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DQ. Bomb-489-41
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SQ-BOMB-489-HI
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SQ-Bomb-489-HI
JULY 1944

Headquarters 340th Bomb Gp (M)
APO 650, c/o PM
New York, N.Y.

489th Bomb Sqdn (M)
OUTLINE HISTORY
July 1944

SUBJECT: Historical Records.

TO : Commanding General, Twelfth Air Force, Through Channels
Attention - Historian.

1. Outline History of the 489th Bombardment Squadron (M) for the period of 1 July 1944 to 31 July 1944.

a. Present Designation: 489th Bombardment Squadron (M).

b. Changes in organization.
(1) Staff officer.
(a) 1st. Lt. Guy Verger assigned to squadron as Adjutant, releiving Capt. Anderson.

c. Strength for month of July.
(1) At beginning.
(a) 89 officers.
(b) 368 enlisted men.
(2) Net decrease
(a) 7 officers.
(b) 1 enlisted man.
(3) At end.
(a) 89 officers.
(b) 363 enlisted men.

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d. Station
(1) Alesan L/G, Corsica.
(a) Arrived : 19 April 1944.
(b) Departed: ----

e. Movements of unit or echelon.
(1) None.

f. Campaigns.
(1) Italian.
(2) From September 1943 to (still in progress).

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g. Operations.
(1) Italian Campaign.
(2) Strategic bombing of targets in the Florence and Po River valley areas.
(3) Number of missions for period: 25.
Number of sorties for period : 202.
(4) Results of the most important missions.
(a) on 3 July 12 planes of this squadron were sent to destroy a fuel dump four miles north of Ferrara, Italy. Incendiaries and high explosives were flung on the target; the central group of fuel tanks was covered by the pattern and many fires were started. Ack-ack was heavy, intense, and accurate; all twelve planes were holed, and T/Sgt. E. V. Hunt was seriously injured in the leg.

(b) On 12 July 18 crews of the squadron were briefed to bomb the R.R. bridge at Ferrara, Italy, but bad weather necessitated that they bomb the alternate, the R.R. bridge at Chiavari, Italy. The target was missed, but the near-by marshalling yards were hit. Lt. Mitchell's plane developed engine trouble just before reaching the primary target, and shortly thereafter it was necessary for him to ditch the plane. T/Sgt. R. E. Winjum,

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radio operator, and S/Sgt. W. E. MacRitchie, tail gunner, parachuted from the plane before it was brought down on the water; with the exception of these two men, the crew was rescued and was returned to the field the same day.

(c) On 12 July 1 plane of this squadron flew a photo mission in conjunction with the mission noted in (b), immediately above. As the plane approached the Initial Point to turn into the photo run, it was attacked by 16 FW 190's. Our gunners may have shot down one enemy aircraft.

(d) On 14 July 12 Mitchells of this squadron went for targets in Northern Italy. The 2nd box bombed the primary target, a R.R. and road bridge; direct hits were scored. Enemy aircraft attacked our formation and our gunners accounted for one destroyed and two probably destroyed. E.B. Fetherston and P.E. Walters, S/Sgt. gunners, were seriously injured by flak.

h. Command Officers on important missions.

(1) Major Leonard Kaufmann, Jr., flying as Acting Command Pilot, on mission to R.R. and highway bridge at Ferrara, Italy, on 13 July.

(2) Major Leonard Kaufmann, Jr., flying as Acting Command Pilot, on mission to Cervo R.R. bridge, Italy, on 25 July.

i. Losses in action.

(1) Mission to fuel dump 4 miles north of Ferrara, Italy, on 3 July.

(a) Seriously wounded.
1. T/Sgt. E. V. Hunt.

(2) Mission to R.R. bridge at Chiavari, Italy, on 12 July.

(a) Missing.
1. T/Sgt. H. E. Winjum.
2. S/Sgt. W. H. MacRitchie.

(3) Mission to fuel dump at (M-625459), Italy, on 14 July.

(a) Seriously wounded.
1. S/Sgt. E. B. Fetherston.
2. S/Sgt. P. E. Walters.

j. Personnel who distinguished themselves in action.

(1) Air Medal.
(a) John F. Hasting, Capt., navigator.
(b) Raymond L. Fitzgerald, 1st. Lt., pilot.
(c) Ralph W. Letsinger, 1st. Lt., bombardier.
(d) Jack G. Mair, 1st. Lt., pilot.
(e) Michael J. Stallone, 1st Lt., pilot.
(f) Donald R. Whitcomb, 1st. Lt., bombardier.
(g) Fred Brent, 2nd. Lt., bombardier.
(h) Robert M. French. 1st. Lt., bombardier.
(i) Walston S. Jones, 2nd Lt., pilot.
(j) Joseph Marzulla, 2nd. Lt., bombardier.
(k) Howard Taylor, 2nd. Lt., pilot.
(l) Baxter Thomas, 1st. Lt., pilot.
(m) Leonard Schwartz, 1st. Lt., bombardier.
(n) Buell O. Wiltshire, 2nd Lt., pilot.
(o) Ernest B. Riddle, S/Sgt., gunner.

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(p) Louis C. Vienstenz, S/Sgt., gunner.

(2) Fourth Cluster.
(a) Paul R. Gale, 1st Lt., navigator.

k. Number of photographs being submitted.
(1) None.

2. Inclosed are WAR DIARY, 489th Bombardment Squadron (M), for the period 1 July 1944 to 31 July 1944.

For the Commanding Officer:

Leonard Kaufmann Jr
LEONARD KAUFMANN, JR.
Maj., A.C.
Commanding.

1 Incl:
War Diary.

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WAR DIARY

489th Bombardment Squadron (M) STATION Alesan L/G, Corsica

Month of July 1944

DAY	EVENTS

1 - Half of 1944 is out of the way. It was an eventful six months for the Allied cause; within that period of time we saw the Germans pushed closer to the ultimate disaster which they are sure to suffer.

This morning our planes attacked a rail bridge in the Florence area; it is doubtful if the target was destroyed.

The movie showing this evening is "Up in Arms," a hilarious musical in technicolor.

2 - We are not allowing the enemy any respite from our incessant hammering. He is retreating to Northern Italy in great haste, and we are hampering that retreat just as much as possible by destroying his bridges, his viaducts, his marshalling yards, and his road junctions over which he must move. With complete air superiority, we are making his position in Italy very tenuous. Today we directed our efforts towards a railroad viaduct at Borgo S. Lorenzo, scoring possible hits on the west approach.

All squadrons are running transition flights for night missions. Very shortly we shall be hitting Jerry by night as well as by day.

This morning Lt. Rittenhouse, Operations Officer, left for the States on detached service. He will rejoin us later this summer.

There has been a recent improvement in our food, there being more fresh meat and butter. Food has been consistently poor since our arrival on the island. Thus any change for the better, however small it may be, is welcome.

The officers have moved into their new, rustic mess hall which they built atop the hill. It appears that this attractive club house is destined to become a popular rendezvous for dignitaries of the Group and for celebrities.

3 - Although the Krauts no longer flank this island on the east, nevertheless they still constitute a dangerous menace to us. We remain only a few minutes flying time from enemy airplane fields in Northern Italy and in Southern France. Last night we were reminded of just how close we still remain to the war. Shortly after midnight we were awakened by the boom of big guns, and above this resounding noise could be heard the unsyncronized throb of twin-engine German fighter-bombers, interrupted frequently by the rapid fire of machine guns. Everyone was awakened by the commotion and expected an attack on the field momentarily, but none came. Apparently the engagement was a naval one not far off shore.

Today we struck at a fuel dump four miles north of Ferrara, Italy. The target was well covered with demolition and incendiary bombs, but the Group paid dearly for the attack. The 488th Squadron lost a plane to flak. Captain Crossman, the Group's English ALO, went down with the plane. Everyone of our planes were holed, and T/Sgt. Hunt, radio-gunner, was seriously injured in the leg.

4 - Another 4th of July spent in the overseas service. For us it was nothing more than another work day, but not a difficult one, because there was a stand-down. Under what circumstances shall we spend the

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DAY EVENTS

next Independence Day? Now we know the answer to the same question which we poised just one year ago today.

The latest BBC news. The Russians have captured Minsk, capitol of White Russia. They have already pushed spearheads eighty miles to the southwest along the main railway which runs from Minsk to central Poland. In Normandy the American forces have started a new drive on the western side of the Cherbourg Pennisula against stubborn German resistance. In Italy French troops of the 5th Army have occupied the city of Sienna. More than five hundred American bombers were out again yesterday pounding oil targets in Hungary, Rumania, and Yugoslavia. In the Southwest Pacific American troops have landed on Noemfoor Island in the Geelvink Bay area of Dutch New Guinea and have already captured one of the airfields.

5 - Once again I must report that we had a stand-down all day. In the afternoon many of the boys went to the beach, which is one of the most healthful means of recreation we have.

6 - Today this squadron completed its 250th combat mission. Eighteen of our planes flew to the Po Valley and unloaded 1000 pounders on a rail bridge northwest of the city of Parma. Eighty-two per cent of the bombs fell within the target area, making this a highly successful mission.

7 - Late last night a stand-down was declared. Taking advantage of this free time, many of the boys are sleeping, many more are in Bastia for the afternoon, and many are at the beach.

There is a feeling among us that the present location is very much like a summer resort. With the beach, the mountains, and the ideal weather, and a little imagination, you are warranted in calling this just that. And compared with what we had a year ago, Corsica is a paradise. Naturally we do not enjoy the gay and happy air of vacationists, but considering what our lot might be, we must be thankful to be where we are - and this in spite of many not so attractive features of the location.

8 - This evening the Enlisted Men's Club opened with Italian-purchased liquor available in quantity. The affair was noisy but orderly. At the same time the Officers' Club had its official opening which was celebrated more quietly but with just as much enthusiasm.

9 - At twelve o'clock the stand-down for the day became official. At two this morning we flew another night practice mission. Soon we shall be striking at the enemy by night.

Heavy thundershowers have continued throughout the afternoon and the evening. Unlike North Africa in the summer season, the weather is not monotonously good; at frequent intervals cooling rains drench the countryside.

Today one of our planes left for Cairo, about 1700 air miles distant, with a load of men who will enjoy rest and recreation at this huge African metropolis. No place in the Mediterranean area is too far away for our planes. Almost every day we have at least one plane on a cross-country to Africa, Sicily, or Italy, bound on pleasure or business.

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DAY EVENTS

10 - Our bombers were over the M/Y at Rovigo in the Venice area. At the time of this notation the photographs have not been developed, but interrogation disclosed that the mission was probably successful.
The latest BBC news from London reveals that Caen, Normandy, was liberated by United Kingdom and Canadian troops. The Germans still hold the suburb on the further bank.

11 - Today we ran two missions; neither one was successful.
For dinner we feasted on fresh beef, fresh potatoes and vegetables, fresh butter, and pudding. At supper we enjoyed steak and more fresh vegetables. Beer was rationed and many of us drank it with our meal. We are seeing results from the four dollars which we recently contributed to a mess fund that has been set up to augment our regular quartermaster rations. The present supply of food, which included three thousand fresh eggs, was purchased at Catania. We intend sending a plane there regularly.

12 - This morning we sent one plane along with a formation of other planes from the Group. It carried a full crew and two photographers who photographed the bombing. Just before reaching the target, our plane, which was tailing the formation, was attacked by sixteen enemy fighters. At least one of the fighters was shot down by our waist and turret gunners.
In the afternoon eighteen planes from the squadron flew to the Venice area of Italy to strike at a railroad bridge at Chiavari. Possible hits were made on the bridge. Shortly before reaching the target, Lt. Mitchell's plane developed left engine trouble. He proceeded to the target and the bombardier dropped the bombs. Just after turning off the bomb run, the right engine failed. The left engine continued to miss badly, finally making it necessary for the pilot to ditch the plane at sea. Five members of the crew of seven got out before the plane sank. They climbed into their raft which the plane carried and undoubtedly will be picked up by the Air Sea Rescue Command. All of these events leading up to the ditching were observed by the crew of one of our planes which circled the stricken men.

13 - Occasionally we have an opportunity of visiting Ajaccio, about 110 miles distant by road. Going by way of Ghisonaccia and Vivario, you follow a shimmering band of sea for forty or fifty miles. Then begins the long climb through the precipitous mountain range which straddles the island. Sky-embracing and serene, they present an unforgetable picture of Nature at its best. The narrow, devious road carried us through sweet-scented pine forests which blanketed vast areas of this rising and falling land. Vistas ofbreath-taking beauty unfolded with every turn of the road, which occasionally carried us through quiet, windswept mountain villages that are existing in a world apart from us.
The Ferrara railroad bridge was again the target. Our second box dropped across the tracks, possibly cratering them.

14-20 - During this period we have been unusually active, striking hard and relentlessly at targets in Northern Italy.
On the evening of the 19th Lt. Bulkely rejoined the squadron after spending thirty days at home. He is the first one to return under the rotation plan put into effect a number of weeks ago.

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DAY | EVENTS

On the 20th Sgt. Arthur Pape of Operations and Cpl. Bobby Reinhold of the Parachute Department left for the States.

21 - Great events are happening all over the world, events which are shaping the future course of the war. On the other side of the world in Japan there has been a shake-up in the War Cabinet. On the 18th of the month General Hideki Tojo was removed as Chief of the Japanese Imperial General Staff. The reason given for this change was the recent favorable turn of events for the Allies in the Central and Southwest Pacific.

Yesterday in Germany an attempt was made to assinate Hitler and some of his close henchmen. Hitler was only slightly injured. To assure the people that he is still alive, he spoke to them last night. Members of the military clique that attempted this unsuccessful assination have already been shot.

Within the past few days Ancona and Leghorn, important Italian ports, have fallen to the Allies. The Russians are advancing at a pace unprecedented even for them. In Normandy our troops are advancing against stiff enemy resistance.

There has been a stand-down all day. This status can probably be attributed to unfavorable weather conditions in Northern Italy.

22 - The Ronco Scrivia bridge in Italy was effectively bombed by planes of this Group. Taking off late in the afternoon, our boys were over the target at 6:27. Neither enemy aircraft nor ack-ack was encountered. On the way back a number of observations were made concerning enemy railroad traffic, shipping, the condition of bridges, airdromes, and motor transport movements.

23 - 26 - During this period we have been operating to the fullest possible degree and there has been no time available for anything but work.

Captain Hastings left for the States on Tuesday. Just recently a new Adjutant, Lt. Guy Verger, was assigned to the squadron; he replaces Captain Anderson, who now is in charge of squadron Supply and the Motor Pool. The other day Captain Scott of our Communications Section and Lt. Cutler, formerly in charge of supply and transportation, were injured seriously in a jeep accident.

27 - 29 - On the 27th six Mitchells of this squadron, with other planes of the Group, struck at a road bridge in Northern Italy, destroying it completely.

At noon the Group (and all the other Groups and forces on the island of Corsica) was alerted for a possible invasion by the enemy from the air and the sea. Higher Allied Intelligence has acquired certain knowledge which indicates the imminence of a large scale attack from Southern France or from Northern Italy.

30 - 31 - Since the 27th we have been on a stand-down. The danger of an invasion of the island still remains. Fighter planes race back and forth over the island day and night. We continue to carry guns and gas masks and remain alerted for any emergency.

Walter F. Greve, Jr.
WALTER F. GREVE, JR.
Sgt., A.C.
S-2.

WFG/wfg

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