylight seemed to come early and an uneventful trip came to a close at 1220 hours the same day, when the plane settled to a stop at the Gases Airport (Air France) at Casablanca. Here hangars were their home until November 18 when buses moved them to Mediouna Airport about 25 kilometers from Casablanca. Here on the morning of Nov. 19, familiar faces began to show themselves and soon an “hello” from one side to another was bringing the boys together again. The long-awaited advance group of the Ground Echelon had arrived anxiously awaiting for their “ring-side” seats for the “biggest show on earth.”

Moving the time of our story back a month the second priority of the Air Echelon, composed of Lieutenant Ambrose M. Richardson, Technical Sergeants Frank L. Brady Jr., and George L. Dent, and Staff Sergeants Claire L. Swanstrom, Cyril L. Thomas, Leonard D. Langston and William J. Glynn, had packed and on the night of Nov. 6, just one full day after the First Priority had “pulled stakes”, left Hardwick for Camp Jacks Buch near Salisbury. Here they remained for a week and on November 13, arrived at Ibsley Airport on the southwest coast of England. Five more days passed by and on the night of the 18 they boarded transport planes for an unknown destination.

Brady, Frank L., Jr., T/Sgt

Glynn, William J., S/Sgt

Richardson, Ambrose M., 2Lt

Thomas, Cyril L., S/Sgt, radio-gunner

Dent, George L., T/Sgt

Langston, Leonard D., S/Sgt

Swanstrom, Claire L., S/Sgt

November 1942 (continued)

The following morning found them at Port Lyautey and immediately upon arrival loaded into motor transports and left for Oran, the harbor city of French Algeria. Odd jobs of all types proved to be their tasks while there and on November 30, they left for Mediouna where they joined the First Priority group.

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

November 1942 (continued)

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

THE AIR ECHELON (continued)

About 1 November 42, there had been talk among the Enlisted Men that the personnel of all of the Echelons of the Group were to be divided into four sections, 1st, 2nd, 3rd Priorities, and those who remained behind. The purpose, it was surmised, was for moving someplace. As to where, everyone was vague. The 428th Squadron had moved to a field near Bungay the week before, but the latrine-o-grams now circulating in perfusion seemed to hint at a move which would be far more distant. When it was discovered on the morning of the 4th of November that two Officers and two Enlisted Men had left for an unannounced destination some time before dawn, curiosity effervesced like wild champagne. Evidently, it was presumed, they were the First Priority. On the morning of 6 November, the same thing happened again, when one Officer and four Enlisted Men comprising the 2nd Priority disappeared.

The 1st and 2nd Priorities, it was afterwards revealed, had both gone to Diss by motor convoy, where they had boarded trains. Both had proceeded to London, but on arrival there, the 1st Priority had left in the direction of R.A.F. Station Ibsley, near Ringwood, Sussex, while the 2nd Priority, upon arriving in London two days later, had proceeded to R.A.F. Station Mud Wallop, at Jack's Bush, Salisbury. The 2nd Priority remained at Mud Wallop until 12 November, when it joined the 1st Priority at Ibsley. Here they relaxed completely.

On the evening of 13 November 42, the 1st Priority was taken by motor convoy to nearby R.A.F. Station Hurn, where they climbed into C-47's, and waited until 0220 next morning before taking off. On the night of the 15th – 16th, the same process was repeated with the 2nd Priority, which also boarded C-47's, and at 0200 taxied down the runway, where they turned around, and then thundered off into the starlit sky, destination unannounced.

It is interesting to note that current newspapers had been devoting lots of space to articles which described American troops arriving in North Africa.

At long last, on 16 November 42, Captain Ferguson arrived at Hardwick, with 19 Officers and 36 Enlisted Men of the Flight Echelon. Captain Ferguson resumed command, and Lt. Cawse-Morgon became Adjutant. The Flight Echelon, however, is another part of the history.

*Cawse-Morgon, Norman E. "C-Dash", 1Lt, intelligence, Adjutant
Ferguson, Ivan Leonard, Capt, pilot, Commander*

November 1942 (continued)

Because of a change in plans, the 3rd Priority had remained at Hardwick with those members of the Echelon who had not been put on priority. On 24 November, under command of Lt. Cawse-Morgon, seven Officers and twenty-seven Enlisted Men journeyed to Diss, and boarded a train. Their designation, however, was not London, but Liverpool, where they arrived just before dark, and were transferred directly from the train to H.M.T. Derbyshire.

Cawse-Morgon, Norman E. "C-Dash", 1Lt, intelligence, Adjutant

By comparison with H.M.S. Queen Mary, H.M.T. Derbyshire, to the blasé eyes of the Echelon, seemed hardly larger than a medium sized life boat. At noon on 27 November 42, with an escort of 6 destroyers, H.M.T. Derbyshire and 26 other ships moved out of the port of Liverpool into the fog.

The ship was crowded to a point approaching extreme discomfort, and the sea was very rough. The beds were hammocks which swung wildly in tiers above the mess tables. The most optimistic descriptions of the food conveyed the impression that it must have been lousy. A tiny P.X. with a limited stock attempted to satisfy the multitudinous wants of the Enlisted Men. There was little to do to pass the time, save shiver while standing on the wind swept deck, watching the other ships of the convoy pitching up and down in the water, or searching the surface of the sea for U-boats. Occasionally one of the destroyer escort was seen to keel over on a new course, race to some spot and drop her "Ash-cans", circle, and return to the convoy.

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

THE GROUND ECHELON (continued)

When the Ground Echelon's processing at Dix had been completed, they too journeyed to Staten Island, New York. At 1805 the evening of 2 November 42, they marched up the gang plank of a troop ship, the U.S.S. Monticello.

The U.S.S. Monticello had been the Conte de Savoy, an Italian luxury liner before the war. It was a large ship and this was its maiden voyage as a troop carrier. Upon boarding, the Echelon was conducted to a large bunk-filled room --- apartment 2 on B deck. They were stationed here along with the Echelons of the 428th and Headquarters Squadrons.

Late that night, after everyone was in his bunk, the Monticello pulled out to sea. Suddenly, in the darkness of a strict blackout, the public address system thundered out "All hands prepare to abandon ship!" Besides being tired, everyone was a little on edge. They were on the Atlantic, in a troop ship, and fully realized that anything could happen. Before the last words of warning had died away, level heads began quelling the small

November 1942 (continued)

flurries of confusion that had begun. When it was realized that the announcement was a lifeboat drill for the crew only, everyone turned over and went back to sleep. The next morning the ship was far at sea; one of a convoy of about 36 ships, which included other transports, and tankers, with an escort of cruisers, destroyers, two aircraft carriers, and the battleship Arkansas. Of all of these, the Monticello was the largest.

Not being pleased with the quality of the two daily meals in the soldier's mess, Lt. Campbell and the 1st Sergeant made arrangements for the 381st to mess with the crew. This worked out beautifully, as there were three good meals per day. However, after several days, word got around the ship, and the 381st annexed so many honorary members that the practice had to be stopped. Stated more succinctly, the crew kicked them out.

Each morning calisthenics, of a kind which wouldn't take up too much room, were given on one of the open decks. This was during part of the one hour per day when the Echelon was officially allowed to go on deck. Time, during the day, was spent in reading or being rushed through a "Production line" shower, or sleeping. Books were passed out, and also a daily news bulletin. In the evening, planned entertainment toured the ship. Sometimes negro quartets singing spirituals; sometimes a wandering violinist, and sometimes a small group with a harmonica orchestra.

The fourth day at sea, the men were told that they were to land in North Africa, after a nine day trip, and to expect to get off the boat fighting. Nine days came and went, and still no sight of land. When it became apparent that a slip up had been made somewhere, no explanation was obtainable. The food, of indifferent quality, continued to be served at the rate of two meals per day, which everyone found insufficient. Emergency K and C rations were issued for the eventual disembarkation, but were promptly eaten. Candy bars, now growing scarce, sold among the Enlisted Men at \$1.00 each. Finally land was sighted, but the convoy continued to cruise up and down the coast, sometimes so close in that the lights on shore could be seen at night. One day about noon a lot of C-47's flew overhead, but no one took particular notice of them.

Finally, on 18 November, the convoy docked at Casablanca, French Morocco. The reason for the delay in landing, it developed, was that the port had been too congested to let them in. At 1530 on 19 November, they disembarked in a rainstorm and proceeded by motor convoy to Mediouna Army Air Base, 24 Kilometers S.E. of Casablanca.

The outlines of the white barracks were barely discernable through a steady torrent of rain which was falling when the convoy arrived at Mediouna. Wading into a sea of mud, the Enlisted Men were herded across a large area toward a spot from which light penetrated the semi-darkness, where they found two small French field kitchens. Dinner was ready for them, and to their amazement, they found that the entire 1st Priority of the Group's Air Echelon was on K.P., Master Sergeants included. They ate, and then after being assigned to quarters, threw themselves into bed, too tired to talk.

November 1942 (continued)

The following morning, everyone began to talk at once, and the talk lasted all day, and the rest of the week. If the Ground Echelon spun tall tales about what took place in Greenville after the Air Echelon had left, or its trip across; taller ones were told by the Air Echelon about the wonders of England, its hospitality, its beer and dates and bombs; and about the flight down from England to Gazes Airport at Casablanca. Among items of conversation, it was determined that the C-47's which had brought the 1st Priority of the Air Echelon to Africa were the ones which had passed directly over the Ground Echelon's convoy, as it cruised about outside the harbor.

On 25 November, the 2nd Priority of the Air Echelon arrived at Mediouna. They had landed by mistake at Oran, and after several days were flown to Casablanca, and were then transported to Mediouna by bus.

While at Mediouna, the Squadron was engaged in its usual Squadron duties, which, insomuch as there were no planes there, amounted to little more than K.P. and guard duty. The food, though strictly G.I., was really good. On Thanksgiving Day, the Cooks outdid themselves, and served barbecued steaks. There were enough of these for even the hardened chowhounds, some of whom are rumored to have hit the line three and four times.

Because of poor transportation facilities, it was difficult to get in to Casablanca, and passes were not easily obtained. Some attempted trips to town sans passes, and got away with it. Two unfortunate Sergeants apprehended because they failed to salute a Major, didn't get away with it, and at this writing are still buck privates. For diversion in the evening, permission was granted to walk up or down the highway for a distance of one mile in either direction. The weather was warm and pleasant, despite occasional flurries of rain, but the mud was always there. Once in a while, trucks would transport the Enlisted Men to a small restaurant near the French Garrison, which was about 12 kilometers up the road. Anyone fortunate enough to crowd into its small interior was able to obtain excellent beer, and Dagwood-sized sandwiches of pate on brown French bread.

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

THE FLIGHT ECHELON (continued)

The weather, however, was most unsatisfactory. The ceiling and visibility remained zero for days on end, and the wind was terrific. The planes' wheels had to be blocked, and their noses tied down. Ropes were run from the barracks to the mess hall to enable the men to navigate back and forth. Finally the weather cleared again, and on the evening of 4 November it was announced that if the motors could be thawed out, a take-off would be attempted next morning. That night until midnight, the crews worked by the light of the Northern Lights, cleaning ice off the wings. Catching a few winks of

November 1942 (continued)

sleep, they began pre-flighting the engines at 0230. T/Sgt. Henry J. Rumeau proved his ability that morning; he started all the cold and stubborn motors except Lt. VanDivort's, who had to be left behind.

Rumeau, Henry J., M/Sgt, engineering, Crew Chief
VanDivort, Richard (NMI), 1Lt, pilot

By 0900 they had taken off again --- eight planes this time, flying over the ice cap through perfect weather at 11,000 feet. This didn't last long, however, for about 30 minutes after leaving land behind them, the flight was enveloped by a violent storm. It became a rugged trip. Visibility was practically zero, and the wind tossed the planes through the clouds with incredible force, pushing them off their course, and causing them to miss Iceland by 100 miles. Coming into Reykjavik on the radio beam, they found a ceiling of about 200 feet, and managed somehow to slip the planes in between this ceiling and the city's roof tops, to land on a field which was almost in the center of town. Reykjavik was not a high spot in the trip --- just another stop. The station there was not bad, but not too good. The mess was fair, partially English rations. Ponsett (Nissen) huts were provided for all personnel. Iceland's climate was warmer than Greenland's but it was nevertheless cold by North American standards.

The city of Reykjavik, with a population of around 100,000 was not too friendly. Its citizens were said to be inclined toward Nazism. There was an American Red Cross there, which attempted to give dances for all the Soldiers, but they weren't successful, as only a handful of local girls could be persuaded to attend. A small shop on the edge of the field was very popular with the personnel. Here they congregated and enjoyed the excellent pastries, which they washed down with good tea, bad coffee, or weak beer. The town had several restaurants whose steaks were much enjoyed, even though it was suspected that they were Shetland Pony, rather than beef, as advertised. A few small theaters specialized in out-dated American pictures. Prices were atrocious all over town.

The weather had staged another tantrum, with ice and sleet and snow, so it was not until 12 November 42 that the flight was able to take off again, climbing into an ominous ceiling of only 300 feet. This trip, all the way from Iceland to Scotland, was through extremely rough weather. Stopping at Prestwick, in Scotland, they picked up an English navigator-radio man, and continued on next day to York, England, landing at R.A.F. Linton on Ouse. Here the flight caused a sensation, as they were the first American Combat personnel ever to land there. They were literally welcomed with open arms, not only by the R.A.F. personnel, but by quantities of W.A.A.F.'s! The long trip virtually over, everybody relaxed and turned their undivided attention to a comprehensive survey of the W.A.A.F. situation.

November 1942 (continued)

Instigated by unanimous popular demand, a dance was arranged. M/Sgt. Arnold's eyes gleam like those of a theologian discoursing on Angels when he tells about the party. "It was held", he reminisces, "in the Sergeant's Mess, and besides the W.A.A.F.'s, there were bags of Scotch". From here on his narrative becomes more and more involved, and its content becomes decidedly personal. At the party, a slightly more than wonderful time was had by all. It really put some life in R.A.F. Station Linton on Ouse. So much life, in fact, that the W.A.A.F.'s were put on restriction for a period of two weeks. The charge: Not getting back to their billets until long after the Midnight dead line. In a spirit of gallantry probably inspired by a guilty conscience, Sgt. W. B. Campbell decided to do something about the situation. Donning his very best dress uniform, he took off for the office of the W.A.A.F.'s Commanding Officer (probably a spinster). Consequence: Sgt. Campbell's intercession resulted in a promise to lift the restriction after four days unfortunately, three days after the party found the flight in Hardwick.

Arnold, Clyde L., M/Sgt, engineering, Crew Chief
Campbell, Warren B., S/Sgt

Captain Ferguson's flight of 9 ships did not constitute the only flight of the 381st's Air Echelon. In all, 14 ships took off from Westover Field. The other 5 ships came across in flights with planes of the Group's other Squadrons. They all took the same route through Labrador, Greenland and Iceland, and they all stopped at Prestwick, Scotland, before proceeding on to Hardwick.

Ferguson, Ivan Leonard, Capt, pilot, Commander

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

THE AIR ECHELON FROM THE U.S.A. TO ICELAND

By Lt. Robert W. Thorndike, *pilot*

On September 5, 1942 we arrived at Westover Field, Mass., after completing a training program at Walterboro, S.C. The entire 310th Group, sans airplanes, was present. There we were to receive newly modified B-25's, run them through a 100 hour check, fully equip planes and men for the long trip to the theatre of war.

We were pretty excited at the prospect of getting new ships, after having spent three months flying some pretty shaky heaps. Have since learned that all of our Squadron training ships had crashed or been otherwise washed out. At any rate it was really a thrill to climb over the new ships and familiarize ourselves with the latest modifications --- new turrets, navigational instruments, etc., and then a test hop in which we checked the auto-pilot, radio equipment, and general performance of the ship.

November 1942 (continued)

Most of our time was spent on the line --- either working on the ships, flying, or attending frequent lectures on subjects alien to our work. Our day would start with a meeting for the entire Squadron personnel under our good and true C.O. Our three weeks at Westover were extremely busy --- quite a contrast from the ensuing weeks to come.

Living conditions at this field were such that had not been seen by us before or since. Our quarters were very comfortable --- double rooms in new two decker barracks --- and hot showers (I write that last phrase reverently at this time). Our food was of the best and excellently served. Cannot torture myself by dwelling upon that subject at length --- but will admit that my fondest memory of Westover is the breakfast of hot cakes and fried eggs over --- which we never missed --- despite the early rising necessitated. The enlisted men lived and ate as luxuriously --- in fact my crew chief gained 25 pounds in the three weeks we were there --- how he did it defeats me because he worked night and day --- particularly at night, in town.

The men played as hard as they worked at Westover. A last fling at the bright lights is always apropos before jumping off the spring board, and nearby cities, easily accessible, had much to offer. Nightly orgies were in order, "Mornings after", disregarded. Even managed to get in a got mix-up with Colonel Roosevelt at the Roger Smith in Holyoke, after a so-called orgy.

The Officers' Club on the field was a popular spot --- would often stop in for a whiskey sour and a fling at the quarter machine. Hit a jackpot one night for over a hundred quarters.

Westover offered our last opportunity for personal contact with friends and relatives. Fondly remember a swell weekend in Springfield with aunt and uncle as hosts at MacRosse's. Telephone calls were in order and booths were busy at all hours.

For the last few days we had been all packed and ready to go, awaiting the proper weather. Eight ships and crews including myself and the Squadron C.O. were to go together. Formations of our 310th Group B-25's had been pushing out for 10 days and were strung all along the Northern Route. A few solitary 25's were to lead formations of A-20's. Our entire group of 56 ships was slowly breaking up into little sections which were not to form in entirety for several months --- and even then there would be members who would never rejoin.

We had an anxious moment the day before we left. "Lil Joe", (our ship *41-13061*) developed a leaky gas tank. Eighteen hours with a civilian ground crew in a hangar fixed it up and we just had time to warm the engines and taxi out to take off with our formation. The take-off, with our heavy load, was a shaky moment, but "Joe" performed marvelously. We circled the field once and headed North on our first leg of the "Bolero" route.

November 1942 (continued)

The afternoon flight from Westover to Presque Isle, Maine was smooth and uneventful. On this, the 27th day of September, the changing seasons had marked the hills and valleys of Northern New England with an unforgettable display of foliage. We skimmed over the tops of the more towering mountains enroute, and had a bird's eye view of the waning activities at many of the popular summer resorts in New Hampshire and Maine.

The sun was low when our formation of 8 ships went through an intricate pattern over the field at Presque Isle and greased in at regularly spaced landing intervals. We taxied to our parking area --- cut motors --- and climbed out of the ships --- baggage, spare parts, armament, armor plate, etc. This operation kept us up till a rather late hour, with time out for chow.

The object of this unloading was to lighten the ship by several thousand pounds, for the long hop. The reason --- several days before a flight of our ships had left Presque --- and two planes crashed within a few minutes of take off. The weather had been soupy and the investigation brought out the fact that an overload may have been the cause of the accidents. Both ships were a total loss and the crews had been killed.

Two days later our flight was briefed for the next hop, but "Lil Joe's" (*41-13061*) crew was not present --- the gas tanks continued to leak, despite efforts at Westover. So we sadly stood by on the ramp and watched the rest of our flight take off for Labrador. We never expected to see them until reunion in England. For two days and two nights crews worked on the ship, replacing an inboard bulletproof gas tank. During that time an order came through to reload the B-25's with all equipment we'd worked so hard removing a few days earlier. We decided the situation --- typical Army style, had been well mixed up --- no doubt the result of an argument between a one and a two star general.

While we were still at Presque our flight of ships returned from Labrador for the sole reason of reloading their equipment. Much time lost because of those conflicting orders. At any rate, we were reunited with our original flight.

The field at Presque Isle was really O.K. --- good grub and quarters. An Officers' Club and theatre of sorts kept us entertained on the post --- and a few of the boys went to Caribou, a small Maine town, for the night life.

It was at Presque that we drew much additional equipment from the Quartermaster --- anything we wanted, and no questions asked. Everything was expendable. So we were all pretty well stocked with all manner of G.I. clothes when we left the States.

November 1942 (continued)

On October 4, the weather man smiled and gave us the O.K. sign for take off --- and, after a briefing, the eight ships with eager crews of 7 men per plane were airborne. In a loose formation we passed over the international boundary leaving behind the country we were going to fight for, and with it all dear to us.

Upon crossing the line we were officially on foreign duty. We passed over a wild section of New Brunswick, Canada --- a few snow capped peaks and then the broad Gulf of St. Lawrence. North from the Gulf was a desolate stretch of hills and valleys covered with spruce trees, and with no sign of any living thing. Scattered lakes offered the only possible out in case of a forced landing. That thought did enter my mind while flying along. After a few hour's flight the field --- a triangular shaped affair at Goose Bay, Labrador, came into view. We circled once and landed.

We gathered up our musette bags, wool flying suits (it was intensely cold) and were taken to our quarters.

At this point on the trip the weather began to be temperamental. We had three long hops over water coming up, and requirements concerning weather on these legs is exacting. We must have contact flying at the points of departure and destination, and weather enroute must be fairly clear. This late in the year these conditions do not occur very often. Several flights had taken off from Goose Bay to Greenland only to find a frontal storm or zero ceiling at the other end --- and had to return to Goose --- quite frequently with less ships than had started. Consequently we were on constant alert, waiting for the weather to break.

We spent 9 days at Goose Bay. Our stay was rather dull, for our sole recreation outside of gambling, was to take walks in the surrounding woods. The country was strictly "north woods" --- thin, wind blown spruce trees, a few white birches, and ground cover of laurel and gray moss. This combination is quite attractive but monotonous. Mountains, rivers and lakes in the vicinity were very picturesque. There were a few Indian villages near-by, rather dirty, and not particularly interesting. Did find one old fellow making a canoe --- he had built the frame work of packing boxes. The many small streams that fed Lake Melville were more or less alive with native brook trout. I had one whirl at catching them --- rather unsuccessful --- fell in the brook twice and caught one trout, not quite the legal length of 6 inches.

We had several snow flurries at Goose Bay --- a preview of winters they enjoy in that part of the country.

We began to feel the pinch of war, that was to haunt us for some time to come. Crowded living conditions, poor food, etc. Several supply ships to Goose Bay had recently been sunk by "U" boats.

November 1942 (continued)

Most of the American officers, all flying and transient, were jammed together in an erstwhile recreation hall. Rough 2 x 4 double decker bunks, very crowded. The food was a sample of what we'd get for months to come --- powdered eggs, canned milk, corned beef, beans, etc. --- and 50¢ per meal to boot!

Don't know just how many aircraft were on the field when we were there. B-26's, B-25's, A-20's must have numbered well over 100 --- then there were Lockheed Hudsons, used by the Canadians and transports (DC-3) coming and going at all times. Really a large and important air base, well protected from the air by numerous anti-aircraft gun emplacements --- 40, and manned by alert Canadian soldiers.

Not much more about Goose, except I made a couple of hundred dollars in a crap game. One A-20 pilot cleaned up about \$1,500.00 while he was there. Crap and poker games going all the time. Can't blame the boys --- nothing much else to do.

We had a "dry run" or two before we actually took off --- but were finally in the air and headed East.

On October 3 we nosed out over the rough, mountainous shores of Labrador into the cold, unfriendly waters of the North Atlantic. The first part of the trip we stayed just above the waves --- peering about for any stray periscopes --- for many "U" boats are reputed to be in those waters --- none sighted, however. We did see a lot of ice floating about and did some moody contemplating upon the temperature of the water in case of a forced landing. We got small comfort from our "Mae Wests" (life vests which were worn on all over-water flights). A person could live but a few minutes in water so cold.

A little way out we began to gradually climb above a deck of clouds. We started in at about 500 feet and several hours later we were at 9,000 feet. Finally flew beyond this wedge-shaped layer so we could see below. There, apparently only a few minutes away, was the coast of Greenland. This cold air is very deceiving as to distances, actually we were nearly an hour out. The coast was really an impressive sight. The great, barren snow covered peaks rising abruptly from the icy sea. The field on which we were to land --- actually the only level piece of ground on the South West coast of the island, was in a glacial moraine about 50 miles up Iungdliarfik Fjord. We flew over the rough coast line at 6,000 feet which took us above and around the mountains bounding the fjord.

In the previous briefing, prior to take off, we had been shown pictures of the coast and route to the field --- so it was rather an easy matter to recognize land marks, a peculiarly shaped mountain, a sunken vessel --- and resting in a ring of mountains lay the field. Due to surrounding terrain there was only one runway; approach to and take off from the field being over the fjord. This runway was surfaced with steel matting and rose 80 feet from one end to the other.

November 1942 (continued)

We got all 8 ships down safely, after about half hour of circling above, waiting for the control tower to untangle the traffic snarl in the air. Many ships made that hop on the same day.

We were immediately assigned to quarters far more comfortable than I had expected to find in such an outpost. One story wooden barracks heated by large kerosene stoves, wooden cots, plenty of blankets, et al --- damn comfortable. A nearby mess hall for transient officers put out pretty good chow. In fact the Greenland boys are treated pretty well --- transport ships and planes keep a P.X. pretty well supplied with candy, cokes, smokes and beer --- and a small commissary with canned goods, nuts, fruit juices, cheese, crackers, etc.

A library, small theatre, (with fairly up-to-date shows), and a nearby volleyball court kept us out of mischief while on the post. For the out-of-door enthusiasts, there were adjacent mountains to be scaled, and a glacial river to be explored. About ten miles up the moraine was the foot of the glacier, and inspiring sight.

The moraine which bordered the river was about a mile wide and ten miles long, composed of rocks and more rocks, really had to walk upon. There were several stretches of dead water near the river which were alive with Atlantic Salmon. These fish would not bite on any kind of bait or lure but could be speared, shot or even caught by hand. We killed many of them and had them cooked at our mess hall --- rather tasty. They say that feeder brooks abound in a very gamey native trout in the spring.

The precipitous slopes bordering the moraine are littered with loose boulders cast from adjacent cliffs which are slowly being crumbled by the elements. A sparse growth of junipers, gray birches and other shrubs cling to the earth in prostrate growth, beaten down by the violent winds which sweep down the valley from the ice cap. These winds come frequently and blow at tremendous velocities. We had a bit of a zephyr while we were there --- it was clocked at a top speed of 78 m.p.h. This wind lasted for several days and necessitated much work in anchoring the planes, etc.

There are no trees, but sufficient ground cover to support small game. Higher on the slopes are to be found large snow shoe rabbits. They are rather easy to bag, in fact may be killed with an automatic with ease. Some of them weight as much as 15 or 20 pounds, and are supposed to be fair eating. Ptarmigan also abound in the region, a beautiful bird, snow white about the size and general design of a ruffed grouse.

For three weeks we awaited the weather man's O.K. --- several times, when the weather seemed to break along the route we would prepare for take-off, only to have the hop cancelled at the last minute by a late weather report which appeared gloomy. These dry runs were much trouble and quite exasperating. They necessitated getting up at 4 or 5 o'clock and preflighting the ship so take-off could be made at the crack of dawn. This was necessary because the hours of daylight are few in the Northern winter.

November 1942 (continued)

It was a daily habit of many of us to visit the weather room and look over the prospects for the following morning. It was with great interest that we followed the progress of each "high" and "low" pressure area on the weather map between Greenland and Iceland.

In our barracks, when the weather was poor, most of us would be found getting "sack" (Bunk fatigue) time, even as late as noon. Few of us averaged less than 10 or 12 hours sleep per night. Rather a leisurely existence. We spent much time lying about the barracks playing cribbage, poker, black jack, conducting "Information, Please!" programs, or just plain talking shop, commonly known as "barracks flying". We had nightly snacks of food purchased at the local commissary. All in all we had a pretty good set-up at Blue West 1 --- enjoying many luxuries I'd love to have right now. We finally left on November 5, after a three week hold up due to weather.

The day we took off for Reykjavik the weather was really good at our end. With an unlimited ceiling, we headed our formation out directly over the ice cap, where peaks get up to 7,000 – 10,000 feet. That hop over the cap was really an awe inspiring trip --- vast plains of snow and ice between towering mountains which were half hidden by blowing snow. The air was the most turbulent I've encountered --- strong up and down drafts which really played pranks with our formation. Many ships have been lost in this unexplored and unmapped section of Greenland.

As soon as we went over the cap we ran onto a layer of clouds which we dropped beneath. For the entire trip we dodged showers, a few hundred feet above the water. Some showers we couldn't dodge, and ploughed right through them. After a tiresome trip we finally sighted Iceland, flew along the coast to Reyj. We circled the field once, passing through showers over the town, peeled off and landed in a swift 90 degree cross wind. A pretty rough landing as far as I was concerned, burned and cut a tire on which I was to worry through many more landings. We were all glad to call it quits that day --- mighty tired dodging storms "on the deck."

The brief view we had of the city of Reykjavik as we circled the airport before landing disclosed a compact mass of low gray buildings snuggled about a busy harbor. Now that we were on the ground, a closer inspection of the homes adjacent to the airport proved them to be made of stone or cement, all very boxlike in shape, and a peculiar sameness about them. The air field intruded on the residential outskirts of the city, and as we were being moved to our quarters we received our first glimpses of the natives. The Icelandic race, almost without exception is fair and has the glowing complexions that result from a cool, damp, climate. Their dress was quite what we were accustomed to seeing in the States, with the exception of a few women who wore a long black dress and a small back cap with a long tassel. I would not dream of disputing the fact that Icelandic girls on the whole are the most beautiful in the world --- it's a fact as far as I've seen.

November 1942 (continued)

We soon arrived at the quarters for transient officers, a short distance from the field. Our new, temporary homes were to be those portable, half barrel shaped affairs long associated with Iceland through news photographs. Easily assembled, quite resistant to the gales that lash that country, miserably lighted and less successfully heated, these structures including orderly room, officers' camp. It was separated by barbed wire from the adjacent homes of the natives. The crowning glory of this organization was its mess hall, wherein were served meals nonpareil. Really excellent food, the best we had received since the States, and that still goes to date. Even those men who were prone to sleep late brought about a change of habits in order to accommodate a three meal day.

Our stay, of one week, was a pleasant one --- marred only by two dry runs. These were of course caused by questionable weather and incurred early rising, checking out of the camp, attending weather and route briefings, standing by the planes, and eventually bowing to the elements, we would return to our quarters to await the meteorologist's call.

We, of course, made several trips to the city which was but a ten minute walk. First we had an avid curiosity to satisfy, and spent much time looking the town over, trying to decipher the names of the various shops, and places of business, and observing the rather cool, busy natives. Naturally enough, we were eager to pick up some sort of souvenirs and browsed around many windows, occasionally entering a shop and attempting the difficult transaction that occurs when all you have to talk with is a pair of hands. Souvenirs were hard to find as most of the merchandise in the town came from England or the States. For entertainment the city had a number of theatres, all showing U.S. pictures untranslated. They were quite up-to-date and we went to them a number of times. The theatres were small but were well equipped. It was necessary to reserve seats for evening shows and in the afternoon we'd report to the box office, of the show we wanted to see, and after a certain amount of palaver to collect the tickets for seats at the evening performance.

The Hotel Borg provided the only night life in Reyj. A small dance orchestra played popular music nightly and a rather informal dance would ensue. The local maidens attended these functions rather regularly and we had little difficulty in cajoling a few dances.

The girls come to these affairs stag and leave likewise. I mentioned before that Icelandic girls are quite attractive --- true enough --- but they are equally as cool. They will dance with you at the Borg --- sometimes join you at your table over a bottle of mile beer --- but few friendships result. Language is not the only barrier between the American and Icelandic girls. There are, no doubt, those that can refute these statements, if so, more power to them.

Reykjavik is as dry as a Sunday School picnic. The beer they serve is a weak cousin of old 3.2 --- and beer is all that's to be had.

November 1942 (continued)

Our first experience with foreign currency occurred at this place. Before we left for town we'd stop in at the orderly room and exchange our good American dollars for "soap coupons". The unit of Icelandic money is the Kronur, worth approximately 15 cents. They have one, and two Kronur coins, and bills worth 5, 10 and there on up. The Aurur is a lesser coin worth about one one-hundredth of a Kronur.

About the time we'd mastered their monetary system we left the island.

The weather man eventually convinced us that another hop was in order and on November 12 we checked our "mags" on the downwind end of R's longest runway and took off. I had few regrets at leaving Iceland --- felt somehow that I'd seen and done everything there. The one shot of remorse was at leaving behind some of the best pastry I'd ever set my teeth in.

November 1942 (continued)

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

History of the Squadron Air Echelon

* * *

Forward:- The 428th Squadron, as with the other three Squadrons in the group,- the 379th, 380th, 381st-- had hardly completed building its organization up to T.O. strength as a unit in the latter part of August, 1942, when it was abruptly divided into three echelons--Flight, Air, and Ground. At this time the squadron was just beginning to get itself comfortably established on its new base, the Walterboro Army Air Base at Walterboro, South Carolina, to which it had moved on August 15, 1942, from the Columbia Army Air Base at Columbia, South Carolina. The following narrative deals with the movements, activities, and experiences of the Air Echelon from the time of its separation from the other echelons on August 28, 1942 until it joined them in Africa in the early part of the African Campaign).

At the division of the squadron into echelons in the latter part of August, 1942, the following named officers and men were assigned to compose the Air Echelon: (This list will be found attached to the end of this narrative)

These eleven officers and thirty-four men were almost immediately alerted for departure for a destination which rumor at that time could describe only uncertainly as a "Port of Embarkation." After two or three "dry runs" (and, incidentally, within the next few days we were to learn that dry runs were evidently highly essential maneuvers in our activities), we entrained on August 28th with the Air Echelon of the other three squadrons, for our staging area at Fort Dix, New Jersey.

Our train commander for the trip was Captain William G. Gridley, of the 380th Squadron. Shortly after the train pulled out from the station in Walterboro, our future mailing address was announced, with an A.P.O. number that had been assigned to us. Except for the really excellent meals served in the dining car, a few poker games, a continuous flow of unfounded rumors, and considerable more or less harmonious singing, the trip to Fort Dix was uneventful, and we were detrained there, bag and baggage, in the early afternoon of August 29th.

Gridley, William G., Capt, intelligence, Acting Commander, 380th BS

After a roll call revealed no absentees at the station at Fort Dix, we then hiked a distance of about three long miles to our barracks area at the corner of New Jersey Avenue and Tenth Streets, and immediately proceeded to moved in and make ourselves at home. We found the barracks buildings and mess building assigned to us to be in somewhat dirty condition, the dirt no doubt having been accumulated from the rushed arrivals and departures of other outfits who had occupied them ahead of us. This did not dampen our spirits, however, and we were eager to get at the process of "being staged."

November 1942 (continued)

For the next few days our activities were somewhat hectic, and we were pushed at a feverish pace. Night and day there was much rushing about, with the attendant confusion of attempting to do many things and to be in many places at the same time. Little sleeping could be done. There were all kinds of “shots” to be taken, dog tags to be made and issued, all necessary supplies and equipment to be obtained and issued, small arms to be cleaned and issued, firing practice to be taken at the range, continuous drills in “passenger list order”, numerous inspections and instructions on packing “A-bags” and “B-bags”, and then numerous dry runs at all hours of the night and day. Meanwhile there came the inevitable rain and mud, but withal everyone carried through with a will.

On the night of September 4th, what appeared to be another dry run turned out to be the real thing. We turned out with all equipment and baggage, then instead of returning to the barracks, loaded into trucks and went to the railroad yard where we formed in passenger list order and sat on our bags in complete darkness to await our train. There were thousands of other men jammed throughout the yards, and, with a long train loading and departing every half hour, there was much coming and going and confused milling about in the darkness. Finally, however, we loaded into the last car of our train, which departed with us at 1:00 A.M. on September 5th.

As soon as we were aboard the train, which was loaded to the gills, officers and men alike almost immediately fell asleep, and the aisles as well as the seats were full of them and their baggage. 1st Lt. Samuel A. Wilson, who was in charge of the echelon, didn't get a chance to sleep, since twice during the trip he had to go from our last car all the way to the front car of the train, to see the train commander for detraining instructions, and by the time he had climbed over the sleeping men in the aisles to make the two journeys, the train was pulling into station in Elizabeth, New Jersey, to unload.

Wilson, Samuel A., 1Lt, intelligence, Acting Commander

The unloading was accomplished in darkness and with much groaning and scrambling for the proper “passenger list” line-up again, and we were hustled in a daze of weariness and near-exhaustion from loss of sleep and dragging, carrying heavy bags and equipment, onto a ferry boat which, when it was loaded with every man it could hold, shoved off to take us over the Hudson River to where the Queen Mary was waiting for us.

At that stage we hardly cared what kind of accommodations we found on board, just so it was sufficient space in which to lie down and sleep. As a matter of fact, that was just about all we found for space, and most of us were asleep in it at some hour not too late in the day of September 5th when the Queen Mary slipped silently out of the harbor, past the Statue of Liberty, and into the broad Atlantic. Those of us who were awake watched the Statue slowly dim and fade into the haze behind us then turned our eyes ahead to wonder what experiences would come to us before the day in the far away future when we would return to our own, our native land.

November 1942 (continued)

We were told that the Queen Mary was carrying approximately 17,000 men (in addition to her crew), all Air Corps men, the Air Echelon of an entire Air Force. Our voyage across the Atlantic to England was to be a fast one, with the proud and bold Queen Mary running the gauntlet of enemy submarines at top speed and unescorted, confidently daring to match her speed and skill against all the enemy had to offer. Our echelon was assigned inside quarters in the Verandah "K" Grill, and our deck space was on the Sun Deck on the port side. The men would spend 24-hour periods alternately in the Grill and on the deck, alternating with another unit. The officers were assigned to bunks in staterooms, twelve officers to each stateroom designed to accommodate two passengers under normal conditions. Needless to say we were packed like sardines from stem to stern of our huge vessel, and while thousands of men were sleeping, other thousands were constantly moving in lines, to chow, from chow, to deck space, to inside quarters, to latrines, from latrines, to the PX, from the PX, to meetings, from meetings to the life boat deck in submarine alerts, and just plain "to and from" --God knows where! Bumping around through all this maze of lines were stragglers lost from their units, officers attempting to make inspections, medics attempting to get to sea-sick patients and vice versa, M.P.'s trying to direct traffic, men looking for this, men looking for that, and men just looking.

Nevertheless, taking everything into consideration, our echelon fared very well, our morale was high, and the crowding, pushing, and shoving from place to place was all done good-naturedly and as a part of playing the game. By far the majority of us were landlubbers, and the thrill and adventure of making such a magnificent trip, with enough very real danger present to add just the proper amount of sporting flavor, kept our minds far away from our physical discomforts.

Without event, our circuitous route across the Atlantic was completed when on the early morning of September 11, 1942, we steamed into harbor at Gourock, Scotland. The ship immediately began unloading. Our echelon remained aboard ship to unload on September 12, when we took a tender over to the railroad station at Gourock. We were there loaded onto a train which took us across Scotland through Glasgow and into East Anglia. This trip kept us on the train overnight, and we arrived at Harleston, Norfolk County, on the early morning of September 13, from where we were transferred in British trucks to our first station in England, an R.A.F. Base at Hardwick, near Norwich, and also in Norfolk county.

Becoming settled and established in the Nissen huts provided for us was routine for the next few days, but becoming acquainted with the British customs and practices was something else. We managed to "catch on" rather rapidly, however, and to conform our behavior fairly well to what we learned the R.A.F. expected of us. At first the R.A.F. officers and men seemed to regard us somewhat as curiosities, and our informality at all times as being in poor taste, but excusable because we were Americans, and with American, "anything goes." To us, the English boys seemed to be so much bound by

November 1942 (continued)

custom, class lines, and a traditional routine, that we couldn't see how they got much real fun out of life---but then our ideas of fun were so entirely different from theirs, for the most part, that perhaps our judgment was irrelevant.

Our stay at Hardwick lasted until October 29, 1942, and during this period we were putting in our time with training lectures, classes, security measures, and in preparation for training flights. Our ships and crews began to come in, one or two at a time, and practice flights under R.A.F. procedure were in order. There was plenty of rain, cloudy and foggy weather, and mud to entertain us practically all of the time, but many of the men found real entertainment on trips to Bungay, Norwich, Harleston, Honington, Liverpool and London. Needless to say, the English girls for miles around received a quite enthusiastic rush and the writer understands that a good time was had by all.

To mention an incident or two that happened during this period, other than routine, on September 19, Lt. Wilson took a fall from an English bicycle and fractured his collarbone, and after that for a few weeks went around, one foot in the mud and all strapped up. On September 28th Captain Sagendorph, Lt. Haines, Lt. Basich, and Lt. Wilson went to R.A.F. base at Hethel for a few days of classes on R.A.F. intelligence procedure. After completing those classes Captain Sagendorph and Lt. Wilson were sent to a base at Snaith, near Yorkshire, and Lt. Haines went to London to attend a naval craft identification school.

Basich, George F., 1Lt, intelligence
Sagendorph, Kent H., Capt, intelligence

Haines, Wilson R., 1Lt, Adjutant
Wilson, Samuel A., 1Lt, intelligence

Meanwhile, more of our planes and crews were coming in, and going immediately into flying, practice bombing, and operational flights. On October 19, 1942, at about 11:20 A.M., while we were in the midst of one of the numerous "Red" alerts we continuously had, a JU-88 suddenly found our field through the overcast, came over on the deck, strafing as he came, and dropping three 250-kg bombs. One of the bombs landed close to our Squadron Operations hut, the officer's recreation hut, a small storage hut, and a hangar. Only Sgt. Spiro Sumakis was in the recreation hut at the time, and, although the hut was flattened, he was unhurt. He was seen to stumble from the ruins, his hair full of plaster dust, shaking his fist at the sky and shouting unprintable imprecations. Major William Bower, Captain Dick Aldridge, Lt. John Loutrel, Lt. Sam Wilson, and Lt. George Basich of our squadron were in the operations hut, along with a number of men from other squadrons. Although this hut was badly wrecked and strafed, and the nearby storage hut and hangar badly damaged and riddled with holes, miraculously, not a man was injured. After that, however, we were strongly impressed with the use to which our bomb shelters were designed to be put!

Aldridge, Richard A. "Dick", Capt, pilot
Bower, William M., Maj, pilot, Commander
Sumakis, Spiro A., Sgt

Basich, George F., 1Lt, intelligence
Loutrel, John McCluney, 1Lt, pilot,
Wilson, Samuel A., 1Lt, intelligence

November 1942 (continued)

The other tow bombs made craters on the field, and fragments of one of them slightly damaged one of our planes.

While at various times different men in our echelon witnessed bombing raids on Bungay, Norwich, and other towns near our base, this was the only time our field was a target for them.

On October 29th the 428th flight and air echelons moved to Flixton Air Base near Bungay, but before we began to get ourselves comfortably situated there, the air echelon was divided into priorities. The first priority, composed of Captain Sagendorph, Captain Ryterband, S/Sgt. Thomas Preisser, Master Sergeant James L. Box, and S/Sgt. William Stewart and S/Sgt. Phillip H. Nicodemus, left Bungay under highly secret orders in the early hours of the morning of November 4th, and joined the first priorities of the air echelons of the other squadrons at Hardwick for a destination at that time unknown to us.

Box, James L., M/Sgt

Nicodemus, Philip H., S/Sgt

Preisser, Thomas E., S/Sgt

Ryterband, Louis (NMI), Capt, medical officer

Sagendorph, Kent H., Capt, intelligence

Stewart, William W., S/Sgt

Two days later, in the early hours of the morning of November 6th, the second priority departed in the same manner, heading quietly out in the night. The second priority was composed of 1st Lt. Sam Wilson, S/Sgt. Larry Barbour, S/Sgt. Clem VanNorstran, Sgt. Robert Versaw, T/Sgt. Franklin Oldweiler, S/Sgt. William Brotherton, and Sgt. Percy Campbell. We joined the second priorities of the other squadrons at Hardwicke, went to Diss by truck, loaded onto a train with several other outfits under command of Major Roberts, of the 47th Bomb Group, and pulled out for a destination named to us only as Lopcombe Corner.

Barbour, Larry W., S/Sgt,

Brotherton, William E., S/Sgt

Campbell, Percy H., Sgt

Oldweiler, Franklin K., T/Sgt

Roberts, Maj, HQ 47th BG

VanNorstran, Clem K., II, S/Sgt

Versaw, Robert E., Sgt, gunner

Wilson, Samuel A., Capt, intelligence

While changing trains in London we were fed in restaurants in the Waterloo Station, to which we had been transferred by truck from Liverpool station. Thence from London our train took us to Gately, from where we were taken in trucks to Lopcombe Corner, which turned out to be the base of an American Coast Artillery Battalion. Arriving there at about 7:30 P.M. on November 7th, with a cold drizzle of rain falling on us, we found that we were not expected, and hence had to shift for ourselves more or less in finding quarters for the night. We finally found a few scattered empty Nissen huts with base concrete floors, and slept on blankets on the floors for that night.

November 1942 (continued)

Until November 13th we remained at the camp, "Middle Wallop", at Lopcombe Corner, spending practically all of the time inside the huts out of the rain and the mud, and on a one-hour alert for departure at any time. Then we were abruptly loaded into trucks which took us to Ibsley, which turned out to be another staging area for movement overseas once again, this time to Africa. Captain Sagendorph and others of our first priority were there, but on November 14th they left us again.

Sagendorph, Kent H., Capt, intelligence

After three or four dry runs we finally loaded onto C-47's at Hurn on the Night of November 18th, ten men with their baggage to a plane, and just before midnight took off for Africa. None of us knew our exact destination, but believed it to be Casablanca, and our belief was true. The morning of November 19th, 1942, we landed at Port Lyautey at about 9:45 A.M., but only to refuel, and then on to Oran, where we landed at Tafaroui Air Base, where the Twelfth Air Force was just getting situated in its headquarters.

We were orphans at Tafaroui, not knowing where we were supposed to go from there, and finding no one who knew anything about the location of the 310th Bomb Group. We got along fine, however, sleeping in an old barracks building on top of a pile of camouflage netting during the nights, and eating good food in the Headquarters Mess. After three or four days, with a few air raid alerts scattered along to keep us from becoming too bored, we found that the 310th was at Casablanca, and on November 25, 1942, the day before Thanksgiving Day, we flew down to join them.

The remainder of our original Air Echelon came by boat from England to Oran, then by train to join the squadron at Berteaux, Algeria. Our history from this point is merged in that of the squadron reformed.