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EO 11652
5 AUG 1975

P.R.C.

JANUARY

SQ-BOMB-428-30-RE-D
1 JAN 1944

428 BOMBARDMENT SQUADRON

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SQ. BOMB-428-30-RE-D

Sheet No. 41 War Diary 428th Bombardment Squadron

Ghisonaccia

Month of January, 1944

Prepared by 1st Lt. George F. Basich

DAYEVENT

1. The weather at Mezzouvia is fine. Midday found us in shirt sleeves. The outfit devoted the day to catching up on a little belated writing.
2. Fuel concerns became our great worry. QM has no 80-octane and our drivers balked at using 100 octane cut with fuel oil.
3. 1st Sgt. Johnston obtained a small supply of 80 octane from a French dump, kept apparently for the bus service which is the island's chief transportation system.
4. We are off for Ghisonaccia. It's a nine-hour trip across mountains, and a cold one at that. Everyone who visits Corsica should see to it that he makes the trip once, however. Hot coffee and huzzahs greeted us on our arrival. Everyone is glad to see us.
5. Betty Grable was the attraction at tonight's cinema. Coney Island was the title, but the boys attended in mass to see Betty Grable. Getting acquainted after a month away from the outfit. Temporarily, everyone is living in the old hotels and buildings, with few, if any, personnel in tents.
6. It's a beautiful day. The men took advantage of it. It marked our first day taking advantage of the hot baths--a mountain "Hot Springs" perhaps 15 miles from the base. What a pleasant change from the steam baths of Africa, particularly those at Ain M'Lila.
7. Some of the men took stock of our position on the island and started to dig slit trenches. The squadron area had completed a trench system already. Just an added precaution. Setting up of the offices has already begun, or had, before we arrived. Things are still very disorganized, however, and the S-2 equipment is mostly unpacked.
10. Twelve P-25's arrived today, six of the 428th and six of the 380th. It's good to see our aircraft again. Somehow it tends to make one's presence less futile.
11. A gigantic mail call--plus a ration of six bottles of excellent Scotch beer at a nominal 90 francs made it a gala day. It was the best beer we've had since we left home.
12. Our squadrons were alerted but no sighting at which to strike presented itself. Though the recce Marauders had sighted many boats in the previous few days the seas were empty today. Our chief purpose is to stop coastwise shipping from Marseilles to Civitavecchia.
13. The 428th flew her first mission today. It was a six-plane sweep of the South coast of France. Cloud cover prevented an attack against a 3,000 ton M/V. No opposition was sighted.

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AUG 1975

Sheet No. 42. War Diary 428th Bombardment Squadron

Ghisonaccia

Month of January, 1944

Prepared by 1st Lt. George F. Basich

DAY

EVENT

15. Our planes covered the Italian coast, and sighted no shipping. The bombs were dropped on the Radar Station at Giglio. Poor quality photos made damage interpretation difficult.
18. Both squadrons participated in highly successful raids. At Imperia, at Castiglione Cello boats were sunk. Colonel Hunter, who arrived today, had reason to be pleased. Briefing room and S-2 offices are pretty well set up now, and the arrangement promises to be excellent. Squadron facilities are also some of the best we have had. Percy Campbell, Sergeant welder, has made a mess-kit washing device which beats everything this outfit has ever seen. It is a copy of one Major Epperson saw at Oudna. A large Italian tent serves as a mess hall, and the orderly room is situated in a room in what used to be the police station.
19. A day of rest. The outfit busies itself by chopping a supply of wood for fuel. Casualties: three ax handles. Many of the officers could use a hitch on their uncle's farms.
21. The 381st arrived today with their "G"'s. Our mess hall is heavily overloaded. Half of the squadron's mess personnel are absent, and we are feeding the squadron, the group officers, and the 381st officers. That the food is good is a tribute to them, and to some kind of dumb luck, for the rations have been excellent with lots of fresh meat and butter.
22. The boys hit the "E" boat concentration at Porto Ferrario, helping to neutralize any threat to the impending landing at Nettuno. The bar is full almost every night. The novelty will probably wear off, but it is doing a land-office business, and it is necessary to go out and get more Eau De Vie every few days. Some of the boys think the stuff should be called "Eau De Mort", or else reserved for fuel for diesel engines --it burns beautifully.
23. French-based German bombers, bridgehead bound, caused an alert tonight. 52nd Spits and our night fighters had a field day. A raid alert sent us trenchward in time to watch an enemy bomber explode as it crashed against a mountain perhaps 20 miles to the North. It lit up the sky like some gigantic flare. Roast beef for dinner.
24. Quiet day, but steak for supper was something about which to get excited.
25. The word has come to pack up--already. Pack we did, but not without considerable cussing. The fear was that we would go to India, and it later turned out to be justified. All the telephone wires and light wires are coming down, and field office equipment packed. Some of the more cautious refuse to become excited, knowing our tendency to dry runs.
26. Dry run. Unpack. We're not going after all. We wonder if the higher officers know how things like this look to us down here. Yesterday's purple language was mild by comparison with today's outbursts. The packin' 428th was practically ready to go,--and now we have to do it all over again.

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DAY

EVENT

29. Today we saw a B-26 crew bail out and have their plane crash in the hills to the west. Ghisonaccia has become an extremely important emergency landing base. B-26's in distress stop here often after raids on Italy. B-17's stop to refuel after flying to France. A-36's use it as an auxiliary advance base. It's a little Mitchell field.

30. A gas dump went up in smoke today along with one Feldermann and an English refueling unit. The driver of one of these vehicles was badly burned. It blazed for hours, barrels flying high into the air in unpredictable flight, while the base's personnel worked feverishly to move adjoining caches in danger. Cheers to Captain Evans and Major Dent for the way they took the situation into hand.