

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



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

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

12th Air Force, 57th Bombardment Wing

310th Bombardment Group

History: December 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.)

Tuesday, 1 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, DB-7s and later B-17s, bomb El Aouina Airfield with P-38s escorting both forces. In the Djedeida area, P-38s on a sweep attack tanks northwest of the town. A German counterattack is launched toward Tebourba, inflicting heavy tank losses on the BLADE Force, which, along with part of the US 1st Armored Division, was prepared to attack Tunis on the following day.

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*

"Got up early and went to Dun-hills famous store to buy a pipe (£4.5). Really a sweetheart. Then to several stores for gloves, ties, and etc. A trip through the great Westminster Abbey where I saw everything from the graves of the Norman Monks (1098) to the latest. Rode the upper deck of a bus over to St. Paul's where I saw all the great military graves. I climbed 600 steps to the top of the dome (345') which is the highest point in London. Returned to the field in the early evening. A very memorable day in all."

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

"1 December 42

Received my pay today. The finance office did not have any paper money on hand so I was paid in silver. We are taking off for Prestwick, Scotland tomorrow morning. Goodnight."

428th BS War Diary: Payroll was brought in today. Played ball in the morning.

Wednesday, 2 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, DB-7s and B-26s bomb the El Aouina Airfield; B-17s hit the Sidi Ahmed Airfield and Bizerte harbor; and B-25s attack AA guns near the Gabes Airfield. P-38s provide escort and fly reconnaissance missions and sweeps, claiming eight aircraft and one tank destroyed. The British First Army withstands another German counterattack on Tebourba. Headquarters 320th Bombardment Group (Medium) is established at La Senia, Algeria upon arrival from England.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 1:

Target: Gabes.

(Group report not available)

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

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 1:

Dec. 2--Target at Gabes. All ships participated.

These operations took place under the direction of the 319th Bombardment Group while the organizations still at Mediouna and Cazes.

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

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

Wednesday, 2 December 1942 (continued)

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

P
CP
N
B
E
R
G
F

380th BS War Diary: No Entry

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 1:
(380th BS did not participate)

381st BS War Diary: No Entry

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 1:
(381st BS did not participate)

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

"Well, the plane was ready in the late afternoon but we couldn't take off because of poor visibility. So I spent some time at the Officers' Club, which really was a honey. Then I went into town for tea. Then to a British Show for 60¢ (best seats in bal.) which lasted for 3 hours and really was very amusing. Being that there wasn't much to do around town in the evening, I returned ab out eleven. Read awhile and then to bed. We stayed in very nice quarters. Private rooms with orderlies to shine shoes, etc."

381st BS *War Diary of: Szczygiel, Joseph F., 2Lt, pilot*
"2 December 42

Left Reykjavík, Iceland at 10:00 A.M. and flew 950 miles in 5½ hours. During our trip which was at 1,500 feet we saw three large convoys on the ocean. We landed at Prestwick, Scotland and were met by young Scotch lasses who were driving the large trucks supplying gasoline.

Again had to learn the new monetary exchange. Had our first meal in the British Isles. We had soup that could have been called or used for gravy, some delicious fish, buns and some awful coffee.

Have seen the narrow roads and think them very nice. Have been in my first real blackout and this is a blackout. It's so dark that you bump into trees. We are housed in private homes. The home I am in has a fire place in every room. The beds are high, somewhat similar to hospital beds. However, be what they may, it feels good to get in a good clean bed and home. Have been having a wonderful time here. The people are

Wednesday, 2 December 1942 (continued)

very nice to us in fact they think a pilot is just worth his weight in gold. The waitresses in the Hotel where we eat are just crazy about us because, of course, we are such heavy tippers.

As we landed here the women who work on the gasoline trucks all asked us for American candy and chewing gum, and being that I brought a lot of gum and chocolate bars I did give them some. In town the children run after American Officers and ask if they have any chewing gum.

I bought a nice pair of oxford shoes in Scotland for 23 Shillings, which is a Pound and three shillings or equivalent to four dollars and sixty cents in American money.

I have gone on a couple of "Pub crawls" as they call it here, but in plain English we went to all their beer parlors. Have been having my daily afternoon tea and tarts. I bought a bottle of rum and two bottles of scotch but it did not last long, as I had many helpers at the Hotel."

428th BS War Diary: Payday today. Two months for the boys with a free package of cigarettes to everyone. Plenty of poker and crap games floating through the barracks.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 1:

A/C No. 1 aircraft & crew unidentified A/C No. 2 aircraft & crew unidentified

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

A/C No. 3 aircraft & crew unidentified A/C No. 4 aircraft & crew unidentified

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

Thursday, 3 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s of the 97th Bombardment Group (Heavy) hit the docks and shipping at Bizerte harbor; radar warned the Germans of the approach of the bombers and Bf 109s jumped the escorting P-38s shooting down three with two more missing; two Bf 109s are shot down. DB-7s, with P-38s as escort, bomb the El Aouina Airfield. Spitfires and P-38s fly patrols and photographic reconnaissance over wide areas of Northwest Africa, and carry out fighter sweeps during which several ground targets, including the Gabes, Tunisia Airfield, are attacked. The British First Army withdraws from Tebourba as German forces, through continuous attacks, occupy the city during the night of 3/4 Dec.

HQ 310th BG War Diary: Intelligence Report:

K OINCH HDK NR HDK 14/2 NOTWT

PASS TO

TO: 2 B.W. A-2

FROM: HARDWICK

NIL 2/DEC OFFICER REPORTING: CPT. SEDGWICK

PERIOD COVERED: 0800 2 ND DEC TO 0800 3 RD DEC

1. TRAINING FLIGHT NONE.

2. LECTURES NONE

3. GENERAL ACTIVITIES: COMPLETION OF MAP FOR OPERATIONS
CONFERENCES BETWEEN S-2 AND S-3 IN REGARD TO TRAINING
SCHEDULES. CONFERENCE WITH MAJOR FEARING AND CAPTAIN
SCOTT. RETURN. LT. LAKE TO DUTY

4. NIL == 1700

G.S. B1

HDK R/1745 R.V.A. VA+

379th BS War Diary: No Entry

380th BS War Diary: No Entry

381st BS War Diary: No Entry

Thursday, 3 December 1942

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

"(Log 0:30 hours.) Didn't return to Hardwick until almost noon. I flew back. We had a big pow-wow in the afternoon as to our leaving tomorrow. We are going to the South West tip of England and from there to North Africa (I am really glad I got to see London). Gen Doolittle needs us down there in Africa. Spent my few spare hours packing the stuff in the plane! Even had to do it by flashlight tonight. Plenty tired now. Beautiful night for a 'Jerry.'"

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

428th BS War Diary: A B-25 flew so low over the field that it skimmed the roof tops by inches. It was a real thrill to see one again though.

Friday, 4 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Italy, 20 B-24s of the 98th and 376th Bombardment Groups (Heavy), in the first attack by the USAAF against Italy, hit the Italian fleet and docks at Naples; hits are scored on numerous harbor installations, a railroad yard, and three or four ships, including a battleship.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s bomb shipping and docks at Bizerte while B-26s, with fighter escort, attack the same target a half hour later. B-17s, F-4s and P-38s fly reconnaissance, while other P-38s attack vehicles and troop concentrations, mainly in the Gabes and Sfax areas.

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*

"Up early in the morning and packed some more stuff. Worked as the Officer of the Intelligence Guard for four hours. Had another big pow-wow about our trip to Oran in North Africa. All matter was secret, of course. It rained so we could not take off as planned. I really wish that we would get to our base so as I would get some mail. I would like to know what's going on at home. The food is plenty lousy here since the B-24 group has taken this base over. They can have it, and the mud."

428th BS War Diary: Played ball.

Saturday, 5 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): The 82nd and 434th Bombardment Squadrons (Medium), 12th Bombardment Group (Medium) with B-25s transfer from Egypt to Gambut, Libya.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s bomb the docks and shipping at Tunis; B-25s hit the Sidi Ahmed Airfield; and DB-7s follow shortly with a raid on Sidi Ahmed while another small force of DB-7s hits Faid. Each raid is escorted by P-38s. P-38s fly reconnaissance over wide areas of Tunisia, a B-17 photographs the Sousse-Sfax-Gabes, Tunisia area while an F-4 flies photographic reconnaissance over southern Sardinia

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 2:

Target: Sidi Ahmed Airdrome, Bizerte.

(Group report not available)

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

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 2:

Dec. 5--Bizerte. Bishop and crew reported shot down, confirmed December 8. Reported as missing as plane was not seen to crack up:

Lieut. Bishop
Lieut. Oliphant
S/Sgt March
S/Sgt Hiers

These operations took place under the direction of the 319th Bombardment Group while the organizations still at Mediouna and Cazes.

A/C No. 41-13051 (MACR-15589 -
shot down)

A/C No. 2 *aircraft & crew unidentified*

P *Bishop, James W., 1Lt*
CP *Oliphant, Donald W., 2Lt*
N *None*
B *None listed - probably the radio-gunner*
E *None*
R *March, Norman B., S/Sgt*
G *Hiers, William R., S/Sgt,*
F *None*

Saturday, 5 December 1942 (continued)

379th BS: Extracts from Missing Air Crew Report # 15589:

A/C No. 41-13051 (MACR-15589 - shot down)

P *Bishop, James W., 1Lt - KIA*
CP *Oliphant, Donald W., 2Lt - KIA*
N *None*
B *None listed - probably the radio-gunner*
E *None*
R *March, Norman B., S/Sgt - KIA*
G *Hiers, William R., S/Sgt - KIA*
F *None*

380th BS War Diary: No Entry

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 2:
(380th BS did not participate)

381st BS War Diary: No Entry

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 2:
(381st BS did not participate)

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

"(Log 2:30 hours.) It rained all morning then it cleared up about noon and then we left for Portreath which will be our last stop in England. It was a trip of plus 400 miles. We flew formation all the way which made it rather tiresome. The country passed over was beautiful with all its castles and small fields. The different crops makes the countryside look like a huge bed spread. The W.A.A.F.'s do most of the work here. Not a bad idea as the men can carry on the hard work of war. We are the 11th plane so the formation will go on without us."

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

"5 December 42

Went to a movie this afternoon.

People in the States just don't quite realize what a war or a blackout is. You must be here to gain the full effect. People here are lucky to have a few pieces of meat during the week. They are allowed two pints of milk per week and no gasoline at all. There are hardly any men left here in Scotland. They are all in the service, only those 68 years old and up are around. They work in the factories manufacturing munitions and other war needs. But they show no defeat. They freeze in their homes because they have nothing to heat their homes with. Everything you buy you must have ration tickets for. It seems

Saturday, 5 December 1942 (continued)

very unusual to see a food store without a long line standing in the rain and cold, waiting for their turn to buy something to eat. With all the discomforts that these people have they still manage to smile and laugh. They tell me that things in England are the same. Well, I expect to leave here tomorrow after breakfast and have dinner in Norwich, England, which is about 80 miles Northeast of London.

Sent home money order for \$400.00 which was my per diem for my flight from the States to Scotland via the Arctic route. I still have much more per diem coming.

Went to a dance tonight and had a wonderful time, even though all you could drink was soda.

I only hope that someday I will be able to return home to all my loved ones and be able to tell where I have been, what I have seen and things I have done. I know that this is just the beginning and that I am in store for much more.”

428th BS War Diary: Rumors hitting high and wide again of another movement.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 2:
(428th BS did not participate)

Sunday, 6 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, B-24s sent to attack shipping at Tobruk fail to locate the target due to bad weather, but a few bombers manage to bomb Misurata and two enemy airfields. Meanwhile, P-40s fly top cover for RAF aircraft attacking Marble Arch. HQ, 12th Bombardment Group (Medium) and its 81st and 83rd Bombardment Squadrons (Medium) with B-25s moves from Egypt to Gambut, Libya.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, DB-7s, with fighter escort, bomb the bridge over the Medjerda River at El Bathan. P-38s and F-4s fly patrols and reconnaissance missions over parts of Algeria and Tunisia. In ground fighting in Tunisia, a German attack penetrates positions of the US 1st Armored Division, which is operating with the British First Army, on the El Guettar Mountains. HQ, 15th Photographic Mapping Squadron, 3rd Photographic Group with B-17s and F-4s arrives at La Senia, Algeria from England. "A" Flight has been operating from Algeria since 18 Nov; "B" and "C" Flights remain in the US until Jan 44.

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*

"The weather was rotten all day. Two planes crashed on take off (A Lockheed and a Beaufighter). Due to the fact that all crew were killed, the airfield was closed for the day. Spent the day in the Officer's Club by the fireside. I had tea during the tea hour and everything. A funny thing to have a full large loaf of bread placed on the table --- cut it yourself. Some work with that thick crust it had. I had a date with a W.A.A.F. gal in the evening. Wonderful Steak."

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

"6 December 42

Had a nice breakfast, wrote a letter to mother. Gee, but I miss her. Well, we are taking all our clothes to the plane as we are scheduled to take off soon for England. See you later.

Sunday, 6 December 1942 (continued)

Same day---but two hours later.

We just landed at our base a few miles from Norwich, England. Had a nice trip and saw most of England from the air and liked it very much. The farms all looked so neat, very much unlike ours. The buildings and canals are just as I read they would be. I will never forget these scenes and sights. Since I have left Iceland I have never seen so many ships or convoys! Only now, do I realize what a huge amount of ships are needed to supply this little island. We had to alter our course a few times to go around those convoys because they shoot and then ask questions afterwards and far be it from me to be asking for lead pellets. I'll soon be getting enough of it.

Today I have been happier than I have been throughout this trip. There were seven letters waiting for me. It has been the first time I have heard from home in 70 days. This mail has been here about five weeks waiting for me. The rest has been sent to my new base in Africa.

After dinner we went to a briefing and were told that we were to fly from England to Africa. This flight was to take place in the daytime, a distance of 1,300 miles. We are to fly just above the water along the coast of France and Spain and Portugal into the continent of Africa. The exact location I, as yet, do not know but will write down as soon as I do. I will leave here and fly somewhere to Southern England and from there to Africa. On this trip we all expect to encounter enemy fighters. Let them come, as they are due for a helluva surprise. At this briefing we were told the art of escape and where to head to. We are to be given large sums of money of all lands we are to fly over or near. We were told how to act during an escape. Very interesting.

Tonight I answered two letters, one to Mother and one to Lillian Sakul. Their letters were very cheering, a real pick me up. I would have written more but had no more "V" mail blanks. Hope to get some tomorrow and will write more.

When we get to Africa the "Jerries" are sure going to catch a helluva beating.

I guess I'll put some more coal in my stove so that I can keep warm all night, because it really is cold in my room.

I would give a million to have my clothes cleaned. Have been doing my own laundry, not because I wanted to, but because I had to.

This base was bombed about three weeks ago, but no damage was done. The bomb just made a crater in the ground. Guess this is all for tonight."

428th BS War Diary: Put on a two hour alert. Notified that we were going to some small town north of here to guard some oil drums. With our planes on "X" mission we can't do anything else till they get back. Capt. Sagendorph assumed command. The best of all is that we will be by ourselves. The new town is Fidela.

Sagendorph, Kent H., Capt, intelligence

Monday, 7 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s, escorted by P-38s, attack docks and shipping at Bizerte. Escorted DB-7s attack tanks in the Tebourba-El Bathan area where elements of the British First Army continue to be hard pressed. Other DB-7s sent to bomb at La Hencha and Sousse abort because of bad weather. P-38s and P-40s fly numerous reconnaissance missions over the Sousse-Sfax-Gabes area and patrols over Oran, Algeria while B-17s and F-4s fly photographic reconnaissance over the Sousse-Sfax-Gabes area and the Tunis-Bizerte area. Ground fighting subsides as German attacks in the Tebourba area decrease in intensity. The air echelons of the 328th and 330th Bombardment Squadrons (Heavy), 93rd Bombardment Group (Heavy), based in England with B-24s, begins operating from Tafaraoui, Algeria on TDY.

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*

"Combat Service begins (Log 8:30 hours.) Planes changed. One of the other ships had to stay behind because of a faulty gas tank. Katz stayed as navigator on that ship. We took on Capt. Pell - 310th Hq. operations. What a trip. Ate rations on the way. Flew floating formation all the way. When we got to Oran (270 miles from G. Rock - Rock of Gibraltar) we had to eat more rations over a fire built of gasoline. No barracks here so we had to sleep under the wings of our plane. This was a French Naval Air Port before the U.S. Forces took over."

*Katzenbach, Nicholas D. "Katz", 2Lt, navigator
Pell, Robert T., Capt, pilot, operations, HQ 310th BG*

Monday, 7 December 1942 (continued)

381st BS War Diary of: Szczygiel, Joseph F., 2Lt, pilot
"7 December 42

Did not arise till 11:00 A.M. Dressed but did not wash, because there is no water except at the mess hall which is quite a way from here. So I took my bike, went to the mess hall, washed, had my dinner then took a ride to my airplane. On the way, I saw Lt. Timmerman's cracked up ship. Then went over to take a look at the ship Lt. Carver cracked up when he came in for a landing the day before yesterday. After that I returned to my room fixed my fire and wrote a couple of letters. After this I went to the Officers' Club, and there we were told we could not go to town tonight because we are on the alert. So I returned to the room, read a little, and in the evening a few hours after supper I returned to the club for a few drinks, listened to some stories about the Nazi bombing of this base, and returned again to my room. Here we roasted canned Spam which we brought with us from the U.S. and ate it with U.S. crackers. I also drank a few Coca-Colas which we also brought with us from the States. The Spam was very good. We also had a glass of cream cheese. Then we heard some American music from the States and we all did some reminiscing of how we would like to be home with our wives or girl friends. When you hear music from home or even radio programs you always think of the loved ones back home.

Carver, Joseph H., 2Lt, pilot

Timmerman, Melvin E., 2Lt, pilot, 380th BS

Lts. Green and Schick just went down to the mess hall and swiped some cake, one gallon of hot chocolate, some cups, spoons, and a large cup of sugar and we had a wonderful time eating all this.

Green, William B., Capt, navigator, bombardier

Schick, Raymond E., 2Lt, bombardier, navigator

10:30 P.M. Just listened to Lord Haw-Haw and what a pack of lies he slings. He never talks of German reverses.

Guess I will end this writing for tonight. Good night. I'll probably freeze all night as I only have two blankets, and three cushions for a mattress."

428th BS War Diary: Lt. Lindeberg and 1/Sgt Johnston went to the new field. Reports that it's better than Mediouna. No mud, beautiful view of the Atlantic; sounds good. Capt. Ryterband, M.C., called at 2400 hours when Pvt. Hennebry took sick. Cpl Norris and Pvt Vertigal were transferred out of the outfit and assigned to a mobile radio unit.

Hennebry, Joseph (NMI), Pvt,

Johnston, Melvin R., Sgt, 1/Sgt

Lindeberg, Richard T. "Lindy", 1Lt, bombardier, Adjutant

Norris, William V., Cpl, communications

Ryterband, Louis (NMI), Capt, medical officer

Vertigal, Leno J., Pvt, communications

Tuesday, 8 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, P-40s fly fighter-bomber missions in the battle area east of El Agheila; the American claim seven enemy aircraft shot down.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Algeria, fighters of the 31st and 52nd Fighter Groups patrol in the Oran-La Senia-Tafaraoui area. Weather prevents operations of all bomber and fighter units in eastern Algeria. The British First Army receives permission to withdraw from areas west of Tebourba and east of Medjez el Bab to more favorable positions slightly to the west from which to prepare for the move on Tunis.

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*

"What a night! It rained and each one of us got plenty wet. Then the gas crew came 'round at 3 A.M. and we had to get up and gas the plane. What a mess! Eggs cost 25¢ each. And we can buy oranges but they cost good money. These Arabs are really something to trade with. They speak French and Spanish. We use invasion money here -- good old American money only with the orange seal instead of the blue one used back in the States. Blue sealed money isn't worth anything around here."

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

"8 December 42

Had breakfast at 8:00 A.M. this morning. Consisted of sausages, bacon and powdered eggs. Went to the airplane after breakfast got out some more canned food that I had packed away.

If I stay here for a few more days I think I will change shirts. It's about time. I have had this one on since 2 October 42, and it stands up in a corner all by itself. My trousers are the same way. They are so damn stiff I almost have to use a hammer to fold them up at night.

Tuesday, 8 December 1942 (continued)

I have done quite a bit of walking today looking for my bike; some one walked off with it during the night.

Guess I'll go into town tonight. Maybe have some English ale and scotch."

428th BS War Diary: Our movement has been cancelled, temporarily at least. Men put on guard duty again. Cpls. Moore and Minahan reduced to grade of private for overstaying their pass.

Minahan, Frank M., Pvt

Moore, Wilson (NMI), Pvt

Wednesday, 9 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, P-40s fly a fighter sweep over the El Agheila region.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, heavy rains stop most air operations in eastern Algeria and Tunisia; a few P-38s fly reconnaissance south of Gafsa. In Algeria, P-40s fly an intercept mission over Youks-les-Bains, damaging one enemy aircraft.

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*

"Slept in the plane as it isn't any fun sleeping in the rain. The temperatures here are swell; cool in the evening and warm in the day. It rained all day. Of course, it is expected to rain because it is the raining season. We traded some old dirty underclothes for some eggs, oranges. The veeno (wine) is very good but it cost plenty. We really have a grand time cooking with gasoline. The only trouble is it is so dirty. Plenty of planes fly in and out of here."

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

"9 December 42

Arose this morning with a big head. Guess I did too much walking in the blackout because the Scotch couldn't have been so effective. Didn't do too much today. Had some fun chasing around in a "Jeep" all afternoon. Went out and got some coal for my stove.

Dressed and at five P.M. went to Norwich. This town has had more damage done by bombing per capita than London. The town is practically leveled to the ground. We are only five hundred miles away from Berlin, so you can see the reason for it. Well, this evening I was very conservative with my drinking. I had about seven scotch and sodas, and about four beers then I went to the Sampson ballroom and did some dancing. It's funny that these English girls here cannot dance worth a damn and yet they try to tell us we cannot dance. The irony of the thing is that they play American music and try to dance American dances. To dance with most of them you need a lot of patience and a truck to push them around. One girl I danced with couldn't dance a step either of the

Wednesday, 9 December 1942 (continued)

Waltz or Fox-trot, however she said she could Jitter-Bug, so knowing a little Jitter-Bug I said, "O.K., let's change from whatever you are trying to dance to Jitterbug." Well, we started and when she started I thought she had a convulsion or St. Vitas' dance. I just could not stand it any longer. I began to laugh and walked off the floor. She asked me what was the matter and I told her that I turned my ankle.

We had quite a bit of fun last night with a few of our boys. It seems that Ken Johnson was going to stay in town with Green, Wilson and Schick and Whiteman. Well, seeing that I had to be back at the base to take over guard duties at two in the morning, I could not stay after twelve. However, Johnson and I made the rounds of the town. At the bar in the Bell Hotel, Johnson asked Whiteman what their room number was and Hank told him, #35, so Johnson assuming it was in the Bell Hotel said "O.K." I'll see you fellows there." So off we went. Well about 10:30 Ken told me he was going to bed, so we bid each other good night.

Green, William B., Capt, navigator, bombardier
Johnson, Kenneth M. "Ken", 2Lt, pilot, 379th BS
Schick, Raymond E., 2Lt, bombardier, navigator
Wightman, Henry B. "Hank", 1Lt, pilot
Wilson, Samuel A., 1Lt, intelligence, 428th BS

At about 11:30 I was coming by the Bell Hotel to meet my transportation back to the base when I ran into Johnson. He said, "Boy, was I in a jam." And I said, "What happened?" "Well, It's like this", Ken says, "I went up to room #35, took the twin beds and moved them together so when Green and Wilson come up they can jump right in bed, took off all my clothes and tossed them all over the room, put a pence (penny) into the gas meter, lit the gas for heat, put the lights out and went to bed. Well, about eleven o'clock or a little after, someone opens the door. Thinking it was Green or Wilson, I just lay there, but when they put the lights on, I saw that it was a man and his wife." They, of course, asked Ken what he was doing there in their room. Being very upset about it, they immediately left to see the manager. Johnson in the meantime dressed hurriedly and disappeared and that was when I met him on the street. We have been kidding him all day today.

Johnson, Kenneth M. "Ken", 2Lt, pilot, 379th BS

Well, I returned to the Base, changed my clothes, took my revolver and went to the Mess Hall to see if I could get a bite to eat before I began my duties. Upon my arrival at the Mess Hall I found the doors open but no one around, so I walked around to the stock room and no one was there. On the shelves of this stock room were packed all kinds of canned goods, so I looked it over and took a six pound can of Swift's Pork lunch meat and drove my "Jeep" back to my room and then went to the Intelligence Office to watch over all the secret data. After I was relieved at six A.M., I went to the Mess Hall again, got a loaf of bread and a plate of butter and just about half hour ago I fried some of this meat on my stove. It really was delicious.

Wednesday, 9 December 1942 (continued)

I went up to my plane this noon and found that my left shock strut was down so I went around to one of the hangars and brought an air compressor and raised the strut, because I understood we were taking off for a new Base tomorrow. I'll be glad when we get out of this hole. In fact I'll be glad when I eventually land my plane at a field in Morocco, North Africa."

428th BS War Diary: Quite a few of the boys took sick with the G.I.'s. Cigarettes and candy passed out again; half pack of cigarettes a day is our ration.

Thursday, 10 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): P-40s of the 57th Fighter Group claim one enemy aircraft destroyed.

WESTERN MEDITERRANEAN (Northwest African Air Force): Due to heavy rains and water logging of airfields, aerial activity in the Algeria-Tunisia area practically ceases.

On the ground, Allied troops repulse another armored and infantry attack on Medjez el Bab. During the night of 10/11 Dec, elements of the British 78 Division and the US 1st Armored Division begin a withdrawal to the Bedja area to refit. The Americans sustain heavy loss of equipment as they withdraw. HQ 3rd Photographic Group is established at La Senia, Algeria after transfer from England.

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*

"Another restless night of sleep in the plane. I have to wake up every time I change position. I am getting so I can sleep in the same position all of the time. Food is lousy. All one has to do to survive the war is to live out the rotten living conditions. We had to put blankets on the wings in order to dry them out, as they were wet. We have to wait here for Col. Hunter before we can go on to Algeria. Everyone is feeling grand."

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

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

"10 December 42

Left our Base at Hardwick and landed at our new Base in England, called Hethel which is only about ten minutes flight (320°) from Hardwick. This Base, like the Base at Hardwick, has no running water in the rooms. We must go to the Mess Hall where they have about twenty wash tubs and about the same number of showers.

These English Soldiers are all rationed on food. However, when we came in they received all the food they wanted because our men are fed on food from the U.S.A., so naturally they ate with us. We don't mind that so much, but the damn fools steal our meats and everything else they can and try to feed us just as little as they can. Our Colonel Hunter raised some hell about it, so they have temporarily cut it out.

Thursday, 10 December 1942 (continued)

There isn't anything you can do here in town. It seems that everything closes at 9:00 P.M., so the only thing a fellow can do is drink till then and return to the Base to sleep, get up in the morning and do the same."

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

428th BS War Diary: Supplies were moved over to the new base with an advance detail.

Friday, 11 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Italy, B-24s bomb the harbor and surrounding areas at Naples with good results.

In Libya, P-40s fly several fighter-bomber missions and sweeps over the battle area in preparation for the ground assault on El Agheila which General Montgomery schedules for 14 Dec.

WESTERN MEDITERRANEAN (Northwest African Air Force): The Twelfth Air Force creates five area commands covering Northwest Africa from the west coast of Morocco to the east coast of Tunisia. From west to east they are: Moroccan Composite Wing (Colonel Rosenham R Beam) Western Algerian Composite Wing (Colonel Lawrence P Hickey)

Central Algerian Composite Wing (Colonel Paul L Williams)

XII Bomber Command (Colonel Charles T Phillips)

XII Fighter Command (Brigadier General *Thomas W.* Blackburn)

In Tunisia, B-25s with fighter escort, attack the rail bridge at La Hencha while P-38s fly sea patrol off the north coast and over the Gulf of Tunis and reconnaissance over the Sousse region. Spitfires sweep over Medjez el Bab and Bone.

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 3:

Target: Bridge at La Hencha.

(Group report not available)

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

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 3:

Dec. 11--Bridge at La Hencha. Two ships participated; pilots Allen and Holstead.

These operations took place under the direction of the 319th Bombardment Group while the organizations still at Mediouna and Cazes.

	A/C No. 1 aircraft & crew unidentified	A/C No. 2 aircraft & crew unidentified
P	<i>Allan, John T., Capt</i>	<i>Holstead, James R., 2Lt</i>
CP		
N		
B		
E		
R	<i>Marple, Louis F., T/Sgt</i>	
G	<i>Pagano, Salvatore A., S/Sgt</i>	
F		

Friday, 11 December 1942 (continued)

380th BS War Diary: No Entry

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 3:
(380th BS did not participate)

381st BS War Diary: No Entry

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 3:
(381st BS did not participate)

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

"Today is our aerial engineer's birthday. He is 20. We bought some wine in order to celebrate the event. Schrupp is 27 today. He is one of our five that traveled from Roswell to Columbia. The others are Szczygiel, Jackson, Hartley and myself. I have been taking some snaps around here. They should be able to amuse someone when I get home. And, boy, will I be able to get homeI wonder. I can't find any paper to write any letters."

Hartley, John R., 2Lt, pilot

Jackson, William C., 1Lt, pilot

Schrupp, Elwin F., 1Lt, pilot

Schutkesting, Eugene H., T/Sgt, engineering, crew chief

Szczygiel, Joseph F., 2Lt, pilot

428th BS War Diary: We moved today and moved to a swell spot. We're situated on a plantation between Fedala and Casablanca. We sleep in pup tents. The place is shaded by trees. The Headquarter Building is one to be envied by any general staff in a combat zone. The food is swell. Everyone agrees that it is a much better haven than our last place.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 3:
(428th BS did not participate)

Saturday, 12 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, P-40s fly sweeps and attack ground forces in the El Agheila and Brega area.

In Italy, RAF Liberators, under IX Bomber Command operational control, attack the dock area at Naples.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s, with P-38 escort, bomb the rail facilities and harbor area at Tunis; B-26s on a mission to bomb at Sousse or La Hencha abort due to very bad weather; and P-38s and P-40s fly widespread reconnaissance operations. HQ 64th Troop Carrier Group and its 16th, 17th and 35th Troop Carrier Squadrons, which have been operating from North Africa since Nov, are established at Blida, Algeria upon arrival from England.

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*

"Well it is Saturday and still the C.O. hasn't come to Africa. The same old usual day here with the usual trading with those thieves known as the Arabs. A couple of planes tried to taxi through the mud. Now a B-24 and an A-20 are sitting with their noses in the mud because their lead wheel stuck in a mud hole. Bought five quarts of veeno so as to have a party tonight. Have to find something to do to keep from going crazy. We are just about out of K rations. We have eaten our arctic box."

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

428th BS War Diary: Roll call at 0700 hours and everyone shaves today, from Capt. Sagendorph down.

Sagendorph, Kent H., Capt, intelligence

Sunday, 13 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, aircraft of the Western Desert Air Force, including more than 100 P-40s, fly strafing and bombing missions against ground forces which begin withdrawing from El Agheila during the early morning. The 57th Fighter Group claims two Bf 109s for the loss of one P-40. The British 51 Division penetrates the eastern defenses of El Agheila.

WESTERN MEDITERRANEAN (Northwest African Air Force):

Over Tunisia, 15 B-17s of the 97th Bombardment Group (Heavy) hit the harbor and docks at Tunis. Over Bizerte, ten B-17s of the 301st Bombardment Group (Heavy) bomb the harbor and docks; they are followed shortly by 19 B-24s of the 93rd Bombardment Group (Heavy), which are TDY from England, which attack the same targets. Meanwhile, six B-25s of the 310th Bombardment Group (Medium) hit the harbor area at Sousse while B-26s blast a bridge north of Sfax; P-38s escort both missions. Other P-38s attack several targets including vehicles north of Gabes and a schooner off Cape Dimasse.

In other action, P-38s, P-40s and Spitfires fly reconnaissance and patrols over much of Northwest Africa and C-47s fly 17 transport missions between various points in Northwest Africa. The 380th Bombardment Squadron (Medium), 310th Bombardment Group (Medium) with B-25s, moves from Mediouna, French Morocco to Telergma, Algeria and flies its first combat mission.

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 4:

Target: Sousse.

(Group report not available)

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

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 4:

Dec. 13--Sousse. Three ships participated. O'Connell crash landed near El Kouif. No casualties.

These operations took place under the direction of the 319th Bombardment Group while the organizations still at Mediouna and Cazes.

Sunday, 13 December 1942 (continued)

A/C No. 1 *aircraft & crew unidentified* A/C No. 2 *aircraft & crew unidentified*
(crash landed near El Kouif)

P
CP
N
B
E
R
G
F

O'Connell, Maurice (NMI), 1Lt

A/C No. 3 *aircraft & crew unidentified*

P
CP
N
B
E
R
G
F

380th BS War Diary: No Entry

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 4:
(380th BS did not participate)

381st BS War Diary: No Entry

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 4:
(381st BS did not participate)

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

"19 B-24's took off on a bombing mission this morning. Some Axis city will catch hell today. What a night. We drank those five bottles plus two more. The whole crew got to feeling rather good. 14 B-17's took off. All B-24's and 17's returned safely from their missions. There were over 1000 planes over the target at the same time. Only two tail gunners were hurt. The officers and crews really looked as though they aged plenty on that trip. The B-17's are under the command of General Roosevelt."

Roosevelt, Elliot (NMI), Col, pilot, HQ 12th AF

Sunday, 13 December 1942 (continued)

381st BS War Diary of: Szczygiel, Joseph F., 2Lt, pilot
"13 December 42

Tonight, I have to spend the night in the Intelligence Office on guard, so that means tomorrow afternoon I'll do some sleeping. Tomorrow, since it's my birthday I think I'll go to town and do some celebrating.

I guess I'll end this for tonight and go to the Officers' Club for a while. Just left the theater on the post. Saw the picture entitled the "Black Falcon". As we left, a German plane was flying overhead, but no bombs were dropped."

428th BS War Diary: Chicken is king today. The camp also played host to some visitors, owner and friends of the plantation, who came to look over the place.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 4:
(428th BS did not participate)

Monday, 14 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, P-40s continue to pound retreating German forces east of El Agheila. The 57th Fighter Group claims one enemy aircraft destroyed. As the British 7 Armored and 51 Infantry Divisions push west, the New Zealand 2 Division pushes southwest and rounds the enemy's right flank, then heads northwest towards the coast to cut off their retreat.

WESTERN MEDITERRANEAN (Northwest African Air Force):

Over Tunisia, B-24s bomb the harbor and shipping at Bizerte while B-17s hit similar targets at Tunis. DB-7s made two attacks on the marshaling yard at Sfax escorted by P-38s and P-40s. P-38s attack vessels off the northern Tunisian coast, the road between Tunis and Bizerte, a train near Kerker, trucks near Chaaba, and El Djem, and a train near La Hencha. P-40s fly sweeps; F-4s carry out photographic reconnaissance over areas of Tunisia; and C-47s fly 19 transport missions between various points in Northwest Africa. The 86th Bombardment Squadron (Light), 47th Bombardment Group (Light) with A-20s moves from Mediouna, French Morocco to Youks-les-Bains, Algeria and enters combat.

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*

"Got up early in the morning in order to hitch hike into Oran (18 miles) as there isn't any "G.I." transportation. Oran was really something to see. Food was hard to get and we ate two dinners. We went to an Officers' Club that really was unusual. In the early evening we came back to the field as we are expected to travel on to the front tomorrow. We rode back to the field with some nurses. They really had been on a bender. Everyone drinks over here. The gov't rations cigarettes, candy, whiskey, razor blades, and etc. to us, now."

Monday, 14 December 1942 (continued)

381st BS *War Diary of: Szczygiel, Joseph F., 2Lt, pilot*
"14 December 42"

From this date till the 19th of December there wasn't too much doing . Have been through most of the town of Norwich and have visited the old Castle which dates back to 1030. Also the Norwich Cathedral, Which was built about the same time. This cathedral is really something to see --- it is a massive structure, with beautiful Holy figures in colored glass. All the pews are hand carved. It was originally a Norman Cathedral. Saw all the bomb ruins; these were really horrible' buildings and homes leveled to the ground. One whole street in a residential area is completely demolished. Two hundred people lost their lives in this bombing. However, outside of this bombing a fellow hardly knows that there is a war. Every now and then a German raider comes over. However, the damage usually is very slight because they are in such a hurry to get away that not much accuracy can be attained. Britain, now with the Allied planes, has air superiority.

The streets of Norwich and other towns plus their highways are very narrow. They are just wide enough for two of the little English cars to pass. There are a few highways wide enough for large trucks to pass, but very few. In the towns there are some roads so narrow that one little English car can barely pass thru. The sidewalks here are about three feet wide, the result being people walk on the streets. It is very common to be bumped and knocked down by bicycles.

The English people seem to think we Americans are backward, but if they only know how far behind time they are, they certainly would hide their faces in shame. They think we dance very funny. Well, they themselves dance like the people in the States danced twenty years ago. Old time waltzes and such. As a rule, the people are nice to us, but every now and then you bump into some smart aleck like I did on two occasions and in both instances these certain two people almost lost their teeth. This, of course, might happen anywhere.

Many of the streets in these towns are still of cobble stones. When in town, you can always tell if you are near a butcher shop or fish store, because you can smell them miles away. As far as food, and preparing meals, the English are very unclean. They think nothing of leaving dishes for days. The Hotels are very much unlike ours. There is not central heating. Each room has a fire place and wash bowl. There is one bath-tub for every floor. They close the doors at 10:30 P.M., and those arriving after that must ring for the caretaker. You do not lock your doors, there are no phones in the rooms. Each floor has a maid so if you need anything you ring a buzzer. There are no shoe shine places, in fact they are unheard of.

Labor is very much under control by the higher class. To me it seems that the same system of serfdom still exists. From my talks with the people of England there is certainly going to be some sort of an upheaval after this war. England was not prepared to fight any type of a war when she was blitzed so terribly by the Germans. We, in Pearl Harbor, were prepared one hundred percent better than England thought of being. The English didn't even have but one or two Squadrons of airplanes. The result being the

Monday, 14 December 1942 (continued)

Germans did as they wanted, there was no anti-aircraft protection at all. All that there was, was a lot of boasting by the British. And yet they have nerve to talk of our Pearl Harbor incident. The English soldiers and Officers are greatly dissatisfied with the pay situation. The people are disgusted with the class system and I don't blame them because it is terrible. The Canadian boys and all the others are looking forward to America to give them some sort of a square deal after the war. These British Officers seem to pick a lot of holes in everything we do. We just laugh because they don't know how funny they are to us. I am writing just notes so that I can elaborate later."

428th BS War Diary: Guard details have been set up; 27 men on a 24 hour shift, to guard drums of oil and gas.

Tuesday, 15 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

Over Tunisia, nine B-24s of the 376th Bombardment Group (Heavy), opening the Ninth Air Force offensive against Tunisian ports, hit the railroad yard, repair shop, and roundhouse at Sfax dropping 72x500 pound bombs.

Over Libya, B-25s and P-40s strike at retreating troops and vehicles between El Agheila and Merduma, as the New Zealand 2 Division drives to the coast in the Merduma area to obstruct the retreating Germans.

Over Italy, Royal Air Force Liberators, operationally controlled by the IX Bomber Command, hit Naples harbor during the night of 15/16 Dec.

WESTERN MEDITERRANEAN (Northwest African Air Force):

Over Tunisia, B-26s attack El Aouina Airfield while B-17s bomb the harbor area and other B-17s hit the harbor at Bizerte. F-4s fly several photographic reconnaissance missions over coastal Tunisia covering the area from Bizerte to Gabes; fighters fly routine patrols; and C-47s carry out numerous courier and transport missions in Northwest Africa.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 5:

Target: El Aouina Airdrome, Tunis.

(Group report not available)

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

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 5:

Dec. 15--Tunis. Allan and Holstead pilots. Turned back.

These operations took place under the direction of the 319th Bombardment Group while the organizations still at Mediouna and Cazes.

Tuesday, 15 December 1942 (continued)

	A/C No. 1 aircraft & crew unidentified	A/C No. 2 aircraft & crew unidentified
P	Allan, John T., Capt	Holstead, James R., 2Lt
CP		Porter, Lloyd L., 2Lt, 380 th BS
N		
B		
E		
R	Marple, Louis F., T/Sgt	
G	Pagano, Salvatore A., S/Sgt	
F		

380th BS War Diary: *(no non-mission information)*

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 5:

Mission Report # 1

Date- December 15, 1942

Target- El Aouina Airdrome, Tunis.

Squadron airplanes- none

Although none of the Squadron airplanes had yet arrived on the scene, to help harass Hitler, Lieut. Lloyd L. Porter took first honors in representing us on the first trip over the “daisy chain.” He was flying as co-pilot with Lieut. Holstead of the 379th Squadron.

The mission proved to be “nil” as no fighter escort arrived and the flight turned back and came home to roost at Telergma. Nothing unusual to report.

Porter, Lloyd L., 2Lt, pilot

381st BS War Diary: No Entry

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 5:

(381st BS did not participate)

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

“Got up in the dark (0600) and was set to take off when it started to rain. Flight was cancelled. Then we wandered around in the mud all day. Some of us had to sleep on the ground under the plane in order to keep the baggage dry. What a mess. We are hoping to get off tomorrow if nothing goes wrong again. I wrote a few letters today but it was hard to do because we can’t write letters easily unless we are receiving some. Our mail is somewhere in England, or Africa I guess.”

428th BS War Diary: The winds came and the rains came and blew hell all over the area. A couple of tents were blown over. Received orders to push off. Broke camp in the rain and headed for train depot. Waited from 0600 hours to 1200 hours for train. 22 men sleeping in each box car on the 40 and 8 line.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 5:

(428th BS did not participate)

Wednesday, 16 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, P-40s fly fighter-bomber missions and sweeps over the battle area as the enemy, breaking into small detachments, manages to withdraw from El Agheila positions after hard fighting and heavy losses. Meanwhile, B-25s hit troop concentrations and transport targets. Detachments of the 328th, 330th and 409th Bombardment Squadrons (Heavy), 93rd Bombardment Group (Heavy) based at Hardwick, England with B-24s, move from Tafaraoui, Algeria to Gambut, Libya; the three squadrons, which have been in Algeria since 7 Dec, will remain attached to the IX Bomber Command until Feb 43.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, DB-7s bomb the rail junction east of Mateur and hit the town area of Massicault and the nearby vehicle dispersal area; P-38s attack ships off the north coast scoring a hit on one vessel; other P-38s fly reconnaissance mission, exchanging ineffective fire with enemy aircraft; and the 86th Bombardment Squadron (Light), 47th Bombardment Group (Light) flies its first mission with A-20s. The 4th Troop Carrier Squadron, 62nd Troop Carrier Group with C-47s moves from Tafaraoui, Algeria to Casablanca, French Morocco. The 18th Troop Carrier Squadron, 64th Troop Carrier Group establishes HQ at Blida, Algeria upon arrival from England. The air echelon has been operating from Maison Blanche, Algeria since 11 Nov.

HQ 310th BG War Diary: No Entry

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

Target: Patrol between Sicily and Bizerte. Mission aborted - Escort did not show.

(Group report not available)

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

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

Dec. 16--Patrol between Sicily and Bizerte.

These operations took place under the direction of the 319th Bombardment Group while the organizations still at Mediouna and Cazes.

Wednesday, 16 December 1942

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

P
CP
N
B
E
R
G
F

380th BS War Diary: No Entry

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # X:
(380th BS did not participate)

381st BS War Diary: No Entry

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

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*
"(Log 1:45) What a day! We got off from Oran okay with Capt Pell as pilot and then he messed up on his formation work. I was flying the formation (#6) when the left motor cut out. It acted up so much that we landed at Algiers, only 5 minutes away. Of course we were ready to bail out. Spent the evening shooting the bull with some of the boys that went on the raid with Doolittle. Food is lousy here so we pooled all our food and really ate for 1½ hours. Best I've had in months."
Doolittle, James Harold "Jimmy", Maj Gen, pilot, 12th AF, Commander
Pell, Robert T., Capt, pilot, operations, HQ 310th BG

428th BS War Diary: Had "K" ration for breakfast. Had a hot meal at Fez. Travelled through the Atlas Mountains.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # X:

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

P
CP
N
B
E
R
G
F

Thursday, 17 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Algeria, French Admiral Jean Darlan announces that French Fleet units at Alexandria, Dakar and North African ports are joining the Allies.

In Tunisia, 36 B-17s hit the harbors and docks at Tunis and Bizerte, claiming damage to both targets and the destruction of one vessel and three aircraft at Tunis. DB-7s and A-20s hit military installations north and west of Gabes Airfield and the landing ground near Sidi Tabet; B-25s and B-26s sent on a shipping raid in the Gulf of Tunis fail to find the target; and P-38s and Spitfires escort all bombing missions. Other P-38s on a sea mission off the northern Tunisia coast engage German aircraft in combat, claiming one destroyed; other P-38s and F-4 fly reconnaissance over Tunisia.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 6:

Target: Sousse.

(Group report not available)

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

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 6:

Dec. 17--Sousse. Allen and Holstead pilots. Ships returned, no casualties.

These operations took place under the direction of the 319th Bombardment Group while the organizations still at Mediouna and Cazes.

	A/C No. 1 aircraft & crew unidentified	A/C No. 2 aircraft & crew unidentified
P	<i>Allan, John T., Capt</i>	<i>Holstead, James R., 2Lt</i>
CP		
N		
B		
E		
R	<i>Marple, Louis F., T/Sgt</i>	
G	<i>Pagano, Salvatore A., S/Sgt</i>	
F		

Thursday, 17 December 1942 (continued)

380th BS War Diary: No Entry

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 6:
(380th BS did not participate)

381st BS War Diary: No Entry

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 6:
(381st BS did not participate)

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

"We didn't get off as we planned. The damaged cowl was not repaired until late afternoon. It was really in a bad shape. Talked to some of the boys that are flying spitfires over here. Really interesting stories. I got in a Heinkel (German plane) that was captured here. It really was something and not a bad plane at all. We certainly can't underestimate these Germans. Of course, we had an alert in the evening. This field was a very important French factory before the U.S. captured it. British are also here."

428th BS War Diary: Awoke in Oujda this morning. Had breakfast and laid over all day. Men went into town and raised hell for which the Captain raised hell. Met the truck convoy. Mischnick and Haggard left behind when truck convoy pulled out.

Haggard, Eugene H., Cpl

Mischnick, William C., Sgt

Sagendorph, Kent H., Capt, intelligence

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 6

A/C No. 1 aircraft & crew unidentified

A/C No. 2 aircraft & crew unidentified

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

Friday, 18 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

In Libya, P-40s fly reconnaissance and patrol as the British Eighth Army's lead division, the New Zealand 2 Division, clashes with the enemy rear guards at Nofilia.

In Tunisia, B-17s hit shipping and harbor installations at Sousse while RAF Liberators, under the control of IX Bomber Command, follow with a raid on the same target during the night of 18/19 Dec.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, 36 B-17s with 16 P-38s of the 1st Fighter Group as escort, hit Bizerte harbor and shipping offshore; a direct hit is scored on one vessel. AA and attacks by fighters result in the loss of one B-17 and four P-38s; three enemy fighters are destroyed and others damaged. B-26s with P-38 escort attack the marshaling yard at Sousse, hitting the station, roundhouse and other buildings, tracks, and a train; heavy AA accounts for the loss of two B-26s. DB-7s with fighter escort hit the landing ground and dispersal area near Mateur and attack the railroad yards in the town. P-38s and P-40s fly reconnaissance missions and sweeps and attack ground targets, including a train north of Sfax and trucks near Sainte-Marie-du-Zit.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 7:

Target: Sousse Railroad Yards, Tunisia

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 7:

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

P
CP
N
B
E
R
G
F

Friday, 18 December 1942 (continued)

A/C No. 3 *aircraft & crew unidentified*

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

380th BS War Diary: No Entry

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 7:
(380th BS did not participate)

381st BS War Diary: *(No non-mission information)*

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 7:
SOUSSE R.R. YARDS, TUNISIA

Telergma Airdrome, 18 December 43.

Group Mission # 7
Sqdrn. Mission # 1

Flight 6 B-25's
Escort 6 P-38's
Bomb Load: (6 x 500) Demolition
Bombs Dropped: 6(6 x 500), 18,000#

1st Lt. Pickett, *Perry* D. N
2nd Lt. Gollnitz, *Frederick* C. N
2nd Lt. Myers, *John* H. B

Remarks: The above named 381st Officers flew in aircraft of other squadrons.

The attack was made from the deck, climbing just before the bomb run. The round house and the tracks in the marshalling yards were our target.

Photographs taken after this mission proved the excellence of our bombing.

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

"(Log 2:30 hours) Not a bad trip. We had plenty of work to do when we got here. The plane was completely stripped to be the lightest possible. Even took the radio equipment out. A couple of B-26's got shot down today. All of our B-25's returned okay. Our plane had the left rudder shot off. Some fun. Living conditions here aren't bad. We sleep on the floor and still eat out of mess kits, but it has to be lousy, so why kick. I wish that we would have some mail here."

Friday, 18 December 1942 (continued)

428th BS War Diary: Morning dawned at Tlemcen, Algiers at the foot of the Tlemcen Mountains. Rode all morning high in the mountains. Stopped for chow at Sidi-Bel-Abbes and St. Barbe-Du-Tlelat.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 7:

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

P
CP
N
B
E
R
G
F

A/C No. 3 *aircraft & crew unidentified*

P
CP
N
B
E
R
G
F

Saturday, 19 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force): Rain curtails most aerial operations.

In Tunisia, A-20s and DB-7s, with fighter escort, hit the marshaling yard at Sfax.

In Algeria, fighters fly routine patrols in the Oran area.

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 0:45 hours) What a day! We worked at the plane all day in order to be ready to go on the next raid. We would have gone today, unprepared as we were, but it rained. (The God's are with us). I guess I won't go on the first raid with Eddy as they are giving him a co-pilot that has been in action, being Eddy is a flight leader. I don't like the idea. We are still living on canned food. I shot 70 rounds on my '45 today so as to get the range of it. Boy am I really tired. Guess I'll go to bed."

Eddy, Leonard A., 1Lt, pilot

428th BS War Diary: Ate chow at El-Affroun and Maison Carree in the rain. Blackout regulations put into effect as of tonight. We're in the battle zone! S/Sgt Duncan reported missing from the train.

Duncan, Billy M., S/Sgt, gunner

Sunday, 20 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-24s sent to attack the harbor at Sousse abort the mission due to weather; three bombers hit a wrecked vessel north of Sfax.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, operations are severely curtailed as a result of heavy rains. C-47s maintain transport and courier service while fighters fly reconnaissance and scramble missions.

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. A nice peaceful day without any air alerts or raids being carried on by the field. The raid was called off this morning because of rain. All the gang is looking forward to the first raid. We spent the afternoon carrying bricks and boards to make something that looks like a bed. We use straw between two blankets for the padding effect. Shot up another 80 rounds on my 45 today. Can handle it quite satisfactorily now. The Arabs are starting to cause us some trouble as they are shooting our men when they can."

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

"20 December 42

Lieutenant Colonel Hunter, Major Bower, Major Hoover, Major Hinman, Captain Wilder, Lieutenant Draemel and I took off from Hethel field and 2½ hours later landed at St. Eval. St. Eval is situated on the South Western point of England. From here we are to escort twelve pursuit ships apiece to Oran, French Morocco, a thirteen hundred mile trip along the coast of France, Portugal. Spain and the straits of Gibraltar."

Bower, William M., Maj, pilot, Commander, 428th BS

Draemel, Dean H., 1Lt, pilot, 380th BS

Hinman, Harvey H., Maj, pilot, HQ 310th BG

Hoover, Travis (NMI), Maj, pilot, Commander, 379th BS

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

Wilder, Rodney R. "Hoss", Capt, pilot, Commander, 380th BS

Sunday, 20 December 1942 (continued)

428th BS War Diary: Ate chow at M. Zita. The weather is really cold up in the mountains. Lots of G.I. equipment around.

Monday, 21 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-24s of the 93rd Bombardment Group (Heavy) abort a mission against Sousse harbor due to weather. Six RAF Liberators, under operational control of the IX Bomber Command, attack the harbor; results are not observed.

In Libya, light forces of the British Eighth Army overtake the enemy rearguard at Sirte and are halted temporarily.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, weather prevents B-17s from bombing Sfax or the secondary target, Gabes. P-40s destroy a tank and several cars and trucks with trailers in the Kairouan area; F-4s fly three photographic reconnaissance missions over the area between Bizerte and Gabes.

In Algeria, P-38s scramble over Youks-les-Bains and shoot down two Ju-88s and C-47s continue transport and courier missions. HQ 17th Bombardment Group (Medium) and its 37th Bombardment Squadron (Medium) with B-26s is established at Telergma, Algeria upon arrival from the US. The 379th, 381st and 428th Bombardment Squadrons (Medium), 310th Bombardment Group (Medium) with B-25s moves from French Morocco to Telergma, 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*

"Monday. Well, the gang did not get off again because of the weather. The ground troops arrived last night by train. They were 600 strong, and more came in by motor convoy this afternoon. The other 2/3 are still on their way. We have only 22 of our transportation here, consisting of 22 Jeeps. They brought a few American rations with them. I ate five meals today. Some fun. The gang is going on a raid tomorrow. I still stay home. We are really getting organized here."

Monday, 21 December 1942 (continued)

428th BS War Diary: We land today! Our place is Telergma Airport about 28 miles from town, Constantine. Plenty planes around. Surrounded by the Tlemcen Mountains. Met combat crew members. Pitched pup tents.

Tuesday, 22 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-24s of the 93rd Bombardment Group (Heavy) and RAF Liberators are dispatched against the harbor at Sousse; only two bombers reach the target, the others are forced to return to base due to weather, but a few manage to bomb Monastir and the railroads at Mahdia.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, a solid overcast prevents B-17s from bombing Bizerte or alternate targets of Sousse and Sfax. P-40s shoot up a train in Kairouan and destroy trucks on the Sfax-Faid road. F-4s continue reconnaissance between Bizerte and the Gabes-Medenine area.

On the ground, the British 5 Corps of the First Army renews the drive on Tunis. 2 Coldstream Guards attack Djebel el Ahmera (Longstop Hill) northeast of Medjez el Bab. The 432d Bombardment Squadron (Medium), 17th Bombardment Group (Medium) with B-26s establishes HQ at Telergma, Algeria upon arrival from the US.

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*
"Tuesday. Another day of "Snafu" because of rain again. I am beginning to wonder what the sun looks like. The fighter squadron (B-25 escort of P-38's) had to remain here because of the lousy weather. Met some more boys that I haven't seen since the good old primary school days at Visalia. Took a nice hot shower today. It has been so long that I considered it a real event. Water is something to get around here. No mail today but I wrote home anyhow."

428th BS War Diary: S/Sgt Duncan breezed in on a freighter. It rained again. Lt. Chester J. Helsabeck assumed command of the outfit. Combat crews full of tales of their 7 bombing raids. A couple of the raids were over Bizerte with the airport their objective. They really went to town that day for they destroyed 28 Planes on the ground, plus the destruction of the runways and the havoc raised among the personnel. Another raid was

Tuesday, 22 December 1942 (continued)

over Tunis with the El Aouina Airport as their objective and on another occasion again over Tunis to bomb a railroad yard. They met considerable flak but nothing could keep the boys away; they plowed through to drop the mail. The docks at Sousse and the Bay at Gabes along with a bridge just north of Sfax met the full prowess of the 428th fighters. On all these raids not one ship was lost and not a man was injured. A few bullet holes and a few close calls were considered part of the day's work.

Duncan, Billy M., S/Sgt, gunner

Helsabeck, Chester J. "Joe", Jr., 1Lt, pilot

Wednesday, 23 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): The 324th Fighter Group and its 314th and 316th Fighter Squadrons with P-40s establish HQ at El Amiriya, Egypt upon arrival from the US. The group will fly its first combat mission on 26 Mar 43.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, total cloud cover causes B-17s, escorted by P-38s, to abort the bombing mission against Tunis and Bizerte Airfields.

On the ground, elements of the US 1st Infantry Division, after relieving 2 Coldstream Guards on Djebel el Ahmera, are forced to withdraw by a German counterattack.

In Algeria, Spitfires fly routine patrol over the Oran-Tafaraoui area. The 34th Bombardment Squadron (Medium), 17th Bombardment Group (Medium) with B-26s establishes HQ at Telergma, Algeria upon arrival from the US.

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*

"Wednesday. It seems as though it is going to rain forever and ever. The raid for today was called off as to be expected. Walked down to the village today (500 yds from my barracks). What a place. They sell every part of the sheep, even the guts. Even saw a French WC (water closet) today. What a miserable sight. I guess I will never get used to these French WC. The Officer's Club opened today. Only one drink per day."

428th BS War Diary: Men built up their tents; made regular homes. Found out that we could send cablegrams home.

Thursday, 24 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-24s sent to bomb Tunis abort due to weather.

In Italy, B-24s attack the harbor at Naples during the night of 23/24 Dec; one aircraft bombs Taranto.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Algeria, French Admiral Jean Darlan is assassinated in Algiers; General Henry Giraud becomes acting French ruler of African colonies.

In Tunisia, four P-40s attack a bridge north of Gabes. During a conference with Lieutenant General Eisenhower, Lieutenant General Sir Kenneth A Anderson, Commanding General British First Army, decides to cease the attack on Tunis until after the rainy season. On the ground, British forces retake positions on Djebel el Ahmera. HQ 33rd Fighter Group transfers from French Morocco to Telergma, Algeria. HQ 95th Bombardment Squadron (Medium), 17th Bombardment Group (Medium) with B-26s is established at Telergma, Algeria upon arrival from the US. The squadron will enter combat on 30 Dec. HQ 95th, 96th and 97th Fighter Squadrons, 82nd Fighter Group with P-38s is established at Tafaraoui, Algeria upon arrival from the UK. The squadrons will enter combat tomorrow.

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*

"Thursday. Another day of rain, and more rain. A bunch of B-26's came in today. This field is really getting to have plenty of planes from B-17's down to P-40's. Met an old classmate from Visalia here. He is flying P-40's. Odd how 42G (pilot training class #) is spread around. Most of pilots on bombers, but that is only due to the shortage of planes. All of us are rated 1st pilots. Went to Constantine in the Squadron "meat wagon." Really had a grand time. Got some more pipes. I hope that I'll be in the States next year."

428th BS War Diary: The sun came out today for a very short while. Xmas Eve had some of the fellows playing poker until the wee hours.

Friday, 25 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, P-40s bomb a troop concentration at Sfax while P-38s sent to bomb a convoy off northern Tunisia fail to sight any ships.

On the ground, the Germans retake Djebel el Ahmera. HQ 12th Photographic Reconnaissance Squadron, 3rd Photographic Group with F-4s moves from French Morocco to Algiers, 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*

"Friday. Not bad weather but still not good enough for a raid. Plenty of activity here as lots of transport planes are going up to the front with much needed equipment. The Xmas dinner was swell. Really a good meal. We had bread, coffee, white meat of turkey, spuds, candied spuds, crackers, gravy, peas, and jelly. I would give a hundred dollars to be home today. The Captain and two others have been sick for the last couple days. Better now. A P-40 was shot down today here by a B-26 it was escorting."

Captain may be - Ferguson, Ivan Leonard, Capt, , pilot, Commander

Two others ??

428th BS War Diary: Merry Xmas! Had a swell turkey dinner. Received cigarettes, candy and toilet articles. The sun shone beautifully. McIver, Moore and Leonard didn't get back from town.

Leonard, Charles O., Pvt,

Moore, Wilson (NMI), Pvt

McIver, Paul H., Pvt

Saturday, 26 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-24s are dispatched against Tunis harbor during the night of 26/27 Dec; three hit the primary target while two others bomb Sousse and Sfax.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s, with fighter escort, hit the harbor and shipping at Bizerte; heavy AA and fighter attacks account for two B-17s and two P-38s shot down; P-38s claim two FW-190s destroyed. Other B-17s, with P-40 escort, bomb the harbor and shipping at Sfax; three enemy vessels are claimed sunk. P-38s on reconnaissance attack locomotives and motor vehicles south of Tunis and west of Sousse. P-40s strafe barges off Sousse, destroying one of them, and strafe ground targets during reconnaissance over the Kairouan-Sousse-Kasserine area. During the night of 26/27 Dec, C-47s drop a detachment of US paratroops at a bridge north of El Djem. HQ 27th Bombardment Group (Light) and its 16th, 17th and 91st Bombardment Squadrons (Light) with A-20s is established at Ste-Barbe-du-Tlelat, Algeria upon arrival from the US. The group will enter combat on 6 Jan 43.

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*

"Saturday. Mission called off because of the wet runway. The weather was wonderful. The rest of the group is reported to be in Africa now. I hope so, so as we can get to rolling. I want to get some raids under my belt. Washed some clothes today. What a job. I hope that I will be able to get it done by someone else in the future. I can't even "work up" myself to write a decent letter home. Or to anyone. This mail system is a laugh, as they tell everyone in the States that we are getting mail."

428th BS War Diary: Just the after effects of an Xmas Day - no excitement.

Sunday, 27 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s, escorted by P-38s, bomb the shipping and dock facilities at Sousse, damaging docks and warehouses and claiming direct hits on four vessels while P-38s and P-40s fly several reconnaissance missions.

In Algeria, Spitfires patrol Oran and Bone.

On the ground, the British First Army repels an attack in the Medjez el Bab area.

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. A P-40 killed 2 mules and an Arab on the runway today. Rather messy. A Spitfire didn't get airborne and was a mess at the end of the runway. Most of the gang went to town (Constantine) this morning. I stayed in camp. Got two letters today. They are the first that I have received in Africa. One was from Jack McMacken and the other from a friend in St. Louis. The mission was called off because of same reason as yesterday. I wish I had heard from home."

Jack Clifford McMacken, friend, Toledo OH

428th BS War Diary: The camp awoke colder 'n' hell this morning. A heavy frost all over the place. The sun came out at noon and really warmed up the camp. What was believed a German plane flew overhead tonight.

Monday, 28 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, during the night of 27/28 Dec and also during the day, B-24s, including RAF Liberators under IX Bomber Command operational control, bomb the harbor at Sousse, hitting vessels and dock installations.

On the ground, British Army patrols reach a point east of Buerat, overlooking Wadi el Chebir, without opposition.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s bomb the dock and harbor installations at Sousse. While P-38s fly escort; P-38s and P-40s on patrol and reconnaissance missions claim four enemy aircraft downed in combat and several vehicles destroyed at various points; and F-4s fly reconnaissance over the Tunis, Sousse and Sfax areas.

In Algeria, Spitfires patrol the Oran and Bone areas.

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*
"Monday. Gen. Doolittle was here today. Really raised "hell" as to the lousy way the Col. Is running this place. The mission was called off because of his visit. The big event of the day was the mail that came in today. We still need to get some X'mas packages. It was really fun to spend the evening writing letters. I went to village outside camp and bought 100 eggs at 2 francs (2.6¢) each. We boiled 35 of them this evening."
Doolittle, James Harold "Jimmy", Maj Gen, pilot, 12th AF, Commander

428th BS War Diary: Crews got all set today to go on a mission but it was called off at the last minute. Received orders to tear down all the houses that were built. Sours, Schultz, Patrick and Ruh failed to return from town which makes 7 men out.

*Patrick, Bert E., Jr., S/Sgt
Schultz, Harold E., Sgt*

*Ruh, Frank W., Pvt
Sours, Glen F., Sgt*

Tuesday, 29 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

In Tunisia, B-24s sent to bomb Tunis harbor during the night of 29/30 Dec find the target obscured by clouds and attack Sousse instead.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s attack Sousse docks and harbor; P-38s provide escort. DB-7s and A-20s hit bridges at La Hencha while escorting P-40s strafe flatcars and a locomotive at Sainte-Juliette. P-38s attack a tank depot southeast of Pont-du-Fahs; DB-7s and A-20s follow with an attack on the same target. P-38s and P-40s fly reconnaissance missions and patrols over wide areas of Algeria and Tunisia.

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*

"Tuesday. Another day of bad weather. We had a lecture in the afternoon on "Flack. It was very good. The Col and all the Sqd. C.O.'s came in today by a weapons carrier from Oran. The Col. Is sleeping in our "meat wagon" due to the lack of quarters. They are not flying down here because there are too many planes here already. Today, the village was made :out of bounds: We can't trade with the Arabs any more. Due to the free way that Americans spend money, the French officers have a hard time buying food."

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

428th BS War Diary: Passes have been cancelled as a result of the 7 A.W.O.L. The men finally returned later, at noon.

Wednesday, 30 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s with P-38 escort, attack docks and the marshaling yard at Sfax; B-25s, escorted by P-38s, follow with an attack on the same marshaling yard. DB-7s hit a troop concentration near Gabes, this attack being followed by an A-20 raid on the airfield. During the afternoon, more DB-7s, with P-38 and P-40 escort, hit Gabes, concentrating on the airfield. A-20s hit a fuel dump at El Aouinet; on the return flight, escorting P-40s strafe near El Guettar. P-40s and F-4s fly uneventful reconnaissance missions.

In Libya, P-38s fly two reconnaissance missions to Tripoli, one flight destroying several trucks on the return trip.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 8:

Target: Sousse Railroad Yards, Tunisia

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 8:

A/C No. 1 *aircraft unidentified*

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

Wednesday, 30 December 1942 (continued)

380th BS War Diary: *(No non-mission information)*

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 8:

Mission Report # 2

Date- December 30, 1942

Roundhouse and installations at Sfax

Squadron airplanes- three

Twelve P-38's of the First Fighter Group offered the boys protection and with weather clear and visibility unlimited, prospecting was good. The Squadron boys were "tail end Charlies" and for the first time they pushed their B-25's to the limit, as they climbed on the target.

Surprise proved one of the main elements for the afternoon and the results was a "good show." Three hundred pound bombs, eight to a plane, did the damage and the round house was seen to tremble and shake and finally fall. The turn table, which was proving useful in aiding Rommel's retreat, became useless, as a gift from American Industry hit it dead center.

As the target run neared its close, heavy flak began to dot the sky. It was of medium intensity, the range was good, but the deflection was poor. No damage was done and all the boys arrived home safely.

A/C No. aircraft unidentified

P *Lacy, Robert A., 1Lt*
CP *Thomas, Alan S., 2Lt*
N *None*
B *Kessler, Paul E., S/Sgt*
E *None*
R *Belmer, Charles M., Cpl*
G *Lindsay, Fred (NMI), S/Sgt*
F *None*

A/C No. aircraft unidentified

Barnwell, Charles M., Jr., 1Lt
Porter, Lloyd L., 2Lt
Dent, James J., Jr., 1Lt
Same as Navigator
None
Ginn, James A., T/Sgt
Lea, Clayton D., S/Sgt
None

A/C No. aircraft unidentified

P *Cometh, Lawrence (NMI), 1Lt*
CP *Miller, James I., 2Lt*
N *Huffman, Arnie J., 2Lt*
B *Liverman, Ernest W. "Big Red", 2Lt*
E *None*
R *Mount, Robert J., Pvt*
G *Melhus, Palmer C., S/Sgt*
F *None*

Wednesday, 30 December 1942 (continued)

381st BS War Diary: *(No non-mission information)*

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 8:

SFAX R.R. YARDS

Group Mission # 8	Flight 12 B-25's
Sqdrn. Mission # 2	Escort 12 P-38's
Take Off 12:45	Bomb Load: (8 x 300)
Target 14:22	Bombs Dropped: 5(8 X 300). 12000#
Down 16:00	

Total Time: 3 Hrs. 15 Min.

Weather: Scattered clouds 5500 to 6000 feet, 14 mile visibility enroute. CAVU at target.

Remarks: 40 x 300# bombs were dropped within target area. Photos proved excellent results. Altitude 7800 feet. Flak: Heavy, accurate, slight intensity. Good evasive action. Ship #41-13084 damaged by flak holes in wing.

A/C No. 41-13074 "BALLS OF FIRE" A/C No. 41-13084 "Dis'n Did't" (D)
/ "ROYAL FLUSH" (F)

P <i>Phillips, Carl A., 1Lt</i>	<i>Ferguson, Ivan Leonard, Capt, Commander</i>
CP <i>Schrupp, Elwin F., 1Lt</i>	<i>Crump, Walter P. "Bitsy", 1Lt</i>
N <i>None</i>	<i>None</i>
B <i>Frost, Roland (NMI), 2Lt, 428th BS</i>	<i>Myers, John H., 2Lt</i>
E <i>None</i>	<i>None</i>
R <i>Nickelson, Royal C., S/Sgt</i>	<i>Ough, James A., Pvt</i>
G <i>Kiel, William H., S/Sgt</i>	<i>Neff, Richard L., Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 41-13061 "LIL' JOE" (E)	A/C No. 41-13093 "COBRA" (J)
P <i>Thorndike, Robert W., 1Lt</i>	<i>Alexander, William T. "Alex", 1Lt</i>
CP <i>Lewis, Kenneth E., 2Lt</i>	<i>Cox, Robert A., 1Lt</i>
N <i>None</i>	<i>Gollnitz, Frederick C., 2Lt,</i>
B <i>Daly, Donald J., S/Sgt</i>	<i>McHarge, James Hayes, T/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Miller, Foster Eugene, S/Sgt</i>	<i>None listed - likely the bombardier</i>
G <i>Molnar, William J., S/Sgt</i>	<i>Windham, Duke Green, Jr., S/Sgt</i>
F <i>None</i>	

A/C No. 41-13102 "GREEN EYES"

P <i>Marsh, Edward D., 1Lt, 428th BS</i>
CP <i>Eddy, Leonard A., 1Lt</i>
N <i>Kennedy, Edmond (NMI), 1Lt, 379th BS</i>
B <i>Pickett, Perry D., 1Lt</i>
E <i>None</i>
R <i>Taylor, Milo K., Sgt</i>
G <i>Schave, Henry Lloyd, Sgt</i>
F <i>None</i>

Wednesday, 30 December 1942 (continued)

381st BS Special Account:

NARRATIVE BY LT. SCHRUPP
Telergma A/D 30 December 42

After “Sweating out” several briefings and “dry runs”, the 381st Squadron for the first time in its history climbed into their own planes and prepared to start on a bombing mission in North Africa. It was the Groups 8th mission and the target was the Sfax Railroad Yard and Round House.

Of course, everyone was excited and eager to deal “Jerry” his first knockout blow.

The engines were started, checked and rechecked to make sure that everything was working properly. At 12:45 the first ship rolled down the runway and the 381st was off and determined to “hit ‘em a lick!” As the twelve B-25’s gathered in formation and circled the field, twelve P-38’s took off; our fighter escort. In another few minutes the navigator in the flight leader’s ship gave us our compass heading and 24 of America’s fighting planes and their crews were on a mission; a new experience for the 381st Squadron. Mountain peaks passed below and to our side during the first hours, then we dove down to the low lands which we had eagerly anticipated, for here we knew, the buzzing would begin. For about 15 minutes our planes were barely skimming the olive groves, and Arab huts. Camels, sheep, and natives ran in all directions when our thundering wings would swoop down up them. Soon our air speed indicators were registering 240 M.P.H. This, we knew, was the signal for the start of our climb. The Flight Leader lifted his nose and the other ships followed with prop pitch and throttles well forward. Up and up, our Billy Mitchells carried their destructive loads. The target came into view and every man was patiently waiting to see that first burst of much feared Flak. At 9,000 feet we leveled out and maneuvered into position for the bombing run. Bomb bay doors opened. Puffs of smoke appeared all about us. This was it --- the Flak. Finally the bombardier’s voice came over the interphone, “Bombs away, doors closed”. We started for the deck, twisting, turning, diving and climbing. Still the puffs of smoke were around us. “Couldn’t we go faster?” I asked. I had been too busy to notice that the air speed indicator was registering 380 M.P.H! Soon we were back on the deck and the flight assembled, heading for home. Every ship had gotten off the target safely and our spirits were high. But as we were flying along on the deck, a flock of birds decided to take wing, directly in front of Lt. Alexander’s plane. Birds splattered all over, and the plane looked as if “Jerry” had really made several direct hits. The windshield was broken, navigator dome and gunner’s dome were knocked off, wings were dented and engine cowlings wrinkled. All in all, the plane looked like it had been “through the mill”, but the able Pilot and Co-pilot landed it safely and were none the worse for it.

Alexander, William T. “Alex”, 1Lt, pilot

Cox, Robert A., 1Lt, pilot

Wednesday, 30 December 1942 (continued)

After all the planes were down and the crews had gathered for the interrogation, excitement was plentiful as each related his story of his first bombing mission. After a final inspection of the planes had been made, it was found that Lt. Phillips and Capt. Ferguson's ships had been hit by flak. But the damage was slight compared to the destruction caused by the 12,000 pounds of bombs which had been dropped. Later, aerial photos showed that the Round House was split wide open and that many bombs had made direct hits on the R.R. Yards and torn up hundreds of feet of track. So, the 381st's first mission was a success and "Jerry" knew he had an enemy that was out for business.

Ferguson, Ivan Leonard, Capt, pilot, Commander

Phillips, Carl A., 1Lt, pilot

Schrupp, Elwin F., 1Lt, pilot

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

"Wednesday. The gang finally got off. The raid was on Sfax. Our plane was ruined due to the birds that were hit on the return trip. (Lt. Alexander: pilot). The object of the raid was the railroad yard. It was really a job waiting for the gang to come back. Some sweating! Plenty of mail came in today from Sept (1942). I can't understand why I don't hear from a certain gal back in the States. Two B-26's crashed when they returned from their raid. First time I have ever seen a belly landing. Not too much fun."

Alexander, William T. "Alex", 1Lt, pilot

428th BS War Diary: It's 1300 and 12 B-25's took off on a mission - 3 of ours mixed in with them. The target is Sfax. All 12 planes returned intact to report that they blasted the railroads at Sfax.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 8:

A/C No. 1 *aircraft unidentified*

A/C No. 2 *aircraft unidentified*

P
CP
N
B
E
R
G
F

A/C No. 3 *aircraft unidentified*

P
CP
N
B
E
R
G
F

Thursday, 31 December 1942

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-24s, including RAF Liberators, bomb shipping and the dock area at Sfax with good results.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, light bombers, with fighter escort, make two attacks on Sousse, bombing the railroad yards and docks. Escorted B-17s hit the harbor area of Sfax while B-26s, with fighter escort, hit the airfield area at Gabes and shipping and rail bridges in the Bizerte-Tunis area. P-38s and P-40s, flying reconnaissance, destroy several vehicles.

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*
"Thursday. Last day in the year of 1942. Had one drink to celebrate. Only B-26's went on the raids today. Their raid yesterday was a failure, whereas ours wasn't. We had a day of rest. Only one B-26 got shot down today over the target. We are getting ready to move tomorrow. Our "new" field is 6 miles east of here. Only the 310th B.G. will be there. We should go on a big mission today - 500# jobs. Six of them - 3000 lbs. Oh well - happy New Year (and a Victorious one.)"

428th BS War Diary: All's quiet with the mission called off.

December 1942

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

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

310th BOMBARDMENT GROUP
379th Bombardment Sqdn
Telergma, Algeria

31/12/42

SUBJECT: Squadron History.

TO: Hdq., 310th Bombardment Group (M).

The activation of this squadron took place at Jackson Army Air Base, Jackson, Miss., when a cadre of 27 EM arrived from the 22nd Bombardment Group on March 8, 1942. This nucleus departed Jackson on the 6th of April and arrived at Key Field, Meridian, Miss., on the same date. On May 11th the squadron departed Key Field for Columbia Army Air Base, arriving there on May 12 with 90 EM.

Departure from C.A.A.B. for Walterboro Army Air Base was made in detachments. Five men on August 5, 25 men on August 11, and 50 men on August 12. The remainder left on August 14. Several officers and EM joined the organization at Walterboro.

Lieut. White, acting commanding officer, was replaced by Capt. Hoover on July 25.

*Hoover, Travis (NMI), Capt, pilot, Commander
White, Alpheus Wray, Jr., 1Lt, pilot*

The second phase of O.T.U. was completed on August 6, 1942.

The squadron was alerted for overseas duty at Walterboro and the Air Echelon with 32 officers and EM departed the Base for Ft. Dix on August 28 in command of 1st Lieut. Nock. They arrived at Dix on August 29. Departure from Ft. Dix for the P.O.E. was made on September 4 at New York. This group embarked at 7 A.M. on the Queen Mary and sailed at 1400 hours. Port was made at Greenoch, Scotland on the 11th of September and on September 12 proceeded by train to Harleston, England and hence by motor convoy to the R.A.F. Station at Hardwick. Group and squadron headquarters were set up and activities started preparatory to the arrival of the flight echelon.

December 1942 (continued)

The flight echelon departed Walterboro with 30 officers and 54 EM for Westover Field, Mass., on September 6 and 7. Two planes were wrecked shortly after take-off at Presque Isle, Maine on September 22, resulting in the complete loss of those planes and crews. Personnel on those ships were:

<i>41-13098 (ROAA-?)</i>	<i>41-13049 (ROAA-?)</i>
2 nd Lieut. <i>Ralph</i> L. Drogula, <i>pilot</i>	2 nd Lieut. John F. Watson, <i>pilot</i>
2 nd Lieut. James Q. Crocker, <i>pilot</i>	2 nd Lieut. John W. Rives, Jr., <i>pilot</i>
S/Sgt Joseph (<i>NMI</i>) Martino, <i>gunner</i>	S/Sgt John S. Delano, <i>gunner</i>
S/Sgt <i>Billy John</i> Hill, <i>gunner</i>	S/Sgt James A. Kvis, <i>gunner</i>
S/Sgt Wm. <i>H.</i> Finch, <i>gunner</i>	S/Sgt Richard K. Riddle, <i>gunner</i>
S/Sgt George <i>Edgar</i> Simmons, <i>gunner</i>	S/Sgt Eugene J. Crozier, <i>gunner</i>
S/Sgt Lawrence <i>R.</i> Robinson, <i>gunner</i>	Sgt Frederick <i>W.</i> Rowbottom, <i>bombardier</i>

Major Hoover arrived in Hardwick, England with several planes and crews on October 13. From this date to November 21 combat training took place.

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

On October 19, 1942 the squadron experienced its first bombing when one JU-88 German medium bomber flew over the Hardwick Field at 50 feet and dropped four 500 HE bombs within 100 feet of the squadron flight buildings. There were no casualties, but several buildings were damaged.

Officers and EM of the 379th Squadron listed on the first priority left H.A.A.B. on November 5 and preceded to the staging area at Ibsley, England by train. On the night of November 14 this unit was sent to Hurn by motor convoy and was flown to Gazes Airport, Casablanca, Africa, on November 15 in C-47's (transport planes). No mishaps. On November 18, the first priority of the air echelon left Cazes for Mediouna A.A.B. and on the next day the ground echelon from the States disembarked and joined the air echelon at Mediouna, Africa.

The ground echelon, Lieut. George Houk commanding, departed Walterboro at 0400 hours on September 18 and arrived at Greenville, S.C., September 18 at 1300 hours.

Houk, George R., 1Lt, Intelligence Officer

Cpl Day died of appendicitis at Camp Croft Hospital on September 26.

Day, Earl C., Cpl, ground crew

This unit departed Greenville for Ft. Dix, N.J. on October 17 and arrived there on the next day. On November 1, they left Dix for the P.O.E. at New York City, embarking on the U.S. Army Transport "McAndrew" at 1830 hours and sailing at 0250 hours on November 2. They arrived at Casablanca, Africa on November 19 and joined the air echelon at Mediouna on the same date.

December 1942 (continued)

The second priority of the air echelon from England, consisting of Lieut. Doss and 6 EM, arrived in Oran, Africa on November 19 and joined the organization at Mediouna on November 24. The rear echelon from the States and the last elements from England have not rejoined the squadron at the date of this writing.

Doss, Harvey A., 2Lt, pilot

On November 28 Pilots Holstead, Bishop, Allen and O'Connell took off with their crews from Cazes to report for combat duties in Algeria under orders of Colonel Monyhan, 5th Wing A.S.C.

Allan, John T., Capt, pilot

Bishop, James W., 1Lt, pilot

Holstead, James R., 2Lt, pilot

Monyhan, Col, 5th Wing A.S.C.

O'Connell, Maurice (NMI), 1Lt, pilot

Operating from Maison Blanche the 4 planes of the 379th already in Algeria took part in the following missions over enemy territory in Tunisia:

1. Dec. 2--Target at Gabes. All ships participated.
2. Dec. 5--Bizerte. Bishop and crew reported shot down, confirmed December 8.

Reported as missing as plane was not seen to crack up:

Lieut. Bishop, *James W., 1Lt, pilot*

Lieut. Oliphant, *Donald W., 2Lt, pilot*

S/Sgt March, *Norman B., S/Sgt, radio-gunner*

S/Sgt Hiers, *William R., S/Sgt, gunner*

3. Dec.11--Bridge at La Hencha. Two ships participated; pilots Allen and Holstead.
3. Dec.13--Sousse. Three ships participated. O'Connell crash landed near El Kouif. No casualties.

Allan, John T., Capt, pilot

Holstead, James R., 2Lt, pilot

Remaining two planes were based at Telergma A.A.B. and from here participated in the following raids:

5. Dec.15--Tunis. Allen and Holstead pilots. Turned back.
6. Dec.16--Patrol between Sicily and Bizerte.
7. Dec.17--Sousse. Allen and Holstead pilots. Ships returned, no casualties.

Allan, John T., Capt, pilot

Holstead, James R., 2Lt, pilot

These operations took place under the direction of the 319th Bombardment Group while the organization was still at Mediouna and Cazes.

December 1942 (continued)

On December 10 the 379th Squadron reported to Gazes under the Air Service Command for unloading oil drums at Sidi Marouf outside of Cazes. The squadron left bivouac area on December 15 and boarded train for Algeria, arriving at Telergma on December 21. Major Hoover rejoined the organization on December 29 and assumed command of his organization.

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

On December 30 Pilot Holstead and crew participated in a mission over Sfax. All ships of the group returned safely; there were no casualties.

Holstead, James R., 2Lt, pilot

Note:

Due to the loss of records in transporting the ground echelon overseas dates in this history must be considered as approximate. Until all units of the squadron have been reunited it will be impossible to give an accurate account of all events.

RUPERT A. NOCK,
1st Lieut., Air Corps,
Sqdn. Intelligence Officer.

December 1942 (continued)

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

380th Bombardment Squadron (M)
310th Bombardment Group (M)
APO #520

December 31, 1942.

SUBJECT: Squadron History.

TO : Twelfth Air Force Command, APO #520.

The origination of the 380th Bombardment Squadron took place at Jackson Army Air Base, Jackson, Miss on April 2, 1942 and was commanded by Lt. Aldrich. Shortly afterward on April 20, 1942 it moved to Key Field Meridian Miss. On May 12, 1942, 2nd Lt. Crowden assumed command of the squadron and only four days later the 380th moved from Key Field to Columbia Army Air Base at Columbia, S.C.

Aldrich, 2Lt, Acting Commander

Crowden, Homer G., 2Lt, Acting Commander

On the nineteenth of this same month Captain Plant assumed command of the entire group. The day after that, 1st Lt. E.E. Batten became our Squadron Commanding Officer. It was not until the 21st of July that 1st Lt. Wilder, now a Captain, succeeded him and assumed command, which he now holds at this date.

Batten, Earl E., 1Lt, pilot, Acting Commander

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

Wilder, Rodney R. "Hoss", Capt, pilot, Commander

Captain Rodney R. Wilder, member pilot of General Doolittle's raid over Japan, was assigned to temporary duty with the Air Force Public Relations in connection with matters pertaining to Air Forces participation in Under Secretary of War's Production Encouragement Program. It was during this period Captain Wilder visited and participated in plant production rallies in the 8th Corps Area. His outstanding work was to a great extent responsible for the tremendous success of the programs in this area. He carried out his assignment with modesty, dignity and courage, which was most effective in stimulating the morale of the workers in the plants which he visited. For his superior performance of this duty, it is believed that Captain Wilder should be commended and that this commendation be made part of his efficiency record. Captain Wilder participated in these various programs prior to his assignment as Squadron Commander of this organization.

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

Wilder, Rodney R. "Hoss", Capt, pilot, Commander

December 1942 (continued)

The 380th Bomb Squadron was transferred from Columbia Army Air Base to Walterboro Army Air Base, Walterboro, S.C. on August 14, 1942. Shortly after that the squadron was divided into three groups: The Air Echelon, Flight Echelon and Ground Echelon. The Air Echelon left Walterboro under secret orders to Fort Dix on the 28th of August and left there on September 4, 1942 for England. Firth-of-Clyde was the first point reached from which they left for Greenock, Scotland. They then moved to Hartwick Air Base, Suffolk, England and arrived there on the 13th of September. It was during this period while at Hartwick that the Air Echelon was subject to and underwent a daylight raid by enemy aircraft over the field. Fortunately however no casualties occurred from the result of the raid. On November 15, 1942, the First Priority of the Air Echelon left England by Transport plane and arrived at Casablanca on the same day. The Ground Echelon arrived two days later.

The Flight Echelon in the meantime left Walterboro on the 6th of September and flew to Westover Field leaving the Ground Echelon behind. From Westover Field the Flight Echelon flew to England and started a phase of advanced training. About the middle of December four of our aircraft left England and flew to North Africa making several stops and finally landing at Telergma Airdrome in French Algiers. On the thirtieth of this month three of our aircraft together with other members of our group made a raid on an enemy base. All three ships returned and the raid might very easily be termed as successful. Captain Wilder has just arrived here from England and is now commanding the Ground Echelon, Air Echelon and the small contingent of the Flight Echelon that has arrived thus far. The rest of the flight echelon is expected very shortly.

Wilder, Rodney R. "Hoss", Capt, pilot, Commander

The Ground Echelon remained at Walterboro until September 18, 1942, at which date it left for Greenville Army Air Base, Greenville, S.C. Just one month later the Ground Echelon split up into two groups: The Rear Echelon and the Ground Echelon. On the 17th of October the Ground Echelon proceeded to Ft. Dix and two weeks later left the United States for North Africa. Casablanca was the first landing place on November 17th and they at once proceeded to Mediouna Airdrome, arriving on the same day and meeting up with the Air Echelon. From there both the First Priority of the Air Echelon and the Ground Echelon proceeded to a Bivouac Area near Gazes Airport in French Morocco. About a week later this contingent met the small part of the Flight Echelon and immediately started function with it.

The remainder of the Flight Echelon, now stationed somewhere in the northern section of French Algeria, will soon join up with us. The Air Echelon is expected to arrive shortly, that is to say the Second Priority of the Air Echelon. This so far has been our movements within the 380th Bombardment Squadron.

JOHN E. ADAMS JR.
2nd Lt., Air Corps,
Act'g Public Relations Officer.

December 1942 (continued)

380th BOMBARDMENT SQUADRON
310th BOMBARDMENT GROUP (M) AAF
HARDWICK ARMY AIR BASE
ETOUSA

HISTORICAL SKETCH OF THE 380th BOMBARDMENT SQUADRON.

Of the many cogs in America's fast growing Army Air Forces, the 380th Bombardment Squadron of the 310th Bombardment Group (M), is quite new, having been activated at Key Field, Meridian, Mississippi, in May, 1942.

Originally known as the 377th Bombardment Squadron of the 309th Bombardment Group, which was activated at Jackson Army Air Base, Jackson, Mississippi, in April of this year, it was redesignated the 380th Bombardment Squadron of the 310th Bombardment Group, upon the moving of the entire Group to Key Field.

The cadre, of which the group was composed, moved to Columbia Army Air Base the first part of June, and was placed under the command of 2nd Lieut. Jensen. It was here that the Squadron first began to get down to the serious business of training, engaging as an Operational Training Unit, and bringing the organization's personnel up to strength.

Jensen, Marion E., 2Lt, Acting Commander

Captain Plant was the first Group Commander at Columbia Army Air Base, but was replaced on June 19, 1942 by Major A.G. Hunter, who still remains in command with the rank of Lieutenant Colonel. The first casualty in the Squadron occurred on July 23, when the crash of a North American B-25 bomber took the life of Capt. Plant and one enlisted man of the organization, Staff Sergeant Turner.

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

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

Turner, Louis F., Jr., S/Sgt, radio-gunner

During the month of July came the first change in command, when 1st Lieut. Earl E. Batten was made Commanding Officer and Sgt. Ray, who had been acting First Sergeant since the forming of the organization, was shifted to Engineering and replaced by Daniel B. O'Laughlin, who was appointed First Sergeant. On August 7, Sergeant O'Laughlin was appointed to Officers' Candidate School and replaced by Sergeant Franklin H. Peck in an acting capacity. On July 25, 1st Lieut. Rodney R. Wilder took over command and still serves in the same capacity with the rank of Captain.

Batten, Earl E., 1Lt, pilot, Acting Commander

O'Laughlin, Daniel B., Sgt, 1st Sgt

Peck, Franklin H., T/Sgt, gunner, 1st Sgt

Ray, Sherman R., Sgt, engineering, 1st Sgt

December 1942 (continued)

On August 14, the organization, along with the 310th Bombardment Group, moved to Walterboro Army Air Base, Walterboro, South Carolina for second phase training. The commissioned staff was brought to strength here. The partially completed Base, being occupied for the first time, gave the men their first touch of Squadron “live alone”, and it was here that the men first began to realize that a “little can go a long way.”

On August 28, the Air Echelons from each Squadron entrained at Walterboro, arriving at Fort Dix, New Jersey, staging area, the following day. Following a week at Fort Dix for final equipping, the Group boarded train for New York City and embarked on the transport Queen Mary, the afternoon of September 4. The six days on the Atlantic proved uneventful, except for the USUAL Army “latrine-O-gram” and submarine scares, but all on board arrived safely at the Firth-of-Clyde on September 10. The Group remained aboard ship on Friday evening but boarded train at Gourock, Scotland, the following day, travelling all night to arrive at Harleston on Sunday morning, September 12.

Upon their arrival at Hardwick, via motor convoy, the Squadrons were immediately assigned to their areas, and Captain William G. Gridley was placed in command of the 380th Bombardment Squadron, to await the arrival of the remainder of the Squadron.

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

A big day for the Squadron occurred in April when Captain Wilder and 2nd Lieut. Howard A. Sessler accompanied Brigadier General James H. Doolittle on his famous trip from “Shangri La” and took the war home to Tokyo. Both officers were awarded the Distinguished Flying Cross.

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

Sessler, Howard A., 2Lt, navigator, bombardier

Wilder, Rodney R. "Hoss", Capt, pilot, Commander

The officers who accompanied this unit are as follows:

Capt. William G., Gridley, *pilot*

Capt. Attilio D. Puppel, *surgeon*

2nd Lt. Gilbert S. Ballance

2nd Lt. Harold J. Gilchrist

2nd Lt. Walter E. Hicks, *intelligence*

2nd Lt. Henry H. Lorch, *intelligence*

2nd Lt. Lloyd L. Porter, *pilot*

2nd Lt. Ambrose M. Richardson

2nd Lt. Fred C. Ross Jr., *pilot*

2nd Lt. Norman L. Toenjes, *pilot*

2nd Lt. John E. Wright, *pilot*

NORMAN L. TOENJES,

2nd Lt., Air Corps,

Commanding

December 1942 (continued)

HELLO AFRICA (continued)

Jumping back to the “States” to locate the Ground Echelon, we find them still waiting for orders at Walterboro, South Carolina. Their wait was short and on September 18, they packed bags and baggage and took a short trip north-west, unloading this time at Greenville Army Air Base, South Carolina. One month to the day later, after living the “Life Of Reilly” for this period, the Ground Echelon split into two groups: the Ground Echelon and the Rear Echelon.

The following composed the Ground Echelon:

Lieuts Lambert J. Eichner Jr., commanding, John E. Adams Jr., Randolph M. Duncan and Roger J. Shouvlin.

First Sergeant Milton S. Davis, Technical Sergeant James A. Warman, and Staff Sergeants Paul W. Glass, Malcolm L. Heavin Jr., James W. Maddox, Frank P. Oliver, John Shipferling, Henry I. Spidel and Edward J. Sweeney.

Sergeants Elmer R. Broadwater, Jr., Francis J. Clark, Warren W. Emerson, Joseph W. Fairley, Louis M. Jackson, Leon C. Kiliszewski, John H. Marvig, Jack C. Mays, George P. McCabe, Alva H. McDowell, Howard C. McGlasson, Leland C. Mecomber, George E. Muss, Huey Nickens, John E. Nolze, Ray H. Ostlie, Samuel Pickett, Elmer E. Richards, Robert L. Rogers, Carl W. Roy, Solomon L. Rubin, Russell H. Shafer, John Sikora, Carl A. Tate and John P. Walsh.

Corporals Samuel R. Berry, Melville H. Corbin, John J. Cullen, Russell A. Dibble, Harry B. Drake, Stanley C. Dudash, Sidney Gewirtz, Steve Golder, Burke W. Hines, Simon J. Hughes, Andy Jarvis, Edgar R. Lang, Emerson H. Lee, Lewis P. James, Leonard A. Jensen, Amandus Manmiller, Jr., Joe D. Mehl, Lloyd M. Mobley, Earl S. Newbrough, Louis F. Pesicka, Irving M. Raclyn, Walter E. Rutledge, Leo B. Schriever, Charles E. Smith, Patrick F. Sheldon, Warren T. Snyder, Kelly Stepp, Ausbren G. Stokley, Lawrence E. Taylor and Ryan Zuidema.

Private First Class Frank B. Dean, Jr., Adam P. Duda, Joseph V. Egan, Thomas Filipek, Frederick R. Fulton, Leon A. George, Jack J. Gerace, Winifred Germaine, Willis E. Hutchenrider, James A. Jenkins, Franklin H. King, Raymond D. Kowalik, Wilbert A. Luthardt, William B. Nack, Roy W. Meloy, William H. Rose, Donald W. Senecal and Marvin M. Taylor.

Privates Charles R. Atkinson, Paul G. Bernstein, Paul E. Booher, Frank Buda, Charles T. Brust, John H. Buxton, Liobnick Cangillieri, James J. Caparulo, Douglas H. Cramer, Arthur H. Collins, Paul B. Eck, Charles F. Ellis, Arthur K. Erb, Roger P. Harriman, Royal D. Hayes, Samuel V. Hudman Jr., Alvin D. Johnson, Stanley M. Kania, George A. Killham, Robert H. Madson, Raymond J. Preston, Ross D. Ricketts, Geddes C. Roberts, Andrew Sabinski, Weston G. Schools, Malcolm C. VanDenmark, William H. Voss, and Charles Wilson.

December 1942 (continued)

The 17th of October found the Ground Echelon once again on the move, with their destination, Fort Dix, New Jersey and after a seven day stay, re-equipping and fitting out they boarded the former Matson Liner of the San Francisco-Tahiti run, the U.S.S. Monterey. The trip across the Atlantic proved uneventful as the powerful convoy steamed along, although destroyers accompanying them claimed five submarines, while local rumor had it to the effect that we had been fired on but the range was too great and “jerry” had failed to find his mark. November 17 found the Ground Echelon at Casablanca, French Morocco, but the stay was short and a brief jaunt to Mediouna Airport the same day, found them joining with the First and Second Priorities of the Air Echelon.

Back in the land of fog and a snatch of sunshine, the Air Echelon was also on the move, leaving Hardwick at midnight on November 24, and moving by truck to Diss, where a three hour wait for the train, provided the basis for several stiff joints and bad colds. By train they moved to Liverpool, arriving there late the next afternoon and immediately boarded the troopship, H.M.S. Derbyshire, which was already credited with a landing in North Africa.

The Air Echelon was composed of Lieutenants Walter E. Hicks, Gilbert S. Ballance, Harold J. Gilchrist, and Henry H. Lorch.

Technical Sergeants Frank Gularte, Harold R. Piper, Paul F. Schreiber, Henry C. Seiffert Jr., Vernon D. Severy and Julius M. Simon. Staff Sergeants Alexander A. Bocskay, Marshall G. Deakin, Louis G. Hetzel, William E. Maggiore, Fuhrman P. Miller and John H. Smith Jr.

Sergeants Walter E. Harris, William S. Johnson, Soren J. Juul, Joseph P. Maikits, Devern Nance, William W. Seagle and Raymond H. Whitworth. Corporals: John J. Coppola, Fred K. Fear, Harold H. Hart, Theodore Kroes, Robert F. Sarchet, and John B. Sparrow.

Lieutenant George E. Reed was attached to us for travel, to join his squadron in Africa.

Reed, George E., 2Lt

Three nights we remained in the harbor at Liverpool but finally at noon on November 27, the boat gave a lurch and hurried trips on deck, proved to us that we were finally underway. Ireland, looking as green as the “Shamrock” it is noted for, was off to our left as we steamed north through the Irish Sea. Rounding the tip of “Erin” we found ourselves part of a large convoy and once again heading south.

December 1942 (continued)

The night of December 3, found the water a slight bit rough with a touch of sea sickness prevailing among the members of the Squadron. Staff Sergeant Alexander Bocskay left his quarters to go on deck to die, but a wave greeted him at the open door and he was forced to come back to die. The next night we steamed into Gibraltar and the stars were never brighter, as a trip around the deck left one feeling as though he might reach up and pluck one.

Bocskay, Alexander A., S/Sgt

Dropping anchor here, we remained for a day, but on the afternoon of December 5, we were steaming across the blue waters of Mussolini's "Mare Nostrum", the Mediterranean. Lookouts from the rear of the ship announced that they were unable to find the "Prudential Insurance" sign on the opposite side of the rock. The convoy through the Mediterranean was composed of the "Derbyshire", the "Monarch of Bermuda" and three destroyers. The trip proved uneventful, although quite a lot of "Sweating out" of submarines was done by the men. The morning of December 6, found us at the harbor of France's great North African port, Oran and soon we had come to a stop at Mers-El-Kebir, the shipping port. Late that afternoon we left the boat and hiked for a distance of about a mile, before dropping our packs.

Here the beggars and peddlers first began to make a nuisance of themselves and the word "allez" became a very important part of our French vocabulary. Climbing into trucks as night fell, we saw our first town light up at night for over a period of three months as we passed southward through Oran. Fifteen miles farther on we were told that this is where we were camping. Piling out of the trucks we looked around but with a total blackout in effect, nothing was to be seen. Taking stock, fourteen blankets were to be found and not a shelter half. A small fire proved to be the company for the remainder of the evening and when daylight finally arrived we found ourselves to be in the center of the former French Aeronautical Naval Base, Tafaraoui, somewhere in North Africa.

After three days and nights of almost continual rain, which would make an English rain look like a spring shower, shelter halves and additional blankets were finally received. French Algeria was no longer on our "must" list.

The following poem, clipped from the "Stars and Stripes" well expresses the situation at Tafaraoui.

 MUD MUD MUD

I've seen mud on U.S. race tracks
 That stopped horses near the wire,
I've seen mud on Flanders poppies
 That stopped soldiers under fire,
I've seen mud in some U.S. camps
 That would flatten beast or man,
But I've never seen the brand of mud
 That's found in old Oran.

December 1942 (continued)

Now the mud in Oran's pastures
Is a sticky cling lump,
It goes above your ankles
And it may contact your rump,
Lordy, how the darn stuff gets you
How it clings to shoe and boot,
How it socks your gosh darned breeches,
How it messes up your suit.

You get mud in every chow plate,
You get mud in bed it seems,
You get mud in your helmet
You get mud in your dreams,
Sure I know that this is war time
Sure I know it's sweat and blood,
But good gravy, must I perish
In that gosh darned mud of Oran.

Pvt. A. Mudder.

Finally an old French motor garage proved to be the resting place of the Squadron, but tents had to be pitched inside to catch the leaks that came through from a "holy" roof. The one lone advantage of the spot was that a fire covered by a homemade stove might be used at night. Soon we were greeted by our planes coming through and leaving and the knowledge that we would soon be on the move again.

"I want your men for details" was the familiar cry that soon struck out across the Base in our direction and Technical and Staff Sergeants soon found themselves picking up garbage and cigarette butts behind the arrogant privates of the First Service Squadron. A Scattering of mail came in and morale began to rise. The rains continued and hangar number two soon became our abode. Despite the walk of a mile and one-half to "chow" the dryness of our beds proved the venture worth while. Moving pictures through the Special Services office were nightly entertainments along with a French cowboy show and two French Vaudevilles. Frequent trips to town also came around and souvenirs for the folks back home were being hastily carried to the local post office. No sick book or morning report was carried for the entire trip.

One additional member of the Ground Echelon was attached to us at Tafaraoui, Private John Craigie, who had missed the train, was brought to us from Port Lyautey by Captain Alpheus White of the 379th Squadron.

Craigie, John S., Pvt.

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

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

December 1942 (continued)

381st BS War Diary: Additional Information for December 1942: None

THE FLIGHT ECHELON (continued)

LOG OF LT. THORNDIKE'S FLIGHT FROM PORT REAT, ENGLAND TO NORTH AFRICA

Ship #41-13061

<u>COMPASS</u>	<u>HEADING</u>	<u>TIME</u>	
		09:10	Ceiling 1000 feet with breaks.
		09:25	I.A.S. 175 M.P.H.
		09:40	Altitude 600 feet.
		09:45	
		09:49	
		09:53	I.A.S. 185 MPH. Cloud bank to left.
		10:00	
		10:05	
		10:17	
		10:21	
		10:25	
		11:10	
		12:05	
		12:06	Cloud bank to right. 1,000 Feet. Broken
		12:22	End of cloud bank to right
		12:34	Two unidentified aircraft to left
		12:43	Change heading to 190
		12:49	Two unidentified ships to left
		12:51	One a freighter with one stack
		12:54	A freighter with two stacks
		13:10	Slight fog
		13:15 – 13:35	Climbed from 600 to 7,000 feet
		13:35	Three unidentified freighters to left
		13:42	Unidentified freighter to right
		14:18	Passed Cape Roca to left
		14:25	Passed Cape Espichel to left
		14:30	Unidentified freighter 5 miles to left
		14:35	Cape de Sines to left
		14:52	Cape Sao Vicente to left
		14:46	Change heading to 160

December 1942 (continued)

	<u>COMPASS</u> <u>HEADING</u>	<u>TIME</u>
Change heading to	130	14:54
Cape de St. Maria to left		15:12
Unidentified freighter 3 miles to right		15:47
Change heading to	105	15:50
Isla Tarifa 1 mile to left		15:52
Gibraltar to left five miles		15:57
Two British warships three miles to left		15:57
Change course to	120	16:44
Change course to	90	16:46
Change course to	110	17:15
Change course to	45	17:27
Arrived Oran at		17:30
Remaining Gasoline:		
Aux	300 Gallons	
L.F.	120 “	
R.R.	80 “	
L.R.	70 “	
R.F.	130 “	
	<hr/>	
	700 Gallons	

THE AIR ECHELON (continued)

On the evening of 4 December 42, the convoy headed Eastward into the Straits of Gibraltar, passing close in to Tangiers, Spanish Morocco. Tangiers was the first lighted city any member of the Echelon had seen during the three months since they left America. Later that night, the convoy arrived in the harbor of Gibraltar where it anchored for the night near H.M.S. Nelson.

Next day, H.M.T. Derbyshire continued on into the Mediterranean as part of a convoy of 3 troop ships with 3 British destroyers as escort. The weather was warmer and the sea calm. The destroyers, like ambitious bird dogs, searched the sea for game. Alternating between each side and the rear of the convoy they entertained their audience by dropping “Ash-cans”, and by practice Ack-ack fire.

December 1942 (continued)

The Echelon arrived by motor convoy at Tafaraoui, a French Naval Air Base in the late afternoon of 6 December 42. They had thankfully left H.M.T. Derbyshire at Mers-El-Kebir near Oran that morning, and now found themselves in a sea of mud, which was brown, deep and adhesive. They had no blankets, no pup-tents and no food save emergency rations. They huddled around a fire until midnight, when an angry sky tossed a cloud burst down upon them. Soaking, they retreated to the shelter of a hangar for the rest of the night.

Next day, shelter halves were requisitioned, and a large tent was acquired. Using the walls of a plane revetment, the canvas of the tent made an excellent roof. A splendid shelter resulted, until the Billeting Officer arrived to inspect. Lt. Mason's rank, plus that of several other Lieutenants, not being sufficient ammunition to throw at a Major, and their combined eloquence having no discernable softening effect on the officer's heart, the canvas was taken down, rolled up and carted away. Thereupon, everyone dug in, and from the slime of Tafaraoui, created dwellings which were quite snug. Three weeks afterwards, the Billeting Officer became concerned about their comfort, and solicitously ordered that they make their beds upon the damp cement floor of a large, drafty, leaky, hangar.

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

The Echelon, while at Tafaraoui, was attached to a Service Group. The Enlisted Men devoted most of their time to what can be described, for want of a printable name, as "Miscellaneous" details. Ten percent of the personnel were permitted the liberty of visiting Oran daily.

On 22 December, two Enlisted Men were transported by air to join Captain Ferguson. On 27 December, Lieutenants Pemberton and Wigger were agreeably surprised to learn that Captain Allen (379th Squadron) had flown down in his B-25, in order to pick them up and take them to an advanced base.

Allan, John T., Capt, pilot, 379th BS

Ferguson, Ivan Leonard, Capt, pilot, Commander

Pemberton, Robert (NMI) "Bob", 1Lt, intelligence

Wigger, William Franklin, 2Lt, pilot

By some miraculous accident, notice of impending departure from Tafaraoui was given three days ahead of time, and the Echelon was presented with fifty cases of British Compo, which was to have been their only food for a six day trip. No water containers were included, and no washing or cooking facilities. Lt. Mason therefore decided to do something, and do it fast. He departed in great haste for Oran, where he acquired, without benefit of requisition, the following necessities: A stove, forty 5 gallon cans for water, two G.I. cans for washing mess kits, soap and brushes, sufficient petrol for fuel, and a large quantity of rations, mostly fruit. So equipped, the Echelon boarded a train of famous French 40 and 8's, and rattled away in the direction of the combat zone.

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

December 1942 (continued)

THE GROUND ECHELON (continued)

On 6 December 42, the entire Squadron, now composed of 7 Officers and 120 Enlisted Men departed from Mediouna by convoy and bus for Louis Gentil, near Saffi, 157 miles South of Casablanca. Here their duties were the security of an ammunition dump.

A week was spent at Louis Gentil. It was most pleasant. A small town, mostly residential, it was nestled in the foothills near a phosphorus mine, where most of its citizens worked. When not on guard duty, the men were allowed to go into town and relax in its one restaurant, where fried eggs were served, or at its country club where they could get wine or beer. By the end of five days the town was drunk dry of its small supply and the production capacity of its hens was strained to the breaking point.

On 15 December, after packing early in the morning and waiting most of the day, the Squadron was hustled into buses at 1600 and driven to the railroad yards at Casablanca. The rest of the Squadrons of the Group had already arrived, and were climbing on board a train of tiny box cars, the same famous conveyance of the last War, designed for 40 Hommes and 8 Cheveaux. Eleven men had gone ahead in government vehicles to meet a motor convoy at Casablanca, which followed the train to its destination.

It had been announced that the trip was to last six days. The cars were cold and drafty, and barracks bags didn't exactly feel like inner spring mattresses; but by the second night everyone was in the spirit of things, and as the cars rattled and jerked over the rails they made themselves fairly comfortable. The train was headed Eastward, in the direction of Algeria.

On the third morning, the train stopped at Oujda, and owing to transportation congestion, was obliged to remain there all day. The motor convoy caught up with the train here. Captain Ken Sagendorph, who was acting Group Commander, declared a holiday, and everyone disappeared into town. It was a glorious day. Oujda was small but modern, with many good shops, a few restaurants and the inevitable sidewalk cafes. The native children of that city were the most ferocious beggars that had yet been encountered. Each soldier had at least two or three of them following him down the street, demanding in stentorian tones, "Bon-bons! --- Chewing gum! --- Cigarettes!" the word "Allez" seemed to mean nothing at all to them.

One of the most distinctive features of Oujda was its taxi-cabs. Gasoline being practically nonexistent, automobiles had been converted into horse drawn vehicles. An enterprising native had acquired a convertible coupe of quite modern vintage and had thus equipped it. In addition to these, every imaginable vehicle which a horse could possibly pull had been pressed into use.

December 1942 (continued)

Once more the train rattled casually onward --- through mountains, where the tracks twisted and turned and went through seemingly endless tunnels --- through valleys where wheat was growing and sometimes past large orange and tangerine groves. Once in a while the train would pass flocks of sheep, and nameless soldiers would fire their rifles or tommy-guns, and make the sheep stampede. However, this practice ceased after the second or third day, as it seemed to bother the Officers.

When the train stopped, as it did at every village no matter how tiny, everyone would jump off in search of things to buy, and immediately be surrounded by natives yelling, “Bon-bons! --- Chewing gum! --- Cigarettes!” Once in a while, Arabs were found who would trade local wine for American cigarettes, and at one rather large town, some really excellent rum was procured, but at a fabulous price. The train always stopped at chow time, and usually the line formed on the station platform, with a large audience of natives, who seemed no end intrigued with the American method of preparing and consuming food. Always though, one could hear them pleading for “Bon-bons! --- Chewing gum! --- Cigarettes!”

On the sixth morning of the trip, 21 December 42, the train stopped just before dawn at a small station labeled “Telergma”. It was just like any other small station on any other day of the trip, except for an airfield which was located on one side of the track. When reveille came at 7 o’clock, all the Enlisted Men jumped from the cars to hit the chow line. It was a cold morning, and windy. The cooks were slow in preparing breakfast, and as the long line grew longer, it began to rain. Finally, about 0830, when a long mess kit line had backed up from the G.I. washing cans, everyone had the surprise of his life. Walking toward the group with a large grin spread across his face was Captain Ferguson, the Squadron Commander. A little later, Lt. Alexander strolled up, and following him came a group of Officers, including Lts. Eddy, Linden, Phillips, and Thorndike. While they were busy shaking hands, a lot of Enlisted Men, part of the crews of the Flight Echelon, wandered up. The whole show was like old home week. At 0900, an order was given to unload the train, as this, Telergma Army Air Base, was the Squadron’s destination.

Alexander, William T. “Alex”, 1Lt, pilot, Operations Officer

Eddy, Leonard A., 1Lt, pilot

Ferguson, Ivan Leonard, Capt, pilot, Commander

Linden, Eric O., 1Lt, pilot

Phillips, Carl A., 1Lt, pilot

Thorndike, Robert W., 1Lt, pilot

By noon, the 310th and its Squadrons had been deposited with all their possessions in a large area, some distance from the station and the field, where pup tents were pitched.

Hay stacks were plundered for stuffing mattress covers, and some wooden squares or platforms belonging to a portable French barracks were discovered and acquired. These platforms, about 3 x 4½ feet, came in very handy. Laid on the ground, they made good, solid dry floors. Stood on edge, they formed walls, which, with shelter halves for

December 1942 (continued)

cover, made veritable mansions. After several days, the place began to look like a real-estate development. Chateaux of various sizes and shapes sprang up. Some had bunks in them, and some even had stoves. Made of 5 gallon cans, with chimneys constructed of "Spam" cans, these stoves were the ultimate in luxury. In fact, the 310th quarters were so comfortable that the other organizations stationed there, seized with envy, began to follow suit. As a result, the portable French barracks disappeared with such rapidity that the **Base Commander, Lt. Col. Jeeter**, probably pursuant to a request by the French authorities, ordered that all houses be dismantled, and the material returned.

The weather at Telergma was foul. It was cold, a variety of coldness which penetrated the warmest clothing. Wind swished persistently across the valley, and low clouds shed a constant drizzle of rain. Mud was thick and deep, and no sun came out to dry it. Under these unglamorous conditions, the 310th settled down to sweat out its first combat mission. The Rear Echelon had not arrived, and part of the Flight Echelon was still in England, but the Tunisian border was close, and "Jerry" practically over the next hill.

THE 381st BEGINS OPERATIONS

Nine Mitchell Bombers, Twenty-three Officers and one hundred forty-nine Enlisted Men had arrived at Telergma by 21 December 1942. The Squadron was now prepared to begin operations. Other Squadrons of the Group had already participated in 7 missions. On one occasion, Lts. Pickett, Myers and Gollnitz flew with them, but as yet no 381st planes had taken off. From 23 December onward, missions were scheduled for each day. Each day, the crews would be briefed and alerted. The time for the take off would be advanced hourly, and then each mission would be cancelled. Weather, again, was frustrating the efforts of the 381st. If it wasn't the weather at Telergma, which was usually foul, it would be the weather over the prospective target which would cause the cancellation of the mission. The 17th Bomb Group, which was also stationed at Telergma, was experiencing the same difficulty in getting its B-26's off on missions. The only exception to the weather's wrath seemed to be the C-47's of the Ferry Command. These ships, bringing in food and supplies, seemed capable of navigating in any weather and of landing on any field; even Telergma's, which was slimy with mud and covered with innumerable puddles. As many as forty C-47's in one formation were seen to land one at a time, unload supplies, and take off again, while their P-40 escort circled in the skies above.

December 1942 (continued)

The wait was tedious for everyone. The elaborate homes which had been built on the third and fourth day after arrival had been ordered torn down on the fifth day. There was practically nothing to do but huddle around fires, drinking coffee, and cooking eggs which had been purchased from the Arabs. Climatic conditions made everyone most uncomfortable.

Christmas day arrived. It was cold and clear, and the ground and all the tents were covered with a heavy white frost. A few Christmas Carols had been sung the night before, but the spirit was not there, and the voices died away without an echo. In the morning Protestants attended Divine Services in a large tent on the Base, while the Catholics heard Mass in Telerma's tiny Church, filling it to overflowing. Unfortunately contact with mail service had not been established, so there were no letters, and no packages. There were, however, cigarettes, candy, toilet articles and tangerines to be had in the Orderly Room. A few bottles of chalky red wine found their way into the pup tents and were passed around, but there was not enough to do much good. The Cooks are the ones who really deserve the credit for coming to the rescue of the Christmas Spirit that day. Although lacking the flavor of having been prepared by loving hands, the dinner which they served deserves the highest commendation. Working under most adverse conditions, they assembled a menu which included a lettuce salad; turkey, complete with stuffing and roasted to a turn; fluffy white mashed potatoes with giblet gravy; golden colored sweet potatoes; large green peas; and white French bread. For dessert, they served canned pears and Christmas candy. A Christmas tree near the mess line, decorated with bits of cellophane and tin produced the final touch.

At last, on 30 December 42, the first mission involving 381st planes was finally accomplished. The Combat Crews were briefed, as usual, but the time for the take off was not advanced, and they went to their planes at the appointed hour. Personnel of all the Group gathered on a warehouse platform beside the field, listening to the motors warming up and then watched the planes take off one by one, circle the field, gather in formation, and head toward Tunisia, rapidly growing smaller and smaller until they were tiny black dots which suddenly disappeared into the blue of the sky.

No mission was scheduled for the next day, 31 December 42. Excitement over the mission of the previous day had not as yet died down. Principal item of conversation regarding it was the flock of birds which Lt. Alexander had run into with the plane he was piloting, and that plane's resultant consignment to the "bone yard". Besides this conversation, there was considerable talk about moving, as it had been announced without previous rumor that the entire Group would move next day to a field called Berteaux, which was East of Telergma about six or eight miles.

Alexander, William T. "Alex", 1Lt, pilot

December 1942 (continued)

That night, New Year's Eve, was a little more cheerful than Christmas Eve had been. Contact had been made with a wine merchant who was able to supply "vino" in sufficient quantity to cause a perceptible lifting in the holiday spirit. At Midnight, the New Year was greeted with volleys of rifle shot, and bursts of fire from Tommy Guns.

According to schedule, every man dismantled his home next morning, and stuffed it into his barracks bag along with the rest of his worldly possessions. This accomplished, everyone stood in little groups around fires and discussed the impending move. Two trucks from each Squadron shuttled back and forth between Telergma and Berteaux, delivering men and equipment. By 1700 hours, the Group was established at Berteaux.

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

December 1942 (continued)

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

310th BOMBARDMENT GROUP (M)
428th Bombardment Squadron
Telergma, Algeria

2 January 1943

SUBJECT: Squadron History

TO : C.O., 310th Bombardment Group, (M)

The 428th Bombardment Squadron was activated at Key Field, Meridian, Miss., on April 25th, 1942. It was one of the newly-activated units of the Third Air Force which were brought up to authorized strength at that time, being formed mainly of trained groups of specialists from other organizations. The nucleus of the 428th Squadron was a cadre from the 37th Reconnaissance Squadron, 309th Bombardment Group, at Key Field, Meridian Mississippi, and a small group from other units of the 309th Bombardment Group at Jackson, Mississippi. Among the members of these cadres who subsequently took an active part in the Squadron's history were 1st Lt. Louis Ryterband, M.C., the flight surgeon; 1st Lt. Harry A. Gervin, A.C., the first commanding officer; Master Sgt. Raymond C. Hollen; First Sgt. Lester L. Abernathy; Staff Sgt. Thomas E. Preisser and Staff Sgt. Walter L. Decker.

Abernathy, Lester L., Sgt, 1st Sgt

Decker, Walter L., S/Sgt

Gervin, Harry A., 1Lt, pilot, Acting Commander

Hollen, Raymond C., M/Sgt,

Preisser, Thomas E., S/Sgt

Ryterband, Louis (NMI), Capt, medical officer

The 428th Squadron was brought close to authorized strength at Key Field, by transfer from replacement pools, and began its active life at Columbia Air Base, Columbia, S.C., on May 17th, 1942. It became part of the 310th Bombardment Group (M), at that point, under the command of 2nd Lt. Calvin P. Titus, A.C. On June 20th, 1942, Lt. Titus was succeeded by 1st Lt. James P. Walker, A.C., a graduate of West Point in the Class of 1941.

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

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

Lt. Walker exercised command from June 21st to July 21st, 1942, being succeeded by 1st Lt. William M. Bower, A.C., one of the pilots on the famed Tokyo bombing raid during the early part of 1942. On August 16th, 1942, both Lt. Walker and Lt. Bower were promoted to the grade of Captain.

Bower, William M., Capt, pilot, Commander

Walker, James P. "Chief" Capt, pilot Acting Commander

December 1942 (continued)

On August 14th, 1942, the 310th Bombardment Group, including the 428th Squadron, was transferred to Walterboro Air Base, Walterboro, South Carolina. The Squadron participated in intensive Second Phase OUT training until August 28th, 1942, when the Air Echelon, consisting of 11 officers and 36 E.M. left for overseas duty via Ft. Dix, N.J. This echelon left Ft. Dix on Sept. 4th, embarked Sept. 5th from New York on the HMS "Queen Mary", and arrived at Gourock, Scotland, on Sept. 11th. The following day the Air Echelon proceeded to Hardwick Station, RAF, near Bungay, on the border between Norfolk and Suffolk counties, England.

Here, the Air Echelon was joined by the Flight Echelon, consisting of thirteen B-25C aircraft and their crews, under command of the Squadron Commander, Capt. Bower. On October 5th, Capt. Bower was promoted to the grade of major. On October 28th, the 428th was transferred to Hardwick's satellite Field, Flixton, near Bungay. A few days later, November 5th, 1942, the Squadron was split again into three Air Priorities for transfer to the North African Theatre of Operations.

Bower, William M., Maj, pilot, Commander

The first priority moved to Ibsley, Cornwall, by train, remaining there until November 15th, 1942, when it was taken to the field at Hurn, near Bournemouth, on the English Channel. From this point it was flown in C-47 transports to Casablanca, French Morocco, arriving the following day with no losses. The second priority left Hurn on November 18th and landed at Tafaroui Field near Oran, joining the first priority at Casablanca November 20th. The third priority left England by boat, subsequently arriving at Oran and waiting for orders to join the first two.

Meanwhile the bulk of the squadron's personnel had been divided into two parts at Walterboro, called the Ground Echelon and the Rear Detachment. The Ground Echelon moved from Walterboro to Greenville, South Carolina, under command of 2nd Lt. Richard T. Lindeberg, A.C., remaining there until October 17th. It then proceeded to Ft Dix, remaining there for final equipping until November 1st. There it boarded the USS MONTICELLO, a former Italian liner, and sailed for Casablanca, arriving November 18th.

Lindeberg, Richard T. "Lindy", 2Lt, bombardier, Adjutant, Acting Commander

The Rear Detachment likewise moved to Greenville, thence to Ft. Dix and sailed for Casablanca about November 24th. Before it arrived at Casablanca, the 428th Detachment had left that point for Fedala, as guards for a gasoline dump near the city. The Detachment, consisting of the Air and Ground Echelons, moved by train to Telergma, Algeria, a distance of 1,100 miles, in five days from December 16th to 21st, inclusive, under command of Capt. Kent Sagendorph, intelligence officer. At Telergma it met five airplanes of its squadron, commanded by Lts. Marsh, Helsabeck, Canham, Beatty and Thompson. These airplanes had been pressed into detached service by the XII Bomber Command and had executed seven operational missions at the time of the Detachment's arrival.

December 1942 (continued)

Beatty, John H., 1Lt, pilot

Helsabeck, Chester J. "Joe", Jr., 1Lt, pilot

Sagendorph, Kent H., Capt, intelligence, Acting Commander

Thompson, Charles A. "Twitch", 1Lt, pilot

Canham, Arthur E., 1Lt, pilot

Marsh, Edward D., 1Lt, pilot

The Detachment, with these five aircraft, immediately went into Squadron Operation with the other airplanes of the 310th Group, even though the Squadron Commander, Maj. William M. Bower, had not arrived. During this phase of operations, the entire Detachment, operating as a squadron, was under the command of 1st Lt. C.J. Helsabeck.

Bower, William M., Maj, pilot, Commander

Helsabeck, Chester J. "Joe", Jr., 1Lt, pilot, Acting Commander

On January 1st, 1943, the 428th Squadron accompanied the 310th Bombardment Group to a new field located six miles from Telergma, from which point it continued operations against the enemy.

KENT SAGENDORPH

Captain, A.C.

Intelligence Officer.

The History of the Ground Echelon

The ground echelon began its history on September 5, 1942, when all members were out on the field at Walterboro, South Carolina, watching our planes of the Flight Echelon fade into the distant horizon to the north. The big question in everyone's mind was when and where we would ever see them again.

So began a period of inactivity waiting for orders alerting us for overseas duty. On September 18th we moved to Greenville, South Carolina, to make room for the 321st Bomb Gp who were scheduled for the training and preparations we had just completed. In Greenville, under the command of 2nd Lieutenant Richard T. Lindeberg, the unit spent the days drilling in close and extended order drills, and listening to various lectures. Finally definite orders came but unexpected in its contents. We were to further split into the Advanced Ground Echelon and Rear Ground Echelon.

Lindeberg, Richard T. "Lindy", 2Lt, bombardier, Adjutant, Acting Commander

So at 4:00 P.M., October 17, 1942, 116 enlisted men and 3 officers entrained for Ft. Dix, N.J. There the usual preparations, "dry runs", changing and rechanging the loading lists, and alerts were experienced. The big day arrived on November 1, 1942 when we left Fort Dix at 1:00 P.M. bound for the Pennsylvania Station in New York. We took a ferry from there to Pier 15, Staten Island, and boarded the U.S.S. Monticello, our home for 18 days.

December 1942 (continued)

Up to the time we still had no knowledge of where we were going. We knew our Air and Flight Echelons were in England but something, no one could explain what, made us certain we were headed in a different direction. Three days out at sea we learned of the coming invasion of North Africa, and we were scheduled to land D-5 day or five days after the start of the invasion. Since no one knew definitely how the plans would function we were warned to prepare for a landing down nets and possibly with a fight on our hands. The now amusing fact was that we had never been issued small arms or handled them until we had arrived at Fort Dix, two weeks previously. However, all went as timed except that the harbor at Casablanca was so damaged that we spent an extra five days sailing around waiting for it to be repaired. We docked on the 18th of November but waited until the next day to land.

Rumors and speculations had been flying thick and fast, because our echelon was split we thought perhaps we were to be replacements for other groups. But all were dispelled at the sight of Captain Gordon C. Locke, Group S-2 officer, who was at the dock to greet us. Through his efforts we were billeted in barracks at Mediouna airport, located about 17 miles from Casablanca. Other less fortunate units pitched pup tents in the rain after marching full pack plus "A" bags through the entire length of the city. At the airport we found many old friends of the Air Echelon who had come down from England in the first and second priorities. The highlight of the first evening was hot "C" rations and coffee.

Locke, Gordon C., Capt, Group S-2 officer, HQ 310th BG

Part of the planes from our squadron and others were at Gazes airbase but soon left for the front. Meanwhile there was nothing for us to do so the 5th Wing assigned the individual squadrons to various gas dumps for guard. Capt Kent H. Sagendorph, Squadron S-2 Officer, assumed command and we moved to Fedala, a small town north of Casablanca. Capt. Sagendorph did a splendid job of picking a bivouac area where we were comfortably quartered for a little less than a week. On December 15, 1942 our orders to the front came in and we packed again.

Sagendorph, Kent H., Capt, intelligence, Acting Commander

The rest of the group formed a train in Casablanca and picked us up at Petite St. Jean on the morning of the 16th. Our accommodations were the famous "40 and 8" cars but through the effort of Capt Ryterband, who spoke French quite well, we got more cars than scheduled so relieved the cramped quarters a bit. About the only good that can be said of the trip was the sight seeing done all along the way. December 21st we pulled into the yards at Telergma, Algeria, where we had a big reunion with our Flight Echelon and once again we were a squadron.

Ryterband, Louis (NMI), Capt, medical officer

December 1942 (continued)

HISTORY OF THE REAR GROUND ECHELON 428th SQUADRON

On the afternoon of October 17, 1942, the Ground Echelon departed from Greenville Army Air Base, South Carolina, destination, Fort Dix staging Area. The Rear Echelon, composed of seventy-eight enlisted men and four officers, under the command of Lt. Henry P. Davis, Jr., was left at Greenville to follow up at a later date.

Davis, Henry P., Jr., 1Lt, Acting Commander

During the remainder of this stop in Greenville, the men were put through a period of intensive training in drill, calisthenics, practice gas attacks, proper handling and firing of weapons, and demonstrations on the methods of handling incendiary bombs in case of an attack. All this training was preparatory to overseas shipment. The men were given physical examinations, followed by weeding out of the unfit and their replacement by new men, bringing our strength up to par.

On November 20, 1942, we received orders for our move. There followed a flurry of packing, policing the barracks and area, and many last minute minor administrative details. By nightfall everyone was packed and ready to go. Bright and early the next morning everyone was out. By noon, all the area was spick and span, and we had been on two or three dry runs. At twelve o'clock we loaded on the truck again, went down to the rail siding, and boarded the train. This time it was no dry run. At 2:00 PM the train pulled out of Greenville, bound for Camp Kilmer, New Jersey. We arrived there at 3:30 PM on November 22nd, were met at the train by the staging area commander, and conducted to our respective areas, which were about one mile from the depot.

Here, for the next month and twenty-three days, we again went through the same course of training. Close order drill, gas mask drill, calisthenics, and physical exams, interspersed now and then with a formal parade and review before the Post Commander. These would have been approved and enjoyed by all the men but for the icy conditions and bitter cold.

Our stay at Camp Kilmer was very enjoyable because of the fact that we were not restricted to the Post, but were able to visit nearby towns, New York, Philadelphia, Washington, and many others. A good many of the personnel were even able to work in a short visit home.

Note: Continued in 428th BS War Diary: Additional Information for January 1943: