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SQ-BOMB-742-HE
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742nd BOMBARDMENT SQUADRON (H)
Office of the Intelligence Officer
APO 520 US Army

WAR DIARY 4 March 1944.

RESTRICTED

PREPARED BY: Lt E.B. Morrison

P.R.C.

LOCATION : San Giovanni Hill, Italy.

1 Feb 1944. The Air Echelon arrived from North Africa in 14 planes. The 742nd originally had 15 ships but one was lost in Africa in a crash landing..No casualties.. There was a shortage of tents-ground crews moved into pup tents-all tents were overcrowded. The crews of Lts Nelson and Jones slept in their planes. The runways were as yet unfinished and several ships were stuck. The total strength of the squadron was 67 officers and 391 enlisted men.

2 Feb 1944 to 8th Inclusive. Everyone busy building stoves for their tents and shacks on the line. On Feb 3rd, two of our planes were transferred to another group, leaving us with but 11 planes. Some new 6 man tents arrived and some of the men moved to them from their pup tents. The weather was bad most of the time and there was no flying except a few minor practice missions. On Feb 6th, our TAT equipment arrived and the cooks received their stoves. Their days of cooking over an open fire were over-at least, for the present.

9 Feb 1944. Our planes took off for Corsica in the final practice mission. Lt Knight was forced down at an airfield near Taranto in Plane 498. The ship burned and Lt Howard W. Mc Guire, navigator, was trapped by the top turret and killed.

10th & 11th of Feb. The usual garrison duties were performed. Nothing much happened except the arrival of a few more tents.

12 Feb 1944. Our airmen were in their first combat mission. The target was the supply dumps and bivouac area along the road between Campoleone and Cecchina, Italy. Nine of our planes participated, led by the Squadron CO, Major Ambrosen. All planes reached the target, but did not drop their bombs because of theovercast. All returned safely and reported their first tripover enemy lines as uneventful.

13th and 14th of Feb 1944. The combat crews were alerted but bad weather prevented takeoff.

15 Feb 1944. The supply section moved into a large tent. The crews were again alerted, but the weather once again stopped them from getting into the air,

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16th and 17th of Feb 1944. The crews were alerted on the 16th- same old story and it was bad weather. But on the 17th, seven of our planes took part in a mission. The target was a troop concentration near Frescati, Italy. All of our planes reached the target, and dropped their bomb load. The mission was sucessful and all of our planes returned safely.

18th to 21st of Feb Inclusive. Everyone finally got out of pup tents into the larger ones and camp life took a happier turn.

22 Feb 1944. On this date the third combat mission for the Squadron was aimed at Zara, Yugoslavia. Ten of our planes took part. All reached the target and dropped their bomb loads. Our planes returned safely-the mission was regarded as highly sucessful as the docks and installations at Zara were given a "going over".

23rd and 24th of Feb 1944. No flying on the 23rd. Our crews were alerted on the 24th, but bad weather prevented takeoff.

25 Feb 1944. Major Ambrosen led our planes on the fourth mission. Eight ships participated in the raid, but one was aneariy return because of engine trouble. The target was the airdrome at Graz, Austria. Our seven planes reached the target, dropped their bombs, and all returned safely. Strong enemy resistance in the form of flak was encountered.

26th and 27th of Feb 1944. The crews were alerted, but their were no takeoffs due to poor flying conditions.

28 Feb 1944. The newcombined orderly room and operations building was completed and theorderly room wasmoved from the tent which had served up until now. The building, which was started on the 28th of January, was of stone construction and was the standard size- 20 by 50 feet. Italian labor was used.

29 Feb 1944. Operations moved into one half of the new stone building. Intelligence moved into the tent vacated by Operations. A mail tent was put up by the orderly room. The Squadron radio was installed in the orderly room with a loudspeaker outside. The month closed with the usual payday for enlisted men-in Italian Lires!

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12 Dec 1943 - Jan 1944

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742nd BOMBARDMENT SQUADRON (H)
455th BOMBARDMENT GROUP (H)
APO 520 US Army

14 March 1944.

SUBJECT: Historical Records

TO : Commanding General, Fifteenth Air Force, ATTN: Historian (thru channels)

1. Unit history of the 742nd Bombardment Squadron, 455th Bombardment Group (H), 304th Wing, 15th Air Force for the period 1 February 1944 to 1 March 1944.

a. Movement of the Squadron to its overseas base at San Giovanni Hill, Italy was completed on 1 February 1944 with the arrival of the air echelon from a temporary station at Djedeida Air Base, Tunisia, North Africa to join the ground echelon which had arrived on 21 January 1944.

b. During the period there was no change in the organization.

c. Strength, commissioned and enlisted
(1) Month of February 1944
(a) At the beginning: 86 officers-391 EM.
(b) Net increase: 0 officers-2 EM.
(c) Net decrease: 1 officer-5 EM.
(d) At end of month: 85 officers-388 EM.

P.R.C.

g. Operations
(1) 12 February 1944-9 A/C, 36 officers, and 54 EM took off to bomb the road between Campoleone and Cecchina, Italy. This was the squadron's introduction to combat, a mission planned to give aid to the Anzio Beachhead. The target was overcast and therefore no bombs were dropped. All planes returned safely to our base.
(2) 17 February 1944-7 A/C, 29 officers, and 42 EM took off to bomb troop concentrations near Frascati, Italy. Bombs landed in the target area. The mission was a success; all planes returned safely to base; there was no casualties.
(3) 22 February 1944-10 A/C, 40 officers and 60 EM participated in the bombing of Zara, Yugoslavia. Reconnaissance photos the following day showed the target well covered and much damage done to the docks. The mission was susucessful; all planes returned safely to base.

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(4) 25 February 1944-The target on the Squadron's 4th mission was the A/D of Graz, Austria. 7 A/c, 30 officers, and 42 EM took part. The mission was considered sucessful-all planes returned safely to base.

h. Major Ambrosen, the CO, led the Squadron on all the missions in which the entire group took part.

i. 9 February 1944-Second Lt Howard W. Mc Guire, navigator, was killed when plane numer 498 piloted by Lt J. W. Knight was forced down near Taranto, Italy while on a routine training flight.

j.

2. Enclosed is the War Diary of this unit for the period 1 February 1944 to 1 March 1944.

For the Commanding Officer:

E.B. Morrison

E.B. MORRISON
1st Lt, Air Corps,
Squadron Historian.

1 Incl:
Incl 1: War Diary.

OFFICIAL:

William W. Berg

WILLIAM W. BERG
1st Lt, Air Corps,
Adjutant.

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742nd BOMBARDMENT SQUADRON (H)
Office of the Intelligence Officer
APO 520 US Army

31 March 1944.

PREPARED BY: Lt E.B. Morrison

LOCATION : San Giovanni Hill, Italy

GROUND ECHELON

12 Dec 1943. Langley Field, Virginia. Had a "dry run" practice of loading on the train at camp.. Also the Squadron received instructions on how to roll their packs and pitch pup tents.

13 Dec 1943. This was embarkation day. Everyone up early adjusting packs and getting ready to move out. All went through the tiresome process of loading on the train with their packs and equipment. Had our last look at Langley Field and we were on our way to Newport News. On arriving there, we boarded the Liberty Ship "The William T.Barry"in company with the men of the 455th Group ground Echelon. Major Olsen of Headquarters, Group, was in charge of all the soldiers on board.

14 Dec 1943. Getting settled aboard ship-still in the harbor.

15 Dec 1943. All said goodbye to the US and we pulled out of the harbor in quite a heavy storm.

16 Dec 1943. We are behind the convoy and trying to catch up with it. The wind is blowing about 45 miles an hour and everyone is confined to the hold. At 2330, we rammed a Destroyer Escort vessel and ripped a large hole in the bow of our ship. Our first alert for boat drill came near being the real thing. Finally we are headed back to port at greatly reduced speed! Everyone relieved to know that we are heading back to land-not many "old salts" in the Squadron as about 80% of the personnel were seasick.

17 Dec 1943. Debarked and took trucks to Camp Patrick Henry. Everyone seemed in better spirits on setting foot on dry land once again. We stayed at the camp for several days. Not many duties of any kind for the men except KP. All took life easy, wrote censored letters, attended the movies, and stormed the PX. Interest was aroused by a large contingent of "Wacs" who moved into barracks directly across the street from our area. However, all were confined to camp-no passes. Eachday the Squadron had physical training and athletics conducted by Lt.Bergman of Group. This camp had wonderful food and plenty of it.

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24 Dec 1943. Embarkation day again-extremely cold morning. All disappointed at leaving the US the day before Christmas, but " C'est la Guerre"! We are again loaded on board the William T. Barry-many of us are suspicious of the ship after our accident.

25 Dec 1943. Christmas on board ship at sea. It was't a bad holliday as we had turkey dinner, Red Cross presents and plenty of cigarettes.

26 Dec 1943. Today we adjusted our life perservers and had our first abandon ship drill. It took us 4 minutes which was about 2 minutes too long. The master of one of the other ships in the convoy passed away during the night and we witnessed a burial at sea.

27 Dec 1943. Bad weather today and the personnel was confined to the hold. So everyone tryed to amuse themselves. Result? Reading, poker games, dice, and friendly arguments. Our finaldestination is a matter of great concern to all. Guesses range from India to England, with even an occasional guess for Italy.

28 Dec 1943. Sunshine today- sunbaths are the order of the day. A few are on guard duty as a guard roster has been set up for the voyage.

29 Dec 1943. Perfect weather-and just about everyone is on deck. The decks are covered with laundry as the men catch up on their washing. A few hung their clothes over the side to let the sea do their work for them. This was a trick learned from the Navy gun crews on board, of which there were about 40 men.

30 Dec 1943. Windy today-a baby aircraft carrier joins our convoy and it was a relief to see planes overhead once again.

31 Dec 1943. Tonight we had a New Year's party. Cpl Parker was the master of ceremonies and "Chief" Ramirez, the orchestra leader. The sailors deserve a vote of thanks on the party as they helped, especially on the music. The master of the ship, Navy officers, and merchant men were the guests at the party. Cpl Machosky, medical section, stole the show as the new year. He was dressed in a sheet-Cpl Palmer did the honors as the old year. All seemed to enjoy themselves and the party was a huge sucess.

1 Jan 1944. New Year's day-natural letdown after the party of the night before. Some listened to the various Bowl games from the States, but radio reception at crucial times left much to be desired.

2 Jan 1944. Final destination revealed as Italy. Surprize by most and the usual number of "I told you so's". The announcement was made by Major Olsen, with the permission of the master of the ship. By this time most of the men had learned to call our vessel a ship to the satisfaction of the Navy men on board.

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3 Jan 1944. Payday or rather semi-payday! A partial payment of $10 was made to those who desired it. The fresh money gave the poker games a "shot in the arm", as they had been tapering off. PFC Chong seemed to be in the lead in the games of chance.

4 Jan 1944. A volleyball league was started today. The court was laid out in the hold of the ship-American ingenuity.

5 Jan 1944. Stormy today. The Italian game of "Mora" seems to be catching on. The Italians among the personnel have the edge as they can speak the language. Classes in Italian are being held and the entire ship rings with "Buon Giorno"!

6 Jan 1944. Torpedo junction near the Azores. Everyone is on the alert and from here on in, all will sleep fully dressed. New measures for everyone's safety were inaugurated. Most of the men have a feeling that we shall have a brush with a or some U-boats.

7 Jan 1944. Sunbathing.

8 Jan 1944. Sunbathing and loafing.

9 Jan 1944. Sunbathing, loafing, and friendly arguments among the men. The torpedo nets were lowered and there was temporary interest in them. The big question is "How far is the Rock"? All are becoming anxious to set foot on land again-at least to see land once more.

10 Jan 1944. This morning all were up before daybreak and up on deck. A few lights are visible and a lighted ship passed us near the bow. On the African shore a city is lighted up and most all are wondering what city it is. Although nobody seemed to know, it was taken for granted that it was the International city of Tangiers. Finally the "Rock" appeared-it looked very formidable and magnificiant in the sunrise. The sunrise this morning was something to see. We dropped anchor near the harbor of Gibralter, but only long enough to reform our convoy, drop our American escort ships, and pick up British escorts. A few Spitfires were buzzing around the "Rock".

11 Jan 1944. Along the coast of Africa. The Mediterranean is smooth as glass and the weather perfect. Sunbathing has easily taken the center of attention along with wondering what the names of the various cities/are that we pass along the coast.

12 Jan 1944. Deck shuffleboard the vogue. Sgt Teat laid out the courts and is the authority on shipboard games.

13 Jan 1944. Just like an excursion cruise today.

14 Jan 1944. Major Olsen announces that Bari, Italy is our final destination as far as this ship goes. We leave the African coast

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and head out. All the men are disappointed at not being able to explore the various cities along the African coast.

15 Jan 1944. Today seemed to be alert day-we had two. Just off the coast of Malta we had a sub alert at dusk and all were sent on deck to "sweat it out". Nothing happened except a few depth bomb explosions. Earlier in the day, we had an air alert,which soon turned out to be a false alarm. These alerts, as far as the men were informed were the only real alerts of the entire journey.

16 Jan 1944. Sicily and Mt Etna sighted. Many wished now that they had studied their geography in school more thoroughly. An argument was underway as to whether Mt Etna was in Sicily or Italy. By the way, where is it?

17 Jan 1944. We spent the night anchored in the harbor of Agusta, Sicily.

18 Jan 1944. Underway once again. Now we seem to be convoyed by Italian escort vessels. The sea is now thereughest that it has been during the entire trip

19 Jan 1944. We debark at Taranto after a voyage of 26 days-needless to say, none are sorry to leave the ship. The city looks impressive from a distance-not so when we actually got on shore. After a wait, a march through the town, and another wait, we are at a British transient camp. We ate British rations which included tea and slept in tents on the hard ground. The weather was bitter cold.

20 Jan 1944.
Today we boarded a train heading north. Much interest shown in the Italian, which is definitely "out of this world". After a slow bumpy trip, we arrived at Cerignola Campagna and spent the night on the train. For the evening meal, we ate K rations,which was a new experience for most of us.

21 Jan 1944. We finally arrived near the end of our journey. The men seemed glad to stretch in the square opposite the 304th Wing building. Col John and Major Young came in to meet us-evidentally we had been given up for lost as they were amazed to see us. We had lunch at the 43rd Service Group and then were trucked out to our permanant base, San Giovanni Hill. There we hurried to set up our pup tents before darkness came. We were really "high on a windy hill".

22 Jan 1944. We are rationing off the 741st and 743rd Squadrons. One messhall the men have named "The Stables", and the other is called "The Catacombs". Today was really a big day as we received our first mail since leaving the States. A few large tents arrive and are set up. However, most of the time is spent in writing letters of he safe arrival overseas.

23 Jan 1944. Still on the hill. Some of the men have procured straw for their mattress covers.

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24 Jan 1944. We move about two miles just west of where Group and the center of operations is located. The main building is immediately named "The Castle" by the men and it looks as if this nickname will stick. All are busy pitching tents.

25 Jan to 31 Jan 1944. This was a period of tent pitching and fox hole digging. The supply section and the orderly room have been set up in a tent. Most of the time however is being spent in working for a little personal comfort. On 28 Jan 1944, construction is started on a stone building for use of the orderly room and operations section. Italian labor is being used. The camp area is swarming with Italian peddlers selling their wares. The cooks are cooking over an open fire in G I. cans and rations are lean. The usual chores are being performed in setting up the camp. Morning formations are held each morning for the purpose of assigning men to details and physical training. We are having unusually fine weather, as we learned from later experience.

31 Jan 1944. Payday! This was the first time that we had been paid since November, with the exception of the partial payment on board ship. The Italian lires intrigue the men-they are wondering how they shall ever spend it all. Lt Berg, Adjutant, as usual is handling the "payoff".

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SR-BDMB-742-MI

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P.R.C.

MEDICAL HISTORY, 742ND BOMBARDMENT SQUADRON (H)

1943 (PREVIOUS HISTORY)

ADMINISTRATIVE HISTORY:

A. An account of the medical activities of the unit from 1 July 1943 to 1 January 1944 will first be rendered.

The 742nd Bombardment Squadron of the 455th Bombardment Group (H) was activated pursuant to instructions contained in Par.1,G.O.# 74,Hdq.,2nd AF,Fort George Wright ,Washington,dated 22 May 1943 at Alamogordo,New Mexico,without personnel.

The unit was organized at Clovis,New Mexico under provisions contained in letter 2nd AF 302.2C and inclosure # 1 dated 22 June 1943.

The unit was organized according to TO and E1-117.

B. Personnel Matters: The original cadre personnel came mainly from AAB, Clovis,New Mexico. The remainder of the ground personnel were mainly acquired from the 18th Replacement Wing,Salt Lake City,Utah.

One air crew was acquired from AAB,Clovis New Mexico in July and two from Alamogordo,New Mexico during August 1943. In September 1943 an additional three (3) crews reported from AAB Tuscon,Arizona,and eleven from Scottsbluff,Nebraska.

Quarterly strength during this period were as follows:

30 June 1943	0	Activated but not organized.
30 September 1943	469	AAB,Salt Lake City,Utah.
1 January 1944	474	Enroute to foreign theatre.

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Medical Department Personnel

Fisher,Samson (NMI) Capt.ASN O-418563,Spec # 3162,Aviation Medical Examiner, from Pyote,Texas. Transferred to Biggs Field,Texas 23 Sept.1943.

Blackmun,Robert L. 1st Lt. ASN O-478685,Spec # 3162,Aviation Medical Examiner, from Biggs Field,Texas,replaced Capt.Fisher 23rd September 1943.

Machofsky,John C. Pvt. ASN 32712653,Spec # 409,basic training only,from Clovis,New Mexico.

Halverson,Carl J. Pvt. ASN 39461820,Spec # 409,basic training only,from Clovis, New Mexico,reclassified as basic,20 September 1943 for inefficiency.

McNabb,James O. Cpl. ASN 34289467 Spec # 673.Basic training,Medical technician, from Biggs Field,Texas.

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Kratzer,Lester J. Pfc. ASN 33498261,Spec # 861. Basic Training ,surgical and medical technician,from Biggs Field ,Texas.

Ramirez,Robert R. Pfc. ASN3658933,Spec # 861.Basic training,surgical nad medical technician,from Biggs Field,Texas.

Henderson,Charles E. Pvt. ASN 39185691,spec # 409. Basic training,medical technician, from Biggs Field,Texas.

Roth,William J. Pvt. ASN 17122394,Spec # 699.Basic training only.From Dyersburg,Tenn. Disqualified for over seas duty,psycho-neurosis,20 November 1943.

Drummond,Clyde W. Pvt. ASN 33636591 Spec # 501.Basic training,clerks school,from 18th Replacement Wing,Salt Lake City,Utah.

Durkee,Daniel P. Pvt. ASN 31329526 Spec # 699 Basic training only. From Fort Knox,Ky. Replacement for Roth,William J.

During the current period no civilian man power was used. There were no citations and awards.

C. Temporary and permanent stations:

1.AAB,Clovis,New Mexico,6 July 1943 to 12 August 1943
2.AAB,Alamogordo,New Mexico 13 August 1943 to 9 September 1943.
3.AAB,Salt Lake City,Utah 11 September 1943 to 1 October 1943.
4.Langley Field,Virginia 5 October 1943 to 13 December 1943.
5.On 13 December 1943 the ground echelon departed from Hampton Roads Port of Debarkation and the flying personnel staged at Mitchel Field, New York.

The surgeon accompanied the flying personnel. All enlisted medical personnel left Hampton Roads with the ground echelon. They boarded the S.S. William T Berry on the 14 December 1943 while enroute to the foreign theatre,the William T. Berry collided with a destroyer of the convoy. No injury was sustained by the personnel but the ship and the destroyer were damaged to the extent of necessitating a return to the port of debarkation. The ground personnel were temporarily stationed at Camp Patrick Henry until December 24 1943,when they again boarded the William T. Berry.

The ground echelon was enroute on the 1st of January 1944.About 50% of the flying echelon had arrived at AAB,Djeidia,North Africa on 1 January 1944,after having flown the south trans atlantic route:Morrison Field Florida,Trinidad,Belem,Brazil; Marrakech,French Morrocco;and Djeidia,North Africa.

D. Activities: The surgeon accompanied the staff personnel to AAFSAT,Orlando Florida on 19 July 1943 and completed the course in Medical Training on 23 August 1943.

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From 13 August 1943 to 9 September 1943,at Alamogordo,New Mexico,all required immunizations that could be administered were given to the four hundred sixty nine (469) members of the unit. The greatest number of immunizations were given the men at the processing unit,AAB,Salt Lake City,Utah between the 12 September 1943 and 28 September 1943 however no record of the number given is available.

The records of the immunizations given at Langley Field,Virginia.

	October	November	December
Smallpox	50	75	5
Typhoid	45	95	6
Tetanus	15	110	9
Typhus	40	100	15
Cholera	20	95	14
Yellow Fever	60	20	10

Between 12 September 1943 and 28 September 1943,three hundred and twenty (320) enlisted men were examined ar AAB,Salt Lake City,Utah,processing center for over seas service. Approximately 50% of this number had been previously examined. None were disqualified for over seas duty.

The following is a chart of the number of examinations given during the current period.

	September	October	November	December
#64 exams	4	50	40	3
#63 exams	7	30	80	3
Food Handlers	7	10	0	0
National Life	0	0	2	0
Over seas	320	25	10	0

Of the personnel arriving during October,November,and December,the majority had completed their immunizations and physical examinations prior to their assignments.

The following is a chart of the total examinations given and the number disqualifying.

	Total Examined	Total disqualified
#64 Exams	97	0
#63 Exams	110 **	0
Over Seas Exams	365	0

** Ground officers and enlisted flying personnel

The dental status on 2 December 1943.

Class 1	Class 11	Class 111	Class 1V
0	8	0	464

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Statistical Records for the period:

	Hospital		Quarters			Total	
	D	I	B.C.	D.	I	B.C.	
Sept.	4	0	0	0	3	0	7
Oct.	5	0	0	15	0		20
Nov.	0	0	0	7	0	0	7
Dec.	0	0	0	8	0	0	8

PATIENT DAYS

	HOSPITAL	O.P.	O.P. TREATMENTS
Sept.	65	80	120
Oct.	90	85	95
Nov.	0	70	100
Dec.	0	5	12

The venereal disease rate for the period is indicated below:

Sept.	Oct.	Nov.	Dec.
0	0	61.2	0

E. The following training program was executed for medical personnel of the squadronbetween 13 August 1943 and 13 December 1943. Phase(1) one was completed at AAB, Salt Lake City, Utah, and phase training two (2) and three (3) at Langley Field, Virginia.

SUBJECT	(Hours of instruction completed) 1st Phase	2nd Phase	3rd Phase	Total
Army regulations affecting the soldier	1	1	0	2
Military courtesy and customs of the service.	1	1	0	2
Care and use of office equipment	1	1	2	4
Individual defense against air and mechanized attacks.	0	0	4	4
Personal hygiene and sanitation	1	2	1	4
Physical training and drill	8	12	11	31
Safeguarding military information	0	2	0	2
Materia medica and pharmacology	2	2	2	6
Medical records	1	3	2	6
Surgical nursing	2	4	4	10
Nomanclature, care and use of individual equipment	2	2	4	8

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Cont'd Medical Hist, 7[redacted]2nd Bomb Sq.

Tent pitching	0	2	0	2
Field sanitation and sanitary devices.	3	2	3	8
Ambulance loading and unloading	1	2	1	4
Aeroplane loading and unloading.	1	4	0	4
Sterilisation of water	0	0	4	4
Bandaging and dressing	2	0	2	4
Fractures	0	4	2	6
Hemmorhage and shock	2	2	0	4
Lacerations	2	4	0	6
Bullet wounds, shrapnel, and bomb splinters.	0	2	2	4
Bomb Concussions.	0	2	0	2
Head injuries.	2	0	1	3
Chest and abdominal injuries.	0	3	0	3
Burns.	1	0	1	2
Heat exhaustion and sun strokes.	0	0	1	1
Frostbite.	0	1	0	1
Eye injuries.	0	0	1	1
Morphine syrettes and sulfa medications.	0	2	0	2
Treatment of gas casualties.	0	0	4	4
Special problems incident to field service.	2	4	2	8
Inspections	2	4	2	8
Physiological aspects of flying.	0	0	2	2
Organization of medical detachment of Air Corps.	0	1	0	1

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Employment of Medical Detachments with their units.	1	1	1	3
Electing sites for camp.	0	2	0	2
Organization and function of Air Force.	1	1	0	2
Grand total hours of instruction	~~11~~	80	64	

The following is a report of the second and third phase training given to combat personnel. The subjects were presented as lectures,films,and demonstrations between 5 October 1943 and 1 December 1943 at Langley Field,Virginia.

SUBJECT	HOURS
1. Field sanitation and hygiene Insect control (with training film) Water purification	1
2. Field sanitation and hygiene Athletes foot Venereal disease (with training film)	1
3. Tropical medicine Mosquito (with training film) Tropical disease	2
4. Malaria	2
5. Arctic medicine. Frostbite Equipment	1
6. Desert medicine Frostbite Equipment	2
7. Anoxia (with training film)	1
8. Decompression sickness (with training film)	1
9. Airsickness	1
10. Accelerationand decelleration	1
11. The eyes in relation to flying.	1
12. Ears,nose and throat in relation to flying.	1
13. Flying fatigue.	1
14. Flying equipment (with demonstration)	1

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15. Food and water	1
16. First Aid (With training film and demonstrations followed by practical use of bandages and splints)	2
17. Prophylaxis against venereal disease.	2
Total	23

The following eight hours of medical instructions were given to all ground personnel during November 1943 at Langley Field, Virginia.

SUBJECT	HOURS
Venereal Disease (with training film)	2
Malaria (with training film)	2
Hygiene and sanitation (with training film on the louse and fly)	2
First Aid.	2
TOTAL	8

F. Equipment and supplies:

At Alamogordo, AAB the clerical section occupied a barracks building, the local dispensary was used for sick call and treatment and the processing unit administered immunizations and performed physical examinations.

A group dispensary was set up in a hanger at Langley Field, Virginia. The clerical work was done in adjoining sections of the of the hangar and physical examinations were performed at the flight surgeons office at the base hospital.

Environmental History

At each training base at which the unit was stationed during 1943, sanitation and health were excellent. Control of food, water, venereal disease, communicable disease, and general environmental sanitation was a function of the base command.

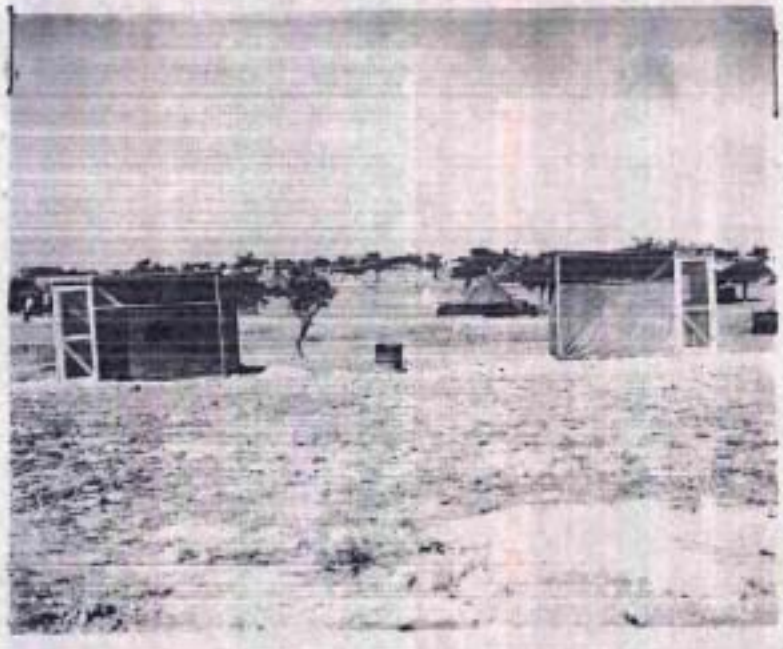
At Langley Field, Virginia, the barracks to which the personnel were assigned were in an unsatisfactory condition, with plumbing being particularly poor. This produced difficulties which were increased by the unavailability of prompt servicing.

During the period from 6 July 1943 to 31 December 1943, sanitary conditions were satisfactory, food was adequately nutritious, and hospital facilities were good. There were no outbreaks of communicable disease, epedemics, or food poisoning.

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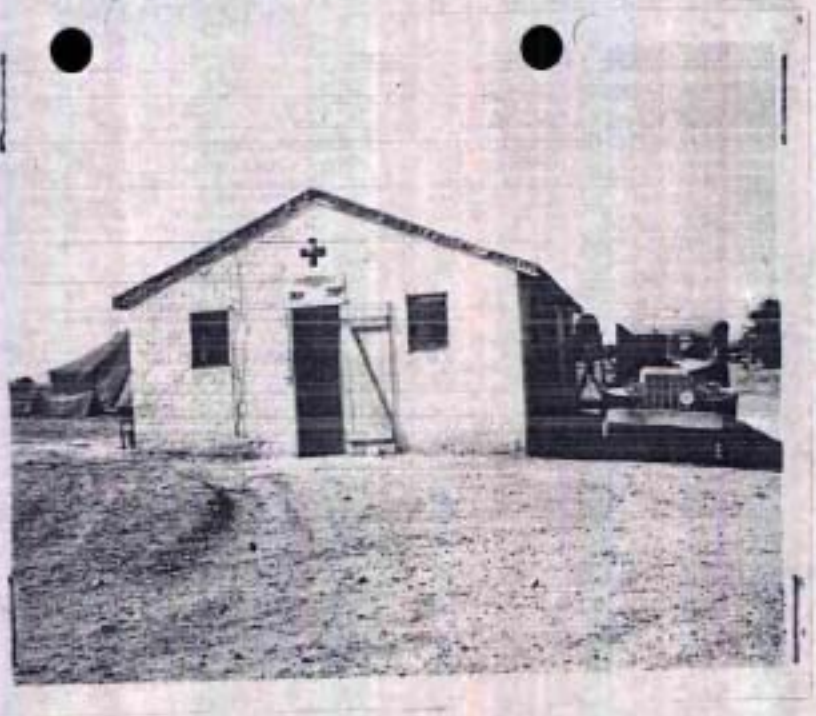
7L2ND SQUADRON MEDICAL STAFF. LEFT TO RIGHT FRONT ROW:(1)PFC.DANIEL P.DURKEE, (2)CAPT.ROBERT L. BLACKMUN,(3)SGT.JAMES O.MCNABB,(4)CPL.LESTER J.KRATZER, BACK ROW:(5)SGT.CLYDE CLARK,(6)CPL.CHARLES E.HENDERSON,(7)PFC.RICHARD F.KENEHAN, (8)SGT.JOHN C.MACHOFSKY.



7L2ND SQUADRON AREA,SHOWING TYPICAL LATRINE SET-UP WITH URINAL IN CENTER.

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74OTH, 742ND SQUADRONS JOINT DISPENSARY.



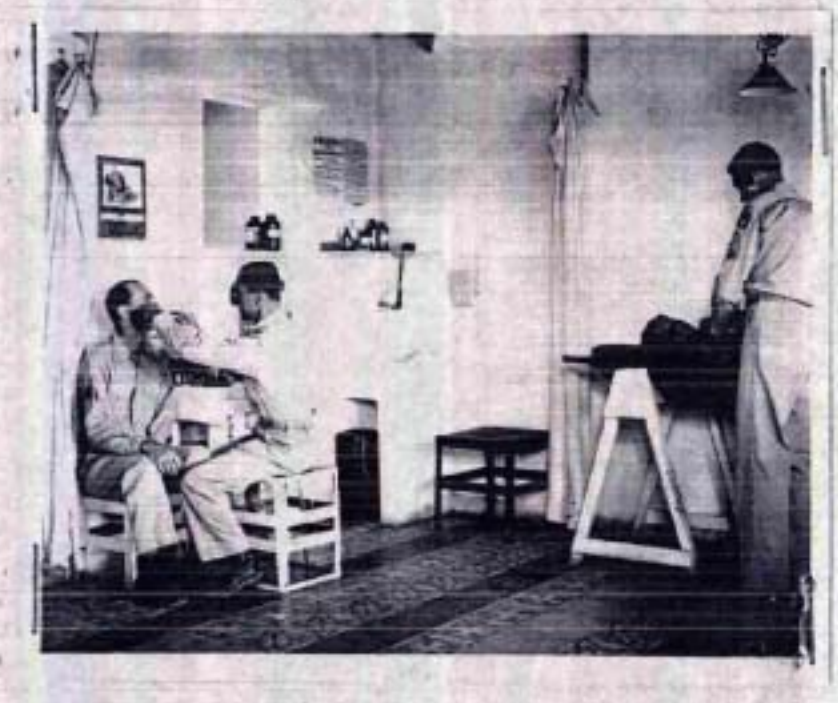
742ND SQUADRON PRIVATE OFFICE. CAPT. ROBERT L. BLACKMUN

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INTERIOR VIEW OF DISPENSARY SHOWING SURGICAL AND MEDICAL TREATMENT TABLES. CPL.LESTER KRATZER,SGT.CECIL B.HAGEN STANDING,PFC.DIONICIO GONGORA AS PATIENT.



INTERIOR VIEW OF DISPENSARY SHOWING E.N.T. SET-UP,PROPHYLACTIC STATION AND EXAMINING TABLE. CAPT.ROBERT L. BLACKMUN MAKING E.N.T. EXAMINATION ON PATIENT SGT.CLYDE CLARK. S/SGT.JAMES HALBRICK EXAMINING PATIENT CPL.ROBERT HARNESS.

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7L2ND SQUADRON AREA, MESS KIT WASHING FACILITIES.

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ADMINISTRATIVE HISTORY:

A. An account of the medical activities of the unit from 1 January 19hh to June 30 19hh will follow. The date and authority for activation is found on page one.

B. Personnel matters: During the period the following personnel changes have occured in this unit.

	Officers	Enlisted Men
Assigned	36	h2
Transferred	5	15
MIA	hh	0
NIA	0	0
Killed (Non operational)	1	0

Quarterly strengths

1 January 19hh	h7h	Enroute
30 March 19hh	h75	San Giovani Field, Cerignola,Italy.
30 June 19hh	h55	San Giovani Field, Cerignola,Italy.

The following replacement was recieved on the date given.

Kenehan,Richard F. Pvt. 32700123

The soldiers medal was awarded to Blackmun,Robert L. Capt.,M.C. on June 5 19hh for assisting in the removal of patients from a burning aeroplane. A similar award was given to Ramirez,Robert R. S/Sgt.S/Sgt.Section Head,Medical Section for the same action.

The following promotions were given to medical personnel of the squadron during the current period.

Ramirez,Robert R.	Cpl.	ASN	365888933	to Sgt.	16 Feb.19hh
Ramirez,Robert R.	Sgt.	ASN	365888933	to S/sgt.	13 April.19hh
Machofsky,John C.	Cpl.	ASN	32712653	to Sgt.	16 Feb. 19hh
Kratzer,Lester J.	Pfc.	ASN	3349261	to Cpl.	16 Feb. 19hh
Durkee,Daniel P.	Pvt.	ASN	31329526	to Pfc.	16 Feb. 19hh

The following demotions have been given to medical personnel :

Ramirez,Robert R. S/Sgt. ASN 36588933,r3duced to the grade of private for misconduct, 1 June 19hh.

The following transfers were given to medical personnel of the squadron during the current period:

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(transfers,Cont'd)

Ramirez,Robert R. Pvt. ASN 36588933 to Headquarters 455th Bomb Gp,3 June 1944.

Drummond,Clyde W. Pfc. ASN 33636951 to 742nd Personnel Supply,28 June 1944.

The ratings,Spec numbers and duties of the Medical Personnel on June 30 1944 is indicated below.

Blackmun,Robert L.	Capt.	3162	Surgeon
Machofsky,John C.	Sgt.	673	Section Chief
McNabb,James O.	Cpl.	673	Ass't section Chief
Kratzer,Lester J.	Cpl.	861	Surgical Technician
Henderson,Charles E.	Pfc.	409	Medical Technician
Lisena,Anthony M.	Pfc.	409	Medical Technician
Durkee,Daniel P.	Pfc.	929	Ambulance driver
Kenehan,Richard F.	Pvt.	405	Clerk

The fullest use is made of civilian labor. S-2 section,43rd Service Group and AMGOT process Italian laborers,after which an approved alloted number can be used by the unit. The unit has used an average of ten (10) kitchen police,five (5) common laborers and five (5) skilled laborers during the months of February to June inclusive. No disease problems have resulted from the use of civilian labor.

C. Stations:

The flying echelon was stationed at Djiedia,North Africa during the month of January,during which time they trained for combat. The ground echelon disembarked at Toronto,Italy on 14 January 1944 and traveled by rail to San Giovani Field,Cerignola Italy. They arrived on 15 January 1944,and pitched camp in the area adjacent to the one occupied by the unit at the present time.

The air echelon flew to San Giovani Field,Cerignola Italyon 1 February 1944.

D. Activities:

At Djiedia the four (4) squadrons of the group used a common dispensary. A flight service chest,two(2) ambulances and adequate medicinals were available. A large wall tent was found to make a satisfactory dispensary. The only Medical personnel available were the surgeons,of the 740th Bomb Sq,James H Cosman,Captain,M.C.,742nd Bomb Sqd'n, Robert L. Blackmun.,Captain M.C.,and 741st Bomb Squadron,Harold F. Schuknect Captain M.C. The hospital facilities were adequate in Tunis,twenty (20) miles distant

Medical reports were rendered by the service squadron at this station. Upon the advice of the 15th Air Force Laison officerin Tunis a record of the medical activities was kept on file.

There were no aircraft accidents and the medical activities were uneventful during the month of January.

The ground echelon with medical personnel arrived at San Giovani Field,Italy on 15 January 1944 and Captain Charles S. Kollar,743rd Bomb Squadron and Major Frank V. Thompson,Surgeon,455th Bomb Group rendered medical care until the squadron surgeons arrived on 1 February 1944. Medical activities were uneventful in the ground echelon during that period.

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On 1 February 1944 a squadron aid station was set up in the squadron area. A pyramidal tent with an improvised gasoline stove, electric lights, wood floor and a good door served admirably. A new ambulance was issued to the section on 15 February 1944. Squadron aid station equipmentt was 95 % complete on 15 February 1944.

Medical supplies, obtained from the 11th Medical Supply Depot in Foggia, were at all times adequate.

Reports were rendered in this theatre in conformance with the provisions of memoranda, No. 25-1, 25-4, and 25-5, headquarters, AAFSC, MTO.

The reports rendered are as follows:

(A) Special

1. Individual venereal report.
2. Special sanitary report.

(B) Daily

1. Casualty reports.
2. Report of aircraft accident.

(C) Weekly

1. 86AB
2. Care of Flyers Report.
3. Medical training report.

(D) Last Friday of each month.

1. Venereal report.
2. Consolidated 86AB.

(E) Last day of each month.

1. 86C
2. Sanitary report.
3. 51 form report.
4. Report of essential technical medical data.

On the last weekly care of flyers report for the month, for the months of February, March, April and May it was required to report the total sorties and operational hours and the sorties and operational hours of the week on the entire flying echelon. This requirement was modified in June to affect only flying personnel who had lost time in that respective week.

During the months of February, March, April and May a weekly telegraphic 86AB and a consolidated monthly 86 AB were rendered.

The following hospital facilities have at all times been adequate:

1. 163 Medical Dispensary (AVN); local
2. 34th Field Hospital, Cerignola Italy
3. 61st Station Hospital, Foggia, Italy
4. 26th General Hospital, Bari, Italy

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Cont'd Med.Hist.,742nd Bomb Sq.

3. The following schedule of Medical Training has been accomplished during the current period.

Subject	Hours
Chemical Warfare	8
Shock	1
Transfusion	2
First Aid	4
Malaria	4
Enteric diseases	2
Records	4
Eye examination	2
Venereal disease	4
Hemorrhage	1
Medication	4

All new crews assigned to this squadron recieve the following instructions.

Malaria,Venereal disease,Enteric Disease; (one hour).

All personnel have recieved the following scheduled instructions.

Subject	Hours
Malaria *	3
Venereal disease *	5
Enteric diseases *	3

* With training films from 304th Wing (Hv).

Personnel flying equipment has not been entirely satisfactory. During February,March,and April the temperature at twenty thousand feet ranged from 20°F to 50°F and the gloves and boots of the electrically heated suits were entirely inadequate. Both in quantity and quality. Three cases of frostbite were treated on duty status. There was complete recovery and restoration of function in all cases. The three cases treated on duty status had frostbite of the face.

The standard steel helmet was found to be too large and cumbersome for turret operators and was replaced on May 1944 by a small,snugly fitting and practical flak helmet.

During this period there has been one (1) killed in non-operational flying and eleven (11) wounded in combat operations.

There has been one (1) non-operational aircraft accident with one (1) killed and nine (9) uninjured.

All crews are given at least one (1) lengthy rest period during their combat tour. All flying personnel have been sent for seven (7) days to the rest camp at Isle of Capri. Some have also been given leave to Rome,Bari,Naples and Village of Mancuso.

It has been noted that there has been a definate improvement in mild anxiety state,however,severe,and moderately severe anxiety states are often unimproved by rest. Generally speaking the rest leave has proven to be essential in acquiring maximum operational efficiency from the combat crews.

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A local rest camp where crews could relax for one (1) or two(2) days a week would seem to be very desireable.

C. AVIATION MEDICINE.

The following report of data collected from the Care of Flier gives a fairly accurate account of the type and number of disease and injury occuring among personnel of this squadron during the current period.

DISEASE OR INJURY	NO. OF CASES
Gastro-enteritis	28
Aerotitis	4
Nasopharyngitis	13
Wounds (all types)	11
Neurosis,anxiety	1
Influenza,mild	11
Urethritis,specific and non specific	5

ENVIRONMENTAL HISTORY

The bivouad area is located on high level ground one quarter (¼) mile distant west of the group area. There are no stagnant water areas,however there are spring water streams one quarter (¼) of a mile distamt. There are no civilians housed within one mile.

Fly proof latrine boxes were constructed for eighty per cent of the command, and are located at distances from the mess hall and quarters so as to conform with existing regulations. These are housed temporarily by small wall tents. Eight (8) urinals are spaced properly through the area. Two mess hall soakage pits were dug eight (8) feet deep and twelve (12) feet deep and filled with rock. A grease trap was constructed by means of two fifty gallon drums to operate by means of the baffle system.

Water is transported by a decontamination truck used jointly with the 7h0th Bomb Squadron,and by the use of two (2) two hundred fifty (250) gallon water trailers. To supplisment water supply,six (6) lister bags are hung in a central area.

Malarial contrac has been an extensive program. Individual measures have included the use of bed nets,protective clothing,mosquito repellent,and daily atabrine. The medical section,557th Service Squadron,43rd Service Group,has been assigned the duty of area mosquito control. Routine mosquito measures have been effective as evidenced by mosquito surveys. The squadron has assigned one non-medical enlisted man to the service squadron for five (5) days a week to assist in the adcomplishing of the supervision of the work details.

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Cont'd Med.Hist.,742nd Bomb Sq.

OPERATIONAL HISTORY

A. The medical section has stood by on all take offs and landings of aircraft on combat missions. Daily line duty has been jointly performed by the four squadrons.

B. During the current period there have been no cases of typhoid, small pox, tetanus, yellow fever and cholera.

A venereal disease program has been followed each month, however, venereal rates have continued to rise. Venereal disease instructions with the aid of training films have been given monthly and the sexual contact system has been in use since May 1944.

Sporadic cases of gastro -enteritis have occured since arriving in Italy, however there have been no epedemics. Newly arriving personnel are more susceptible to gastro-enteritis for a period of about one (1) month.

Statistical Historical Data.

(1) Admission rates per thousand per annum.(average)

All causes	86.3
All diseases	55.7
All injuries	69
All battle casualties	27.3
Venereal cases	27.4
Neuro-psychiatric cases	16
Malaria	0
Jaundice	16

	Feb.	March	April	May	June
Total patient days					
Hospital	18	186	321	1	1
Quarters	12	0	0	24	11
No.of out patients	84	100	100	53	49
O.P. treatments	110	166	196	70	60

Physical Examinations	Feb	March	April	May	June
# 64	0	4	3	1	0
# 63	15	4	2	1	0
Food handlers	30	30	32	30	32
PX of Command	476	483	466	456	455

Immunizations	Feb.	March	April	May	June
Yellow Fever	0	0	0	0	0
Totanus	0	230	80	100	30
Smallpox	0	0	10	90	10
Typhoid	0	0	20	100	20

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(immunizations cont'd)

Cholera	0	0	0	0	0
Typhus	0	300	20	30	20

Admission to sick report.

Date	Hospital			Quarters	
	D	I	BC	D	I	BC
February	13	2	0	0	0	0
March	29	5	0	0	0	2
April	11	2	8	0	0	0
May	19	7	3	12	0	0
June	20	5	2	3	1	0

Frost bite	3
Tonsilitis	5
Hepatitis,acute	1
Others,lymphangitis,sciatica,cellulitis,dental caries,etc.	50

Anxiety state and combat stress has not been a serious problem during this period. Only one case of anxiety state has been serious enough to require permanent grounding, and this in an enlisted man gunner, who was habiled locally by the squadron commander.

The low in incidence of psychiatric cases is no doubt due to a number of factors. Excellent leadership has contributed largely to the high morale during this period. Recreation in the form of athletics helped considerably in maintaining physical fitness ,and relieving combat stress. In spite of poor living conditions and inadequate food,the combat crews maintained a cheerful attitude throughout,their chief aim being to finish their tour of combat duty and return to their homes in the stated.. Casualty rates were extremely low for the first four months,there being only one plane and crew missing in action. However,on 26 June 1944,six (6) crews and planes out of a total of seven (7) that were flying that day were shot down over Mooseburbeun,Austria. It is anticipated that the number of psychiatric cases will increase as a result of this incident.

Mild cases of combat stress and anxiety state did result during this period. These were treated for the most part by the flight surgeon according to the individuals personality. However,from the experience gained a few statements are pertinent at this time.

The close "brotherly" association between the flight surgeon and the flyer as so often advocated is not considered good practice,mainly because the flyer takes too much for granted. On the other hand a close doctor and patient relationship is highly desired. In dealing with serious problems,respect and confidence in the doctor is absolutely essential to gain results. Psycho-therapy is valuable but not succesful unless the doctor patient association exists.

Close cooperation between the commanding officer,the operations officer and the flight surgeon is also important. Where there are personality clashes between the members of the crew,oftentimes a change to another crew will solve the problem. For the usual combat stress a week away from operations and combat,such as rest camp usually relieves the situation.

All dental care is given or arranged for by the group dental surgeon. Dental care has been adequate at all times. No epedemics of trench mouth and no Maxillo-facial injuries have occured during this period.

Vetinary Activities. There is no attached vetinary detachment. All food is inspected by the 43rd Service Group/

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Cont'd Med. Hist., 7h2nd Bomb Sq.

Venereal Diseases:

	Feb.	March.	April.	May.	June.
Rate/1000/annum	0	0	10.1	7.8	8.1
Days lost	0	0	8	4	4
Pro's administered	0	0	0	0	2

Care of Flyers report data:

	February		March		April		May		June	
Disorders due to flying	No.	days	No.	days	No.	days	No.	days	No.	days
Disease	0	0	0	0	0	0	0	0	0	0
Nervous	0	0	0	0	0	0	0	0	0	0
Others	0	0	5	12	2	5	0	0	0	0
Total	0	0	5	12	2	5	0	0	0	0
Disorders not due to flying										
Disease	0	0	1	5	0	0	0	0	0	0
Nervous	0	0	3	20	0	0	0	0	0	0
Others	8	20	26	103	38	119	22	206	14	206

Dental Care.

Dental care has been provided by the groupdental surgeon. All statistical material will be submitted by his office.

Evacuation

Evacuation has been entirely by motor ambulance to the 31th Field Hospital, seven (7) miles distant; 61st Station Hospital, twenty five (25) miles distant; and the 26th General Hospital sixty five (65) miles distant. The ambulances are well equipped and the hospital units desireably located so that evacuation has been satisfactory.

Medical Supply

Medical supplies were acquired in February, March, and April by submitting requisitions to the group surgeon, who in turn submitted them to the 14th Medical Supply Depot and delivered the supplies to the squadrons. During May and June the requisitions were submitted to the 43rd Service Group. Supplies have at all times been adequate and requisitions and prescriptions promptly filled.

Combat whiskey is requisitioned monthly and transferred to the commanding officer upon receipt. The operations officer has been assigned as the officer in control and has been efficient in dispensing liquor to the combat crews at the end of each mission. About twenty per cent of the flying personnel ask for the liquor.

It is doubtful if the benefit and the time and effort involved in making the whiskey available is justified.

The organization medical equipment was ninety five per cent (95%) complete on arriving in this theater and all deficiencies have been since remedied.

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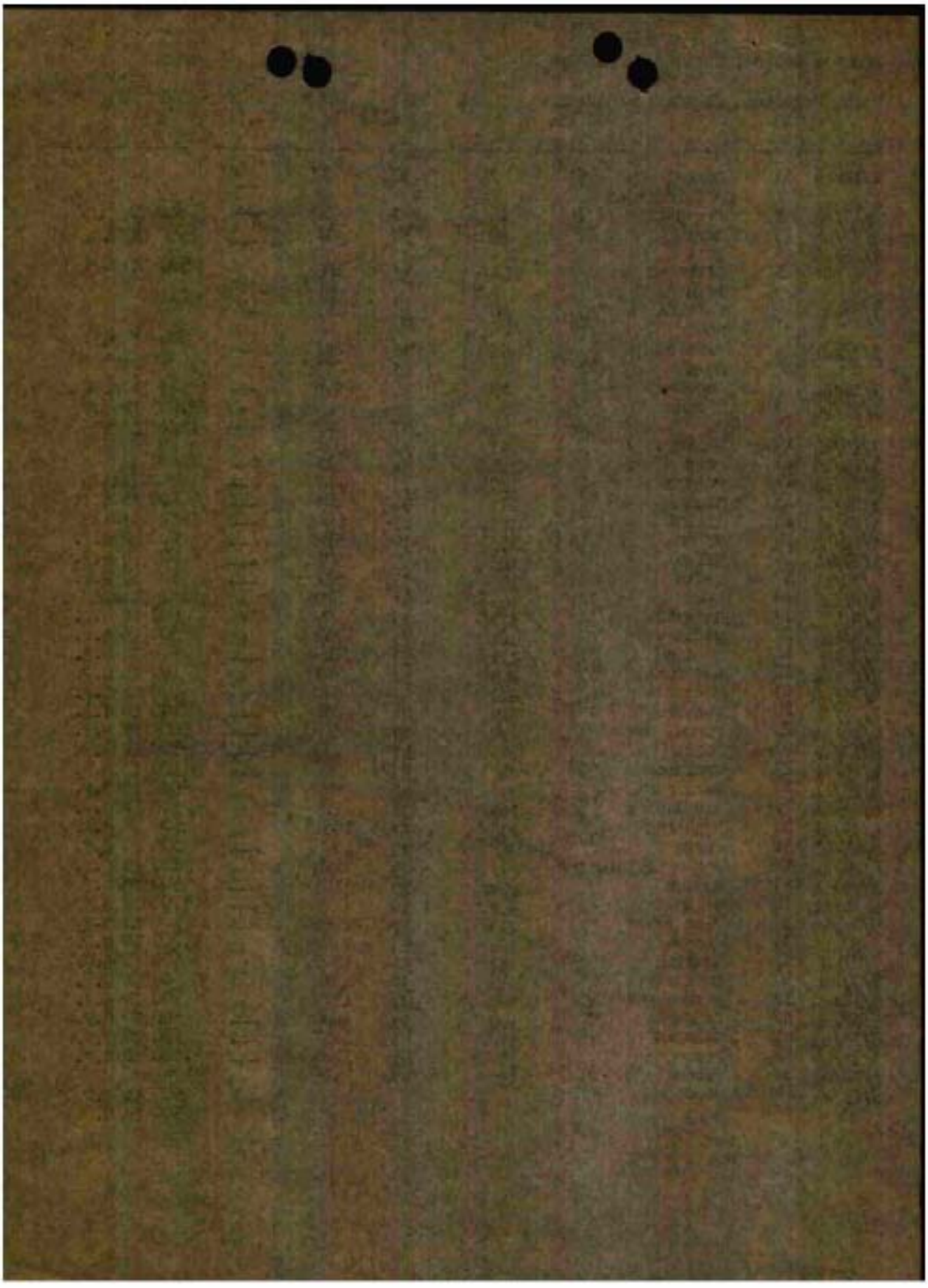
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Cont'd Medical History [redacted] Bomb Sq.

DATE	MISSION NO.	TARGET	SQUADRON SORTIES	TOTAL	GROUP SORTIES	TOTAL	DOUBLE CREDIT	TYPE OF BOMB
2/12/44	1	Campoleone Cecchina Road	9	9	37	37	—	None
2/17/44	2	Frascati	7	16	23	98 60	—	500 lb G.P.
2/22/44	3	Zara	19	35	38	132	—	500 lb G.P.
2/25/44	4	[illegible]						
3/2/44	5	Cisterna Di Roma	8	44	38	165	•	500 lb G.P. FRAGS
3/3/44	6	Fabrica Di Roma	7	48	30	195	—	
3/7/44	7	Fabrica Di Roma	10	58 67	36 40	231 271	—	500 lb G.P.
3/15/44	8	Cassino	8	75	34	305	—	500 lb G.P.
3/17/44	9	Vienna	8	84	37	342	• —	1,000 lb G.P. INCENDIARIES
3/18/44	10	Mandago	9	93	36	378		
3/19/44	11	Oras	8	101	34	412	—	FRAGS
3/22/44	12	Bologna	8	109	35	447	—	INCENDIARIES
3/24/44	13	Rimini	8	119	36	483	—	500 lb G.P.
3/26/44	14	Rimini	9	127	21	504	—	INCENDIARIES
3/28/44	15	Verona	9	135	39	543	—	500 lb G.P.
3/29/44	16	Milan	8	143	35	578	—	500 lb G.P.
3/30/44	17	Sofia	10	153	34	612	—	500 lb G.P.
4/2/44	18	Steyr	10	163	31	643	• —	INCENDIARIES
4/3/44	19	Budapest	8	171	35	679	• —	500 lb G.P.
4/6/44	20	Bucharest	10	181	33	712	• —	500 lb G.P.
4/7/44	21	Bologna	10	191	33	745	—	500 lb G.P.
4/12/44	22	Bad Voslau	10	201	36	781	• —	100 lb G.P.
4/13/44	23	Budapest	10	211	39	820	• —	100 lb G.P.
4/15/44	24	Bucharest	10	219	41	861	—	100 lb G.P.
4/16/44	25	Turnal Severin	8	228	29	890	—	500 lb G.P.
4/17/44	26	Sofia	9	239	41	931	—	500 lb G.P.
4/20/44	27	Wonfalcone	11	247	35	966	—	100 lb G.P.
4/21/44	28	Bucharest	8	256	26	992	• —	500 lb G.P.
4/23/44	29	Bad Voslau	9	265	36	1025	• —	500 lb G.P.
4/24/44	30	Bucharest	9	275	33	1061	• —	500 lb G.P.
4/25/44	31	Turin	10	284	30	1094	—	500 lb G.P.
4/28/44	32	Porto San Stefano	9	292	29	1124	—	500 lb G.P.
4/29/44	33	Toulon	8	299	29	1153	—	500 lb G.P.
4/30/44	34	Milan	7	309	36	1189	—	1,000 lb G.P.
5/2/44	35	Plan Baker	10	318	39	1228	—	500 lb G.P.
5/5/44	36	Ploesti	9	328	34	1262	• —	1,000 lb G.P.
5/6/44	37	Campina	10	337	33	1295	• —	500 lb G.P.
5/7/44	38	Bucharest	9	346	39	1334	• —	500 lb G.P.
5/10/44	39	Wiener Neustadt	9	356	39	1373	• —	500 lb G.P.
5/12/44	40	LaSpezia	10	360	33	1406	—	500 lb G.P.
5/13/44	41	Bologna	4	370	41	1447	—	500 lb G.P.
5/14/44	42	Piacenza	10	380	41	1488	—	1,000 lb G.P.
5/18/44	43	Ploesti	10	390	37	1525	• —	FRAGS 500 lb G.P.
5/19/44	44	Genoa						500 lb G.P.

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Cont'd Medical History, [redacted] nd Bomb Sq.

DATE	MISSION NO.	TARGET	SQUADRON SORTIES	TOTAL	GROUP SORTIES	TOTAL	DOUBLE CREDIT	TYPE OF BOMB
5/22/44	45	LaSpezia	9	399	37	1560	—	500 lb G.P.
5/23/44	46	Sesd	10	409	35	1599	—	500 lb G.P.
5/24/44	47	Munchendorf	10	419	37	1636	•	FRAGS
5/25/44	48	Piacenza	11	430	38	1673	—	FRAGS
5/26/44	49	Grenoble	9	439	40	1708	—	500 lb G.P.
5/27/44	50	Montpellier	11	450	39	1745	—	100 lb G.P.
5/28/44	51	Genoa	9	459	35	1783	—	500 lb G.P.
5/29/44	52	Bonsanska Krupa	10	469	36	1823	—	100 lb G.P.
5/29/44	53	Banja Luka	12	481	34	1862	—	100 lb G.P.
5/30/44	54	Wels	9	490	35	1897	•	FRAGS
5/31/44	55	Ploesti	8	498	36	1933	•	500 lb G.P.
6/2/44	56	Miskolc	10	508	34	1967	•	500 lb G.P.
6/4/44	57	Genoa	11	519	38	2005	—	500 lb GP.
6/6/44	58	Brasov	10	529	38	2043	•	500 lb G.P.
6/7/44	59	Sestri (Voltri)	11	540	37	2080	—	1,000 lb G.P.
6/9/44	60	Munich	10	550	40	2120	•	1,000 lb G.P.
6/10/44	61	Ferrara	10	560	40	2160	—	FRAGS
6/11/44	62	Giurgiu	10	570	39	2199	•	250 lb G.P.
6/13/44	63	Munich	10	580	36	2235	•	1,000 lb G.P.
6/16/44	64	Vienna	10	590	40	2275	•	250 lb G.P.
6/22/44	65	Chiavasso	11	601	42	2317	—	250 lb G.P.
6/24/44	66	Craiova	10	611	39	2356	—	500 lb G.P.
6/25/44	67	Arles	11	622	38	2394	—	1,000 lb G.P.
6/26/44	68	Moosebierbaum	9	631	38	2432	•	250 lb G.P.
6/28/44	69	Karlovo	6	637	30	2462	—	100 lb G.P.
6/30/44	70	Abortive	6	643	30	2492	—	500 lb G.P.

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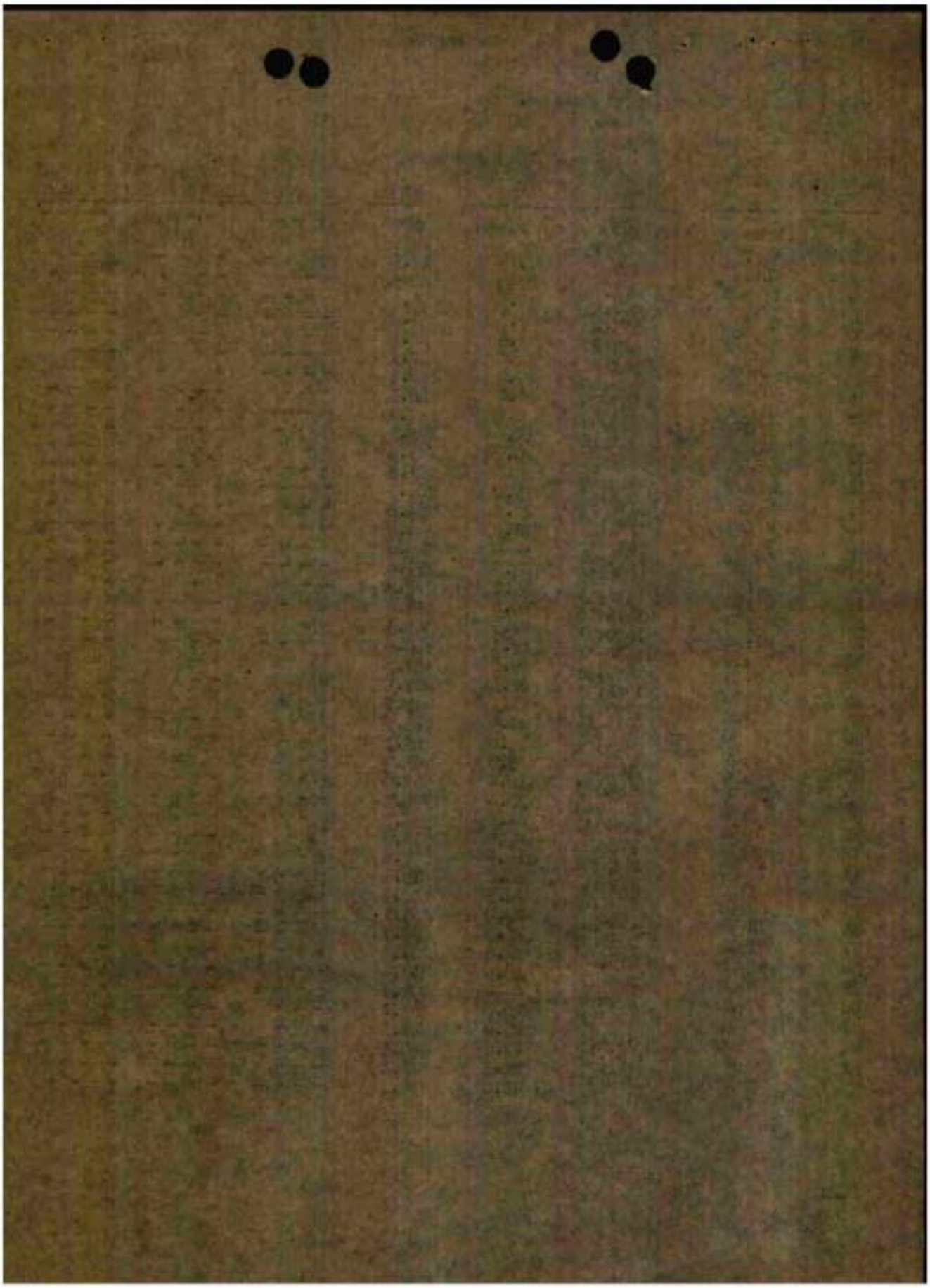
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Cont'd Medical History, 742nd Bomb Sq.

MISSION NO.	TONNAGE DROPPED GROUP	TOTAL	TONNAGE DROPPED SQUADRON	TOTAL	ENEMY AIRCRAFT GROUP CLAIMS DESTROYED: GROUND AIR	PROBABLE: GROUND AIR	DAMAGED: GROUND AIR
1	None	None	None	None	- - - -	- - - -	- - - -
2	54:75	54:75					
3	90:50	145:25	17.5	17.5	— - -	- - - -	- - - -
4	77:50	222:75	25.0	42.5	- - - -	- - - -	- - - -
5	35:70	208:45	17.5	60.0	- - - -	- - - -	- - - -
6	75:80	333:45	9.6	69.6	- - - -	- - 1	- - - -
7	89:75	423:20	12.5	82.1	- - - -	- - - -	- - - -
8	120:00	543:20	25.0	107.1	- - - -	- - - -	- - - -
9	62:60	605:80	27.0	134.1	- - - -	- - - -	- - - -
10	41:76	647:56	14.0	148.1	- - - -	- - - -	- - - -
11	71:10	718:66	9.2	157.3	- - - -	- - - -	- - - -
12	82:50	801:16	18.0	165.3	5 - -	- - - -	- - - -
13	65:50	866:66	20.0	185.3	- - 1	- - 1	- - - -
14	47:50	914:16	16.0	191.3	- - - -	- - - -	- - - -
15	52:50	966:66	15.0	206.3	- - - -	- - - -	- - - -
16	97:50	1064:16	22.5	228.8	- - - -	- - - -	- - - -
17	35:95	1100:11	20.0	248.8	- - - -	- - - -	- - - -
18	77:50	1177:61	———	248.8	- - - -	- - - -	- - - -
19	69:75	1247:36	25.0	273.8	- - 20	- - 10	- - - -
20	85:00	1332:36	25.0	298.8	- - - -	- - - -	- - 1
21	63:90	1396:26	20.0	318.8	- - 1	- - - -	- - - -
22	64:80	1460:21	22.5	341.3	- - - -	- - - -	- - - -
23	70:10	1530:31	19.3	360.6	5 7	- - 5	2 3
24	89:00	1619:31	20.0	388.6	9 2	- - 1	5 - -
25	95:80	1714:31	22.5	402.1	- - 2	- - - -	- - - -
26	58:00	1772:31	21.5	423.5	18 - -	- - - -	- - - -
27	95:50	1867:81	20.0	443.5	- - - -	- - - -	- - - -
28	84:00	1951:81	18.0	465.1	- - 4	- - 2	- - 6
29	62:50	2014:31	25.0	481.6	- - 5	- - 8	- - 7
30	82:00	2096:31	16.5	507.6	- - - -	- - - -	- - - -
31	84:50	2180:81	26.0	530.1	- - - -	- - - -	- - - -
32	78:50	2259:31	22.5	555.1	10 - -	- - - -	- 1 - -
33	85:50	2344:81	25.0	577.6	- - - -	- - - -	- - - -
34	70:50	2415:31	16.5	601.6	- - - -	- - - -	- 1 1 -
35	3:00	2418:31	26.0	618.1	47-46 -Rev.- -44 Total-		8-9-
36	89:50	2507:81	22.5	638.1	- - - -	- - - -	- - - -
37	78:50	2586:31	[illegible]	663.1	- - - -	- - - -	- - - -
38	71:50	2657:81	22.5	685.1	- - - 1	- - - 2	- - - -
39	94:00	2751:81	24.0	708.1	- - - 1	- - - -	- - - -
40	55:00	2806:81	16.5	733.1	- - - 4	- - - -	- - - 1
41	98:00	2904:81	———	733.1	- - - -	- - - -	- - - -
42	96:34	3002:15	20.0	745.1	- - - -	- - - -	- - - -
43	99:00	3101:15	25.0	769.1	- - - -	- - - -	- - - -
44	90:00	3189:66	22.5	794.1	- - - -	- - - -	- - - -
	89:50	3201:15	22.5	816.1	- - - -	- - - -	- - - -
			25.0	838.1			

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Cont'd Medical History, 742nd Bomb Sq.

MISSION NO.	GROUP TONNAGE DROPPED	TOTAL	SQUADRON TONNAGE DROPPED	TOTAL	ENEMY AIRCRAFT GROUP CLAIMS DESTROYED: PROBABLE: DAMAGED GROUND: AIRGROUND: AIR: GROUND: AIR
45	86;50	3876;15	22.3	838.9	- - - - - - - - - - - -
46	49;50	3925;65	———	838.9	- - - - - - - - - - - -
47	73;20	3998;85	21.6	860.5	47 56 Rev.- -46 Total 8 10
48	82;20	4081;05	26.4	886.9	- - - 4 - - - 1 - - - -
49	85;25	4166;30	22.5	909.4	- - - - - - - - - - - -
50	72;00	4238;30	21.0	930.4	- - - - - - - - - - - -
51	94;00	4332;30	22.5	952.9	- - - - - - - - - - - -
52	76;70	4411;00	20.0	972.9	- - - - - - - - - - - -
53	77;00	4488;00	24.0	996.9	- - - - - - - - - - - -
54	81;72	4569;72	18.0	1014.9	- - - - - - - - - - - -
55	75;50	4645;22	18.5	1033.4	7 1 - - - 1 - - - -5
56	79;00	4724;22	25.0	1058.4	- - - - - - - - - - - -
57	88;00	4814;22	26.0	1084.4	- - - - - - - - - - - -
58	90;00	4901;62	22.5	1106.9	- - - - - - - - - - - -
59	103;50	5005;12	30.0	1136.9	- - - - - - - - - - - -
60	106;50	5111;62	30.0	1166.9	- - - -1 - - - - - - - -
61	86;94	5198;56	23.2	1190.1	- - - -1 - - - - - - - -
62	81;50	5280;06	22.3	1202.4	- - - - - - - - - - - -
63	100;50	5380;56	30.0	1232.4	-1 3 - - - 1 - - - -
64	80;87	5459;93	22.4	1254.8	- - - - - - - - - - - -
65	93;50	5553;43	24.8	1279.6	- - - - - - - - - - - -
66	92;50	5646;18	25.0	1304.6	- - - - - - - - - - - -
67	110;00	5756;18	32.0	1336.6	- - - - - - - - - - - -
68	47;22	5803;41	20.0	1356.6	- - - 35 - - -18 - - - -1
69	57;00	5860;41	12.0	1368.6	- - - - - - - - - - - -
70	None	None	None	None	- - - - - - - - - - - -

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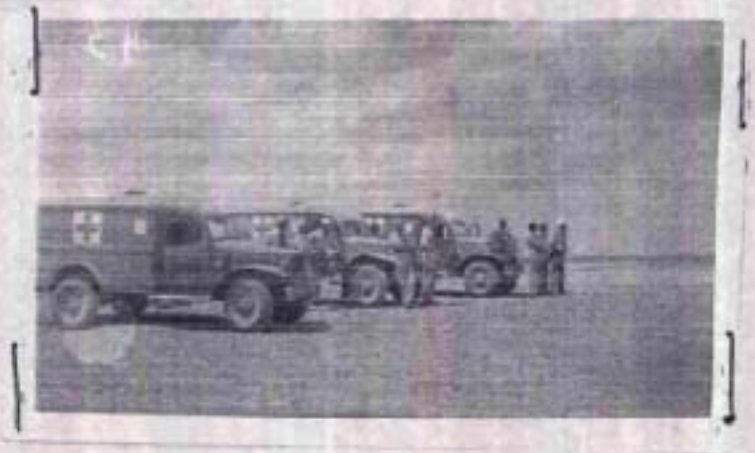
New dispensary, 710th and 712nd squadrons, front view



New dispensary, 710th and 712nd squadrons, side view

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Medics awaiting the return of planes from an operational mission.

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MEDICAL HISTORY, 742nd BOMBARDMENT SQUADRON (H)

(July 1 to September 30 1944)

ADMINISTRATIVE HISTORY

a. This quarterly summary of the activities of the Medical Section, 742nd Bomb Squadron (H) is rendered in accordance with Memorandum 25-13, Headquarters, AAFSC, dated 12 July 1944.

The new TO and E 1-118 has made the following changes in medical personnel for the Bombardment Squadron Heavy:

MEDICAL			TOTAL 3
General Group			
Medical Administration Specialist	-673-	S/Sgt.	1
Medical Corpsmen	-657-	Cpl.	1
		Pvt.	1

b. Personnel Matters: The following changes in personnel have been made in this unit;

OFFICERS

	JULY Ground	JULY Air	AUGUST Ground	AUGUST Air	SEPTEMBER Ground	SEPTEMBER Air
Asgd-	1	24	1	24	1	36
Trfd-	1	34	1	7	1	14
MIA	0	16	0	12	0	4
KIA	0	1	0	0	0	0

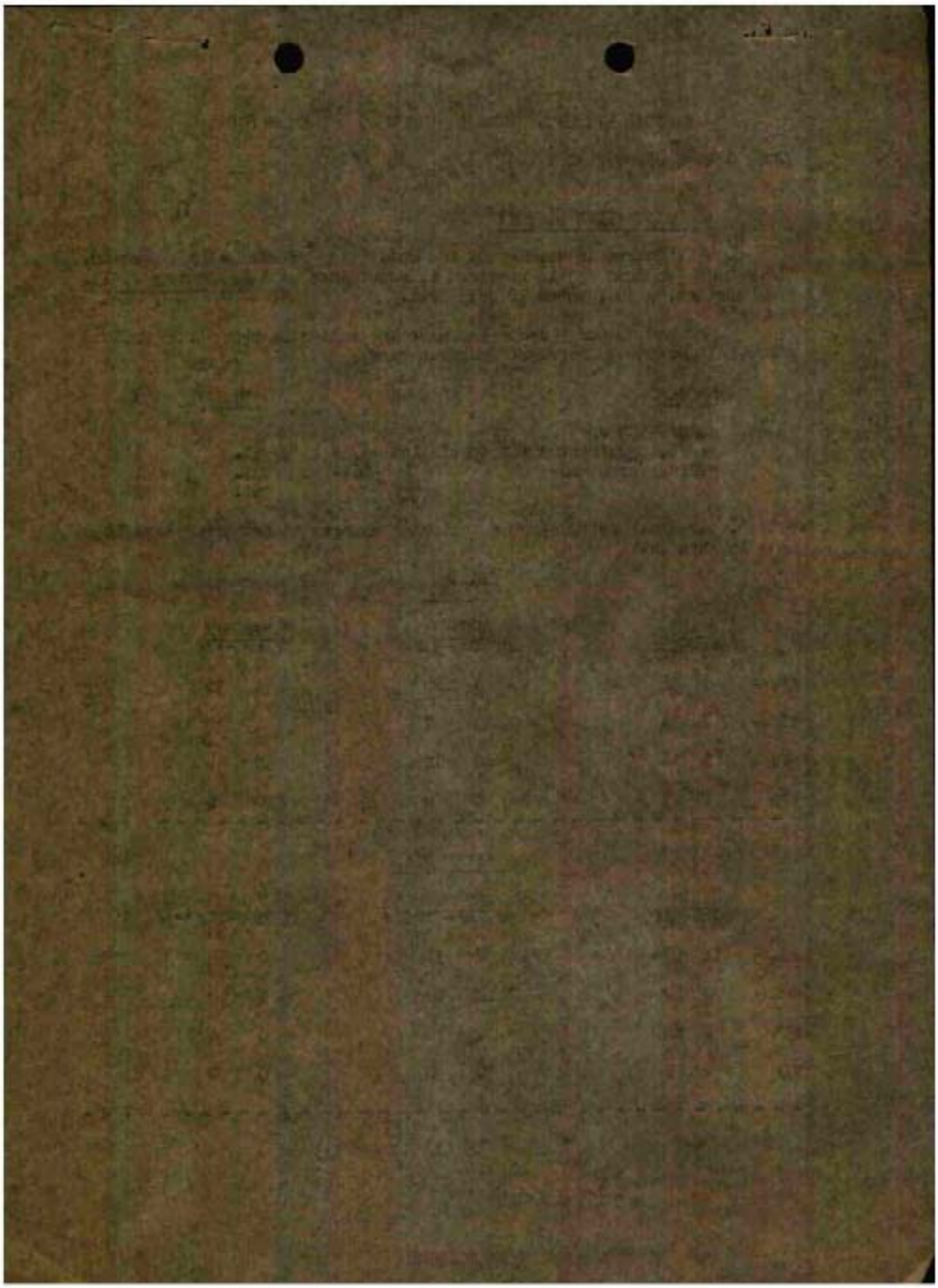
ENLISTED MEN

	JULY Ground	JULY Air	AUGUST Ground	AUGUST Air	SEPTEMBER Ground	SEPTEMBER Air
Asgd-	11	68	8	35	10	54
Trfd-	0	49	18	49	1	30
MIA	0	24	0	18	0	6
KIA	0	0	0	0	0	0

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Med. History, 7h2nd Bomb Sq.

QUARTERLY STRENGTHS

July 31	582	San Giovanni Field, Italy
August 31	467	San Giovanni Field, Italy
September 30	500	San Giovanni Field, Italy

The following named enlisted man was assigned to the Medical Department 9 July 19hh Sgt. Clyde (NMI) Clark 3h09386 Spec. h09.

The following named enlisted man was transfered to detachment of patients 26th General Hospital 12 September 19hh.

Lisena, Anthony 32735185 Pfc.

The Medical Enlisted Men were given the following rest leaves;

Cpl.	Lester J. Kratzer	Isle of Capri	3 July to 9 July
Sgt.	James C. McCabb	Rome	30 July to 1 August
Sgt.	John C. Machofsky	Rome	20 August to 23 August
Pfc.	Richard F. Kenehan	Rome	h September to 6 September
Sgt.	Clyde (NMI) Clark	Rome	3 October to 17 October

Captain Robert L. Blackmun was given three days rest leave in Rome from 20 August to 23 August and then again on 25 September to 28 September 19hh.

During the current quarterly there has been the following promotions of Medical Personnal.

Cpl. James C. McCabb	ASN 3h289h67	To	Sgt. 1 July 19hh
Pfc. Charles E. Henderson	ASN 39185691	To	Cpl. 1 July 19hh
Pvt. Richard F. Kenehan	ASN 32700123	To	Pfc 11 July 19hh

The rating, spec. number and duties of the personnal of the Medical Section as of 30 September 19hh is indicated below;

Blackmun, Robert L.	Capt.	3162	Surgeon
Machofsky, John C.	S/Sgt.	673	Section Chief
McCabb, James C.	Sgt.	673	Ass't Section Chief
Clark, Clyde (NMI)	Sgt.	h09	Med. Technician
Henderson, Charles E.	Cpl.	h09	Med. Technician
Kratzer, Lester J.	Cpl.	661	Surg. Technician
Durkee, Daniel P.	Pfc.	929	Ambulance Driver
Kenehan, Richard F.	Pfc.	h05	Clerk

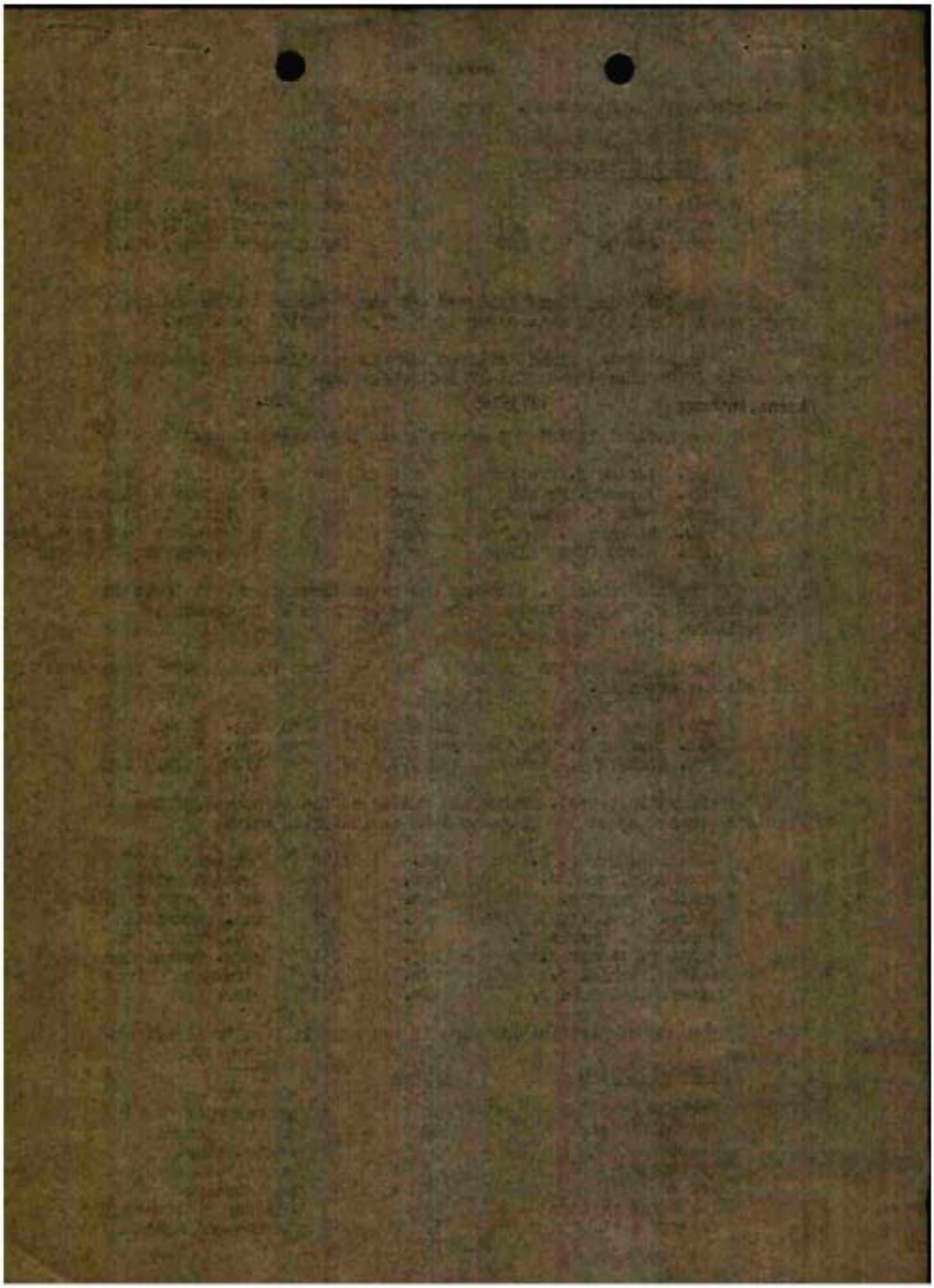
The use of Civilian laborers in the organization is listed below;

CLASSIFICATION	NUMBER	DUTY
Barbers	3	Barbering
Common Laborers	10	General Duty
Masons	10	Masonry, general construction.
Carpenter	2	General construction
Forman	1	Construction
Laborers; waiters	3	Waiters; officers Club
Laborers; Kitchen	12	Waiters and General Duty
Total	41	

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Cont'd Medical History, 742nd Bomb Sq.

PHYSICAL EXAMINATIONS

	July	Aug.	Sept.
# 64	4	7	10
# 63	0	8	7
Food Handlers	20	20	20
PX of Command	394	378	397

IMMUNIZATIONS

	July	Aug.	Sept.
Small Pox	30	40	70
Typhoid (Stim)	70	50	70
Tetanus (Stim)	70	60	90
Typhus (Stim)	50	45	100

Admission to sick report

	July	Aug.	Sept.
Quarters	0	0	5
Hosp.	35	27	30

Venereal Disease

	July	Aug.	Sept.
Rate	53.9	0	78
Days Lost	5	0	0

Dental Records

1	11	111	17
2	20	3	476

Care of Fliers Data:

Disorders due to flying.

	JULY		AUGUST		SEPTEMBER	
	NO.	DAYS	NO.	DAYS	NO.	DAYS
Disease						
Nervous	0	0	7	51	2	10
Others	0	0	0	0	0	0
WIA	7	85	2	62	7	157
Total	7	85	9	113	9	167

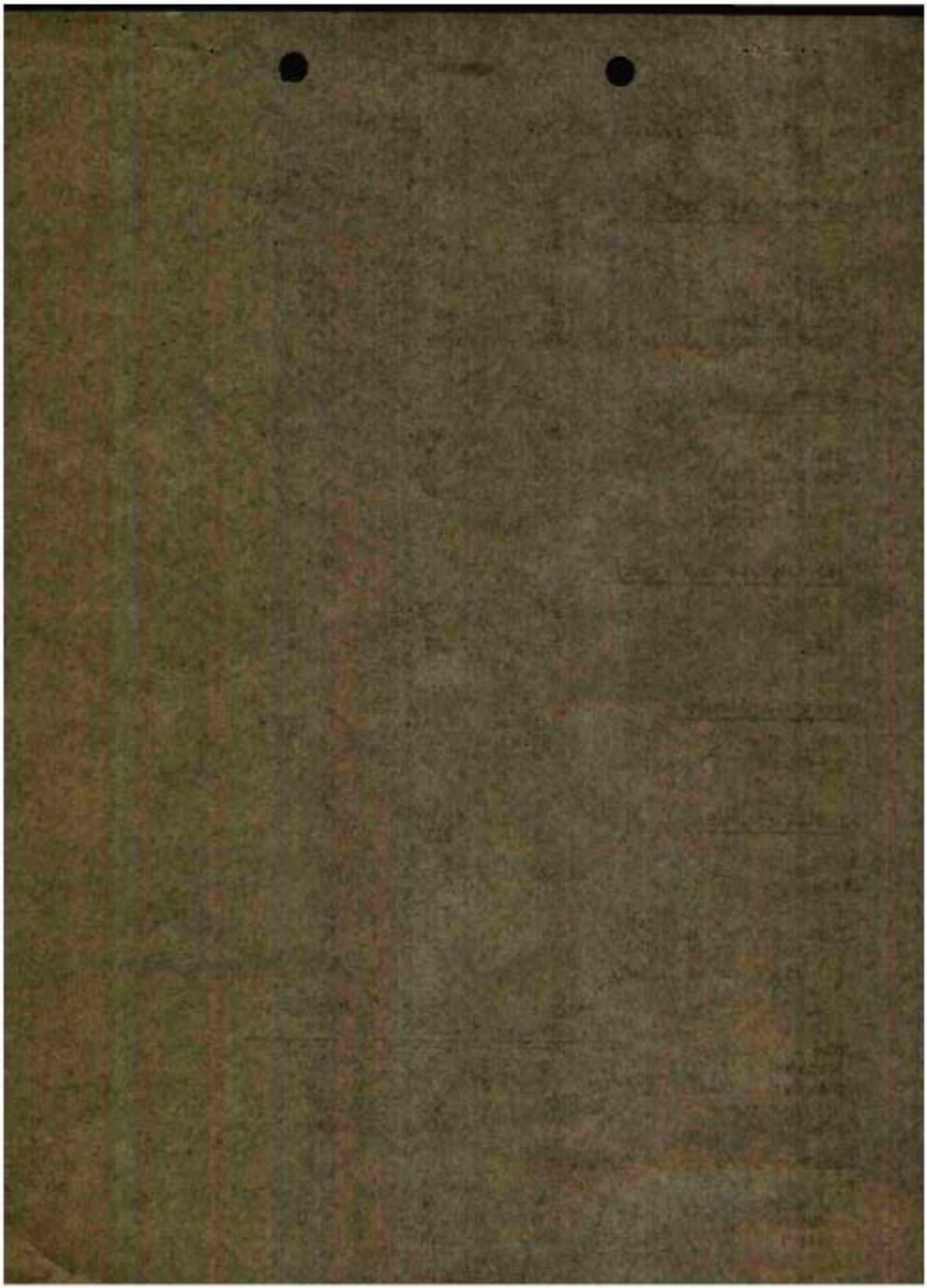
Disorders not due to flying.

Disease	0	0	0	0	0	0
nervous	0	0	0	0	0	0
Others	12	163	23	260	10	109

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Cont'd medical History, 7h2nd Bomb Sq.

Care of Flyers Data:

	JULY		AUGUST		SEPTEMBER	
	NO.	DAYS	NO.	DAYS	NO.	DAYS
Rest leave	25	175	21	108	27	109

Statistical Health Report

D - Disease I - Injury BC - Battle Casualty.

HOSPITAL	D	I	BC	QUARTERS	D	I	BC
July	12	2	7		2	0	0
August	23	1	2		0	0	0
September	22	6	7		0	0	0

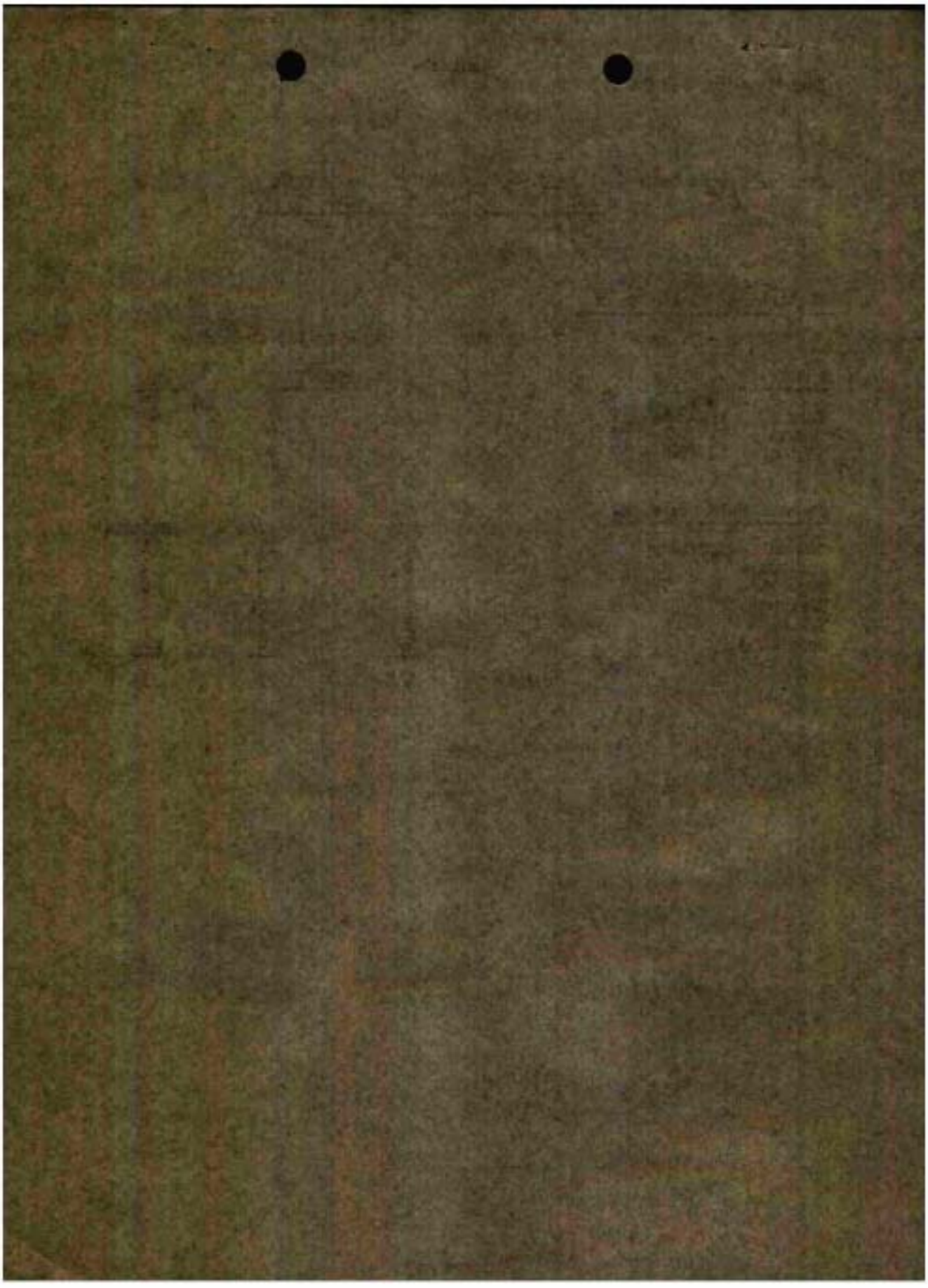
Communicable Diseases.

	July	August	September
Common Respiratory	5	11	1
Influenza	1	0	1
Gonorrhea	2	0	3
Diarrhea	3	5	2
P.U.O.	3	5	3
Hepatitis	0	0	1
totals	14	21	11

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Med. History, 742nd Bomb Sq.

c. STATIONS: The organization has operated during the current period from San GIOVANNI Field, Italy, located eight (8) kilometers southwest of Cerignola, Italy

d. ACTIVITIES: Sanitation has not been a serious problem during this period. Eight (8) of latrine boxes and four houses have been constructed, with a total of thirty two (32) holes, sufficient for 100% of the command. Mess hall inspections have been made frequently and alterations and modifications made. There have been no outstanding administrative changes; reports have been rendered in compliance with existing regulations.

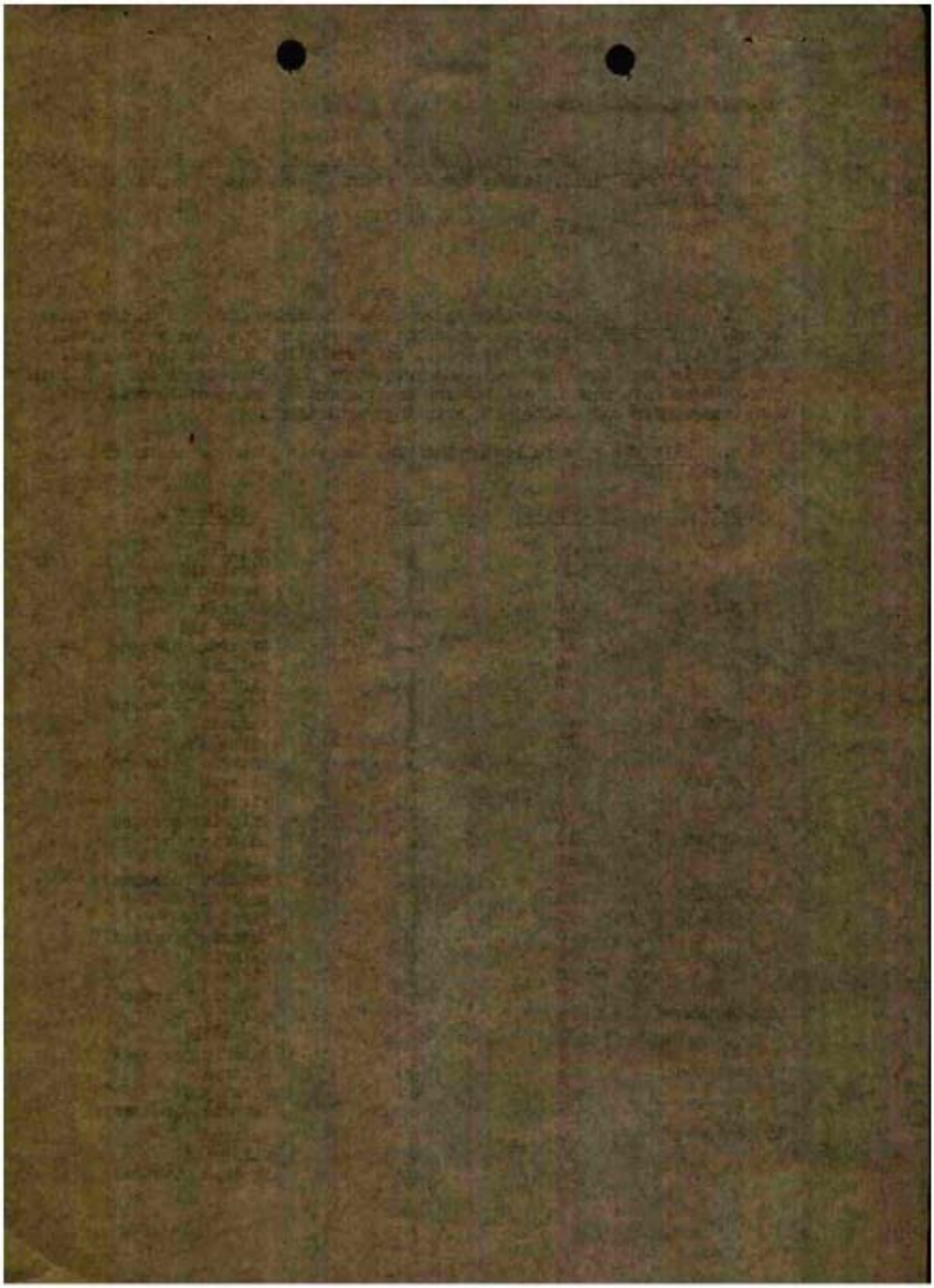
e. TRAINING: The following training has been given to combat crews as listed;

DATE	NO. PRESENT	HOUR	SUBJECT
7 July	20	1	Malaria
	20	1	First Aid
	20	1	Enteric Diseases
14 July	40	1	Malaria
	40	1	First Aid
	40	1	Enteric Diseases
21 July	10	1	Malaria
	10	1	First Aid
	10	1	Enteric Diseases
28 July	20	1	Malaria
	20	1	First Aid
	20	1	Enteric Diseases
4 August	10	1	Malaria
	10	1	First Aid
	10	1	Enteric Diseases
11 August	10	1	Malaria
	10	1	First Aid
	10	1	Enteric Diseases
18 August	20	1	Malaria
	20	1	First Aid
	20	1	Enteric Diseases
25 August	20	1	Malaria
	20	1	First Aid
	20	1	Enteric Diseases
2 September	[illegible]	1	Malaria
	[illegible]	1	First Aid
	[illegible]	1	Enteric Diseases
9 September	[illegible]	1	Malaria
	[illegible]	1	First Aid
	[illegible]	1	Enteric Diseases
15 September	30	1	Malaria
	30	1	First Aid
	30	1	Enteric Diseases

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Med. History, 7h2nd Bomb Sq.

22 September	20		Malaria
	20		First Aid
	20		Enteric Diseases
29 September	20		Malaria
	20		First Aid
	20		Enteric Diseases

All members of the organization were given two (2) hours of instruction on 15 August 1944 on Venereal Disease, Malaria and Sanitation.

ENVIRONMENTAL HISTORY

On 1 September 1944 it appeared as if the unit would remain at San Giovanni Field, Italy for the winter. The winterization program was started early in September. The tents were moved closer together and company streets were formed. The tents were placed in rows and at least twenty (20) feet from each other in accordance with AAFTC instructions to prevent fire hazard. Twenty five (25) fire barrels were placed throughout the area.

Urinals, latrines and soakage pit have been policed and repaired by civilian labor. All latrines are washed daily with soap and water and lime sprinkled into the latrine pit.

Five (5) soakage pits are used alternately to accommodate the large amount of waste water from the mess hall.

The usual Malarial control measures have been carried on through out this period. The following number of cases of Malaria, however have become manifest during this period.

July -1 August-2 September-0

On 1 August 1944 the 7h2nd Medics occupied their new Medical Dispensary, which is located half way between 7h2nd and 7h0th Squadrons. It was constructed jointly by the two squadrons and used the same.

Italian civilian labor was used in the construction. The walls are made of tuffy block, and the floors from tile obtained from bombed out buildings in Foggia.

Much credit must be given to the Medics themselves who did all the planning, and did much of the construction and securing of materials.

It is believed that the Medical service now rendered to the squadron is greatly improved because of the new building with its pleasant, sanitary surroundings.

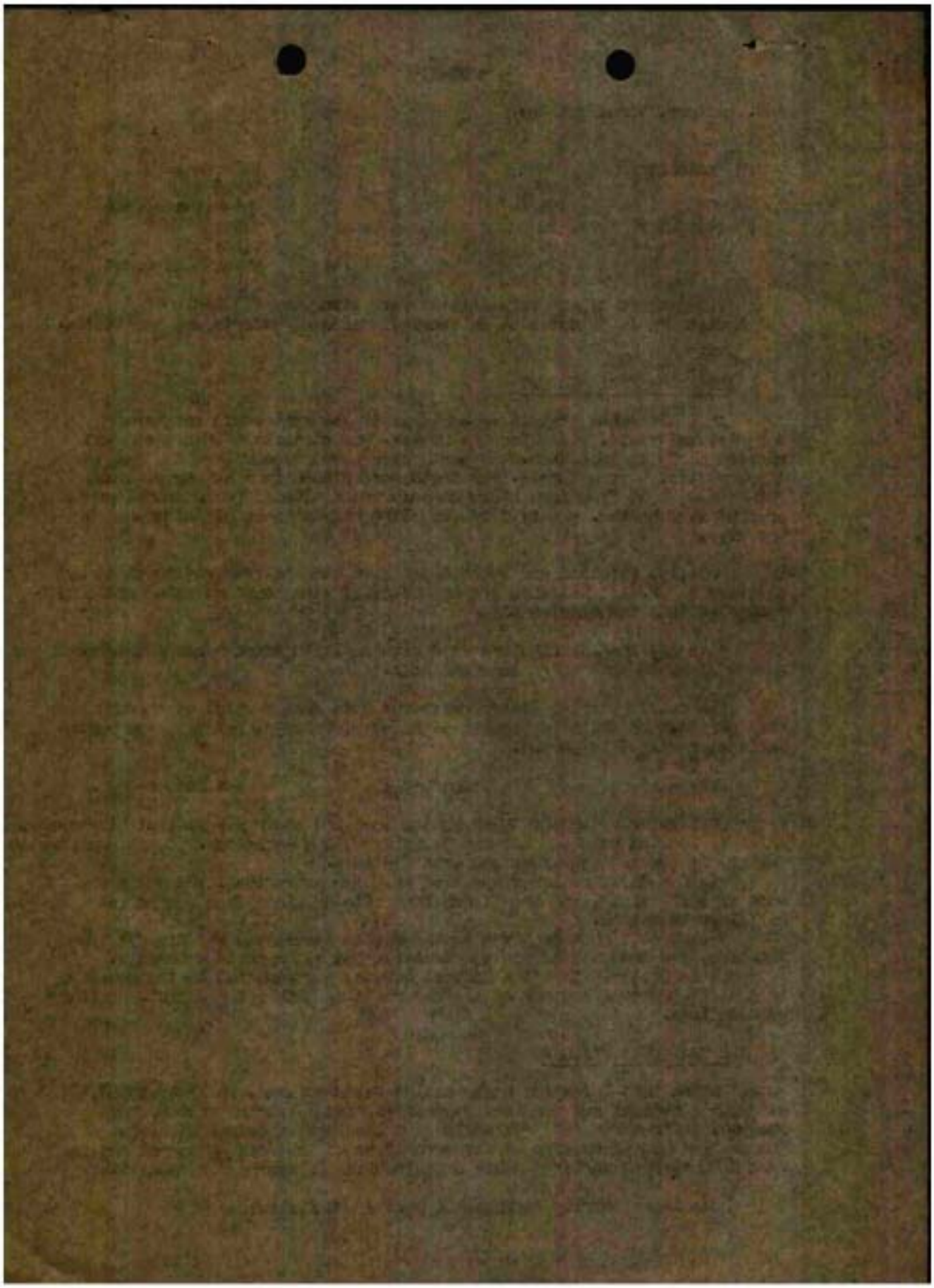
OPERATIONAL HISTORY

a. During this three (3) month period the ambulance, fully equipped, and with a Medical and Surgical Technician, and Ambulance Driver, have attended fifty-three (53) "takeoffs" and landings on combat missions. The Section has taken care of all casualties of Squadron personnel and in several instances assisted other organizations in caring for casualties.

Casualties occuring during this period are listed:

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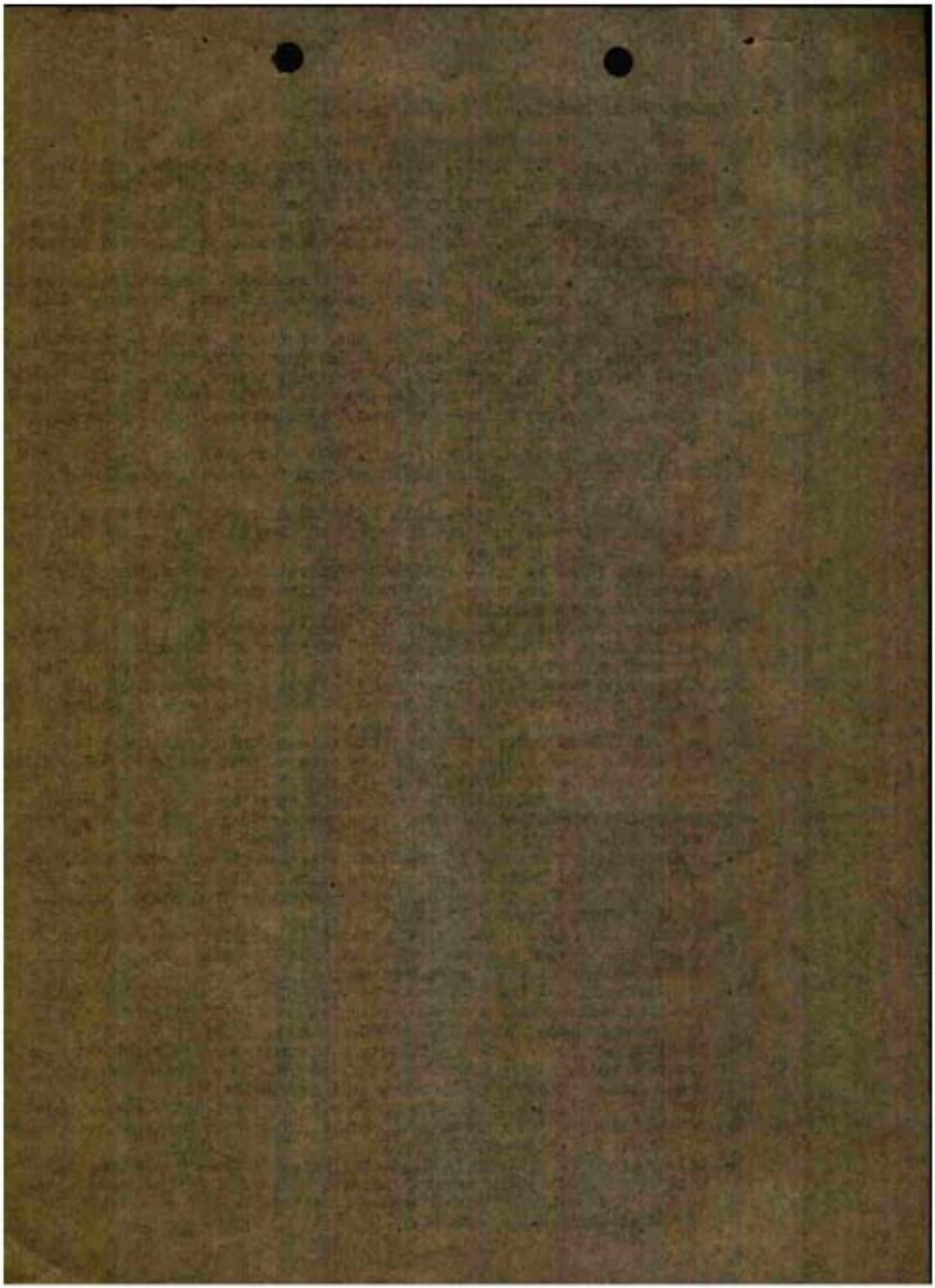
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Med. History, 742nd Bomb Sq.

1. Turner, George A. 1st Lt., Pilot, KIA: Fracture compound, multiple complete depressed, skull, occipital region, incurred on combat mission to Budapest, Hungary at 1017 hours 2 July 1944.
2. Starnes, Dayton M. 2nd Lt., Co-Pilot, WIA: Wound, penetrating 3 inch, left scapular region, incurred on combat mission to Budapest, Hungary at 1017 hours 2 July 1944.
3. Cowan, Lacy L. S/Sgt., (LG), WIA: Wound multiple, penetrating posterior, right thigh, incurred on combat mission to Budapest, Hungary at 1045 hours 2 July 1944.
4. Watson, Thomas A. 1st Lt., Pilot, WIA: Fractures multiple, compound, left hand, severe, flak, left requiring amputation distal 2/3 left hand. Foreign body, traumatic, penetrating, severe, flak, left inguinal region. Foreign body, traumatic, penetrating flak upper 1/3 right thigh hematoma, scrotum, incurred on combat mission to Ploesti, Roumania at 1100 hours 15 July 1944.
5. Stephenson, Willis C. S/Sgt., (WG), WIA: Wound penetrating, mild left middle finger, incurred on combat mission to Ploesti, Roumania at 1100 hours 15 Jult 1944.
6. Tims, Raleigh J. Jr. Sgt., (WG), WIA: Multiple abrasions cornea left, moderately severe, incurred on combat mission to Ploesti, Roumania at 1107 hours 15 July 1944.
7. Marshall, Elmer R. Sgt., (WG), WIA: Laceration forehead, laceration lower lid left eye, wound penetrating right angle nose, severe, penetrating wound dorsal surface wound
8. Housley, Bernard E. Sgt., (RG), WIA: Wound penetrating medial posterior surface right thigh, mid 1/3 possible through and through wounds. Incurred on combat mission over Budapest at 1005 hours, 27 July 1944.
9. Cunningham, Warren T. T/Sgt., (WG), WIA: Wound penetrating leg, right mid 1/3, moderately severe. Incurred on combat mission over Avignon, France at 1307 hours, 13 August 1944.
10. Hill, William H. Cpl., (WG), WIA: Fracture, compound, comminuted tibia and fibula lower 1/3, astragalus left severe. Incurred on combat mission over Avignon, France at 1300 hours, 13 August 1944.
11. Head, Morris W. 2nd Lt., (P), WIA: Wound penetrating sclera, left eye. Incurred on combat mission over Brod, Yugoslavia at 1100 hours, 6 September 1944.
12. Edelstein, Albert N. 2nd Lt. Co-Pilot. WIA: Laceration, base of nose, moderately severe. Contusion, anterior surface right thigh, mild. Incurred on a crash landing at home base while returning from combat mission at 1500 hours, September 13 1944.
13. Jenkins, Odain H. 2nd Lt., (N), WIA: Contusion, middle sternal region. Incurred while making a crash landing at home base while returning from combat mission at 1500 hours, September 13 1944.
14. Siegal, Charles G. 2nd Lt., Bombardier. WIA: Contusion, left side of face. Incurred while making a crash landing at home base while returning from a combat mission at 1500 hours, September 13 1944.
15. Larrick, Richard W. Sgt. WIA: Contusion anterior surface right thigh, mild. Incurred while making a crash landing at home base while returning from a combat mission at 1500 hours, September 13 1944.
16. Toone, John M. Sgt., (WG), WIA: Wound penetrating left malar region, moderately severe. Incurred while on combat mission over Athens, Greece at 1015 hours, September 15, 1944.
17. Crosby, Frank P. Sgt., (RAG), WIA: Contusions, abrasions, middle scapular region, back, moderately severe. Incurred while making a crash landing at home base while returning from a combat mission at 1500 hours, September 13 1944.

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Cont'd Medical History 7[illegible] Bomb Sq.

In the 30[illegible]th Bomb Wing it is now a hard and fast rule that all combat personnel not completing their ordinary combat tour of fifty (50) missions cannot be returned to the zone of interior without appearing before the Medical Disposition Board, 15th Air Force.

The disposition of enlisted men who are far short of the fifty (50) missions required are disposed of by the parent organization. All officers appear before the board.

Of the nine (9) cases, five (5) are officers. There are four (4) cases of anxiety neurosis, four (4) cases with physical defects, and one (1) cases of bends.

Five (5) cases have been ordered to appear before the Medical Disposition Board during this period. The sharp increase in the number of psychiatric cases during this period may be accounted for in several ways. First, the number of operational casualties occuring has increased, this caused a severe strain on the remaining crews who were often required to fly more frequently with less rest between missions. Combat Stress cases were also greatly increased, due to the same factors.

In general, the replacement crews were not as well trained and mentally adjusted to the rigors of combat operational flying.

A report of the number of various diseases and injuries occurring among flying personnel and appearing on the Care of Filer Report follows;

DISEASE or INJURY	NO. OF CASES
Gastro-Enteritis	15
Naso-Pharyngitis	10
Wounds (all types)	16
Influenza (mild)	3
Sinusitis	2
Fever undetermined origin	9
Venereal Disease	5
	60

STATISTICAL HISTORICAL DATA

Gastro-Enteritis	NO. of CASES	RATE
All diseases	[illegible]	[illegible]
Common respiratory	69	57[illegible]
Battle casualties	20	160
Injuries	16	114
Venereal Disease	9	75
Neuropsychiatric	5	52
	1	

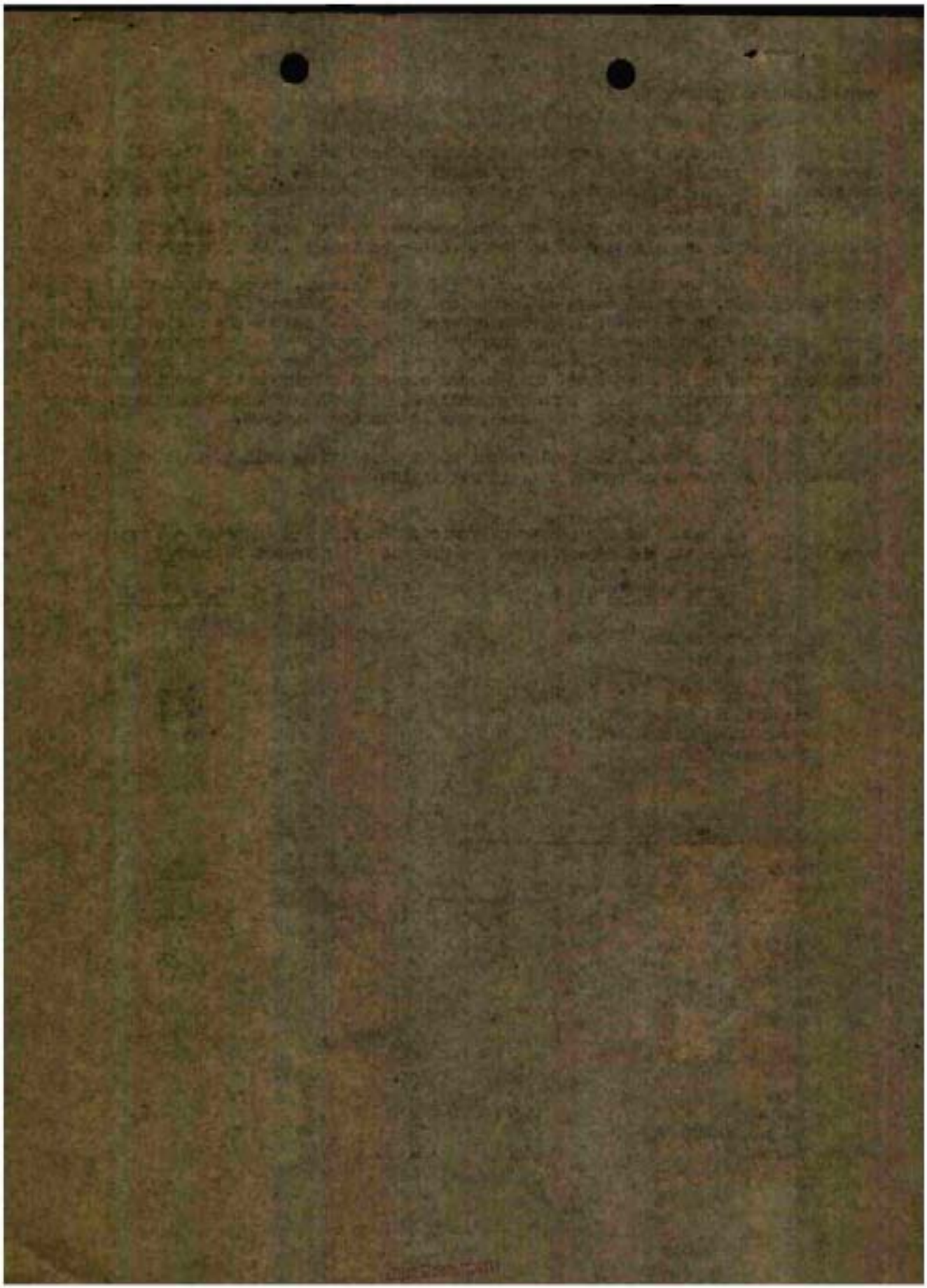
Total patient days

	July	Aug.	Sept.
Hosp.	0	0	0
Quarters	5	0	0
Out patients	70	90	110
Treatment	95	120	130

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Medical History, 7[illegible]2nd Bomb Sq Cont'd.

The following named officers and enlisted men MIA, 15 July 194[illegible] while on a combat mission to Ploesti, Rumania.

Rush, James E.	2nd Lt.	P	0-693619
Brown, William R.	2nd Lt.	CP	0-693250
Kieffer, Raymond L.	F/O	N	T-123766
Dale, Harold B.	2nd Lt.	B	0-703462
Billingfield, Russell B.	S/Sgt.	UG	16122455
Karstens, Ferdinand V.	Sgt.	WG	37561805
Morris, Charles H.	Sgt.	WG	14159103
Vochatzer, Herbert C.	Pfc.	TG	37699[illegible]3
Reninold, Nipolis P.	Pfc.	RG	35527826
Frank, George W. Jr.	S/Sgt.	RAD.	35621115

The following named officers and enlisted men are MIA, 17 July 194[illegible] while on a combat mission over Avignon, France.

Brinage, Richard L.	1st Lt.	P	0-[illegible]252[illegible]
Morris, Herbert E.	F/O	CP	T-[illegible]23[illegible]2
Spier, Joseph (NMI)	2nd Lt.	N	0-700[illegible]7[illegible]
Wicker, John H. Jr.	2nd Lt.	B	0-70[illegible]081
Stinson, Bobby O.	T/Sgt.	RAD.	18216593
Swan, Lacy L.	T/Sgt.	UG	18015890
Blanco, Adolph J.	S/Sgt.	WG	12160937
Green, Harry W.	S/Sgt.	RG	13090[illegible]8
Tarrington, William S.	S/Sgt.	LG	19023709
Laverson, Kenneth V.	S/Sgt.	WG	37659867

The following named officers and enlisted men are MIA, 27 July 194[illegible] while on a combat mission over Budapest, Hungary.

Parish, John W.	2nd Lt.	P	0-69574[illegible]
Baugh, George T.	2nd Lt.	CP	0-767970
Brinly, John J.	2nd Lt.	N	0-726335
Seeflith, August R.	2nd Lt.	B	0-76295[illegible]
Balkovac, James R.	S/Sgt.	RAD.	31127326
Mason, John F. Jr.	S/Sgt.	UNG.	31298022
Harnish, Charles K.	Sgt.	LG	15068792
Postal, Harold M.	Sgt.	RG	16[illegible]8[illegible]61
Linn, Raleigh J. Jr.	Sgt.	WG	691[illegible]263
Bertram, Paul H.	Sgt.	WG	17153759

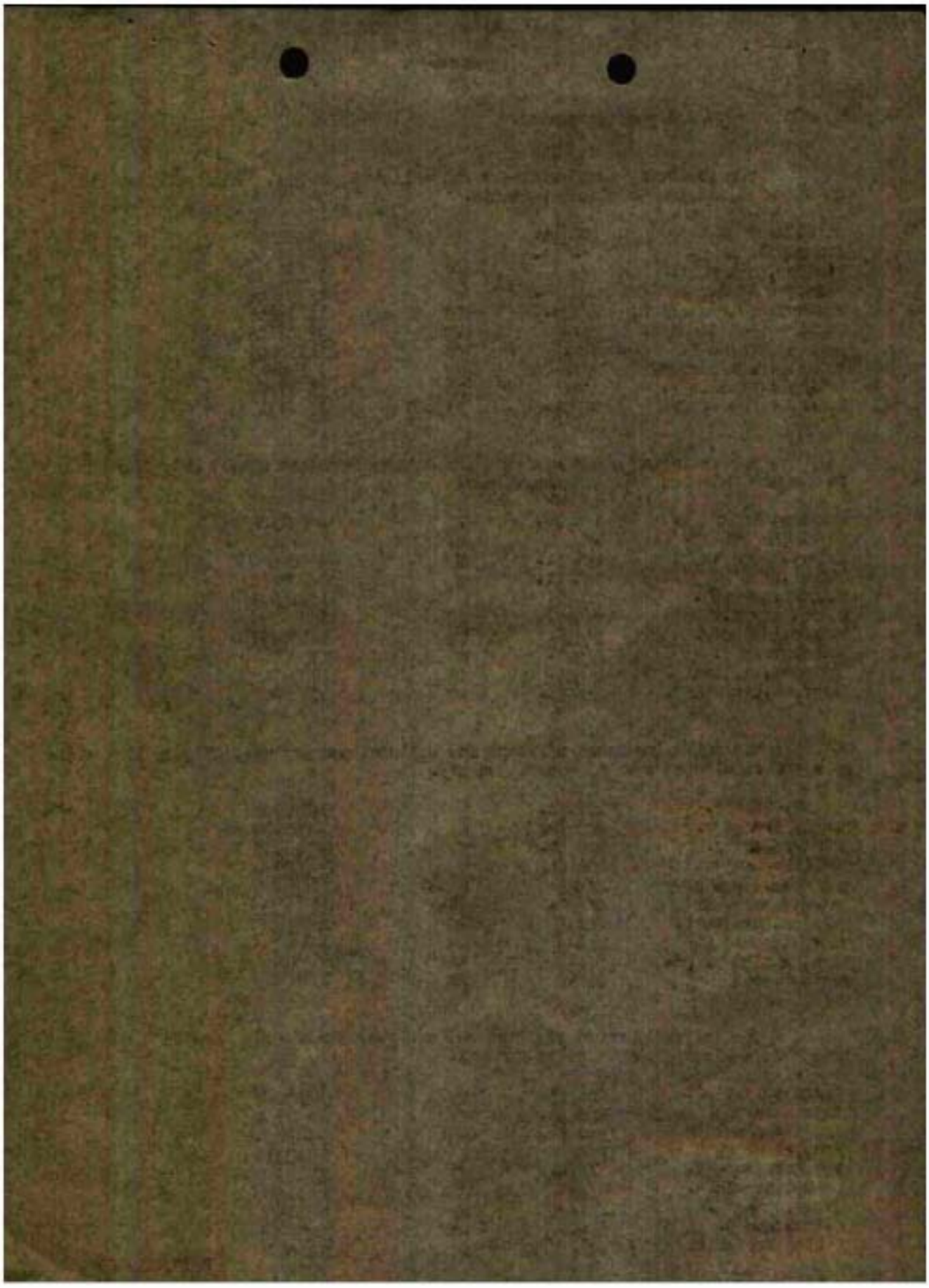
The following named officers and enlisted men are MIA 17 August 194[illegible] while on a combat mission over Ploesti, Rumania.

Mitchell, Paul H.	2nd Lt.	P	0-697623
Sauerwein, William J.	2nd Lt.	CP	0-771809
Leclair, Donald R.	2nd Lt.	N	0-779167
Root, Elihu H.	F/O	B	T-123138
Beasley, Jesse H.	T/Sgt.	UG	17611309
Dolbee, Harold S.	S/Sgt.	RAD	3[illegible]61[illegible]80
Jones, James H.	Sgt.	WG	39332665
Clark, John J.	Sgt.	LG	32736825
Conrad, Frederick (NMI)	Sgt.	WG	15106[illegible]8[illegible]
Perdier, Ralph H. Jr	Sgt.	RG	33515823

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Cont'd Medical History, 782nd Bomb Sq.

The following named officers and enlisted men are MIA August 17,1944 while on a combat mission over Ploesti, Roumania.

Stangl, Louis (NMI)	2nd Lt.	P	0-815583
Leeson, Gerard M.	2nd Lt.	CP	0-821171
Rink, Paul L.	2nd Lt.	N	0-723687
Zobel, Robert E.	2nd Lt.	B	0-704256
Morris, John F.	T/Sgt.	RAD	35307917
Schroyer, Ralph W.	T/Sgt.	UG	33576231
Crager, Dallas W.	S/Sgt.	WG	18231243
Gray, Charles W.	S/Sgt.	WG	19179213
Washburn, John E.	S/Sgt.	LG	16082907
Russell, Donald T.	S/Sgt.	RG	12064599

The following named officers and enlisted men are MIA August 26,1944 while on a combat mission over Bucharest, Rumania.

Kiesalbach, Edwin C.	1st Lt.	P	0-761118
Edwards, John T.	2nd Lt.	CP	0-822651
McCauley, Richard T.	2nd Lt.	B - N	0-701617
Koblitz, David C.	Sgt.	UG	37255047
Tuthill, Bruce W.	S/Sgt.	WG	32800250
Viken, Harold L.	S/Sgt.	WG	37342?4
Stephenson, Willis G.	S/Sgt.	LG	17098088
Rhodes, William M.	S/Sgt.	RG	3[illegible]4861
Petrosini, Edward (NMI)	S/Sgt.	RAD	32662617

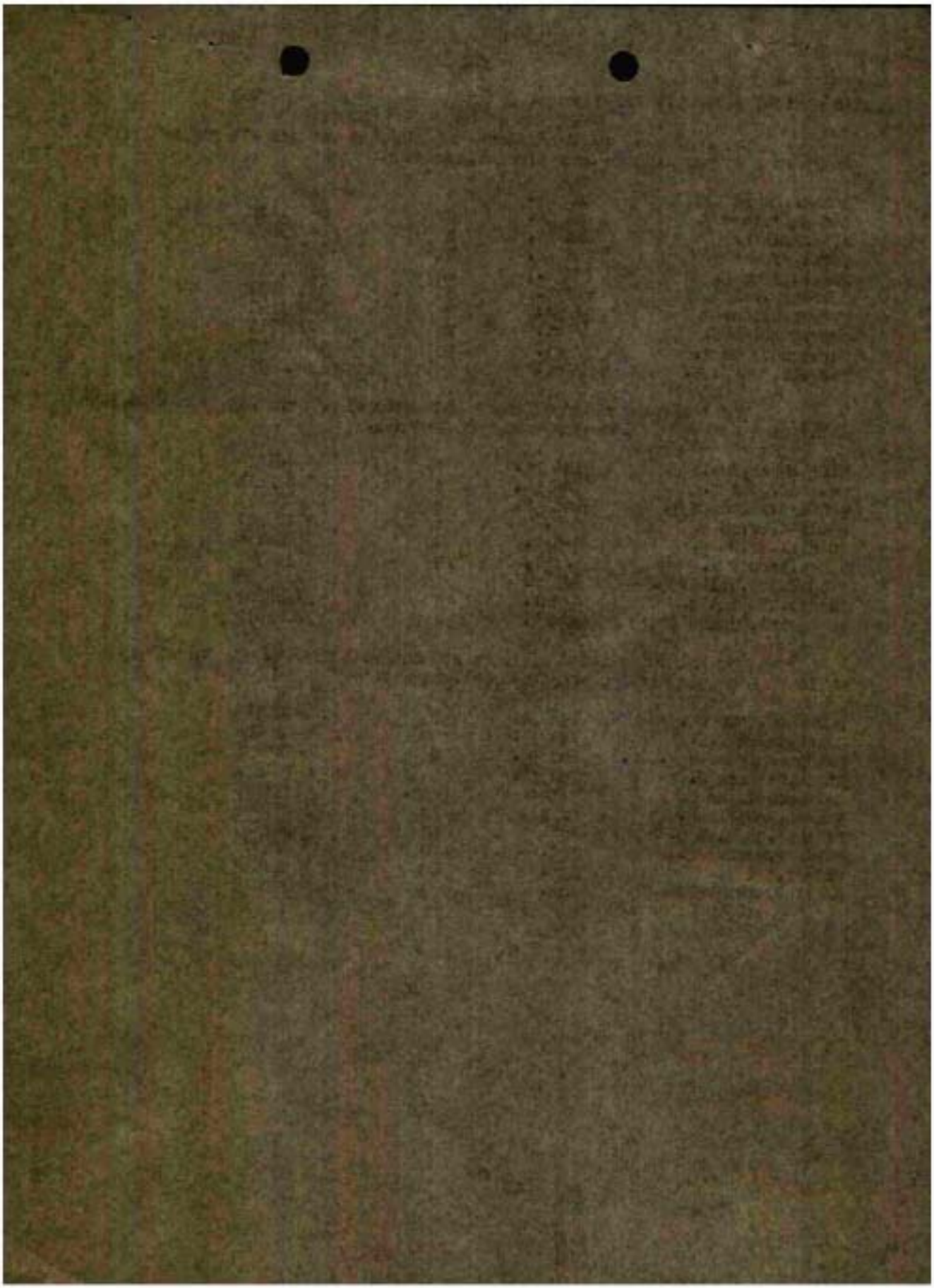
The following named officers and enlisted men are MIA July 27,1944 while on a combat mission over Budapest, Hungary.

Dunekack, Henry R.	1st Lt.	P	0-700856
Owens, Ralph P.	2nd Lt.	CP	0-[illegible]2004
Bridgeman, Harold T. Jr.	2nd Lt.	N	0-718998
Platt, William H.	2nd Lt.	B	0-701602
Calvanese, John R.	S/Sgt.	RAD.	31127875
Seaman, Beverly L.	S/Sgt.	RG	19179[illegible]
Bingham, Charles H.	Sgt.	LG	[illegible]20725
Guidrey, Daniel C.	Sgt.	UG	3[illegible]8139
Lasser, Sam G.	Sgt.	WG	18118532
Collins, Stephen F.	Sgt.	UG	35729473

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Cont'd Medical History, 7[illegible]2nd Bomb Sq.

AVIATION MEDICINE.

A record of the medical cases which required disposition during July, August and September follow:

NAME	DATE	NO. MISSIONS	DISPOSITION BOARD	DIAGNOSIS	DISPOSITION
Steiner, Harry 2nd Lt.	9/27/44	13	NO	Gastric neurosis, anxiety state.	Hospital disposition
Barshov, Emanuel R. 2nd Lt.	8/19/44	1	Yes	High altitude bends.	Transferred, Med. Bombardment.
Starnes, Dayton A. 2nd Lt.	9/15/44	2	Yes	Flak injury	Transferred. Med. Bombardment
Platt, Paul (NMI) 2nd Lt.	8/19/44	22	Yes	Neurosis anxiety, sev.	Perm. grounded.
Spotts, William T. Sgt.	8/19/44	22	Yes	Anxiety neurosis, severe.	Perm. Grounded
Hunt, William C. 2nd Lt.	8/23/44	20	Yes	Neurosis anx- iety, moderately op. flying. severe.	Transferred. No
Wagner, Sewell T. [illegible]	8/15/44	6	No	Physical deficiency.	Perm. Grounded
Hartman, William C. Sgt.	8/15/44	0	No	Hay fever, severe.	Perm. Grounded
Grossman, Cleo S.	8/15/44	16	No	Arthritis, rheumatoid.	Hospital disposition.

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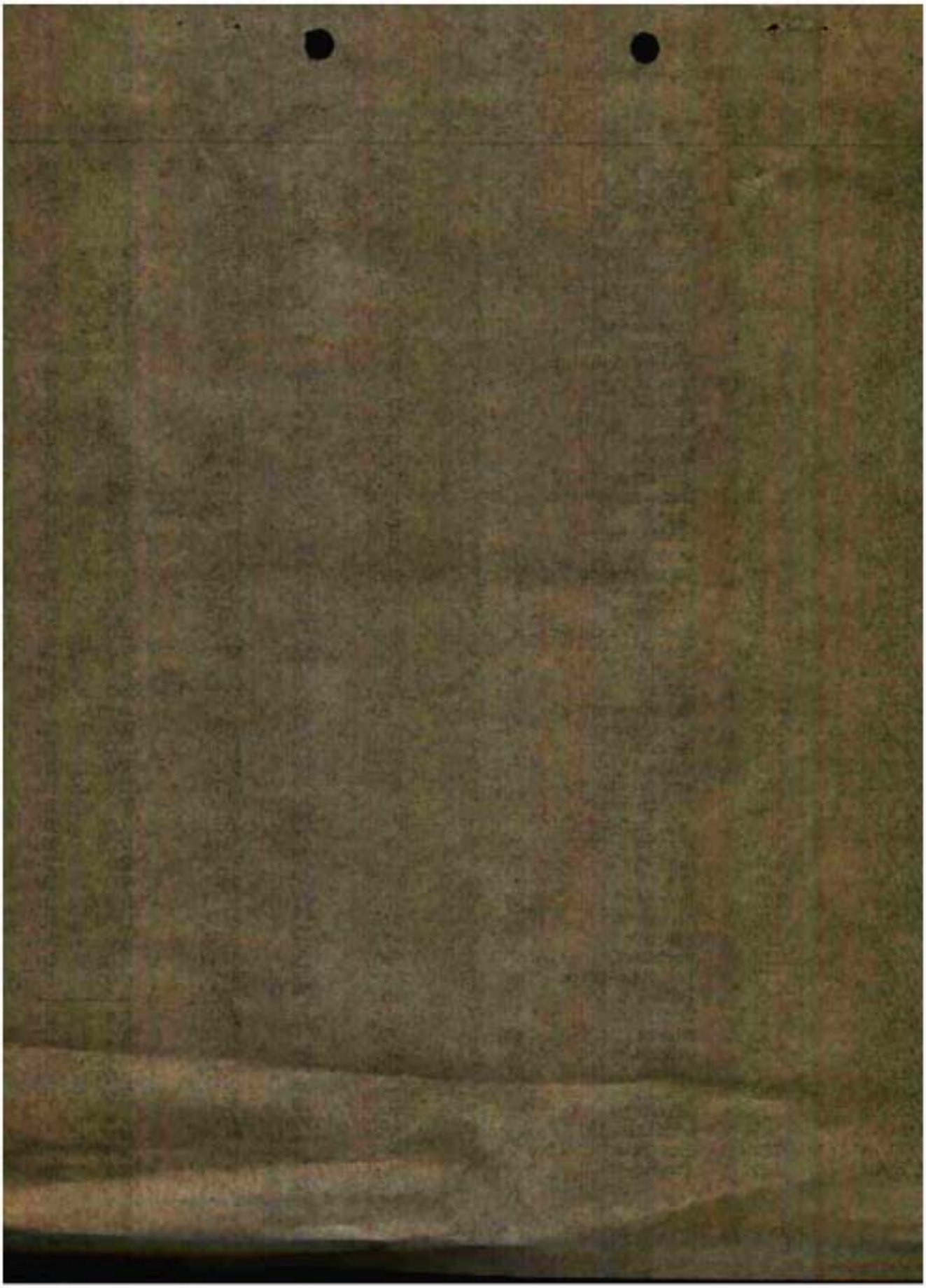
Cont'd Medical History, 742nd Bomb Sq.

Date	Mission No.	Target	Squadron Sorties	Squadron Total	Group Sorties	Group Total	Double Credit	Type of Bomb
7/2/44	71	Budapest	4	635		2522	*	250.300 lb
7/3/44	72	Bucharest	5	640	30	2549	*	500 lb
7/6/44	73	Trieste	7	647	27	2578		500 lb
7/7/44	74	Oderfal	6	654	29	2605	*	500 lb
7/8/44	75	Munchendorf	6	660	27	2635	*	Frags.
7/12/44	76	Miranas	7	667	30	2664		500 GP lb
7/13/44	77	Porto Marghera	7	674	29	2694		500 GP lb
7/15/44	78	Ploesti	9	683	30	2734		500 GP lb
7/16/44	79	Munchendorf	7	690	40	2762		Frags.
7/17/44	80	Avignon	8	698	28	2792		500 GP lb
7/20/44	81	Freidrichshafen	10	708	30	2829	*	500 GP lb
7/21/44	82	Brux	9	717	37	2862	*	1000 lb
7/22/44	83	Ploesti	6	723	33	2891		1000 lb
7/25/44	84	Linz	4	727	29	2919	*	1000 lb
7/27/44	85	Budapest	6	733	27	2947		500 lb
7/28/44	86	Ploesti	7	740	28	2970		500 lb
7/31/44	87	Bucharest	5	745	23	2996		500 RDX lb
8/3/44	88	Freidrichshafen	5	750	26	3023	*	500 GP lb
8/6/44	89	Lyon	7	757	27	3057		500 GP lb
8/7/44	90	Blechhammer	6	763	34	3085	*	500 GP lb
8/10/44	91	Campina	8	771	28	3113		500 GP lb
8/12/44	92	South France	9	780	28	3152		500 GP lb
8/13/44	93	Avignon	9	789	39	3186		500 RDX lb
8/14/44	94	Savona	7	796	34	3216		1000 lb
8/16/44	95	South France	7	803	30	3242		100 GP lb
8/17/44	96	Ploesti	5	808	26	3270		500 RDX lb
8/18/44	97	Campina	6	814	28	3298		500 lb
8/20/44	98	Dubova	8	822	28	3328		500 GP lb
8/21/44	99	Hajduboszorment	7	830	30	3358		Frags.
8/22/44	100	Blechhammer	8	838	30	3388	*	500 GP lb
8/23/44	101	Ferrara	7	845	30	3414		1000 lb
8/24/44	102	Kolin	6	851	26	3442	*	500 RDX lb
8/26/44	103	Bucharest	7	858	28	3472		100 GP lb
8/27/44	104	Blechhammer	6	864	30	3500	*	500 GP lb
8/28/44	105	Orsa, Zambana Bridge	8	873	28	3531		1000 lb
8/29/44	106	Moravska-Ostrava	8	881	31	3561	*	1000 lb
9/1/44	107	Novi-Sad	6	887	30	3591		500 lb
9/2/44	108	Pis	8	895	30	3621		500 lb
9/3/44	109	Sveged	7	902	30	3649		1000 lb
9/4/44	110	Carsarsa	8	910	28	3682		1000 lb
9/5/44	111	Szolnok	7	917	31	3712		1000 lb
9/6/44	112	Novi Sad	7	924	30	3742		1000 lb
9/8/44	113	Belgrade-Brod	7	931	30	3772		1000 lb
9/10/44	114	Abortive	9	940	30	3801		
9/12/44	115	Lechfeld	7	947	29	3826	*	500 RDX lb
9/13/44	116	Oderfal	6	953	25	3856	*	500 RDX lb
9/15/44	117	Athens-Tatoi	6	959	30	3887		Frags.
9/17/44	118	Budapest	6	965	29	3914		1000 lb
9/18/44	119	Csegled	7	972	27	3943		500 RDX lb
9/20/44	120	Malacky	7	979	29	3972	*	Frags.
9/22/44	121	Munichlreim	8	987	29	4002	*	Frags.
9/23/44	122	San Dona Di Piave	8	995	30	4033		1000 lb
9/24/44	123	Athens-Tatoi	8	1003	31	4065		100 lb
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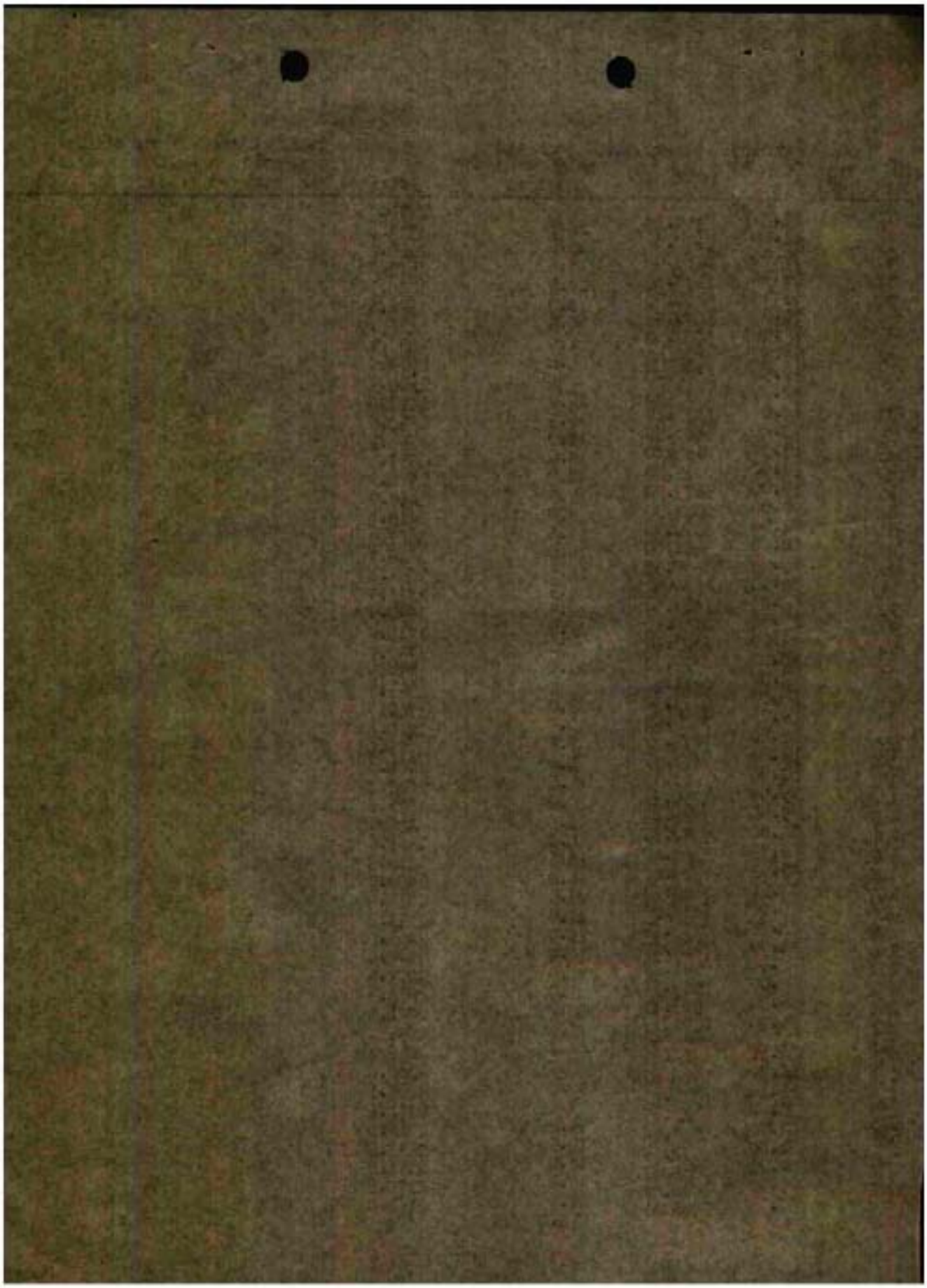
Cont'd Medical History, 74th Bomb Sq.

Mission Number	Bombs Dropped Group	Total	Tonnage dropped Squadron	Total	Enemy aircraft Group claims Destroyed Gr.	Air	Probable Gr.	Air	Damaged Gr.	Air
71				1378.9				3		
72	57.25	5319.18	10.3	1393.9						
73	61.50	5410.68	15.0	1408.9						
74	70.00	5480.68	15.0	1418.9						
75	59.00	5539.68	10.0	1430.9						
76	63.22	5602.90	10.0	1438.4						
77	70.00	5672.90	17.5	1465.9						
78	55.00	5722.90	17.5	1489.9						
79	92.50	5820.40	24.0	1489.9						
80	2.50	5822.90	0	1504.9						
81	72.50	5895.30	15.0	1521.4						
82	82.00	5977.30	16.5	1540.4						
83	89.00	6066.30	18.0	1556.4						1/5
84	83.00	6144.30	16.0	1577.4	16		18			
85	71.00	6215.30	21.0	1594.9						
86	58.00	6273.30	17.5	1603.9						
87	49.00	6322.30	9.0	1615.4						
88	61.50	6389.30	11.5	1627.4						
89	62.50	6451.80	12.0	1646.9						
90	83.50	6535.30	19.5	1661.4						
91	56.50	6588.30	14.5	1673.9						
92	63.00	6649.30	12.5	1698.9						
93	97.50	6746.80	25.0	1718.9						
94	83.50	6829.30	20.0	1739.9						
95	90.00	6919.30	21.0	1739.9						
96	2.00	6921.30	0	1751.9						
97	54.00	6975.30	12.0	1762.7						
98	49.75	7025.05	10.8	1770.2						
99	49.50	7074.55	7.5	1775.0	9				4	
100	48.00	7122.55	4.8	1789.0						
101	61.00	7183.55	14.0	1807.0						
102	75.00	7258.55	18.0	1825.0						
103	65.50	7324.05	18.0	1839.0						
104	53.60	7377.65	14.0	1855.5						
105	66.75	7444.40	16.5	1879.5						
106	81.00	7525.40	24.0	1900.5						
107	77.50	7602.90	21.0	1918.0						
108	70.00	7672.90	17.5	1933.0						
109	74.75	7747.15	15.0	1951.0						
110	43.00	7790.15	18.0	1972.0						
111	84.00	7874.15	21.0	1993.5						
112	89.00	8013.15	21.5	2013.5						
113	88.00	8101.15	20.0	2034.5						
114	90.00	8191.15	21.0	2034						
115	54.50	8245.65		2046						
116	60.00	8305.65	10.5	2066.0	5				1	
117	64.20	8372.85	20.0	2085.1						
118	72.00	8444.85	19.1	2104.1						
119	63.00	8507.85	19.0	2116.6	18					
120	64.80	8572.65	12.5	2132.6	1					
121	62.22	8634.87	16.0	2151.8						
122	90.00	8724.87	19.2	2172.8						
123	57.35	8782.22	21.0	2188.8	4					
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New dispensary,740th and 742nd Squadrons with medical personnel (left rear) Sgt.Clyde Clark,Cpl.Charles E. Henderson,Pfc.Richard F. Kenehan, Sgt.John G. Machofsky.(left front)Pfc.Daniel P. Durkee,Capt.Robert L. Blackmun, Sgt.James O. McNabb,Cpl. Lester J. Kratzer. (right rear) Towns Savage,Pfc. Sgt.Cecil Hagen,S/Sgt.James F. Hembrick,Cpl.Robert C.Harness,Cpl.Autrey O.Burrows (right front) Dionicia Gongora Pfc. Pvt.Joseph S. Ambrogio,Capt.James H. Gorman, Pvt. James M. McKenna.

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New dispensary 7L0th and 7h mi squadrons, front view.

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7th2nd Squadron Medics.(standing,left to right) Sgt.Clyde Clark,Cpl.Charles T. Henderson,Pfc.Richard T. Renehan,Sgt.John C.Machofsky.(front row,left to right) Pfc.Daniel P. Durkee,Capt.Robert L. Blackman,Sgt.James O. Webb,Cpl.Lester J. Fratzer.

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Capt. Robert I. Blackman, 74th Squadron Flight Surgeon.

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Squadron dispensary, interior view, left side shows ear, nose and throat section, Capt. Blackmun, examining patient, Sgt. Clyde Clark. In center is shown the prophylactic station, while on the right, Sgt. Wambrick is shown examining patient on the examining table.

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Squadron dispensary,interior view,showing surgical dressing table on the left and the medical treatment table on the right. In the center, Sgt. Hagen,left and Cpl.Kratzer are applying bandage on patient Pfc.Dongora.

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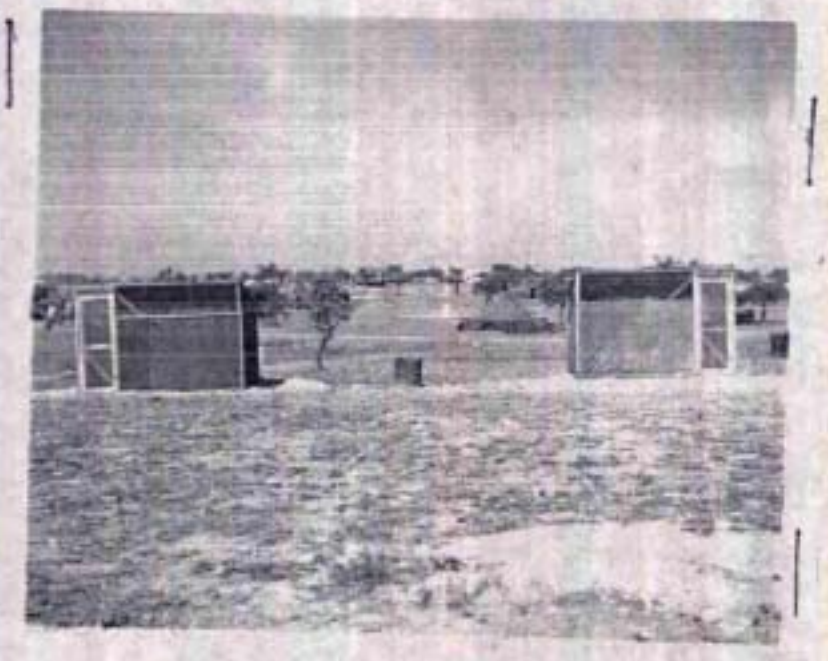


7h2nd Squadron mess area showing mess gear washing lines. To the left can be seen garbage strainers and disposal cans.

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7h2nd Squadron showing two typical latrines, with urinal in center.

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7th Sqdn Mess Hall and Kitchen.

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SQ-BOMB-742-HE
Jun 1944

RETURN TO
HQ USAFHRC
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SD-BOMB-742-HE
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Sq. Boyd- 742 Hist.
USAAF

742ND BOMBARDMENT SQUADRON (H)
APO 520 US Army

RESTRICTED

6 July 1944

SUBJECT: Historical Records

TO : Commanding General, Fifteenth Air Force, APO 520, US Army. Attn: Historian. (THRU: Channels).

1. Unit history of the 742nd Bombardment Squadron (H), 455th Bombardment Group (H), 304th Wing, Fifteenth Air Force for the period of 1 June 1944 to 1 July 1944.

a. The present designation of the unit is 455th Bombardment Group (H).

b. There were no changes in organization.

c. Strength, commissioned and enlisted.
(1) at beginning of period--96 officers and 411 enlisted men.
(2) net increase---0 officers and 0 enlisted men.
(3) net decrease---18 officers and 34 enlisted men.
(4) at end of period--78 officers and 377 enlisted men.

g. (1) 2 June 1944. 10 aircraft with 39 officers and 60 enlisted men participated in the bombing of Miskolc, Hungary. The mission was successful; all aircraft returned; there were no casualties.

(2) 4 June 1944. 11 aircraft with 42 officers and 66 enlisted men participated in the bombing of Genoa, Italy. Mission was successful; all aircraft returned; no casualties.

(3) 6 June 1944. 9 aircraft with 35 officers and 54 enlisted men participated in the bombing of Brasov, Rumania. Mission was successful; all planes returned, there were no casualties.

(4) 7 June 1944. 11 aircraft with 43 officers and 67 enlisted men participated in the bombing of Genoa, Italy. Mission was successful; all planes returned; there were no casualties.

(5) 9 June 1944. 10 aircraft with 38 officers and 63 enlisted men participating in the bombing of Munich, Germany. Mission was successful; all planes returned; there were no casualties.

(6) 10 June 1944. 10 aircraft with 40 officers and 61 enlisted men participated in the bombing of Ferrara, Italy. Mission was successful; all planes returned; there were no casualties.

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(7) 11 June 1944. 10 aircraft with 37 officers and 60 enlisted men participated inthe bombing of Giurgiu, Rumania. Mission was successful; all planes returned there were no casualties.

(8) 13 June 1944. 10 aircraft with 40 officers and 62 enlisted men participated in the bombing of Munich, Germany. Mission was successful; one plane failed to return; 3 officers, 1 flight officer, and 6 enlisted men are missing in action.

(9) 16 June 1944. 10 aircraft with 40 officers and 62 enlisted men participated in the bombing of Vienna, Austria. Mission was successful; all planes returned; there were no casualties.

(10) 22 June 1944. 11 aircraft with 36 officers and 60 enlisted participated in the bombing of Chivasso, Italy. Mission was successful;all planes returned; there were no casualties.

(11) 24 June 1944. 10 aircraft with 36 officers and and 61 enlisted men participated in the bombing of Craiova, Rumania. Mission was successful; all planes returned;.there were no casualties.

(12) 25 June 1944. 11 aircraft with 41 officers and 66 enlisted men participated in the bombing of Arles, France. Mission was successful; all planes returned; there were no casualties.

(13) 26 June 1944. 9 aircraft with 34 officers and 54 enlisted men participated in the bombing of Moosbierbaum, Austria. Mission was successful; 6 planes failed to return; 23 officers and 36 enlisted men are missing in action.

(14) 28 June 1944. 6 aircraft with 22 officers and 36 enlisted men participated in the bombing of Karlovo, Bulgaria. Mission was successful; all planes returned; there were no casualties.

(15) 30 June 1944. 6 aircraft with 23 officers and 36 enlisted men took off to bomb Oderlap, Germany. Mission unsuccessful due to weather; all planes returned; there were no casualties.

h. Major Edwin C. Ambrosen led the squadron on the 13th, 16th and 25th of June.

i. Losses in action.

(1) 13 June 1944--Munich, Germany.
F/O Hugh L. Massey, Jr.--missing
2nd Lt. David R. Hawley--missing
2nd Lt. Rudolph A. Soltys--missing
2nd Lt. Alexander (NMI) Popadines--missing
S/Sgt. John J. Miller--missing
S/Sgt. Robert F. Gordon--missing
Sgt. Joel L. Gilliam--missing
Sgt. Garvin R. Handley--missing
T/Sgt. Chester D. Wantuck--missing
Sgt. William M. Slater--missing

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(2) 26 June 1944-Moosbierbaum, Austria.
1st Lt Samuel A. Archibald--missing
2nd Lt William (NMI) Ungemach, Jr.---missing
2nd Lt Elben B. Ezell--missing
2nd Lt William O. Barnard--missing
T/Sgt Harry (NMI) Seiler--missing
T/Sgt William J. Madzik--missing
S/Sgt Joseph R. Hachey--missing
S/Sgt Joseph A. Abbondondello--missing
S/Sgt Miller D. Todd--missing
S/Sgt Donald R. Teisinger--missing

(3) 26 June 1944-Moosbierbaum, Austria.
2nd Lt William C. Jackson--missing
2nd Lt Robert H. Ahrens--missing
2nd Lt Thomas L. Smith--missing
2nd Lt Samp B. Tolar, Jr--missing
S/Sgt Robert R. Sloper--missing
Sgt Fred E. Beitz--missing
Sgt Sam (NMI) Christanus--missing
Sgt Dominick F. Citino--missing
S/Sgt Samuel S. Rosenberg--missing
Sgt Robert L. Truex--missing

(4) 1st Lt Ralph D. Sensenbrenner--missing
2nd Lt Raider E. Ramstad--missing
2nd Lt Len (NMI) Giovannitti--missing
2nd Lt Bernard F. McGrane--missing
T/Sgt Longin J. Jastrzembowski--missing
T/Sgt Buren M. Nerren--missing
S/Sgt Harry C. Sellars--missing
S/Sgt Edward J. Renner--missing
S/Sgt Rollin M. Scott--missing
S/Sgt Russel W. Plowman--missing

(5) 2nd Lt Jack D. Montgomery--missing
2nd Lt Lewis P. Sims--missing
2nd Lt Louis H. Friedberg--missing
2nd Lt Arthur R. Tilley--missing
Sgt. Myron L. Ovens--missing
S/Sgt William G. McCoin--missing
Sgt Donald R. Michael--missing
Sgt Phillip (NMI) York--missing
Sgt Arthur (NMI) Amborski--missing
Sgt Sidney (NMI) Weiss--missing

(6) 1st Lt James B. Brown--missing
2nd Lt Daniel C. McKee--missing
2nd Lt Julian S. Santina--missing
2nd Lt Sherman W. Ford--missing
T/Sgt Earl M. Shollenberger--missing
T/Sgt George L. Balmer--missing
S/Sgt Martin J. Goldman--missing
S/Sgt James A. Kimsey--missing
S/Sgt Eddy D. Grauwiller--missing
S/Sgt David (NMI) Yee--missing

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(7) 26 June 1944--Moosbierbaum, Austria.
1st Lt Robert A. Montgomery
2nd Lt Edward N. Sabo
2nd Lt David C. Brothers
T/Sgt Edward J. Pritchard
T/Sgt James B. Mason
S/Sgt Joseph M. Sutton
S/Sgt Thomas J. Leithauser
S/Sgt Henry G. Smith
S/Sgt Edward L. Kyle

j. Members who have distinguished themselves

(1) Captain Robert L. Blackmun--saving lives of three injured crew members from burning plane at San Giovanni Field, Italy on 20 April 1944. Awarded the Soldier's Medal.

(2) 1st Lt William A. Beck, Jr.,---brought his crippled aircraft back from a raid on Bucharest, Rumania on April 15 with 1000 flak and bullet holes in it and two wounded crew members aboard. Awarded the Distinguished Flying Cross.

(3) 1st Lt Willis A. Pardoe--piloted his aircraft on an individual bombing run on a vital enemyrailroad and directed his gunners in the destruction of seven (7) enemy aircraft. Awarded the Distinguished Flying Cross.

(4) T/Sgt Walter W. Edge--engineer of Lts Beck ship on the raid at Bucharest. Worked constatly for two hours in 40 below weather to bring the ship back. Awarded the Distinguished Flying Cross.

2. Enclosed is the War Diary of this organization for the period 1 June to 1 July 1944.

For the Commandig Officer;

E. B. Morrison
E. B. MORRISON,
1st Lt., Air Corps
Historian.

OFFICIAL:
William W. Berg
WILLIAM W. BERG,
1st Lt., Air Corps,
Adjutant.

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742ND BOMBARDMENT SQUADRON (H)
Office of the Intelligence Officer
APO 520 US Army

WAR DIARY 6 July 1944

PREPARED BY: S/Sgt. Robert A. Hendry

LOCATION : San Giovanni Hill, Italy.

---

1 June 1944. We started the month of June with a standdown day--for maximum maintenance and training. The inactivity was welcome to our airmen who have just completed eight continous days of operations against the enemy. Many men in the squadron are on pass today after "hitting the ball" for eight days. The change in weather in the last week has been decided enough to warrant mention. The weather has changed from just plain hot to hotter! Most of the personnel are down to a minimum of clothing and the interest in the baseball league shown lately compares favorably with the interest in the major leagues in the States. The rivalry in the league games is keen, but friendly, and each night after 1800 sees a goodly crowd at the game being played. Today's league game was a contest between Operations Pencil Pushers and the Ordnance-Armament Bombers. Operations took the game by a score of 8 to 5; making 13 hits and three errors. The Bombers made 6 hits and errored 3 times. Batteries--Bombers-Chivara, Cybart and Ravitz; Pencil Pushers--Berg, Stendig and Russomanno. The second game of the night was an exhibition between the league leading Engineering A's and the Pilots. Engineering won in a wild game by a score of 10 to 9. The pilots pounded out 12 hits, but their 6 errors kept them in hot water. Engineering made 7 hits and 4 errors. Batteries for the winners were Kroll and Davis while the pilots used Swanner and Barnard. Lt. Barnard, catching for the pilots, received a beautiful "shiner" on a foul tip--almost the highlight of the game. He only recently recovered from a fractured finger--the result of an earlier game.

2 June 1944. We had ten aircraft off today for a raid into Hungary--to be exact, the Miskolc South Marshalling Yards. Our formation was escorted by P-38's. This was one of our longer missions, but no enemy fighters were seen or encountered. At the target, the flak was slight, inaccurate and heavy. Most of the bombs fell approximately 2000 feet east of the target, but at least 6 direct hits were scored on the choke point in the yards. All of our planes reached the target, bombed and returned safely to the base. On the ground the usual garrison duties were performed.

3 June 1944. First Lieutenant William A. Beck, Jr., now missing in action, became the first man in our squadron to receive the Distinguished Flying Cross. The citation came out on 15th Air Force General Orders Number 815. The Lieutenant's heroism was performed on the 15 th of April while on a mission to Rumania. There was no combat

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flying today--we stood down. A practice mission was flown and a new bombing formation practiced. Three ball games were played today. In the first game at 1000, the Engineering "B's" defeated Communications, 11 to 10. The Bees made 11 hits, Communications 10. Errors were too numberous to keep track of. Batteries: Communications--Fragola, Mason and Beck; Bees--McGill, Malisia and Gryzb. The second game at 1800 was a non-league affair between the Engineering A's and the Pilots. The Pilots came out on the short end by a score of 3 to 2. The A's got only two hits while the Pilots were getting 6, but the Pilot's 6 errors as against the A's two was the difference. Batteries were: Engineering: Malisia and Davis, Perkins; Pilots--Swanner and Barnard, Kaminsky. The third game of the day was atussle between 2 unbeaten teams--Operations "Pencil Pushers" and Engineering "A's". Engineering won this important league game with 6 runs, 9 hits and three errors. Operations got 3 runs on 5 hits and committed 4 errors. Batteries: Operations--Berg, Stendig and Russomanno; A's--Kroll and Davis. Umpires were Ramstad and Kaminsky.

4 June 1944. Plan Able was the target on today's raid. Escort was provided by P-38's and P-51's. Our squadron had eleven ships in the air on this one. On reaching the target, it was found to be completely overcast, and the bombs were dropped on the secondary--Genoa West Marshalling Yards in Northern Italy. All of our planes reached the target and dropped their bombs--no enemy aircraft were seen or encountered and the flak was slight, inaccurate and heavy. Results were good-the north choke points received a concentration of hits and tracks and rolling stock was damaged. All planes returned safely to base. With the completion of today's mission, S/Sgt Wallace A. Livingston became the first man in the squadron to complete 50 sorties. Most of his missions have been flown as a member of Lt. Brown's crew. Upon completing today he was grounded. Lt. Archibald and several members of his crew left today for Capri Rest Camp. Besides Lt. Archibald, the following men left: Lts Ezell, Barnard and James B. Brown plus T/Sgt. Madzik, T/Sgt Seiler and S/Sgts Hachey and Abbondondello. Of course the news today that was the highlight was the capture of Rome by the Fifth Army. Everyone in camp is enthused and thrilled by the splendid progress made by the hard fighting ground troops at the front. Tonight at 1900, many men in the squadron attended a French variety show held in front of the "Castle" at group. A band played American and French music and three "madamoiselles" performed. The highlight of the show was a girl who sang "I love you" (in French) for the group commander, Colonel Cool.

5 June 1944. Today's mission was cancelled and a practice mission flown instead. The weather at the target was bad. The new Intelligence setup will be much more convenient and the walls will be suitable for maps of the various battlefronts. A large 1:500,000 map of Europe is up on one of the walls, and great interest is being shown in our particular zone of operations. Lts Gosline, Berg and McGlasson left for Rest Camp today--somewhere in the mountains. Tonight at dusk, we received a new combat crew in our squadron. The personnel is as follows: Lts Sims, Friedberg and Tilley, F/O Morris plus S/Sgt

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McCoin and Sgts Michael, Ovens, Amborski, Weiss and Sgt York (not Alvin York). The new crew moved into the large "circus" tent. Since S-2 has moved from their former office, a tent, it has been turned over to combat men for additional living quarters. Lt. Riddel and three other officers have moved in.

6 June 1944. The big day "Invasion of the Allies on the French Coast". Needless to day, this was a day of great excitement and news and rumors were spreading throughout camp of the operations. A radio was set up in the enlisted men's messhall and the news broadcast took the "play" away from swing music, for a change! We had ten ships off today to hit the Marshalling Yards at Brasov, Rumania. The flak was moderate, fairly accurate, and heavy in the target area. Nine ME-109's made passes at the formation but were not very aggressive. We made no claims. All our aircraft bombed and returned home safely. Smoke prevented full observation of results but one strings of bombs was observed to hit the west choke point in the Marshalling Yards. The wind and dust in the camp area is something fierce today. We had a large number of packages arrive today. Mail has been so poor lately that the big mail call at 1830 received a rousing cheer from the men.

7 ~~June~~ 1944. Still windy and still dusty! The target today was in northern Italy and our squadron supplied eleven ships. Lt. J. Montgomery was an early return but received mission credit. Lt. Ramstad flew his initial mission as a first pilot today. Ten of our ships reached the primary target only to find it 10/10 overcast, so a target of opportunity, the Voltri shipyards were hit. The target was cloud obscured making observation of results impossible. All of our aircraft arrived home safely at our base. Upon completion of today's mission, 1st Lt John Kaminsky, pilot, is out to 49 sorties--the most of any officer in the squadron. Twelve groundmen left today for San Spirito Rest Camp. They were: S/Sgt. Neubel and Lynch, Sgts Coughlin, McFadden, Morgan, Temple, Cpls Nevels, and Pfcs Tackitt, Rudizanis, Osburn, Nellis, and Pvt Posten, Capt Gunnell and Lts Morrison, Hennigh, and Flight Surgeon Blackmun were busy today repitching their tent. Previously, they were located in a corner of the area near the fork in the roads, and received about twice as much dust as any tent in the area. Captain Blackmun, Flight Surgeon, today revealed plans for a dispensary building to be located midway between our squadron and that of the 740th. The new building, when completed, will be jointly occupied by the medical sections of the two squadrons. The championship game of the warm-up league was played tonight when the Engineering Gunners defeated the A's 12 to 5. Both teams made 6 errors, but the Gunners got 7 hits while the A's were collecting only four. Batteries were: A's--Kroll and Davis; Gunners--Reese and Renner. It was announced today that the official league will start on June 9th and the schedule has been announced.

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8 June 1944. The mission scheduled for today was cancelled after briefing, because of bad weather at the target. In the afternoon a local practice mission was flown. Lt McGlasson was promoted to First Lieutenant today. The usual garrison duties were performed in a high wind and the dust that goes with it.

9 June 1944. We had ten ships off today on a raid into "virgin territory" for our squadron. All of our ships reached the primary target in the Munich area only to find it overcast. The secondary target of the Munich East Marshalling Yards was attacked. "Mickey", the pathfinder ship was inoperative--that is, the equipment itself was not working. As a result, the bombing was accomplished on ETA. Intense, fairly accurate, and heavy flak was encountered at the target--at Udine, the flak was moderate, inaccurate, and heavy. On the way to the target, two singled engined enemy aircraft picked up our formation in the Udine area and followed for about 5 minutes. All aircraft returned safely to the base and there were no personnel casualties. P-38's and P-51's provided escort. It is believed that a concentration of bombs fell in builtup and open areas 7000 yards north of the target. Hits were scored on the railroad line between railway repair shops and the Isar River bridge, possibly cutting tracks. For the most part, poor visibility prevented accurate observation of results. Returning combat men were enthusiastic about the beauty of the Alps. This was our first mission to southern Germany. At 1300 today, Major Horton and First Sgt Henry conducted an inspection of the tents in the area. Tonight, the enlisted men's bar in the dayroom was open for business--99% of the drinks served were wine--for obvious reasons. For "chow" this evening, we had fresh potatoes (Italian variety) for the first time since arriving in Italy. On today's mission, Lt McKee checked out as a pilot with Lt W. A. Brown's crew. Lt Brown is at rest camp for a few days. Good news was received today regarding one of our crew members who has been listed as missing in action since the Bucharest raid of April 21st. Word has been received that 2nd Lt Vilas R. Yttri, co-pilot of Lt Merriwether Jones' crew, is a prisoner of war in Rumania. It is felt that since the co-pilot got out of the plane safely, that the other crew members had an excellent chance of making it safely to the ground. Out of 40 men missing in action since we have been in operations, seven have been accounted for--five have returned safely and two are definitely known to be prisoners.

10 June 1944. Our planes were off early this morning to hit one of the Italian targets, Ferrara aircrome in northern Italy received the attention of our combat men. The bomb load today was "frags"-for a liberal sprinkling of the airdrome area. Lt Kelly and his crew was an early return--this left ten planes, who all continued to the target. P-51's provided the escort. No enemy aircraft were encountered and the flak was moderate, fairly accurate, and heavy. The main concentration of bombs fell to the north of the airdrome and hits were scored on railroad sidings and a locomotive depot. One strings of frags carried from the center of the airdrome to the northwest corner, but unfortunately smoke from previous group bombings obscured any possible hits that may have been made on parked aircraft. All aircraft returned safely to the home base. In a practice ball game held tonight at 1800, Operations defeated the

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Pilots, 6 to 3. The "Pencil Pushers" jumped on Lt Sensenbrenner's pitching for 6 runs in the first inning and coasted to victory behind Sgt "Izzy" Stendig's steady hurling. The result of the inspection of tents in the area by Major Horton, executive officer, were satisfactory. A few tents in the area were dirty, but on the whole, the area was clean. Tomorrow, the 15th Air Force Surgeon-General is scheduled to inspect our area and personnel this evening are busy putting their tents and living quarters in "tip-top shape."

11 June 1944. Today Lts Morrison and Watson went to Villagi Mancuso Rest Camp, located in the mountains on the toe of Italy. Lt Gosline, operations officer, flew the Lts to the camp in a B-24. This was Lt Morrison's initial flight in a B-24! Work is progressing on the combined mail room and PX building. The floor of brick is about one third finished and the framework for the roof is almost half done. This building is an addition to the end of the Intelligence building. Major Ambrosen's living quarters are nearly finished. Stone walls have been constructed to a height of about 5 feet with windows and a doorway--a tile floor has been laid. The regular 6 man tent will be pitched over the walls, resulting in a very "sharp" set-up. We supplied ten planes today for a raid on the quay sidings at Giurgiu, Rumania. Escort was provided by P-38's. All of our ships reached the target and bombed. The flak was moderate, fairly accurate, and heavy. Lt Nash lost an engine over the target from flak and was forced to straggle behind the formation. His aircraft was attacked by ME-109's--S/Sgt Frawley, tail gunner, destroyed one of the enemy planes which closed to within 50 yards. Although Lt Nash's ship, No. 200, was riddled with about 250 holes from flak and cannon fire, he brought the ship and crew safely back. All other ships returned safely to the base--there were no casualties. With todays mission, our squadron passed the 1200 ton mark--(bombs dropped). Late this afternoon, a practice mission was flown using some of the personnel who were not on the day's mission.

12 June 1944. There was a stand-down on flying today. A local practice mission was flown this afternoon at 1330. This afternoon we had our first rain in a long while--it is hoped that it will settle the dust a little around the area. Things around camp are very quiet today--many men are off to town on pass. The activities around camp in the evening might be of interest. The mighty movies held each night in the "wine-cellar" at group, are well patronized. Two shows are held each night--one at 1800 and one at 2000, providing the day's mission does not return late. To enjoy these shows, a little patience must be exercised. Often the sound is so soft that the picture turns into a silent one. Then frequent breakdowns in the projector plus the inability of the "put-put" to furnish enough power, results in the "cinema-lovers" seeing the shows in pieces. Perhaps there is no single factor in the area that has done as much to build morale as the movies. The second chief source of amusement

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in camp once the day's work is done, are the ball games held almost nightly on the diamond northwest of the orderly room. A friendly rivalry exists among the various teams. The games draw a large number of spectators.

13 June 1944. Good news was received by the squadron today. Word has been received that three additional men, all enlisted, of Lt Jones' crew, missing on the Bucharest raid of April 21st are prisoners of the Germans in Rumania. They are: S/Sgts William H. Blanchard, Kenneth Griffith, and Francis M. Woolridge. This makes a total of four men accounted for from this crew as 2nd Lt Vilas R. Yttri, co-pilot, is a prisoner also. We had ten ships off today for a raid to Munich, in southern Germany. Our commanding officer, Major Edwin C. Ambrosen, led the 455th Group on today's mission, and did a magnificent job. The target was the Bayerische Motorenwerke- our squadron was in the first combat wing--Lt Strode, our squadron bombardier, was the lead bombardier today. Escort was provided by P-38's and P-51's. All of the squadron's ships reached the target and dropped their 1000 pound bombs. The flak at the target was intense, accurate and heavy. Both barrage and tracking type flak was encountered. A number of enemy fighters were encountered. Twenty-five to thirty ME-109's were seen in the Maniago-Udine area and 15 to 20 of them made aggressive attacks on our formation--30 attacks were made in the short space of 5 minutes. In the target area, about 50 enemy aircraft were seen and about 30 of them attacked, although not as aggressively as those of the Udine area. We lost a crew on today's mission--eight members of this crew were on their second mission. The other two members of the crew, Lt David R. Hawley and T/Sgt. Chester P. Wantuck were from the originial crews in the squadron. The new personnel missing in action are as follows: F/O Hugh L. Massey, Jr., 2nd Lts. Rudolph A. Soltys and Alexander (NMI) Popadines plus S/Sgts John J Miller and Robert F. Gordon and Sgts Joel L. Gillian, Garvin R. Handley and William M. Slater. The missing plane was last seen at 1019 over the target. When it disappeared is unknown. There were no witnesses and its fate is unknown. All other planes returned safely and there were no injuries. The results were good--large concentrations of bombs fell on the target area. Hits were scored on all types of buildings and the target was given a thorough "going-over". A local practice mission was flown this afternoon. On the ground, the usual, routine garrison dutieswere performed.

14 June 1944. There was a stand-down on combat flying today. However at 1530 a practice mission was flown. T/Sgt Walter Day, ordinance NCO is in Bari on DS for one day. Possibly the biggest news of the day in the squadron, is that at evening "chow" we had chocolate ice cream! This is the first ice cream that has been served in the squadron messhall. In the morning at about 1000, the British "ack-ack" crews stationed around San Giovanni Field "opened up"- practice. Everyone in camp was out to see the show, and spot the bursts of "flak". A number of officers and enlisted men are off to the various beaches, today for a little swimming.

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15 June 1944. A mission was scheduled for today but it was cancelled because of poor visibility at the target. The usual practice mission was flown in the afternoon. The "putt-putt" which supplies electricity for the officers' club, mess hall, and the office buildings caught on fire last night and is inoperative at the present time. The "putt-putt" from the tent area will replace the one that burned up. Candles, Italian lamps, etc. are once again in vogue by the officers and enlisted men in their tents. This afternoon at 1430 and again at 1900, an all-Italian variety show was presented at group headquarters. American music was played by the Italian orchestra--it is noted that being played with an Italian accent it leaves something to be desired. The juggler and the Italian signorina, who sang American songs were well received. Besides these entertainers, three Italian girls danced--at times, very risque which seemed to be appreciated by the G. I.'s. The news of the B-29 Super-Fortress raid on Japan was wildly received by the squadron. Nothing except the invasion of France, has caused so much speculation, interest and wishful thinking in this squadron as this raid. The personnel are hungry for more details of this raid to supplement the bare War Department communique received here. The news was greeted with loud cheering when it was announced at the second show in the group wine cellar. Many rumors are afloat as aresult of the order to all enlisted men to turn in their winter uniforms. So far these rumors have just about covered every move that the squadron could possibly make. The wildest rumor so far, so wild as to be almost laughable, saysthat we will be paid in American money this coming pay day!

16 June 1944. We had ten ships off today for a raid on Vienna, Austria--the Moya Schwechat Oil refinery. Escort was provided by P-38's and P-51's. All of our aircraft reached the target and dropped their bombs. Around 40 ME-109's, ME-110's and FW-190's were seen in the Lake Balaton area--one ME-109 attack, but the P-51's shot him down. Almost without exception, our combat men agree that the flak encountered today, was the roughest yet. The flak was intense, accurate and heavy--thick enough to walk on. All of our planes returned safely to San Giovanni Field--there were no injuries. Results were disappointing only 2% of the bombs dropped fell within 2000 feet. In all fairness, however, it mustbe said that a smoke obscured area prevented accurate observation--clouds also obscured vision of the target area. Second Lieutenant McWard, first pilot, moved to first lieutenant today and appeared with a new shiny silver bar. Tonight both the enlisted men in their dayroom and the officers at their club had free "cokes" and beer--neither lasted very long!

17 June 1944. A mission was scheduled for today, but it was cancelled while the planes were being preflighted. This is a quiet day--unusual only because of a thunderstorm we had in the afternoon with hard showers which soon subsided. The usual garrison duties were performed. The most well known dog in the squadron had to be destroyed today. "Demo", short for Demolition, was Lt Guido's pet and at one time or the other, he had made the rounds of almost every tent in the area. "Demo" was originally bought from an Arab in North Africa by Lt Guido, when the dog was only a few months old. "Demo"

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arrived at San Giovanni with the combat crews on February 1st, and soon grew to a dog of immense size. He is so well known that his loss is felt by all members of the squadron.

18 June 1944. Stand-down on combat flying today--the usual practice mission was flown. Captain Smith, the group chaplain, is ill and the usual Sunday Protestant church services in the briefing room were cancelled. Whenever there is no combat flying, the camp is very dull. Second Lieutenants Daeschner and Boldt moved to First Lieutenant today. At 1800, a squadron meeting was called in front of the Orderly Room and Major Ambrosen, squadron commander, and Major Horton, Executive Officer, spoke. It seems as if several high ranking officers of command will visit the group and squadron and also do some inspecting.After the meeting broke up, the men were divided into teams and the camp area was thoroughly policed, and the slit trenches which for so long have needed a cleaning, were straightened up in case we should have to coocupy them. Everyone is busy tonight getting their tents spic and span. The camp is so clean it looks like a basic training camp. According to rumor, the visitors will arrive in a C-54 with a P-38 escort. All believe that either General Arnold or General Marshall or both will inspect us tomorrow. S/Sgt Moffatt W. Canter, Jr. died in Naples hospital tonight--he was the NCO in charge of the 742nd Photo Section. Lts Gidden, Brimage, and Watt and Sgt Palombo left for Capri for a seven day leave. Captain Blackmun, squadron flight surgeon, was awarded the Soldier's Medal by Colonel Cool at a group ceremony this afternoon.

19 June 1944. No combat flying today. We had three "dry runs" for the inspection today. Two of them were conducted by Colonel Cool, group commander, and Lt-Col John, group executive officer. The other was given by Major Horton of our squadron. All inspections went off well. Around noon we were told that our distinguished visitors would not inspect or visit our field. The members of the squadron were keenly disappointed.

20 June 1944. Mission cancelled--practice mission--a dull day. A large number of packages arrived in the mail tonight and there was a long mail call at about 1800. The new mail room and PX building is completed and once a partition and shelves are built, will be ready for occupancy. Cpl Le Fevre, besides his work in the Orderly Room handles the mail job and in a highly efficient manner. The baseball league, which will run until the 6th of July, now stands:

	Won	Lost		Won	Lost
Taxidrivers	4	0	Gunners	2	2
Bees	3	1	Toggiers	1	3
Bombers	3	1	Pencil-Pushers	1	4
A's	3	1	Dit-Dahs	0	5

Nothing is as popular here in camp as these league ball games.

21 June 1944. Mission cancelled--today marks our fourth day that we have had no combat flying. However, the usual practice mission was flown today. No mail arrived today to the keen disappointment of all. However, censorship rules in the squadron were relaxed somewhat to-

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day and we may now write that Rome has fallen and that France has been invaded by the Allies. Also we may mention towns by name, which are not within a 25 mile radius of our field. Lt Ravitz, ordnance officer, was seriously injured in an automobile wreck near Foggia tonight. No other details are known at present. A presentation of Air Medals was made at group this afternoon.

22 June 1944. We had eleven ships off on a raid today, led by our Operations officer, Lt Richard A Gosline. The target was the Motor Transport Repair Depot at Chivasso in northern Italy. All of our ships reached the target and dropped their bombs--no enemy aircraft or flak was seen or encountered. Results were not only highly successful--they were spectacular! This is perhaps our best job during our entire combat operations. Within 1000 feet of the target we had 57% and 84% of the bombs dropped and plotted respectively. Of the bombs dropped, we had 67% within 2000 feet and 100% of the bombs plotted were within 2000 feet. An excellent concentration of bombs completely blanketed the assigned target area and the main workshops and motor transports parked in the area received numerous hits and severe damage. The wing report states that excellent bombing was done by our group--glowering praise from them! All of our planes returned safely to the home base.

23 June 1944. The target today was the Chitila Station Yards and Rail Junction at Bucharest, Rumania. However 10/10 visibility over Yugoslavia while enroute forced all of our aircraft to return to base. All returned safely from this abortive mission. Today is PX day in the squadron and a few words about this are of interest. The cigarette ration for the week is one carton--however, all the officers and enlisted men are paying for a carton but only taking 8 packages. The extra packages are being sent to the Yugoslav Partisians, who are greatly admired for their stand against the enemy. S/Sgt Paknik, of Lt Knight's crew, has been entertaining in the enlisted men's messhall the last few days--he plays a guitar and sings requests--and well too!

24 June 1944. Our squadron had ten ships in the air for today's raid on the Railway Repair Depot at Craiova Refinery. Escort was provided by P-38's and P-51's. No enemy fighters were encountered and there was no flak at the target. All of our planes reached the target and bombed. Results were difficult to determine because a previous group had smoked up the target. In places were the target is visible, photos show our bombs in the target area. All aircraft returned safely to the base. On the ground routine garrison duties were performed. The mail department is now operating in their new office--next to Intelligence. The new office makes far better handling of the mail than was possible formerly in the mail tent. Cpl LeFevre is our mail clerk. Lt. H. O. Nelson and his crew returned from Capri Rest Camp today.

25 June 1944. Eleven of the squadron's ships were dispatched today on a long raid into southern France. The target was a bridge over the Rhone River at Arles, France. Major Ambrosen, our commanding officer, led the 455th group today. All of our ships reached the target and bombed. Flak at the target was slight, fairly accurate

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and heavy. Three ME-109's and 3 JU-88's were observed--one JU-88 made one unaggressive pass at the formation--no damage resulted and we made no claims. All planes returned safely. Results were good-43% of the bombs fell within 1000 feet and 85% within 2000 feet. One direct hit with a 1000 pounder was made on the west end and some direct hits and several near misses on the east end. Several Fortresses were observed in the target area making individual runs--with a heavy escort. Our escort today consisted of P-51's. The following personnel of Lt Keil's crew left for Capri Rest Camp today: Lts Keil, Crum, Leach and Pickerill plus T/Sgts Dote and Agnew, S/Sgts Medel and Oleyash.

25 June 1944. We suffered the hardest blow on a raid today, that this squadron has ever experienced. Six combat crews are lost--59 officers and enlisted men. Several were on their 50th mission and 21 were scheduled to go home soon. Many of our originial crews went down. We had ten ships scheculed for a raid on a synthetic oil refinery at Moosbierbaum, Austria--about 20 miles northwest of Vienna. Lt Watson did not get off the ground while Lts Taylor and Nelson were prior returns. Of the seven remaining ships which reached the target, only Lt Kelly and his crew returned safely. Escort was provided by P-38's and P-51's. Enemy aircraft were encountered at Bratislava at 0920. A group of ME-210's, ME-110's and JU-88's came up to meet the formation--the enemy aircraft succeeded in separating the escorts from the bomber formations. Then 50to60 twin engined aircraft made aggressive attacks from head on, diving to within 50 yards--then diving through the formation. Some of the enemy twin-engined planes stayed out of range and lobbed rockets at our formation--all were firing 20 millimeter ammunition. These attacks lasted until the I.P. was reached. Our planes were in F box, with Lts Kelley and Jackson in D-Box, second section, and our planes bore the brunt of the enemy attacks. In the target area and after bombs away about 60 ME-109's and FW-190's attacked out of the sun. They dove into the formation and pressed their attacks aggressively to 30 yards! One enemy fighter crashed into a bomber--both ships going down. Attacks were made singly, in pairs and threes from all around the clock. As usual, flak was encountered--intense, accurate and heavy. Very little definite information is available about any of our crews who went down. The following personnel are lost: Lts Robert A. Montgomery, Edward N. Sabo and David C. Brothers plus T/Sgts Edward J. Pritchard and James B. Mason and S/Sgts Joseph M. Sutton, Thomas J. Leithauser, Henry C. Smith, Edward L. Kyle and S/Sgt Francis M. Moore, photographer of the 743rd Squadron. No information on this crew except that they were lost in the target area as were all of our six ships. Lt James B. Brown was last seen in the target area with his engines smoking. His crew included: Lts Daniel C. McKee, Julian S. Santina and Sherman W. Ford, T/Sgts Earl M. Shollenberger and George L. Balmer, S/Sgts Martin J. Goldman, James A. Kimsey, Eddy D. Grauwiller and David (NMI) Yee. No definite information is available on Lt. Jack D. Montgomery's crew which included: Lts Lewis P. Sims and Louis H. Friedberg, S/Sgt William G. McCoin and Sgts Myron L. Ovens, Donald R. Michael, Phillip (NMI) York, Arthur (NMI) Amborski and Sidney (NMI) Weiss. No definite information is available as to the fate of Lt Ralph D. Sensenbrenner and his crew which

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included: Lts Raider E. Ramstad, Len (NMI) Giovannitti, Bernard F. McGrane plus T/Sgts Longin J. Jastrzembowski and Buren M. Nerren, S/Sgts Harry C. Sellars, Edward J. Renner, Rollin M. Scott and Russel W. Plowman. No news of Lt William C. Jackson and his crew which included: Lts Robert H. Ahrens, Thomas L. Smith and Samp B. Tolar, Jr., plus S/Sgts Robert R. Sloper and Samuel S. Rosenberg, Sgts Fred E. Beitz, Sam (NMI) Christamus, Dominick F. Citino, Robert L. Truex. Some information is available on Lt Samuel A. Archibald and his crew. They were last seen in the target area with fire behind #2 engine. They went down gently-straight and level-then feathered #2 and went into a circle. One witness reported 6 chutes from this plane-another, five. Besides Lt Archibald the crew included Lts William (NMI) Ungemach, Jr., Elben B. Ezell and William O. Barnard plus T/Sgts Harry (NMI) Seiler and William J. Madzik, S/Sgts Joseph R. Hachey, Joseph A. Abbondondello, Miller D. Todd and Donald R. Teisinger. Lt Henry Kelly, assistant operations officer, did a remarkable feat in bringing his ship and crew home--our only crew to return. His crew gallantly fought swarms of enemy aircraft--the following claims were made: Cpl Anthony C. Brodeur, nose turret gunner, claims 2 FW-190's destroyed; Sgt Howard (NMI) Blumberg, right waist gunner, claims oneFW-190 destroyed; Cpl James R. Thomas, tail gunner claims one FW-190 destroyed and Sgt Chester R. Pratt, left waist gunner, claims one FW-190 destroyed. Lt Kelley's ship was savagely attacked--the enemy fighters coming as close as 30 yards. It is felt certain that our six lost ships accounted for a number of Nazi fighters before they were downed. Today's disastrous raid was a blow to morale in the squadron--so many of our originial combat men were lost. We only have 9 planes after today's raid and by juggling men six complete crews are all we can put in the air. However, this evening, we received a new crew and another ship, number 325, named "Chiggiebofumbie", which means "Son of a B----" in Indian. The personnel of the new crew is as follows: 2nd Lts James R. Bush, Dayton A. Starnes and Harold B. Dale, F/O Raymond L. Kieffer, S/Sgts George W. Frank and Russell D. Eddingfield and Sgts Hipolis P. Kosinski, F. V. Karstens, Charles H. Morris and Pvt Herbert C Vochatzer. The following enlisted ground personnel left for a 5 day furlough at San Spirito Rest Camp: Sgts Beck, Yates, Dorigan, Mackessy and E. N. Miller; Cpls Rein, Nugent, Lanham, Daugherty, T. A. Ross and Pfcs Ou I. Chong and J. H. Robinson. The commanding officer announced today that the following named flying officers have been promoted to the grade of First Lieutenant: Aaron Ariff, on DS in the States, Thomas A. Bell, also home as the result of combat injuries, David C. Brothers, MIA today, James A. Cowden, Harry L. Crotzer, Jay S. Gaenzle, William J. Gross, Robert S. Hespeller, John Kaminsky, Robert K. Knox, DS in the states, and Thomas A. Watson. Stone was unloaded today for an addition to the enlisted men's dayroom which, at present, is far too small to be adequate for the enlisted men's needs. Plans are to double the present size of the dayroom.

27 June 1944 A mission was scheduled for today, but it was cancelled. Our squadron had six ships ready for the raid, an excellent record considering our losses of yesterday. However, the mission was cancelled. We received two new ships today. This was a quiet day--getting ready for the next mission.

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28 June 1944. Combat mission today--all of our crews and ships returned safely. Official word was received today that Lt Edward L. Horstman, navigator on Lt Sampson's crew, lost on the raid at Monfalcone on April 20th, is a German prisoner of war. Also, Lt Victor M. Boffa, bombardier of Lt Jones's crews lost on the Bucharest raid of April 21st, is a prisoner of war. Word has been anxiously awaited in the squadron--the news of Lt Horstman is the first of that crew, that has been received so far. We put six ships up today led by Lt Gosline, Operations officer. Lt Watt checked out as a first pilot with Lt Bunt co-piloting. All of our planes reached the target and bombed. The target was the barracks and stores at Karlovo airdrome in Bulgaria. No flak was encountered at the target but 15 ME-109's and 5 FW-190's were observed in the target area flying below the formation--the enemy fighters made no attacks. Smoke from previous bombings made observation difficult but bomb bursts on both sides of the target area indicated that the target was well covered. All ships returned safely to the base--there were no injuries. Today's mission was only about 10 miles short of being a double sortie--keen disappointment among those on the mission. Cpl Brodeur has been officially credited with 2 FW-190's destroyed on the Moosbierbaum raid. The corporal was nose gunner on Lt Kelley's crew--his 2 destroyed enemy aircraft makes him tied for high man in the squadron in this department. Three members of Lt Pardoe's crew have two apiece--on the Steyr raid of April 2nd. Cpl Thomas, top turret gunner of Lt Kelley's crew on the same raid, has been credited with one FW-190 destroyed. Sgt Kenneth D. Lacey, from Kansas, combat gunner, will represent our squadron at the Foggia Rodeo on the fourth of July. The sergeant is an experienced "broncho-buster". Lt Gorecki, pilot, and Lt Powell, navigator, both of whom have completed 50 sorties have been placed on DS at the Majectic Hotel, Rome for 3 days. The new mail room is rapidly taking shape--Cpl Drummond, squadron carpenter, has done an excellent job under the direction of Lt Morrison, squadron censorship officer. Cpl LeFevre, mail clerk, is busy with the orderly room staff preparing battle casualty reports--in his absence, Sgt Mallo is handling the mail. The orderly room staff is working night and day on the casualty reports--a huge task. At evening "chow", we had the best meal that we have had, so far, in Italy. We had plenty of fried chicken, fresh potatoes, and ice cream. Almost all the men had, at least, 3 helpings of ice cream and several enlisted men are suspected of having anywhere from 5 to 8 helpings! To top this off, 4 cans of American beer will be rationed to each man this week. The real American beer is probably as big a morale booster as this squadron has had. Our squadron was assigned two additional airplanes today--number 350 and 355.

29 June 1944. Today was a stand-down--maximum training and maintenance. The weather the last couple of days has been blistering hot--many of the men are going swimming when their duties and tasks are finished. Lt Willis J Pardoe, now in the States, after successfully evading the enemy, when his ship was shot down on the Steyr raid of April 2nd, has been awarded the Distinguished Flying Cross. This afternoon at 1430 and again at 1930, Italian Unit Number 5 put on a show at group headquarters which most everyone attended. The

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15-year old Italian girl, who sang, was the sensation of the show and of all the shows to date, she has been the outstanding performer--if the applause of the "G. I.'s" is a true measure of popularity. The magician and the acrobats were well received. These shows are a very good morale booster and the men thoroughly enjoy them--it is hoped that they will appear here more frequently. Twelve of our combat men, who were grounded after completing 50 sorties, are scheduled to leave for the states in a day or so. The PX is now operating next to the mail room--it was moved from the tent, where it has operated since its infancy, to the new location yesterday.

30 June 1944. We had 6 ships off on a mission today--just about our present maximum strength for a combat mission. The target was primary target plan A--in the vicinity of Lake Balaton a lowering 10/10 overcast forced our formation to returnto base--with their bombs. There was no enemy resistance met and all ships returned safely. The men on the mission received single sortie credit. Today being the last of the month, the usual pay formation was held in a high wind with "multo" dust. This was a disastrous month for our squadron as we lost 7 ships and 69 officers and men--1 ship at Munich and 6 at Moosbierbaum.

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SQ-BOMB-742-HI
1 MAY '44

742ND BOMBARDMENT SQUADRON (H)
APO 520 US Army

3 June 1944

SUBJECT: Historical Records

TO : Commanding General, Fifteenth Air Force, APO 520, US Army. ATTN: Historian (THRU: Channels).

1. Unit history of the 742nd Bombardment Squadron (H), 455th Bombardment Group (H), 304th Wing, Fifteenth Air Force for the period of 1 May 1944 to 1 June 1944.

a. The present designation of the unit is 455th Bombardment Group (H).

b. Changes in Organization:
(1) Second Lieutenant Walter E. Brown, O-688303, (9300) became Assistant Intelligence Officer, 20 May 1944 per 742nd Squadron SO #20.

c. Strength, commissioned and enlisted.
(1) at beginning of period--82 officers, 388 enlisted men.
(2) Net increase--6 officers, 23 enlisted men.
(3) Net decrease--0 Officers, 0 enlisted men.
(4) At end of period--96 officers, 411 enlisted men.

g. (1) 2 May 1944. 10 aircraft with 41 officers and 61 enlisted men took off to bomb a primary target. Due to weather, bombs were not dropped. Mission was unsuccessful. All aircraft returned; there were no casualties.

(2) 5 May 1944. 9 aircraft with 36 officers and 54 enlisted men participated in the bombing of Ploesti, Rumania. The mission was successful; all aircraft returned; there were no casualties.

(3) 6 May 1944. 10 aircraft with 40 officers and 62 enlisted men participated in the bombing of Campina, Rumania. Mission was successful; one plane failed to return; four officers and six enlisted men are missing in action.

(4) 7 May 1944. 9 aircraft with 35 officers and and 54 enlisted men participated in the bombing of Bucharest, Rumania. The mission was successful; all aircraft returned and there were no casualties.

(5) 10 May 1944. 9 aircraft with 36 officers and 56 enlisted men participated in the bombing of Wiener Neustadt, Austria. The mission was successful; all aircraft returned; one officer was wounded in action.

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(6) 12 May 1944. 10 aircraft with 40 officers and 61 enlisted men participated in the bombing of La Spezia, Italy. The mission was successful; all aircraft returned; there were no casualties.

(7) 13 May 1944. 4 aircraft with 15 officers and 26 enlisted men participated in the bombing of Bologna, Italy. The other six aircraft scheduled to fly could not take off due to a blocked runway. The mission was successful; all aircraft returned; there were no casualties.

(8) 14 May 1944. 10 aircraft with 38 officers and 61 enlisted men participated in the bombing of Piacenza, Italy. The mission was successful; all aircraft returned; there were no casualties.

(9) 18 May 1944. 10 aircraft with 40 officers and 60 enlisted men participated in the bombing of Ploesti, Rumania. The mission was successful; all aircraft returned; there were no casualties.

(10) 19 May 1944. 9 aircraft with 36 officers and 53 enlisted men participated in the bombing of Genoa, Italy. The mission was successful; all aircraft returned; there were no casualties.

(11) 22 May 1944. 9 aircraft with 36 officers and 54 enlisted men participated in the bombing of La Spezia, Italy. The mission was successful; all aircraft returned; there were no casualties.

(12) 23 May 1944. 10 aircraft with 36 officers and 60 enlisted men participated in the bombing of Nemi, Italy. The mission was unsuccessful due to weather; all aircraft returned; there were no casualties.

(13) 24 May 1944. 10 aircraft with 38 officers and 60 enlisted men participated in the bombing of Vienna, Austria. The mission was successful; all aircraft returned; there were no casualties.

(14) 25 May 1944. 11 aircraft with 42 officers and 68 enlisted men participated in the bombing of Piacenza, Italy. The mission was successful; all aircraft returned; there were no casualties.

(15) 26 May 1944. 9 aircraft with 31 officers and 54 enlisted men participated in the bombing of Grenoble, France. The mission was successful; all aircraft returned; there were no casualties.

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(16) 27 May 1944. 11 aircraft with 43 officers and 66 enlisted men participated in the bombing of Montpellier, France. The mission was successful; all aircraft returned; there were no casualties.

(17) 28 May 1944. 9 aircraft with 34 officers and 56 enlisted men participated in the bombing of Genoa, Italy. The mission was successful; all aircraft returned; there were no casualties.

(18) 29 May 1944. (a). 0650--10 aircraft with 39 officers and 68 enlisted men participated in the bombing of Bos Krupa, Yugoslavia. The mission was successful; all aircraft returned; there were no casualties. (b). 1350---11 aircraft with 42 officers and 66 enlisted men participated in the bombing of Banja Luka, Yugoslavia. The mission was successful; all aircraft returned; there were no casualties.

(19) 30 May 1944. 9 aircraft with 35 officers and 55 enlisted men participated in the bombing of Steyr, Austria. The mission was successful; all aircraft returned; there were no casualties.

(20) 31 May 1944. 9 aircraft with 33 officers and 55 enlisted men participated in the bombing of Ploesti, Rumania. The mission was successful; all planes returned; there were no casualties.

h. Major Edwin C. Ambrosen, squadron commander, led the organization on the raids of 2, 12, 28 and 31 May 1944.

i. Losses in action.
(1) 6 May 1944-Campina, Rumania.
1st Lt William A. Beck, Jr.--missing
2nd Lt Joseph M. Bunata--missing
2nd Lt Matthew J. Dowling--missing
2nd Lt Joseph S. Thomas--missing
T/Sgt Gerald B. Carswell--missing
T/Sgt Martin J. Sefcik---missing
S/Sgt John J Crummey--missing
S/Sgt James W. Shelton--missing
S/Sgt Henry W. Kraus---missing
S/Sgt Harry W. Duval--missing

2. Enclosed is the War Diary of this organization for the period 1 May to 1 June 1944.

For the Commanding Officer:

E. B. Morrison

E. B. MORRISON,
1st Lt., Air Corps,
Squadron Historian

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Incl. 1 - War Diary.

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OFFICIAL:

Robert E. Horton

ROBERT E. HORTON,
Major, Air Corps,
Executive Officer.

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742nd BOMBARDMENT SQUADRON (H)
Office of the Intelligence Officer
APO 520 US Army

WAR DIARY 6 June 1944.

PREPARED BY: Lt E.B. Morrison

LOCATION : San Giovanni Hill, Italy.

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1 May 1944. We started the month off with a cancelled mission-one was scheduled but was "scrubbed" after briefing because of bad weather. It's still cold as far as the weather is concerned. The usual garrison duties were performed and the day is very routine. The addition to the Officer's Club is going up rapidly and the building is almost ready for a roof. Tonight we received another new crew and a ship for the Squadron. The personnel of the new combat crew is as follows: Lts Thomas, Ramstad, Glenn W. Nelson, and Swanner plus Cpl Lacey, S/Sgt James R. Thomas, Spl William F. Pelkey, S/Sgt Brodeur, Sgt Pratt, and Sgt Blumberg. We now have 18 crews and 16 planes in our Squadron. Today, Lt Sensenbrenner and his crew left for Capri Rest Camp. Besides Lt Sensenbrenner, the following members of his crew left: Lts Powell, William Jackson, and Mc Crane plus T/Sgts Nerren and Jastrzembowski, and S/Sgts Renner, Ryan, Sellars, Plowman, and Scott. Their leave came out on 455th Group SO #79.

2 May 1944. Ten of our planes got off today on a combat mission. The weather was bad enroute and our ships were recalled. All of our planes returned safely to the base and brought their bomb loads back. Lt Col Cool, 455th Group Commander, led today's formation. The weather has turned hot again and it is very welcome after the recent bitter cold spell. The usual garrison duties were performed and the day was extremely routine except for a large amount of mail that was received today. The censors can look forward with dubious enjoyment when today's mail is all answered. Much credit must be given to the men who work on the line keeping our bombers in shape to fly. Our ground personnel staff has diminished since we arrived in Italy and we have had no replacements. At the same time, we have constantly received more new crews and airplanes, making the burden of maintanence a huge task. The hard work of the men on the line is responsible for keeping our ships in the air. A prefabricated building to be used for storing parachutes was unloaded in the Squadron area today. It will be set up southeast of the orderly room and should soon be up and ready for use.

3 May 1944. Our ships got off on a mission today, but were recalled while still circling over the field for altitude. The weather

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at the target was bad. Otherwise the day was routine and quiet as many men were on pass. The weather has turned hot again and this time, it is thought that summer has finally arrived.

4 May 1944. The Squadron's planes were off on a raid today, but once again were recalled while circling over the field-bad weather at the target. Since the weather in this vicinity is nice today, a practice mission was flown. Four of our missing crew who were lost on April 2nd on the Steyr raid, are in camp today. They have come back to pick up their personal belongings as they will soon leave for the States. Unfortunately they are sworn to secrecy and so could not tell the story of their escape. At a ceremony held in Lt-Col Cool's office at 1430, T/Sgt Warren, T/Sgt Roberts, and S/Sgt Kimberly each received 2 Oak Leaf Clusters for their Air Medals as a result of their getting six German planes before they were downed. T/Sgt. Warren received the Purple Heart and T/Sgt. Roberts received the First Cluster for the Purple Heart. In the morning, Major Ambrosen, our Commanding Officer, presented the Air Medals to Lt Costello, T/Sgt Warren, T/Sgt Roberts and S/Sgt Kimberly. As of today we have no Flight Officers in the squadron. Flight Officers Bastin, Swartz, and Taylor are now wearing Second Lieutenants' bars!

5 May 1944. We supplied nine planes today for a raid on the Ploesti marshalling yards and military installations. The ships were off under a cloudless sky. On today's raid, our Squadron has two new pilots flying who were former co-pilots. Lt Watson now has a crew and Lt Cowden is also a first pilot. Formerly Lt Watson was co-pilot with Lt Archibald and Lt Cowden was co-pilot with Lt. Knight. Lt. Watson was a prior return from todays mission. The formation was escorted by P-38's and P-47's. There was intense smoke and low hanging clouds when our planes went over the target. However, our airmen bombed the briefed target visually from outside check points. Results were not observed and the photographs were mostly of smoke, making a strike assessment impossible. Our combat men encountered some of the "roughest" flak of their careers on this raid. There were three zones of barrage type flak and also the usual tracking flak. The flak was heavy as to type, accurate, and intense. Four ME-109's and one FW-190 made passes at our formation, but they did not damage our ships--we made no claims. All of the aircraft of the squadron returned safely to the base, but w thout exception, every ship had at leastone flak hole in it. The British ack-ack units opened up at dusk tonight, but it was just practice-the orderly room was empt ed in short order to see what the "deal" was. The prefabricated parachute building is nearly completed, with the exception of the roof. It appears however as if this building will be put up the "Army" way-the tradition associated with the Army's way of doing things. It has been learned that the building will have to be out on the line, and this afternoon, it is being taken apart preparatory to movement. "C'est la Guerre"'. Tonight we had "hot dogs" for chow (not to be associated with Vienna Sausage), and they were thoroughly enjoyed by all. Lately the addition of

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green vegetables to our meals has brightened up the menu considerably. The addition to the Officers Club is setting a new record in the Squadron for speedy construction. Already the walls are up and the framework for the roof is almost half completed.

6 May 1944. Mission today. Our squadron put ten planes in the air for a raid on the marshalling yards and military installations at Campina, Rumania. P-38's provided escort. We had bad luck today as we lost our fourth crew, missing in action, since we have been in operation. Ship 282 and its crew failed to return. The personnel is as follows: Lts. William A. Beck, Jr., Joseph M. Bunata, Matthew J. Dowling and Joseph S. Thomas, T/Sgts. Gerald B. Carswell and Martin J. Sefcik, S/Sgts. John J. Crummey, James W. Shelton, Henry W. Kraus and S/Sgt Harry W. Duval. The 82nd Fighter Group reports that our bomber was shot down by three enemy aircraft near Bor, Yugoslavia. Four chutes were seen to open. Our other ships reached the target, bombed, and returned safely to base. The flak was heavy, very intense, and accurate. Both barrage and tracking flak was "thrown up" by the enemy. About 50 ME-109's, FW-190's and ME-110's attacked the formation, but our escort kept most of them away. However, some enemy fighters made single attacks---we made no claims. From our standpoint, this raid was a smashing success. 34% of the group's strikes were within 1000 feet of the briefed target and 67 % were within 2000 feet. T/Sgt. Heitzman, who is leading the group in the number of missions flown, was slightly wounded today. This week's PX rations included a bottle of beer (just enough for a good sample!). Our four men who escaped from the enemy and have been visiting the squadron, left today. They left with the best wishes and bon voyages of their many friends in the squadron.

7 May 1944. A great number of men missed the gas mask instruction of last week, so the gas chamber will be open an additional week. Bucharest, Rumania was the objective in today's raid with the briefed target being the marshalling yards. P-38's, the heavy bombers idea of a perfect escort, convoyed our formation. All of our aircraft reached the target, bombed and returned safely. The results were only fair---most of the bombs fell to the southwest of the briefed target, but several hits were obtained on the marshalling yards and railroad tracks. Heavy, accurate flak was encountered at the target, an indication of how important this area is the enemy. A few enemy fighters were about, but for the most part they were unaggressive. Sgt. Griessel, aerial photographer, had his camera punctured full of holes from a 20mm. explosive shell but he was not injured. The usual garrison duties were performed in the camp area. At 1800 today, Lt-Col Cool, commander of the 455th Group, presented awards at a ceremony held at group. Lt. Brimage, his crew and Lt. Cowden received the Air Medal ribbon. There seems to be a bottleneck on the actual medals, so our men only received the ribbon. T/Sgt Hardy and Sgt Palombo received the Purple Heart for wounds received in action against the enemy. It is planned to have every first and third Sunday of each month as Decoration and Award Day. Lts. Ford and Sabo have been assigned to Capri Rest Camp for seven days. Lt Knight and his crew are also on a rest period. Because the rest camps are full, their leave will be in camp--with no flying.

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8 May 1944. A mission was scheduled for today but was cancelled after briefing due to weather conditions. Three enlisted men in our squadron have had claims on enemy aircraft destroyed confirmed. T/Sgt. Roberts is officially credited with 2 ME-109's destroyed on the Steyr raid of April 2nd. T/Sgt Warren has been confirmed with one ME-109 and one FW-190 destroyed the same day and S/Sgt Kimberly got official credit f for one ME-109 and one FW-190 destroyed. Our squadron to date has had more Oak Leaf Clusters to the the Air Medal on 15th Air Force General Orders, than any of the other squadrons in the group. To date, we have 242 Oak Leaf Clusters in our squadron. Tonight our squadron was assigned another new crew and a new ship. The personnel of the new ship is as follows: Second Lts. Watt, Bunt, Platt, and Hiatt with S/Sgts Hemphill and Wilson, Sgts Spotts, Yee, Viken, and Cpl Rhodes. This crew, with the exception of the pilot, Lt Watt, has been assigned as Lt Hespellers crew. Lt Hespeller was former co-pilot for Lt Seleen and he is now checked out as a pilot. Lt Watt, of the new crew, will co-pilot for Lt Seleen. Lt Brimage has named his ship "Rusty-Dusty."

9 May 1944. A mission was scheduled for today, but it was cancelled because of weather conditions. The day was unusually routine and the usual garrison duties were performed. Major Horton, squadron executive officer, is having a tile floor laid in his tent. The mail clerk, Pfc LeFevre, had a big day as he had three mail calls to handle today. The usual noon mail call was held and in addition, there were two more calls just at dusk--many packages being received. Lt Sensenbrenner and his crew returned tonight from Capri Rest Camp after a weeks leave.

10 May 1944. Nine of our ships were off today to hit the Wiener Neustadt aircraft factory in Austria. Our group along with the 456th formed the first combat wing. The second combat wing lost contact with the first over the Adriatic and returned to the base. Our ships continued on to the target. All of our ships reached the target, dropped their bombs, and returned safely. The flak was intense, very accurate, and heavy from the IP to the target. Our bombing was very poor-the first section dropping 5 to 7 miles east of the target and the second section, a few hits on target. A few unaggressive attacks by ME-109's and FW-190's were made on our ships--we made no claims. Our ships were given a bath of flak today, with all of them having holes in them. Lt Thomas A Bell, bombardier, was seriously wounded when he was struck by flak just before bombs away. He was flown to the hospital in Bari and it is feared that he may lose his sight in both eyes. T/Sgt. Cody L. Skelton, radio operator, was slightly wounded. On the ground, the day is exceedingly hot and routine.

11 May 1944. Stand-down today. All combat men are restricted to the post, as a double mission is planned for tomorrow. Briefing for the morning mission was held at 1830. Maximum maintenance today and quiet

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speculation as to whether tomorrow is the "Big Day". Pvt. Bennett, our "put-put" operator, was transferred to another bomb group today. The weather is blistering hot. Six of our Texan officers went to a party at the Foggia Red Cross for residents of the Lone Star State. In the party were: Lts. Brydson, Gaenzle, Knox, King and Morrison plus Capt Gunnell. Ice cream and cake were served and naturally, "The Eyes of Texas" was sung!

12 May 1944. Today, we had our second attempt at a double mission and again we were unsuccessful. Our first attempt was the day of the big raid on Cassino, when weather prevented us from bombing. After having bombed in the morning. Today again, the weather closed in on us and we were able to get only one mission off, to the keen disappointment of both the combat crews and the ground personnel. Eleven of our ships got off on todays raid. Lt Cowden in ship 938 was an early return. Ten of our ships reached the target, plan able, but it was covered by 10/10 clouds. The formation started a second run, but could see La Spezia in the distance. A run was made on La Spezia and bombs dropped. Hits were observed on the docks, one fire was started, and there were several near misses on ships in the harbor. The flak was scant, inaccurate, and heavy. Two twin engined enemy fighters were observed, but our P-38 escort packed too much power for them and they beat a hasty retreat. Our commanding Officer, Major Ambrosen led the 455th Group today and one of his passengers was Colonel Power, Executive Officer of the 304th Wing. Major Horton, Squadron executive officer and Lt Berg, squadron adjutant, are in Bari for two days on a court martial case per 455th S) #91. Morale in our squadron is reaching a high pitch with the resumption of the offensive at the front. Both airmen and groundmen have been given a "lift" by the offensive-they feel that their bombing, in the case of the combat men and the maintenance of the planes by the ground personnel has more meaning with the start of an offensive. The first raids on Balkan communication lines, put morale to a high peak as the operations in support of the Red Army, gave the bombing a closer tieup with the prosecution of the war.

13 May 1944. We got only 5 ships off today on a raid to hit the marshalling yards at Bologna, Italy. Lt. Gorecki got off late, and several of our planes were unable to get off as both runways were blocked. Lt Gorecki was unable to find the formation in the clouds and returned to base. Here he had to stay over the field for an hour waiting for the runway to be cleared. Our four ships reached the target, bombed, and returned safely to the base. Results were excellent and our bombing was a defenite improvement over some of our recent missions. No fighters were encountered (we had a P-38 escort) and the flak was scant, inaccurate, and heavy. Today, Major Ambrosen and Lt Gosline each flew a plane to Bari to transport two new crews to our base.

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One of the new crews has been assigned to our squadron and the personnel is as follows: Lts Kieselbach, McCauley, McKee and Spier, S/Sgts Ambrosini and Schiavo, Sgts Hartman, Hill, Russel and Tuthill. This new crew, with the exception of Lt Kieselbach, has been assigned to Lt Kaminsky, now a first pilot. Kaminsky formerly co-piloted with Lt James B. Brown. Lt Kieselbach has been assigned as Lt Brown's co-pilot. A fireplace is being constructed in one end of the officers club and a slab of marble with 742nd Squadron on it is the center piece. It is suspected that this fireplace is for decorative purposes only as the present weather isn't conducive to the use of fire for heating! Major Horton's tile floor for his tent has been completed and he expects to pitch his tent over it in the near future. The enlisted men of the 456th Bomb Gp, who have been attached to us for about a month, for quarters and rations, left today. The rumors are thick around the squadron that the RAF will soon move to our field and rumor has it that their "non-coms" will ration with us.

14 May 1944: Ten of our ships were off today to try and erase some more of the enemy's air power. The target was Piacenza airdrome, southwest disposal area in the Po valley, Northern Italy. Our ships carried twice the load of fragmentation bombs than is usually the case---40 clusters, which is roughly 4800 pounds. Our crews experienced difficulty in seeing thetarget becauseof partial cloud cover, but the area to north of runway appeared well covered and some hits were reported in runway. No flak and no enemy fighters were encountered! Second Lt. Glenn Nelson, on Lt Watson's crew, did some heroic work when he went out on the catwalk, with thebomb bay doors open, to salvo some bombs that had hung on the racks. The bombs were armed and Lt Nelson's action was to a large degree, responsible for the ship returning safely to the base. All of our aircraft returned safely from the days mission. On the ground, the day was routine. Since today was Mothers day and Sunday, church services were crowded. Protestant and catholic services are held at group in the morning with protestant services also at 2000 hours.

15 May 1944. Today, we had a cancelled mission and a local practice mission was flown instead. Lt Knight and his crew were off today for Capri Rest Camp. They have flown quite steadily ever since the start of operations. Lt Morrison, Squadron S-2, was convoy commander of the trucks that transported the men to Naples. Our Squadron Intelligence Section, which has been at half strength for several months, now has two officers and three enlisted men with the addtion of Pvt Haldeman , a few days ago, and Lt W. E. Brown, formerly bombardier of Lt Archibald's crew. At 1400 today, all combat men were in attendance at a apecial intelligence meeting held in the group briefing room. Col Williams, 304th Wing A-2, Major Edwards, of General Wilson's staff, Major Coons, Group S-2, and an escaped pilot spoke on matters of importance. "G.I" cots have been received for each man in the squadron and were being issued today. Each man, as he receives the cot, has to turn in his present "sack". Most of these beds were built out of odd scrapes of lumber in our early pioneering days in Italy and supply

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is accumulating a large collection of weird "sacks"--a heterogenous collection. Athletic facilities were improved today when a large backstop for baseball was set up in the area, northwest of the orderly room and across the road. Interest in athletics has increased tremendously since the coming of spring and nicer weather. Usually several games are in progress each day from about 1800 till dusk. Baseball seems to be the most prominent sport and is played to the fullest extent as far as the equipment of gloves and baseballs hold out. Indoor baseball has become the number one sport in the area since the backstop has been installed. Most of the combat men seem to lean twoards football as they have some intense rivalry in their after 1800 games. Besides the above mentioned sports, avolleyball court in the area sees a lot of usuage and the horeshoe court located behind the dispensary never sees an idle moment. The high interest in athletics is indicative of the excellent morale in this squadron--at the same time the physical condition of the men is improved without the necessity of having regularly scheduled PT classes--popular with no one but those who submit reports on such things.

16 May 1944. Standdown today. Maximum maintenance and training plus the usual practice mission for days such as this. The big event today was the pitching of another tent. Usually pitching a tent is merely a routine affair, but this was no ordinary tent. It is a huge tent with three poles and something that any circus would be happy to own! Our Italian soldiers, supervised by Major Horton, plus combat men, and anyone else who happened to be passing, helped get the tent up. It is planned to have this tent house the PX, mail room, and barber shop. There should be plenty of room left over to have a dog show--any easy matter considering the great number of dogs that we have in camp as pets. We had a beautiful mass "buzz" job by a squadron of P-38's today. There were 10 to 12 planes in this formation and they brought the entire squadron out of their tents, etc. to watch their maneouvers and low level flying. The esteem with which the P-38 pilots are held by our combat flyers is something to behold. To the men who fly the "Big Ones", a pilot in a P-38 can do no wrong. It has often been said around our squadron until the phrase has become popular usuage that "Next to their wives or girl friends, the B-24 men love the P-38's!" Plans for an addition to the operations office are being furthered and the Intelligence section will be located in the annex, when it is completed. The new set up should be agreat improvement from the tent which now functions as an Intelligence Office. Lt. Morrison, squadron S-2, procured a load of stone blocks today to start the ball rolling on this project. Yesterday, all personnel had to have their rifles inspected before eating noon chow--today a "short arm" inspection was the procedure followed to get to eat. Tommorrow--who knows!

17 May 1944. A mission was scheduled for today but it was cancelled. This is our third day in a row of no operations against the enemy.

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Our flying men are impatient to get at the task. Their anxiety to keep after the enemy bodes no good for the Germans. A stand-down now and then is welcomed but consecutive stand down days are looked upon with disfavor by our flyers. But, after all, the weatherman can only predict weather not make it! The day was routine. Tonight a ball game was played on the new field and using the new backstop. The engineering department defeated operations plus some pickup men by a score of 5-to-0 in seven innings. Batteries: Operations: Major Ambrosen and S/Sgt Fournier. Engineering: T/Sgt Kroll and S/Sgt Davis. We received a new crew and a new ship tonight bringing our crew total up to twenty. The personnel of the new crew is as follows: 1st Lt Riddel, 2nd Lts. Ahrens, Smith and Tolar, S/Sgts Rosenberg and Sloper, Sgts Beitz, Christanus, Cition, and Truex. Until living quarters can be found for the new crew, they have set up quarters in the large "circus"tent. There new ship is No. 292 and is named "Miss Fit". Lt Pardoe, pilot of the crew and ship lost on the Steyr raid of April 2nd, returned to the squadron tonight. He will be here a few days to pick up his personal belongings. He received a rousing welcome from the squadron. For the last three days, our medics have taken charge. This time they are giving typhoid shots and smallpox vaccinations.

18 May 1944. The last new crew that we received has been assigned as Lt. Wm. Jackson's crew, with the exception of pilot Lt Riddel. Lt Jackson now checks out as a pilot. Formerly, he co-piloted for Lt Sensenbrenner. Five combat men of our squadron left today for San Spirito Rest camp at Bari for five days. They are: T/Sgts Romano & Pelkey, S/Sgt Dearing and Sgts Griessel and Santiago. S/Sgt Robert Ramirez, section cheif of the medics, has been placed on DS at Naples for three days. We had ten ships off today for a raid in the Balkans., led by our Operations Officer, Lt. Gosline. The target was Ploesti Dacieu Romana Refinery in Rumania. Our formation was escorted by P-38's. All of our aircraft reached the target and bombed. An almost complete overcast at the target made observation difficult. We bombed by pathfinder. The flak was heavy, very intense, and accurate. 12 to 15 ME-109's and FW-190's were observed in the target area but their attacks were not aggressive. All of our aircraft returned safely to the base. Lt Gosline's ship was shot up quite a bit.

19 May 1944. Eight of our ground personnel left today for four days at San Spirito Rest Camp in Bari. They are: M/Sgts Cannon & J. Jones, T/Sgt McMahan, S/Sgt Schupbach, Sgt Goldstein, Cpl R Martin, Pfc Gerles and Pfc S. Cohen. At a ceremony held at group at 1100, Col Cool presented the Air Medal and the Purple Heart to Lt Pardoe, who evaded the enemy. The lieutenant left this afternoon for Bari and a journey back tothe States. We had ten ships off today for a raid on the harfor installations at historic Genoa in northern Italy. One ship, piloted by Lt Taylor was an early return. The target was 10/10 overcast, but our ships bombed through some holes in the clouds. Results

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were not observed. The flak was scant, inaccurate, and heavy--no enemy fighters were enountered and all ships returned safely to the base. Lt Bell, S/Sgt Skelton and T/Sgt Heitzman are entitled to wear the Purple Heart as a result of 455th General Orders. It rained tonight and it was very welcome as it settled the dust in the area.

20 May 1944. Stand-down on flying today. This is a very routine day. Ship 658, damaged severely about a month ago, was test hopped today by Lt Gosline. This is Lt Seleen's ship "Lucky Babe", and was flown by Lt Beck, now missing in action, when it was shot up. The new addition to the operations building was started this afternoon when workmen started digging the foundation. Just to remind us that we are still overseas, we had Vienna sausage for lunch! The roof on the addition to the Officers Club is nearly completed and it should be ready for the "Premiere" soon. Rumors are current that our guard squadron has arrived.

21 May 1944. The arrival of the guard squadron was no rumor--they started last night to guard our aircraft on the line. However, we will still continue to guard our own area but the amount of guards needed per night has been cut from 33 to 15 for our personnel. The weather still has our bombers tied to the ground as far as combat missions are concerned. However, some of our ships were off on an early morning practice mission. Lts Ford and Sabo returned last night from Capri rest camp. First Sergeant Henry and M/Sgt Snowden are still confined tothe hospital as a result of a "jeep" wreck sometime ago. Lt. Hennigh, squadron supply officer, and Lt Ravitz, ordnance officer, have been promoted to first lieutenant. Lt Hennigh has been appointed Bombsight Maintenance Officer in addition to his other duties and the same squadron order appointed Lt W. E. Brown as assistant Intelligence Officer. A baseball (indoor) league has been formed and will be underway shortly. There will be five teams from the Air Echelon and 5 teams from the Ground Echelon. The teams of the ground echelon are as follows: two teams from Engineering, one from Communications, one from Armament and one composed of Operations, Orderly Room and Intelligence personnel. The air echelon will draw their teams from the following groups: pilots and co-pilots, bombardiers and navigators, engineers and radio operators, and gunners.

22 May 1944. Lt Taylor and his crew left for Capri Rest Camp today. They were flown to Naples in a B-24. Our two crews at rest camp should be back tomorrow. We had eleven ships off today to hit the docks and installations at La Spezia in northern Italy. Our CO, Major Ambrosen, led the 455th Group today, with Lt Gosline, Operations Officer, as Deputy group leader. Major Ambrosen was an early return due to mechanical difficulties and Lt Gosline carried on in his absence. The target was La Spezia commercial port, oil depot, marshalling yards, dry docks, and oil storage. Lt Brimage was an early return. Some damage was done, but our bombingwas only partially successful. The target was undercast and our ships bombed through a small hole in the

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clouds. No fighters were seen or encountered and the flak was slight, inaccurate and heavy. All of our aircraft returned safely to the base. Lt Gorecki has been appoint a Flight Leader. The addition to the Officer's Club has been completed as far as the construction work goes. The club has a large fireplace in one end with "742" set in block marble. So far, it is not completely furnished, but it has enough so that it can be used. In the near future, furniture will be procured to complete the job. The only building going on in the squadron at present, is the addition being built to Operations, which when completed will house Intelligence, the mail room, and the PX.

23 May 1944. The crews of Lts Montgomery and Knight returned today, by truck, from Capri Rest Camp. We had ten ships off early this morning to hit enemy troop concentrations in support of our ground troops at the front. The target was 7/10 undercast and most of our ships returned their bomb loads to base. The flak was slight, inaccurate, and heavy--4 enemy aircraft were seen, but did not close into range of our formation. All of our aircraft returned safely to the base.

24 May 1944. Today, twelve of our combat men are leaving on DS to the States. They are as follows: Lts Seleen, King, Ariff, CW Brown, Herman, Macedo, Knox, and T/Sgts Heitzman and Edge, S/Sgts Peterson Doyle, & Wingert. Bon voyage! The raid today was in the Vienna area--to be exact, the Munchendorf airdrome. Our squadron had 10 ships in on this one. Lts Montgomery and Brimage were prior returns. Our other eight ships reached the target. The target was heavily overcast--some of our ships dropped on the primary and some hits target of opportunity on the way back--Varazdin Marshalling Yards. Our bombing was poor as we were approximately 2 miles southeast of the target. At Varazdin some hits were reported in the marshalling yards and warehouses. No fighters were encountered but the flak was "rough" of the intense, very accurate, and heavy. All of our ships returned safely to the base. On the ground, routine tasks were performed.

25 May 1944. We had seven aircraft off today to hit the Piacenza airdrome in northern Italy with frags. All of our planes reached the target and dropped their frags. No flak was encountered, a pleasant relief after Vienna, but 5 ME-109's and 1 FW-190 attacked our formation unaggressively. Sgt. Santiago, cameraman and right waist gunner, flying with Lt Cowden in 938, claims one FW-190 destroyed. All of our planes returned safely to the base. Our indoor baseball league had its season opener today. The game was a contest between Engineering "A" and Armament-Ordnance. Engineering won, 10-0. Kroll, pitcher for Engineering, twirled a one-hitter. Engineering scored 2 runs in the second, 3 in the third, and 5 in the 4th. Batteries were: Engineering: Kroll, Malisia, and Davis. Ord-Arm: Alvarez, Cybart and O'Neill, Ravitz. Engineering is the favorite to win the league, but several teams seem capable of tripping them. Lt-Col Dickerson, of anti-aircraft, spoke to the combat officers on "Anti-aircraft--its capabilities and limitations", in the officers club for a half an hour.

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26 May 1944. We made our second raid into southern France today and nine of our ships were off. The actual target was Grenoble Marshalling Yards. All of our ships reached the target and dropped their bombs. For the second straight day no flak was encountered and no enemy fighters put in an appearance. Our bombing was better this time as we had a good concentration of hits on the briefed target, damaged the M/Y and cut the tracks in 2 places. All of our aircraft returned safely to the base. S/Sgts. Woolworth and Treadwell, of our Bombsight Maintenance section were placed on DS to 455th Group Headquarters The second league ball game was played today when Communications played the Operations-Orderly Room-Intelligence team. The Pencil Pushers, behind the 10 hit pitching of Lt Berg, adjutant, defeated Communications 12-3. Handel, Communications pitcher, gave up 18 hits. Batteries: Communications-Handel and Beck; Operations--Berg and Pelkey. Pelkey, England, Stendig and Gosline got 2 base hits while Haldeman, Henderson and Rudizanis got three base hits. There was a total of 17 errors with Communications making 11 of them. Umpires were Major Horton behind the plate and Lt Barnard on the bases. There was great disappointment today when no mail arrived--the first time that this has happened in a long time.

27 May 1944. As of today the lineup of our aircraft, their pilots, aircraft names, and crew chiefs are as follows:

Ship No.	Pilot	Name	Crew Chief
250	Gosline	"Virginia Princess"	Motes
482	Tanner	"Fubar"	Kaminsky
200	Keil	No name	Smith
658	No pilot	"Lucky Babe"	Pye
494	Nelson	"Blonde Bombshell"	McInnish
238	James Brown	"Miss Lincoln Heighte"	Kroll
261	Gorecki & Sensenbrenner	"Gargantua"	Wilson
259	Taylor	"Twin Tails"	Tillotson
938	Cowden	"Section 8"	Schupach
993	Montgomery	"Raleigh E"	Routt
771	Brimage	"Rusty Dusty"	Calloway
570	Archibald	No name	Jones
989	Knight	"Ready Teddy Too"	Hetzer
240	Watson	"Our Love"	Perkins
292	Hespeller & RW Jackson	"Miss Fitt"	

In the league ball game played this morning, the Engineering "A" team defeated Engineering "B" team by a score of 7-6. Batteries were: A's--Kroll and Davis; B's--Malisia and Beck. The A team got 9 hits, 7 runs and made 5 errors. The Bees got 7 hits, 6 runs and made 4 errors. Malisia got a two base hit and Campaglio a three-bagger. Umpires were Handel and Lyford. We had 11 ships off today for an-

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other raid into France--to be exact, the Montpellier/Frejorgues airdrome. The flak was heavy, moderate and fairly accurate. 6 ME-109's 5 JU-88's and 1 FW-190 were seen in the target area but did not attack our formation. All of our planes reached the target, dropped their bombs, and returned safely. Some of our bombs fell in the western section of the target area, others in the eastern area, but most bombs fell north and to the east of the briefed target. Warehouses were damaged, and the landing field and runway were cratered.

28 May 1944. Our wing was the only heavy bomber wing in the 15th Air Force on a mission today. We had nine ships off today--our CO, Major Ambrosen piloted the lead plane in the wing with Col Cool, 455th Grop CO. Included in his crew were Capt Tyykila, squadron navigator, and Lt Strode, Squadron Bombardier. Upon arrival in the target area, both the primary and secondary targets were undercast, so the bombs were dropped on Genoa harbor installations, which were observed to be open. No fighters were seen and the flak was moderate, accurate, heavy and of the tracking type. Good results were obtained--there was a good concentration of bombs in the assigned target area and hits were obtained on a 480 foot merchant vessel and another 320 footer. Railroad tracks and harbor facilities were damaged. All of our ships returned safely to the base. First Sergeant Henry returned to the squadron today after being hospitalized for some time.

29 May 1944. The third time was a charm. On our third attempt at a double mission in a single day, wewere successful. Both morning and afternoon missions were in support of General Tito and his Partisians. We had ten ships off in the morning--the target was Bos Krupa. No escort was provided and none were needed as no enemy fighters or flak was encountered. All of our planes reached the target, bombed, and returned safely to the base. Results were good--concentrations of bombs fell in the vicinity of the town, direct hits reported on a bridge across the Una river, and many fires were started. Upon the return of the planes, they were gassed and loaded with bombs for the afternoon raid. Eleven of our ships were off in the afternoon. Lt McWard checked out as apilot on this afternoon's mission--he formerly co-piloted with Lt Gosline, operations officer. No flak or fighters were encountered over the target, but at Mostar, the enemy threw up a lot of heavy flak. An excellent pattern of hits were scored in the town of Banja Luka, the primary. All ships bombed and returned safely. Lt Tanner and his crew were off to Capri Rest Camp for a 7 days rest.

30 May 1944. Ten ships were off today--Lt Watson was an early return. The target was up in the "rough" territory--the Wels airdrome, Austria. Fragmentation bombs were carried and our escort consisted of P-38's and P-51's. No fighters were seen or encountered and there was no flak at the target. This lack of opposition was a surprize to our flyers as they all remembered the Steyr raid of April 2nd when enemy resistance was at a maximum. There were 61 enemy aircraft present on the ground and our frags destroyed 7 enemy planes and damaged five more. Hits were scored on a work shop in the hangar area and across

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the southwest corner of the landing field. Some of our bombs hit the marshalling yards along with a round house and rolling stock. All of our ships returned safely to the base. At 1000 a league ball game was played in which the Operations "Pencil Pushers" defeated the Engineering Bees, 7-3. Batteries were: Operations: Berg and Russomanno. Bees: Malisia, Emfinger and Emfinger, McGill. The Pencil Pushers got 12 hits and made 2 errors and the Bees got 7 hits while making an equal number of errors. The highlight of the game was Lt. "Goose" Gosline's tremendous triple in the 5th inning which drove in three runs. Umpires were: Holt and Knight. Memorial Day this year was spent in working and in operations against the enemy. The building, which will house Intelligence, PX, and mail room is nearing completion. A brick floor is over half completed and the roof, made from the tin inside casings of frag boxes, is almost up. For enlisted men today the requisite for entrance to the "chowhall" at 1200, was a "short arm" inspection in the dispensary! Oh, well.

31 May 1944. Last day of May and our squadron was out hitting the enemy where it hurts--their oil production centers. The exact target was the Unirea-Sperantza Oil Refinery at Ploesti, Rumania. We supplied 10 aircraft for the early morning take-off, and our commanding officer, Major Edwin C. Ambrosen, led the group today. Lt. James B. Brown and his crew were early returns. When our formation reached the target, the area was covered with smoke from smudge pots, but by using check points, the bombing was accomplished visually--with the aid of "Mickey"--the pathfinder ship. Results were unobserved due to intense smoke, but flames and smoke went several thousand feet in the air indicating that one of the major refineries was probably hit. The flak was heavy, intense and accurate, but so skillful was the lead of our major, that only one or two ships received slight flak damage. Ten to fifteen ME-109's, 5 to 10 FW-190's and one JU-88 were seen in the target area. Nine unaggressive attacks were made on the formation, but we sustained no damage and made no claims. All ships returned safely to be base. Tonight, we received a new combat crew in the squadron, which brings our combat strength to roughly 20 crews, excluding the 12 officers and enlisted men on DS to the States for 21 days. The personnel of the new crew is as follows: Lts. Friedburg, Sims, and Tilley, Flight Officer Morris. The enlisted men are: S/Sgt McCain, Sgts Ambroski, Michael, Ovens, Weiss and York. Lt Sims will co-pilot for Lt Nelson, while Lt Jack Montgomery, present co-pilot for Lt Nelson, will inherit the new crew and check out as a pilot. The usual pay call was held at 1230 hours today and 2 league ball games were played. In the first game, the Ordnance-Armament team defeated Communications by a score of 12 to 1. The Ordnance team made 14 hits and committed no errors, while Communications was making 8 hits and 8 errors. Hardly airtight baseball! Batteries were: Ordnance: Cybart and Ravitz. Communications: Handel, Beck and Beck, Bedrosian, Fragola. Umpires were Nelis and Kaminsky. The second league game was a tussle between the league leading Engineering A's and

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Communications. The "A's" took an 8 to 5 verdict, getting ten hits and committing two errors. Communications did slightly better in their second attempt of the day as they got 7 hits and made only one error. Batteries were: A's--Kroll and Davis; Communications--Handel and Beck. Umpires--Haldeman and Lyford. Crew Chief Calloway was the official plate duster in both games. The squadron looks forward to June with optimism as the coming month should see good weather for heavy bombing operations.

*****FINIS*********

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742nd BOMBARDMENT SQUADRON (H)
455th BOMBARDMENT GROUP (H)
APO 520 US Army

6 May 1944.

SUBJECT: Historical Records.

TO : Commanding General, Fifteenth Air Force, ATTN: Historian, (thru channels).

1. Unit history of the 742nd Bombardment Squadron, 455th Bombardment Group (H), 304th Wing, Fifteenth Air Force for the period 1 April 1944 to 1 May 1944.

a. The present designation of the unit is 455th Bombardment Group (H).

b. Changes in organization.
(1) First Lieutenant E.B. Morrison (I:O), O-578667, (9301) became Squadron Intelligence Officer: First Lieutenant George D. Meadows, O-267688, (9301) became Assistant Intelligence Officer, 6 April 1944 per 742nd Squadron SO #6.

(2) First Lieutenant George D. Meadows, O-267688, (9301) transferred to 455th Group as Assistant Intelligence Officer per 455th Group SO #59.

(3) First Lieutenant William H.C. Brydson, O-864286, (7542), appointed Personnel Equipment Officer, 24 April 1944 per 742nd Squadron SO #16.

(4) Second Lieutenant Merle L. Hennigh, O-577887, (4825), appointed Squadron Transportation Officer, Squadron Supply Officer, and Personal Effects Officer vice First Lieutenant Martin (NMI) Elfenbein, O-1896102 (4000) relieved.

c. Strength, commissioned and enlisted.
(1) At the beginning-84 officers, 388 EM
(2) Net increase-0 officers, 0 EM.
(3) Net decrease-2 officers, 0 EM
(4) At end of month-82 officers, 388 EM

P.R.C.

d. Operations.
(1) 2 April 1944-Ten aircraft with 40 officers and 63 EM participated in the bombing of Steyr, Austria. The mission was successful, but one aircraft failed to return to base; four officers and

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6 EM were reported missing in action.

(2) 3 April 1944-Ten aircraft were dispatched from our Squadron on their ninteenth mission. Forty two officers and 61 EM took part. The target was the marshalling yards in Budapest, Hungary. The mission was successful. All aircraft returned; there were four crew members slightly wounded in action, two officers and two enlisted men.

(3) 4 April 1944-Eight aircraft, manned by 33 officers and 49 enlisted men, were on the 20th mission of the Squadron. The target was the marshalling yards in Bucharest, Rumania. The mission was successful; there were no casualties.

(4) 7 April 1944-Nine aircraft, 36 officers, and 55 enlisted men participated in bombing the marshalling yards at Bologna, Italy. All planes returned; there were no casualties.

(5) 12 April 1944-Ten aircraft, 42 officers, and 61 enlisted men participated in the bombing of an aircraft installation at Bad Voslau, Austria. This mission was considered one of the most successful since operations began. All aircraft returned and there were no casualties.

(6) 13 April 1944-Ten aircraft of our organization, 40 officers, and 61 enlisted men participated in the 23rd mission. The target was Budapest/Tokol Airdrome in Hungary. The mission was successful; all aircraft returned; there were no casualties.

(7) 15 April 1944-Eleven aircraft, 51 officers, and 73 enlisted men participated in bombing the industrial district of Bucharest, Rumania. All aircraft returned; three enlisted men were slightly wounded in action.

(8) 16 April 1944-Eight aircraft, 32 officers, and 50 enlisted men participated in bombing Turno Severin, Rumania. All aircraft returned; there were no casualties.

(9) 17 April 1944-Nine aircraft, 37 officers, and 54 enlisted men participated in bombing Sofia, Bulgaria. All aircraft returned; there were no casualties.

(10) 20 April 1944-Eleven aircraft, 45 officers, and 66 enlisted men participated in the bombing of

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of shipbuilding and harbor installations at Montfalcone, Italy. One plane failed to return. Four officers and six enlisted men listed as missing in action and two crew members were slightly wounded in action.

(11) 21 April 1944-Seven aircraft, 28 officers, and 43 enlisted men participated in bombing Bucharest, Rumania. One aircraft failed to return. Four officers and six enlisted men listed as missing in action.

(12) 23 April 1944-Nine aircraft, 38 officers, and 53 enlisted men participated in bombing of the aircraft production and airdrome installations at Bad Voslau, Austria. All aircraft returned; there were no casualties.

(13) 24 April 1944-Nine aircraft, 36 officers, and 55 enlisted men participated in bombing Bucharest, Rumania. All aircraft returned; there were no casualties.

(14) 25 April 1944-Nine aircraft, 36 officers, and 56 enlisted men participated in bombing the Aircraft factory and airdrome installations at Turin, Italy. All aircraft returned; there were no casualties.

(15) 28 April 1944-Nine aircraft, 37 officers, and 56 enlisted men bombed San Stefano, Italy. All aircraft returned; there were no casualties.

(16) 29 April 1944-Eight aircraft, 32 officers, and 50 enlisted men participated in the bombing of Toulon, France. All aircraft returned; there were no casualties.

h. Major Edwin C. Ambrosen, Squadron Commander, led the organization on the raids of 3, 4, 15, 21, 23, and 30 April 1944.

i. Losses in action.
(1) 2 April 1944-Steyr, Austria.
1st Lt Willis J. Pardoe-missing (since safe)
2nd Lt William V. Costello Jr-missing (since safe)
2nd Lt Leonard M. Gottlieb-missing
2nd Lt Thomas R. Patterson-missing

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T/Sgt William B. Roberts-missing (since safe)
T/Sgt John E. Warren-missing (since safe)
S/Sgt Robert V. Black-missing
S/Sgt Robert P. Leonhard-missing
S/Sgt Edward C. Kimberly-missing (since safe)
S/Sgt Robert F. Matthews-missing

(2) 20 April 1944-Montfalcone, Italy.
1st Lt Williard H. Sampson-missing
2nd Lt Warren (NMI) Neil-missing
2nd Lt Edward L. Horstman-missing
2nd Lt Paul S. Adams-missing
T/Sgt Ross A. Hamilton-missing
T/Sgt John A. Carroll-missing
S/Sgt William S. Charles-missing
S/Sgt Charles R. Webb Jr-missing
S/Sgt James W. Gardner-missing
S/Sgt Felice J. Fabrizio-missing

(3) 21 April 1944-Bucharest, Rumania.
1st Lt Meriwether (NMI) Jones-missing
2nd Lt Richard K. Bodwell Jr-missing
2nd Lt Victor M. Boffa-missing
2nd Lt Vilas R. Yttri-missing
T/Sgt Rodger W. Jackson-missing
T/Sgt Leon C. Seman-missing
S/Sgt William H. Blanchard-missing
S/Sgt Kenneth (NMI) Griffith-missing
S/Sgt James P. Philbin-missing
S/Sgt Francis N. Wooldridge-missing

2. Enclosed is the War Diary of this organization for the period 1 April 1944 to 1 May 1944.

For the Commanding Officer:

E.B. Morrison

E.B. MORRISON
1st Lt, Air Corps,
Squadron Historian.

1 Incl:
Incl 1-War Diary

OFFICIAL:

William W. Berg

WILLIAM W. BERG
1st Lt, Air Corps,
Adjutant.

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C O N F I D E N T I A L

742nd BOMBARDMENT SQUADRON (H)
Office of the Intelligence Officer
APO 520 US Army

WAR DIARY 6 May 1944.

PREPARED BY: Lt E.B. Morrison

LOCATION : San Giovanni Hill, Italy.

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1 April 1944. We had an "April Fools" mission today. Our combat crews were alerted, but the mission was cancelled due to poor flying weather. A strong wind is blowing today-the biggest wind that we have had so far. Since our short stay in Italy, our Squadron has experienced almost every type of weather known to man. At a meeting today, held in Operations, Major Ambrosen, Captain Tyykila, and Lts Barnard, Gosline, and Meddows further plans for the Officer's messhall and its furnishing. The interior decorating for the messhall is about due to begin as the tile floor was completed today. For the orderly room and Lt Berg, Adjutant, this is a big day. It seems as if Lt Berg gives out all the money on payday, and then takes it right back in the next. The rush for PTA is terrific and we don't mean Parent Teacher's Association! Per Squadron order #8, Lt Horstman has been appointed Personnel Equipment Officer and Sgt Hendry, non-commissioned Public Relations Officer. Major Horton, Executive Officer, per SO #9, has been appointed Squadron Defense Officer and Lt Kelly has been appointed assistant Operations Officer and Tactical Inspector by the same order. Perhaps the biggest news of the day was that the PX had Coca Cola available on this week's rations. Sgts Wallo and Stocksdale are having a busy day passing the "Cokes" out in the PX tent.

2 April 1944. Our Squadron supplied ten planes in today's history making raid on the Deilmer-Puch aircraft factory at Steyr, Austria. This raid saw several 15th Air Force records broken. All records were smashed in the matter of number of enemy fighters encountered on a single raid, and what is better news-in the number of enemy planes destroyed on a single raid. Other records broken included: the greatest tonnage dropped on a single target and the greatest number of bombers dispatched against a single target. The formation was escorted by 108 P-38's and 45 P-47's. The flak was intense and many enemy fighters were encountered- conservative figures estimating that between 260 and 275 enemy fighter sorties were put up against our formations. About 15 miles west of Graz, 75 to 80 fighters attacked our group. The running fight lasted to the target and coming back from the target-in all, 1 hour and 15 minutes. Upon reaching the briefed target, it was found to be cloud-covered and our planes attacked Walzlagerwerk to the right of the briefed target. The enemy installation suffered direct hits and our bomb-

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ing was highly successful. In the fight with enemy planes, our Squadron suffered its first combat loss. Ship 407, piloted by Lt Pardoe is listed as missing. His crew included Lts Costello, Gottlieb, and Patterson and T/Sgt Warren, S/Sgt Black, S/Sgt Leonhard, T/Sgt Roberts, S/Sgt Kimberly, and S/Sgt Matthews. Our ship, 407 with its crew, was last seen leaving the formation eight miles west of Celje (4616 N/1506 E) on a heading of 250 degrees. Number four prop was feathered and four enemy fighters were following our ship-last seen when it entered a cloud and was obscured from view. S/Sgt Abbondondello, member of Lt Sampson's crew claims one ME-109 destroyed and one probably destroyed. T/Sgt Carroll and S/Sgt Stewart also on Lt Sampson's crew, each claim an ME-109 destroyed. On Lt Knight's ship230, S/Sgt Dearing and Sgt Grauwiller claim an ME-109 destroyed-a joint claim. S/Sgt Kimsey in ship 282, piloted by Lt King, claims an ME-109 destroyed. In all, our Squadron claims six enemy fighters destroyed or probably destroyed, four of them by members of Lt Sampson's crew.

3 April 1944. Ten of our planes were off on a long one today, the target being Budapest, Hungary. The actual target was the main marshalling yards. First Lieutenant Kearny, A Stars and Stripes reporter who writes under the non de plume of "Stripes", rode along on this mission in Lt Archibald's ship. Enemy fighters didn't bother our ships, but the flak was intense and very heavy. All of our planes reached the target, dropped their bombs, and returned safely to the base. Four of our combat men were wounded by flak: Lts Gaenzle and Bodwell and Sgts Philbin and Wooldridge. In the Squadron area, routine duties were carried out under a sunny and cloudless sky.

4 April 1944. Nine of our ships took off to raid Bucharest, Rumania today. One of the ships, piloted by Lt Brimage, returned early as the Lieutenant was ill. The rest of the ships reached the target, dropped their bombs, and returned safely. The flak was heavy barrage type but inaccurate. Our planes encountered enemy fighters, but they were not aggressive. T/Sgt Rust of Flight Officer Taylor's crew, claims one ME-210 destroyed. Today's mission was officially credited as two missions-the first double mission credit given so far. The mission was very successful, the marshalling yards being damaged a great deal and the morale of the Rumanians being lowered considerably. Per 15th Air Force General Order #167, dd 5 April 1944, most combat officers and enlisted men are entitled to wear the Air Medal and some are also up to the Oak Leaf Cluster.

5 April 1944. Stand-down on flying today. Lt Gaenzle received the Purple Heart at a ceremony held at group. Col Upthegrove, 304th Wing Commander, made the presentation. At 1400, all combat men were in attenance at the briefing room to hear Lt Col Williams and Capt Harris of Wing plus Major Coons of Group, speak on matters of importance. Today the first airdrome defense drill was held, the sirens starting the drill at 1500. The ground men defend the airdrome and the camp area while the combat men take the ships off. Flight Officer Levy and Lt Pug-

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liese were transferred out of the Squadron and a number of men in various crews were switched about. Per 455th Bomb Group GO #1, Lts Bodwell and Gaenzle and S/Sgts Philbin and Wooldridge are entitled to wear the Purple Heart as a result of combat injuries.

6 April 1944. Our planes were off today, but were called back while still circleing over the field because of poor flying weather. First Sergeant Henry went to the hospital, as a patient, in Cerignola today. Per Squadron order #6, Lt Morrison appointed Squadron S-2 and Lt Meadows, assistant S-2. Today also, per Group SO #59, Lt Meadows transferred to Group as assistant Intelligence Officer. Lt Ravitz named Squadron Fire Control Officer and Lt Elfenbein appointed Personal Effects Officer.

7 April 1944. The target today was the Bologna/Statzione Nuova marshalling yards and ten of our planes were in on this one. The formation was escorted by P-38's, the heavy bomber's friend! One aircraft, number 259 piloted by Lt Montgomery, returned early. The other nine ships reached the target, dropped their bombs, and returned safely. The flak at the target was heavy but inaccurate and no enemy fighters were encountered. The 459th bombed ahead of us and the smoke from their bombing made observation difficult, but results were believed to be good. The lack of enemy fighter opposition was a relief to our flyers after their long, tough missions earlier in the month. The main messhall is due to have a tile floor and work was started on this floor today. As a result of this, the tables have been moved outside and all are dining"al fresco". However since the weather is so nice, the outside meals have a certain advantage. Major Ambrosen, Capt Tyykila, Lt Berg, and T/Sgt Edge are in Bari on business today. Flight Surgeon Blackmun and his medical department are having a busy day. Thirty to forty men became ill as a result of something that they ate for breakfast, probably pork sausage. Three or four men were taken to the hospital, but all came through in good shape suffering no ill after effects. While the men were in the noon "chow-line", a truckload of beer arrived for the PX and was given a rousing cheer. At the messhall, S/Sgt Boham has been relieved as Mess Sergeant, and Sgt Dyer is our new Mess Sergeant.

8 April 1944. A mission was scheduled today but it was cancelled because of the overcast. The big news of the day is that the PX has beer on this week's rations at 120 lire per bottle-limit one to a customer! The 100 lire is for the deposit on the bottle, evidentally a scarce item in Italy. Today at noon mess, the "buzz" job to end all "buzz" jobs happened. A P-38 pilot did a slow, climbing roll in his ship almost on top of our messhall. Major Ambrosen, Capt Tyykila, Lt Berg, and T/Sgt Edge returned from Bari today. We received another ship for our Squadron today-No. 769, "Rum Boggey 2". PFC Le Fevre has returned to duty in the Squadron after a couple of weeks in the hospital, the result of an operation. He is our efficient mail clerk. As of today the planes in our Squadron and their assigned pilots are as follows:
250 Lt Gosline
494 Lt Nelson

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261 Lts Gorecki and Sensenbrenner
482 Lt Keogh
230 Lts Nash and Knight
259 Lt Montgomery and Flight Officer Taylor
640 Lt Jones
238 Lt James B. Brown
289 Lt Sampson
658 Lt Seleen
282 Lt King
771 Lt Primage
570 Lt Archibald

9 April 1944. Easter Sunday-a mission was scheduled but it was cancelled after briefing had started. We had pancakes for breakfast-always a big event in our Squadron. Today was a very quiet one-Easter Sunrise services were held at Group at 0700. Many men are on pass today and the camp area is almost deserted. We had more men move in to tents across the road from the orderly romm. There were seventeen enlisted men and they are members of the 456th Bombardment Group. They are attached to us for rations and quarters and will service 456th planes which are parked on our field.

10 April 1944. Stand down on flying today. At 1400, our Squadron was one of the two to receive Air Medals. The ceremony was held in the Group briefing room, and the medals were presented by Lt-Col Cool, commanding 455th Group. PFC Chong, who has been in the hospital for several weeks, returned to the Squadron today and was given a warm welcome. Capt Gunnell has been assigned to our Squadron as a pilot-he is just over from the States. The floor in the main messhall is proceeding rapidly-it is about half done as of today.

11 April 1944. Another "false start" today-a mission was scheduled but it was cancelled after briefing because of weather. However, a practice mission was flown in the afternoon. The dogs around our camp are becoming quite numerous-there seems to be almost as many dogs as "G.I.'s"! The canine members of our Squadron usually put on quite a show during mess formations.

12 April 1944. The target today was a tough one-Bad Voslau, Austria. Ten of our Crews and Ships got off on this one. The target was smoke obscured when our Group hit it, but our ship obtained good coverage on the briefed target. All of our ships reached the target, bombed, and returned safely to the home base. Between 30 and 100 enemy fighters attacked the formation-mostly twin engined. Our crews were in the thick of the fight and have made the following claims: three enemy fighters destroyed, three probables, and two damaged. S/Sgt Sellars, nose gunner on Lt Sensenbrenner's crew, claims one ME-210 destroyed, S/Sgt Livingston, ball turret gunner on Lt J. Brown's crew claims one Me-109 destroyed, and S/Sgt Bench, engineer on Lt J.Brown's crew claims one

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ME-210 destroyed, S/Sgts Bennett and Frawley, on Lt Nash's crew, claim a probable ME-110 between them. On Lt Keogh's crew, S/Sgt Chase waist gunner, claims one ME-210 probably destroyed, S/Sgt Scott, on Lt Sensenbrenner's crew, claims a probable ME-210. In the enemy planes damaged department, T/Sgt Romano of Lt Nash's crew stands alone. He claims two ME-110's damaged. In all the 742nd had a banner day-all returned safely, there were no injuries, and only slight flak damage to some planes. On the ground, in the camp area there was little of interest. The officer's messhall is taking shape-the inside walls are of smooth plaster and are in the process of being painted. It is planned to have murals painted when it is finished. Lt Archibald today purchased dishes for the club. At noon "chow" today, a rifle inspection was held as a prelude to actual eating. The Italain KP's were duly impressed!

13 April 1944. Ten of our ships were off on another long one today. The target was Budapest/Tokol Airdrome in Hungary. All of our planes reached the target, dropped their bombs, and returned safely to the base. Several ME-210's made single attacks on our planes with the result that S/Sgt Vernon L. Latham, of Lt Nelson's crew and in ship 494, claims one ME-210 destroyed. The raid was successful.Today our medical department, under the directions of Flight Surgeon Blackmun, had a busy day. An epidemic of influenza has "laid low" about forty officers and enlisted men of our Squadron. A number were sent to the hospital in Cerignola. The victoms of the "flu" included 14 flying personnel and 20 non-flying personnel. A large pit is being dug by the Italian soldiers to the west and behind the officer's messhall. Perhaps the use to which this pit will be put to is in order, before anyone jumps to conclusions! It will be used as an underground storage room and cooler for perishable foods, a necessity with the warm weather approaching. The room will be rock lined when completed. Today the floor for the kitchen is being laid and the serving line has been moved outside.

14 April 1944. A mission was scheduled for today but it was cancelled after briefing because of poor flying weather. The "flu" epidemic seems to be subsiding as only two additional cases from our Squadron were hospitilized today. The photographers of the 15th Air Force were busy today taking pictures around our dispensary. Although many men in the Squadron are not aware of it, a horseshoe court has been set up to the rear of the dispensary. PFC Henderson, medical section, is the former champion of the State of Washington-back in the good old USA. Captain Blackmun became a "believer" after he was spotted 18 points by Henderson in a horseshoe game and then beaten! Henderson has issued a challenge to anyone interested in a little horeshoe competition-so far, not many "takers". Top Sergeant Henry, "Raunchy" to his friends(and he has plenty of them), has returned from the hospital and is once again on the job.

15 April 1944. Today is "M" day in the coming battle of the mosquitos-malaria bearing kind. All men in the Squadron were order-

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ed to start sleeping under their mosquito bars as of this date. The medical section has charge of mosquito control, which includes the spraying of the tents and buildings twice a day with Freon Bombs. All the territory within a radius of one mile of the camp area is under the supervision of the Medical Department. This includes the homes of Italian civilians which must be sprayed the same as our tents. At noon today, our Italian soldiers became more "GI". They were issued class X fatigues. This week's PX rations includes "cokes"-very welcome in the present warm weather. The best news that the Squadron has had in a long time came through today. It concerned our missing crew, which was lost in the Steyr raid of April 2nd. The official report says that five of that crew are now safe. They are Lts Willis J. Pardoe and William V. Costello Jr., and T/Sgt William B. Roberts, T/Sgt John E. Warren, and S/Sgt Edward C. Kimberly. No details were given. One member of the crew, name unknown, is a prisoner of the enemy and the other four are as yet unheard from. Eleven of our ships were off today to raid the industrial district of Bucharest, Rumania. Ship 494 was flown by Lt Arnold and his crew of the 743rd Squadron and our ships were led by our Commanding Officer, Major Ambrosen. Ship 289, piloted by Lt Sampson was a prior return. The target was undercast but our ships bombed through the medium of Pathfinder equipment. All of our planes, except the prior return, reached the target, dropped their bombs, and returned safely. Results were not observed due to poor visibility. Lt Beck and his crew in plane 658 "Lucky Babe", had a rough time and the men were mighty glad to get back to the home base safely. The ship was forced out of formation at the rally, when it was hit by flak, and dropped about 1500 yards behind the formation. About ten single and twin engined enemy fighters pounced on our ship. The crew and gunners really had their work "cut out for them". T/Sgt Sefcik claims one ME-210 destroyed and Sgt Eginton claims one ME-210 destroyed-both enemy ships exploded in the air. Their ship, "Lucky Babe", was riddled with holes and thoroughly shot up as the Germans used cannon and rockets. Three members of the crew were wounded: S/Sgt Malchow, S/Sgt Shelton, and Sgt Blanco-none seriously however. The tail turret was smashed up and how the ship ever returned to the base is a mystery. However the mystery is clearing up as the story comes out of the skillful and heroic work done by Lt Beck, pilot, and T/Sgt Edge, engineer, with the close cooperation of the whole crew. In spite of the damage to the plane, the 742nd kept up their reputation of "coming back".

16 April 1944. Eight of our ships took to the sky for another "whack" at the enemy. The primary target was obscured and the secondary target of Turnul Severin Airdrome and marshalling yards was attacked. All of our planes reached the target, dropped their bombs, and returned safely to the base. There was no flakat the target-some enemy fighters were observed, but did not

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close in to range of our guns. Per 455th General Order #3, T/Sgt Shollenberger, S/Sgt Roberts, S/Sgt Spradling, and Sgt Palombo are entitled to wear the Purple Heart as a result of combat injuries. The claims on the destruction of enemy aircraft up to date, which have been confirmed, are as follows:

S/Sgt Mc Coy	one ME-109	Graz raid	19 March
T/Sgt Carroll	one ME-109	Steyr	2 April
T/Sgt Rust	one ME-210	Bucharest	4 April
T/Sgt Bench	One ME-210	Bad Voslau	12 April
S/Sgt Livingston	one ME-109	Bad Voslau	12 April
S/Sgt Dearing	½ ME-109	Steyr	2 April
S/Sgt Grauwiller	½ ME-109	Steyr	2 April
T/Sgt Sefcik	one ME-109	Bucharest	15 April
Sgt Eginton	one ME-210	Bucharest	15 April

No confirmations were given on enemy ships probably destroyed or damaged, on which our Squadron has a number of claims. Our Squdron received another aircraft today-number 993-named "Raleigh H". In the drawing for the new plane, held among the first pilots who haven't ships as yet, Lt Montgomery was the lucky officer. First Sergeant Henry and M/Sgt Tillotson procured some more furniture for the enlisted men's dayroom today. According to Henry, More furniture is expected in the near future and it looks as if it won't be long before the dayroom will be in use. Starting with the evening meal tonight, atabrine pills are being served as a preventative measure against malaria. "Punjab" Machofsky, medic, served the pills! Each evening after "chow" for a few days, classes will be held in the dayroom by Flight Surgeon Blackmun, where he will instruct the personnel on malaria and how to prevent it. Just at dusk tonight, a P-51 "buzzed" our area so that the men can brush up on their recognition of the new, long range fighter-newest addition to the escorts which guard our bombers on their missions.

17 April 1944. For about five nights now, we have had no electric lights in our area. So candles and Italian lamps of various shapes are once again in vogue. The generator needs some new valves and Pvt Bennett, our "put-put" specialist, is "sweating" them out. The cooks are once again cooking outside-only a temporary move, to everyone's relief. While the Italian workmen are putting in the tile floor in the kitchen, it was necessary to cook and serve outside. The weather is so nice now however, that it isn't the hardship that is was during our first few weeks in Italy. Nine of the Squadron's ships were off today to raid the marshalling yards at Sofia, Bulgaria. Enroute, the 455th Bomb Group became separated from the formation and joined the 47th Wing. Today we had an escort of P-38's and also for the first time, P-51's, which all the combat men are anxious to see. All of our aircraft bombed and returned safely to the home base. Flak was encountered and a few enemy fighters seen, but outside of separate attacks by one ME-109 and one FW-190, nothing unusual happened. The raid was successful as the marshalling yards appeared well covered.

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18 April 1944. Stand down on combat flying today-instead a local practice mission was flown. Most of the men are busy building frames to support their mosquito nets over their "sacks". Major Ambrosen and Lt Archibald are on an expedition today to procure furnishings for the officer's messhall. Several large mirrors, a sink, and a marble bar were obtained. The tile floor in the kitchen was finished today and at evening "chow", the cooks are once again cooking inside and we are eating in the main messhall. The floor has been a great improvement in the messhall. A load of tile was delivered today for a floor in the enlisted men's dayroom and work will start immediately. Top Sergeant Henry has also procured more furniture and rumors of a bar in the dayroom are spreading-no confirmation! Desauw Bennet, "put-put" specialist, has the large generator in working order once again, and tonight we have electricity. The Italian lamps and the candles have been put away-for the time being. Per Special Order #67, Lts Gosline and Berg placed on DS at Naples for a period of three days. A transfer has been effected by which Lt Keogh, first pilot, has gone to the 741st Squadron and Lt Jack D. Montgomery has been assigned to duty with our Squadron. Quite a number of enlisted men in our Squadron are entitled to wear the Good Conduct ribbon as a result of 455th Gp General Order number 67.

19 April 1944. We stood down again on combat flying today. S/Sgt Fournier, section chief of Operations, injured his toe today when in the act of procuring some tile, he dropped a piece on his toe. "Shorty" is on the job however, his feet encased in soft slippers. The enlisted men of Operations have one of the "sharpest" tents in the area-their tile floor is something to see. One of our Italian "allies" in our Squadron, has gone AWOL. He had just returned from a 30 day furlough (five days late), stayed in camp for three days, and "took off" again. Major Horton, Executive Officer and in charge of all construction in the area, revealed plans today for further construction in the Squadron. At an early date, a building for an officer's club, tosupplement their messhall, will be started and plans are being laid for an addition to the enlisted men's dayroom, as it appears to be too small at present.

20 April 1944. Eleven of our ships, led by Major Ambrosen, were off today to hit the shipbuilding yards at Montfalcone in Northern Italy. Colonel Brown, A-3 of Wing, went along in the Major's ship. Upon arrival, the target was overcast, and our aircraft bombed by the Pathfinder method. It was impossible to observe results, but they are believed to be poor. Confidence in the Pathfinder method is at a very low ebb in our Squadron. About two minutes before target time, our ships were attacked (the Group's ships), were attacked by 30 to 40 ME-109's, FW-190's, and MC-202's. We lost our second crew and ship of the month to enemy planes in the target area. The crew of ship 289 are lost-they include: Lts Sampson, Neil, Horstman, and Adams-plus, T/Sgt Hamilton, T/Sgt Carroll, S/Sgt Charles, S/Sgt Webb, S/Sgt Gardner, and S/Sgt Fabrizio. In the furious fight over the target with the Luftwaffe, our Squadron claims five

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enemy planes destroyed and two probable destroyed. S/Sgt Leithauser, tail gunner on Lt Montgomery's crew, claims two ME-109's destroyed, and S/Sgt Kyle, same crew, claims one ME-109 destroyed. On Lt Brimage's crew, three men have claims as follows: S/Sgt Cowan-one ME-109 destroyed, Sgt Eginton-one Me-109 destroyed, and Sgt Blanco-one ME-109 probably destroyed. On Flight Officer Taylor's crew, S/Sgt Spradling, right waist gunner, claims one ME-109 probably destroyed. Today, Major Horton, our Executive Officer, figured in the roundup of a possible spy. He apprehended an Italian and a small boy in a cart on the edge of our camp area, while our ships were returning from the day's mission. He seemed to be taking down the numbers of our planes as they landed. The suspects were jailed in Cerignola and Intelligence is taking charge of the case. Tonight, we received a new crew and a new ship, number 200, a silver B-24G "job". Lt Keil is pilot of the new crew and the other members of the crew are as follows: Lts Crum, Pickerill, and Leach plus S/Sgt Agnew, Sgt Oleyash, S/Sgt Dote, Sgt Novak, Sgt Ulsh, and Sgt Medel.

21 April 1944. The marshalling yards in Bucharest, Rumania were the target in today's mission and eight of our ships participated. Our bad luck continued today as we lost Lt Jones and his crew in plane 640 over the target. The lost crew, our third of the month, and our twice in as many days, includes: Lts Jones, Yttri, Bodwell, and Boffa plus-T/Sgt Seman, S/Sgt Blanchard, T/Sgt R.W. Jackson, S/Sgt Philbin, S/Sgt Griffith, and S/Sgt Wooldridge. Our missing crew was last seen in the target area, one engine on fire, and being followed by enemy fighters as it slid into a cloud. It is felt that they had a good chance to bail out, as far as can be ascertained. The target was undercast and our ships bombed by Pathfinder method. Results were not observed due to undercast. About 40 ME-109's, FW-190's, and ME-210's attacked our formation-we had no escort in the area at the time. The engagement with the enemy fighters lasted about 21 minutes and the enemy were very aggressive. Some of the enemy fighters flew through our formation. The claims for our Squadron were as follows: S/Sgt Jackson, tail gunner on Lt. Tanner's crew, claims one ME-109 probable. T/Sgt Madzik, top turret gunner on Lt Archibald's crew, claims one ME-109 probably destroyed. and T/Sgt Waugh, waist gunner on Lt Tanner's crew claims one ME-109 probable. Seven of our ships returned safely to the home base.

22 April 1944. Stand down today on combat flying. Maximum training and maintanence. Tonight the officer's messhall was officialy opened, when the evening meal was eaten there for the first time. Although the messhall isn't completed as yet, work has progressed to a point where the building can be used. The bar is taking shape-it is an extremely nice bar with a marble top and tile sides. And plenty of mirrors around. Since the meals are served and dishes are used, the officers have no use for their messkits, at present. The tile floor has been completed in the dayroom and Sgt Henry has obtained more chairs and tables in Taranto. The bar is being put in one end and a crap table fixed up. Premiere date has not been announced.

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23 April 1944. Another one of those tugh targets today-the Airdrome at Bad Voslau, Austria. Eleven of our Squadron ships were in on this one, led by Major Ambrosen, the Squadron CO. One of our planes was flown by Major Harp of Group with one of our crews on board. Ship 259, piloted by Flight Officer Taylor, was a prior return but received mission credit. About sixty enemy fighters attacked the formation, but none attacked our Group. All of our aircraft except the prior return reached the target, dropped their bombs, and returned safely to the base. The flak over the target was heavy and intense. Most of our bombs fell short of the enemy airdrome, but we had several direct hits on two hangars. Work has started on a building for an Officer's club adjoining their messhall. Several truckloads of stone blocks arrived today under the supervision of Lt Strode.

24 April 1944. Marshalling yards again today. This time the target was in Bucharest, Rumania. Nine of our planes participated. All of our ships reached the target, dropped their bombs, and returned safely to the base. The flak was heavy and intense but inaccurate. No enemy fighter planes put in an appearance. The bombing was spotty-about half of the bombs fell in the yards and strung into the city while the others were either short or long. Per Squadron order #16, the following appointments and changes were effected. First Lt Morrison was appointed Awards and Decorations officer vice First Lt Meadows relieved. First Lt Campbell appointed Squadron Malaria Discipline Officer and First Lt Brydson appointed Personnel Equipment Officer. Second Lt Hennigh appointed Squadron Transportation Officer, Supply Officer, and Personal Effects Officer vice First Lt Elfenbein relieved. The following Flight Leaders were announced on the same Squadron Order: Flight A-Lt King, Flight B-Lt Nash, Flight C-Lt Nelson, and Flight D-Lt Knight.

25 April 1944. Ten of our ships off today on a combat mission. The target was the Aircraft Factory in Turin, Northern Italy-home of Italian aircraft for German use. Lt Watson, co-pilot on Lt Archibald's crew, flew as a pilot today. Lt Gosline, Squadron Operations Officer, was off with our planes. All of our aircraft reached the target, bombed, and returned safely to the base. The raid was only partially successful. Although we had a number of hits on the enemy factory and destroyed some planes on the ground, the bombing left something to be desired. There was heavy, accurate flak at the target, but what enemy fighters appeared, were driven off by our P-47 escort. S/Sgt's Leithausers claim to one ME-109 destroyed at Montfalcone, Italy on the raid of April 20th has been officially confirmed today.

26 April 1944. Today the rains came and we had a stand down on flying. A practice mission was originally scheduled, but the weather forced its cancellation. After good weather most of the month, today saw some of the heaviest showers that we have had so far. The day was very rountine-the weather keeping activity at a mimimum.

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27 April 1944. Still raining, only harder and it is slightly colder today. The officer's bar opened this evening and a goodly number of officers were in attendence. Lt Elfenbein, former Supply Officer of this Squadron, is visiting after his stay in the hospital at Bari. Major Ambrosen, Lt Berg, and Sgt England are in Bari on business for two days per Gp. Special Order #76. The usual garrison duties were performed-activity at a minimum as the rains continue.

28 April 1944. Our ships were off today on a mission to hit the port facilities at Porto San Stefano in Northern Italy. P-47's provided cover over the target. All of our planes, nine of them, reached the target, bombed, and returned safely to the home base. Our bombing was only partially successful. Per 455th Gp GO #4, The following men of our Squadron are entitled to wear the Purple Heart as a result of wounds received in action: T/Sgt Hardy, S/Sgt Leo W. Latham, S/Sgt Malchow, S/Sgt Pittman, S/Sgt Shelton, and Sgt Blanco. A barber shop has been set up in the Squadron-located between the PX tent and the Intelligence tent. It is located in a small command tent and is manned by two Italian barbers. No excuse now for not having those moustaches trimmed! Moustache growing seems to be a novelty peculiar to overseas duty and in the case of some of the personnel, it takes a lot of courage on their part to grow one!

29 April 1944. Our airmen invaded new territory today as the target was an ammunition factory at Toulon, France, former home of the French fleet. Nine of the Squadron's ships were in on this one. Ship 494, piloted by Lt Nelson, was an early return. The other eight aircraft reached the target, bombed and returned safely. Although we lost no ships and there were no casualties, this was a "rough" mission. Our bombing was not so good, although we hit some ammunition storage sheds. Most of our bombs fell short into the bay and to the east and northeast of the briefed target. Enemy fighters above our formation at the target, dropped aerial bombs in an attempt to break up our formation. A number of enemy fighters made passes at the formation but were not too aggressive-perhaps our gunners threw too much lead for them. The flak was heavy, intense, and accurate and many of our planes were pierced. This week, all officers and enlisted men are being given a "refresher" course in the use of the gasmask. All are being sent through a tear gas chamber to check their masks for fit and to discover any faulty or leaking masks. We were assigned a new crew today and they arrived in the Squadron tonight. The personnel is as follows: 2nd Lts Mendenhall, Fleming, Epperson, and Taylor plus S/Sgt Boucher, S/Sgt Bankos, S/Sgt Bodman, S/Sgt Matheson, Sgt 08 O'Neil, and Cpl Washburn.

30 April 1944. We finished the month with a raid on the Milan Lambrate marshalling yards in Northern Italy. Seven of our planes took to the sky for this one and our Commanding Officer, Major Ambrosen, led the 455th Group today. All of our planes reached the target, dropped their bombs, and returned safely. Inaccurate heavy flak encountered at the target and one ME-109 made one pass at our formation. He must have figured however that discretion was the better part of valor, as he "took off". We ended the month

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on a high note as the raid was very successful and our Squadron got their bombs on the target. Tonight we received another ship for our Squadron, a silver "job", number 989. The enlisted men's dayroom opened tonight and cokes were served-much credit must be given to our First Sergeant, Henry, who has put so much of his efforts and time into the dayroom, inaddition to his other duties. The usual payday for enlisted men was held at 1330 today. Lt Berg, our Adjutant, returned from a court martial case in Foggia, just in time to pass the money out at the "payoff". Our Squadron photo section has been attached to Group for quarters, rations, and duty and rumor has it that our transportation section will soon follow under the same setup.

SUMMARY

This was a month of more numerous operations against the enemy, because of the better weather that we have had. The days of the "milk run" missions seem to be over, as all of the targets now are "rough" ones. During the month, we lost three crews in action, our first combat crews lost since we have been operating. We received three new crews this month to even things up-as far as any evening up can be done when crews are lost.

As we end the month, T/Sgt Heitzman, Radio Operator, is leading the Squadron in the number of combat missions flown. He has 26 single missions to his credit and counting the double missions, has 35 missions to his credit. A number of men are right behind him with 22 missions and one with 23. Lt Knox, bombardier, has the 23. In the 22 single mission bracket are: Lts Crotzer, Ezell, Macedo, Mc Glasson, and Rother. Quite a number of the combat men have completed 20 missions, with the Squadron average about 17.

More construction was completed in the Squadron this month-the officer's messhall and the enlisted men's dayroom being notable examples. Our camp is just about completed and is taking on all the appearances of a permanant setup. However we all hope that the war won't last long enough to make it too permanant!

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SG-BOMS-742-HI
21 MAR 1944

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742nd BOMBARDMENT SQUADRON (H)
455th BOMBARDMENT GROUP (H)
APO 520 US Army

4 April 1944.

SUBJECT: Historical Records.

TO : Commanding General, Fifteenth Air Force, ATTN: Historian, (thru channels).

1. Unit history of the 742nd Bombardment Squadron, 455th Bombardment Group (H), 304th Wing, Fifteenth Air Force for the period 1 March 1944 to 1 April 1944.

a. The present designation of the unit is 455th Bombardment Group (H).

b. Changes in organization
(1) First Lieutenant Richard A. Gosline, O-742078, (1024), became squadron operations officer vice First Lieutenant Bernard H. Keogh, O-660650, relieved 8 March 1944, SO #7, 742nd Bombardment Squadron (H), APO 520, US Army, 8 March 1944.

(2) First Lieutenant Henry C. Kelly, O-684873, (1024), appointed assistant squadron operations officer, vice Lt. Richard A. Gosline, O-742078, (1024) relieved 10 March 1944, SO #9, 742nd Bombardment Squadron (H), APO 520, US Army, 10 March 1944.

c. Strength, commissioned and enlisted.
(1) At the beginning-85 officers-388 EM
(2) Net increase- 0 officers-2 EM
(3) Net decrease-1 officer-2 EM
(4) At end of the month- 84 officers-388 EM

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e. Operations
(1) 2 March 1944-32 officers and 48 EM participated in bombing of Cisterna, Italy. The mission was successful; all planes returned safely; there were no casualties.

(2) 3 March 1944-7 aircraft, 29 officers, and 43 EM participated in organization's 6th mission. The target was Fabrico Di Roma, Italy (airdrome). The mission was successful. All planes returned safely; there were no casualties.

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(3) 7 March 1944-10 aircraft, 40 officers, and 61 EM participated in squadron's 7th mission which was the bombing of the Fabrico Di Roma Airdrome, Italy. All planes returned; no casualties. The mission was considered only partially successful due to poor visibility.

(4) 15 March 1944-9 aircraft, 37 officers, and 54 EM participated in the bombing of Cassino, Italy. No casualties-all planes returned safely.

(5) 17 March 1944-8 aircraft, 32 officers, and 49 EM bombed Bad Voslau Airdrome, Austria. The mission was doubtful due to poor visibility. All planes returned; there were no casualties.

(6) 18 March 1944-9 aircraft, 37 officers, and 54 EM participated in bombing the airdrome at Maniago, Italy. This was considered the squadron's most successful mission to date. The group received credit for destroying 5 enemy aircraft. No casualties; all aircraft returned to base.

(7) 19 March 1944-9 aircraft, 37 officers, and 55 EM bombed Graz, Austria. The mission's success was doubtful due to the presence of enemy fighters in strength. All planes returned; there were no casualties.

(8) 22 March 1944-9 aircraft, 37 officers, and 55 EM bombed Bologna, Italy. All aircraft returned; no casualties. The mission was successful.

(9) 23 March 1944-8 aircraft, 24 officers, and 50 EM participated in the organization's 13th mission to Rimini, Italy. The marshalling yards were the target. All aircraft returned; there were no casualties.

(10) 26 March 1944-6 aircraft, 25 officers, and 36 EM participated in bombing of Rimini, Italy. All aircraft returned; there were no casualties.

(11) 28 March 1944-9 aircraft, 36 officers, and 56 EM participated in bombing of Verona, Italy M/Y. All planes returned safely; no casualties.

(12) 29 March 1944-8 aircraft, 24 officers and 48 EM participated in the organization's 16th mission-the bombing of Milano, Italy marshalling yards. The mission was successful, all aircraft returned, and there were no casualties.

(13) 30 March 1944-8 aircraft, 32 officers, and 50 EM took off to bomb Sofia, Bulgaria. The target was

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and the planes returned withour bombing. There were no casualties.

h. Major Edwin C. Ambrosen, squadron CO, led the orgganization on the raids of 15, 18, 22, and 26 March.

2. Enclosed is the War Diary of this organization for the period 1 March 1944 to 1 April 1944.

For the Commanding Officer:

E.B. Morrison
E.B. MORRISON
1st Lt, Air Corps,
Squadron Historian.

1 Incl:
Incl 1: War Diary.

OFFICIAL:
William W. Berg
WILLIAM W. BERG
1st Lt, Air Corps,
Adjutant.

314.7 B-AK-1 1st Ind.

HQ: 304TH BOMB WING (HV), APO 520, 19 April 1944

TO: CG., Fifteenth Air Force, APO 520.

1. Contents noted.

For the Commanding Officer:

1 Incl.
Incl. 1- War Diary.

Harold G. Wilson
HAROLD G. WILSON,
Captain, AGD,
Adjutant.

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742nd BOMBARDMENT SQUADRON (H)
Office of the Intelligence Officer
APO 520 US Army

WAR DIARY 2 April 1944.

PREPARED BY: Lt E.B. Morrison

LOCATION : San Giovanni, Italy.

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1 March 1944. Construction of messhall started. The building will be of stone construction and will be built by Italian labor. The kitchen will be 20 by 30 feet and the dining room section, 20 by 70. Lts. Gosline, Nash, Nelson, and Knight appointed Flight Leaders and Lt Morrison, assistant S-2, appointed Expeditionary Force Message Officer and Squadron Historian. We start the month with 11 planes in the Squadron-nine of them are named as follows:

Major Ambrosen & Lt Gosline	"Virginia Princess"
Lts Jones and Knight	"Ramp Rooster"
Lt Sampson	"Little Butch"
Lt James Brown	"Miss Lincoln Heights"
Lt Nash	"Blonde Bombshell"
Lts Sensenbrenner & Gorecki	"Gargantua"
Lts Beck & Seleen	"Lucky Babe"
Lt Montgomery & F/O Taylor	"TWin Tails"
Lt King	"Cowtown Blonde"

2 March 1944.

Eight ships from our Squadron were off today to bomb Cisterna Di Roma, Italy. All reached the target, dropped their bombs, and returned safely. The mission was routine-light flak but no enemy aircraft encountered. The mission was considered sucessful. The task of wiring all the tents in the area for electric lights was completed today. The new, large generater was in use for the first time and another obstacle to personal comfort was "whipped". Today was a "red letter day" for many officers in the Squadron-they received promotions! Lt Tyykila, Squadron Navigator, is now Capt Tyykila. The following flying officers advanced to First Lieutenant: Archibald, Gorecki, Jones, King, Kelly, Knight, Montgomery, Nash, Nelson, Pardoe, Sampson, Tanner, Beck, J.Brown, and Sensenbrenner. Among the ground officers the following advanceddto First Lieutenant: Berg, Elfinbin, Brydson, Midland, and Griffith.

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3 March 1944 — The target for today was Fabrica Di Roma A/D, Italy. Nine of our aircraft were off, led by Major Ambrosen. The ships of Lts Seleen and Pardoe were early returns. The other 7 planes reached the target, dropped their bombs, and returned safely. A few enemy aircraft were seen but did not close into range. The mission was not sucessful. Today was "Christmas in March" for many men in the Squadron. Quite a bunch of Christmas packages were received-two bags full. Some of the packages were in bad shape, but notwithstanding, a "Merry Xmas" was had by those receiving the bundles. In completeing today's mission, Major Ambrosen, Squadron CO, become the first man in the Squadron to complete 5 missions and become eligible for the Air Medal. Most of his missions have been flown in ship 250-"Virginia Princess".

4 March 1944. — Our planes took off on another mission today, but were soon forced back because of bad weather. A dayroom for EM is being planned by Major Horton, Executive Officer, and construction is expected to start shortly.

5 March 1944. — The air crews were alerted today, but the mission was "scrubbed" because of inclement weather. A new system in the handling of the mail inaugurated. The mail is sorted alphabetically which makes mail call shorter and less painless.

6 March 1944. — Again today the crews were alerted and again the mission was cancelled due to bad weather. The rain is coming down and the camp area is becoming quite muddy. With the issueing of new PX cards the week'S rations were available. The medical dept is in the process of moving. They are busy setting up a tent across from the orderly room. Work is proceeding on a wooden floor, a door, and a stove. The inside walls of the orderly received a coat of whitewash tday.

7 March 1944. — Weather permitted our planes to get off on a raid today. The frmation as large and our Squadron supplied 10 planes. The mission was aimed at Fabrica Di Roma, Italy. All of our planes reached he arget, dropped heir bomb loads, and returned safely to the base. Reports considered this mission unsucessful. Flak was encountered, but no enemy aircraft. The Italianworkmen are today constructing stone receptacles for the washing of messkits. The area was given a thorough "policeing" today-tin cans, oil drums etc. were removed from the Squadron area. The messhall is taking shape

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7 March 1944. (Continued) now and construction is progressing. Since today was the first day of sunshine in some time, personnel were busy fixing up their individual tents. The Italians are busy digging slit trenches in the area. Several officers and EM were playing baseball-Spring can't be far away! With the completion of today's mission, 18 officers & EM completed 5 missions and became eligible for the Air Medal. These men are all from the crews of Lts Knight and Sensenbrenner. Lt Knight's crew flew in "Ramp Rooster", while Lt Sensenbrenner's crew flew in their ship "Gargantua".

8 March 1944. Our planes got off on a mission today but returned shortly due to poor flying weather. We had our first hailstorm this afternoon. Lt Elfinbin has set up a command tent in front of supply for his office. "Chowtime" this evening was a gala event. A red Cross truck, manned by three feminine workers, arrived to serve donoughts. They received plenty of help unloading their truck from the young lieutenants led by Lt. Guido!

9 March 1944. Same old story today-rain. The crews were alerted and the mission cancelled. With the digging of the foundation, construction has started on the dayroom for enlisted men. Lt. Keogh relieved as operations Officer and appointed airplane commander and flight leader. Lt Gosline relelved as airplane commander and flight leader and appointed Operations Officer.

10 March 1944. The usual routine for our air crews-alerted, mission cancelled, and rain. During mealtimes today, phonograph records were played from the orderly room via the loud speaker. Seems good to hear music once again. Tents were errected over our latrines, which up until now, have been uncovered. Needless to say, the covered latrines were enjoyed by all!

11 March 1944. The sun was out today in all its glory. No mission was scheduled. Additional tents have been received and are being set up for the combat crews. Each crew will now have two tents: one for the 4 officers and one for the 6 EM. Major Ambrosen & Lt Berg drove to Bari on business today. An officers club is being planned for the Squadron and Lt Barnard is in charge of the arrangements. The Operations section are busy whitewashing the walls of their office today. At noontime, public relations was on the job with Sgt Urwiller, photographer, taking pictures of the "chowline" etc. Lt Meadows, Squadron S-2, also taking pictures with his movie camera.

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12 March 1944. Day very routine. Crews alerted, mission cancelled-rain.

13 March 1944. Rain! Mission cancelled. The mud around the mess tent is now almost ankle deep-everyone looking forward to the completion of the new messhall building.

14 March 1944. Crews alerted-mission cancelled-rain. A strong, cold wind blowing this afternoon. Usual garrison duties.

15 March 1944. Today our Squadron made its first attempt at a double mission. The target today was Cassino in support of the ground troops. Nine of our aircraft were in the morning mission, led by Major Ambrosen. All of our planes reached the target, dropped their bombs, and returned safely. Some flak encountered at the target but no enemy fighters as we had an air cover over the area. Lt. Jones took off late in his ship, fell in with the formation of the 456th Bomb Group, and bombed with them. Press dispatches called this raid the greatest aerial assualt in history. Our planes were off in the afternoon, but had to turn back short of the target because of poor visibility-no bombs were dropped. The Medical department had a big day-every man in the Squadron who needed a tyfus shot, got it today. Most of the men received the "booster" shot in the arm. The bombsight maintanence section was looked over by an inspector of the 15th Air Force. It is said that this department, with Lt. Hennig in charge, is the best section of its kind in the 15th Air Force.

16 March 1944. The weather "stole the show" today. This morning we had about a 3 inch snowfall. A few snowballs were thrown but, probably the biggest news was the fresh eggs that we had for breakfast. This was the first time since arriving in Italy that the Squadron had fresh eggs on the menu.. The turnout for breakfast was almost 100% of the Squadron. Again the crews were alerted but the mission was cancelled for obvious reasons.

17 March 1944. The target today was Vienna, Austria. Ten of our planes were off on this one. One plane was incomplete and two were early returns. The other seven reached Vienna and although there was an undercast, they dropped their bombs. No enemy planes were encountered, but the flak was intense. Results were not observed due to

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17 March 1944. (Continued) poor visibility. The bombardier's compartment in Lt Nelson's ship was hit by flak , but there were no injuries in the crew. All our ships returned safely to base. Construction was started today on an officer's mess building with a seating capacity of 60. The building is located near the kitchen of the main messhall-plans are to install a bar in one end of the building. As the day was quite windy, there were several kites being flown in the area. The kite champion seems to Staff Sgt. Wayne Robinson, gunner on the model crew.Several bags of hometown newspapers arrived today and it was a common sight to see men on the way to their tents with armfuls of newspapers.

18 March 1944. The target today was Maniago A/D in Northern Italy. Nine of our ships took part. All reached the target, dropped their bomb loads, and returned safely. Flak was encountered but no enemy aircraft. The mission was considered sucessful-most of our crews feel that this was the most sucessful mission to date. The roof to the messhall is nearly completed. Due to a shortage of roofing material, canvas is being used. Lt. Hennig and his crew are busy installing the wireing in the messhall. Electricians, under the direction of Lt Hennig, have had a busy time of it since arriving here. First it was the wiring of the entire tent area and then the work in all the new buildings.

19 March 1944. The mission, today in which nine of our planes took part was aimed at Steyr, Austria. However, the final bombing was done on the secondary target of Graz Thalerof A/d in Austria. Our bombing was unsucessful, but all of our planes reached the target and returned safely. The formation was attacked by Me109's and Fw 190's. The flak was heavy and intense. Sgt Mc Coy, tail gunner on Lt Nelson's crew, shot down a Me 109, and Sgt Warren, engineer and Top turret gunner on Lt Pardoe's crew received credit for a probable. Mc Coy was the first man in the Squadron to receive credit for an enemy plane destroyed. In the camp area, football and baseball "spring training" is underway. The center of baseball training seems to be the operations section with Sgt Stendig as head coach.

20 March 1944. The crews were alerted today, but the mission was cancelled because of an overcast. In the afternoon, a local practice mission was flown. A new ship, No. 407, was assigned to our Squadron today. The first pilots without ships drew straws for the ship with Lts Beck and Pardoe coming out on top.

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20 March 1944. (Continued) Today supplies and equipment from the mess tent are being moved into the new building. At evening "chow" tonight was held the grand "premiere" opening of the new messhall-our first meal in the new setup. Lt Berg and S/Sgt Boham, Mess Officer and Mess Sgt. espectively, were on hand to usher in the hungry men. The opening of this building was one of the big events in camp since we arrived here.

21 March 1944. It was cloudy today and no mission was scheduled. Sgt. Wallo , who was appointed mail clerk to take the place of Le Fevre taken ill, inaugurated a new system for the mail. The mail is sorted out by sections now and this has almost eliminated the lengthy mail calls of the past.

22 March 1944. Nine of our planes were off to bomb Verona M/Y today in Northern Italy. The target was cloud covered and so the secondary target at Bologna M/Y was attacked. One of our planes turned back early, but the other eight reached the target, dropped their bombs and returned safely. The flak was heavy and accurate-most of our ships returned with flak holes in them, but there were no injuries to the crews. The mission was successful- our most sucessful to date. A roof is rapidly being put on the dayroom, and a small room is being partioned off in one end for use as a parachute storage room. The officer's messhall is beginning to take shape with the walls going up rapidly.

23 March 1944. Our planes took to the sky today, but returned shortly because of weather conditions. It is raining today and in the afternoon, we had a light snowfall. All in all, a quiet day.

24 March 1944. Our Squadron participated in their 13th mission today. Eight of our planes were offto bomb the aircraft factory at Steyr, Austria. The weather enroute forced our planes back and so our planes attacked the secondary target at Rimini, Italy. All of our planes reached the secondary, dropped their bombs, and returned safely. Plenty of flak on today's mission, but no enemy fighters encountered. The bombing was not too good. Tod ay two photographers from the 15th Air Force were in the area taking pictures of the camp and of individual soldiers. Also we received a new plane and a new crew from the Stetes. The ship, number 771 is the new B-24J, and is named "Cherry". The crew is as follows: Lts Brimage, W.R.Brown, Santina, Wachtendunk, S/Sgt Cowan, S/Sgt Stinson, Sgt Green, Sgt Blanco, Sgt Southworth, and Sgt Eginton. First

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24 March 1944. Sergeant Henry was in Bari today to visit PFC Chong who has been confined to the hospital there for several weeks. Chong, one of our most patriotic soldiers and Squadron boosters, is almost ready to return to duty, according to Sgt Henry.

25 March 1944. A mission was scheduled today but halfway through briefing, it was cancelled due to rain. A cold wave seems to have hit the area today and a strong wind is blowing. During the night, the wind was so strong that two sections of walls of the officer's mess was blown down! At noon "chow" we had our second visit of the month from the ladies of the Red Cross. They served doughnuts to the men in the serving line and brightened up our messhall for awhile. As usual, they had plenty of help unloading their truck from the young lieutenants.

26 March 1944. Our planes were off on a raid today led by Major Ambrosen, our CO. The raid was aimed at Steyr, Austria and nine of our ships were in on it. One returned early. Due to an overcast, the planes turned back-no bombs were dropped except by Lt Seleen's ship on Rimini, Italy. However credit for a mission was received. As a result of completeing today's mission, Lts Powell and Rother became the first men in the Squadron tocomplete 10 missions.

27 March 1944. No mission was scheduled for today. Instead, morning and afternoon local practice missions were flown. The Squadron carpenter, Cpl Miller, is busy installing "pigeon holes", tables, etc in he mail room under the direction of Lt Morrison. The facilities up to date have been found to be inadequate for handling the mail as the volume is increasing. Today was the second "mass shot" day by the medical deaprtment under the direction of Flight Surgeon, Capt Blackmun. The "needle for today" contained tetnus. Capt Blackmun also conducted a medical inspection of the tents and buildings in the camp area.

28 March 1944. The 742nd had 9 ships off today to bomb the Verona East Marshalling Yards in Northern Italy. An escort of P-38's went with us. Flak and enemy fighters were encountered but the escort took care of te fighters. All of our planes reached the target, dropped their bombs, and returned safely to the base. The mission was one of our most successful to date. The officer's messhall now has a roof on it. The enlisted men's dayroom is complete ex-

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28 March 1944. cept for a floor and furniture. The parachute room in one end of the dayroom is completed and in use providing an excellent room for storage purposes. Cpl Miller built the shelfs and bins needed for the storage of parachutes. Ship no. 570 arrived from the States today and has been assigned to our Squadron. We now have 14 ships in the Squadron and 18 combat crews. A tile floor is being put in the officer's messhall by the Italian workmen today.

29 March 1944. Milan, Lambrate Serriate Marshalling Yards was the target today for nine of our ships. Lt Gorecki in ship 261 was an early return. No flak encountered at the target and only one enemy plane seen-he did not close! Our eight planes bombed the target and returned safely. This was probably our best mission to date. The new crew in our Squadron flew in ship 771 with Lt Brimage piloting. This was their first mission together as a crew.

30 March 1944. Sofia, Bulgaria was the target today for eight of our planes. The weather was 9/10 undercast near the target, making navigation very difficult. The poor vivibility made it difficult to locate the target-some of the planes in the formation dropped bombs on what was believed to be Nis or Pirot, but our planes in our Squadron returned their bombs to the base. Some flak was encountered but no enemy fighters. All ships returned safely and the crews received mission credit.

31 March 1944. No mission scheduled for today. A local practice mission was flown in the morning in perfect weather-Spring seems to have arrived today. At 1300 pay formation for enlisted men was held and the officers were paid at 1800. Ship 482, piloted by Lt Keogh and Lt Pardoe has been named "FUBAR".

Summary: This was a month of changeable weather and poor flying conditions. Our planes were off on raids when weather permitted-which wasn't as often as as most would have liked. Several buildings in the area were completed during the month and our camp is taking on a more permanant tone. With the coming of Spring, morale is at a high level. Up to date 65 Officers, 4 Flight Officers, and 103 Enlisted Men have completed 5 or more missions. Of this number, 13 Officers, 1 Flight Officer, and 22 Enlisted Men have completed 10 or more missions. Lt Theodore Powell has flown 12 missions,

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Summary: the most of any man in the Squadron. He is closely followed by Lts Crotzer, Knox, Mc Glasson, Rother, and S/Sgt Heitzman all having 11 missions to their credit. During the month we were assigned 3 new ships and one additional crew leaving us with a total of 14 ships and 18 combat crews as we start the month of April.

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