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SQ-BOMB-489-HI
JAN 1945

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SQ-Bomb-489-HI
JAN 1945

Headquarters 340th Bomb Gp (M)
APO 650, % PM
New York, New York

489th Bomb Sq (M)
OUTLINE HISTORY
January 1945

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 January 1945 to 31 January 1945.

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

b. Changes in organization.
None.

c. Strength for month of January.
(1) At beginning.
(a) 101 officers.
(b) 368 enlisted men.
(2) Net decrease.
(a) 9 officers.
(3) Net increase.
(a) 4 enlisted men.

d. Station.
(1) Alesan L/G, Corsica.

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

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

g. Operations.
(1) Italian Campaign.
(2) Rail interdiction of targets in Northern Italy.
(3) Missions for period : 16.
(4) Sorties for period : 197.

h. In a number of missions over Northern Italy, this squadron destroyed important enemy supply lines in the Po Valley and along the Brenner Pass Line.

i. Command Officers on important missions.
(1) Major Leonard Kaufmann, Jr., flying as Acting Command Pilot, on mission to San Margherita North railroad bridge, on 4 January.
(2) Major Leonard Kaufmann, Jr., flying as Acting Command Pilot, on mission to Palazzolo railroad bridge, on 9 January.
(3) Major Leonard Kaufmann, Jr., flying as Acting Command Pilot, on mission to Dogna railroad bridge, on 29 January.

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j. Losses in action.
None.

k. Losses not in line of duty.
None.

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1. Personnel who distinguished themselves in action.

(1) Air Medal.
- (a) Strasburger, Alvin, 1st Lt., Pilot
- (b) Olsen, Ralph A., 2nd Lt., Pilot
- (c) Boiston, Ernest Paisley, 1st Lt., Bombardier
- (d) Caldwell, Howard S., 2nd Lt., Bombardier
- (e) Chapman, Perry C., 2nd Lt., Pilot
- (f) Hunt, Edward V., T/Sgt., Radio Gunner
- (g) Jones, Wesley M., 1st Lt., Pilot
- (h) Mac Eachon, William H., S/Sgt., Radio Gunner
- (i) Martin, Charles L., 1st Lt., Pilot

(2) 1st Oak Leaf Cluster
- (a) Clayton, James J., Jr., 2nd Lt., Bombardier
- (b) Jones, Wesley M., 1st Lt., Pilot
- (c) Hunt, Edward V., T/Sgt., Radio Gunner
- (d) Mac Eachon, William H., S/Sgt., Radio Gunner
- (e) Matchette, James F., 1st Lt., Pilot

(3) 2nd Oak Leaf Cluster
- (a) Masterson, Walter R., T/Sgt., Gunner
- (b) Couchman, Carl F., S/Sgt., Gunner
- (c) Freeze, Kermit W., T/Sgt., Radio Gunner
- (d) Hostetler, John C., 1st Lt., Pilot
- (e) Hunt, Edward V., T/Sgt., Radio Gunner
- (f) Salop, Abraham., 1st Lt., Bombardier
- (g) Strasburger, Alvin, 1st Lt., Pilot
- (h) Maxwell, Delbert R., Sgt., Aerial Gunner
- (i) Mc Andrews, George J.Jr., S/Sgt., Gunner
- (j) Sellers, Joe C., S/Sgt., Gunner
- (k) Stewart, Roy Jr., T/Sgt., Bombardier

(4) 3rd Oak Leaf Cluster
- (a) Gearhart, Gayle C., 1st Lt., Pilot
- (b) Kastelic, Rudolph L., 1st Lt., Bombardier
- (c) King, James N., 1st Lt., Pilot
- (d) Ledahl, Reuben H., S/Sgt., Gunner
- (e) Sellers, Joe C., S/Sgt., Gunner
- (f) Wendell, Robert L., S/Sgt., Gunner

(5) 4th Oak Leaf Cluster
- (a) Hancock, Kenneth B., 1st Lt., Pilot
- (b) Harper, Millard Y., 1st Lt., Pilot
- (c) Heilig, Edward B., 1st Lt., Pilot
- (d) Lower, Kenneth E., S/Sgt., Gunner
- (e) Lynch, Harold G., 1st Lt., Bombardier
- (f) O'Nidi, Joseph P., S/Sgt., Gunner
- (g) Richman, Raymond, 1st Lt., Bombardier
- (h) Salop, Abraham, 1st Lt., Bombardier

(6) 5th Oak Leaf Cluster
- (a) Richman, Raymond, 1st Lt., Bombardier
- (b) Millikin, James R., 1st Lt., Pilot
- (c) Sies, Maurice G., T/Sgt., Radio Gunner
- (d) Franks, John J., 1st Lt., Pilot
- (e) Frazee, Robert D., 1st Lt., Pilot
- (f) Harper, Millard Y., 1st Lt., Pilot
- (g) Herrin, Scott, 1st Lt., Pilot
- (h) Kampen, Vernon R., S/Sgt., Gunner
- (i) Lower, Kenneth E., S/Sgt., Gunner
- (j) Lynch, Harold g., 1st Lt., Bombardier
- (k) O'Nidi, Joseph P., S/Sgt., Gunner

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(7) 6th Oak Leaf Cluster
- (a) Millikin, James R., 1st Lt., Pilot
- (b) Fitzpatrick, Thomas J., S/Sgt., Gunner
- (c) Bruegl, Herbert J., T/Sgt., Gunner
- (d) Cooper, Emmet J., T/Sgt., Radio Gunner
- (e) De Martini, John J., S/Sgt., Gunner
- (f) Ives, Lyle D., S/Sgt., Gunner
- (g) Kaiser, Quentin C., T/Sgt., Radio Gunner
- (h) Miskov, George, T/Sgt., Radio Gunner
- (i) Vehige, Leo H., T/Sgt., Radio Gunner

(8) 7th Oak Leaf Cluster
- (a) Collins, Richard V., 1st Lt., Bombardier
- (b) Naughton, Joseph R., S/Sgt., Gunner
- (c) Roesler, Emil H., Captain, Pilot
- (d) Rosenbaum, George, T/Sgt., Radio Gunner
- (e) Suskind, Philip, S/Sgt., Gunner
- (f) Vega, Silvio S., S/Sgt., Gunner

(9) 1st Silver Cluster
- (a) Mitchell, John L., Jr., Capt., Pilot

(10) Purple Heart
- (a) Lauria, Alphonse S., S/Sgt., Gunner
- (b) Miskov, George, T/Sgt., Radio Gunner
- (c) Richardson, Frederick W., T/Sgt., Bombardier
- (d) Wheeler, Paul R., T/Sgt., Radio Gunner

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

2. Inclosed are WAR DIARY, 489th Bombardment Squadron (M) for the period 1 January 1945 to 31 January 1945.

For the Commanding Officer:

LEONARD KAUFMANN, JR.
Major, Air Corps
Commanding.

LK/wfg

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S E C R E T

WAR DIARY

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

Month of January 1945

DAY	EVENTS

1 - Today it was "business as usual." We sent fifteen aircraft to pinpoint bomb a railroad bridge in Northern Italy. Our photographs taken on the bomb run are not yet available, but interrogation indicates that the bridge was damaged, if not destroyed.

All day a bitterly cold wind of gale proportions has whipped down the coast from the north. Right now as this notation is being made, this ore-fabricated building is being shaken by a violent wind. The mountains are snow-clad, but this littoral region remains clear. If winter in Corsica is no worse than it is now, then we shall have no grounds for complaint.

Our dinner meal consisted of turkey, dressing, hot rolls, fresh butter, and coffee. Everything considered, it was a good meal.

2 - The wind continues unabated. All day long it has swept down the island and has threatened to level the camp area. At the present moment this building is shaking dangerously.

Today has been a quiet one, for the field was closed to all flights.

Meals continue to be fairly good. Once a day (usually) we have fresh meat. Breakfast generally consists of french toast or pancakes, often fresh butter, coffee, sugar, and cream.

3 - At 0954 hours the first of fifteen of our planes took off to bomb the primary target, the Lavis Viaduct rail diversion in Northern Italy. Three planes of the formation carried chaff, which is tinfoil dropped a few minutes ahead of the bombing formation to upset the enemy anti-aircraft fire. The second box bombed the primary target, but the first box was unable to, because of radio-release malfunction. But one plane of the first box succeeded in dropping gour one-thousand pounders on the alternate target, the Mantua North Causeway. Both targets were probably destroyed or severely damaged. Thus the mission was doubly successful in spite of the malfunctions.

4 - An exciting bit of news - but, unfortunately, not for us - the 319th Bombardment Group (M) will soon be on its way home. This Group, one of the four comprising the 57th Bomb Wing, has been overseas approximately twenty-eight months. Now they are being returned to the United States, probably for training in a very heavy bombardment group. All of us are hoping that a similar good fortune will befall us.

Many of our planes were out early this morning headed for Northern Italy. The mission was a complete failure. The bombs dropped everywhere but within the target area. This was probably the poorest showing that we have ever displayed.

5 - All day long a heavy and persisent rain has been beating out its steady cadence on this roof top. Because of the weather, the scheduled mission was cancelled.

6 - There is nothing worthy of recording.

7 - As usual it was a stand-down. Perhaps we may be able to get a mission off soon, for the weather shows signs of clearing.

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S E C R E T

DAY EVENTS

8 - President Roosevelt in his "State of the Union" message to Congress on the 6th said that despite a setback for the Allied Armies on the Western Front at the end of 1944, there is no question of ultimate victory over Germany and Japan. Said the President: "This new year can be the greatest achievement in human history. The new year can see the final ending of the Nazi-Fascist reigh of terror in Europe as well as the closing-in of the forces of retribution about the center of the malignant power of imperialistic Japan....We have seen a year marked on the whole by substantial progress toward victory even thou the year ended with a setback for our armies. Our German enemies have sustained considerable losses while failing to obtain their objectives...."

The Italian Front is at a virtual stand-still. The Russians are not making the progress that they have in previous winter campaigns. On the Western Fronts we are recovering from the recent German counter-offensive. In the Pacific the immediate picture is brighter; progress there is steady and encouraging.

9-11 - Continued stand-downs as a result of persistently bad weather all over Italy.

Mail service continues to be almost nonexistent; in fact, its the poorest that it has ever been.

13 - Stand-down - weather.

The mountains are completely covered with snow almost down to their base. The littoral region, however, remains free of any snow. Precipatation here falls in the form of heavy rain, which seems to be the general order of the day.

Appearing in the January 9th issue of the Stars and Stripes was this pertinent article:

"For blasting and sinking the Italian cruiser Taranto on September 23 in La Spezia Harbor, the 340th Bombardment Group has been awarded its second War Department Citation.

"Reconnaissance photos had indicated a German plan to scuttle the ship at the mouth of the harbor and block any possible allied entry there. So a formation of 24 B-25 Mitchells from the 340th were sent out from their Corsica base with the job of bombing the cruiser at its berth.

"Despite a concentration of 48 ack-ack guns, the first three boxes laid a perfect pattern on the ship and left it burning and sinking. Not a plane was lost...."

14 - Stand-down; weather. Last night early a heavy thunderstorm blew in from the north. All through the night and the early morning the storm raged. Camp life was at low ebb.

15 - We finally got a mission off today. The weather, at least temporarily has taken a turn for the better. The sky was clear, and there was an almost complete absence of chill to the air. Comparatively speaking, this winter in Corsica has not been as bad as we had been prepared to expect.

16 - Yesterday the Russians opened a mighty winter offensive. About 600,000 troops have made an advance of 16 miles in south-central Poland and have driven to within 62 miles of Selesia in industrial south-

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EAstern Germany. Berlin said that two mighty Russian offensives are in progress in Poland apparently aimed at taking Warsaw and at encircling East Prussia by driving North to Danzig. The operation is in progress along a 600-mile stretch from the Baltic to Budapest in what Berlin described as "the greatest Soviet offensive of all time."
The Russian press hailed the offensive as the mightest blow yet struck for the utter defeat of Hitler and scoffed at any doubts that the war might be prolonged into 1946.

17 - Finally we succeeded in getting twelve airplanes into the air. But they might just as well have stayed on the ground, for bombing accuracy was only twenty-one per cent. The Roveretto RR/bridge in Italy remains standing.

18-19 - There is nothing of special interest to record for these two days.

20 - We sent a total of fifteen aircraft to the Trento marshalling yards. Three of these aircraft carried chaff and one hundred pound phosphorous bombs. The other twelve planes each carried four one thousand pounders. There were a total of fifty-four aircraft in the Group formation. It was necessary to fly through heavy, intense, and very accurate ack-ack (six planes were holed) before the bombs were away. But in spite of this opposition, our bombardiers lay an excellent pattern and undoubtedly, according to Captain Eggers, Group Intelligence Photographic Interpreter, destroyed a high per centage of the 400 units of rolling stock in the yards at the time of the mision. The 487th Squadron lost one plane to flak directly over the target.

21 - The mission to Pontedidone, Italy, was successful. The 488th Squadron lost a plane over the target.

22 - The mission to Northern Italy was a complete failure. We shall probably be sent back there tomorrow, the weather permitting.

23-26 - The war news is sensational. On the huge Eastern Front the Russians are making a spectacular drive into Germany and at one point have advanced to within one hundred and twenty-five miles of Berlin. On the Western Front the Allies have regained all the territory which they recently lost in the great German counter-offensive. In the Philippines important Clark Field has been captured from the Japs. The overland route from India through Burma into China is open once more. The Allies have complete air superiority over China. The Bonin Islands have been subjected to a tremendous air and sea bombardment by American forces which is probably a prelude to invasion. Only the Italian Front is comparatively inactive, a fact due to weather, which has kept our tactical bombers grounded.

27 - Stand-down.
It appears that a move is imminent; this is not a lose rumor but a fact that may materialize sometime within the next month. It is believed that we shall operate from a field not far behind the front lines on the Adriatic side of Italy.

28 - Today has followed the usual pattern. Right now we have twelve

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DAY EVENTS

aircraft winging their way through adverse weather to an important target in Northern Italy. The weather here at Alesan is threatening; we may be in for more rain.

29 - This Group was out in force again, striking effectively at communication lines on the Northern Italy border.

30 - Two missions were run today: one a bombing mission, the other a "nickelling" mission. Interrogation revealed that both were successful.

31 - Today's routine has been such that it does not justify recording.

Walter F. Greve, Jr.
WALTER F. GREVE, JR.
Sergeant, Air Corps
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