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DESIGNATION SHEET

Historical Records

AIR FORCE: Twelfth Air Force

WING: 57th Bombardment Wing

GROUP: 340

SQUADRON: 489

OTHER UNIT:

Documents Transmitted: (Period Covered)

1 OUTLINE HISTORY Aug

1 WAR DIARY: Aug

SPECIAL ACCOUNTS:

PHOTOGRAPHS:

SUPPORTING DOCUMENTS:

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S E C R E T

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

489th Bomb Sqdn (M)
OUTLINE HISTORY
August 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 August 1944 to 31 August 1944.

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

b. Changes in organization
(1) Staff officer.
(a) Capt. Kirk S. White , S-2 Officer, rotated back to the States on 3 August 1944. 1st Lt. Jack A. Casper appointed Acting S-2 Officer.

c. Strength for month of August.
(1) At beginning.
(a) 90 officers.
(b) 362 enlisted men.
(2) Net decrease.
(a) 6 enlisted men.
(3) Net increase.
(a) 1 officer.

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

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

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

g. Operations.
(1) Southern France and Italian Campaigns.
(2) Tactical bombing of targets in Southern France and in Northern Italy.
(3) Missions for period : 34.
(4) Sorties for period : 250.
(5) Results of most important missions.
(a) In a number of missions over Southern France, this squadron destroyed important enemy gun positions which might have been used against Allied invasion forces.

h. Command Officers on important missions.
(1) Major Leonard Kaufmann, Jr., flying as Acting Command Pilot, on mission to an Avignon R.R. bridge in France, on 8 August 1944.
(2) Major Leonard Kaufmann, Jr., flying as Acting Command Pilot, on mission to Nice, France, on 2 August 1944.

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1. Losses in action.
   (1) On mission over Southern France on 15 August.
      (a) Missing.
         1. Thomas, Baxter, 1st Lt.
         2. Swanson, Fred C., 2nd Lt.
         3. England, George H., 2nd Lt.
         4. Buchanan, John J., T/Sgt.
         5. Williamson, William F., S/Sgt.
         6. Craver, Luther S.

J. Losses not in line of duty.
   (1) Death due to auto injuries.
      (a) Fisher, Paul H., Pvt., deceased 1 August.
      (b) Bayne, John W., Pvt., deceased 10 August.

k. Personnel who distinguished themselves in action.
   (1) Air Medal
      (a) John G. Connolly, 2nd Lt., Pilot.
      (b) Svante F. Laihinen, 2nd Lt., Pilot.
      (c) Harold E. Winjum, T/Sgt., radio-gunner.
      (d) John A. Nicoli, T/Sgt., radio-gunner.
      (e) Edwin M. Shankwiler, T/Sgt., radio-gunner.
      (f) Wallace W. Bednarz, S/Sgt., S/Sgt., gunner.
      (g) Joseph O. Brisbois, S/Sgt., gunner.
      (h) Emmet B . Fetherston, S/Sgt., gunner.
      (i) Randolph N. Miller, S/Sgt., gunner.
      (j) Clyde F. Newman, S/Sgt., radio-gunner.
      (k) Edward Sadok, S/Sgt., radio-gunner.
      (l) Gordon C. Severud, S/Sgt.,gunner.
      (m) Chester L. Vance, S/Sgt., gunner.
      (n) William F. Williamson, S/Sgt., photographer.
      (o) Vincent C. Casper, Sgt., gunner.
      (p) William J. Capson, 2nd Lt., pilot.
      (q) Gilbert R. Crittendon, 1st Lt., pilot.
      (r) Eugene J. Haster, 1st Lt., pilot.
      (s) William B. Hollingsworth, Jr., 1st Lt.,Bomb.
      (t) Lewis E. Insley, 1st Lt., pilot.
      (u) Malcolm C. Lukas, 1st Lt., pilot.
      (v) Joseph W. Meridith, Jr., 1st Lt., Bombardier.
      (w) John D. Montgomery, 1st Lt., pilot.
      (x) William F. Reinhold, Jr., 1st Lt., pilot.
      (y) Francis W. Scofield, 1st Lt., bombardier.
      (z) Harry H. Spear, 1st Lt., pilot.

      (a) William H. Brassfield, 2nd Lt., pilot.
      (b) William Convis, 2nd Lt., pilot.
      (c) Stanley B. Gerry, 2nd Lt., pilot.
      (d) Arthur S. Harrison, Jr., 2nd Lt., pilot.
      (e) William J. Hoeflinger, 2nd Lt., bombardier.
      (f) Richard W. Lang, 2nd Lt., pilot.
      (g) Roger D. MacLellan, 2nd Lt., pilot.
      (h) Robert W. Martin, 2nd Lt., pilot.
      (i) Joseph M. McLain, 2nd Lt., pilot.
      (j) John L. Mitchell, Jr., 2nd Lt., pilot.
      (k) Norman B. Moetbe, 2nd Lt., bombardier.
      (l) Vincent E. Mullany, 2nd Lt., pilot.
      (m) Sidney L. Newman, 2nd Lt., bombadier.
      (n) Edward J. Perry, 2nd Lt., bombardier.

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(o) Emil H. Roesler, 2nd Lt., pilot.
(p) Fred C. Swanson, 2nd Lt., pilot.
(q) Fred R. Voss, 2nd Lt., pilot.
(r) William R. Witty, Jr., 2nd Lt., pilot.
(s) Benjamin Angland, T/Sgt., radio-gunner.
(t) John J. Buchanan, T/Sgt., radio-gunner.
(u) Ernest W. Dullea, T/Sgt., radio-gunner.
(v) George Rosenbaum, T/Sgt., radio-gunner.
(w) Clarence J. Beasy, Jr., S/Sgt., gunner.
(x) George F. Brown, S/Sgt., gunner.
(y) Harold J. Davis, S/Sgt., gunner.
(z) Thomas J. Fitzpatrick, S/Sgt., gunner.

(a) Alfred Giannetta, S/Sgt., gunner.
(b) Harold J. Kelnhofer, S/Sgt., gunner.
(c) Daniel E. Mallicoat, S/Sgt., gunner.
(d) William E. Porter, S/Sgt., armorer-gunner.
(e) Robert L. Sharen, S/Sgt., gunner.
(f) James C. Simpson, S/Sgt., gunner.
(g) James K. Alford, Sgt., gunner.
(h) James Robinson, Sgt., gunner

(2) Distinguished Flying Cross.
(a) Eugene J. Haster, 1st Lt., pilot.
(b) Francis W. Scofield, 1st Lt., bombardier.

(3) 1st cluster.
(a) Eugene J. Haster, 1st Lt., pilot.
(b) Carl E. Robison, 1st Lt., pilot.
(c) Chester L. Vance, S/Sgt., gunner.
(d) Malcolm C. Lukas, 1st Lt., pilot.
(e) James M. Turner, 1st Lt., navigator.
(f) Webster L. Howard, 2nd Lt., pilot.
(g) Robert L. Sharen, S/Sgt., gunner.
(h) Franklin E. Porter, 2nd Lt., pilot.

(4) 3rd cluster
(a) Leo C. Stewart, Jr., 2nd Lt., bombardier.
(b) Anson J. Walker, 2nd Lt., pilot.
(c) Leopold F. Elizondo, T/Sgt., gunner.
(d) Lawrence S. Kellereskie, T/Sgt., gunner.

(5) Bronze Star Medal
(a) Oliver C. Burkholder M/Sgt.
(b) Jacob J. Guydish, T/Sgt.
(c) Edward W. Zagar, T/Sgt.
(d) William G. Baumgartner S/Sgt.
(e) William F. Murley, Sgt.
(f) George R. Wells, Sgt.

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

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

For the Commanding Officer:

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

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S E C R E T

WAR DIARY

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

Month of August 1944

DAY	EVENTS

1 - The long spell of inactivity was broken today with an attack on a railroad bridge at Canneto s. Oglio, Italy. The bombs bracketed the target but failed to destroy it.

The Group remains alerted for a possible German invasion of the island. Packs of American Spitfires, Mustangs, and Thunderbolts continue to rove the sky night and day. We are still under orders to carry arms and our guard detail is at double strength.

2 - A railroad bridge east of Nice, France, was our target for today. This, our first mission over France, turned out to be an unsuccessful one. TBF will probably send us back there tomorrow.

This morning about two hundred heavy bombers of the 15th Strategic Air Force passed high over head on their way to France. It is a thrilling sight to see scores and scores of bombers, the formations stringing out for miles, as they drone by with their slick and silvery bodies flashing in the sky.

3 - The old order changes. This afternoon Captain White bid us farewell and boarded a plane for Naples. He is headed for the United States and home. Rotated on the overage plan, he leaves us after almost a year and a half overseas.

Our mission today was the railroad bridge east of Nice, France, which we missed yesterday. This time we hit it.

The boys have "sweated out" these French missions, believing that any mission over the southern part of that country would be very hot. They were pleasantly surprised not to run into any flak or fighter opposition. Everyone is hoping that ehey will continue to have "milk runs."

4 - Today was a stand-down for the squadron. Of late the policy has been to fly three squadrons and to allow one squadron to rest.

5 - Unfavorable flying weather over France prevented any combat flying. For a short time late in the afternoon it rained here.

As the war continues at an ever-increasing pace, morale takes a corresponding jump. Everyone is following events closely, anticipating an early collapse of the Reich. The latest world news is broadcast to us many times a day over the loudspeakers which are located in the area; thus everyone is well posted in regard to the progress of the war.

In Italy the Allies are at the suburbs of Florence. In France the Germans are falling back before the tremendous onslaught of the Americans, the English, and the Canadians. On the Russian fronts, troops of Stalin's armies are pressing on towards Germany proper. In the Central and the Southwest Pacific the Allies continue to maintain their powerful offensive and to penetrate into Japan's inner defenses.

6 - Early this morning we sent our planes out to destroy a railroad bridge in Southern France. Mission efficiency was 96%.

This afternoon eighteen planes of the Group, six of them from this squadron, went to another target in France. The mission was abortive, the efficiency being only 32%. The heavies of the 15th Strategic Air

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Force were out in great strength today. For miles and miles the sky was filled with formations of these high-flying giants of the air. Their flashing bodies and the heavy drone of their multi-engines always thrill us. They, too, were headed for France.

7 - At 0740 hours twelve of our planes lined up for take-off. Carrying a total of 48 thousand pound bombs, they plastered the Drome River railroad bridge, scoring 100% accuracy. The target was in France.

Here is what a recent Air Intelligence Weekly Summary had to say about the Tactical Air Force of which we are a part:

"At the beginning of the week (24 July) tactical mediums concentrated their effort on bridges in the Po Valley. Weather restricted some operations but results were excellent on targets bombed...."

This Group and the squadrons composing it are operating at peak bombing efficiency. It took a long time to acquire all of the experience necessary to put us in this position. We have learned much since we began operating well over a year ago; and a good portion of that has been learned the hard, expensive way.

8 - The target was the railroad bridge across the Rhone River near the city of Avignon. All bursts were on or near the north end of the bridge. No photos reveal the damage done. Three ships preceded the main formationwith chaff and fragmentation bombs. The frags were dropped to the north of the bridge and in the city. Over the target a 488th plane was hit by flak and went down flaming. Five chutes were seen to open.

It had just been revealed that about twenty men of this squadron have been picked to leave as a cadre for a new Very Heavy Bombardment Group made up of the B-29 Superfortress. It is almost a certainty that they are being returned to the States. All the men in the cadre, with one or two exceptions, are skilled technicians.

For a number of days our food has been particularly poor. There can be doubt that most of us are going to pay dearly in poor health later in life as a result of the food we have been receiving overseas. Here in Corsica, unlike in Italy, the civilians have no food for sale.

9 - The squadron was on a stand-down for the day; the other three squadrons of the Group flew a mission.

10 - During the night or the early hours of the morning a tragic accident occured. Cpl. John Bayne, a mechanic in the Motor Pool, was killed when his truck plunged off the road and crashed into huge rocks many feet below. Just a second of carelessness resulted in his untimely death, the second of its kind within the last fortnight. The near-by military hospital has an appallingly high percentage of inmates who have been injured in auto accidents.

The squadron was scheduled for a mission late in the afternoon, but shortly after dinner a stand-down was declared because of weather.

11-12 - These two days have not been particularly eventful. On each day we flew a mission over Southern France.

13 - Today we went for gun emplacements on the island of Verte one mile south of La Ciotat, France. Good results were obtained.

This morning twenty-three men left us for parts unknown. It is be-

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lieved that they will be returned to the States to help form a Very Heavy Bombardment Group. Gradually but surely the squadron is changing.

For the first time this summer we suffered from the intense heat. Hardly a breeze stirred. Fortunately we are able to cool off in the sea.

14 - We struck at Southern France again but failed to demolish the target. Visibility over the target was bad and was mainly responsible for the failure of this mission.

This evening we were given some advance information of a momentous nature. Tomorrow morning at 0800 hours Southern France will be invaded. The Twelfth and the Fifteenth Air Forces will be out in full strength. This Group alone is sending up at least seventy-two planes.

The day which all of us have been anticipating is about to come at long last. If everything goes well, perhaps we shall move to France within the next month. All of us will be glad to move, although this is an ideal location. We have been here longer than we have been at any other place. Accustomed to being on the move about once a month, we have become restless now that we have been in this one spot almost four months.

15 - H hour of D day was at 0800. At 0528 hours the first of eighteen planes of the squadron took off. One hour and twenty-five minutes later they were on the bomb run dropping high explosives and incendaries on gun positions where the invading forces were to land at 0800 hours. This mission fitted in as an intricate part of the huge invasion plan. In the afternoon we sent out eighteen more planes to blast at a road bridge in the Avignon area.

The second mission cost us one plane and one crew. After dropping the bombs and starting for home, it fell out of the formation, but it remained under control. This was the last that was ever seen of it.

From the 1st of August to the 15th the planes of this squadron consumed 52,610 gallons of gasoline, the greater portion being used for twelve ship formations on combat missions. Multiply this number by four and you have a very formidable figure for the whole Group. Keeping our planes flying is no small task from the supply stand-point alone.

16 - Here is the 0900 hours BBC news from London:

"Allied troops landed in Southern France yesterday and are now firmly established on beachheads between Marseilles and Nice. Substantial numbers of troops are ashore and some of them have been pushing on to high ground inland. German opposition so far has been weak.

"The Russians have beaten off German counter-attacks on the north-eastern approaches to East Prussia and also near Warsaw.

"In Italy 8th Army patrols have crossed the River Arno into the northern part of Florence as well as a little to the west of the city.

"Allied bombers have again pounded the Japanese island base of Halmahera between New Guinea and the Philippines."

17-18 - It would not be a glaring inaccuracy or misstatement to say that yesterday is tomorrow, so unchanging are the days. With slight variations everyday follows a set pattern. We work, eat and sleep,

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read and write, listen to the war news, talk about oft-discussed subjects, such as how Germany will be defeated, when the war will probably end, the likelihood of our getting back to the States in the near future. Time is passing on slowly but relentlessly. Each day gone by is one less day to be endured.

Much rain has fallen during this period. No missions were flown although each day the crews were briefed. Today (Friday) they even got into the air and started for the target, but weather forced them back, saving the enemy only temporarily from the trouncing he is unrelentlessly receiving.

Under unusual circumstances, Lt. Lewis Bulkely was married to Lt. Mary Smith. The couple met less than a year ago when both were stationed at Catania, Sicily. Their romance grew until it was consummated today by Chaplain Cooper at the Red Cross Club here in the Group area. The ceremony was impressive because of its simplicity.

19-20 - Daily life continues along the same general pattern that has prevailed for a very long time. We continue to destroy bridges over which vital supplies, materials, and men are fed into Southern France. Many of the bridges are fiercely defended by seasoned gunners who cause the missions to be anything but milk runs. But systematically and surely we are making Jerry's position on this new front more and more precarious.

21-24 - This period was one of ordinary activity with nothing special to note.

25 - Today marked the second anniversary of the activation of this Group. We were put on a stand-down for the occasion and everyone was given the day off.

In the afternoon Brig. Gen. R. D. Knapp, Commanding General of the 57th Bomb Wing, in a simple ceremony at Group Operations presented numerous awards to members of the organization. At the end of the ceremony everyone retired to his respective squadron to celebrate. In ours the drinks were plentiful and were all "on the house."

The sensational news of the day is the unofficial but reliable announcement that Paris, Europe's second largest city, has been taken by Allied forces.

26 - Knowing that most of the boys would celebrate in a big way, Wing put us on a stand-down for the day, thereby allowing everyone to recover from yesterday's celebration.

27 - From early youth Americans are indoctrinated in the greatness of this nation; everyone gives lip service to the high standards of living which characterize America the world over. It is an accepted fact, a universal truth, that our country has more to offer its citizens than any other country in the world. But how many Americans actually appreciate the full import of these patriotic phrases which are thrown about by young and old alike?

Having lived in foreign countries for more than a year and a half, we have acquired a realistic perspective of our own nation, one that is denied to those who have never been able to view the nation from foreign soil. The time-worn and hackneyed phrase, absence makes the heart

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grow fonder, can have no better application than to absence from the U.S.A., and it expresses well what every thoughtful serviceman overseas feels.

If anyone is suffering from pseudo-patriotism, that is eventually removed after living outside the continental bounds of the United States. The foundation upon which our democracy is so firmly established, the Constitution, takes on a real and deeper meaning for those whose travels have been worldwide.

28 - Rumania has become a co-belligerant of the Allies. After much vacillation, that country decided to climb on the bandwagon before it is too late. The Rumanian government has agreed to accept the Russian terms and is already seizing German troops and equipment that still remain inside the confines of her country. Other Balkan countries, particularly Bulgaria, are showing very definite signs of quiting the Axis camp.

A R.R. viaduct at Tarare, France, was assigned to us as our target for the day. Haze, with 1/10 cloud coverage at 4000 to 5000 feet, made it impossible to sight the viaduct and all the thousand pounders were brought back.

29-30 - Weather kept our planes grounded during this period.

31 - Finally we ran a mission. After a number of dry runs, we got our planes into the air and gave Jerry a sound pasting. We hit him this time in Northern Italy and left one his bridges scattered in the river it once spaned.

Walter F. Greve Jr.
WALTER F. GREVE, JR.
Sgt., A.C.
S2.

WFG/wfg

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