

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



*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: January 1943

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

Invitation

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

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

Contributors

Agostino Alberti: Professor - historian (Soncino, Italy)

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

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

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

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

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

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

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 "TABOO" (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.)

Friday, 1 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, 15 B-24s of the 98th Bombardment Group (Heavy) strike the harbor at Tunis hitting the turning basin, the area just southwest of it, and nearby rail junction. A few of the aircraft bomb the southwest and southeast of Sicily.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s hit the harbor at Tunis, while B-26s hit the marshaling yard. B-25s on a mission against shipping near La Goulette abort due to weather. Fighters escort bomber missions and C-47 transport runs and carry out routine patrols. HQ 52nd Fighter Group, and its subordinate 2nd, 4th and 5th Fighter Squadrons with Spitfires, moves from La Senia to Orleansville, Algeria. HQ 82nd Fighter Group is established at Telergma, Algeria upon arrival from Northern Ireland. The subordinate squadrons, the 95th, 96th and 97th Fighter Squadrons with P-38s, move from Tafaroui to Telergma, Algeria. HQ 310th Bombardment Group (Medium) and its subordinates, the 379th, 380th, 381st and 428th Bombardment Squadrons (Medium) with B-25s, move from Telergma to Berteaux, Algeria.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 9:

Target: Harbor Installations at Tunis.

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 9:

(379th BS did not participate)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 9:

Mission Report # 3

Date- January 1, 1943

Target- Harbor Installations at Tunis

Squadron airplanes- three

It was a bad start that the boys got off to, to start the new year, when the lead ship missed the point of climb and they broke out, right in the heart of Tunis, too low to drop their bombs. Rainstorms were the cause of this as they continued to change course, attempting to evade them.

Friday, 1 January 1943 (continued)

All the 500 pounders were brought back, to be used at a later date, while the twelve P-38's escorting the boys were late, but everything turned out for the best as they finally made connections and arrived home safely.

A/C No. 1 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. 2 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. 3 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*

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 9:

TUNIS DOCKS

Group Mission # 9	Flight 11 B-25's
Sqdrn. Mission # 3	Escort 12 P-38's
Take Off 09:45	Bomb Load: (6 x 500) Demolition
Down 13:00	Bombs Dropped: None
Total Time: 3 Hrs. 15 Min.	

Weather: En route and return visibility very bad, with heavy rain. Clear with scattered clouds at target.

Remarks: Heavy rain, and a navigational error (not 381sts) caused the ships to return without dropping their bombs. Flak: light, slight. No damage.

Friday, 1 January 1943 (continued)

<p style="text-align: center;">A/C No. 41-13084 “Dis'n Did't” (F)</p> <p>P <i>Crump, Walter P. “Bitsy”, 1Lt</i></p> <p>CP <i>Hawkins, Frank B. “Pancho”, 2Lt</i></p> <p>N <i>Gollnitz, Frederick C., 1Lt</i></p> <p>B <i>Same as Navigator</i></p> <p>E <i>None</i></p> <p>R <i>Kelley, Donald C., T/Sgt</i></p> <p>G <i>Neff, Richard L., Sgt</i></p> <p>F <i>None</i></p>	<p style="text-align: center;">A/C No. 41-13102 “GREEN EYES” (Pancho under CP window) (A)</p> <p><i>Helsabeck, Chester J. “Joe”, Jr., 1Lt, 428th BS</i></p> <p><i>Eddy, Leonard A., 1Lt</i></p> <p><i>Colvin, Jay W., Jr., 1Lt, 428th BS</i></p> <p><i>Pickett, Perry D., 1Lt</i></p> <p><i>None</i></p> <p><i>Taylor, Milo K., Sgt</i></p> <p><i>Schave, Henry Lloyd, Sgt</i></p> <p><i>None</i></p>
<p style="text-align: center;">A/C No. 41-13082 (E) “ROGER THE DODGER”</p> <p>P <i>Linden, Eric O., 1Lt</i></p> <p>CP <i>Jackson, William C., 1Lt</i></p> <p>N <i>None</i></p> <p>B <i>Caron, John B., S/Sgt</i></p> <p>E <i>None</i></p> <p>R <i>Krasovec, William F., S/Sgt</i></p> <p>G <i>Hughes, Albert (NMI), Cpl</i></p> <p>F <i>None</i></p>	<p style="text-align: center;">A/C No. 41-13061 (H) “LIL’ JOE”</p> <p><i>Thorndike, Robert W., 1Lt</i></p> <p><i>Lewis, Kenneth E., 2Lt</i></p> <p><i>None</i></p> <p><i>Daly, Donald J., S/Sgt</i></p> <p><i>None</i></p> <p><i>Miller, Foster Eugene, S/Sgt</i></p> <p><i>Molnar, William J., S/Sgt</i></p> <p><i>None</i></p>

381st BS: *War Diary of: Hawkins, Frank B. “Pancho”, 2Lt, pilot*
*“(Log 3:45 hours) Friday. We are moved again after a bombing raid on Tunis today. What a job it is flying formation at 265 MPH. Received a load of mail today. How nice it was to hear from everyone. The place where we are living is a “dorm” as this was a farming school --- model farm and all that. I like it because it looks like a farm from the air rather than a bomber base. A P-40 crashed on the field today. It really burst up. A B-26 was shot down over our mutual target today. Received a very nice letter from **Herb Felker** today.”*

428th BS War Diary: Happy New Year! We moved to a new field 6 miles up the road. A place called Berteaux. Bad weather forced the planes back from La Goulette Harbor.

428th BS Mission Summary: (Ops Order ---/mission ---) **Group Mission # 9:** In spite of the fact that it was New Year’s Day, and a moving day to boot, there was a mission, to the La Goulette Docks at Tunis. Unfortunately, the planes were all forced to turn back because of bad weather, and no bombs were dropped.

Friday, 1 January 1943 (continued)

<i>A/C No. 1 aircraft unidentified</i>	<i>A/C No. 2 aircraft unidentified</i>
P <i>Gshwandtner, Frank J. "Gish", 1Lt</i>	<i>Beatty, John H., 1Lt</i>
CP <i>Williams, Edwin W., 2Lt</i>	<i>Wheeler, William A. K., "Gus", 2Lt</i>
N <i>Doolittle, Leonard N., 1Lt</i>	<i>None</i>
B <i>Herold, Armin F., Jr., 1Lt</i>	<i>Lindeberg, Richard T. "Lindy", 2Lt</i>
E <i>None</i>	<i>None</i>
R <i>Temple, Robert W., Sgt</i>	<i>Mathis, Paul E., T/Sgt</i>
G <i>Stage, Albert A., S/Sgt</i>	<i>Kirkland, Robert Olin "Kirk", S/Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 3 probably 41-13070 "Shanghi Lil"	A/C No. 4 probably 41-13083 "Old 83"
P <i>Canham, Arthur E., 1Lt</i>	<i>Loutrel, John McCluney, 1Lt</i>
CP <i>Wilson, Kieth Gordon, 1Lt</i>	<i>Stack, James F., 2Lt</i>
N <i>None</i>	<i>None</i>
B <i>Rebello, John E., Jr., T/Sgt</i>	<i>Swim, Lowell W., S/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>None listed - likely the bombardier</i>	<i>None listed - likely the bombardier</i>
G <i>Parker, Perrie C., Sgt</i>	<i>Foley, Patrick L., Sr., Cpl</i>
F <i>None</i>	<i>None</i>
A/C No. 5 aircraft unidentified	
P <i>Thompson, Charles A. "Twitch", 1Lt</i>	
CP <i>Kelly, Andrew B., 2Lt</i>	
N <i>None</i>	
B <i>Everard, William J., S/Sgt</i>	
E <i>None</i>	
R <i>None listed - likely the bombardier</i>	
G <i>Glover, Harold, E., S/Sgt</i>	
F <i>None</i>	

428th BS Special Account: On the first day of January, 1943, the squadron moved, under orders, from Telergma to an abandoned agricultural college six miles to the South at Berteaux. Although the squadron personnel were still living in pup tents here, there were at least fairly comfortable quarters for the administrative sections.

The college consisted of a large, two-story tile and stucco building surrounded by a walled courtyard, the walls of which were actually surrounding outbuildings for the cattle. The stable opposite the administration building was cleaned out as much as possible, and the combat crews were installed in half of it, the other half being used by the farmer for stock. This was not by any means a regal arrangement for them, for stable odors and the lowing of the critters in the other half kept them awake at night, however, it did protect them to some extent from the frosty nights and kept them together where in the evenings they could play cards, spin yarns, and otherwise amuse themselves. The Special Service Section at this time was still only a dream.

Friday, 1 January 1943 (continued)

Officer's quarters for the combat crews were fixed up in the second story of the administration building, where they too, were all together. Since there were yet no cots, they immediately began building beds for themselves from the boxes the fragmentation bombs came in.

On the first day of the move from Telergma, no attempt was made to set up a permanent squadron area, and the boys merely pitched their tents on the open field, some distance from the main buildings.

On January first the sum total of the personnel present for duty was 136. The remainder of the 292 on the roster were strung out over three continents. At least 78 were in the States. Half the flight echelon had yet to arrive from England. The rear air echelon was quartered at Tafaroui. Half the advance ground echelon was in Morocco. Lt. Brennan and his crew were on detached service flying for General Patton. Actually the 136 men at Berteaux were the advanced portion of the advance ground echelon and seven crews and seven crew chiefs of the forward half of the air echelon. First sergeants and acting first sergeants went wild. First Lieutenant Chester J. Helsabeck, only 21, was in command of the squadron.

Brennan, Samuel J., Jr., 2Lt, pilot

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

Saturday, 2 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Crete, B-25s of the 12th Bombardment Group (Medium) bomb the airfield at Heraklion while B-24s of the 376th Bombardment Group (Heavy) hit the airfield at Kastelli/Pediada. Twenty fighters and a few bombers are destroyed on the ground.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s bomb the harbor and shipping at La Goulette. Escorting P-38s and Bf 109s engage in air battle, each side losing two aircraft. A-20s and DB-7s, with fighter escorts, consecutively raid Sousse harbor. DB-7s again hit the harbor. B-26s with fighter protection, bomb the bridge north of El Djem. Fighters fly escort, patrol and reconnaissance missions, attacking enemy vehicles and aircraft. Several trucks and fighters are claimed destroyed.

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. A dry run today as the protecting 38's did not meet our boys who were on the way to bomb Tunis. I didn't go because my plane was out of commission. It has a large hole in the manifold. Ten planes came in from Oran. Only two were for our squadron. The rest were for other squadrons in our group. Received some more mail today. Now I am more than busy answering mail. It is some job. Katz finally caught up with us today. It sure was swell to see him again."

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

428th BS War Diary: Major Bower flew in along with Captain Walker and a few of the boys. The new field is a deserted agricultural college. Mission returned when escort failed to show up.

Bower, William M., Maj, pilot, Commander

Walker, James P. "Chief" Capt, pilot

Saturday, 2 January 1943

428th BS Special Account: On the second of January, Major Bower and Captain Walker and their crews arrived at Berteaux from Tafaroui near Oran. Lt. Helsabeck was relieved of command by Major Bower. The scheduled mission to the La Goulette was incomplete again, this time because the fighters failed to appear at the rendezvous at Thelepte, just over the Tunisian border.

Bower, William M., Maj, pilot, Commander

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

Walker, James P. "Chief" Capt, pilot

Sunday, 3 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Greece, RAF Baltimores, operating under the IX Bomber Command, bomb Suda Bay and Timbakion Airfield. A few of the aircraft also bomb Kapistri.

WESTERN MEDITERRANEAN (Northwest African Air Force): All XII Fighter Command units in Tunisia, i.e., fighters and light bombers (A-20s and DB-7s), attack tanks which, with infantry and artillery support, have overrun French troops at Fondouk el Aouareb. The fighters and light bombers attack the tanks as they move west from Fondouk. Several tanks are reported destroyed or aflame and numerous other tanks and vehicles are damaged. Spitfires based in Algeria escort C-47s on transport missions. The 91st Fighter Squadron, 81st Fighter Group with P-39s moves from Fedala to Mediouna, French Morocco.

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. Raid for today was called off because of rain, and general lousy weather. I wrote five letters during the afternoon. The amazing part about this field is that it was built in five days. Not bad. Most of the latest boys to arrive had to really work in order to get their planes ready for the raid tomorrow on one of the hottest targets in Africa. Our old "B" flight (now "A" flight of 381st) will go into action again tomorrow. Eddy is now flight commander. Not bad. The food was really wonderful today."

Eddy, Leonard A., 1Lt, pilot

428th BS War Diary: Received orders to move our tents across the field and spread out more. Rain postponed the move though. Engineering section moved out on the line.

Monday, 4 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s sent, in two forces, to bomb Bizerte are forced to abort by heavy clouds over the target. B-25s hit the railroad yards at Kairouan while A-20s attack Cherichera. Fighters provide escort for the bombers and for C-47 transport runs, and fly reconnaissance and patrol missions. The Luftwaffe sends six Ju 88s with Bf 109 cover to attack the Thelepte, Tunisia airfield; they are intercepted by five P-40s of the 58th Fighter Squadron, 33rd Fighter Group which shoot down one Ju 88 and one Bf 109. The 35th Troop Carrier Squadron, 64th Troop Carrier Group, based at Blida, Algeria with C-47s, begins operating from Telergma, Algeria.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 10:

Target: Kairouan Marshalling Yards.

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 10:

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 non-mission information)*

Monday, 4 January 1943 (continued)

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 10:

Mission Report # 4

Date- January 4, 1943

Target- Kairouan Marshalling Yards.

Squadron airplanes- four

Eighteen "two bitsey's" took off at noon January 4, 1943, representing the 310th Group, on its first visit to Kairouan. The Squadron was represented by four of the boys. Once again weather stepped in with the batting average of zero and no bombs were dropped and the boys returned them for an encore a few days later.

The boys received quite a surprise from our own guns, on the return trip. Flying low over Thelepte, an American air base, a 50 caliber machine gun opened up on them sending tracers through the center of the formation. Lieut. Barnwell's aircraft received a hole in the left engine nacelle. A hasty vote, via the VHF, was unanimous to the effect that the ground forces should study aircraft identification.

The occupants of Lieut. Draemel's airplane also received a bad scare, when both motors cut out, as they were starting back. For 30 seconds, the crew held its breath and a cough and a sputter was the reward, and soon they picked up. All the planes returned to the base.

A/C No. 1 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. 3 aircraft unidentified

P *Loomis, Frederick F., 1Lt*
CP *Moir, David (NMI), Jr., 2Lt*
N *None*
B *Schisler, Robert P., 2Lt*
E *None*
R *Willis, Earl B., Pvt*
G *Nichols, Edward H., Sgt*
F *None*

A/C No. 2 aircraft unidentified

Barnwell, Charles M., Jr., 1Lt
Rich, Robert S., 2Lt
Sessler, Howard A., 1Lt
Same as Navigator
None
Ginn, James A., T/Sgt
Lea, Clayton D., S/Sgt
None

A/C No. 4 aircraft unidentified

Draemel, Dean H. 1Lt
Sours, Robert J., 2Lt
None
Holmes, William G., 2Lt
None
Shambaugh, Robert M., T/Sgt
Williams, John A., S/Sgt
None

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

Monday, 4 January 1943 (continued)

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 10:

KAIROUAN R.R. YARDS

Group Mission # 10	Flight 18 B-25's
Sqdrn. Mission # 4	Escort 5 P-40's
Take Off 12:40	Bomb Load: (9 x 100) Demolition (3 x 100) Incendiary
Target 14:50	Bombs Dropped: None
Down 16:40	
Total Time: 4 Hrs. 0 Min.	

Weather: Zero visibility over target.

Remarks: Lt. Crump's ship returned with 21 flak holes in the wing. Target run 8,800 ft. to 9,000 ft. Zero visibility over target. Results uncertain. Flak: heavy, slight intensity but accurate. Two Officers, Lt. Holstead (379th.) and Lt. Norvell (428th) were wounded over Thelepte by 50 cal. Machine gun fire.

Holstead, James R., 2Lt, pilot, 379th BS

Norvell, Richard T., 1Lt, pilot, navigator, 428th BS

A/C No. 41-13102 "GREEN EYES" (Pancho under CP window) (K)

P *Eddy, Leonard A., 1Lt*
CP *Hawkins, Frank B. "Pancho", 2Lt*
N *Katzenbach, Nicholas D. "Katz", 2Lt*
B *Pickett, Perry D., 1Lt*
E *None*
R *Taylor, Milo K., Sgt*
G *Schave, Henry Lloyd, Sgt*
F *None*

A/C No. 41-13073 "VAR ARIEN" (S)

P *Cox, Robert A., 1Lt*
CP *Szczygiel, Joseph F., 2Lt*
N *None*
B *Dauley, Charles G., 2Lt*
E *None*
R *Brink, Robert W., Cpl*
G *Windham, Duke Green, Jr., S/Sgt*
F *None*

A/C No. 41-13061 "LIL' JOE" (O)

Thorndike, Robert W., 1Lt
Lewis, Kenneth E., 2Lt
None
Daly, Donald J., S/Sgt
None
Miller, Foster Eugene, S/Sgt
Molnar, William J., S/Sgt
None

A/C No. 41-13084 "Dis'n Did't" (Q)

Crump, Walter P. "Bitsy", 1Lt
Froelicher, Peter R., 2Lt
Gollnitz, Frederick C., 1Lt
Myers, John H., 2Lt
None
Ough, James A., Sgt
Neff, Richard L., Sgt
None

Monday, 4 January 1943 (continued)

A/C No. 41-13062 "POTCH-A-GALOO" (R)

P *Linden, Eric O., 1Lt*
CP *Jackson, William C., 1Lt*
N *None*
B *Caron, John B., S/Sgt*
E *None*
R *LaPorte, Frank R., S/Sgt*
G *Hughes, Albert (NMI), Cpl*
F *None*

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*
"(Log 3:45 hours) Monday. Well, we had a wonderful trip today. One ship got 15 Flak holes in it. Another ship was shot at when we passed at a U.S.A. field - the pilot was hit on the head, and the co-pilot had to land the plane upon the return to the field. The B-26's flying from our previous field were going to meet their P-40's but met JU-88's instead. What a mess. The B-26's turned back and failed to coordinate at the target with us. The formation was of 18 B-25-C's today. We led the last 6. I miss the peace of the U.S.A."

428th BS War Diary: Moved to new area. Some of the boys pitched their tents over their fox-hole. Planes took off for Kairouan R.R. yds. but bad weather prevented their seeing the target. Pvt Gaefcke was mysteriously shot in the wrist.

Gaefcke, William M., Pvt,

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 10: A mighty force, eighteen B-25's took off from Berteaux on the fourth bound for the railroad yards at Kairouan, holy city of Islam in Tunisia. Visibility at the target was zero. Four planes dropped their bombs on an "ETA" run. Results were unobserved. The next day German broadcasts exclaimed their horror at the seeming indiscriminate bombing of the Moslem holy city. Perhaps they had a point. It's evident some damage was done. Seven trips to Kairouan equals one trip to Mecca to the devout moslem.

On the return trip low on the deck the formation received its only opposition from American ground fire at Thelepte. Lt. J. R. Holstead of the 379th received a scalp wound over his left eye that rendered him unconscious. His co-pilot, Lt. Wilvert, made his first B-25 landing and it was perfect. Captain Walker's ship had windows in the cockpit shattered and the navigator's compartment sustained holes. Lt Richard Norvell, navigator, received superficial wounds over the left eye and on one finger. It was a close call.

Holstead, James R., 2Lt, pilot, 379th BS

Norvell, Richard T., 1Lt, pilot, navigator, 428th BS

Wilvert, Willard E., 2Lt, pilot, 379th BS

Monday, 4 January 1943 (continued)

A/C No. 1 aircraft unidentified

P *Gshwandtner, Frank J. "Gish", 1Lt*
CP *Williams, Edwin W., 2Lt*
N *Doolittle, Leonard N., 1Lt*
B *Herold, Armin F., Jr., 1Lt*
E *None*
R *Temple, Robert W., Sgt*
G *Stage, Albert A., S/Sgt*
F *None*

A/C No. 3 probably 41-13077 "The Reluctant Dragon" (later "Old Patch")

P *Walker, James P. "Chief", Capt*
CP *Bingham, Henry G., Jr., 2Lt*
N *Norvell, Richard T., 1Lt*
B *Same as Navigator*
E *None*
R *Everard, William J., S/Sgt*
G *Schletz, Howard G., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Middleton, Laula M., 2Lt*
CP *Frost, Roland (NMI), 2Lt*
N *None*
B *Truelove, Denver V., 1Lt*
E *None*
R *Ficeto, Bartholomeo T., S/Sgt*
G *Dickey, Norris D. "Pop", S/Sgt*
F *Loutrel, John McCluney, 1Lt (observer)*

A/C No. 7 aircraft unidentified

P *Helsabeck, Chester J. "Joe", Jr., 1Lt*
CP *Cunningham, Robert L., 2Lt*
N *Colvin, Jay W., Jr., 1Lt*
B *Upchurch, Jerry E., 1Lt*
E *None*
R *Richardson, Warren F., T/Sgt*
G *Parker, Perrie C., Sgt*
F *Thompson, Charles A. "Twitch", 1Lt (observer)*

A/C No. 2 aircraft unidentified

Beatty, John H., 1Lt
Wheeler, William A. K., "Gus", 2Lt
None
Lindeberg, Richard T. "Lindy", 2Lt
None
Mathis, Paul E., T/Sgt
Kirkland, Robert Olin "Kirk", S/Sgt
None

A/C No. 4 probably 41-13070 "Shanghi Lil"

Canham, Arthur E., 1Lt
Wilson, Kieth Gordon, 1Lt
None
Swim, Lowell W., S/Sgt
None
Rebello, John E., Jr., T/Sgt
None listed - likely the bombardier
None

A/C No. 6 aircraft unidentified - may be "Skunk Hunter"

Marsh, Edward D., 1Lt
Stack, James F., 2Lt
None
McDonald, Donald E. "Mac", Sgt
None
Bosworth, William H., T/Sgt
None listed - likely the bombardier
None

Monday, 4 January 1943 (continued)

428th BS Special Account: The fourth was a good day for scares. Two planes took off in the early afternoon to search for an alleged glider, one presumed to have landed saboteurs in the vicinity. Nothing was found. That evening, Private William Gaefcke sustained a mysterious bullet-wound in his wrist, fortunately not serious. The source of the bullet which wounded him is still unknown, but fox holes were deeper that night.

Gaefcke, William M., Pvt

Tuesday, 5 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-24s of the 93rd Bombardment Group (Heavy) bomb Sousse harbor (clouds obscure the primary target at Tunis). RAF Liberators of No. 160 Squadron hit the harbors at Tunis and Sousse during the night of 5/6 Jan. On the ground, a severe two-day storm on 4 and 5 Jan sharply decrease the capacity of Bengasi port and forces the British Eighth Army to make a greater use of the more distant port of Tobruk.

WESTERN MEDITERRANEAN (Northwest African Air Force): In an organizational change, Allied Air Force is activated to have operational control of Allied air units in Northwest Africa. The new unit includes the USAAF Twelfth Air Force, the RAF Eastern Air Command and such French air units as might be assigned or attached to it. The command serves under the direction of Lieutenant General Dwight Eisenhower, Commander-in-Chief, Allied Forces. The USAAF system of area commands in Northwest Africa is reorganized. HQ Twelfth Air Force announces that the Moroccan, West Algerian and Central Algerian Composite Wings (Provisional) are to be replaced by the 2nd, 1st and 3rd Air Defense Wings, respectively, when they arrive in the theater.

In Tunisia, B-17s, with a large P-38 escort, attack the Sfax power station while fighter-escorted B-26s hit the Kairouan Airfield. Other fighters fly patrols, reconnaissance and C-47 escort. HQ 81st Fighter Group is established at Mediouna, French Morocco upon arrival from the US. The group's 92nd Fighter Squadron with P-39s is established at Port Lyautey, French Morocco. The 16th Bombardment Squadron (Light), 27th Bombardment Group (Light) with A-20s moves from Barbe-du-Tlelat to Nouvion, Algeria. The 48th Fighter Squadron, 14th Fighter Group with P-38s moves from Youks-les-Bains to Berteaux, 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*

"Tuesday. No mission today as Gen. Doolittle was here. When Gen. Cannon got back to Hdq. from here a couple days ago, he must have had plenty to say 'cause things really sung around here today. Tasted some of the ripe olives on the trees here today. Rotten fruit. It is fun to watch the camels run when we go hedge hopping (20' above the ground).

Tuesday, 5 January 1943 (continued)

They use camels to pull plows down here. It is still plenty cold here at nights and only 70° during the day."

*Cannon, John K., Maj Gen, pilot, 12th Bomber Command, Commander
Doolittle, James Harold "Jimmy", Maj Gen, pilot, 12th AF, Commander*

428th BS War Diary: Had our first squadron formation today before the Major, the first in a long time. The mail has started to flow in.

Bower, William M., Maj, pilot, Commander

Wednesday, 6 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, A-20s, in two forces, hit a military camp south of Kairouan while B-25s hit the Kairouan railroad yards. Fighters escort bombers, carry out patrols and reconnaissance flights, and accompany C-47s on transport missions. HQ 350th Fighter Group and its 347th Fighter Squadron with P-39s and P-400s is established at Oujda, French Morocco upon arrival from England. The group's 346th Fighter Squadron, which has been in French Morocco with P-39s and P-400s since Nov 42, also moves to Oujda. The 346th enters combat in Jan 43. The 60th Fighter Squadron, 33rd Fighter Group, with P-40s, moves from Telergma to Youks-les-Bains, Algeria. The 84th Bombardment Squadron (Light), 47th Bombardment Group (Light) with A-20s moves from Mediouna, French Morocco to Youks-les-Bains, Algeria and flies its first combat mission on 22 Jan. The 345th Fighter Squadron, 350th Fighter Group with P-39s and P-400s transfers from Casablanca, French Morocco to Oujda, French Morocco.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 11:

Target: Kairouan Marshalling Yards.

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 11:

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

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

Wednesday, 6 January 1943 (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 non-mission information)*

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 11:

Mission Report # 5

Date- January 6, 1943

Target- Kairouan Marshalling Yards.

Squadron airplanes- seven

The “encore” at Kairouan was not long in coming – just two days to be exact, when 18 airplanes returned to the “Holy City” and tore up the marshalling yards. Seven aircraft represented our Squadron. The boys “roared” in on the deck with 18 P-38’s offering them protection, and made a good climb.

Each aircraft dropped its eight 300 pounders and were away before “friend Heinie” realized what had happened. The flak was not too intense and the deflection was poor. Three enemy aircraft were spotted about three miles away, serenely flying along. They offered no combat.

Using local equipment to the best of his advantage, the “German” had appropriated quite a few Arab tents to cover his equipment. Gun turrets could be seen, sticking out around the loose edges.

Another short scare was tossed into Lieut. Draemel’s crew, when the right engine cut out once again. However it was short-lived and all the ships returned home safely.

A/C No. 1 *aircraft unidentified*

A/C No. 2 *aircraft unidentified*

P *Lacy, Robert A., 1Lt*

Barnwell, Charles M., Jr., 1Lt

CP *Thomas, Alan S., 2Lt*

Rich, Robert S., 2Lt

N *None*

Sessler, Howard A., 1Lt

B *Kessler, Paul E., S/Sgt*

Same as Navigator

E *None*

None

R *Belmer, Charles M., Sgt*

Ginn, James A., T/Sgt

G *Lindsay, Fred (NMI), S/Sgt*

Lea, Clayton D., S/Sgt

F *None*

None

Wednesday, 6 January 1943 (continued)

A/C No. 3 aircraft unidentified

P *Loomis, Frederick F., 1Lt*
CP *Moir, David (NMI), Jr., 2Lt*
N *None*
B *Schisler, Robert P., 2Lt*
E *None*
R *Willis, Earl B., Pvt*
G *Nichols, Edward H., Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Sacknoff, David A., 1Lt*
CP *Walcott, Albert R., 2Lt*
N *None*
B *Links, Albert G., S/Sgt*
E *None*
R *Wesline, Richard L., T/Sgt*
G *Grace, John J., Sgt*
F *None*

A/C No. 7 aircraft unidentified

P *Santos, Carroll A., Jr., 1Lt*
CP *Picklesimer, Marion L., 2Lt*
N *None*
B *Hall, Paul R., Jr., 2Lt*
E *None*
R *Smith, Teddy L., S/Sgt*
G *Redding, William D., S/Sgt*
F *None*

A/C No. 4 aircraft unidentified

Draemel, Dean H., 1Lt
Sours, Robert J., 2Lt
None
Holmes, William G., 2Lt
None
Shambaugh, Robert M., T/Sgt
Williams, John A., S/Sgt
None

A/C No. 6 aircraft unidentified

Cometh, Lawrence (NMI), 1Lt
Miller, James I., 2Lt
Huffman, Arnie J., 1Lt
Liverman, Ernest W. "Big Red", 2Lt
None
Mount, Robert J., Pvt
Melhus, Palmer C., S/Sgt
None

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 11:

KAIROUAN R.R. YARDS

Group Mission # 11	Flight 18 B-25's
Sqdrn. Mission # 5	Escort 18 P-38's
Take Off 12:25	Bomb Load: (8 x 300) Demolition
Target 14:07	Bombs Dropped: None
Down 16:50	

Total Time: 3 Hrs. 35 Min.

Weather: Scattered clouds at 5,000 to 6,000 feet en route. CAVU at target.

Remarks: Bombs were dropped from 8,400 feet. Target well bracketed. Flak: Slight, heavy and light. No damage.

Wednesday, 6 January 1943 (continued)

	A/C No. 41-13052 "TABOO" (F)		A/C No. 41-13061 "LIL' JOE" (E)
P	<i>VanDivort, Richard (NMI), 1Lt</i>		<i>Thorndike, Robert W., 1Lt</i>
CP	<i>Wightman, Henry B. "Hank", 1Lt</i>		<i>Lewis, Kenneth E., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Wilson, Francis E., 2Lt</i>		<i>Daly, Donald J., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Chaffins, Ray (NMI), S/Sgt</i>		<i>Miller, Foster Eugene, S/Sgt</i>
G	<i>Nelson, Forest S., Sgt</i>		<i>Molnar, William J., S/Sgt</i>
F	<i>None</i>		<i>None</i>
	A/C No. 41-13102 "GREEN EYES" (Pancho under CP window) (P)		A/C No. 41-13062 "POTCH-A- GALOOP" (S)
P	<i>Eddy, Leonard A., 1Lt</i>		<i>Linden, Eric O., 1Lt</i>
CP	<i>Hawkins, Frank B. "Pancho", 2Lt</i>		<i>Jackson, William C., 1Lt</i>
N	<i>Katzenbach, Nicholas D. "Katz", 2Lt</i>		<i>None</i>
B	<i>Pickett, Perry D., 1Lt</i>		<i>Caron, John B., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Taylor, Milo K., Sgt</i>		<i>LaPorte, Frank R., S/Sgt</i>
G	<i>Schave, Henry Lloyd, Sgt</i>		<i>Hughes, Albert (NMI), Cpl</i>
F	<i>None</i>		<i>None</i>

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*
 "(Log 3:30 hours) Wednesday. A "bombing" we did go today. We threw 8 - 300 lbs. at the rail road yards today. We bombed at 8800 feet. And when we came down, we were doing better than 360 mph. Not very slow. (uses 125 - 150 gal./hour) A couple of German pursuit jobs followed us back to the field (2 - 109's and 1-190 was seen). The weather was beautiful today. The only disappointment today was "No Mail." If everything goes okay, I will get a medal in two more bombing raids. But better yet, I will go home in three months. Sure miss my honey."

428th BS War Diary: Had two alerts today. One at 1530 hours and one at 2130 hours. The P-38s took off on the first one but no enemy planes came over the field in either instance. 18 planes flew over the railroads at Kairouan and blasted them. A direct hit was scored on the round house. Today marks the second day that we didn't have bread or crackers with our meals.

428th BS Mission Summary: (Ops Order ---/mission ---) **Group Mission # 11:** Another armada (?) of eighteen planes took off for the Kairouan railroad yards on the sixth. The target was well bracketed, causing many explosions. Direct hits on the track were claimed. Slight heavy flak was experienced from the target area, but only after the run had been completed. No damage was sustained by our aircraft.

Wednesday, 6 January 1943 (continued)

	A/C No. 1 probably 41-13083 "Old 83"	A/C No. 2 aircraft unidentified
P	<i>Loutrel, John McCluney, 1Lt</i>	<i>Beatty, John H., 1Lt</i>
CP	<i>Kelly, Andrew B., 2Lt</i>	<i>Wheeler, William A. K., "Gus", 2Lt</i>
N	<i>None</i>	<i>None</i>
B	<i>Swim, Lowell W., S/Sgt</i>	<i>Lindeberg, Richard T. "Lindy", 2Lt</i>
E	<i>None</i>	<i>None</i>
R	<i>None listed - likely the bombardier</i>	<i>Mathis, Paul E., T/Sgt</i>
G	<i>Glover, Harold, E., S/Sgt</i>	<i>Kirkland, Robert Olin "Kirk", S/Sgt</i>
F	<i>Bower, William M., Maj Commander (observer)</i>	<i>None</i>
	A/C No. 3 aircraft unidentified	
P	<i>Gshwandtner, Frank J. "Gish", 1Lt</i>	
CP	<i>Thompson, Charles A. "Twitch", 1Lt</i>	
N	<i>Doolittle, Leonard N., 1Lt</i>	
B	<i>Herold, Armin F., Jr., 1Lt</i>	
E	<i>None</i>	
R	<i>Temple, Robert W., Sgt</i>	
G	<i>Stage, Albert A., S/Sgt</i>	
F	<i>None</i>	

Thursday, 7 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Sicily, 25 B-24s of the 93rd, 98th and 376th Bombardment Groups (Heavy) are dispatched to hit the shipping in Palermo harbor; weather reduces the force and only ten bomb the target through broken clouds.

In Greece, one B-24 on a special mission bombs Maiouli Quay at Piraeus.

WESTERN MEDITERRANEAN (Northwest African Air Force): An Allied Air Force General Order makes the USAAF Twelfth Air Force responsible for air support of US ground forces in North Africa and the RAF Eastern Air Command responsible for support of the British First Army. However, units are to be placed under operational control of the other as the situation might dictate.

In Tunisia, B-26s bomb the airfield and barracks at Gabes while A-20s attack troop concentrations at Kairouan. Fighters escort both raids and also carry out several reconnaissance missions. HQ 33rd Fighter Group moves from Telergma, Algeria to Thelepte, Tunisia. HQ 47th Bombardment Group (Light) moves from Mediouna, French Morocco to Youks-les-Bains, Algeria. The 91st Bombardment Squadron (Light), 27th Bombardment Group (Light) moves with its A-20s from Ste-Barbe-du-Tlelat to Nouvion, 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*
"Thursday. Only one B-26 and one P-38 was lost on the raid today. Katz and I went to Constantine for our day off. Got the works at the hair chop shop for only 35 francs. Things are very cheap in town if you aren't taken for a sucker. Nothing much happened during the day except had to take a physical for the insurance policy of \$10,000. They had an air alert during the afternoon here. We had two during the night of Jan. 6th. It isn't any fun getting up in the middle of the night. No mail today."
Katzenbach, Nicholas D. "Katz", 2Lt, navigator

428th BS War Diary: Cooks came through with some fresh biscuits for a change.

Friday, 8 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-24s hit Tunis after weather and engine trouble prevent a planned attack on Bizerte.

In Libya, RAF Liberators, under operational control of the IX Bomber Command, attack a rail junction near Tripoli

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s hit the docks at Ferryville and the naval base at Bizerte. B-25s hit bridges and rail junctions at Graiba and at Kalaa Srira while B-26s hit Kairouan Airfield. The heavy and medium bombers are escorted by P-38s. A-20s, escorted by P-40s, bomb tank concentrations near Gabes. Other fighters fly numerous patrols and reconnaissance missions. The 59th Fighter Squadron, 33rd Fighter Group moves with its P-40s from Casablanca, French Morocco to Thelepte, Tunisia. The 443rd and 444th Bombardment Squadrons (Medium), 320th Bombardment Group (Medium) arrive at La Senia, Algeria from England with B-26s.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 12:

Target: Primary - R.R. at Kalaa Srira. Alternate - R.R. at Ben Zinn.

(Group report not available)

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 13:

Target: Graiba Railroad Bridges.

(Group report not available)

379th BS War Diary: No Entry

Friday, 8 January 1943 (continued)

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 12:

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

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 13:

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

Friday, 8 January 1943 (continued)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 12:
(380th BS did not participate)

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 13:

Mission Report # 6

Date- January 8, 1943

Target- Graiba Railroad Bridges.

Squadron airplanes- three

The boys went in “on the deck” all the way, with the result that all bridges were claimed destroyed. Twelve B-2e5’s did the job, with our Squadron taking credit for one-fourth of the work.

Each airplane carried six 500 pound bombs, and the altitude of attack being but 1,500’, quite a reaction from the explosion could be felt by the boys in the last element. One lone enemy aircraft showed itself, a Focke Wulf 190, but eight P-38’s got between him and us and he offered no combat. Mother Nature also did her part and the weather was CAVU.

Some light flak sprayed us at a few times along with some rifle fire, but no damage was done and the boys returned home.

A/C No. 1 aircraft unidentified

P *Sacknoff, David A., 1Lt*

CP *Walcott, Albert R., 2Lt*

N *None*

B *Links, Albert G., S/Sgt*

E *None*

R *Wesline, Richard L., T/Sgt*

G *Grace, John J., Sgt*

F *None*

A/C No. 3 aircraft unidentified

P *Draemel, Dean H., 1Lt*

CP *Wilder, Rodney R. “Hoss”, Capt,
Commander*

N *Sours, Robert J., 2Lt*

B *Holmes, William G., 2Lt*

E *None*

R *Shambaugh, Robert M., T/Sgt*

G *Williams, John A., S/Sgt*

F *None*

A/C No. 2 aircraft unidentified

Santos, Carroll A., Jr., 1Lt

Picklesimer, Marion L., 2Lt

None

Hall, Paul R., Jr., 2Lt

None

Smith, Teddy L., S/Sgt

Redding, William D., S/Sgt

None

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 12:
(381st BS did not participate)

Friday, 8 January 1943 (continued)

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 13:

GRABIA R.R. BRIDGES

Group Mission # 13

Flight 12 B-25's

Sqdrn. Mission # 6

Escort 8 P-38's

Take Off 14:30

Bomb Load: (6 x 500) Demolition

Target 15:47

Bombs Dropped: 5(6 x 500). 15,000#

Down 17:20

Total Time: 2 Hrs. 50 Min.

Weather: En route, 3/10 cover. Visibility good. 15,000 Foot cover at target, visibility good.

Remarks: Bombs dropped accurately, destroying main bridge. Flak: None. Enemy Aircraft: None.

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

P *VanDivort, Richard (NMI), 1Lt*
CP *Wightman, Henry B. "Hank", 1Lt*
N *None*
B *Wilson, Francis E., 2Lt*
E *None*
R *Chaffins, Ray (NMI), S/Sgt*
G *Nelson, Forest S., Sgt*
F *None*

A/C No. 41-13061 "LIL' JOE" (E)

P *Thorndike, Robert W., 1Lt*
CP *Lewis, Kenneth E., 2Lt*
N *None*
B *Daly, Donald J., S/Sgt*
E *None*
R *Miller, Foster Eugene, S/Sgt*
G *Molnar, William J., S/Sgt*
F *None*

A/C No. 41-13074 "BALLS OF FIRE" / "ROYAL FLUSH" (L)

P *Phillips, Carl A., 1Lt*
CP *Schrupp, Elwin F., 1Lt*
N *None*
B *Myers, John H., 2Lt*
E *None*
R *Nickelson, Royal C., S/Sgt*
G *Kiel, William H., S/Sgt*
F *None*

A/C No. 41-13102 "GREEN EYES" (Pancho under CP window) (D)

Eddy, Leonard A., 1Lt
Hawkins, Frank B. "Pancho", 2Lt
Katzenbach, Nicholas D. "Katz", 2Lt
Pickett, Perry D., 1Lt
None
Taylor, Milo K., Sgt
Schave, Henry Lloyd, Sgt
None

A/C No. 41-13062 "POTCH-A- GALOO" (S)

Cox, Robert A., 1Lt
Szczygiel, Joseph F., 2Lt
None
Green, William B., 1Lt
None
McHarge, James Hayes, T/Sgt
Windham, Duke Green, Jr., S/Sgt
None

Friday, 8 January 1943 (continued)

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

"(Log 3:00 hours) Friday. A bombing of bridges we went. And three R.R. bridges we hit with a total force of 18 tons. (We blew them sky high). Our P-38 (escort) was lost on the way and another had one motor go out, and crashed on landing. No B-25's were lost but minor damage was done by the low attitude of the bombing. This made my 4th mission. We didn't get any mail today. It looks as though it will be sometime before we get any. I hope we don't fly tomorrow as I like a day of rest between raids. (Bombed at 2600!)"

428th BS War Diary: In the morning the R.R. yards at Sousse were hit and at noon a bridge. Plenty of flak was met and the planes were pretty well banged up. McDonald got his head banged up a little when they shot down on their target too fast. \$7500 in money orders sent home. R.R. at Kalaa Srira was hit. Tracks badly damaged. Alternate target Ben Zinn R.R. also hit.

McDonald, Donald E. "Mac", Sgt, bombardier-gunner

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 12: Kalaa Srira railroad junction was the target for six planes. Four bombed the primary target and the other two hit a railroad track at Ben Zinn as a target of opportunity. Splendid results were claimed.

Intense heavy flak emitted from the Sousse area east of the target. No vital damage was sustained by our aircraft. One of the escorting P-38's went down near the target for causes unknown. The planes returned, substantially holed. In fact, after the bomb run, the evasive action was so violent that Sergeant McDonald was cut by the jagged metal about a flak hole in the nose. A horseshoe was working overtime for Mac.

	A/C No. 1 <i>probably 41-13077 "The Reluctant Dragon" (later "Old Patch")</i>	A/C No. 2 <i>aircraft unidentified</i>
P	<i>Walker, James P. "Chief", Capt</i>	<i>Martin, Grover W., 1Lt</i>
CP	<i>Bingham, Henry G., Jr., 2Lt</i>	<i>Smith, Merle E., 2Lt</i>
N	<i>Norvell, Richard T., 1Lt</i>	<i>None</i>
B	<i>Same as Navigator</i>	<i>Naworski, Edward F., S/Sgt</i>
E	<i>None</i>	<i>None</i>
R	<i>Bennett, Robert L., T/Sgt</i>	<i>Richardson, Warren F., T/Sgt</i>
G	<i>Duncan, Billy M., S/Sgt</i>	<i>Schletz, Howard G., S/Sgt</i>
F	<i>None</i>	<i>None</i>

Friday, 8 January 1943 (continued)

A/C No. 3 *aircraft unidentified*

P *Middleton, Laula M., 2Lt*
CP *Frost, Roland (NMI), 2Lt*
N *None*
B *McDonald, Donald E. "Mac", Sgt*
E *None*
R *Ficeto, Bartholomeo T., S/Sgt*
G *Dickey, Norris D. "Pop", S/Sgt*
F *None*

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 13:
(428th BS did not participate)

Saturday, 9 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): Twenty P-40s fly a cover mission for the RAF.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Libya, B-26s with fighter escort, hit an airfield 10 miles south of Tripoli.

In Tunisia, B-25s attack shipping off the northern Tunisian coast. HQ 14th Fighter Group and its 49th Fighter Squadron with P-38s move from Youks-les-Bains to Berteaux, Algeria. HQ 27th Bombardment Group (Light) and its 17th Bombardment Squadron (Light) with A-20s moves from Ste-Barbe-du-Tlelat to Nouvion, Algeria. The 85th Bombardment Squadron (Light), 47th Bombardment Group (Light) with A-20s moves from Mediouna, French Morocco to Thelepte, Tunisia. The squadron flies its first combat mission tomorrow. The 441st and 442nd Bombardment Squadrons (Medium), 320th Bombardment Group (Medium) arrive at La Senia, Algeria from England with B-26s.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 14:
Target: Bridge at Hamment and Sea Search.
(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 14:

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

P
CP
N
B
E
R
G
F

Saturday, 9 January 1943 (continued)

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

P
CP
N
B
E
R
G
F

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 14:

Mission Report # 7

Date- January 9, 1943

Target- Bridge at Hamment and Sea Search.

Squadron airplanes- three

The first of the many sea searches, that were to come, started this day, although they were merely “spotting” shipping as the bombs with instantaneous fuses were no good for low level boat sinking. The ultimate target was the bridge at Hamment.

Rainstorms were quite prevalent, as our boys, flying the second element of the six ship formation, skimmed over “Mare Nostrum.” Off the coast of Tunisia they spotted an Italian freighter moving North. They passed so close to the boat that Lieut. Lacy’s wing overlapped it. A large Italian flag was flying in the breeze behind. No shots were fired and a sailor on the rear of the ship waved a cheery greeting.

The spotting continued on North but rain squalls and a heavy overcast forced us back south. We hit the coast at the right spot, and attempted to follow the railroad into the bridge. Rain was driving so hard that the pilots were forced to look out the side windows in an attempt to see their way along.

With the weather placing visibility at a minimum, the bridge was missed. Some light flak was reported. Looking for a place to set down, Bone proved the closest and down they came. Lieut. Barnwell flew back to Berteaux the following day, while the remainder of the aircraft were forced to wait for two days, until the mud dried out. They later arrived back in fine shape.

A/C No. 1 *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., Sgt*
G *Lindsay, Fred (NMI), S/Sgt*
F *None*

A/C No. 2 *aircraft unidentified*

Barnwell, Charles M., Jr., 1Lt
Rich, Robert S., 2Lt
Sessler, Howard A., 1Lt
Same as Navigator
None
Ginn, James A., T/Sgt
Lea, Clayton D., S/Sgt
None

Saturday, 9 January 1943 (continued)

A/C No. 3 aircraft unidentified

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

381st BS War Diary: No Entry

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 14:
(381st BS did not participate)

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

"Saturday. We were on "alert" for a couple of hours which meant that we had to be ready to take to the air (or be air borne) and go on a raiding mission; which is plenty rough. We were waiting to bomb a convoy but our scouting bombers never reported such to us. In the middle of the afternoon, we had an "air alert" which meant that enemy planes were headed this way. They never got as far as our field! Some of the gang got their X'mas packages. I got a carton of cigarettes from home. I still didn't get any film. We are setting up a photo lab. here to print films."

428th BS War Diary: Road junction south of Hamment was the objective today but bad weather slowed them down. The enlisted combat crews had a party and tried to drink all the vino in Africa.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 14:
(428th BS participation not determined)

Sunday, 10 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-24s forced by overcast to divert from the primary target of Bizerte, strike La Goulette, the seaport of the city of Tunis. P-40s fly reconnaissance missions. The 82nd Bombardment Squadron (Medium), 12th Bombardment Group (Medium) with B-25s transfers from Gambut, Libya to Tmed El Chel, Libya.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-26s, with P-38 escort, attack the marshaling yard and oil tanks at Gabes. B-26s, sent against Sousse, abort due to bad weather. A-20s with P-40 cover, hit the military camp at Kebili. Fighters escort C-47 missions and fly reconnaissance and patrols. One P-40, flown by Major Philip Cochran, CO of the 58th Fighter Squadron, 33rd Fighter Group, bombs and demolishes the Hotel Splendida, the German HQ in Kairouan. Seven Bf 109s bomb and strafe Thelepte Airfield. The 308th Fighter Squadron, 31st Fighter Group with Spitfire Mk Vs begins operating from Casablanca, French Morocco instead of Tafaraoui, Algeria to provide protection for the Casablanca Conference between Churchill and Roosevelt.

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 raids. We got a report that one of our B-25's was a direct hit in the bomb bay. The ship was damaged by a direct flack hit. It shows how good these B-25's are. I guess we are going to pull the patrol duty from now on. I don't like the ideas as it is extra, extra dangerous. I went out to Telergma for the walk (6 1/2 miles each way). Looked at the "scrap" which was a P-38 a couple days ago. Wrote to mother today. Most of the gang went to Constantine today."

428th BS War Diary: T/Sgt Horsting reduced to S/Sgt; Sgt Dwyer to Pvt; Bosworth, Dickey, Parker, and Temple made Sgt; Foley and Stage made corporal.

Bosworth, William H., Sgt, radio-gunner

Dwyer, Everett F., Pvt, gunner

Horsting, Jerome F., S/Sgt, radio-gunner

Stage, Albert A., Cpl, gunner

Dickey, Norris D. "Pop", Sgt, gunner

Foley, Patrick L., Sr., Cpl, gunner

Parker, Perrie C., Sgt, gunner

Temple, Robert W., Sgt, radio-gunner

Monday, 11 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, RAF Liberators, under operational control of the IX Bomber Command, bomb a road junction at Tripoli during the night of 10/11 Jan. P-40s fly reconnaissance and escort missions.

In Italy, US B-24s hit the harbor at Naples. The 81st Bombardment Squadron (Medium), 12th Bombardment Group (Medium) with B-25s transfers from Gambut, Libya to Tmed El Chel, Libya.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Libya, B-17s bomb the fort and town of Gadames and attack the rail bridge and highway bridge across the Oued el Akarit, NNW of Gabes, Tunisia. Escorting P-38s engage in a 25-minute combat with attacking fighters, shooting down one and severely damaging another; two P-38s are lost.

In Tunisia, B-25s bomb shipping along the northeastern Tunisian coast; escorting P-38s claim three aircraft shot down. Other fighters fly patrol and reconnaissance, and escort C-47 transport planes. Six Bf 109s with additional overhead cover strafe Thelepte Airfield.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 15:

Target: Sea Search.

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 15:

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

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

Monday, 11 January 1943 (continued)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 15:

Mission Report # 8

Date- January 11, 1943

Target- Sea Search.

Squadron airplanes- one

Five B-25's left the home base today, to see what they might find concerning reported shipping coming into Bizerte. Eight P-38's of the 82nd Fighter Group accompanied them with their load of six 500 pounders.

Slight dust storms made the visibility over land fairly poor, and they continued quite a ways out over the water. Starting back on the last leg of the course, they sighted a medium size, freighter, much to its dismay. Hits were made on it from an altitude of 300 feet and when last seen was burning close to the water line.

Both the fighters and the bombers joined in on the kill, and all emptied their tracers in a Blohm and Voss flying boat, model 222. It crashed into the drink with smoke pouring from it.

All of our airplanes returned.

A/C No. 1 aircraft unidentified

P *Loomis, Frederick F., 1Lt*
CP *Moir, David (NMI), Jr., 2Lt*
N *None*
B *Schisler, Robert P., 2Lt*
E *None*
R *Willis, Earl B., Pvt*
G *Nichols, Edward H., Sgt*
F *None*

381st BS War Diary:

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 15:

(381st BS did not participate)

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

"Monday. We didn't have to go on patrol duty today even though we had to "stay by" for most of the day. The boys that did go on the patrol shot down 2 "JU52" and a "222" which is a six-motor plane, and only three in the world, Not bad! I guess we will be on patrol tomorrow. Have to get up at 5 AM. That will be rough as we usually sleep until 8 AM. A bunch of packages came in today. But not any for me. (Woe is me) Played football during the afternoon. What a game. Really rough."

Memoranda: "Jan 11th Dorothy's birthday. "Love was born with the dawn, heaven lighted the way; Is it forever, or only for the day?"

Monday, 11 January 1943 (continued)

428th BS War Diary: It was a bang-up day for the 428th today. Kirkland downed the first enemy plane of the campaign. The flight set out to intercept a convoy and bumped into a flight of Italian transports. All guns blazed away but Kirk's were the hardest hitting. P-38's got 2 more. On the return trip Captain Walker's landing gear, having been shot-up, failed to function. After circling the field for a half hour they cranked it down and made a beautiful landing.

Kirkland, Robert Olin "Kirk", S/Sgt, gunner *Walker, James P. "Chief" Capt, pilot*

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 15: Five B-25's of our group participated in a combined sea search-land target mission,-- whichever came first. Two cargo vessels were sighted but no hits were claimed. S/Sgt Parker and S/Sgt Kirkland jointly shot down a big 6-engined Blohm and Voss transport. P-38's accounted for two more transports. It was the first aircraft to fall before the guns of the unit. Captain Walker had trouble with his landing gear but all went well.

A/C No. 1 probably 41-13077 "The Reluctant Dragon" (later "Old Patch")

P *Walker, James P. "Chief", Capt*
CP *Bingham, Henry G., Jr., 2Lt*
N *Norvell, Richard T., 1Lt*
B *Truelove, Denver V., 1Lt*
E *None*
R *Richardson, Warren F., T/Sgt*
G *Foley, Patrick L., Sr., Cpl*
F *None*

A/C No. 2 probably 41-13070 "Shanghi Lil"

Canham, Arthur E., 1Lt
Wilson, Kieth Gordon, 1Lt
None
Schletz, Howard G., S/Sgt
None
Rebello, John E., Jr., T/Sgt
Parker, Perrie C., Sgt
None

A/C No. 3 aircraft unidentified

P *Beatty, John H., 1Lt*
CP *Wheeler, William A. K., "Gus", 2Lt*
N *None*
B *Lindeberg, Richard T. "Lindy", 2Lt*
E *None*
R *Mathis, Paul E., T/Sgt*
G *Kirkland, Robert Olin "Kirk", S/Sgt*
F *None*

Tuesday, 12 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, P-40s carry out three scramble interceptor missions claiming two fighters shot down. RAF Liberators, under operational control of the IX Bomber Command, hit Tripoli.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Libya, 12 B-17s of the 97th Bombardment Group (Heavy) bomb the Castel Benito Airfield south of Tripoli, dropping 120 120-pound fragmentation clusters and 75 500-pound and six 1,000-pound high explosive bombs claiming the destruction of at least 20 parked aircraft. The heavy bombers claim destruction of 14 attacking Italian Mc 202 aircraft in aerial combat. Over the Mediterranean, B-25s sent to hit shipping in the Straits of Sicily and in the Gulf of Gabes fail to find targets and return with their bombs.

In Tunisia, B-26s hit the bridges at La Hencha and Chaaba, completely destroying one bridge. Fighters fly patrols, reconnaissance, and C-47 escort, and strafe moored seaplanes and destroy numerous trucks during a sweep over the Ben Gardane area. Seven Ju 88s and five Bf 109s attack Thelepte Airfield. HQ XII Fighter Command transfers from Tebessa to La Senia, Algeria. The 92nd Fighter Squadron, 81st Fighter Group with P-39s transfers from Mediouna, French Morocco to Thelepte, Tunisia.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 16:

Target: Sea Search.

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 16:

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

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

Tuesday, 12 January 1943 (continued)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 16:

Mission Report # 9

Date- January 12, 1943

Target- Sea Search.

Squadron airplanes- three

Another reported group of merchant vessels brought six more aircraft from our group out over the Mediterranean looking for them. The search proved fruitless and all planes returned to their home bases and no bombs were dropped.

Coming in over the coast, light flak was reported at Mahares. We were accompanied by six P-38's of the 82nd Fighter Group.

A/C No. 1 aircraft unidentified

P *Sacknoff, David A., 1Lt*

CP *Walcott, Albert R., 2Lt*

N *None*

B *Links, Albert G., S/Sgt*

E *None*

R *Wesline, Richard L., T/Sgt*

G *Grace, John J., Sgt*

F *None*

A/C No. 2 aircraft unidentified

Santos, Carroll A., Jr., 1Lt

Picklesimer, Marion L., 2Lt

None

Hall, Paul R., Jr., 2Lt

None

Smith, Teddy L., S/Sgt

Redding, William D., S/Sgt

None

A/C No. 3 aircraft unidentified

P *Amick, Cecil D., 1Lt*

CP *Porter, Lloyd L., 2Lt*

N *None*

B *Longrie, Kenneth R., S/Sgt*

E *None*

R *Meyer, Albert J., S/Sgt*

G *Huffman, Herbert (NMI), S/Sgt*

F *None*

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 16:

SEA SEARCH

Group Mission # 16

Flight 6 B-25's

Sqdrn. Mission # 7

Escort 6 P-38's

Take Off 07:30

Bomb Load: (6 x 500)

Down 11:15

Bombs Dropped: None

Total Time: 4 Hrs. 25 Min.

Weather: En route, scattered clouds, intermittent showers. CAVU over sea, clearing on way back.

Remarks: No shipping sighted. All bombs returned. Flak: None. Enemy Aircraft: None.

Tuesday, 12 January 1943 (continued)

A/C No. 41-13062 "POTCH-A-GALOO" (C)

P *Linden, Eric O., 1Lt*
CP *Jackson, William C., 1Lt*
N *None*
B *Caron, John B., S/Sgt*
E *None*
R *LaPorte, Frank R., S/Sgt*
G *Hughes, Albert (NMI), Cpl*
F *None*

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

P *VanDivort, Richard (NMI), 1Lt*
CP *Wightman, Henry B. "Hank", 1Lt*
N *None*
B *Wilson, Francis E., 2Lt*
E *None*
R *Chaffins, Ray (NMI), S/Sgt*
G *Nelson, Forest S., Sgt*
F *None*

A/C No. 41-13061 "LIL' JOE" (E)

P *Thorndike, Robert W., 1Lt*
CP *Lewis, Kenneth E., 2Lt*
N *None*
B *Daly, Donald J., S/Sgt*
E *None*
R *Sousa, Alfred E., T/Sgt*
G *Molnar, William J., S/Sgt*
F *None*

A/C No. 41-13073 "VAR ARIEN" (H)

Cox, Robert A., 1Lt
Szczygiel, Joseph F., 2Lt
None
Green, William B., 1Lt
None
Brink, Robert W., Sgt
Windham, Duke Green, Jr., S/Sgt
None

**A/C No. 41-13102 "GREEN EYES"
(Pancho under CP window) (D)**

Eddy, Leonard A., 1Lt
Hawkins, Frank B. "Pancho", 2Lt
Katzenbach, Nicholas D. "Katz", 2Lt
Pickett, Perry D., 1Lt
None
Taylor, Milo K., Sgt
Schave, Henry Lloyd, Sgt
None

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

"(Log 4:20 hours) Tuesday. Had a nice patrol job today over the Med. Sea. We were attacked by some 109's and some 52's. No losers on either side. It wasn't very much fun getting up at 5 AM. Sounds too much like the old enlisted days. Received a Toledo Blade from home. (Oct. 26) Not bad as it was nice to read all about "Toledo Day" and etc. Saw snow on the mountains en route to the sea. It seems so odd when I always considered Africa a hot spot. I get a kick out of what things happen when we buzz (5-25' off the ground) camels run wild; people hit the ground."

Tuesday, 12 January 1943 (continued)

428th BS War Diary: The planes took off again for patrol duty but nothing came up. The wind is whipping it up today. Dust clouds formed all around the camp.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 16: On the twelfth of January two missions of six planes each were alerted for Sea Search missions East of Sfax. Nothing was sighted and four bursts of flak afforded the total opposition. All aircraft returned safely.

A/C No. 1 aircraft unidentified

P *Beatty, John H., 1Lt*
CP *Wheeler, William A. K., "Gus", 2Lt*
N *None*
B *Lindeberg, Richard T. "Lindy", 2Lt*
E *None*
R *Mathis, Paul E., T/Sgt*
G *Kirkland, Robert Olin "Kirk", S/Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Helsabeck, Chester J. "Joe", Jr., 1Lt*
CP *Cunningham, Robert L., 2Lt*
N *Colvin, Jay W., Jr., 1Lt*
B *Upchurch, Jerry E., 1Lt*
E *None*
R *Lockhart, James H., T/Sgt*
G *Duncan, Billy M., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Gshwandtner, Frank J. "Gish", 1Lt
Williams, Edwin W., 2Lt
Doolittle, Leonard N., 1Lt
Herold, Armin F., Jr., 1Lt
None
Temple, Robert W., Sgt
Stage, Albert A., S/Sgt

Wednesday, 13 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, weather prevents B-24s from attacking Tripoli and also causes B-25s sent to bomb Bir Dufan to abort. P-40s fly cover for RAF Baltimores.

WESTERN MEDITERRANEAN (Northwest African Air Force):

Over the Mediterranean, B-25s, with P-38 escort, bomb a partially sunken freighter between Tunisia and Sicily.

In Tunisia, fighters fly uneventful reconnaissance and patrol missions. Five Ju 88s drop 40 bombs on Thelepte Airfield.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 17:

Target: Sea Search.

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 17:

(379th BS did not participate)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 17:

Mission Report # 10

Date- January 13, 1943

Target- Sea Search.

Squadron airplanes- six

The 380th Squadron really took things over this day, making up the entire flight, for the first time in combat. The scourge of all Army fliers was their mission for the day -- a sea search.

Going out to the coast at a very low altitude, the first of many funny experiences was seen. An Arab, plowing with the aid of a camel, who suddenly became frightened at roar of the engines, took over the hill with dire results. The plow was bouncing from one hillock to another and almost equaling it in its elasticity was the Arab, fastened to the camel by a long rope, which was tied to his wrist. The last report started that he was six feet off the ground on the medium size hillocks. The other end of the same farm also received quite a scare when a herd of goats and a flock of sheep decided to come together with the herder in between.

Tuesday, 13 January 1943 (continued)

The flight was but half way through when a call from a fighter interrupted the radio silence to the effect that he was having motor trouble and wanted to go back. Back the flight turned but not until some 500 pounders were dropped on a derelict anchored off the north coast which had been bothering the boys for some time. When last seen it was sinking stern first.

Coming back home “on the deck” another amusing incident helped to cheer them up, when from the distance, a large fat Arab could be seen, rapidly moving down the path in search of shelter. Close behind was a small child. Whether the child was attempting to pass or whether the fat one was tiring, is not known, but the small one ran beneath the flying robes of the large one, and down the hill they rolled. When last reported they were just beginning to apply the brakes.

All aircraft, including the eight P-38's returned safely to their bases.

A/C No. 1 aircraft unidentified

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

A/C No. 3 aircraft unidentified

P *Barnwell, Charles M., Jr., 1Lt*
CP *Rich, Robert S., 2Lt*
N *Sessler, Howard A., 1Lt*
B *Same as Navigator*
E *None*
R *Ginn, James A., T/Sgt*
G *Lea, Clayton D., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Santos, Carroll A., Jr., 1Lt*
CP *Picklesimer, Marion L., 2Lt*
N *None*
B *Hall, Paul R., Jr., 2Lt*
E *None*
R *Lively, Jake S., S/Sgt*
G *Redding, William D., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Lacy, Robert A., 1Lt
Thomas, Alan S., 2Lt
None
Kessler, Paul E., S/Sgt
None
Belmer, Charles M., Sgt
Lindsay, Fred (NMI), S/Sgt
None

A/C No. 4 aircraft unidentified

Draemel, Dean H., 1Lt
Sours, Robert J., 2Lt
Kanode, Robert C., 1Lt
Holmes, William G., 2Lt
None
Shambaugh, Robert M., T/Sgt
Williams, John A., S/Sgt
None

A/C No. 6 aircraft unidentified

Sacknoff, David A., 1Lt
Walcott, Albert R., 2Lt
None
Links, Albert G., S/Sgt
None
Wesline, Richard L., T/Sgt
Grace, John J., Sgt
None

Tuesday, 13 January 1943 (continued)

381st BS War Diary: No Entry

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 17:

(381st BS did not participate)

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

"Wednesday. Well, someone else took our plane today as Eddy and I have been on enough raids for the present. We need a rest - so they say. The weather was lousy here today. Some of us played football in the afternoon. Received a Toledo Sunday Times from home plus a nice photo set from Elsie. We would have gone to town but the meat wagon was wrecked last evening when it hit a tree returning from Constantine. Some of the riders were hurt. The U.S. troops are really moving through here for the front."

428th BS War Diary: The dust storm never came. Usual squadron duties. Planes again swept the sea lanes but no luck.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 17:

(428th BS did not participate)

Thursday, 14 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-25s strike motor transport near Gheiada, with P-40s providing cover. B-24s fail, due to weather, to locate Sousse harbor (the primary target), but several bomb in the target area and along the road near Teboulba.

In Libya, RAF Liberators, under the operational control of the IX Bomber Command, hit Tripoli, Tagiura and the supply dump at Misurata.

WESTERN MEDITERRANEAN (Northwest African Air Force): The Casablanca Conference opens. Prime Minister Churchill, President Roosevelt, and the Combined Chiefs of Staff discuss offensive actions in the Mediterranean and pledge to accept only unconditional surrender of the Axis countries.

In Tunisia, 26 B-17s, with an escort of 17 P-38s, attack docks and shipping at Sfax; a total of 253 500-pound bombs are dropped from 23,400 feet. B-26s, with fighter escort, attack the rail junction at Kalaa Srira and the junction and warehouse at Mahares. Fighters fly reconnaissance, patrols and C-47 escort.

Over the Mediterranean, B-25s, with P-38s, fly an anti-shipping sweep in the Straits of Sicily; no ships are sighted but vehicles and troop concentrations are strafed by the fighters on the return trip.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 20:

Target: Sea Search.

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 20:

(379th BS did not participate)

380th BS War Diary: No Entry

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 20:

(380th BS did not participate)

Thursday, 14 January 1943 (continued)

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 20:

SEA SEARCH

Group Mission # 20	Flight 6 B-25's
Sqdrn. Mission # 8	Escort 8 P-38's
Take Off 12:15	Bomb Load: (6 x 500)
Down 16:15	Bombs Dropped: None
Total Time: 4 Hrs.	

Weather: En route CAVU but rough. Over sea, showers with visibility two miles. CAVU to BASE.

Remarks: No ships sighted, bombs returned. Flak: None. Enemy Aircraft: None.

A/C No. 41-13061 "LIL' JOE" (B)

P *Thorndike, Robert W., 1Lt*

CP *Lewis, Kenneth E., 2Lt*

N *None*

B *Kelley, Donald C., T/Sgt*

E *None*

R *Miller, Foster Eugene, Sgt*

G *Molnar, William J., S/Sgt*

F *None*

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

P *VanDivort, Richard (NMI), 1Lt*

CP *Wightman, Henry B. "Hank", 1Lt*

N *None*

B *Smith, Willie A., T/Sgt*

E *None*

R *Chaffins, Ray (NMI), S/Sgt*

G *Nelson, Forest S., Sgt*

F *None*

A/C No. 41-13062 "POTCH-A-GALOO" (D)

P *Crump, Walter P. "Bitsy", 1Lt*

CP *Froelicher, Peter R., 2Lt*

N *Gollnitz, Frederick C., 1Lt*

B *Wilson, Francis E., 2Lt*

E *None*

R *McHarge, James Hayes, T/Sgt*

G *Neff, Richard L., Sgt*

F *None*

A/C No. 41-13102 "GREEN EYES" (Pancho under CP window) (A)

Eddy, Leonard A., 1Lt

*Ferguson, Ivan Leonard, Capt,
Commander*

Katzenbach, Nicholas D. "Katz", 2Lt

Pickett, Perry D., 1Lt

None

Taylor, Milo K., Sgt

Schave, Henry Lloyd, Sgt

None

A/C No. 41-13073 "VAR ARIEN" (F)

Cox, Robert A., 1Lt

Szczygiel, Joseph F., 2Lt

None

Green, William B., 1Lt

None

Brink, Robert W., Sgt

Windham, Duke Green, Jr., S/Sgt

None

A/C No. 41-13074 "BALLS OF FIRE" / "ROYAL FLUSH" (E)

Phillips, Carl A., 1Lt

Schrupp, Elwin F., 1Lt

None

Myers, John H., 2Lt

None

Nickelson, Royal C., S/Sgt

Kiel, William H., S/Sgt

None

Thursday, 14 January 1943 (continued)

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

"Thursday. The squadron C.O. went on the patrol with Eddy (flight leader) today. There wasn't any loses on either side today. Gen. Doolittle, Col. Hunter, and Gen. Cannon were here today. Got a bunch of mail today. 15 letters. Had a good steak at Telergma today. On the way home we found a truck turned over on the road. We couldn't find the officer that drove it. I placed a guard on the turned over vehicle. And brought all the important papers back with myself to our field. We still haven't been bombed. An enemy was over at night."

*Cannon, John K., Maj Gen, pilot, XII Bomber Command, Commander
Doolittle, James Harold "Jimmy", Maj Gen, pilot, 12th AF, Commander
Eddy, Leonard A., 1Lt, pilot
Ferguson, Ivan Leonard, Maj, pilot, Commander
Hunter, Anthony G., Lt Col, pilot, 310th BG Commander*

428th BS War Diary: Sure had a scare thrown to us tonight. 3 flares were seen floating down just over the village of Berteaux. That was OK till a plane was heard, then everyone dug for China. No bombs were dropped. Another sea search for our bombers but still no shipping sighted.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 20:
(428th BS did not participate)

Friday, 15 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, B-24s bomb the harbor at Tripoli, scoring hits on vessels and on the shore areas near the harbor. P-40s fly sweep and fighter-bomber operations as the British Eighth Army begins an assault on the Buerat line and a drive on Tripoli. RAF Liberators, under operational control of the IX Bomber Command, hit a road junction at Tripoli.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-26s attack the railroad and highway bridge across Oued el Akarit, NNW of Gabes. Escorting P-38s fight a long battle with enemy fighters; two B-26s and two P-38s are shot down. Fighters fly several reconnaissance and patrol operations, intercept enemy aircraft attacking airfields in the Labasse area, and escort transport aircraft.

In the Mediterranean, B-25s and B-26s fly three counter-shipping missions north and northeast off Tunisia, claiming one vessel left in flames. Escorting fighters strafe trucks and claim two aircraft shot down. Nine Ju 88s escorted by four Mc 202s attack Thelepte Airfield; eight Ju 88s are shot down by P-40s of the 33rd Fighter Group; AA gets the ninth Ju 88.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 21:
Target: Sea Search.
(Group report not available)

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 22:
Target: Sea Search.
(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 21:
(379th BS participation not determined)

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 22:
(379th BS participation not determined)

Friday, 15 January 1943 (continued)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 21:

Mission Report # 11

Date- January 15, 1943

Target- Sea Search.

Squadron airplanes- six

Once again the 380th Squadron represented the entire Group, on an “air” going sailor’s mission” – a sea search. Takeoff time was 7:15 A.M. but on reaching the coast they found a solid front and when upon losing contact with the fighters they turned back to base.

At 10:00 o’clock we tried again with notable success. Although no shipping was sighted, we jumped more than 50 Junker 88’s, on the way to Tunis. Immediately the P-38’s shot down two of the 52’s. In the lead ship, Sgt. Melhus spotted a Junkers 88 coming straight in from the side and immediately called Lieut. Miller, the co-pilot and asked him if he should fire.

It seemed like ages as “Silent Jim” coughed, hemmed and hawed, cleared his throat, and then quietly stated, “Sergeant, I guess you had better carry on.” The Sergeant did carry on, but it was too late as the enemy aircraft had turned quickly and gotten out of range. S/Sgt. C. D. Lea of Lieut. Barnwell’s crew was credited with shooting down his first Junkers 52.

A huge six-engine flying boat also found itself in the center of the melee, and by the way the huge fat “Kraut” was handling the plane, it looked as though it would have taken an order from Hitler, to have gotten him to change his course. He suddenly met a cross fire from both the fighters and our craft and when last seen was entering the drink.

Home we came licking our chops, with everybody safe and happy.

A/C No. 1 aircraft unidentified

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

A/C No. 3 aircraft unidentified

P *Barnwell, Charles M., Jr., 1Lt*
CP *Rich, Robert S., 2Lt*
N *Sessler, Howard A., 1Lt*
B *Same as Navigator*
E *None*
R *Jastrzemski, Walter F., S/Sgt*
G *Lea, Clayton D., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Lacy, Robert A., 1Lt
Thomas, Alan S., 2Lt
None
Kessler, Paul E., S/Sgt
None
Belmer, Charles M., Sgt
Lindsay, Fred (NMI), S/Sgt
None

A/C No. 4 aircraft unidentified

Draemel, Dean H., 1Lt
Sours, Robert J., 2Lt
Kanode, Robert C., 1Lt
Holmes, William G., 2Lt
None
Shambaugh, Robert M., T/Sgt
Williams, John A., S/Sgt
None

Friday, 15 January 1943 (continued)

<i>A/C No. 5 aircraft unidentified</i>		<i>A/C No. 6 aircraft unidentified</i>	
P	<i>Santos, Carroll A., Jr., 1Lt</i>		<i>Sacknoff, David A., 1Lt</i>
CP	<i>Picklesimer, Marion L., 2Lt</i>		<i>Walcott, Albert R., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Hall, Paul R., Jr., 2Lt</i>		<i>Links, Albert G., S/Sgt</i>
E	<i>None</i>		<i>None</i>
R	<i>Lively, Jake S., S/Sgt</i>		<i>Wesline, Richard L., T/Sgt</i>
G	<i>Redding, William D., S/Sgt</i>		<i>Grace, John J., Sgt</i>
F	<i>None</i>		<i>None</i>

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 22:

Mission Report # 12

Date- January 15, 1943

Target- Sea Search.

Squadron airplanes- two

Taking no chance on missing the reported shipping, six more B-25's left Berteaux, on the afternoon of the same day, with our Squadron furnishing two of the aircraft. No shipping was sighted but an experience almost like the previous raid of the day was the result.

The same German aircraft that had been going towards Bizerte in the morning, were returning to Italy during the afternoon. This time they were being escorted by four Messerschmitt 109's and six Focke Wulf 190's.

Their escort did not deter the boys in the least, as they sailed in with the following results. First a glider, loaded with supplies and men and being towed by a Messerschmitt 323, flying boat, was cut loose and landed in the water. Two Junker's 52's were credited to our boys along with a lone Focke Wulf 190. Another 190 is also listed as a probable. The P-38's that were our escorts were also credited with a 52, while another was seen to hit the water and four more were damaged.

Losses to our side were two P-38's. One missing while the other hit the water and exploded just off the coast at Bone. Our Bombers returned safely.

<i>A/C No. 1 aircraft unidentified</i>		<i>A/C No. 2 aircraft unidentified</i>	
P	<i>Amick, Cecil D., 1Lt</i>		<i>Loomis, Frederick F., 1Lt</i>
CP	<i>Porter, Lloyd L., 2Lt</i>		<i>Moir, David (NMI), Jr., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Longrie, Kenneth R., S/Sgt</i>		<i>Schisler, Robert P., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Meyer, Albert J., S/Sgt</i>		<i>Ginn, James A., T/Sgt</i>
G	<i>Huffman, Herbert (NMI), S/Sgt</i>		<i>Nichols, Edward H., Sgt</i>
F	<i>None</i>		<i>None</i>

Friday, 15 January 1943 (continued)

381st BS War Diary: No Entry

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 21:
(381st BS did not participate)

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 22:
(381st BS did not participate)

381st BS: War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot
"Friday. What a bunch of planes they shot down today (15). They really had fun. They caught a spy here the other day. They shot him the same day. None of our squadron went on the raids today. I had to spend most of the day writing letters and opening packages. I spent some time running an anti-aircraft gun today. I am glad I am in the air rather than on the ground. They don't stand a chance. If everything goes okay, I'll be on my way home in three more months. (I hope)."

428th BS War Diary: Permission was granted for 12 men from each squadron to go into Constantine for bathing purposes. The rest of the Air Echelon came in from Oran. Capt. Sagendorph was recalled to the States by Washington, D. C. They almost had to throw a guard around his baggage. Our flight ran into a bunch of JU-52's and JU-88's and 1 six-engine flying boat. Between escort and B-25's, 5 JU-52s and the flying boat were dropped.

Sagendorph, Kent H., Capt, intelligence

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 21:
(428th BS participation not determined)

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 22:
(428th BS participation not determined)

428th BS Special Account: On the fifteenth the rear section of the air echelon finally made its way to Berteaux. The number of our personnel jumped from 152 to 177. However, we lost Captain Sagendorph, our S-2 officer. He was recalled to the states---the envy of every man in the group.

Captain Sagendorph is the author of "Thunder Aloft". For years he has been a military reporter and editor of aviation magazines. The unit hated to lose him---yet envied him.

Sagendorph, Kent H., Capt, intelligence

Saturday, 16 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, B-24s hit Tripoli harbor and the town area. RAF Liberator Mk IIs of No. 178 Squadron bomb the road junction and Benito Gate at Tripoli. P-40s fly patrol, scramble and fighter-bomber missions as the British Eighth Army, having passed through the enemy's main defenses at Buerat, pushes toward Tripoli.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In the Mediterranean, B-26s on a shipping strike in the Straits of Sicily fail to find any ships.

In Tunisia, A-20s on an armed reconnaissance return to base with their bombs when no targets are sighted. Fighters and F-4s fly reconnaissance and patrols while Spitfires escort C-47s on ferry runs. The 32nd, 352nd, and 419th Bombardment Squadrons (Heavy), 301st Bombardment Group (Heavy) with B-17s transfer from Biskra, Algeria to Ain M'lila, 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*

"(Log 1:00 hours) Saturday. We got up real early and were air borne on time. One of the P-38's that was going to escort us, ran into a B-26 on take off. And both blew up. So, we had to call our mission off. The poor B-26's - they lose a plane, or two, every day. And yesterday, a friend of Pickett's was killed over Gabes. Plenty rough. The show "Gold Diggers of 1933" is now showing in N. Africa. We haven't seen it yet. Someone set a haystack on fire and we had to put it out as it gave the position of our field.

Pickett, Perry D., 1Lt, bombardier, navigator

428th BS War Diary: Again a sea search with no shipping sighted. P-38's got a JU-52 and JU-88. A hay stack mysteriously caught fire down by the R.R. tracks and illuminated the whole area. Lt. Shiver along with DuVall, Skoll, Gablinske, and Weber rushed down to fight it.

DuVall, Erwin B., Sgt,

Shiver, Arthur M., Jr., 1Lt, Transportation Officer

Weber, Eugene O., Cpl

Gablinske, William H., Sgt,

Skoll, Gus (NMI), S/Sgt

Sunday, 17 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, B-24s bomb Tripoli harbor. P-40s fly reconnaissance, patrol, top cover and fighter-bomber missions as British ground forces pursue the enemy toward Tripoli, reaching positions ten miles E of Misurata on the coast with Beni Ulid on the south flank. During the night of 17/18 Jan, RAF Liberators hit Castel Benito Airfield and the road junction west of Homs.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-25s, with P-38 cover, attack the rail junction at Graiba. Fighters fly routine reconnaissance and patrols and escort C-47 missions.

In the Mediterranean, B-25s on a shipping strike fail to locate any vessels and return with their bombs. HQ 52nd Fighter Group transfers from Orleansville, Algeria to Telergma, Algeria. HQ 301st Bombardment Group (Heavy) and its 353rd Bombardment Squadron (Heavy), with B-17s, transfers from Biskra, Algeria to Ain M'lila, Algeria.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 23:

Target: Sea Search Around Cap Bon.

(Group report not available)

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 24:

Target: Graiba Railroad Bridge.

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 23:

(379th BS did not participate)

Sunday, 17 January 1943 (continued)

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 24:

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 non-mission information)

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 23:
(380th BS did not participate)

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 24:

Mission Report # 13

Date- January 17, 1943

Target- Graiba Railroad Bridge.

Squadron airplanes- five

Excellent fighter protection was given us today by 16 P-38's of the First Fighter Group, but it proved to be of no avail, as we overshot our target and came in at too low an altitude. All the 500 pound bombs were brought back for later use.

No flak was found but some "Jerry" planes were seen off in the distance. They gave us no chance to offer combat. Twelve B-25's represented the 310th Bomb Group that day.

A/C No. 1 aircraft unidentified

A/C No. 2 aircraft unidentified

P *Amick, Cecil D., 1Lt*

Loomis, Frederick F., 1Lt

CP *Brown, Robert M., 2Lt*

Moir, David (NMI), Jr., 2Lt

N *None*

None

B *Longrie, Kenneth R., S/Sgt*

Schisler, Robert P., 2Lt

E *None*

None

R *Meyer, Albert J., S/Sgt*

Willis, Earl B., Pvt

G *Huffman, Herbert (NMI), S/Sgt*

Nichols, Edward H., Sgt

F *None*

None

A/C No. 3 aircraft unidentified

A/C No. 4 aircraft unidentified

P *Cometh, Lawrence (NMI), 1Lt*

Lacy, Robert A., 1Lt

CP *Miller, James I., 2Lt*

Thomas, Alan S., 2Lt

N *Huffman, Arnie J., 1Lt*

None

B *Liverman, Ernest W. "Big Red", 2Lt*

Kessler, Paul E., S/Sgt

E *None*

None

R *Mount, Robert J., Pvt*

Belmer, Charles M., Sgt

G *Melhus, Palmer C., S/Sgt*

Lindsay, Fred (NMI), S/Sgt

F *None*

None

Sunday, 17 January 1943 (continued)

A/C No. 5 aircraft unidentified

P *Barnwell, Charles M., Jr., 1Lt*
CP *Rich, Robert S., 2Lt*
N *Sessler, Howard A., 1Lt*
B *Same as Navigator*
E *None*
R *Ginn, James A., T/Sgt*
G *Lea, Clayton D., S/Sgt*
F *None*

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 23:

SEA SEARCH AROUND CAP BON

Group Mission # 23	Flight 6 B-25's
Sqdrn. Mission # 9	Escort 15 P-38's
Take Off 07:15	Bomb Load: (6 x 500) Demolition
Down 11:15	Bombs Dropped: None

Total Time: 4 Hrs. 0 Min.

Weather: Scattered clouds in two layers, 3000 and 9000 feet. Otherwise CAVU.

Remarks: No shipping sighted. Bombs returned. The escorting P-38's shot down two JU-52's and one JU-88.

A/C No. 41-13073 "VAR ARIEN" (C)	A/C No. 41-13084 "Dis'n Did't" (A)
P <i>Cox, Robert A., 1Lt</i>	<i>Crump, Walter P. "Bitsy", 1Lt</i>
CP <i>Szczygiel, Joseph F., 2Lt</i>	<i>Ferguson, Ivan Leonard, Capt, Commander</i>
N <i>None</i>	<i>Gollnitz, Frederick C., 1Lt</i>
B <i>Green, William B., 1Lt</i>	<i>Wilson, Francis E., 2Lt</i>
E <i>None</i>	<i>None</i>
R <i>Brink, Robert W., Sgt</i>	<i>Boone, Edward W. W., Sgt</i>
G <i>Windham, Duke Green, Jr., S/Sgt</i>	<i>Neff, Richard L., Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 41-13062 "POTCH-A-GALOO" (B)	A/C No. 41-13052 "TABOO" (F)
P <i>Linden, Eric O., 1Lt</i>	<i>VanDivort, Richard (NMI), 1Lt</i>
CP <i>Jackson, William C., 1Lt</i>	<i>Wightman, Henry B. "Hank", 1Lt</i>
N <i>None</i>	<i>None</i>
B <i>Caron, John B., S/Sgt</i>	<i>Smith, Willie A., T/Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Kinney, Wallace H., S/Sgt</i>	<i>Chaffins, Ray (NMI), S/Sgt</i>
G <i>Massengale, Jack T., S/Sgt</i>	<i>Nelson, Forest S., Sgt</i>
F <i>None</i>	<i>None</i>

Sunday, 17 January 1943 (continued)

A/C No. 41-13102 "GREEN EYES" (Pancho under CP window) (D)		A/C No. 41-13074 "BALLS OF FIRE" / "ROYAL FLUSH" (E)	
P	<i>Eddy, Leonard A., 1Lt</i>		<i>Phillips, Carl A., 1Lt</i>
CP	<i>Hawkins, Frank B. "Pancho", 2Lt</i>		<i>Schrupp, Elwin F., 1Lt</i>
N	<i>Katzenbach, Nicholas D. "Katz", 2Lt</i>		<i>None</i>
B	<i>Pickett, Perry D., 1Lt</i>		<i>Myers, John H., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Taylor, Milo K., Sgt</i>		<i>Nickelson, Royal C., S/Sgt</i>
G	<i>Schave, Henry Lloyd, Sgt</i>		<i>Kiel, William H., S/Sgt</i>
F	<i>None</i>		<i>None</i>

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 24:
(381st BS did not participate)

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*
"(Log: 4:15 hours) Sunday. Went on the "Dawn patrol" this morning at 5. We had a wonderful field of Jerry hunting. Our escorts shot 2 - 52's and 1 - 88. It was really something to see them get shot down. I felt sorry for those poor pilots getting shot down by those 38's. I went over to the pursuit field and saw the officers that shot them down. Really nice chaps. One P-38 flew so low that he bent his wing when he hit the water. He got back okay though. The poor B-26's, they keep losing planes every day. Telergma has wrecked planes all over it."

428th BS War Diary: The boys missed their target altogether this noon. Target was a R.R. bridge at Graiba. Doc. Ryterband threatened to have fried chicken tomorrow since it failed to lay an egg.
Ryterband, Louis (NMI), Capt, medical

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 23:
(428th BS did not participate)

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 24: On the 17th, the 428th participated in the second of two raids in which the group participated. The target for the second mission was the Graiba Railroad bridges. The mission failed. Most of the bombs were over. Several bombs fell in the area of the spur Southwest of the target.

Five unidentified aircraft high above the target area never ventured to attack. There was no flak opposition. All planes returned safely.

Sunday, 17 January 1943 (continued)

A/C No. 1 probably 41-13077 "The Reluctant Dragon" (later "Old Patch")

P Walker, James P. "Chief", Capt
CP Bingham, Henry G., Jr., 2Lt
N Norvell, Richard T., 1Lt
B Truelove, Denver V., 1Lt
E None
R Richardson, Warren F., T/Sgt
G Foley, Patrick L., Sr., Cpl
F None

A/C No. 3 aircraft unidentified

P Middleton, Laula M., 2Lt
CP Frost, Roland (NMI), 2Lt
N None
B Surbaugh, Steven G., S/Sgt
E None
R Ficeto, Bartholomeo T., S/Sgt
G Dickey, Norris D. "Pop", S/Sgt
F None

A/C No. 5 aircraft unidentified

P Helsabeck, Chester J. "Joe", Jr., 1Lt
CP Cunningham, Robert L., 2Lt
N None
B Queen, Kenneth E., S/Sgt
E None
R Lockhart, James H., T/Sgt
G Duncan, Billy M., S/Sgt
F None

A/C No. 2 probably 41-13070 "Shanghi Lil"

Canham, Arthur E., 1Lt
Wilson, Kieth Gordon, 1Lt
Colvin, Jay W., Jr., 1Lt
Lindeberg, Richard T. "Lindy", 2Lt
None
Rebello, John E., Jr., T/Sgt
Parker, Perrie C., Sgt

A/C No. 4 aircraft unidentified - may be "Skunk Hunter"

Marsh, Edward D., 1Lt
Stack, James F., 2Lt
None
McDonald, Donald E. "Mac", Sgt
None
Bosworth, William H., T/Sgt
Schletz, Howard G., S/Sgt
None

Monday, 18 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, B-24s strike Tripoli harbor. P-40s fly top cover and fighter-bomber missions. General Montgomery orders accelerated day and night pursuit toward Tripoli as contact with Rommel's forces is temporarily lost due to terrain and obstacles.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Libya, B-17s, with fighter escort, bomb Castel Benito Airfield.

In the Mediterranean, B-26s attack two vessels in the Gulf of Hammamet.

In Tunisia, fighters fly reconnaissance and patrols and escort C-47 runs.

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. Had a day off so I went for a ride on a G.I. truck, 60 miles each way to Botua (south of here)! Had a wonderful time down there. Met some very nice gals - three of them, all sisters. They could talk English so we had a grand time. Jackson left Lewis and I stranded so we caught a truck back and I rode all the way back on Lewis' lap. Missed meeting because I was late getting back. Never was so glad to get back to an Army camp in all my life."

Jackson, William C., 1Lt, pilot

Lewis, Kenneth E., 2Lt, pilot

428th BS War Diary: Group PX opened up with one chocolate bar per man. More articles to be added later.

Tuesday, 19 January 1943 (continued)

Two Focke Wulf 190's came up to look us over but the glare that was thrown back at them from our fighter escort, aided them to change their minds and they merely looked on, satisfied to stay out of range.

It looked as though we jumped them to fast and surprised them before they could get their flak guns in action, although we were recipients of some machine gun fire from the west side of the town, as we were starting home.

Lieut. Holmes found a chance to unlimber his flexible nose gun on the return route when he saw a truck load of German soldiers content to take their time, rolling along the highway. Down on the deck we roared and when .50 caliber bullets started to pepper the truck, out came the occupants, very happy to be able to crawl to a ditch on all fours to spend the next few minutes.

All of our planes returned safely to the Base.

A/C No. 1 aircraft unidentified

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

A/C No. 3 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., Sgt
G Lindsay, Fred (NMI), S/Sgt
F None

A/C No. 5 aircraft unidentified

P Barnwell, Charles M., Jr., 1Lt
CP Rich, Robert S., 2Lt
N Sessler, Howard A., 1Lt
B Same as Navigator
E None
R Ginn, James A. T/Sgt
G Lea, Clayton D., S/Sgt
F None

A/C No. 2 aircraft unidentified

Draemel, Dean H., 1Lt
Sours, Robert J., 2Lt
Kanode, Robert C., 1Lt
Holmes, William G., 2Lt
None
Shambaugh, Robert M., T/Sgt
Williams, John A., S/Sgt
None

A/C No. 4 aircraft unidentified

Santos, Carroll A., Jr., 1Lt
Picklesimer, Marion L., 2Lt
None
Hall, Paul R., Jr., 2Lt
None
Lively, Jake S., S/Sgt
Redding, William D., S/Sgt
None

A/C No. 6 aircraft unidentified

Sacknoff, David A., 1Lt
Ross, Fred C., Jr., 1Lt
None
Links, Albert G., S/Sgt
None
Wesline, Richard L., T/Sgt
Grace, John J., Sgt
None

Tuesday, 19 January 1943 (continued)

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 25:
MEDENINE AIR DROME

Group Mission # 25	Flight 18 B-25's
Sqdrn. Mission # 10	Escort 16 P-38's
Take Off 09:08	Bomb Load: (8 x 300)
Target 11:10	Bombs Dropped: 3(8 x 300). 7,200#
Down 13:52	

Total Time: 3 Hrs. 52 Min.

Weather: CAVU.

Remarks: The bombs were dropped with extreme accuracy, making direct hits on a road intersection in the center of town. No damage resulted from machine gun fire sent up over the town, or from machine gun fire from tanks which the flight passed over on the way home to the base. **No Enemy Aircraft Interception.**

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

P *VanDivort, Richard (NMI), 1Lt*
CP *Wightman, Henry B. "Hank", 1Lt*
N *None*
B *Smith, Willie A., T/Sgt*
E *None*
R *Chaffins, Ray (NMI), S/Sgt*
G *Nelson, Forest S., Sgt*
F *None*

**A/C No. 41-13102 "GREEN EYES"
(Pancho under CP window) (Q)**

Eddy, Leonard A., 1Lt
Hawkins, Frank B. "Pancho", 2Lt
Katzenbach, Nicholas D. "Katz", 2Lt
Pickett, Perry D., 1Lt
None
Taylor, Milo K., Sgt
Schave, Henry Lloyd, Sgt
None

A/C No. 41-13061 "LIL' JOE" (R)

P *Thorndike, Robert W., 1Lt*
CP *Lewis, Kenneth E., 2Lt*
N *None*
B *Kelley, Donald C., T/Sgt*
E *None*
R *Boone, Edward W. W., S/Sgt*
G *Molnar, William J., S/Sgt*
F *None*

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

"(Log 4:00 hours) Tuesday. Drew the old "dawn patrol" again. We didn't get off until 9 as the frost was too thick, and heavy. Our mission was a German camp. We had 18 planes (+16 P-38's) with full loads of #300 bombs. We had a good run and "bellowed" the whole place. Eddy and I rode "tail-end Charlie". We bombed at 7800' so we were safe from the high bombing flak. All the flak they had was very light and couldn't reach us. "Life" war correspondence was here today and took some photos while we were on our raid."

Tuesday, 19 January 1943 (continued)

428th BS War Diary: Big raid over Medenine. Objective believed to be depot for German supply trucks. Direct hits were scored on all targets. B-17's, B-26's, and B-25's flying towards the front all day long. Jerry flew over at 1300 hours and put us on the alert.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 25: By the 19th, Rommel's forces were in frenzied retreat and its advance units were surging into Southeast Tunisia by way of the Medenine-Tripoli road. Medenine itself was the most important position along the trail of the Axis caravan.

The target was a grove North of town reported to be loaded with MT and armored vehicles, and the main highway intersection in the center of town. The grove itself was hard hit, and any vehicles there suffered heavily. One flight bombed a grove south of town that appeared to have more possibilities of affording good cover for a greater number of vehicles. Hits here resulted in columns of dense smoke. The center of town was inundated by accurate bombing and the intersection itself obliterated. A good job well done.

Hopeless short machine gun fire offered quixotic opposition. Three enemy fighters were seen but none attempted interception.

	A/C No. 1 probably 41-13077 "The Reluctant Dragon" (later "Old Patch")	A/C No. 2 probably 41-13070 "Shanghi Lil"
P	<i>Walker, James P. "Chief", Capt</i>	<i>Canham, Arthur E., 1Lt</i>
CP	<i>Bingham, Henry G., Jr., 2Lt</i>	<i>Wilson, Kieth Gordon, 1Lt</i>
N	<i>Colvin, Jay W., Jr., 1Lt</i>	<i>None</i>
B	<i>Truelove, Denver V., 1Lt</i>	<i>Schletz, Howard G., S/Sgt</i>
E	<i>None</i>	<i>None</i>
R	<i>Richardson, Warren F., T/Sgt</i>	<i>Rebello, John E., Jr., T/Sgt</i>
G	<i>Foley, Patrick L., Sr., Cpl</i>	<i>Parker, Perrie C., Sgt</i>
F	<i>None</i>	<i>Stilp, John P., T/Sgt</i>
	A/C No. 3 aircraft unidentified	A/C No. 4 aircraft unidentified
P	<i>Beatty, John H., 1Lt</i>	<i>Thompson, Charles A. "Twitch", 1Lt</i>
CP	<i>Wheeler, William A. K., "Gus", 2Lt</i>	<i>Kelly, Andrew B., 2Lt</i>
N	<i>None</i>	<i>None</i>
B	<i>Lindeberg, Richard T. "Lindy", 2Lt</i>	<i>Queen, Kenneth E., S/Sgt</i>
E	<i>None</i>	<i>None</i>
R	<i>Mathis, Paul E., T/Sgt</i>	<i>Bosworth, William H., T/Sgt</i>
G	<i>Kirkland, Robert Olin "Kirk", S/Sgt</i>	<i>Everard, William J., S/Sgt</i>
F	<i>None</i>	<i>None</i>

Tuesday, 19 January 1943 (continued)

A/C No. 5 aircraft unidentified

P *Middleton, Laula M., 2Lt*
CP *Frost, Roland (NMI), 2Lt*
N *None*
B *Surbaugh, Steven G., S/Sgt*
E *None*
R *Ficeto, Bartholomeo T., S/Sgt*
G *Davis, Elvin A., S/Sgt*
F *None*

A/C No. 6 aircraft unidentified

Bower, William M., Maj, Commander
Helsabeck, Chester J. "Joe", Jr., 1Lt
Norvell, Richard T., 1Lt
Upchurch, Jerry E., 1Lt
None
Lockhart, James H., T/Sgt
Duncan, Billy M., S/Sgt
None

Wednesday, 20 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, B-24s hit the harbor at Tripoli. P-40s fly top cover and fighter-bomber operations as enemy resistance to the British advance stiffens in the Homs-Tarhunah area.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s hit Cap Mangin near Gabes when cloud cover prevents bombing of the primary target, Tripoli, Libya. Fighters continue reconnaissance and patrols, and C-47s continue transport flights with fighter cover.

In the Mediterranean, six B-25s of the 310th Bombardment Group (Medium), escorted by 12 P-38s of the 14th Fighter Group, hit shipping in the Straits of Sicily sinking a tanker.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 26:

Target: Sea Search N. E. of Tunis.

(Group report not available)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 26:

On January 20, 1943 Major Travis (*NMI*) Hoover and 1st Lt. *Alfred N.* Allred and crew flying in a flight of six B-25's intercepted and sank an enemy tanker. Other members of the 379th crew were: 2Lt. Howard J. Ross (B) 2Lt. Laverne B. Johnson (N)
S/Sgt Donald D. Peery (G) S/Sgt William C. Burket (RG)

A/C No. 1 aircraft unidentified

P *Hoover, Travis (NMI), Maj, Commander*
CP *Allred, Alfred N., 1Lt*
N *Johnson, Laverne B., 2Lt*
B *Ross, Howard J., 2Lt*
E *None*
R *Burket, William C., S/Sgt*
G *Peery, Donald D., S/Sgt*
F *None*

Wednesday, 20 January 1943 (continued)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 26:

Mission Report # 15

Date- January 20, 1943

Target- Sea Search

Squadron airplanes- two

We were rewarded today on our jaunt over the "briny deep" with the knowledge that another load of petrol failed to reach Rommel at the approved time. Coming in low with four to five second delay fuses, we started at the port side near the stern and saw one 500 pounder hit square on the rear.

Three near misses also helped to add to the damage and a huge column of steam suddenly went up from the center of the vessel. It looked as though salt water had reached the boilers. When last seen she was sinking stern first.

Quite a little flak, from machine bullets to 20 millimeter cannon was tossed at us from the escorting vessels, mostly minesweepers, but we got away with a good job well done and returned safely to base.

A/C No. 1 aircraft unidentified

P *Loomis, Frederick F., 1Lt*
CP *Moir, David (NMI), Jr., 2Lt*
N *None*
B *Wiensch, Alcuin A., 2Lt*
E *None*
R *Willis, Earl B., Pvt*
G *Nichols, Edward H., Sgt*
F *None*

A/C No. 2 aircraft unidentified

Amick, Cecil D., 1Lt
Porter, Lloyd L., 2Lt
None
Longrie, Kenneth R., S/Sgt
None
Meyer, Albert J., S/Sgt
Huffman, Herbert (NMI), S/Sgt
None

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission #26:

SEA SEARCH N. E. OF TUNIS

Group Mission # 26

Flight 6 B-25's

Sqdrn. Mission # 11

Escort 12 P-38's

Take Off 12:00

Bomb Load: (6 x 500)

Down 15:15

Bombs Dropped: None

Total Time: 3 Hrs. 15 Min.

Weather: Enroute, high scattered clouds. Rest of route CAVU.

Remarks: Second Element of Flight. Convoy of 4 ships attacked by the First Element (no 381st ships). One tanker left sinking. Flak: Heavy and light from escorting destroyer. No damage. **No Enemy Aircraft.**

Wednesday, 20 January 1943 (continued)

A/C No. 41-13073 "VAR ARIEN" (F)		A/C No. 41-13084 "Dis'n Did't" (D)	
P	<i>Cox, Robert A., 1Lt</i>		<i>Crump, Walter P. "Bitsy", 1Lt</i>
CP	<i>Szczygiel, Joseph F., 2Lt</i>		<i>Froelicher, Peter R., 2Lt</i>
N	<i>Green, William B., 1Lt</i>		<i>Gollnitz, Frederick C., 1Lt</i>
B	<i>McHarge, James Hayes, T/Sgt</i>		<i>Wilson, Francis E., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Brink, Robert W., Sgt</i>		<i>Ough, James A., Pvt</i>
G	<i>Windham, Duke Green, Jr., S/Sgt</i>		<i>Neff, Richard L., Sgt</i>
F	<i>None</i>		<i>None</i>

A/C No. 41-13062 "POTCH-A-GALOO" (F)

P *Linden, Eric O., 1Lt*
CP *Jackson, William C., 1Lt*
N *None*
B *Caron, John B., S/Sgt*
E *None*
R *LaPorte, Frank R., S/Sgt*
G *Hughes, Albert (NMI), Sgt*
F *None*

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

"Wednesday. No raid today. I wish I could have gone to town to see Kay Francis and her show. It is "hear say" that F.D.R. is in Africa. Some of the gang went to the West Coast on a three-day vacation. We had to be on the alert most the day. It is more work than going on a raid. Got a few letters today. All of them were very old. From now on the mail between here and the U.S. will be very slow. Painted my bombs on the ship today. Really looks neat. Drank a lot of beer and wine."

428th BS War Diary: No mission, no noise, no nothing.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 26:
(428th BS did not participate)

Thursday, 21 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, B-24s bomb Tripoli harbor while B-25s attack targets along the Surman-Az Zawiyah road. P-40s fly fighter-bomber missions against ground targets as the British Eighth Army overcomes resistance in the area. The enemy strengthens the Tarhunah area at the expense of the Homs front, causing General Montgomery to decide to make the main effort along the coast.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In the Mediterranean, six B-26s of the 319th Bombardment Group (Medium) hit two freighters northeast of Cape Bon, sinking one and damaging the other. The escorting P-38s shoot down two Z 1007 bombers and then mix it up with six Bf 109s, claiming three shot down but losing two P-38s.

In Tunisia, B-25s bomb the highway and railroad bridge just north of Pont-du-Fahs. Fighters fly bomber and C-47 escort and fly sweeps and reconnaissance, attacking and destroying a large number of trucks on the Gabes-Ben Gardane road. A-20s and fighter escort bomb and strafe a tank and truck concentration near Ousseltia in support of elements of the US 1st Armored Division which begins the Allied assault in an effort to push the enemy back in the Ousseltia Valley into which a new enemy offensive under new German Commanding General, Colonel General von Arnim, has advanced in a four-day push. 24 P-38s find the Gabes-Medenine-Ben Gardane road crowded with traffic; they swept down and strafe, claiming 65 vehicles destroyed plus two Bf 109s destroyed in the air. A detachment of the 154th Observation Squadron, 68th Observation Group with P-39s begins operating from Youks-les-Bains, Algeria. The squadron will fly its first combat mission as a tactical reconnaissance unit on 26 Jan.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 27:

Target: Pont du Fahs.

(Group report not available)

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 28:

Target: Sea Search N. E. of Tunis.

(Group report not available)

Thursday, 21 January 1943 (continued)

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

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 27:

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

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 28:

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 non-mission information)*

Thursday, 21 January 1943 (continued)

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 27:

Mission Report # 16

Date- January 21, 1943

Target- Pont du Fahs

Squadron airplanes- seven

The 380th Squadron took over in a big way this afternoon, furnishing seven planes of the 18 aircraft formation, and leading the way for the first time, on a land target. Fifty six 300 pounders were dropped by our squadron planes with excellent coverage on the railroad and highway. There was also a fairly good coverage of the town, although the place looked to be deserted.

A German staff car, containing at least four officers, was also the recipient of some .50 caliber slugs from the muzzle of Lieut. Sessler's gun. All of the occupants left the car in a manner better suited to the beasts of the forest and crawled for the ditch. An Arab house sporting an aerial similar to the Nazi style was ripped from the roof by machine bullets.

The boys were well pleased with the flight, calling it one of the best formations ever flown by the Group. All of our planes returned safely.

A/C No. 1 aircraft unidentified

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

A/C No. 3 aircraft unidentified

P *Barnwell, Charles M., Jr., 1Lt*
CP *Rich, Robert S., 2Lt*
N *Sessler, Howard A., 1Lt*
B *Same as Navigator*
E *None*
R *Ginn, James A. T/Sgt*
G *Lea, Clayton D., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Santos, Carroll A., Jr., 1Lt*
CP *Picklesimer, Marion L., 2Lt*
N *None*
B *Hall, Paul R., Jr., 2Lt*
E *None*
R *Smith, Teddy L., S/Sgt*
G *Redding, William D., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Lacy, Robert A., 1Lt
Thomas, Alan S., 2Lt
None
Kessler, Paul E., S/Sgt
None
Belmer, Charles M., Sgt
Lindsay, Fred (NMI), S/Sgt
None

A/C No. 4 aircraft unidentified

Draemel, Dean H., 1Lt
Sours, Robert J., 2Lt
Kanode, Robert C., 1Lt
Holmes, William G., 2Lt
None
Shambaugh, Robert M., T/Sgt
Williams, John A., S/Sgt
None

A/C No. 6 aircraft unidentified

Sacknoff, David A., 1Lt
Walcott, Albert R., 2Lt
None
Links, Albert G., S/Sgt
None
Wesline, Richard L., T/Sgt
Grace, John J., Sgt
None

Thursday, 21 January 1943 (continued)

A/C No. 7 aircraft unidentified

P *Amick, Cecil D., 1Lt*
CP *Porter, Lloyd L., 2Lt*
N *None*
B *Longrie, Kenneth R., S/Sgt*
E *None*
R *Meyer, Albert J., S/Sgt*
G *Huffman, Herbert (NMI), S/Sgt*
F *None*

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 28:

Mission Report # 17

Date- January 21, 1943

Target- Sea Search

Squadron airplanes- one

While the majority of the Squadron aircraft were attacking Pont Du Fahs, Lieut. Loomis and his crew had joined three other planes of the Group on another sea going mission.

As far as bomb dropping goes the mission was a failure, but the boys came back well supplied with information. Three ME-109's and one JU-88 were sighted early on the route, but they failed to offer combat. Fifteen minutes later six more ME-109's were sighted and this time they challenged us with the result that S/Sgt Duke Windham of the 381st Squadron claimed one destroyed. We suffered no losses. The battle lasted for twenty minutes.

Some flak was reported coming up from the coast, slight heavy and light. No damage resulted. One battleship and one small craft were also reported at the mouth of Bizerte Harbor.

A/C No. 1 aircraft unidentified

P *Loomis, Frederick F., 1Lt*
CP *Moir, David (NMI), Jr., 2Lt*
N *None*
B *Schisler, Robert P., 2Lt*
E *None*
R *Willis, Earl B., Pvt*
G *Nichols, Edward H., Sgt*
F *None*

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

Thursday, 21 January 1943 (continued)

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 27:

PONT DU FAHS

Group Mission # 27	Flight 18 B-25's
Sqdrn. Mission # 13	Escort 16 P-38's
Take Off 10:46	Bomb Load: (8 x 300)
Target 11:52	Bombs Dropped: 3 (8 x 300). 7,200#
Total Time: 2 Hrs. 14 Min.	

Weather: En route slight haze at 4,000 to 5,000 feet. Over target and en route back, CAVU.

Remarks: Bombing fairly accurate. Lt. Pickett salvoed his bombs at the target. Little Enemy activity. One B-25 returned early because of engine trouble, and two P-38's turned back.

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

P *VanDivort, Richard (NMI), 1Lt*
CP *Wightman, Henry B. "Hank", 1Lt*

N *None*
B *Smith, Willie A., T/Sgt*
E *None*
R *Chaffins, Ray (NMI), S/Sgt*
G *Nelson, Forest S., Sgt*
F *None*

A/C No. 41-13061 "LIL' JOE" (H)

P *Thorndike, Robert W., 1Lt*
CP *Lewis, Kenneth E., 2Lt*
N *None*
B *Kelley, Donald C., T/Sgt*
E *None*
R *Boone, Edward W. W., S/Sgt*
G *Molnar, William J., S/Sgt*
F *None*

A/C No. 41-13102 "GREEN EYES" (Pancho under CP window) (G)

Eddy, Leonard A., 1Lt
*Ferguson, Ivan Leonard, Capt,
Commander*
Katzenbach, Nicholas D. "Katz", 2Lt
Pickett, Perry D., 1Lt
None
Taylor, Milo K., Sgt
Schave, Henry Lloyd, Sgt
None

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 28:

SEA SEARCH N. E. OF TUNIS

Group Mission # 28	Flight 6 B-25's
Sqdrn. Mission # 12	Escort 14 P-38's
Take Off 14:12	Bomb Load: (4 x 500)
Down 17:45	Bombs Dropped: None
Total Time: 3 Hrs. 35 Min.	

Weather: No clouds, slight haze, visibility 5 miles. CAVU at sea and route back.

Thursday, 21 January 1943 (continued)

Remarks: Two B-25's turned back because of engine trouble and two of the P-38 escort accompanied them to the base. No shipping was sighted and the bombs were returned. 8 ME-109's were encountered, which resulted in a running fight which lasted for 20 minutes. One ME-109 was shot down into the sea by S/Sgt. D. G., Windham, Jr., Flak: Light while crossing coast, but no damage.

	A/C No. 41-13073 "VAR ARIEN" (C)	A/C No. 41-13084 "Dis'n Did't" (A)
P	<i>Cox, Robert A., 1Lt</i>	<i>Crump, Walter P. "Bitsy", 1Lt</i>
CP	<i>Szczygiel, Joseph F., 2Lt</i>	<i>Hoover, Travis (NMI), Maj, Commander, 379th BS</i>
N	<i>Green, William B., 1Lt</i>	<i>Pound, William R., Capt, 379th BS</i>
B	<i>McHarge, James Hayes, T/Sgt</i>	<i>Wilson, Francis E., 2Lt</i>
E	<i>None</i>	<i>None</i>
R	<i>Brink, Robert W., Sgt</i>	<i>Ough, James A., Pvt</i>
G	<i>Windham, Duke Green, Jr., S/Sgt</i>	<i>Massengale, Jack T., S/Sgt</i>
F	<i>None</i>	<i>None</i>
	A/C No. 41-13062 "POTCH-A- GALOOP" (B)	
P	<i>Linden, Eric O., 1Lt</i>	
CP	<i>Jackson, William C., 1Lt</i>	
N	<i>None</i>	
B	<i>Caron, John B., S/Sgt</i>	
E	<i>None</i>	
R	<i>LaPorte, Frank R., S/Sgt</i>	
G	<i>Hughes, Albert (NMI), Sgt</i>	
F	<i>None</i>	

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

"Thursday. Got up nice and early so as to go on a raid on German troops. I was fooled at the last moment as Capt. F. went in my place. Such actions on his part seems very unfair. We had the usual amount of air raids. The moon was beautiful, so full and all. We have had two raids already tonight. The situation seems to be very serious. Tomorrow is the turn for our crew to go to Constantine. Oh boy, what a relief it will be. The gang got 3 - 109's to their credit today. Some fun. Up to now, the P-38's have taken all the credits. The push is on."

Ferguson, Ivan Leonard, Capt, pilot, Commander

428th BS War Diary: A mission over Pont Du Fahs with great success; highway and bridge blown up. Alerted 4 times throughout the night. Would have been smart to sleep in foxhole.

Thursday, 21 January 1943 (continued)

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 27: The twenty-first of January was a busy day--night. Our planes participated in one of two group raids. The target for our mission was Pont Du Fahs, a main German advance depot. The town received a substantial pounding. The road north to Tebourba was severed and a railroad bridge was reported destroyed in the same area. Seventeen aircraft participated on the raid. No opposition was reported.

A/C No. 1 probably 41-13077 "The Reluctant Dragon" (later "Old Patch")

P Walker, James P. "Chief", Capt
CP Marsh, Edward D., 2Lt
N Norvell, Richard T., 1Lt
B Truelove, Denver V., 1Lt
E None
R Bennett, Robert L., T/Sgt
G Frank, Irving (NMI), S/Sgt
F Bower, William M., Maj, Commander
(observer)

A/C No. 3 aircraft unidentified

P Middleton, Laula M., 2Lt
CP Frost, Roland (NMI), 2Lt
N None
B Surbaugh, Steven G., S/Sgt
E None
R Ficeto, Bartholomeo T., S/Sgt
G Dickey, Norris D. "Pop", S/Sgt
F None

A/C No. 5 aircraft unidentified

P Beatty, John H., 1Lt
CP Wheeler, William A. K., "Gus", 2Lt
N None
B Lindeberg, Richard T. "Lindy", 2Lt
E None
R Mathis, Paul E., T/Sgt
G McDonald, Donald E. "Mac", Sgt
F None

A/C No. 2 aircraft unidentified

Martin, Grover W., 1Lt
Smith, Merle E., 2Lt
None
Naworski, Edward F., S/Sgt
None
Richardson, Warren F., T/Sgt
Schletz, Howard G., S/Sgt
None

A/C No. 4 aircraft unidentified

Thompson, Charles A. "Twitch", 1Lt
Kelly, Andrew B., 2Lt
None
Queen, Kenneth E., S/Sgt
None
Bosworth, William H., T/Sgt
Glover, Harold, E., S/Sgt
None

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 28:
(428th BS did not participate)

Friday, 22 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, B-25s bomb a road junction near Tripoli. P-40s fly cover and fighter-bomber missions as the British Eighth Army's 22 Armored Brigade passes through 51 Infantry Division at Homs and drives beyond Castelverde. Forces to the south advance to within 17 miles of Tripoli.

WESTERN MEDITERRANEAN (Northwest African Air Force): Another step is taken toward amalgamation of US and RAF air strength in the Allied Air Force. Air support for US and British ground forces in North Africa is coordinated by the formation of a new combined HQ, Allied Air Support Command, subordinate to the Allied Air Force and under the command of Major General Laurence S Kuter, USAAF. The new command consists of the USAAF XII Air Support Command, the RAF No. 242 Group, a photographic reconnaissance unit and any other units that might be assigned to it.

In Tunisia, B-17s, operating in two forces, bomb El Aouina Airfield in the morning; B-26s hit the airfield shortly after noon; and B-25s attack later in the afternoon. Two escorting P-38s are lost to enemy fighters. Fighters fly escort for bombers and for C-47s and carry out numerous reconnaissance and patrol missions. P-39s and P-40s support the Allied ground assault in the Ousseltia Valley which has been halted to by strong opposition; the fighters silence several machinegun positions. One P-40 is lost.

In the Mediterranean, other B-26s, on a shipping strike, severely damage a freighter in the Straits of Sicily. HQ 81st Fighter Group transfers from Mediouna, French Morocco to Thelepte, Tunisia.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 29:

Target: El Aouina Airdrome, Tunis.

(Group report not available)

379th BS War Diary: On January 22, while returning from a bombing mission from the enemy held El Aouina A/D in Tunis, Pilot 1st Lt. Robert D. McDougall, 0-790379 of Arthur, N.D., Co-Pilot 2nd Lt Robert G. Menning, 0-728099 of 510 Broadway St., Pella, Iowa, S/Sgt. Merrell W. Long, 06993921, 141 Locust St., Quincy, Mass., gunner, and Sgt. Harrison J. Hodnett, 18064131 of Rising Star, Texas, were shot down by enemy ground fire over the Green Hill area 10 miles SW of Djedeida, Tunisia. Sgt. Long was the only crew member reported as being found by the American ground forces and sent to an evacuation hospital, but indications are that the other crew members were lost.

Friday, 22 January 1943 (continued)

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 29:
(Squadron report not available)

	A/C No. 1 41-13046 (MACR-2638 shot	A/C No. 2 <i>aircraft & crew unidentified</i>
	down by enemy ground fire)	
P	<i>McDougall, Robert D, 1Lt</i>	
CP	<i>Menning, Robert G., 2Lt</i>	
N	<i>None</i>	
B	<i>Hodnett, Harrison J., S/Sgt</i>	
E	<i>None</i>	
R	<i>Long, Merrell W., S/Sgt</i>	
G	<i>DeLuca, Matthew P., S/Sgt</i>	
F	<i>None</i>	<i>None</i>
	A/C No. 3 <i>aircraft & crew unidentified</i>	A/C No. 4 <i>aircraft & crew unidentified</i>
P		
CP		
N		
B		
E		
R		
G		
F		

379th BS: Extracts from Missing Air Crew Report # 2638: Remarks taken from 379th Bombardment Squadron S-2 mission report.

A/C 41-13046 at the time it was hit was flying at 200 feet after leaving target smoke came from right engine and a small blaze was seen. The pilot immediately pulled the plane up to 1000 feet and flew level. Two objects came out of plane and parachutes opened. Then two objects came out of plane on fire. The plane nosed down and crashed into the ground burning furiously. A third parachute was then seen coming down.

A/C No. 41-13046 (MACR-2638 shot down over Bordj-Toun, Tunisia, by
ground fire)

P	<i>McDougall, Robert D, 1Lt – KIA</i>
CP	<i>Menning, Robert G., 2Lt – MIA, POW, RTD, and EUS</i>
N	<i>None</i>
B	<i>Hodnett, Harrison J., S/Sgt – KIA</i>
E	<i>None</i>
R	<i>Long, Merrell W., S/Sgt – MIA, seriously wounded, found by US ground forces, hospitalized, EUS</i>
G	<i>DeLuca, Matthew P., S/Sgt - KIA</i>
F	<i>None</i>

Friday, 22 January 1943 (continued)

Extract from: 4th Ind, Hq, 310 BG, AG 704/002, 5 Jan 1944 (Cont'd).

4. Mission Report Number 29, this Headquarters, dated 22 January 1943, contains all the information available on subject aircraft. The following quotation is from said report: "8. LOSSES, OWN: One B-25C, No. 41-13046, due to ground fire from 20 mm cannon and machine gun fire at 1458 hours... At approximately 9 degrees 35 minutes E and 36 degrees 45 minutes this plane was hit by ground fire from a 20 mm cannon and machine gun fire. The plane at the time it was hit was flying on the deck at approximately 200 ft altitude after leaving the target. Smoke came from the right engine and a small blaze was seen. The pilot, Lt. McDougall, immediately pulled the plane up to an altitude of about 1000 ft and flew level for a short time. Two objects came out of plane and parachutes opened. Immediately thereafter two more objects came out of the plane on fire. The next time the plane was observed it nosed down and crashed into the earth, burning furiously. The observer then noticed a third parachute coming down..."

5. This aircraft went down in enemy territory, and no search was made therefore at that time.

/1/ Anthony G. Hunter
ANTHONY G. HUNTER
Colonel, Air Corps,
Commanding

Eyewitness Account: *Menning, Robert G., 2Lt, pilot, 379th BS*

INDIVIDUAL CASUALTY QUESTIONNAIRE

Hodnett, Harrison J. S/Sgt 18064113 Bombardier

No he did not bail out. Because he did not have his parachute on. He only had the harness on. He reached for the chute but pulled the ripcord which immediately opened in the plane. I asked him if he wanted help, but he told me to bail out. He crashed with the plane. Last seen in the plane just before I bailed out.

McDougall, Robert D. 1st Lt 0-790391 Pilot

He did not bail out. Plane was on fire and out of control. He tried to hold the plane up as long as possible so the rest of the crew could bail out. About two seconds after I bailed out the plane crashed to earth. He crashed with the plane. Last seen just before I bailed out.

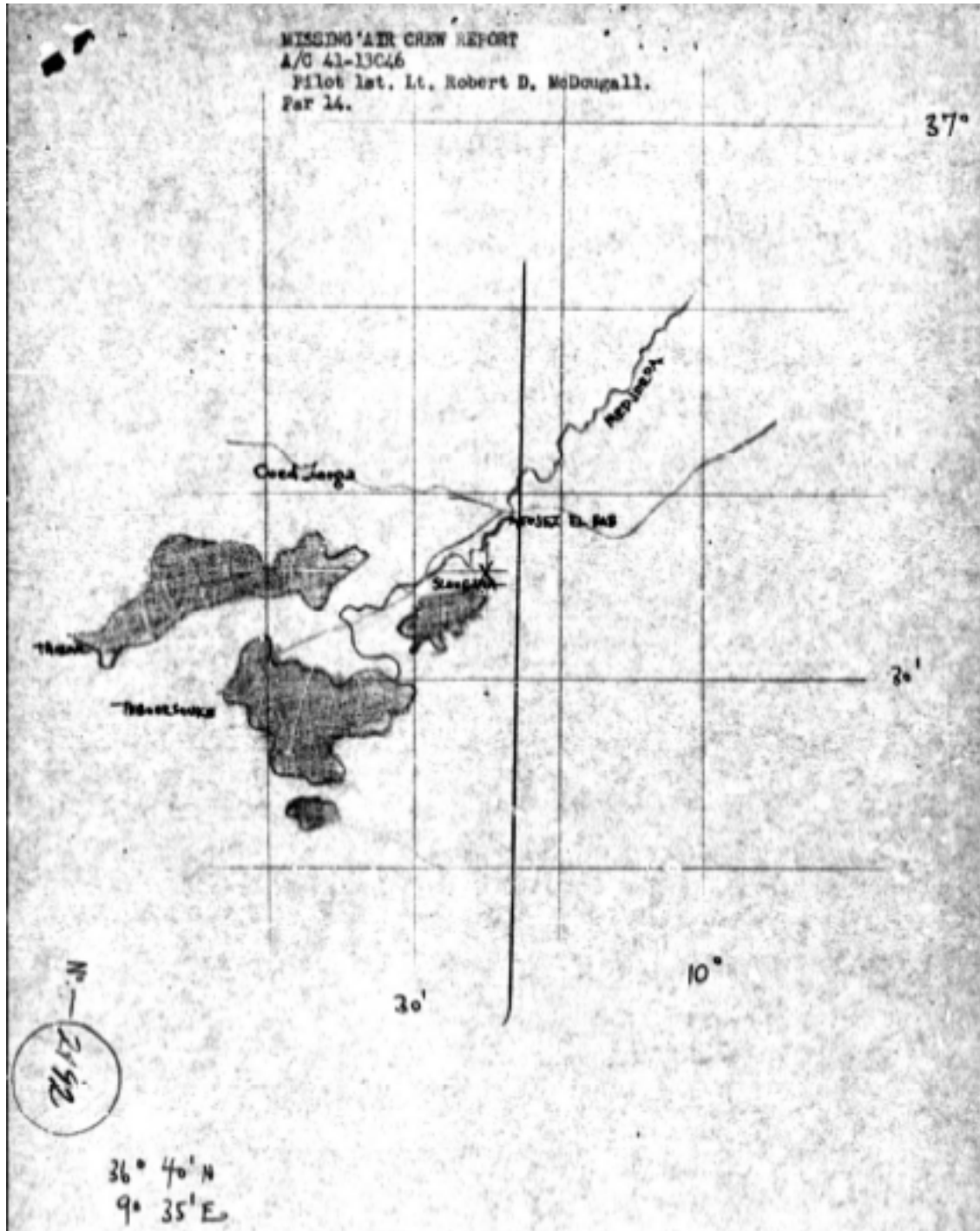
DeLuca, Matthew P. S/Sgt 11037518 Gunner

I don't know if he bailed out, but other crew members from other planes who were on the same mission said he did, but his chute was on fire. Near Tunis in North Africa, about thirty miles west of Tunis, very near the front lines. Members of my group who were shot down after I was told me that they thought he bailed out; but they were not sure; and

Friday, 22 January 1943 (continued)

that his chute was on fire. My opinion is that he crashed with the plane because it all happened so fast and he was in the turret which made it difficult for him to get out.

Robert Gerald Menning, 1st Lt 0-728099



Friday, 22 January 1943 (continued)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 29:

Mission Report # 18

Date- January 22, 1943

Target- El Aouina Airdrome, Tunis

Squadron airplanes- six

Their introduction to the “Daisy Chain” left no doubt in the minds of the crews as to the well meaning of the title. It was the heaviest flak they had ever seen. It came in bunches and it came in barrages. The continually blossoming of the tiny puffs, made one want to reach out and pluck them.

It was a job well done. The field was well covered with clusters of fragmentation bombs. Smoke could be seen pouring from the southwest corner of the field. Pictures made, following the attack, showed at least 40 aircraft mostly JU-52's had been destroyed on the ground.

Five unidentified and 4 FW-190's followed after us, but our fighter cover set a fast pace and did not give them a chance to do battle. The crews received a good lesson on how to “chew out a man” on the way back, when they spotted a German officer raising h... at his men, for not getting their machine guns on us in time.

Lieuts Draemel and Sours received slight scratches when flak hit the cockpit breaking the plexi-glass in their face. All of our planes returned safely.

A/C No. 1 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., Sgt*
G *Lindsay, Fred (NMI), S/Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Barnwell, Charles M., Jr., 1Lt*
CP *Rich, Robert S., 2Lt*
N *Sessler, Howard A., 1Lt*
B *Same as Navigator*
E *None*
R *Ginn, James A. T/Sgt*
G *Lea, Clayton D., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Cometh, Lawrence (NMI), 1Lt
Miller, James I., 2Lt
Huffman, Arnie J., 1Lt
Liverman, Ernest W. “Big Red”, 2Lt
None
Mount, Robert J., Pvt
Melhus, Palmer C., S/Sgt
None

A/C No. 4 aircraft unidentified

Draemel, Dean H., 1Lt
Sours, Robert J., 2Lt
Kanode, Robert C., 1Lt
Holmes, William G., 2Lt
None
Shambaugh, Robert M., T/Sgt
Williams, John A., S/Sgt
None

Friday, 22 January 1943 (continued)

A/C No. 5 aircraft unidentified		A/C No. 6 aircraft unidentified	
P	<i>Sacknoff, David A., 1Lt</i>		<i>Santos, Carroll A., Jr., 1Lt</i>
CP	<i>Walcott, Albert R., 2Lt</i>		<i>Picklesimer, Marion L., 2Lt</i>
N	<i>None</i>		<i>None</i>
B	<i>Links, Albert G., S/Sgt</i>		<i>Hall, Paul R., Jr., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Wesline, Richard L., T/Sgt</i>		<i>Lively, Jake S., S/Sgt</i>
G	<i>Grace, John J., Sgt</i>		<i>Redding, William D., S/Sgt</i>
F	<i>None</i>		<i>None</i>

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 29:

EL AOUINA AIR DROME TUNIS

Group Mission # 29	Flight 18 B-25's
Sqdrn. Mission # 14	Escort 16 P-38's
Take Off 13:27	Bomb Load: (12 x 120) Frag.
Target 14:50	Bombs Dropped: 3 (12 x 120). 4,320#
Down 16:00	
Total Time: 2 Hrs. 33 Min.	

Weather: CAVU all the way, except for a slight ground haze.

Remarks: All ships reported complete coverage of the Air Drome with bombs. Many Enemy A/C which were on the ground were hit. Flak: Heavy and light barrages were intense over Tunis and the A/D. Several ships were hit. Sgt. Lockhart (428th) received a head wound and Sgt. Duncan (428th) was critically injured in Ship # 41-13044, which did not return. Two chutes were seen to open.

Duncan, Billy M., S/Sgt, gunner, 428 BS

Lockhart, James H., S/Sgt, radio-gunner, 428th BS

A/C No. 41-13052 "TABOO" (P)		A/C No. 41-13102 "GREEN EYES" (Pancho under CP window) (Q)	
P	<i>VanDivort, Richard (NMI), 1Lt</i>		<i>Eddy, Leonard A., 1Lt</i>
CP	<i>Wightman, Henry B. "Hank", 1Lt</i>		<i>Hawkins, Frank B. "Pancho", 2Lt</i>
N	<i>None</i>		<i>Katzenbach, Nicholas D. "Katz", 2Lt</i>
B	<i>Smith, Willie A., T/Sgt</i>		<i>Pickett, Perry D., 1Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Chaffins, Ray (NMI), S/Sgt</i>		<i>Taylor, Milo K., Sgt</i>
G	<i>Nelson, Forest S., Sgt</i>		<i>Schave, Henry Lloyd, Sgt</i>
F	<i>None</i>		<i>None</i>

Friday, 22 January 1943 (continued)

A/C No. 41-13061 "LIL' JOE" (R)

P *Thorndike, Robert W., 1Lt*
CP *Lewis, Kenneth E., 2Lt*
N *None*
B *Kelley, Donald C., T/Sgt*
E *None*
R *Boone, Edward W. W., S/Sgt*
G *Molnar, William J., S/Sgt*
F *None*

381st BS Special Account:

EL AOUINA AIRDROME TUNIS

Narrative by 1st Lt. Henry B. Wightman
January 22, 1943

The 381st Squadron again had the "tailend Charlie" position for the raid. Its three ships were piloted by Lts. Eddy, Thorndike and VanDivort, having been assigned positions 16, 17, and 18 respectively. Lt. Eddy was the competent leader of our element and the great accuracy of our bombing can be attributed to his bombardier, Lt. Pickett. The navigator in our lead ship was Lt. Katzenbach.

Eddy, Leonard A., 1Lt, pilot *Katzenbach, Nicholas D. "Katz", 2Lt, navigator*
Pickett, Perry D., 1Lt, bombardier *Thorndike, Robert W., 1Lt, pilot*
VanDivort, Richard (NMI), 1Lt, pilot

Takeoff was at 13:25. After circling the field and picking up our escort of 16 P-38's, the 18 ship formation headed for Tunis. Target time was 14:45, and as we began our climb off the deck, Lt. Katzenbach saw to his satisfaction that the weather, over the city of Tunis, in the distance was excellent.

El Aouina airdrome is one mile east of Tunis on the north side of the dock area. Our axis of attack was from the north, each flight making an individual run on the target. As we turned toward the target, the city of Tunis lay bright and serene in the sunlight about ten miles to the south of us. Suddenly we saw a few bursts of Flak. Then the whole sky around us erupted in a veritable curtain of large puffs of black smoke. The barrage was so heavy that we actually flew through the puffs of black smoke from Flak bursts which had miraculously missed us.

Lt. Pickett in the lead ship had the airdrome in his sights, so Lt. Eddy stopped his evasive action and we began our bombing run. Several times Lt. Pickett's view through his bomb sights was obscured, so thick was the black smoke of the Flak bursts. Suddenly the frag clusters dropped from the lead ship's bomb bay, breaking up immediately into the individual bombs. I heard our own bombardier yell "Bombs away", and then we were peeling off in a dive. Our nose guns chattered as bombardier T/Sgt. W. A., Smith poured round after round into the streets of the city.

Eddy, Leonard A., 1Lt, pilot *Pickett, Perry D., 1Lt, bombardier*
Smith, Willie A., T/Sgt, bombardier-gunner

Friday, 22 January 1943 (continued)

Enemy fighters – Six ME-109's and six FW-190's attacked the lead flights, but were dispersed by our escort.

As our speed increased from 250 to 300 to 350, our radio man in the tail reported the sky literally erupting in a solid wall of Flak, interspersed with the red puffs the ground crews use to find the range. But they were too late, for even now we were leveling off on the deck, our speed reading 370 M.P.H. We breathed a sigh of relief at our miraculous escape, but all was not yet over.

As we were flying along with nothing to worry about, some 30 miles West of Tunis, I suddenly saw a light flak gun right in our path. A second later machine guns were firing at us from another direction also. Lt. Pickett fired his flexible gun and Lt Eddy his fixed nose gun, and the flak position was silenced. If it had not been for their quick-witted action, our entire element of three planes would have been endangered as we passed within 50 feet of the gun positions.

Unfortunately one ship in the second flight, piloted by Lt. McDougal of the 379th Squadron was hit and caught fire. Gaining altitude, the courageous pilot gave his crew a chance to jump. The ship crashed in flames, and it is believed the pilot's heroic act cost him his own life as two parachutes did not have time to open.

McDougall, Robert D., 1Lt, pilot, 379th BS

One gunner, S/Sgt. Duncan of the 428th was fatally wounded.

Duncan, Billy M., S/Sgt, gunner, 428th BS

We landed at 1600, and the sorrow over the loss of our comrades was hardly nullified by the intelligence reports that our bombs had destroyed at least 20 enemy aircraft on the ground.

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

"(Log 3:45 hours) Friday. Took off for town but trip to town was cancelled. We had to go on a raid. Formation was lousy and mixed up so we had to return. Jackson had a rough time on the trip as he had a hangover. Took off for Tunis in the afternoon (second time). It was rough. I saw Mac's plane get hit, catch fire and go down. One gunner in the lead plane was dead when we returned to the field. There is lots of enemy activity around here. We had four alerts last night. Spent more time in the trenches than in bed."

Jackson, William C., 1Lt, pilot

McDougall, Robert D, 1Lt, pilot, 379th BS

428th BS War Diary: 18 planes on a mission to bomb an airport; El Aouina. The target was blasted and plenty of planes were destroyed. Gunner Billy Duncan caught a piece of flak in his side on the return trip being the first 428th man killed in action over enemy territory. James Lockhart received a head injury. All planes accounted for. Alerted for possible parachute attack as a result of the full moon. Evidence found in the mountains of 2 German officers lived there for 2 days spying on the field.

Duncan, Billy M., S/Sgt, gunner

Lockhart, James H., S/Sgt, radio-gunner

Friday, 22 January 1943 (continued)

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 29: The twenty--second was a hallmark in our air effort. We participated in our first coordinated attack with disastrous results for the enemy and our squadron's first tragic results also. Lt. Robert McDougal and his crew of the 379th were lost to ground fire on the return trip. We lost S/Sgt. Billy Duncan from 20-millimeter fire as our planes skimmed the trees 200 feet off the deck. S/Sgt Lockhart, the radio operator on the same ship received a slight head wound.

Duncan, Billy M., S/Sgt, gunner

Lockhart, James H., S/Sgt, radio-gunner

McDougal, Robert D., 1Lt, pilot, 379th BS

The target was well bracketed by fragmentation bombs. The Northeast part of the drome was particularly hard hit. The consensus of opinion indicated that numerous aircraft were destroyed.

Intense heavy and light flak was thrown up at the target. Some bursts seemed larger than that of the conventional burst of the 88 mm variety. It approached a barrage type intensity. However it was fire from the "green hill" area on the return trip that caused our losses.

A/C No. 1 probably 41-13077 "The Reluctant Dragon" (later "Old Patch")

P *Walker, James P. "Chief" Capt*
CP *Bingham, Henry G., Jr., 2Lt*
N *Colvin, Jay W., Jr., 1Lt*
B *Truelove, Denver V., 1Lt*
E *None*
R *Bennett, Robert L., T/Sgt*
G *Stage, Albert A., S/Sgt*
F *Bower, William M., Maj, Commander (observer)*

A/C No. 3 aircraft unidentified

P *Middleton, Laula M., 2Lt*
CP *Frost, Roland (NMI), 2Lt*
N *None*
B *Surbaugh, Steven G., S/Sgt*
E *None*
R *Ficeto, Bartholomeo T., S/Sgt*
G *Dickey, Norris D. "Pop", S/Sgt*
F *None*

A/C No. 2 41-13044

Helsabeck, Chester J. "Joe", Jr., 1Lt
Cunningham, Robert L., 2Lt
Norvell, Richard T., 1Lt
Upchurch, Jerry E., 1Lt
None
Lockhart, James H., T/Sgt
Duncan, Billy M., S/Sgt
None

A/C No. 4 aircraft unidentified

Thompson, Charles A. "Twitch", 1Lt
Kelly, Andrew B., 2Lt
None
Queen, Kenneth E., S/Sgt
None
Everard, William J., S/Sgt
Glover, Harold, E., S/Sgt
None

Friday, 22 January 1943 (continued)

A/C No. 5 *aircraft unidentified*

P *Martin, Grover W., 1Lt*
CP *Smith, Merle E., 2Lt*
N *None*
B *Naworski, Edward F., S/Sgt*
E *None*
R *Richardson, Warren F., T/Sgt*
G *Schletz, Howard G., S/Sgt*
F *None*

Saturday, 23 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Sicily, B-24s bomb Palermo harbor during the night of 23/24 Jan.

In Libya, P-40s fly cover and fighter-bomber missions during the day as Tripoli falls to General Montgomery's Eighth Army.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s, in two forces, hit the Bizerte naval base and shipping in the immediate area. Much damage is done to base facilities and one motor vessel is sunk; 75 to 100 enemy fighters attack the formations, and the B-17s and escorting P-38s claim 20 destroyed; two P-38s are lost and four more are missing. A-20s, and escorting P-40s, attack a heavy gun battery, machinegun nests, and two infantry companies while supporting ground forces in the battle area south of Ousseltia. Fighters of the XII Air Support Command destroy over 20 vehicles on the Gabes-Ben Gardane highway.

In the Mediterranean, B-26s hit shipping off northeastern Tunisia, attacking several vessels and claiming one destroyed; escorting fighters hit trucks and tanks near Enfidaville, Tunisia on the return flight. The 91st Fighter Squadron, 81st Fighter Group with P-39s transfers from Mediouna, French Morocco to Thelepte, 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*

"Saturday. Finally got to town for a bath in a big 6 foot tub. And then Lewis and I fussed around town for a couple of hours before returning to camp. Couldn't buy anything in town as everything is sold out. Had a meal of dear old Spam at the officer's mess. Our scouts have found chutes of enemy spies that landed near here the other night. Ever since local haystack have been on fire every night. It is a very serious situation. Some men walked all the way from Gabes to Telergma (250 miles) after crash."

Saturday, 23 January 1943

428th BS War Diary: They buried Billy Duncan today. Most of the combat men went. Jerries flew overhead and blasted the field at Constantine. Lucky they missed us for there were plenty.

Duncan, Billy M., S/Sgt, gunner

Sunday, 24 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Tunisia, B-24s strike Medenine Airfield while P-40s fly cover and fighter-bomber missions as Axis forces retreat westward from Tripoli. The 84th, 85th and 86th Fighter Squadrons, 79th Fighter Group with P-40s transfers from Egypt to Libya.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-25s and B-26s, operating in two forces, attack Medenine Airfield; B-17s hit shipping in Sousse harbor; fighters escort bombers and attack vehicles and troop concentrations along the battleline.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 30:

Mission Report # 30, 24 January 43

1. 310th Bomb Gp (M) AAF.
2. NO. AND TYPE A/C: Eighteen B-25-C's took off from this Base and bombed the target. All planes returned safely to this base. Fifteen B-25-C's returned at 1430 hours, one returned at 1510 hours and two returned at 1700 hours, the three latter planes having stopped for gasoline at another field.
3. DATE: 24/1/43
4. MISSION: Bombing. TARGET: Medenine Airport.
5. TIME OFF: 1030 hours. TARGET: 1250 hours. DOWN: Fifteen planes at 1430 hours, one at 1510 hours, two at 1700 hours.
6. WEATHER: En route, lower deck of clouds 5/10 at 3000 ft, upper deck 8/10 to 9/10 at 10,000 ft. Scattered showers, visibility good except in showers. Visibility good at target.
7. No. AND TYPE BOMBS DROPPED: 216 clusters of fragmentation bombs dropped, 6 twenty-lb bombs to a cluster. Two clusters, which stuck in racks and would not release, were returned to base.

Sunday, 24 January 1943 (continued)

8. *(blank)*
9. RESULTS AND OBSERVATIONS: Results of mission were very good, bombing excellent. Target attacked was not the airdrome located to the SE of Medenine. Planes passed over this airdrome and it was deserted. In circling Medenine the flight leader, 1st Lt. Cometh, noticed that an airdrome about five miles W of Town and slightly N was occupied by many aircraft and the attack was made on that Airdrome.

The airdrome was completely covered by direct hits from clusters and was well-bracketed at all points by fragmentation bombs. Planes on field were destroyed; also, three planes were destroyed as they were attempting to take off. Buildings were hit. After the bombing billows of dust, heavy black smoke and debris were seen all over the field. It was estimated that at least 25 to 30 enemy aircraft were destroyed. These were not identified as to specific make, but were composed of transports, bombers and fighters.

ENEMY AIRCRAFT: One ME-110 and one JU-88 were seen circling the target attacked at an altitude of 1000 ft. On ground at target attacked were fifty to sixty aircraft, including transports, bombers and fighters. One ME-109, one ME-110 and one large transport were taking off at time bombs were dropped.

FLAK ENCOUNTERED: Over target attacked, moderate heavy flak encountered from the airdrome itself, poor as to range, good as to deflection. Moderate light flak was encountered from the airdrome.

Light flak on hill and machine-gun fire all along ridge S of Matmata.

Slight light flak eight miles W of Medenine.

OBSERVATIONS OF GROUND ACTIVITY: Twenty-five to thirty trucks on highway headed N between Fom Tatahouine and Medenine. At approach of bombers, vehicles went into groups of two's.

Tanks and motorized equipment dispersed in dry washes ten miles SSE of Medenine, location 33 degrees 10 minutes N and 10 degrees 35 minutes E. Telephone report to A-2 Bomber Command at 1529 hours.

On the road between Ben Gardane and Medenine, a motor convoy of trucks spaced at intervals of fifty feet and stretching as far as could be seen. Telephoned to A-2 Bomber Command at 1507 hours.

Ten or fifteen enemy aircraft (unidentified as to type and kind) on the ground near Fom Tatahouine. The field on which they were seen is partly surrounded by a wall.

Cement trenches and pill boxes were observed around the town of Medenine.

Two battalions of troops, identity unknown, at 33 degrees 25 minutes N and 10 degrees E.

Camel caravan, approximately fifty men, breaking up camp at 33 degrees 25 minutes N and 9 degrees E.

Sunday, 24 January 1943 (continued)

ALTITUDE OF BOMBING: 7600 ft to 9500 ft.

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

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 30:

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**

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 30:

Mission Report # 19

Date- January 24, 1943

Target- Medenine Airdrome

Squadron airplanes- five

Rejoicing in the success of their attack on El Aouina, it was but two days later that Lieut. Cometh led an 18 ship formation from the Group to the other end of Tunisia, to see what damage could be done to the Medenine Airport.

Sunday, 24 January 1943 (continued)

The primary target was blank, but quick thinking on the part of Lieut. Cometh wheeled the formation around over another airdrome where planes were spotted sitting on the ground. The results were of the finest. Three planes blew up taking off. Another six engined plane, a ME-323 also burst into flames from the effects of the frag bombs that covered it as it was moving down the runway. We claimed 25 to 30 ships were destroyed in their parking spaces. No fighters got off to intercept us.

Lieut. Huffman in his anxiety to "burn" a machine gun nest, that appeared before them quite suddenly, shoved the handle of the flexible gun through the roof of the compartment. He is afraid he was too late.

All of our planes returned safely. This was Capt. Wilder's idea of celebrating his promotion to Major. A trip over enemy territory.

A/C No. 1 aircraft unidentified

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

A/C No. 3 aircraft unidentified

P *Barnwell, Charles M., Jr., 1Lt*
CP *Rich, Robert S., 2Lt*
N *Sessler, Howard A., 1Lt*
B *Same as Navigator*
E *None*
R *Ginn, James A. T/Sgt*
G *Lea, Clayton D., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Amick, Cecil D., 1Lt*
CP *Porter, Lloyd L., 2Lt*
N *None*
B *Longrie, Kenneth R., S/Sgt*
E *None*
R *Meyer, Albert J., S/Sgt*
G *Huffman, Herbert (NMI), S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Lacy, Robert A., 1Lt
Thomas, Alan S., 2Lt
None
Kessler, Paul E., S/Sgt
None
Belmer, Charles M., Sgt
Lindsay, Fred (NMI), S/Sgt
None

A/C No. 4 aircraft unidentified

Loomis, Frederick F., 1Lt
Moir, David (NMI), Jr., 2Lt
None
Schisler, Robert P., 2Lt
None
Willis, Earl B., Pvt
Nichols, Edward H., Sgt
None

Sunday, 24 January 1943 (continued)

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 30:
MEDENINE AIR DROME

Group Mission # 30	Flight 18 B-25's
Sqdrn. Mission # 15	Escort 12 P-38's
Take Off 10:30	Bomb Load: (12 x 120) Frag.
Target 12:50	Bombs Dropped: 6(12 x 120). 8,640#
Down 14:30	
Total Time: 4 Hrs. 0 Min.	
<u>Weather:</u> Visibility good except in scattered showers. Good at target.	

Medenine – January 24th, 1943
Mission narrative by 2nd Lt. Jackson

On the 24th of January, 1943 we were briefed on the airdrome of Medenine. It was explained to us that this was the central point between Tripoli and Gabes and that our target was very important due to the fact that the airdrome was being used as a base for enemy aircraft that were strafing our troops.

At 10:30 A.M., 18 B-25's from the 310th Group took off. We were escorted by 12 P-38's. The 381st flight was the tail end flight.

We flew over the mountain range on the way down and "hit the deck" immediately upon arriving over the desert. Everyone gave a little silent prayer that he wouldn't have to walk home when the vast bareness of the desert was observed.

We arrived at our initial climb point at approximately 12:30 hours. Lt. Crump's element got behind in the climb for a short while. His left wingman, Lt. Cox, could not seem to get sufficient power to keep up in the climb.

Arriving over the target, there was some difficulty in locating the airdrome. It was finally found by the dust trail of an enemy aircraft taking off. The fragmentary bombs were dropped and very accurately. They caught an enemy aircraft taking off and he crashed. When the bombs were dropped everyone was afraid that they were going to be hit by the ones coming from above. It looked as if someone had thrown a large handful of pepper into the sky.

Enemy flak was bursting all around us but it was the most inaccurate encountered so far. The deflection was extremely poor. We hazarded the guess that the gun crews were Italian. While the formation was diving off the target at about 360 M.P.H., 18 B-26's were coming in with their bomb load. At first we thought they were ME's which scared us until we realized they were the "Flying Coffins". The B-25's flew on the deck all the way across the desert and climbed up only to get over the mountains. Everyone had a wonderful opportunity to see how low they could get as we passed over a large dry lake. Some did alright.

Sunday, 24 January 1943 (continued)

We arrived at Berteaux at 14:30. Another successful mission behind us. We reported at interrogation and then proceeded to take a little rest until the next day.

<p style="text-align: center;">A/C No. 41-13061 "LIL' JOE" (O)</p> <p>P <i>Thorndike, Robert W., 1Lt</i> CP <i>Lewis, Kenneth E., 2Lt</i> N <i>None</i> B <i>Kelley, Donald C., T/Sgt</i> E <i>None</i> R <i>Boone, Edward W. W., S/Sgt</i> G <i>Molnar, William J., S/Sgt</i> F <i>None</i></p> <p style="text-align: center;">A/C No. 41-13090 (P)</p> <p>P <i>Martin, Robert W., 1Lt</i> CP <i>Sindelar, Emil Edward, 2Lt</i> N <i>None</i> B <i>Schick, Raymond E., 2Lt</i> E <i>None</i> R <i>Bush, Donald W., Sgt</i> G <i>Thomas, John P., S/Sgt</i> F <i>None</i></p> <p style="text-align: center;">A/C No. 41-13084 "Dis'n Did't" (Q)</p> <p>P <i>Crump, Walter P. "Bitsy", 1Lt</i> CP <i>Froelicher, Peter R., 2Lt</i> N <i>None</i> B <i>Gollnitz, Frederick C., 2Lt</i> E <i>None</i> R <i>Ough, James A., Pvt</i> G <i>Massengale, Jack T., S/Sgt</i> F <i>None</i></p>	<p style="text-align: center;">A/C No. 41-13102 "GREEN EYES" (Pancho under CP window) (N)</p> <p><i>Eddy, Leonard A., 1Lt</i> <i>Hawkins, Frank B. "Pancho", 2Lt</i> <i>Katzenbach, Nicholas D. "Katz", 2Lt</i> <i>Pickett, Perry D., 1Lt</i> <i>None</i> <i>Taylor, Milo K., Sgt</i> <i>Schave, Henry Lloyd, Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 41-13073 "VAR ARIEN" (S)</p> <p><i>Cox, Robert A., 1Lt</i> <i>Szczygiel, Joseph F., 2Lt</i> <i>None</i> <i>Green, William B., 1Lt</i> <i>None</i> <i>Brink, Robert W., Sgt</i> <i>Windham, Duke Green, Jr., S/Sgt</i> <i>None</i></p> <p style="text-align: center;">A/C No. 41-13062 "POTCH-A- GALOOP" (R)</p> <p><i>Linden, Eric O., 1Lt</i> <i>Jackson, William C., 1Lt</i> <i>None</i> <i>Caron, John B., S/Sgt</i> <i>None</i> <i>LaPorte, Frank R., T/Sgt</i> <i>Hughes, Albert (NMI), Sgt</i> <i>None</i></p>
--	--

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*
"(Log 4:15 hours) Sunday. Had a raid on the airport at Medenine at 1250. We really bellowed the place with bombs 18 B-25's full of 60 bombs each. After we got off the target, the B-26's came over with full loads. Some of the planes that were trying to take off never got off. Our bombs hit them. Last night a couple of bandits came over but they missed our field with their bombs. They sure are working us. The flak is getting heavier each raid. This is no fun."

Sunday, 24 January 1943 (continued)

428th BS War Diary: They called out the troops to scour the mountain side for paratroopers. Piled into jeeps and trucks and searched the mountains and Arab homes but found no one. They blasted the airport at Medenine destroying numerous planes. 3 planes were destroyed while attempting to take-off.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 30: The target for Sunday, the 24th, was Medenine airdrome, an important Axis drome for the retreating Luftwaffe. The assigned target was barren so the formation moved on to an auxiliary landing ground Southeast of the town that was visibly much occupied.

The airdrome was completely covered by fragmentation bombs. An estimated twenty-five to thirty mixed aircraft types were destroyed. Installations were hit. As the dust and smoke cleared, a field littered with debris could be discerned.

Moderate heavy flak from the target and slight amounts from two other spots along the route did no damage. The men did notice that in the five days between the Medenine raids that the Mareth Line was beginning to shake. A camel caravan seen en route added to the dissonance of modern war in this ancient bit of nowhere.

	A/C No. 1 probably 41-13077 “The Reluctant Dragon” (later “Old Patch”)	A/C No. 2 probably 41-13070 “Shanghi Lil”
P	<i>Walker, James P. “Chief”, Capt</i>	<i>Canham, Arthur E., 1Lt</i>
CP	<i>Bingham, Henry G., Jr., 2Lt</i>	<i>Wilson, Kieth Gordon, 1Lt</i>
N	<i>Norvell, Richard T., 1Lt</i>	<i>None</i>
B	<i>Truelove, Denver V., 1Lt</i>	<i>Herold, Armin F., Jr., 1Lt</i>
E	<i>None</i>	<i>None</i>
R	<i>Bennett, Robert L., T/Sgt</i>	<i>Rebello, John E., Jr., T/Sgt</i>
G	<i>Foley, Patrick L., Sr., Cpl</i>	<i>Parker, Perrie C., Sgt</i>
F	<i>None</i>	<i>None</i>
	A/C No. 3 aircraft unidentified	A/C No. 4 aircraft unidentified
P	<i>Martin, Grover W., 1Lt</i>	<i>Middleton, Laula M., 2Lt</i>
CP	<i>Smith, Merle E., 2Lt</i>	<i>Frost, Roland (NMI), 2Lt</i>
N	<i>None</i>	<i>None</i>
B	<i>Davis, Elvin A., S/Sgt</i>	<i>Surbaugh, Steven G., S/Sgt</i>
E	<i>None</i>	<i>None</i>
R	<i>Richardson, Warren F., T/Sgt</i>	<i>Ficeto, Bartholomeo T., S/Sgt</i>
G	<i>Schletz, Howard G., S/Sgt</i>	<i>Dickey, Norris D. “Pop”, S/Sgt</i>
F	<i>None</i>	<i>None</i>

Monday, 25 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Libya, P-40s carry out fighter-bomber missions. The British 7 Armored Division, in pursuit of the enemy, reaches Az Zawiyah. HQ 79th Fighter Group transfers from Egypt to Libya. The 345th Bombardment Squadron (Heavy), 98th Bombardment Group (Heavy) with B-24s transfers from Fayid, Egypt to Tobruk, Libya.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, bad weather cancels heavy and medium bomber missions. Fighters fly reconnaissance, patrol and C-47 escort 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*
"Monday. Snafu weather so there wasn't a raid today. We have Rommel on the run and don't like to let up on our attacks. Spent a good portion of the day playing double solitary. It is very popular as it is such an easy game as for calming the nerves. Our radio (only one in our squadron) is a great comfort these days. We get to find out how we are doing. According to the British they are winning the war. If so; I don't know why we ever came over here. Another raid planned for tomorrow - so early to bed."

428th BS War Diary: Major called a formation and warned the men on booby traps.
Bower, William M., Maj, pilot, Commander

Tuesday, 26 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Italy, headwinds prevent B-24s from reaching Naples, the primary target, before dark, so they divert to Messina, bombing the town and the area around the train ferry terminal.

In Libya, P-40s fly fighter-bomber operations, refueling at Castel Benito. The 415th Bombardment Squadron (Heavy), 98th Bombardment Group (Heavy) with B-24s transfers from Fayid, Egypt to Tobruk, Libya.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In the Mediterranean, B-26s on a shipping strike abort because of weather that limits air activity.

In Tunisia, fighters fly reconnaissance and local patrol 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*
"Tuesday. More bad weather due to the "high pressure" over this part of the world at this time. We had a cancelled flight again. Went over to Telergma so as to catch a ride to Botua, but that deal was "Snafu". So I came back to camp. According to operations dept., our crew is going to a vacation (rest cure) soon. It is hard on the nerves, this going out and never knowing whether one will return or not! At the B-26 group; they lose from one to five planes every day. Most of my classmates are with that bunch. Poor fellows!"

428th BS War Diary: Capt. Walker assumed command of the outfit again. Everyone is beaming. Bring on the war now! The Major went up to Bomber Command. They bombed the city of Medenine again leaving it a smoldering wreck.

Bower, William M., Maj, pilot, Commander

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

Tuesday, 26 January 1943 (continued)

428th BS Special Account: Major Bower was transferred to the Seventh Wing on the twenty-sixth. When it was announced that Captain Walker was to command the 428th the response was really enthusiastic. The "Chief" was our first C.O. -- actually it was by dint of his work that the squadron was molded and many resented a newcomer taking over the fruits of another's labor. Actually Major Bower never had us together long enough to display his worth so it was no reflection on him.

Bower, William M., Maj, pilot, Commander

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

2nd Lt. Haines relieved 2nd Lt. Lindeberg of his adjutant duties. Lindy became a bombardier in the early days of December when crews were scarce. It enabled him to devote his full time to mastering a man-sized job.

Haines, Wilson R., 2Lt, Adjutant

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

Wednesday, 27 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Italy, B-24s bomb Naples and Messina during the night of 26/27 Jan.

In Sicily, B-24s hit Palermo during the afternoon, after weather causes a diversion from the primary target at Naples.

In Libya, the British 7 Armored Division meets stiffening resistance near Zuwarah.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In the Mediterranean, B-25s hit shipping off the north coast of Algeria, attacking two destroyers and leaving one on fire. B-26s on a shipping strike fail to attack sighted vessels because of weather.

In Tunisia, A-20s attack the town of Al Mazzunah while fighters escort bombers and fly reconnaissance and local patrols.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 31:

Mission Report # 31, 27 January 43

1. 310th Bomb Gp (M) AAF.
2. NO. AND TYPE A/C: Six B-25-C's
3. DATE: 27/1/43
4. MISSION: Sea Search. TARGET: Shipping.
5. TIME OFF: 1310 hours. INITIAL POINT: 1500 hours. DOWN: 1715 hours
6. WEATHER: En route, out over land, 6/10 coverage at 6000 feet, visibility 15 miles except in showers. Over sea 6/10 to 9/10 coverage, visibility 12 miles, over target CAVU. En route back 5/10 to 8/10 coverage over mountains at 5000 feet.
7. No. AND TYPE BOMBS DROPPED: 22 500 pound with four second delay fuse dropped. 14 x 500 pound returned to this base.

Wednesday, 27 January 1943 (continued)

8. OWN LOSSES: None.
9. RESULTS AND OBSERVATIONS: Sighted at 1531 hours two vessels, identified as destroyers, proceeding toward Sicily. Observation and attack made at 37 degrees 45 minutes North 11 degrees 20 minutes East, vessels at a heading of 60 degrees. Attack was made by two elements of B-25-C's, three ships to each element. Attack was made from the starboard side, the attack being made simultaneously on both vessels. Lead element attacked second vessel in line and second element attacked lead vessel. There were two hits made on the deck of the lead destroyer, which was about 250 feet long, and four hits in the water on the starboard side, all within from 20 to 50 feet of the side of vessel. Vessel was observed to be covered with huge geysers of water and smoke and fire was observed coming from vessel, reported that vessel was seen to rise out of the water and when last observed by our pilots was listing heavily.

Hits were made in the water very close to the stern of the second vessel, one hit within twenty five feet of stern, three hits within fifty feet of stern. Evasive action and speed of vessel prevented direct hits. Probable damage to stern, extent unknown, no further observation possible.

OBSERVATIONS: At 1448 hours, at 35 degrees 40 minutes N 10 degrees 55 minutes E, in a grove of trees, twenty vehicles, troops around vehicles and two airplanes in or on water. Type and kind unknown, of lake at point observed. Other pilots report that vehicles were trucks, half tracks and tanks.

Both ships attacked were observed to have many men on decks.

Attack made from altitude of 200 feet.

No other naval or marine vessels sighted.

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

HEADQUARTERS
310th BOMBARDMENT GROUP (M) AAF
New London

28 January 1943

SUBJECT: Transmittal of Correspondence.

TO : Commanding General, XII Bomber Command, Nutmeg. Attention: A-2
Public Relations Officer.

1. Enclosed is a narrative report and list of crew members of six B-25-C's that attacked two enemy naval vessels January 27, 1943.

Wednesday, 27 January 1943 (continued)

THOMAS P. O'BRIEN,
1st Lt, Air Corps,
Asst. S-2 and Public
Relations Officer.

On January 27, 1943 - six B-25-C's of the 310th Bomb Group (M) AAF, while on a Sea Search Patrol sighted two vessels NE of the Gulf of Tunis. The B-25-C's were flying very close to the water and upon sighting the vessels climbed to a height of 200 ft., and made an attack that had been prearranged should two vessels be sighted. The first element headed by Lt. Cometh attacked the closest vessel and the second element headed by Capt. Batten, who was on his first mission, attacked the lead vessel.

The attack was made from out of the sun and the attacking planes were not fired upon until they were within 500 yards of the vessel.

Two direct hits on the deck of the lead vessel were made by the second element and four near misses all on the starboard side and the vessel seemed to bulge right out of the ocean. When last observed by our crews it was listing heavily.

The second vessel in line, attacked by the first element, was more fortunate but received severe damage at the stern, for just as the bombs hit the water near the stern, the vessel made evasive action and bombs exploded in back of the ship and not against the side.

The 380th BS crews of the airplanes attacking the lead naval vessel which was sunk are:

Capt. <i>Earl</i> E. Batten	Pilot	2803 Rhode Island Ave NE, Washington, D. C.
2 nd Lt. <i>Fred</i> A. Shorsher	Co-pilot	2604 Beaver Road, Ambridge, Pa.
1 st Lt. <i>Howard</i> A. Sessler	Bombardier	52 Fountain Road, Arlington, Mass
S/Sgt. <i>Alfred</i> A. Szczesniak	Gunner	6044 Maxwell Street, Detroit, Mich.
Cpl. <i>John</i> A. Dackiewicz	Radio Op	1190 East 83 rd Street, Cleveland, Ohio
-	-	-
1 st Lt. <i>Frederick</i> F. Loomis	Pilot	509 W. 4 th Street, Elmira, New York
2 nd Lt. David Moir, <i>Jr.</i>	Co-pilot	65 So. Main Street, Natick, Mass.
1 st Lt. <i>Robert</i> P. Schisler	Bombardier	1421 Ridgeway Place NE, Canton, Ohio
Pvt. <i>Earl</i> H. Willis	Radio Op	618 9 th St NE, Washington, D.C.
Sgt. <i>Edward</i> H. Nichols	Gunner	3623 Y Street, Omaha, Nebraska
-	-	-

Wednesday, 27 January 1943 (continued)

1 st Lt. <i>Cecil</i> D. Amick	Pilot	Route 2 Leesville, So. Calif.
2 nd Lt. <i>Lloyd</i> L. Porter	Co-pilot	Chandlers Valley, Pa.
S/Sgt <i>Kenneth</i> R. Longrie	Bombardier	324 Shawano Street, New London, Wis.
S/Sgt. <i>Teddy</i> L. Smith	Radio Op	Logan, West Va.
<i>Note: according to the crew list in the 379th BS war diary, the radio operator on this mission was S/Sgt Albert J. Meyer, who was the regular radio man on Lt Amick's crew)</i>		
S/Sgt. <i>Herbert</i> Huffman	Gunner	Hansford, West Va.

- - - - -

The 380th BS crews of the airplanes attacking the second naval vessel which was damaged:

1 st Lt. <i>Lawrence</i> Cometh	Pilot	7 Rex Place, Yonkers, N.Y.
2 nd Lt. <i>James</i> I. Miller	Co-pilot	Box 583, Warren, Pa.
1 st Lt. <i>Arnie</i> J. Huffman	Navigator	R.D. 3, Eaiden, Mass.
1 st Lt. <i>Ernest</i> W. Liverman	Bombardier	Columbia, North Carolina
Pvt. <i>Robert</i> J. Mount	Radio Op	914 Yeadon Ave., Yeadon Pa.
S/Sgt. <i>Palmer</i> C. Melhus	Gunner	1122 No. Crosby St., Portland, Oregon
Capt. <i>Rodney</i> R. Wilder	Observer	906 Cecelia St., Taylor, Texas

1 st Lt. <i>Robert</i> A. Lacy	Pilot	Scottsburg, Va.
2 nd Lt. <i>Alan</i> S. Thomas	Co-pilot	Route 8, Box 1618, Portland, Ore.
S/Sgt. <i>Paul</i> E. Kessler	Bombardier	Box 241, Goshen, Ohio
Sgt <i>Charles</i> M. Belmer	Radio Op	19 Fort Amherst Road, Glens Falls, N.Y.
S/Sgt <i>Fred</i> Lindsay	Gunner	990 E. Walnut St., Pasadena, Calif.

1 st Lt. <i>Charles</i> M. Barnwell	Pilot	901 Oakdale Road, Atlanta, Ga.
2 nd Lt., <i>Robert</i> S. Rich	Co-pilot	208 East 9 th Street, Yankton, S. Dakota
2 nd Lt. <i>Alcuin</i> H. Wiench	Bombardier	Dickinson, No. Dakota
T/Sgt. <i>James</i> A. Ginn	Radio Op	1208 E. 5 th St, Tucson, Ariz.
S/Sgt. <i>Clayton</i> D. Lea	Gunner	214 West N.Y. Ave, Albuquerque, N.M.

- - - - -

Capt. R.R. Wilder, Squadron Commander of the 380th Bomb Sq, acting as observer in lead plane, said when naval vessels were sighted, "There they are, let's go get them."

Wednesday, 27 January 1943 (continued)

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 31:
(379th BS did not participate)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 31:

Mission Report # 20

Date- January 27, 1943

Target- Sea Search

Squadron airplanes- six

Our squadron furnished all the aircraft today and with Lieut. Cometh setting the pace, we headed out once again over the clear blue waters of the Mediterranean. Just two hours from takeoff time, two ships were sighted in the distance and we came closer, wondering what they were.

Lieut. Amick was the first to realize the importance of the small craft, and radioed Lieut. Cometh to the effect that they were destroyers. Well whether he wanted to listen or not, his excuse on his return was that his earphones were lying on the seat beside him. Lieut. Porter calmly looked the scene over and as the run started remarked to the crew, via the inter-phone, "Boys, here we go."

We did go. From an altitude of 200 feet that caused the air to be blue with light flak, we crossed their formation. Two direct hits were seen to strike the lead destroyer. Four near misses caused it to rock back and forth and it looked as though it might jump out of the water. Soon it began to list and when last seen it was settling fast. Due to fine evasive action the second vessel had no direct hits, but several near misses. "Dumb luck" on the part of the "Wops" aided them miraculously when Lieut. Lacy's bombs hung up and would not release. Upon landing he found that they were hanging by one lone shackle.

Flak from the second destroyer was still firing at us as we left the target. Lieut. Cometh led the flight home to be rewarded with the orders, promoting him to Captain. All of our planes returned safely, although quite a few holes were found in all of the airplanes.

A/C No. 1 aircraft unidentified

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

A/C No. 2 aircraft unidentified

Lacy, Robert A., 1Lt
Thomas, Alan S., 2Lt
None
Kessler, Paul E., S/Sgt
None
Belmer, Charles M., Sgt
Lindsay, Fred (NMI), S/Sgt
None

Wednesday, 27 January 1943 (continued)

A/C No. 3 aircraft unidentified

P *Barnwell, Charles M., Jr., 1Lt*
CP *Rich, Robert S., 2Lt*
N *None*
B *Wiensch, Alcuin A., 2Lt*
E *None*
R *Ginn, James A. T/Sgt*
G *Lea, Clayton D., S/Sgt*
F *None*

A/C No. 5 aircraft unidentified

P *Amick, Cecil D., 1Lt*
CP *Porter, Lloyd L., 2Lt*
N *None*
B *Longrie, Kenneth R., S/Sgt*
E *None*
R *Meyer, Albert J., S/Sgt*
G *Huffman, Herbert (NMI), S/Sgt*
F *None*

A/C No. 4 aircraft unidentified

Loomis, Frederick F., 1Lt
Moir, David (NMI), Jr., 2Lt
None
Schisler, Robert P., 2Lt
None
Willis, Earl B., Pvt
Nichols, Edward H., Sgt
None

A/C No. 6 aircraft unidentified

Batten, Earl E., Capt
Shorsher, Fred A., 2Lt
Sessler, Howard A., 1Lt
Same as Navigator
None
Dackiewicz, John A., Cpl
Szczesniak, Alfred A., S/Sgt
None

381st BS War Diary: No Entry

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 31:
(381st BS did not participate)

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

"Wednesday. Forgot to mention that on the 25th, Gen. Arnold and General Doolittle was here. I saw them. Really loads of rank. Doolittle is usually here every ten days or so! Snafu weather again today. No raid as they expected. We have a "front" hanging in here. Spent most of the day working in our barracks making double decker beds out of bomb crates. What a job. Wrote about ten letters today. What a job! Of course we had our usual amount of air alerts. I sure don't like to get up in the middle of the nite."

Arnold, Henry H. "Hap", General, Chief of the Army Air Forces

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

428th BS War Diary: A special broadcast from Washington telling of President Roosevelt's historic meeting with Prime Minister Churchill was heard by those that stayed up till 0300 hours. Had 2 alerts tonight. Lt. Haines assumed the adjutant's job giving Lt. Lindeberg more time to fly.

Haines, Wilson R., 2Lt, Adjutant

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

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 31:
428th BS did not participate)

Thursday, 28 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, 60 heavy and medium bombers (B-17s, B-25s and B-26s) in three waves attack the harbor, shipping and marshaling yards at Sfax; all missions are escorted by P-38s. P-40s of the XII Air Support Command attack infantry and artillery while supporting French and US ground forces in the Ousseltia Valley where the Allies gain control of the western exit and half of Kairouan Pass. HQ 320th Bombardment Group (Medium) and its 441st, 442nd, 443rd and 444th Bombardment Squadrons (Medium) with B-26s transfer from La Senia, Algeria to Tafaraoui, Algeria.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 32:

Mission Report # 32, 28 January 43

1. 310th Bomb Gp (M) AAF.
2. NO. AND TYPE A/C: Eighteen B-25-C's
3. DATE: 28/1/43
4. MISSION: Bombing. TARGET: Sfax Marshalling Yards.
5. TIME OFF: 1245 hours. TARGET: 1432 hours. DOWN: 1600
6. WEATER: En route, CAVU until within 50 miles of target. Over target, 5/10 to 6/10 broken cumulus at 6000 ft to 8000 ft. Over target, 9/10 coverage, dropping in places to 7/10 at 6000 to 7000 ft.
7. NO. AND TYPE BOMBS DROPPED: 136 X 300-lb with 1/10 second delay fuses dropped. One plane unreported.
8. OWN LOSSES: One B-25-C, No. 41-16066, made emergency landing at 10 degrees E and 34 degrees 55 minutes N on return from target. Fighter escort reported that crew was believed safe.

Thursday, 28 January 1943 (continued)

ENEMY LOSSES: One ME-109-E shot down by S/Sgt ROBERT OLIN KIRKLAND, ASN 14064537, 428th BS, of 707 East Reynolds Street, Plant City, Florida. The enemy plane was seen to explode in the air.

One ME-109-E was shot down by S/Sgt FRED LINDSAY, ASN 19065998, 380th BS, of 990 East Walnut Avenue, Pasadena, California. The enemy plane was last seen to go into an uncontrolled dive, with black smoke pouring out of engine.

9. RESULTS AND OBSERVATIONS: Bomb hits were spaced at 50-foot intervals the entire length of the marshalling yards, including hits on railroad cars in the yards. Direct hits were made on buildings of the barracks areas and opportunity target. Crews were briefed on this target in case main target appeared to be well covered. A string of bombs fell between the roundhouse and railroad installations. These bombs were from a lead plane and a string of bombs from wing plane were on a direct line with the roundhouse, but smoke obscured vision as to results at roundhouse. As the planes were leaving the target area smoke and flames were seen coming from the barracks area. Dense black smoke, reported by pilots to be the heaviest they had ever seen, was observed coming from the railroad yards and building installations. Target and opportunity target were well hit by bombs.

ENEMY AIRCRAFT OBSERVED: In the target area 4 ME-109's and 2 FW-190's were seen. One ME-109 was seen about 10 miles E of Azarab at 1440 hours. This plane was shot down by a P-38 in combat.

TACTICS: The enemy A/C would dive at the bombers from the side and in pairs. The ME-109's were marked dark with light color on underside.

FLAK OBSERVED: Heavy slight flak was observed at 35 degrees 03 minutes N and 10 degrees 15 minutes E, near Bou Thadi. Range was poor. Heavy flak on main road junction just at the N edge of the city of Sfax. A 6-gun battery of heavy flak at the NE edge of the marshalling yards. Along the shore N of target area were four to six batteries of heavy flak. Also, a 4-gun heavy battery firing from town area E of marshalling yards. Heavy flak was observed just S of Sports Ground. Two flak barges were observed in the harbor. Over the target, the flak had good range and deflection and required the utmost evasive action on the part of our pilots.

COMMENT: The first bursts of heavy flak were at 12,000 ft and were white, resembling a tear drop in shape. Machine-gun fire from a cluster of trees at 34 degrees 27 minutes N and 10 degrees 30 minutes E. Six tanks were counted in this area and fire may have been from tanks.

Thursday, 28 January 1943 (continued)

ENEMY GROUND AND NAVAL ACTIVITY: At 34 degrees 40 minutes N and 10 degrees 25 minutes E, at 1438 hours, in a grove of trees, 50 tents were observed. Each tent was under an individual tree. Also observed in this immediate area were 100 trucks and tanks. Ten marine vessels were observed in Sfax Harbor and outside the harbor entrance. Two or three of them were destroyers or light cruisers. Scattered trucks were seen going S on road from Sfax to Mahares. Two camouflaged trucks, painted a dusty white, were seen on road between Azarab and Mahares. Eight trucks were seen four miles N of Sfax on the road parallel to railroad. Three large white conical tents were observed on the slope of a hill, with a large truck or tank parked in the middle, at 34 degrees 59 minutes N and 10 degrees 08 minutes E. Five tanks were parked alongside road at 35 degrees 05 minutes N and 9 degrees 47 minutes E.

B-25-C landed near lake at 10 degrees E and 34 degrees 55 minutes N.

P-38 crashed 10 degrees 19 minutes E and 34 degrees 49 minutes N. Pilot was seen to get out of plane.

10. PRESS DATA: ME-109-E was shot down by S/Sgt ROBERT OLIN KIRKLAND, ASN 14064537 *428th BS*, of 707 East Reynolds Street, Plant City, Florida. Enemy plane was seen to explode in air.

ME-109-E was shot down by S/Sgt Fred Lindsay, ASN 19065998, *380th BS*, of 990 East Walnut Avenue, Pasadena, California. Enemy plane was seen to go into uncontrolled dive, smoke pouring from engine.

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

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 32:

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

P
CP
N
B
E
R
G
F

Thursday, 28 January 1943 (continued)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 32:

Mission Report # 21

Date- January 28, 1943

Target- Sfax Marshalling Yards

Squadron airplanes- five

Three hundred pounders did the job today, tearing up railroad tracks, cars and causing flames to burst out in several sectors. Sgt. Fred Lindsay drew first blood and a ME-109 was seen to burst into flames and crash. This was the 501 enemy aircraft shot down over the North African front. Another ME-109 was also seen to go down, but from whose guns, no one was sure.

For an airplane that is red-lined at 340 miles per hour, our “two-bitsey’s” did a wonderful job today when we hit the deck coming off the target. All air speed indicators were showing over 350 miles per hour. Lieut. Santos in his anxiety to “Shove everything forward” hit the stabilizer a mite too hard, and at one time was flickering the 400 mark. S/Sgt. Redding swears to this day, that the ammunition in his gun boxes, started to float in mid air, and it was only his hands that kept it in place.

S/Sgt. Lively, an occupant of the same plane, was the recipient of a fine scar on the tip of his head, when he, like the ammo, was left floating in the middle of the plane somewhere, attempting to keep himself off the ceiling with one hand.

All our aircraft returned safely.

A/C No. 1 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., Sgt*
G *Lindsay, Fred (NMI), S/Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Santos, Carroll A., Jr., 1Lt*
CP *Picklesimer, Marion L., 2Lt*
N *None*
B *Hall, Paul R., Jr., 2Lt*
E *None*
R *Lively, Jake S., S/Sgt*
G *Redding, William D., S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Draemel, Dean H., 1Lt
Sours, Robert J., 2Lt
Kanode, Robert C., 1Lt
Holmes, William G., 2Lt
None
Shambaugh, Robert M., T/Sgt
Williams, John A., S/Sgt
None

A/C No. 4 aircraft unidentified

Sacknoff, David A., 1Lt
Walcott, Albert R., 2Lt
None
Links, Albert G., S/Sgt
None
Wesline, Richard L., T/Sgt
Grace, John J., Sgt
None

Thursday, 28 January 1943 (continued)

A/C No. 5 aircraft unidentified

P *Barnwell, Charles M., Jr., 1Lt*
CP *Rich, Robert S., 2Lt*
N *None*
B *Wiench, Alcuin A., 2Lt*
E *None*
R *Ginn, James A. T/Sgt*
G *Lea, Clayton D., S/Sgt*
F *None*

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 32:

SFAX R.R. YARDS

Group Mission # 32	Flight 18 B-25's
Sqdrn. Mission # 16	Escort 18 P-38's
Take Off 12:45	Bomb Load: (8 x 300) Frag.
Target 14:32	Bombs Dropped: 6(8 x 300). 14,400#
Down 16:00	
Total Time: 3 Hrs. 15 Min.	

Weather: En route CAVU. Over target, 9/10 coverage at 6,000 to 7,000 feet.

Remarks: All bombs were dropped accurately on the target. Flak: Heavy, moderate. The ships flown by Lts. Linden, Martin and Thorndike received small flak holes. Four ME-109's and two FW-190's attacked. One ME-109 was destroyed, and one probably destroyed. One P-38 Pilot baled out 15 miles from the target. His chute opened. One B-25 made a belly landing in Enemy territory, landing at 10 02 E; 34 57 N, in a mud lake. The crew returned safely on 31 January 43.

Note: Reconnaissance reports later indicated 30-50 enemy aircraft had been destroyed or damaged on the field.

Lt. Crump's aircraft was hit by one small piece of flak.

A/C No. 41-13090 (C)

P *Martin, Robert W., 1Lt*
CP *Sindelar, Emil Edward, 2Lt*
N *None*
B *Schick, Raymond E., 2Lt*
E *None*
R *Bush, Donald W., Sgt*
G *Thomas, John P., S/Sgt*
F *None*

A/C No. 41-13102 "GREEN EYES" (Pancho under CP window) (A)

Eddy, Leonard A., 1Lt
Ferguson, Ivan Leonard, Capt,
Commander
Katzenbach, Nicholas D. "Katz", 2Lt
Pickett, Perry D., 1Lt
None
Taylor, Milo K., Sgt
Schave, Henry Lloyd, Sgt
None

Thursday, 28 January 1943 (continued)

**A/C No. 41-13074 “BALLS OF FIRE”
/ “ROYAL FLUSH” (B)**

P *Phillips, Carl A., 1Lt*
CP *Schrupp, Elwin F., 2Lt*
N *None*
B *Myers, John H., 2Lt*
E *None*
R *Nickelson, Royal C., T/Sgt*
G *Kiel, William H., S/Sgt*
F *None*

A/C No. 41-13084 “Dis'n Did't” (D)

P *Crump, Walter P. “Bitsy”, 1Lt*
CP *Froelicher, Peter R., 2Lt*
N *Gollnitz, Frederick C., 2Lt*
B *Wilson, Francis E., 2Lt*
E *None*
R *Larck, Buster A., T/Sgt*
G *Massengale, Jack T., S/Sgt*
F *None*

A/C No. 41-13061 “LIL’ JOE” (F)

Thorndike, Robert W., 1Lt
Lewis, Kenneth E., 2Lt
None
Daly, Donald J., T/Sgt
None
Boone, Edward W. W., S/Sgt
Molnar, William J., S/Sgt
None

**A/C No. 41-13062 “POTCH-A-
GALOOP” (E)**

Linden, Eric O., 1Lt
Jackson, William C., 1Lt
None
Caron, John B., S/Sgt
None
LaPorte, Frank R., T/Sgt
Hughes, Albert (NMI), Sgt
None

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

“Thursday. The Major went with Eddy (squadron leader today). “Ranked out of my seat again.” The raid cost us one B-25 and one P-38. All the crews were rescued by our advanced scouts. It was the last raid for some of the P-38 boys as they leave for the States having been replaced. Martin had a hydraulic failure and had to wind his wheels down. Right wheel would not lock so he landed hard on the left wheel, the force causing his right wheel to lock. Really neat flying. Of course, we sweat him out. Saw “I Married an Angel” in the evening.”

Eddy, Leonard A., 1Lt, pilot

Ferguson, Ivan Leonard, Maj, pilot, Commander

Martin, Robert W., 1Lt, pilot

428th BS War Diary: The boys took off for the R.R., Yds. at Sfax. They dropped their bombs in perfect order. Direct hits on box cars and buildings. S/Sgt Kirkland again scoring by downing an ME-109. Lt. Thompson made a crash landing in “no man’s land”. Lt. Kelly, CP; S/Sgt Everard, RG; S/Sgt Glover, G; Sgt Queen, B; were the crew. P-38 pilots reported them as having made a good landing. They sent a movie from Constantine; Jeanette MacDonald and Nelson Eddy in “I married an angel”. They canvassed the side of the shed used as a mess hall and shot the film.

Everard, William J., S/Sgt, radio-gunner

Thursday, 28 January 1943 (continued)

Glover, Harold, E., S/Sgt, gunner
Kelly, Andrew B., 2Lt, pilot
Kirkland, Robert Olin "Kirk", S/Sgt, gunner
Queen, Kenneth E., S/Sgt, bombardier-gunner
Thompson, Charles A. "Twitch", 1Lt, pilot

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 32: The target for the 28th was the Sfax marshalling yards. It was a honey. The entire length of the yards was pitted by 300 pounders. Buildings in the barracks area--the target of one flight--suffered direct hits. The roundhouse was badly damaged. Fires were visible long after the target had been passed.

Heavy intense flak from the target area was of a truly accurate nature. The proof was in the pock-marked planes.

Four ME-109's and two FW-190's attacked in the target area and thereafter their count was rather indeterminate. The fire of one of those, a MA-200, crippled Lt. Thompson's ship sufficiently to force a crash landing deep in enemy territory. To all intents and purposes they seemed lost to us. The future was to prove us wrong.

The P-38's were seen to destroy one of the ME-109's. S/Sgt Kirkland of the 428th destroyed another ME-109 as did S/Sgt Fred Lindsay of the 380th. S/Sgt Glover, Thompson's gunner, finished off a Macchi, the plane that forced them to crash-land.

Lindsay, Fred (NMI), S/Sgt, 380th BS

A/C No. 1 41-13066 (crash landed in enemy territory)	A/C No. 2 probably 41-13070 "Shanghi Lil"
P <i>Thompson, Charles A. "Twitch", 1Lt</i>	<i>Canham, Arthur E., 1Lt</i>
CP <i>Kelly, Andrew B., 2Lt</i>	<i>Milius, Morris O., 1Lt</i>
N <i>None</i>	<i>Hartman, William J., 2Lt</i>
B <i>Queen, Kenneth E., S/Sgt</i>	<i>Vestal, Marion S., 2Lt</i>
E <i>None</i>	<i>None</i>
R <i>Everard, William J., S/Sgt</i>	<i>Stilp, John P., T/Sgt</i>
G <i>Glover, Harold, E., S/Sgt</i>	<i>Parker, Perrie C., Sgt</i>
F <i>None</i>	<i>None</i>
A/C No. 3 aircraft unidentified	A/C No. 4 aircraft unidentified - may be "Skunk Hunter"
P <i>Gshwandtner, Frank J. "Gish", 1Lt</i>	<i>Marsh, Edward D., 1Lt</i>
CP <i>Williams, Edwin W., 2Lt</i>	<i>Stack, James F., 2Lt</i>
N <i>Doolittle, Leonard N., 1Lt</i>	<i>None</i>
B <i>Truelove, Denver V., 1Lt</i>	<i>McDonald, Donald E. "Mac", Sgt</i>
E <i>None</i>	<i>None</i>
R <i>Temple, Robert W., Sgt</i>	<i>Bosworth, William H., T/Sgt</i>
G <i>Stage, Albert A., S/Sgt</i>	<i>Myers, Loy G., S/Sgt</i>
F <i>None</i>	<i>None</i>

Thursday, 28 January 1943 (continued)

A/C No. 5 aircraft unidentified

P *Beatty, John H., 1Lt*
CP *Wheeler, William A. K., "Gus", 2Lt*
N *None*
B *Lindeberg, Richard T. "Lindy", 2Lt*
E *None*
R *Mathis, Paul E., T/Sgt*
G *Kirkland, Robert Olin "Kirk", S/Sgt*
F *None*

428th BS: Extracts from Missing Air Crew Report # ?: (MACR not available)

A/C No. 41-13066 (MACR-? - crash landed in enemy territory)

P *Thompson, Charles A. "Twitch", 1Lt - MIA, evaded enemy & returned to 428th on 31 Jan 43*
CP *Kelly, Andrew B., 2Lt - MIA, evaded enemy & returned to 428th on 31 Jan 43*
N *None*
B *Queen, Kenneth E., S/Sgt - MIA, evaded enemy & returned to 428th on 31 Jan*
E *None*
R *Everard, William J., S/Sgt - MIA, evaded enemy & returned to 428th on 31 Jan*
G *Glover, Harold, E., S/Sgt - MIA, evaded enemy & returned to 428th on 31 Jan*
F *None*

Friday, 29 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): No Entry

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, three consecutive waves of B-17s attack the docks and shipping at Bizerte while B-26s hit El Aouina Airfield. Fighters escort the bombers and C-47s and carry out reconnaissance.

In the Mediterranean, B-26s on a shipping strike between Tunisia and Sicily severely damages a cargo liner.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 33:

Mission Report # 34, 29 January 43

1. 310th Bomb Gp (M) AAF.
2. NO. AND TYPE A/C: Twelve B-25-C's
3. DATE: 29/1/43
4. MISSION: Bombing. TARGET: El Aouina Airport,
Djedeida Airport alternate.
5. TIME OFF: 1000 hours. TARGET: 1118 hours. DOWN: 1220
6. WEATER: En route, CAVU to Mateur area, with slight ground haze. From there to target solid bank of overcast of 8/10 to 10/10 at 4000 ft to 5000 ft. Same situation present at alternate target.
7. NO. AND TYPE BOMBS DROPPED: None, both primary and alternate targets being obscured by clouds. 144 clusters fragmentation bombs returned to Base.
8. OWN LOSSES: None.
ENEMY LOSSES: Two ME-109's: one seen to hit ground after attack by P-38's, one seen to be smoking after attack by P-38's at 36 degrees 55 minutes N and 10 degrees E.
9. RESULTS AND OBSERVATIONS: No bombs were dropped because of clouds obscuring both primary and alternate targets.

Friday, 29 January 1943 (continued)

ENEMY AIRCRAFT OBSERVED: Eight to ten ME-109's at 37 degrees 05 minutes N and 10 degrees 02 minutes E. Two ME-109's, reported in ENEMY LOSSES, at 36 degrees 55 minutes N and 10 degrees E.

FLAK OBSERVED: Both heavy and light flak of moderate intensity, good as to range and poor as to deflection, at 36 degrees 45 minutes N and 9 degrees 35 minutes E. Both heavy and light flak, moderate in intensity, fair as to range and poor as to deflection (firing through clouds), at 36 degrees 55 minutes N and 9 degrees 35 minutes E.

MARINE OBSERVATIONS: Two merchant vessels in harbor at Porto Farina. Four merchant vessels seen at S end of Lake Bizerte at 1110 hours.

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

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 33:

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

Friday, 29 January 1943 (continued)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 33:

Mission Report # 22

Date- January 29, 1943

Target- El Aouina Airdrome, Tunis

Squadron airplanes- three

Mother Nature proved a friend to “Jerry” today, when she closed in the northern Tunisian front so tight that the visibility was nil. All the bombs were brought back.

There was some action just after we turned back, although we were not too much involved, when our escort of P-38’s shot down two ME-109’s.

All of our planes returned safely.

A/C No. 1 aircraft unidentified

P *Amick, Cecil D., 1Lt*
CP *Porter, Lloyd L., 2Lt*
N *None*
B *Longrie, Kenneth R., S/Sgt*
E *None*
R *Meyer, Albert J., S/Sgt*
G *Huffman, Herbert (NMI), S/Sgt*
F *None*

A/C No. 2 aircraft unidentified

Batten, Earl E., Capt
Shorsher, Fred A., 2Lt
Sessler, Howard A., 1Lt
Same as Navigator
None
Dackiewicz, John A., Cpl
Szczesniak, Alfred A., S/Sgt
None

A/C No. 3 aircraft unidentified

P *Loomis, Frederick F., 1Lt*
CP *Moir, David (NMI), Jr., 2Lt*
N *None*
B *Jastrzemski, Walter F., S/Sgt*
E *None*
R *Willis, Earl B., Pvt*
G *Nichols, Edward H., Sgt*
F *None*

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 33:

EL AOUINA A/D – Tunis

Group Mission # 33

Flight 12 B-25’s

Sqdrn. Mission # 17

Escort 12 P-38’s

Take Off 10:00

Bomb Load: *(not cited)*

Target 11:18

Bombs Dropped: None

Down 12:20

Total Time: 2 Hrs. 20 Min.

Weather: Primary target and alternate target, Djedeida A/D obscured by clouds.

Weather en route and return good.

Friday, 29 January 1943 (continued)

Remarks: One P-38 returned early. Target obscured by overcast. No bombs dropped. Flak: heavy and light, slight and inaccurate. No damage except a small hole in tail of Lt. Crump's ship. Ten ME-109's were intercepted by the P-38's.

A/C No. 41-13102 "GREEN EYES" (Pancho under CP window) (C)		A/C No. 41-13084 "Dis'n Did't" (K)	
P	<i>VanDivort, Richard (NMI), 1Lt</i>		<i>Crump, Walter P. "Bitsy", 1Lt</i>
CP	<i>Wightman, Henry B. "Hank", 1Lt</i>		<i>Froelicher, Peter R., 2Lt</i>
N	<i>None</i>		<i>Gollnitz, Frederick C., 2Lt</i>
B	<i>Smith, Willie A., T/Sgt</i>		<i>Wilson, Francis E., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Chaffins, Ray (NMI), S/Sgt</i>		<i>Taylor, Milo K., Sgt</i>
G	<i>Nelson, Forest S., Sgt</i>		<i>Massengale, Jack T., S/Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 41-13074 "BALLS OF FIRE" / "ROYAL FLUSH" (E)			
P	<i>Phillips, Carl A., 1Lt</i>		
CP	<i>Schrupp, Elwin F., 2Lt</i>		
N	<i>None</i>		
B	<i>Myers, John H., 2Lt</i>		
E	<i>None</i>		
R	<i>Nickelson, Royal C., T/Sgt</i>		
G	<i>Kiel, William H., S/Sgt</i>		
F	<i>None</i>		

381st BS: *War Diary of: Hawkins, Frank B. "Pancho", 2Lt, pilot*
"Friday. Crew day off. They went to town for a bath. I stayed here as I had some work to do. The gang went on the raid but didn't drop their eggs because of cloud coverage. Rommel is really on the run now. The push should come soon. Then we will probably go to India. Home seems farther away every day. We still have the usual amount of air alerts. I really wish that we would get our rest cure soon. I could use that seven days of freedom & rest."

428th BS War Diary: Had an early morning alert just as our boys were taking off but the Jerries didn't dare to come through the pass. The planes flew over El Aouina airport but low clouds prevented their dropping the bombs. Rumors have a British patrol picking up our lost lads, nothing official. Received orders to requisition summer clothing.

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 33: Twelve B-25's set out through a ground haze that actually engulfed the planes halfway down the runway on the bleak morning of the 29th. The target was El Aouina airdrome at Tunis once again--one which recalled unpleasant memories.

Friday, 29 January 1943 (continued)

The weather cleared up a few miles East and it looked like clear shooting for ourselves--and Axis ack-ack. However, once they passed Mateur a solid bank of overcast below extended beyond the bay of Tunis. There was no choice but to return.

Eight to ten ME-109's were encountered on return. The P-38 escort engaged and destroyed two of the enemy aircraft. Once again heavy and light flak was encountered en route--though no damage to the B-25's was incurred.

A/C No. 1 probably 41-13077 "The Reluctant Dragon" (later "Old Patch")		A/C No. 2 probably 41-13070 "Shanghi Lil"	
P	<i>Walker, James P. "Chief", Capt</i>		<i>Canham, Arthur E., 1Lt</i>
CP	<i>Middleton, Laula M., 2Lt</i>		<i>Wilson, Kieth Gordon, 1Lt</i>
N	<i>Truelove, Denver V., 1Lt</i>		<i>Hartman, William J., 2Lt</i>
B	<i>Surbaugh, Steven G., S/Sgt</i>		<i>Vestal, Marion S., 2Lt</i>
E	<i>None</i>		<i>None</i>
R	<i>Ficeto, Bartholomeo T., S/Sgt</i>		<i>Rebello, John E., Jr., T/Sgt</i>
G	<i>Dickey, Norris D. "Pop", S/Sgt</i>		<i>Parker, Perrie C., Sgt</i>
F	<i>None</i>		<i>None</i>
A/C No. 3 aircraft unidentified			
P	<i>Gshwandtner, Frank J. "Gish", 1Lt</i>		
CP	<i>Williams, Edwin W., 2Lt</i>		
N	<i>Doolittle, Leonard N., 1Lt</i>		
B	<i>Same as Navigator</i>		
E	<i>None</i>		
R	<i>Temple, Robert W., Sgt</i>		
G	<i>Stage, Albert A., S/Sgt</i>		
F	<i>None</i>		

Saturday, 30 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force):

In Italy, B-24s bomb the train ferry terminal at Messina. Direct hits are scored on a ship and AA battery near the terminal.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, over 50 B-17s bomb the docks and shipping at Ferryville. B-25s hit railroad installations and warehouses at El Aouinet while B-26s bomb a railroad south of Reyville. Fighters and A-20s carry out numerous strafing and bombing operations against tanks, motor transport and along the battle line between El Guettar and Faid.

HQ 310th BG War Diary: No Entry

HQ 310th BG Mission Summary: (Ops Order ---/mission ---) Group Mission # 34:

Mission Report # 35, 30 January 43

1. 310th Bomb Gp (M) AAF.
2. NO. AND TYPE A/C: Eighteen B-25-C's
3. DATE: 30/1/43
4. MISSION: Bombing. TARGET: El Aouinet.
5. TIME OFF: 1855 hours. TARGET: 1035 hours. DOWN: 1200
6. WEATER: En route, CAVU except for slight ground haze. At target, CAVU. Route back, CAVU.
7. NO. AND TYPE BOMBS DROPPED: 136 X 300-lb bombs dropped. 8 X 300 returned to Base.
8. OWN LOSSES: None.
ENEMY LOSSES: Three ME-109's shot down by P-38 escorts.

One ME-109 shot down at 34 degrees 05 minutes N and 08 degrees 50 E by S/Sgt *Norris D. "Pop" Dickey, 428th BS*, of this Group.

One ME-109 shot down by S/Sgt Robert *M. Brunner, 379th BS*, of this Group, about 50 miles W of target.

Saturday, 30 January 1943 (continued)

One ME-109 hit by S/Sgt Duke *G. Windham, Jr., 381st BS*, of this Group, Part of fuselage in back of cockpit on enemy plane was seen to come off (probable destruction).

One ME-109 hit by S/Sgt Robert Olin "*Kirk*" Kirkland, *428th BS*, of this Group. Enemy plane was seen diving toward ground with smoke coming from engine (probable destruction).

9. RESULTS AND OBSERVATIONS: Direct hits were observed in buildings of supply area between highway and railroad N of town. Direct hits from string of bombs across NW edge of town. String of bombs across the main railroad and the S spur. Direct hits across the spurs S and W of main line and area was visible for 60 miles from target area, and that several of the flak batteries stopped firing. Results of mission very good.

ENEMY AERIAL ACTIVITY: Ten ME-109's and two FW-190's seen in target area. Four ME-109's followed bombers for long distance after leaving target.

TACTICS: It was noticed that when enemy aircraft attacked from rear, another enemy plane flying at the same altitude as the bombers would engage in acrobatics either to the right or left of the bomber in an apparent attempt to draw the attention of the gunner in that direction. Also, it appeared that enemy planes tried to get bombers to lag behind formation so that they could be picked off.

OBSERVATIONS: Very large convoy running both N and S on road between Gabes and Sfax. Many trucks going E on road from El Hanna to Gabes. Three miles S of Cekhira, on siding, four to six tank cars were observed. Large convoy of about fifty trucks going W from Gabes to El Hanna. El Hanna filled with trucks, tents and soldiers. Emergency landing field, activity noted because of dust, looked as though planes were taking off. Five to ten miles W by SW of target. Trucks on roads includes vehicles with mobile guns. Vehicles and activity noted in general target area.

FLAK OBSERVED: Intense heavy flak over target, accurate as to range and deflection. It was noted that lead planes reported poor range and deflection were directly in fire. Light intense flak from target area. Heavy flak from Gabes, no estimate as to range. Heavy moderate flak from position three miles SW of target, 34 degrees 10 minutes N and 9 degrees 50 minutes E. Heavy flak battery noted to the N of the main highway, N of town, and another position from the vicinity of the narrow gauge spur S of town. Light slight flak encountered from a motor convoy going W.

ALTITUDE OF ATTACK: 8200 to 9600 ft.

Saturday, 30 January 1943 (continued)

10. PRESS: S/Sgt DUKE *G. WINDHAM, Jr.*, ASN 14121107, *381st BS*, OF 361 East McLenoir Street, Memphis, Tennessee.

S/Sgt ROBERT *Olin "Kirk" KIRKLAND*, ASN 14064537, *428th BS*, of 707 East Reynolds Street, Plant City, Florida.

S/Sgt ROBERT M. BRUNNER, ASN 38110785, *379th BS*, of Dixon, California, P.O. Box 816.

S/Sgt NORRIS D. *"Pop" DICKEY*, ASN 19059657, *428th BS*, of Perkins, Oklahoma.

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

379th BS War Diary: No Entry

379th BS Mission Summary: (Ops Order ---/mission ---) **Group Mission # 34:**

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

P
CP
N
B
E
R
G
F

Brunner, Robert M., S/Sgt

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

P
CP
N
B
E
R
G
F

Saturday, 30 January 1943 (continued)

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

380th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 34:

Mission Report # 23

Date- January 30, 1943

Target- El Aouinet Marshalling Yards

Squadron airplanes- five

Eighteen B-25's roared out this morning, on what was to prove a very lively adventure. Our Squadron formed one element and two thirds of another.

The job of bombing was a job well done, when hits were seen well scattered over the entire sector. Coming away from the target, when enemy fighters gave you enough time to look, smoke from the fires were visible for a distance of 60 miles. One flak battery, long a potent item in Adolph's defenses, will no longer continue to harass our aircraft. A 500 pounder was seen to hit him dead center. Another was seen to hit the headquarters building and flames broke out immediately.

Coming off the target was merely the starting point for a 20 minute running fight with a flight of about 15 ME-109's. The going got hot and heavy but a tight formation, with fine fighter protection, brought us home in fine style.

Our bombers claimed four enemy aircraft shot down, while our "pea shooter" friends who so ably escorted us, claimed three more. All of our aircraft returned to their bases.

A/C No. 1 aircraft unidentified

P *Sacknoff, David A., 1Lt*
CP *Walcott, Albert R., 2Lt*
N *None*
B *Links, Albert G., S/Sgt*
E *None*
R *Wesline, Richard L., T/Sgt*
G *Grace, John J., Sgt*
F *None*

A/C No. 3 aircraft unidentified

P *Loomis, Frederick F., 1Lt*
CP *Moir, David (NMI), Jr., 2Lt*
N *None*
B *Jastrzemski, Walter F., S/Sgt*
E *None*
R *Willis, Earl B., Pvt*
G *Nichols, Edward H., Sgt*
F *None*

A/C No. 2 aircraft unidentified

Batten, Earl E., Capt
Shorsher, Fred A., 2Lt
Sessler, Howard A., 1Lt
Same as Navigator
None
Dackiewicz, John A., Cpl
Szczesniak, Alfred A., S/Sgt
None

A/C No. 4 aircraft unidentified

Santos, Carroll A., Jr., 1Lt
Picklesimer, Marion L., 2Lt
None
Hall, Paul R., Jr., 2Lt
None
Smith, Teddy L., S/Sgt
Redding, William D., S/Sgt
None

Saturday, 30 January 1943 (continued)

A/C No. 5 aircraft unidentified

P *Amick, Cecil D., 1Lt*
CP *Porter, Lloyd L., 2Lt*
N *None*
B *McCaig, David E., S/Sgt*
E *None*
R *Meyer, Albert J., S/Sgt*
G *Huffman, Herbert (NMI), S/Sgt*
F *None*

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

381st BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 34:

EL AOUNET R.R. SIDING

Group Mission # 34	Flight 18 B-25's
Sqdrn. Mission # 18	Escort 12 P-38's
Take Off 08:55	Bomb Load: (12 X 300)
Target 10:35	Bombs Dropped: 6(8 X 300). 14,400#
Down 12:00	

Total Time: 3 Hrs. 05 Min.

Remarks: A/A battery silenced from 9,700 ft and 8,400 feet. Tracks and trains hit. Flak: Heavy, light and accurate. The planes piloted by Lts. Crump and Linden received small flak holes. The formation was attacked by 9 ME-109's and 2 FW-190's. The two FW-190's were destroyed and two of the ME-109's were damaged by fire from our B-25's. The P-38 escort did an excellent job, shooting down five ME-109's plus 2 which were probably shot down. One P-38 returned to its base early, while four of them failed to return from the mission. S/Sgt. Windham damaged one ME-109.

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

P *VanDivort, Richard (NMI), 1Lt*
CP *Wightman, Henry B. "Hank", 1Lt*
N *None*
B *Smith, Willie A., T/Sgt*
E *None*
R *Chaffins, Ray (NMI), S/Sgt*
G *Nelson, Forest S., Sgt*
F *None*

**A/C No. 41-13102 "GREEN EYES"
(Pancho under CP window) (G)**

Eddy, Leonard A., 1Lt
Hawkins, Frank B. "Pancho", 2Lt
Katzenbach, Nicholas D. "Katz", 2Lt
Daly, Donald J., T/Sgt
None
Taylor, Milo K., Sgt
Schave, Henry Lloyd, Sgt
None

Saturday, 30 January 1943 (continued)

A/C No. 41-13074 “BALLS OF FIRE” / “ROYAL FLUSH” (H) **A/C No. 41-13073 “VAR ARIEN” (P)**

P *Phillips, Carl A., 1Lt*
CP *Schrupp, Elwin F., 2Lt*

N *None*

B *Myers, John H., 2Lt*

E *None*

R *Nickelson, Royal C., T/Sgt*

G *Kiel, William H., S/Sgt*

F *None*

A/C No. 41-13084 “Dis'n Did't” (N)

P *Crump, Walter P. “Bitsy”, 1Lt*

CP *Froelicher, Peter R., 2Lt*

N *Gollnitz, Frederick C., 2Lt*

B *Wilson, Francis E., 2Lt*

E *None*

R *Larck, Buster A., T/Sgt*

G *Massengale, Jack T., S/Sgt*

F *None*

Cox, Robert A., 1Lt

Szczygiel, Joseph F., 2Lt

None

Green, William B., 1Lt

None

Brink, Robert W., Sgt

Windham, Duke Green, Jr., S/Sgt

None

A/C No. 41-13062 “POTCH-A-GALOO” (O)

Linden, Eric O., 1Lt

Jackson, William C., 1Lt

None

Caron, John B., S/Sgt

None

LaPorte, Frank R., T/Sgt

Hughes, Albert (NMI), Sgt

None

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

“(Log 3:00 hours) Saturday. What a day! Bombed RR only nine miles from Gabes. We had a rough time of it. We lost 3 P-38’s and got 2- 109’s plus some probables. Eddy and I changed seats (in formation!) on the way back and I took command of the ship. Not a bad landing either. Lost a classmate, Lichty (from Visalia) at Telergma the other day. We had turkey and beer during the evening. Our squadron CO made “Major” today. Capt. Pell made majority. I wish mine would come through. Old “Green Eyes” (41-13102) is the lady of the squadron as she has 16 raids to her credit - Most in the group too.

Eddy, Leonard A., 1Lt, pilot

Ferguson, Ivan Leonard, Maj, pilot, Commander

Lichty, John W., 2Lt, pilot, 438th BS, 319th BG

Pell, Robert T., Maj, pilot, operations, HQ 310th BG

428th BS War Diary: “Ole” Kirkland dood it again. After smashing a railroad junction at El Aouinet they were jumped by about 15 ME-109’s. Ole Kirk blazed away and got a direct hit. Not to be out-done “Pop” Dickey took his toll of one and one probable. The score to date: Kirkland – 3, Dickey – 1 and 1 probable. Direct hits were scored on R.R. lines and cars, smoke visible for 60 miles. “Doc” Ryterband had an inspection for body lice but found none. Shucks, even lice can’t stand our smell.

Dickey, Norris D. “Pop”, Sgt, gunner
Ryterband, Louis (NMI), Capt, medical

Kirkland, Robert Olin “Kirk”, S/Sgt, gunner

Saturday, 30 January 1943 (continued)

428th BS Mission Summary: (Ops Order ---/mission ---) Group Mission # 34: The last mission of the month was directed at the rail installations at El Aouinet near Gabes. Strings crossed the main rail lines and the southern spur. Direct hits on trains on both the South and West spurs were reported. Smoke was visible sixty miles from the target.

One element made its run against a flak battery effectively silencing it. Intense heavy flak at the target was very happily slightly off in direction.

Ten to twelve ME-109's were engaged by our flight as soon as the target was left behind. Two were shot down and another pair were listed as probables as a result of the turret fire of our lads. S/Sgt Dickey got his first, and S/Sgt Kirkland his second.

	A/C No. 1 probably 41-13077 "The Reluctant Dragon" (later "Old Patch")	A/C No. 2 aircraft unidentified
P	<i>Walker, James P. "Chief", Capt, Commander</i>	<i>Middleton, Laula M., 2Lt</i>
CP	<i>Wilson, Kieth Gordon, 2Lt</i>	<i>Frost, Roland (NMI), 2Lt</i>
N	<i>Hartman, William J., 2Lt</i>	<i>None</i>
B	<i>Truelove, Denver V., 1Lt</i>	<i>Surbaugh, Steven G., S/Sgt</i>
E	<i>None</i>	<i>None</i>
R	<i>Richardson, Warren F., T/Sgt</i>	<i>Rebello, John E., Jr., T/Sgt</i>
G	<i>Stilp, John P., T/Sgt</i>	<i>Dickey, Norris D. "Pop", S/Sgt</i>
F	<i>None</i>	<i>None</i>
	A/C No. 3 aircraft unidentified - may be "Skunk Hunter"	A/C No. 4 aircraft unidentified
P	<i>Marsh, Edward D., 1Lt</i>	<i>Gshwandtner, Frank J. "Gish", 1Lt</i>
CP	<i>Stack, James F., 2Lt</i>	<i>Williams, Edwin W., 1Lt</i>
N	<i>None</i>	<i>Doolittle, Leonard N., 1Lt,</i>
B	<i>McDonald, Donald E. "Mac", Sgt</i>	<i>Kirkland, Robert Olin "Kirk", S/Sgt</i>
E	<i>None</i>	<i>None</i>
R	<i>Bosworth, William H., T/Sgt</i>	<i>Temple, Robert W., Sgt</i>
G	<i>Payne, Charles C., Sgt</i>	<i>Schletz, Howard G., S/Sgt</i>
F	<i>None</i>	<i>None</i>

Sunday, 31 January 1943

USAAF Chronology: MEDITERRANEAN THEATER OF OPERATIONS (MTO):

EASTERN MEDITERRANEAN (Ninth Air Force): Lieutenant General Lewis H Brereton, Commanding General Ninth Air Force assumes command of US Army Forces in the Middle East.

In Italy, B-24s hit the railroad ferry installations at Messina harbor. The British 7 Armored Division finishes clearing Zuwarah. HQ IX Fighter Command arrives at Kabrit, Egypt from the US. The 343rd Bombardment Squadron (Heavy), 98th Bombardment Group (Heavy) with B-24s transfers from Kabrit, Egypt to Gambut, Libya.

WESTERN MEDITERRANEAN (Northwest African Air Force):

In Tunisia, B-17s hit the harbor and shipping at Bizerte while B-26s bomb Gabes Airfield. Fighters escort bombers and attack ground targets and furnish cover for ground forces along the battleline between Gafsa and Faid. With the conclusion of the Casablanca Conference, the 308th Fighter Squadron, 31st Fighter Group, which has been operating its Spitfire Mk Vs from Casablanca, returns to its base at Tafaraoui, 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*
"(Log2:00 hours) Sunday. Col. Hunter and Col Hinman made a crash landing yesterday (Jan 30). It was Leask's plane. He is a classmate. He just got a plane two days ago. It was the newest plane (a replacement) in the group. Took the plane up locally this afternoon. Alex flew as my co-pilot. Got a stack of letters (18). Some of the boys that crashed the other day finally got back. What a walk. Things are going great here. We have a big mission for tomorrow #500 jobs. Really should hit them a lick. Now to bed!"
Alexander, William T. "Alex", 1Lt, pilot
Hinman, Harvey H., Lt. Col, pilot, HQ 310th BG Deputy Commander
Hunter, Anthony G., Lt Col, pilot, 310th BG Commander
Leask, Bertram J., 1Lt, pilot, 379th BS

Sunday, 31 January 1943

428th BS War Diary: S/Sgt Larry Jenkins spent the day at Telergma and developed the pictures he had snapped throughout the African Campaign. He had some beautiful shots. The five lost boys returned at dusk and told of their hazardous and narrow escapes.

Jenkins, Howard L. "Larry", S/Sgt, photographer

First Lieutenant Charles Thompson, Second Lieutenant Andrew Kelly and S/Sgts Harold Glover, Kenneth Queen, and William Everard returned today, the 31st, via C-47. They brought back an amazing story of a successful crash landing and a remarkable four day trek to safety through enemy lines.

Everard, William J., S/Sgt, radio-gunner

Glover, Harold, E., S/Sgt, gunner

Kelly, Andrew B., 2Lt, pilot

Queen, Kenneth E., S/Sgt, bombardier-gunner

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

We had expected them to be hale and hearty but it seemed impossible for them to avoid being captured. The special account reads like a pulp magazine story. As it was they looked mighty haggard. It was obvious that they had had a mighty rough time.

January 1943

HQ 310th BG War Diary: Additional Information for January 1943: None

379th BS War Diary: Additional Information for January 1943:

379th Bombardment Squadron (M)
310th Bombardment Group
Berteaux, Algeria

1 February 1943

SUBJECT: Squadron History for January.

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

On the 1st of January, the 310th moved from Telergma A.A.B. to its new and permanent base at Berteaux just six miles south of Telergma. The buildings and site were those of a former French-Algerian Agricultural School.

In the month of January pilots of the 379th participated in 30 combat missions out of a total of 34 actually flown by the 310th Group. Pilots White, Allred, Allan, McDougall, O'Connell, Hamilton, Hoover, Smith C. W., and Holstead "carried the banner" on these missions. They and their crews flew with dauntless courage and determination in striking the Axis powers in Tunisia. Targets at Tunis, Kairouan, Graiba, Hammamet, Sfax, Gabes, Medenine, Pont du Fahs and El Aouina were smashed. Four sea-search missions were flown. One of these sea search missions resulted in the sinking of one M/V and another damaged.

Allan, John T., Capt, pilot

Hamilton, Robert M., 1Lt, pilot

Holstead, James R., 2Lt, pilot

McDougall, Robert D., 1Lt, pilot

Smith, Charles W., 1Lt, pilot

White, Alpheus Wray, Jr., Capt, pilot

Allred, Alfred N., 1Lt, pilot

Holstead, James R., 2Lt, pilot

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

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

Capt. White and crew with S/Sgt Joseph Rabinowitz, 06979783 of Box 65 Lyons Ga. (confirming) and S/Sgt Lester A. Kitzerow, 36172579 of 6758 Mansfield St., Detroit, Mich., gunner claimed 2 JU-52's and 1 ME-109 destroyed and 1 ME-109 probably destroyed in aerial combat off Bizerte while on a sea search mission.

Kitzero, Lester A., S/Sgt, gunner

White, Alpheus Wray, Jr., Capt, pilot

Rabinowitz, Joseph (NMI), S/Sgt, gunner

January 1943 (continued)

On January 22, while returning from a bombing mission from the enemy held El Aouina A/D in Tunis, Pilot 1st Lt. Robert D. McDougall, 0-790379 of Arthur, N.D., Co-Pilot 2nd. Robert G. Menning, 0-728099 of 510 Broadway St., Pella, Iowa, S/Sgt. Merrell W. Long, 06993921, 141 Locust St., Quincy, Mass., gunner, and Sgt. Harrison J. Hodnett, 18064131 of Rising Star, Texas, were shot down by enemy ground fire over the Green Hill area 10 miles SW of Djedeida, Tunisia. Sgt. Long was the only crew member reported as being found by the American ground forces and sent to an evacuation hospital, but indications are that the other crew members were lost.

NOTE: A member of the crew is missing from the above paragraph: DeLuca, Matthew P., S/Sgt, gunner, (11037518), 571 Willard St., Quincy Massachusetts.

There were approximately 16 air alerts during the month. On one occasion a “Jerry” plane flew over and dropped flares approximately 7 miles away. It was the first time our group experienced these tactics and many men were prone to stand around and gaze at the sight rather than take immediate cover. Fortunately, the field was a hard one to find and “Jerry” went on his way. On several occasions we could hear a terrific pounding of exploding bombs and replying flak in the distance but could not determine its location.

RUPERT A. NOCK
1st Lt., Air Corps
Sq. Intelligence Officer.

310th BOMBARDMENT GROUP (M) AAF
379th Bombardment Squadron
A.P.O. 520

24 January 1943

SUBJECT: History of Rear Air Echelon.

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

The Rear Air Echelon from England, departed Hardwick with 25 Officers and 110 EM under the command of 1st Lt. F.J. Cole.

Cole, Frederick J., 1Lt, Detachment Commander

This echelon left Hardwick by motor transport to Diss on the 24th of November 1942; from Diss to Liverpool by train, arriving same day. At Liverpool boarded troop transport, H.M.S. Derbyshire, on the night of November 24th. And this culminated an extremely eventful day--or should we say four days, for it wasn't until the morning of the 28th of November that the convoy was ready to move. So started the detachments second oceanic voyage.

January 1943 (continued)

The trip was notable for the inadequate quarters and more inadequate food which fell to the lot of the EM. Numerous attempts to improve the situation were completely ineffectual. The gastronomic situation reached an unhappy climax one night during particularly high-seas.

Other than an occasional depth charge and a man overboard, on one of the other troop transports, from the landlubber's eyes the journey was without excitement, until we entered the Straits of Gibraltar.

On the evening of the fourth of December we were treated with sight of a lighted city for the first time in four months. Tangiers and later Ceuta were the marvels we behold. The larger part of the convoy continued onward, while the H.M.S. Derbyshire and a few others dropped anchor in the harbor at Gibraltar. One ship was reported rammed that evening, in any case the morning revealed that one of the transports had its' bow stove in.

Late in the afternoon of the fifth, the Monarch of Bermuda and HMS Derbyshire left the harbor with the escort of three British Destroyers. The next dawn found us near the African coast and soon the harbor at Oran came into view. We were safely moored against the dock at the French Naval Harbor of so much historic note, Mers-El-Kebir. That afternoon the detachment disembarked and preceded by truck to the Ex-French Naval Airbase, twenty miles inland, Tafaroui. Sidi-Bel-Abbes, the famed and colorful headquarters of the old French Foreign Legion of almost mythical proportions, was but ten miles to the south.

Tafaroui will always hold a spot in the minds of all, for the quality of the comforts it provided. The full potentialities of mud were emphatically impressed on the personnel of the detachment. "Span" rapidly fell from the tip of the hit parade. What was perhaps more remarkable was the assignment of a M/Sgt., of years service, to work picking up cigarette butts in a Service Group's area. The powers of prevention of a Second Lieutenant is practically nil.

At periodic intervals a few planes of the Group would pass through. Amongst was Colonel Hunter, Commanding Officer of the Group. 1st Lt. F.J. Cole, Commanding Officer of the detachment, left for Telergma on the 18th of December by air transport. He left Lt. E.C. Knight, of our Squadron in command.

Cole, Frederick J., 1Lt, Detachment Commander

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

Knight, Ellsworth C., Jr., 2Lt, Asst Intel, Detachment Commander

January 1943 (continued)

Sgts P.S. Hreinson, P. Dillehay, G. Maddox and H.F. Matousek left with Lt. Fisher, of Group, for Telergma by C-47. Lts. Nadeau and Reed, who were attached to the squadron for transportation, rejoined their respective organizations at Tafaroui. Lt. E.P. Meehan left with Major Bower, Commanding Officer of 428th Bomb Sq., in a B-25 for Berteaux. S/Sgt W.B. Krug, on January 12th gashed his leg with knife while opening can. He received immediate medical attention from dispensary at Tafaroui Air Base.

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

Dillehay, Powell (NMI), Sgt, crew chief

Fisher, Earl W., 2Lt, Special Services Officer, HQ 310th BG

Hreinson, Paul S., S/Sgt, crew chief

Krug, William B., S/Sgt

Maddox, Gilbert (NMI), Sgt, turret specialist

Matousek, Harold F., Sgt, turret specialist *Meehan, Edward P., 2Lt, Asst Intel*

Nadeau, Rami A., 2Lt, transportation

Reed, Lt, transportation

Shortly after midnight on January 13th, the detachment proceeded to the railhead at Arbal by motor transport. By 6:30 AM we were entrained and on our way. The “Quarante-Huit’s”, once again became associated with American troop movements. However, I’m certain they left no sentimental nostalgia in the minds of our men. Sgt. M.P. Knox, on January 14th, suffered a leg burn when a makeshift heating arrangement exploded in the mess flat-car.

Knox, M. P., Sgt,

Other than an alert, the evening of the 14th, the trip was happily uneventful. The train arrived at Telergma, early in the afternoon of the 15th. We then proceeded to Berteaux by motor transport in sufficient time to set up our pup-tents by nightfall.

Attached is roster of personnel who comprised this detachment.

EDWARD P. MEEHAN,
2nd Lt., A.C.
Ass’t Sq. Intel. Officer.

January 1943 (continued)

380th BS War Diary: Additional Information for January 1943:

HELLO AFRICA (continued)

Crowded out again by more men coming in, we moved another 100 yards, this time to hangar number one, and two nights later, on January 13 we moved by trucks to the railroad station at Arabal, where we received a most welcome sandwich and cup of steaming coffee. Here we boarded the famous French trains that have that old familiar sign, "Hommes 40- Chevaux en long 8." The mysterious part of this was "how in the world anyone ever figured that they might get 40 men in one of these cars."

On the move again we found ourselves traveling through very scenic country, but the thought in the minds of the men was to the effect that "when this is over, don't worry we'll give it all back to you." Frequent stops were made to take on water and supplies and the following morning found us leaving Algiers. The night of January 14 found the entire train blacked out as an alert had been called, but the entire evening proved very dull. The afternoon of January 15, found us unloading at Telergma where trucks and jeeps were waiting to take us to Berteaux, to join the remainder of the Squadron.

With everything in African necessary for a Bombardment group to fight a war with except airplanes, it's back to Hardwick to follow our boys on their greatest adventure.

All fixed up and ready to leave for "little known places" was the situation facing "B Flight" and the morning of December 5, when they left the wet slippery runways and headed southwest for Portreath. Arriving there late the same day, a good night's sleep followed and the coming of morning found them busy checking any "bugs" preparing for their overseas jump. The morning of December 7, just one year to the day of the disaster at Pearl Harbor, Lieutenant Lawrence Cometh, Flight Leader, headed his ship into the wind, and the boys were off to the "Dark" continent. The Bay of Biscay passed quickly and far below them, out of the range of any international intrigue, Portugal passed by. Turning sharply, Gibraltar merely proved to be a "fix" and out over the Mediterranean they roared, with the Flight navigator, Lieutenant Arnie J. Huffman, keeping them "on the beam." Down between the hills of French Algeria we suddenly stumbled upon the Tafaraoui Airdrome, taken but a month before by American paratroopers. Permission to land was rapidly received and soon we were on the "line", wondering what the next assignment would be.

January 1943 (continued)

The members of "B Flight", the first airplanes of our Squadron to reach Africa, included:

Lieutenants: Lawrence Cometh, James I. Miller, Arnie J. Huffman, Robert A Lacy, Alan S. Thomas, Charles M. Barnwell, Robert S. Rich, Ernest W. Liverman, Henry L. Cromartie, Jr., John E. Wright and James J. Dent, Squadron operations officer, who came along as a passenger.

Enlisted personnel included: Master Sergeant Peter J. Sienkiewicz, Technical Sergeants: Arnold S. Wolk, James A. Ginn, and Ray L. Conrad. Staff Sergeants: Palmer C. Melhus, Robert J. Mount, William J. Erpelding, Clayton D. Lea, Walter J. McConnell, Fred Lindsay, Paul Kessler, David E. McCaig, Eldon M. Smith, Robert E. Dowling and Henry H. Kechter. Sergeant Joseph Kobasa and Corporal Charles M. Belmer.

The short stay at Tafaraoui proved none to comfortable in the wind and rain, and soon we were again winging our way east, finally arriving at Telergma, where our planes first took to the air to deliver Americans goods to the enemy. From the 16 of December till January 1, we remained at this central point, participating in two raids, which will be described in detail in the next chapter, before moving on to our permanent station at Berteaux.

"Back to college" was the familiar cry at Berteaux, the site of our Base being a former French Agricultural College, lovingly referred to as "North Africa A. and M." by the men. Snuggled down in the wide valleys on a plateau, 2,500 feet above sea level, we were prepared to give "Jerry" his just dues.

RIDING EAST

The week of December 7th, 1942, found the advance Air and Ground Echelons of the Group pulled off to various points in the vicinity of Casablanca for special duty having to do with the unloading of supplies from the ships crowding the dock facilities of the port. This separation came after three weeks of pleasant reunion at the Mediouna Air Base -- the Air and Ground Echelons having parted company back at Walterboro at the end of August, and completely given up hope of ever meeting again. The 379th and 380th Squadrons were moved to a Bivouac area near Gazes Airport, and put to work on a 24 hour basis making gasoline dumps near Sidi Maron and along the Aufa Road. The rigors of this detail covered in another chapter. The 381st went to Fedala to perform the same function. What there was of Headquarters detachment found themselves ensconced in the rare luxury of the Grand Hotel in the city of Casablanca with a temporary headquarters set up in a corner of the XII Air Service Command, a few blocks distant.

January 1943 (continued)

This was “foreign duty” in more ways than one, but the chance to get to work was welcomed by all after the comparative inactivity at Mediouna -- at least we could feel that we were “doing something” to further the war effort. There was something about heaving around a 50 gallon drum of 100 octane gas that proved very satisfying to the soul, to say nothing of the lame muscles and ravenous appetites that it produced.

But a little of this went a long way, and the news that reached us on Dec. 14 that we were about to move up was received with tremendous enthusiasm by all.

Breaking camp on the 15th was a hectic procedure, complicated in no small degree by repeated invasions “in force” of pilfering Arabs from a nearby quarry who swarmed over the area in waves, each time to be driven off by harassed G.I.’s brandishing clubs. Occasional rifle shots added to the realism of the scene. Dame Nature had a hand in the fun by producing for our added amusement an all day downpour of rain, driven in from the Atlantic on the wings of a full gale, which caressed that section of the dark continent with a fury of some frenzied monster. The dust was fully laid for our departure and a waterlogged outfit slogged through ankle deep mud to board the trucks which carried us to the Casablanca railroad yards.

It was here that the vehicle convoy of our Group assembled and prepared itself for the long trip to our new home, while the main body was loading itself into the train of boxcars on the nearby siding. Fifteen jeeps, five ambulances and two weapons carriers, with numerous trailers, water and otherwise, made up the procession with Major Gordon C. Locke (then a Captain) the convoy Commander, leading off in one of the ambulances. Behind him, in a jeep, and acting as official interpreter for the caravan, rode Captain William G. Gridley. Bringing up the rear, to check on stragglers and administer to the sick road Group Surgeon Major Jesse W. McConnell. First Lt. Arthur M. Shiver was convoy transportation officer. Also travelling in the convoy were Major Maynard W. Bell (then Captain), and 1st Lt. Ernest C. Akers (then 2nd Lt.)

Akers, Ernest C., 1Lt, HQ 310th BG

Bell, Maynard W., Maj, HQ 310th BG

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

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

McConnell, Jesse W., Maj, Group Surgeon, HQ 310th BG

Shiver, Arthur M., Jr., 1Lt, Transportation Officer, 428th BS

Promptly at 2330 hours on December 15th, after complete instructions had been given to the drivers on such matters as spacing, signals, lights, and general conduct, the order to move out was given and we threaded our way through the darkened streets of Casablanca and out into the open country. Our first run took us to Oujda, a distance of slightly under 400 miles, accomplished by driving through the following day and on into the night. We pulled into our destination sometime after midnight and in no time were bedded down on benches or the floor of the Oujda railroad station -- many slept in the

January 1943 (continued)

vehicles. Our route had taken us through Fedala, Rabat, Prot Lyautey, Fes, Taza, Guercif and El-Ajoun. The beauties of the things we had seen during the daylight hours of our trip had made a great impression on us all, particularly the famed city of Fes, capital of Morocco, and home of the Sultan. We did not stop to sightsee, but the glimpses we caught of the strange architecture and the brilliant coloring of the mosaics on the walls and buildings were enough to give us at least a fleeting idea of the fascination of this ancient city. We thought we had seen mountain grandeur too, on our climb through the Atlas chain to reach the Mediterranean slope, but we later found that this had been merely an introduction into what was to come.

As we were preparing to start on the next leg of the journey, the train contingent of our outfit pulled into the station. A great note-comparing session ensued, as a result of which the motor boys definitely agreed that they had the better of the deal despite the rigors they had experienced from cold train and lack of sleep. We left Oujda about 0930 having had a slight delay in collecting one or two of our number that had ventured up into the town in a successful search for breakfast. The officers of the convoy had found an excellent breakfast in the hotel near the station, which also offered facilities for a much needed chance to shave and wash.

Our progress this day was somewhat less than had been hoped for. During the day we passed through Sidi-Bel-Abbes, headquarters for the famed French Foreign Legion. It was necessary to locate a refueling depot, our reserves having been heavily called on during the previous day, and considerable time was consumed in this process. As a result we got only as far as the Tafaroui Air Base, near Oran, former headquarters of a French Naval Aviation Unit, and scene of considerable resistance to our landing forces on D Day. Here was a sea of mud that put to shame anything we had seen thus far. To our great delight we found here a number of 310th Ground Officers who had come from England by boat to Oran. Among these were Captains Poynton and Cole, Lts Fisher, Lorch, Hicks, Knight, Haines, Hartley, Stoker, Ballance, Meehan, Goeckel, Basich, Neubauer, Gilchrist, Pemberton and Mason. It is easy to imagine what a session developed from this unexpected meeting -- a great deal of catching up was done in the course of several hours in the evening. The motor contingent withdrew from this "That's Nothing to what happened to us" contest at a reasonably early hour, claiming a hands down victory. Plans called for an early start.

Ballance, Gilbert S., 2Lt, PX Officer, HQ 310th BG

Basich, George F., 1Lt, intelligence, Asst S-2, 428th BS

Cole, Frederick J., Cole, Detachment Commander, 379th BS

Fisher, Earl W., 1Lt, Special Services Officer, HQ 310th BG

Goeckel, Frank Edward, 2Lt, Asst Intel, 379th BS

Haines, Wilson R., 1Lt, Adjutant, 428th BS

Hartley, Wiley D., 2Lt, Personnel, Adjutant, 379th BS

Hicks, Walter E., 2Lt, intelligence

Knight, Ellsworth C., Jr., 2Lt, intelligence, 379th BS

January 1943 (continued)

Lorch, Henry H., 2Lt, intelligence

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

Meehan, Edward P., 2Lt, Asst Intel, 379th BS

Neubauer, William H., 2Lt, Engineering Officer, 379th BS

Pemberton, Robert (NMI) "Bob", 1Lt, Intelligence Officer, 381st BS

Poynton, Walter J., Capt, Catholic Chaplain, HQ 310th BS

Stoker, Walter S., 2Lt, pilot, 379th BS

Next morning, December 18th, at an early hour we pushed off from Tafaroui -- surprisingly few of our friends were on hand to see us off.

We were ready and anxious to get started by daybreak the next day, Sunday, the 20th. It was dark, cloudy day, with an icy wind cutting in from the north. As a result, such stops as we had to make were of short duration and we made good time, reaching Setif about nightfall. Here we were in for a pleasant surprise. By dint of a few inquiries in the right places we located a large restaurant where our entire complement of men sat down to a steak and spaghetti dinner, with excellent wine to top it off. The bill was divided amongst the officers. This great treat completely thawed us out and we bedded down in a large warehouse for a much needed rest after the horrors of the preceding night.

We were ready to start on our last leg in good season the next morning--which turned out clear and warm. This was a comparatively short run, and we pulled into our destination, Telergma, about noon. There, to our great surprise, we found our train contingent who had pulled in during the night. Once more the experience swapping sessions commenced, to continue for many days thereafter. The motor convoy, thick with mud, but happy in the successful conclusion of its assignment, scattered to its various positions within the Group and the 1200 mile trek across North Africa came to its end. The unanimous opinion of all concerned--"A great experience--something we'll never forget."

We made good progress and passed through some very fertile country with mile after mile of vineyards on either side of the road. This brought to mind a picture of old man Baucus, with the vine leaves in his hair -- perhaps this wasn't going to be such a dismal country after all. We passed through Relizane, Subernaun, Orleansville and reached Affroville about 1630. In all of these towns, as we passed through, the children would stop their play, run to the curb and cheer. It was really an enthusiastic greeting which we received in all of these small places -- V for Victory sign was exchanged freely. If such a feeling is in Africa, where the full pressure of the Nazi yoke has been felt, what, we wondered, would the greeting be like when the Allied Armies finally reach the defenses of Europe and deliver France herself from her ravager.

January 1943 (continued)

At Affroville we made our first contact with the British Convoy Control. It had been our intention to drive on through the night, but we were firmly told that the road was an extremely dangerous one through the mountains and no convoys were allowed to pass over during the night. Accordingly we looked around for lodgings and ended up by lodging in the vehicles. But before turning in, if it could be called that, Major Locke stood host at a nearby restaurant to a large number of the enlisted men--the enthusiastic proprietor was quick to size up the situation and served up platter after platter of fried eggs and other delicacies which were washed down with ample very fine vino to restore the spirits of the travelers.

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

The next morning, the 19th, having been given the Go Ahead by the British, we pulled out and very shortly discovered that their restriction on a night passage was indeed a sensible one--climbing steadily for about half an hour we found ourselves at the little town of Miliana and looking down saw directly below us the town of Affroville where we had passed the night. We could have dropped pebbles down its chimneys. From here on for a matter of several hours we followed a road that was tortuous in the extreme, climbing steadily. Often we were on the edge of a sheer precipice which dropped off to the valley far below. We could easily picture the truth of the stories told us by the British of trucks going over the edge. In our decent to Bourkika we several times drove down a gradual decent into a deep sharp valley and ascended again on the other to be, after covering 8 or 10 miles, not more than a mile across from the road we had just been on. Those in the lead vehicles could wave across at those bringing up the rear, for during this part of the trip we were well spaced out. Once, when crossing a high ridge, we looked down upon a C-47 transport flying several hundred feet below us through the narrow pass. That day we lunched and refueled at Blida Airport, a very busy operational base crowded with airplanes, mostly Wellingtons. The afternoon trip brought us into L'Arba by dusk, where we were again taken in hand by the British.

This night was perhaps the most dismal of all. We were directed to two small parking areas outside of the town which turned out to be seas of mud. With half the vehicles in each we attempted to prepare a warm meal, but our efforts were unsuccessful. A very small Arab bungalow type of house was found at each place but the rooms were filthy and unfit for use and of course it was raining. We ate C-rations, and settled down in one way or another to pass the night. To describe it as miserable would be putting it mildly.

January 1943 (continued)

381st BS War Diary: Additional Information for January 1943:

Excerpt from “Where are they now?”

New Year’s Day found this gypsy Squadron on the move again, this time only six miles southward, to Berteaux, Algeria. Here the squadron remained longer than it has to date stayed in one place—five months and one day.

Although the Squadron was still scattered over some 3,000 miles, the personnel at Berteaux increased their efforts, worked night and day under difficult and trying conditions, and continued daily operations against the enemy.

In pairs, by fours, and by plane loads, the members arrived, some late comers from England, some of the flight echelon from Oran, still others sat far away and wondered, “Where are they now?”

Throughout the month of January 1943 the Squadron participated in many missions against the enemy. Docks, railheads, supply depots, troops and airdromes were blasted over the entire area held by the Axis. At times ships would come limping home badly battered, in need of major repair by the overworked skeleton ground crews.

“Jerry” seemed to know that each day, some way, from somewhere out of the leaden sky, the “Wild Willie Boys” would rain bombs upon them, and from dawn to dark, each day, perhaps the Axis wondered “Where are they now?”

On January 14, 1943, after months of waiting, the Rear Detachment, cloaked in secrecy, groped through the darkness, boarded a waiting ferry that quietly tip-toed down the river, to an awaiting troop transport which grimly nosed out into the Atlantic, Casablanca-bound. There at Casablanca they were destined to wait through weeks to come. Transportation lines were jammed. Night and day trains, trucks, air transports and tanks rumbled out of Casablanca, eastward to Algeria and Tunisia, carrying precious supplies to men fighting desperately to hold the territory gained.

THE 381st BEGINS OPERATIONS (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.

January 1943 (continued)

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.

A mission to Tunis Docks took place that day. It was the third mission for the Squadron and the ninth for the Group. They landed after this mission at Berteaux, their new field. The rest of the planes had been flown over during the day.

In the days before the War, there had been an agricultural college near the tiny village of Berteaux. Into this the Group moved. The buildings of the College were arranged about two large court yards. A two story stucco administration building dominated the first court, the other three sides of which were enclosed by a long stone live stock barn, and by two large stone sheds under the agricultural machinery had once been sheltered. In the center of the court stood an elaborate rabbit hutch, which was crowned by buildings which had been a machine shop, a grain warehouse, and another building which contained several apartments which were used as living quarters.

Surrounding these buildings were groves of fir trees. Under these trees, the personnel pitched their pup-tents. The combat crews, though, had moved into one of the barns --- which still contained some of its original inhabitants --- horses, cows, sheep, goats, chickens and a few mules. These animals had been hidden in the mountains during the German occupation and had but recently been returned home.

The officers took up quarters on the second floor of the Administration Building while the Command Section, Personnel and the Intelligence Department moved into the first floor. Lt. Col. Hunter, Chaplain Poynton and the four Squadron Commanders moved into one half of the apartment building in the small court yard, the other half being occupied by the dispensary.

Bower, William M., Maj, pilot, Commander, 428th BS
Ferguson, Ivan Leonard, Maj, pilot, Commander, 381st BS
Hoover, Travis (NMI), Maj, pilot, Commander, 379th BS
Hunter, Anthony G., Lt Col, pilot, 310th BG Commander
Poynton, Walter J., Capt, Catholic Chaplain, HQ 310th BS
Wilder, Rodney R. "Hoss", Capt, pilot, Commander, 380th BS

The weather at Berteaux seemed better. Located in a slight depression surrounded by low rolling hills, it was not as windy as Telergma. Sometimes, when the sun was out, it became almost warm. The ground was sandy, and when it rained, there was not too much mud.

January 1943 (continued)

Construction of an Air Base out of an Agricultural College was not a quick task. The runways had been constructed before the Group arrived, but otherwise it was necessary to begin from scratch. Everything was there, the empty buildings and all the equipment and supplies, but assembling these things, and arranging them so as to create an operating Air Base, was to be quite a job.

The first thing to go up was a Group Mess. For dinner the first night, the Cooks served genuine fresh beef hamburgers. Things were looking up. The next day at noon, there was a tremendous mail call --- lots of Christmas boxes, and Christmas cards, but best of all, lots of letters from home.

1st Lt. Pemberton and 2nd Lt. Wigger arrived from Tafaroui on 2 January 43. They had landed at Algiers enroute, and the weather had benevolently kept them there for three days, while they had a wonderful time. During the first three weeks of January, 13 Officers and ten Enlisted Men of the Flight Echelon reported for duty.

Pemberton, Robert (NMI) "Bob", 1Lt, Intelligence Officer
Wigger, William Franklin, 2Lt, pilot

About the middle of January, it was announced that a certain number of Enlisted Men from each Squadron would go into town for the purpose of bathing. These trips were to be compulsory. Accordingly, next morning three G.I. trucks, loaded to the tail gates, rolled out of Berteaux toward the highway leading into Constantine. Upon reaching town, they drove through winding and twisting streets, until they arrived in front of a building which had "Douche Municipal" written above its door. Inside, the four walls of the soldier filled room were lined with doors, and behind each door was a tiny shower room, permitting just enough space in which to undress. One's clothes had to hang on the wall, where they too, were exposed to the shower. In order to produce a flow of water, it was necessary to keep a chain pulled down. The water was extremely hot, and there was not method by which the temperature could be controlled. The privilege of using the shower incurred an obligation of 10 Francs, plus a tip for the attendant.

After the shower, the next move was to a barbershop, where the barbers usually gave a shave with cold water and a dull razor, and then made the customer wash his own face, also with cold water.

Having thus spent several hours attending to the details of cleanliness, eating became the next item on the list. Soldiers being forbidden to eat in restaurants because of the food shortage, the restaurateurs discovered a way of maintaining their new and large clientele. Almost any urchin on the street was able to lead the way to a private apartment where a dinner, prepared by a restaurant and distributed privately, could be obtained. These dinners consisted of cold roast chicken, French fried potatoes, fried eggs, French bread and wine or beer. A fabulous price was charged, usually about 200 or 300 francs, which amounted to between \$4.00 and \$6.00 per person. Later on, when the Red Cross arrived, it established a restaurant for servicemen, where an excellent, though not so abundant meal could be had for 10 francs.

January 1943 (continued)

Sightseeing – inspecting Constantine’s historic fragments of gaping at the tremendous canyon which slices through the city’s center – or shopping for souvenirs in its exotic little shops usually occupied the rest of the day. At 04:00 the G.I.’s were poured into the trucks and rolled back home.

On 15 January 43, the Rear Detachment of the Air Echelon arrived, with Lts. Mason and Horrocks, and 24 Enlisted Men, Lt. Cawse-Morgon in command. Their trip to Telergma was quite similar to the trip which the Ground Echelon had made from Casablanca. It was rugged, but despite the inconveniences, it was loads of fun. The food which Lt. Mason had purloined at Oran kept all stomachs happily full, even though the menu resembled a Hollywood Diet, as most of the rations were canned fruit.

Cawse-Morgon, Norman E. “C-Dash”, 1Lt, intelligence

Horrocks, Donald D., 1Lt, intelligence

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

One day while enroute, the Mess Car caught on fire. The train was in a station at the time, and the Cooks were preparing a feast of coffee and the only ration of Irish stew. Sgt Joseph A Czajka was pouring petrol into the stove burner, and accidentally spilled some, which immediately ignited. The clothing of Czajka and a cook from the 379th Echelon caught fire. The 379th cook jumped off the car and Czajka, ignorant that his own clothes were burning, jumped off and started to chase him. Malloy started to chase Czajka, but was intercepted by a Frenchman, who beat out Czajka’s fire while Czajka smothered the 379th Cook’s flames. In the meanwhile, Lt. Mason was putting the fire out inside the car by smothering it with shelter halves. While thus engaged, another Frenchman jumped in and began pulling the shelter halves off the fire and throwing them outside just as fast as Lt. Mason could put them on, thus allowing the conflagration to start again. Lt. Mason began to cuss in pure Anglo-Saxon, as he didn’t speak French, and, at the same moment he grabbed the Frenchman by the collar and the seat of his pants, and caused him to leave the car suddenly, like a bullet in its flight. A minute later, Malloy jumped back in the car, and he and Lt. Mason began to pitch things off --- cases of rations, water cans, stoves, and petrol cans, one of which hit an Arab boy without even fazing him. About ten minutes after they finally put the fire out, the local fire department arrived. It consisted of one very excited Frenchman with a chemical extinguisher. Bursting into the car, he proceeded to spray everything in sight, even the Irish stew, which so far, had not been endangered. They didn’t waste much time with him --- he also went out on his derriere. The Irish stew, now being ruined, had to be disposed of, so the personnel sat down to a dinner of canned grapefruit, while the train crew detached the smoldering Mess Car. From then on, trouble reigned in the Mess Department. The Engineer had promised 2 hour layovers for the preparation of each meal, but would immediately start the train again as soon as all of the equipment for preparing the meal had been put on the station platform, with a result that it all had to be thrown back in the cars again. It didn’t matter too much, however, as there were only two more meals to be eaten aboard the train, and the only uneaten rations were canned peaches.

Czajka, Joseph A., Sgt

Malloy, William J., M/Sgt

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

January 1943 (continued)

When they arrived at Telergma late on the afternoon of 15 January 43, they found a fleet of G.I. trucks waiting to take them to Berteaux. Not having been able to shave during the trip, everybody was wearing foliage of various sizes, shapes and dimensions. Lt. Mason's was perhaps the most picturesque. Covering his entire face, it had grown to a length of approximately 1-1½ inches. The beard had been carefully trimmed, and the moustache was meticulously twirled on each end. Insomuch as moustache wax was not available, it is rumored that the Lieutenant was using Kee-Wee shoe polish to keep it in shape. With a pistol belt and holster slung around his middle, he looked remarkably like a picture Bret Hart might have drawn of a California desperado when the Wild West was young.

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

In January there were several Officer promotions. Captain Ferguson the Squadron Commander being promoted to Major, the Group Chaplain, Father Walter J., Poynton, O. Carm., being promoted to Captain and 2nd Lieutenants Abplanalp and Campbell being promoted to 1st Lieutenant. On the 13th and 31st of January there were also promotions for the Enlisted Men, which created 1 M/Sgt., 6 T/Sgts., 10 S/Sgts., 16 Sgts., 16 Cpls., and 2 PFC's.

Abplanalp, Walter J., 1Lt

Campbell, Ivan R., 1Lt, Adjutant

Ferguson, Ivan Leonard, Maj, pilot, Commander, 381st BS

Poynton, Walter J., Capt, Catholic Chaplain, HQ 310th BS

During January, the Squadron participated in 16 Combat Missions, and dropped 80,760 pounds of bombs on enemy targets. All of our planes returned to the base safely. S/Sgt. D.G. Windham, Jr., shot down 1 ME-109 and damaged another.

Windham, Duke Green, Jr., S/Sgt, gunner

During the first few weeks at Berteaux the feverish work necessary to establish an Air Base had necessarily prevented the organization from any recreational facilities for either Officers or Enlisted Men. There was no Day Room, or similar place to gather, so that the men had but two choices as to how to spend their time after the sun went down; namely, stay outside and freeze, or crawl into their pup tents and go to sleep.

Behind the Dispensary stood a small and roofless Arab hut, built of loose stone slabs cemented together with mud. This, the Chaplain chose as the site for his office. Canvas was spread across the top of the walls for a roof. Boards and a few loose bricks were used by the Chaplain's assistant, Cpl. Ted Kroes, to construct a floor, and S/Sgt. Rudy Glasier, of Headquarters, typifying one of the many G.I. inventions made a really efficient stove from a 5 gallon can, using 6 or 8 "Spam" cans soldered together for a chimney. The room was furnished with an improvised altar made of boards and covered with spare shelter halves, at which Father said morning Mass. Father's field desk stood beside the stove. The rest of the room was furnished with "frag" boxes. Some of these were used as bookcases for Father's collection of books and magazines, and the rest were

January 1943 (continued)

used as benches. One light globe furnished light. When the lack of a gathering place was brought to the Chaplain's attention, he immediately threw his office open to all who wished to congregate there. In the evenings after chow the tiny room, whose dimensions were roughly 12 x 15 feet, filled up rapidly, until every available space had been occupied. Father's portable radio provided music and the news broadcast from Algiers. Thousands of letters home were written in that room. Father usually kept a large basket filled with tangerines, ready for anyone to help himself. When the crowd thinned out around 2100 hours, those remaining would fry or scramble eggs on the little stove. The Chaplain's little office, always popular, became even more popular as the weather grew colder. Finally the Chaplain, together with the Special Service Officer, Lt. Leon Karosen, began negotiations which were to result in a recreation center, the like of which there was no duplicate in all of Algeria.

Glazier, Rudy (NMI), S/Sgt

Karosen, Leon (NMI), 2Lt, Asst Adjutant, Special Services Officer

Kroes, Theodore (NMI), Cpl, Chaplain's Assistant

Poynton, Walter J., Capt, Catholic Chaplain

January 1943 (continued)

428th BS War Diary: Additional Information for January 1943:

HISTORY OF THE REAR GROUND ECHELON 428th SQUADRON (continued)

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.

During our stay here, we were twice on movement orders and stricken off at the last minute because of transportation difficulties, but on January 13, 1943, we boarded the train, headed for the New York Port of Embarkation, and by 8:45 that night we were all a board the ship, John Erickson. Having heard tales of other detachments spending several days in the New York harbor, we all decided to hit the hay and the next morning to have a look around, but at 7:00 AM that very next morning, while at the breakfast table, with a long mournful howl from the whistles and much bell ringing we were on our way. All the personnel managed to get on deck for a last look at the Statue of Liberty and that long to be remembered New York Skyline. We were outside the mine field and on our way to new lands and new adventures, only the convoy commander knowing the whereabouts of these.

Since we were to spend some time on this boat, we looked into the condition of our personnel. The men were all bedded down, as comfortably as could be expected on a troop transport, and some few of them had even managed to obtain staterooms. The officers were all in staterooms, six in each. As for the food, we think that all men will agree, it was the best. We were on a Swedish vessel carrying the original Swedish cooks. We were fed in two sittings, each table with its own individual waiter, and in the evening we were entertained by a dinner orchestra, followed by movies. During the day-time there were always two hours of musical entertainment by the boat's orchestra, card playing, reading, and if desired, a tramp around the sun deck.

Our trip across was very uneventful, no action, a calm sea, and very little sickness. Our only excitement being on the night of our seventh day out, when the John Ericson developed motor trouble, lagging behind the convoy. This was soon fixed and we were back in position by morning. There followed four more uneventful days, the monotony broken only by boxing matches on deck each afternoon. These were staged by Lt. Davis, a former golden gloves champion, the fighters coming from all organizations aboard ship.

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

At about 2:00 P.M. on the afternoon of January 25th, we were able to see the faint horizon of the African Coast, and by 7:00 P.M. we had wandered our way through an extensive mine field and were moored at the docks in Casablanca.

January 1943 (continued)

We were notified to prepare for immediate debarkation. Then followed a rush of repacking and issuing ammunition. By the time our turn arrived, it was 1:30 A.M. of the following morning, the 26th. We were checked off the boat, and formed on the docks. Then followed our little trek of four miles to the bivouac area. The officers and several of the first three graders were out on point against snipers with tommy guns. We arrived in the bivouac area at 3:30, placed out guards and turned in for what little sleep we could get, thinking we would be on our way again at dawn, but as usual, we were mistaken.

We spent another month in this area. In a few days' time we were all beginning to get well settled in pup-tents or whatever makeshift shelter we could erect. We were drawing exceptionally good rations, and fared well, considering the one stove we had on which to prepare food. Being right on the beach, we never lacked for bathing facilities. Altogether, the personnel had a very enjoyable stay here, being able to go into town almost any time. Recreation facilities were available in the form of baseball, volley ball or boxing equipment. We were also provided with sufficient ammunition to give the men all the practice they desired or needed. During our stay here, we learned that the remainder of the squadron was near Telergma.

The History of the Flight Echelon

On September 5th, 1942, the first flight of the 428th squadron took off from Walterboro, South Carolina and landed that evening at Westover Field which was to be their home for the next two weeks--two weeks crammed with work and study in preparation for crossing the North Atlantic.

The first flight with the Squadron C.O., Major Bill Bower, leading the way, took off from Westover Field on September 18th and flew to Presque Isle, Maine. After being grounded by the weather man for three days, the flight was resumed on September 21st and that night the men slept for the first time on foreign soil, --Goose Bay, Labrador.

Bower, William M., Maj, pilot, Commander

Taking advantage of a good break in the weather, this first flight of six ships wasted no time in getting up to Blue West One in Greenland, otherwise know as BW-1, the very next day.

Land of glaciers, icebergs, snow, ice and a tricky, one-way landing strip, this stopping-off point offered little in the line of entertainment or even comfort for the men. The first flight was joined in Greenland by the flights of Helsabeck, Gshwandtner, and Milius, who were leading flights of A-20's across.

*Gshwandtner, Frank J. "Gish", 1Lt, pilot Helsabeck, Chester J. "Joe", Jr., 1Lt, pilot
Milius, Morris O., 1Lt, pilot*

January 1943 (continued)

The trip was resumed the following day with a hop to Iceland--land of the Kronur, the blonds, and the Bourg Hotel. After a night of drinking two percent beer at 15 Kronur a throw, the flight took off in instrument weather and set sail for England, flying always below 500 feet and dodging rain storms.

Landing at Prestwick, Scotland, the flight was told to get on the move in an hour, so it was a spot of tea, a biscuit, and off again.

This first flight--the first B-25's of the 310th Bomb Group to land in England--set down after dusk at our new home in Hardwick, Norfolk County England September 24th.

By October 8, 1942, all ships and crews of the 428th had arrived safely with the exception of Captain Jimmy Walker, who was delayed by weather and who landed in Bungay on October 30.

Walker, James P. "Chief" Maj, pilot

The 428th Squadron was moved to a satellite drome at Bungay on October 29th and the squadron settled down to some serious training. Also a little serious pub crawling. Life was good there in England--Bell Hotel, the Sampson Hercules, WAAF, WREN, Scotch, and lousy beer.

But all good things come to an end and on November 7th Helsabeck in *41-13077* ("*The Reluctant Dragon - later "Old Patch"*), Beatty in *41-13053* ("*Stormy Weather*"), Brennan in *41-13041* "Mickey", and Twitch Thompson in *41-13066* loaded up and flew to Portreath near Land's End, England. After a few days briefing Helsabeck and Beatty left for Gibraltar with a group of P-38's. On November 13th, Beatty was ordered to Casablanca by Major General Doolittle and became the first of the group to land in Africa. Thompson and Brennan showed up two days later and they were followed by Helsabeck, Martin and Marsh.

Beatty, John H., 1Lt, pilot

Brennan, Samuel J., Jr., 1Lt, pilot

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

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

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

Marsh, Edward D., 1Lt, pilot

Martin, Grover W., 1Lt, pilot

On November 29 the advance flight was ordered to Algiers to start combat operations. Here they were met by Canham and the fun began with the first raid on Gabes on December 2nd, 1942.

Canham, Arthur E., 1Lt, pilot

After operating from Algiers under the worst possible conditions for two weeks, the men were ordered to Telergma on December 14th and resumed operations. Here began that scourge of pilots,--the low-level sea sweep skip-bombing missions.

January 1943 (continued)

Then the rest of the squadron began to catch up and a move was made to Berteaux on January 26th, 1943, but it was not till March 9th that the final crew showed up and the squadron was complete as far as the flight echelon was concerned.

HISTORY OF THE REAR ECHELON A Squadron Detachment

At midnight of the 23rd of November, 1942, 3 officers and 27 enlisted men commanded by 2nd Lt. Wilson R. Haines left Bungay in the dead of the moonless night for Hardwick some six miles off. The Rear Air Echelon, commanded by 1st Lt. F. J. Cole consisted of 110 enlisted men and 25 officers. At approximately 2 AM of the 24th, this echelon left for the rail head at Diss by motor transport.

Haines, Wilson R., 1Lt, Adjutant, Detachment Commander
Cole, Frederick J., 1Lt, Detachment Commander, 379th BS

After a four hour wait in the chill morning, the Liverpool train arrived and we were on our way. We arrived at the coast--at just about dusk; the fog had then began to settle on the smoke covered, dingy, rather ugly city. The detachment boarded the H.M.S. Derbyshire, a transport that had until recently seen service as a light cruiser, that evening. After four days--on the morning of the 28th, the convoy shoved off. Our thanksgiving day meal on board had beans for its main course.

The trip was notable for the extreme inadequacy of the enlisted men's quarters and the more miserable character of the food that fell to the lot of the enlisted men. British-American relations really took a beating on this trip--it was much worse than our first ocean voyage. Gastronomic complications reached an unhappy climax one night during a particularly high sea.

On the morning of the 29th we last saw land off the coast of Ireland. Other than occasional depth charges and a man overboard in one of the other transports, from the landlubber's innocent eyes the journey was without excitement--until we entered the straits of Gibraltar.

On the evening of the fourth of December we saw city lights for the first time in months. Tangiers and the cities on the Northern neck of Spanish Morocco, and some anonymous little villages N.W. of "Gib" were the marvels we beheld. The greatest part of the convoy moved onward in the dark of night while the H.M.S. Derbyshire and a few others dropped anchor in the harbor, literally shadowed by the "rock" stronghold. One ship was reported rammed that evening; in any case, the morning revealed that one of the transports had its bow stove in.

January 1943 (continued)

Of more than passing interest was the regularity with which Catalinas dropped depth charges on the western part of the harbor. By international law it is forbidden that the Spanish side of the harbor be bombed--which holds true for the straits itself, also. Consequently, to discourage sneak efforts by Axis underwater craft these missiles are dropped.

Late in the afternoon of the fifth, the Monarch of Bermuda and H.M.S. Derbyshire left the harbor with an escort of 3 British destroyers. Dawn found us steaming along the North African coast. Soon the harbor at Oran came into view. We were safely moored against the dock at the French Naval stronghold of Mers-El-Kebir. That afternoon the unit disembarked and proceeded to the somewhat battered remains of the Ex-French Naval Air Base, Tafaroui, some 20 miles inland. Sidi-bel-Abbes, the headquarters of the famous and colorful French Foreign Legion of almost mythical fame was but 10 miles to the South.

Tafaroui will always hold a memorable spot in our minds if only for the quantity and degree of its discomforts. The full potentialities of mud were met and endured. "Spam" fell rapidly from a rather high spot in the G.I. Heart. What was perhaps more remarkable was the attempt of the base organization to assign one of our Master-Sergeants with seven hitches to work picking up trash in a Service Group Area. The powers of prevention by a Second Lieutenant are practically nil.

At periodic intervals a few planes of our group would arrive and then pass onward. Lt. Brennan, who had arrived in Africa almost a month earlier and was detached to ferry General Patton, passed through and announced the Group's first combat mission, and its first loss--Lt. Bishop and his crew. Corporal McKean, who had been an engineer on Lt. Brennan's ship left us for Casablanca to be with his plane.

Bishop, James W., 1Lt, pilot, 379th BS

Brennan, Samuel J., Jr., 1Lt, pilot

McKean, Martin F., Cpl, engineering, crew chief

Patton, George Smith, Jr., General, 3rd Army Commander

1st Lt. Cole left for Telergma on December 18th by Air Transport and left 2nd Lt. E.C. Knight of the 379th in command. On about the 5th of January 2nd Lt. Call left for Telergma with Captain Walker. S/Sgt. Ward B. Brown, one of our turret specialists, was hospitalized and ostensibly lost to the squadron because of the recurrence of an old back injury. Before enlisted in the Army Brown had been a member of the Boston Bruins hockey team.

Brown, Ward B., S/Sgt, turret specialist

Call, Wilbur F., 2Lt

Cole, Frederick J., 1Lt, Detachment Commander, 379th BS

Knight, Ellsworth C., Jr., 2Lt, Asst Intel, Detachment Commander, 379th BS

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

January 1943 (continued)

Shortly after midnight on January 13th, the Rear Air Echelon left Tafaroui. We proceeded to the railhead at Arbal by MIT and at 6:30 we entrained. History repeated itself when this time the sons boarded the “Quarante Huits”, or 40 & 8 cars, the meanest piece of oriental torture ever devised by Western civilization. 26 men and all their baggage were crowded into one little boxcar, not large enough for ten. Other than a mess-car fire on the 14th in which an enlisted man of another squadron was burned, nothing untoward happened. We just rode, and watched the bare hills and plains of North Africa roll by. At Setif we had an alert, but were not attacked. After arriving at Telergma early in the afternoon of the 15th, we proceeded to Berteaux, 6 miles eastward by MIT and arrived in sufficient time to set up our pup-tents by nightfall.

REAR AIR ECHELON COMPLIMENT

2 nd Lt. Wilson R. Haines, <i>Adjutant</i>	Sgt Kenneth C. Tyler
2 nd Lt. Wilbur F. Call	Cpl. Robert E. McGuire
2 nd Lt. George F. Basich, <i>Assistant S-2</i>	Cpl. Albert J. Meckel
T/Sgt. Leo F. DeBlaker	Cpl. William R. Palmer
S/Sgt. Ward B. Brown, <i>turret specialist</i>	S/Sgt. Robert O. Stout
S/Sgt. Walter L. Decker	S/Sgt. Edward Dean Stroyke, <i>bombardier</i>
S/Sgt. Joseph R. Eichenseer	S/Sgt. Wing Y. Lim, <i>gunner</i>
S/Sgt. Joseph T. Jones	Cpl. Charles V. OValle, <i>gunner</i>
S/Sgt. John F. Marshall	S/Sgt. Andres M. Rosales
S/Sgt. Loys W. Riley	Pvt. Anthony M. Sutton
Sgt. William J. Metz, <i>communications</i>	Pvt. William E. Phillips, <i>gunner</i>
Sgt. Charles C. Payne, <i>gunner</i>	Cpl. Martin M. McKean, <i>crew chief</i>
Cpl. Clarence (NMI) Henderson, Jr.	
Sgt. Seymour (NMI) Jablow	
Sgt. Millard J. Johnson	
Cpl. William F. McCarthy, <i>communications</i>	
Sgt. Glendon J. Prather	
Sgt. Spiro A. Sumakis	