

Sq Bomb-489-111
Nov-44

P.R.C.

X

X

DECLASSIFIED
DOD Dir. 5200.30



00047421

MICROFILMED
5925-

X

58

RESTRICTED

SECRET

DESIGNATION SHEET

Historical Records

AIR FORCE:

Twelfth Air Force

WING:

57th Bombardment Wing

GROUP:

340 BGP

SQUADRON:

489

CL. & UNIT:

Documents Transmitted:

OUTLINE HISTORY:

dup

MAP DIARY:

dup

SPECIAL ACCOIS:

PHOTOGRAPHS:

SUPPORTING DOCUMENTS:

(Period Covered)

November 294

SECRET

50-130M B-489-111
NOV-44

NOV 1944

50-130M B-489-111

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
November 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 November 1944 to 30 November 1944.

- a. Present Designation: 489th Bombardment Squadron (M).
- b. Changes in organization
(1) None
- c. Strength for month of November
(1) at beginning.
 (a) 92 Officers
 (b) 353 enlisted men.
(2) Net decrease
 (a) 13 enlisted men.
(3) Net increase
 (a) 4 officers
- 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).
- g. Operations.
(1) Southern France and Italian Campaigns.
(2) Tactical bombing of targets in Southern France
and in Northern Italy.
(3) Missions for period : 12
(4) Sorties for period : 130
(5) Results of most important missions.
 (a) Padua South RR/ Br, 5 November 1944,
12 A/C, Successful.
 (b) Cittadella RR by-pass Italy, 11 November
1944, 12 A/C, Successful
 (c) Faenza Defense, Italy 22 November 1944,
12 A/C, Successful.
- h. Commanding Officer on Important missions
(1) Major Leonard Kaufmann, Jr., flying as acting
Command Pilot, on Mission to Ala RR/Br, Italy, on 7 November 1944.
(2) Major Leonard Kaufmann, Jr., flying as acting
Command Pilot, on mission to Faenza Defense Area, on 22 November.

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OUTLINE HISTORY
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1. Losses in action.
 - (1) On mission to Casale Monferrato, Italy, on 4 November 1944
 - (a) Missing
 1. Rossler, D. H., 1st Lt.
 2. Gittings, J.R., 2nd Lt.
 3. Newman, S.L., 1st Lt.
 4. Harris, H.W. T/Sgt.
 5. Corle, C. E. S/Sgt.
 6. Mallicoat, D.E., S/Sgt.
- j. Losses not in line of duty.
 - (1) None
- k. Number of photographs being submitted.
 - (1) None.

2. Inclosed are WAR DIARY, 489th Bombardment Squadron (M) for the period 1 November 1944 to 30 November 1944.

For the Commanding Officer:

LK/rcm

LEONARD KAUFMANN, JR.
Maj., A.C.
Commanding

S E C R E T

S E C R E T

WAR DIARY

489th Bombardment Squadron (M)

Alesan T/G

Month of November 1944

DAY

EVENTS

1-The important bridge near Villafranca di Asti came in for a heavy pounding from the Group today. Thirty-four tons of thousand pounders were unloaded within the vicinity of the target. It will not be necessary for us to return there.

1-Bad weather is still working against us. But it has not prevented our flying practice missions. For every combat mission we fly we run off at least five practice missions. Captain Crittenden is the Squadron Training Officer, who is kept busy in this important capacity.

2-3-This has been a period of disappointing stand-downs. Briefing time is set, preparations are made for a mission, and then the stand-down.

4-The important railroad bridge near Villafranca di Asti came in for a heavy pounding from the Group today. Thirty-four tons of thousand pounders were unloaded within the vicinity of the target. It will not be necessary for us to return there. But we paid dearly for the success of this mission. One of our planes, 9E, was hit by flak a few minutes off the target and crashed into the city of Alessandria. The ill-fated crew consisted of Lt. Rossler, pilot, Lt. Gittings, co-pilot, Lt. Newman, bombardier, Sgt. Harris, radio operator, Sgt. Corle, turret gunner, and Sgt. Mallicoat, tail gunner.

5-Today we sent twelve planes to the Padua South railroad bridge. We dropped 48 thousand pounders and were credited with a mission efficiency of 83%.

6-Twelve of our aircraft went for the Trento Transformer Station in northern Italy. The five hundred pound bombs were released by radio, but failed to find their mark.

7-The target was the Ala railroad bridge. It was a double track two-span steel bridge only one hundred feet long. Our first box scored at least two hits, one on the center and one near the north end. The second box of our planes dropped short and to the left.

8-10-During this period we ran only one mission, which was disappointingly unsuccessful.

Camp life continues along the same general plane. It is a day to day existence, with an occasional leave to look forward to. Improvements in the area are being made in anticipation of our remaining here for the winter. Life in the combat zone, happen what may, is a routine matter that defies adequate description. It must be experienced to be appreciated. As time wears on in its inexorable way, and as we see, ourselves inch on towards victory, we over here become more acutely aware of the immensity of the whole conflict. It has been an uphill fight for us from the time we landed in Egypt to the present moment. We have had no easy victories, and we have paid dearly every time we have taken the enemy to task. The war for us is a highly personal affair that we are anxious to be done with as soon as possible.

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591-5-79D

S E C R E TWAR DIARY489th Bombardment Squadron (M)
Month of November 1944

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DAY

EVENTS

11-Flying in the 1st and 2nd boxes of the lead flight of eighteen aircraft, this Squadron bombed the Cittadella railroad by pass. The first box released by radio and put its pattern across the center of the by pass, scoring several hits. The second box started two hundred yards short and walked into the smoke of the first pattern.

12-13-On the 13th this Squadron put up eighteen Aircraft to bomb a road bridge at Faenza, Italy. Heavy cloud coverage over the target made observations of the results impossible.

14-20-Six of our planes on the 17th went back to the Faenza road bridge on the Eighth Army Front. Probable hits were scored.

-On the 18th we led a flight of eighteen Aircraft to the Novska railroad bridge in Yugoslavia. The bombing results were excellent. The mission was an exceedingly long one, lasting four hours and fifty-three minutes.

21-27-The Faenza defense Area in Italy came in for a heavy pasting on the 22nd. Fragmentation bombs were dropped and probably caused considerable damage.

28-30-This was a period of heavy rains, cold winds, and monotonous stand-downs.

WFG/rcm

WALTER F. GREVE, JR.
Sgt., A.C.
S-2S E C R E T