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SQ-BOMB-489-HI
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SQ-BOMB-489-HI
MAR 1945

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

489th Bomb Sq (M),
OUTLINE HISTORY,
March 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 March to 31 March, 1945.

a. Present designation.
(1) 489th Bombardment Squadron (M)

b. Changes in organization.
(1) None.

c. Strength for month of March.
(1) At beginning.
(a) 170 officers.
(b) 358 enlisted men.
(2) At end.
(a) 177 officers.
(b) 347 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).

g. Operations.
(1) Rail interdiction of targets in Northern Italy.
(2) Missions for period : 31.
(3) Sorties for period : 272.

h. Commanding Officer on important missions.
(1) Major Leonard Kaufmann, Jr., on mission to Ala RR/B, Italy, on 3 March 1945.
(2) Major Leonard Kaufmann, Jr., on mission to Vipetino RR/B, Italy, on 20 March 1945.

i. Losses in action.
(1) On mission to Peri Rail Fill, Italy, on 7 March 1945.

(a) Missing in action
1. Daniels, John C., O-760694, 1st Lt.
2. Rittenhouse, William L., O-677571, Maj.
3. Lynch, Harold G., O-682556, 1st Lt.
4. Dunn, George H., Jr., O-707026, 1st Lt.
5. Wheeler, Paul R., 35750693, T/Sgt.
6. Spencer, George N., 37474490, Sgt.
7. Gilmore, Joseph H., 7007374, S/Sgt.

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(2) On mission to Aldena RR Fill on 17 March 1945
(a) Missing in action
1. Parker, Charles C., 0-784340, 2nd Lt.
2. Proffitt, Lawrence E., 0-784769, 2nd Lt.
3. Bradley, Howard R., Jr., 2068006, 2nd Lt.
4. MacEachon, William N., 12098734, S/Sg.t.
5. Lower, Kenneth E.,37512165, S/Sgt.
6. Ehrsam, James R., 35892387, Sgt.

j. Losses not in line of duty.
(1) None.

k. Decorations and awards.
(1) Air Medal.
(a) Manley, Earl C., S/Sgt.
(b) Manns, Francis, 1st Lt.
(c) Mower, Otho D., Sgt.
(d) Moore, George T., S/Sgt.
(e) Morton, Oscar M., S/Sgt.
(f) Neely, Woodrow W., S/Sgt.
(g) Porter, Donald G., G/O.
(h) Puckett, James K., Jr., S/Sgt.
(i) Riefert, W. George J., S/Sgt.
(j) Rives, Millard E., S/Sgt.
(k) Rolek, Matthew H., 2nd Lt.
(l) Schaefer, Edwin F., 2nd Lt.
(m) Schnick, Raymond G., S/Sgt.
(n) Schoonover, Orville G., 1st Lt.
(o) Sharp, John W., S/Sgt.
(p) Skandera, Michael, 2nd Lt.
(q) Smith, Joseph W., 2nd Lt.
(r) Steele, James E., 1st Lt.
(s) Stoner, Robert W., 1st Lt.
(t) Squires, Lewis E., S/Sgt.
(u) Ustorick, Russell L., Sg.t.
(v) Butler, John H., 1st Lt.
(w) Cary, Byron R., 1st Lt.
(x) Chapman, Perry C., 1st Lt.
(y) Di Domenico, Nello J., Sgt.
(z) Frisch, John C., Jr., Cpl.

(a) Hauquitz, Clarence, Jr., 1st Lt.
(b) Holden, James W., S/Sgt.
(c) Houston, Jack M., 1st Lt.
(d) Howerton, Glenn F., 1st Lt.
(e) Huber, Charles R., Jr., 1st Lt.
(f) Kamer, Frank Z., Jr., 1st Lt.
(g) Kimber, Arthur C., 2nd Lt.
(h) Lidy, Roman M., S/Sgt.

(1) 1st Oak Leaf Cluster.
(a) Manns, Francis, 1st Lt.
(b) Martin, Charles L., 1st Lt.
(c) Miller, Raymond O., 1st Lt.
(d) Morton, Oscar M., S/Sgt.
(e) Riefert, George J., Jr., 2nd Lt.

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(f) Sawyer, Walter S., Jr., 2nd Lt.
(g) Schoonover, Orville G., 1st Lt.
(h) Smith, Joseph W., 2nd Lt.
(i) Stoner, Robert W., 1st Lt.
(j) Benedict, Alden K., Sgt.
(k) Caruk, Peter, 2nd Lt.
(l) Cary, Byron R., 1st Lt.
(m) Chapman, Perry C., 1st Lt.
(n) Coyle, James A., 1st Lt.
(o) Drenner, Robert Hunter, 1st Lt.
(p) Grant, Henry B., Jr., 2nd Lt.
(q) Houston, Jack M., 1st Lt.
(r) Lundgren, Selmer C., S/Sgt.

(2) 2nd Oak Leaf Cluster.
(a) Martin, Charles L., 1st Lt.
(b) Sawyer, Walter S., Jr., 2nd Lt.
(c) Stoner, Robert W., 1st Lt.
(d) Trastman, Morris S., S/Sgt.
(e) Yates, Christopher L., 1st Lt.
(f) Bauer, George J., Capt.
(g) Boiston, Ernest Paisley, 1st Lt.
(h) Caruk, Peter, 2nd Lt.
(i) Chambers, Leven F., 1st Lt.
(j) Counselman, Howard E., F/O.
(k) Jones, Wesley M., 1st Lt.

(3) 3rd Oak Leaf Cluster.
(a) Porter, Roland D., S/Sgt.
(b) Stewart, Roy, Jr., T/Sgt.
(c) Strasburger, Alvin, 1st Lt.
(d) Trastman, Morris S., S/Sgt.
(e) Boiston, Ernest Paisley, 1st Lt.
(f) Couchman, Carl F., S/Sgt.
(g) Counselman, Howard E., F/O.
(h) Freeze, Kermit W., T/Sgt.

(4) 4th Oak Leaf Cluster.
(a) Sellers, Joe C., S/Sgt.
(b) Carruth, Robert A., S/Sgt.
(c) Cooper, Charles L., S/Sgt.
(d) Couchman, Carl F., S/Sgt.
(e) Devine, William A., S/Sgt.
(f) Freeze, Kermit W., T/Sgt.
(g) Kastelic, Rudolph L., 1st Lt.

(5) 5th Oak Leaf Cluster.
(a) Salop, Abraham, 1st Lt.
(b) Sellers, Joe C., S/Sgt.
(c) Devine, William A., S/Sgt.
(d) Free e, Kermit W., T/Sgt.
(e) Gaudette, Andrew, S/Sgt.
(f) Hostetler, John C., Capt.
(g) Kilik, Edward, T/Sgt.
(h) King, James N., 1st Lt.

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(6) 6th Oak Leaf Cluster.
(a) Wendell, Robert L., T/Sgt.
(b) Clarke, Clarence J., Jr.
(c) Devine, William A., S/Sgt.
(d) Eller, Paul K., S/Sgt.
(e) Franks, John J., 1st Lt.
(f) Frazee, Robert D., 1st Lt.
(g) Heilig, Edward B., 1st Lt.
(h) Hostetler, John C., Capt.
(i) King, James N., 1st Lt.

(7) 7th Oak Leaf Cluster.
(a) Millikin, James R., 1st Lt.
(b) Sies, Maurice G., T/Sgt.
(c) Clarke, Lawrence J., Jr., S/Sgt.
(d) Franks, John J., 1st Lt.
(e) Frazee, Robert D., 1st Lt.
(f) Heilig, Edward B., 1st Lt.
(g) King, James N., 1st Lt.

(8) 8th Oak Leaf Cluster.
(a) Millikin, James R., 1st Lt.
(b) Neafus, Paul B., Capt.
(c) Rittenhouse, William L., Major.
(d) Suskind, Philip, S/Sgt.
(e) Franks, John J., 1st Lt.
(f) Heilig, Edward B., 1st Lt.
(g) King, James N., 1st Lt.

(9) 9th Oak Leaf Cluster.
(a) Rittenhouse, William L., Major.

(10) Rittenhouse, William L., Major: 10th Oak Leaf Cl.

(11) Purple Heart.
(a) Strasburger, Alvin, 1st Lt.

(12) Distinguished Flying Cross.
(a) Bruegl, Herbert J., T/Sgt.
(b) Franks, John J., 1st Lt.
(c) Frazee, Robert D., 1st Lt.
(d) King, James N., 1st Lt.

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

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

For the Commanding Officer:

Leonard Kaufmann Jr.
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 March 1945

DAY EVENTS

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1 - Weather caused the Group to be put on a stand-down shortly before briefing time. For the first time in weeks, the Corsican skies were threatening, but as yet no rain has fallen.

2 - Weather again - stand-down.
The Group has instituted a courier service to Rome for all 340th personnel; one ship makes three trips per day. A similar service is being contemplated for Cairo, with necessary modifications. Cairo is approximately eight hours distant by air, and thus the flights would not be quite so often as the ones to Rome.
This morning a plane left for Tunis in order that fresh food can be purchased to supplement the G.I. diet.
Something about the war. The tremendous Russian winter offensive apparently has come to a halt. But in the west, the allies are grinding forward with renewed impetus after a number of stagnant weeks. The air offensive over Germany continues in full fury; Berlin last night was subjected to its tenth consecutive night of bombing. In Italy activity is confined to sharp patrolling. The war in the CBI Theatre is progressing rapidly in favor of the United Nations.

3 - One of the men received a card just recently from Kirks S. White, formerly a captain, now Mr. White.
While the people in the Middle West and in the East are suffering from one of the most severe winters in the history of the nation, we "Corsicans" are enjoying fair weather. One could not ask for more perfect winter weather than is to be found here. Considering what is to be found in Southern Italy, such as we experienced around Foggio, this is a break for us. Everyone has a cozy tent, and although conditions are by no means ideal, we could be much worse off than we are. There are many others in this theatre who would be glad to trade places with us.

4 - Today we sent twelve airplanes to bomb the railroad overpass at San Ambrogio. This was the 399th squadron combat mission, which turned out to be a successful one.

5 - There is nothing unusual to report for today.

6 - The Enego R.R. bridge was attacked by twelve aircraft from this squadron. It was passable before bombing. On the first pass only four bombs were dropped, and they struck two hundred yards west of the bridge. On the second pass, the first pattern fell west of the bridge, very close to it and the second fell across the south approach, probably cratering the tracks and the highway.

7 - Twelve of our crews were briefed to bomb the Peri rail fill, but the mission was destined to be unsuccessful. On the bomb run the lead plane received a direct hit in the left engine, and shortly thereafter the left wing broke off and the plane spun, crashed, and explod-

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ed. Five parachutes were seen to open shortly after the plane was hit. Flying as co-pilot was Major Rittenhouse, Operations Officer. Lt. Daniels was piloting the plane, Lt. Lynch was flying as bombardier, Lt. Dunn as navigator, and Sgts. Wheeler, Spencer, and Gilmore as gunners.

8 - The target for today was the Ala R.R. bridge. It appeared to be passable to single track traffic prior to the attack. The only pattern dropped struck east of the south approach with two probable hits on the serviceable track. There was no apparent damage to the bridge.

9 - Again we struck at the Ala R.R. bridge with questionable results. Life in camp goes on as usual with nothing of particular interest to report.

10 - We were scheduled for two missions today, but due to bad weather over the target areas, both missions were abortive.

11 - The Staz di Ceraino rail fill was the target. Neither the fill nor the trackage was damaged. Mission efficiency and mission accuracy were down to thirty-one per cent respectively.

12 - The mission carried our planes to the San Michele diversion bridge. There was no opposition whatsoever, mission efficiency and bombing accuracy both being one-hundred per cent.

13 - The Perca railroad bridge was hit by two patterns on the east span, two patterns hit over, one pattern cratered the track to the west, and the last pattern possibly cratered the east approach. The bridge and the trackage appeared passable prior to the attack, but after the bombing the photos show that the east span had been damaged although it is not down.

14 - This evening our outdoor moving picture was "A Song to Remember," which depicts the life of Frederic Chopin. With bomb stands as seats, coveralled airplane mechanics, pilots, bombardiers, gunners, administrative personnel, and many others necessary to keep our planes in the air gathered on the sloping mountain side for an evening og open air entertainment. Spread out before us was the quiet Tyrrhenian Sea. Occasionally one of our big bombers raced by overhead with its riding lights revealing its exact location. In the distance could be heard the steady drone of our mobile gasoline generators which supply the electric power. Here was a scene commonplace to us veterans, but one we shall never forget.

15 - Last night the officers of the squadron had a dance at a rest camp on the northeastern part of the island. In order to give the enlisted men a break, today was declared a holiday. The squadron was put on a stand-down, and everyone had the opportunity of resting.

The news of the war is heartening. One cannot be accused of over-

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optimism in expecting a sudden end to the European conflict. Merry may fight on for a number of months, but even if that should happen, the end is appearing in sight.

16 - The squadron ran two six ship missions to Northern Italy. One box was dispatched to a powder filling plant. Using special equipment, highly secret and newly defeloped, the bombs were placed directly on the target. Huge fires were started, with smoke rising hundreds of feet into the air. The other box, using regular radio-release equipment, struck at a railroad bridge, but the mission was not completely successful.

This Group sustained its first loss on take-off since we were stationed at Catania. A 488th Squadron plane, loaded with bombs, just got its wheels up when both engines failed. It nosed into the sea and exploded. All afternoon an Air-Sea Rescue plane patroled the waters adjacent to this area, but neither bodies nor survivors were found. The cause of this double engine failure is unknown, and will probably remain so. There is a possibility that the crash was due to pilot error.

17 - Another squadron jeep has been wrecked. We have sustained a number of jeep accidents since coming overseas, and a great many of them have been caused by flight personnel. Used to speed, they forget themselves when they get behind the wheels of an automobile. Fortunately, the driver in this particular instance was not even scratched.

Joe Perez, S/Sgt. in Operations was made a very happy man this morning. He received his orders returning him to the U.S.A. In just a few days he will complete his twenty-ninth month overseas, and it is on that basis that he is being sent back.

Another man, Sgt. Fuss, is leaving tomorrow with Perez. He is going back on the thirty-day rotation plan. His mother recently died, and he is being given the opportunity of going back to settle his affairs.

Slowly but surely the "old" men (in point of time in the overseas service) are being sent home for one reason or another. The squadron has undergone a great change in personnel during the past twenty-five months.

18 - This afternoon another Group plane went down. As the 486th planes were joing up over the island in soupy weather, one of their planes plunged earthward and crashed, the result of the formation of ice on the wings. The Group lately has sustained severe losses, not only from the enemy, but from other causes.

Today we ran two separate missions, one to a bridge on the Brenner Pass Line, the other for shipping in La Spezia Harbor. The first one was probably successful, the second one probably not.

19 - Twelve squadron planes were sent to Muhldorf in Austria to bomb a railroad bridge. This was our first mission to that country. Our planes flew with twelve planes of the 487th Squadron. The mission

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efficiency of this twenty-four ship formation was eighty-two per cent, and bombing accuracy was also eighty-two per cent.

20 - Misfortune struck the Group again. An unofficial total of five aircraft are missing in action, with at least two crews going down over the target area, a rail bridge on the Brenner Pass Line.

As the war draws closer to an end, the Germans are fighting more fiercely than ever. And our Group losses are on the upgrade.

21 - A formation of twelve planes from this squadron and twelve from the 487th carried a load of thousand pounders to the Brennero Marshalling Yards on the Italian-Austrian border. Bombing accuracy was way off, and the mission was unsuccessful.

22 - A change of locations for the Group is impending. It is believed, with good grounds for that belief, that we shall move shortly after the first of next month.

23 - Today there was a presentation of awards to various members of the Group. General Ira Eaker p resided.

24 - The Group continues to pile up missions. With good weather prevailing, we are flying every day. The great bulk of the missions are still of the rail and/or road interdiction type. By destroying the enemy's bridges, rail and road alike, as well as his marshalling yards, we are making it more difficult for him to hold his Italian Front.

War news all over the world is exceedingly good. Indications are that preparations are in progress for a final all-out assault on Germany from all sides.

Food is not as good as it used to be. We get more canned food, much less of the fresh stuff.

25 - We were out in force today, hitting a target in our favorite hunting ground in Northern Italy.

26 - For the first time in many weeks, there was rain. Steadily all day rain has been falling. For a change it is welcome.

This following article appeared here in the Stars and Stripes: "High officials here (Washington) expect the German Army to begin to disintegrate soon, according to an Associated Press report issued today (March 24). This is the basis for the widely held belief that the next few weeks will seethe European War won. The prospects as seen in Washington is that surrender of large forces may be expected."

27 - Throughout last night and during most of today the rain continued to fall. Because of weather, we were on a stand-down.

The war news remains spectacular, particularly on the Western Front, where tremendous gains are being made. All of us are following the news closely, listening to the radio at every possible opportunity. As a result of the great progress, we are all experiencing

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high morale, for there are good grounds to believe that the end now may not be very far off.

Taking the place of Major Rittenhouse as Operations Officer is Captain P. B. Neafus, a man who is well-qualified to fill this important position. Lt. Ver Keljik is Assistant Operations Officer.

28 - The Group move to Italy is not far off now. This morning Operations and S-2, as well as the other sections, packed everything but minimum operating essentials. The enlisted men's mess hall has been torn down, and our Operations - S-2 building has been cleared preparatory to a similar action tomorrow.

29 - This has been an uneventful day with nothing worthy of record.

30 - The dismemberment of our camp continues systematically and surely. Practically everyone is doing his share willingly without complaint. All the buildings have been taken down, all wooden floors have been removed from the tents, much of our equipment has been loaded on trucks, and everything in general has been prepared for the move. All of this has been no small task, the result of our having been in this one spot almost a whole year.

31 - We are all prepared for the move. This will be another milestone on the way home, so let it come.

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