

Organizational History of the 392nd Bombardment Squadron (H) 1943-1945



30th Bombardment Group (H),
7th Army Air Corps
Central Pacific

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Organizational History, 392nd Bombardment Squadron (H), 30th Bombardment Group (H), VII Bomber Command, Seventh Air Force.

Original Unit

Designation:

2nd. Long Range Reconnaissance Squadron

Date of Organization:

January 15, 1941

Place of Organization:

March Field, Riverside, California.

Authority for Organization:

General Order No.1 Hq. 1st Wing. GHQ AF Dated 2 January 1941 and:

LTR: Hq 1st Wing GAQ AF Sub. "ACTIVATION OF AIR CORP UNITS". Dated

December 11, 1940 File AF 322.082.

Sources from which Personnel were obtained:

38th Reconnaissance Squadron (H)

The history of the 392nd Bombardment Squadron (H) has its' beginning back in the Fall of 1936. On October 7th of that year, its' parent unit, the 38th Reconnaissance Squadron was activated at March Field, Riverside, California. The original members of the "38th Recon" consisted of a cadre of five officers and ninety-eight enlisted men from the 19th Bombardment Group, Headquarters Squadron, and was shortly after, further increased in strength by personnel from the 46th Service Squadron.

Following years saw this Squadron pioneering in most of our present day successful tactics, training methods, unparalleled bombing, and superb aerial photographic equipment and technique. Some of their assignments in those days, aside from tactical training, were service testing for Wright Field, mapping jobs for the Geodetic Survey, Corps of Engineers and Indian Service of the Department of the Interior. The planes used were B-10's, B-18's, a Sikorsky flying boat, and one of the first models of the B-17, also two A-17's.

Of the personnel of the old "38th Recon", much could be written, but as they are scattered all over the globe on every fighting front, we regret that we are unable to present a biographical sketch of every member. Many have paid the supreme sacrifice. A few, through exceptionally meritorious service in duties of great responsibility, distinguishing themselves conspicuously by gallantry at the risk of their lives above and beyond the call of duty in action against the enemy, have won undying fame. Among the latter are Brigadier General Thurman H. Landon, and Lt. Col. Hewitt T. "Shorty" Wheless.

General Landon in 1940 and 1941, as Captain Landon, was then the Commanding Officer of the 38th Reconnaissance Squadron; and, since then, has participated in many strikes against the enemy in the Southwest and Central Pacific. He is now the Commanding General of the Seventh Bomber Command.

Lt. Col. Wheless, assigned to the "38th Recon" in 1940-1941 as a 2nd Lieutenant for advanced training in heavy bombardment, shortly after the outbreak of war, distinguished himself in action against the enemy in the Philippines, and in April 1942, was cited in a radio broadcast by President Roosevelt.

At the present time, the following men, all original members of the 38th Reconnaissance Squadron, are still serving with the 392nd Bombardment Squadron (H):

- 1st Lt. Wilbert D. White
- 1st Lt. Robert W. Kleinhalter
- M/Sgt. Charles F. NeeDels
- M/Sgt. Roy W. Donaldson
- M/Sgt. Ernest J. Barker
- M/Sgt. Leonardo Schiavone
- M/Sgt. Jack Blankenship
- T/Sgt. Cecil W. Brock
- S/Sgt. Russell W. Pattinson

Lieutenants White and Klienhalter at the time of their service in the 38th Reconnaissance Squadron were buck privates, later graduating from flying school and finally coming back as officers to the 392nd Bombardment Squadron (H).

On January 15, 1941, a cadre of eight officers and forty enlisted men was taken from the 38th Reconnaissance Squadron to activate a new squadron known as the 2nd Long Range Reconnaissance Squadron. Personnel were further increased on July 20, 1941 by fifty-seven selectees. Place of organization and permanent station was at March Field, Riverside, California.

The early activities of the 2nd Reconnaissance Squadron were limited due to the lack of equipment. One B-18 of doubtful qualities and ancient vintage comprised the sum total of its' flying equipage. However, the boys managed to get in their flying time and some practice bombing was carried out at Muroc, California.

On May 1, 1941, the squadron left March Field, arriving at New Orleans Army Air Base, New Orleans, Louisiana on May 5, 1941.

At New Orleans, the flying element of the squadron was greatly enriched by the addition of three PT's and one B-17. The B-17 was christened and thereafter affectionately known as "Daisy Mae".

Training at New Orleans consisted mostly of transition flying, mapping, and practice bombing flights.

On the 20th of December 1941, another move was made. This time to Muroc Air Base, Muroc, California, arriving there on the 25th of December 1941.

The arrival at Muroc was a dismal affair. The Air Base consisted of a dried up lake bed, minus buildings of any kind, and nothing within miles but sage brush, joshua trees, jack rabbits, and rattlesnakes. In addition to this unattractive picture, debarkation from the train was made in a howling gale and blizzard. Christmas dinner was eaten standing up in a box-car. However, tents were pitched and good progress toward a permanent camp was made. An annoying, though somewhat amusing, situation prevailed throughout that winter, when the orchard heaters which were used to heat the tents quite often exploded, covering the occupants and all their belongings with thick, black soot.

The program at Muroc immediately became one of great earnestness and responsibility by all concerned; the palmy days were over -- this was war, and everyone was vitally aware of it. The squadron was further increased in strength by volunteers and selectees, and on the 5th of January 1942, eight new LB-30's were assigned to it.

Upon the acquisition of the new planes, an off shore submarine patrol program was placed in operation and long range reconnaissance off the coast of Southern California was flown daily, regardless of weather conditions.

A word or two in praise of the actors and actresses, notably "Red" Skelton and his charming wife, who so generously gave their time and talents to entertain the squadron on several occasions while stationed at Muroc.

On February 26th, 1942, came orders to move again, this time to Hammer Field, Fresno, California; arriving at that base on February 27, 1942.

While at Hammer Field, on April 10, 1942, a detachment of one hundred and seventy-five officers and men were ordered to the Naval Air Station at North Island, San Diego, California to participate in off shore patrol in conjunction with the Navy. This, by the way, was one of the first joint Army and Navy tactical operations to be conducted. It was intended to be a training as well as tactical maneuver, and gave the personnel much valuable experience in combined operations, experience which was used to such good advantage two years later in the Central Pacific.

After a month at North Island, this detachment moved back to Hammer Field, arriving on May 11, 1942.

Training in tactical problems and off-shore patrols continued with good progress.

About this time, rumors began to circulate that "something was going to happen to the 2nd Recon soon", "too bad". In the short time since its activation, it had accomplished much, and made a name for itself. Outstanding, in the estimation of its members, was the fact that three of its pilots and two navigators were chosen to ferry the Harriman Commission to Russia in September of 1941.

Among its personnel, undoubtedly many have since distinguished themselves in every theater of war, but unfortunately, the writer has no data on them or their exploits. However, two of its personnel have since become widely known to the public for their services to their Country, namely Colonel Elder E. Pattison, former Commanding Officer of the 2nd Reconnaissance Squadron and affectionately known among his men as Colonel "Pat", (he later became deputy chief of Staff of the IV Bomber Command); and Captain Elliot Roosevelt (now Colonel) cited in the North African and Italian Campaigns.

On May 31, 1942, the 2nd Long Range Reconnaissance Squadron was redesignated the 392nd Bombardment Squadron (H), and incorporated into the 30th Bombardment Group (H) with Headquarters at March Field, Riverside, California.

July 14, 1942 saw the newly named 392nd Bombardment Squadron on the move again, this time back to March Field, its' place of birth and former base that it had left one year and two months before.

The arrival at March Field was on July 15, 1942. Combat training and sea search were still maintained, with particular stress put on the combat training program. From the time of arrival at March Field to June 1, 1943, fourteen combat crews, each crew consisting of four officers and five enlisted men, were trained, then assigned to the 11th Air Force, and sent to combat in the Alaskan Theater of Operations. These crews

distinguished themselves in strikes against the enemy held islands of Attu and Kiska, and later against the Kurile Islands, Japan. This last stay at March Field was interrupted by one more move. Between May 7, 1943 and July 8, 1943, the squadron was based at Palmdale Army Airdrome, Palmdale , California.

It was at this time that the writer of this history was assigned to the squadron as assistant Intelligence Officer and Squadron Historian.

Major Arthur J. Walker, having succeeded Colonel Elder E. Pattison as Commanding Officer in August 1942, was in command of the 392nd Bombardment Squadron then, and a good many of us can now look back over the intervening months and say that "we are proud to have served under such a splendid gentleman and superb soldier."

Major Walker served as Commanding Officer of the squadron until August, when he was promoted to Lt. Colonel and assigned to the 30th Bombardment Group (H) as Deputy Commander.

Before and after arrival in this combat zone, Colonel Walker was always deeply concerned with the welfare of the officers and men who served under him, particularly "his boys" in the 392nd.

It was with the deepest sorrow and regret that we heard that he was shot down by enemy action on December 15, 1943 while leading the 27th Bombardment Squadron (H) on a strike against Maloelap, and has since been listed as "missing in action". The memory of Colonel Walker will always be an inspiration to the officers and men who served under and with him.

The two months at Palmdale were spent in a rigorous schedule of combat training consisting of navigational and instrument flights, practice bombing, and gunnery missions, and transitional flights.

Upon our arrival at March Field on the 8th of July 1943, this training program was still maintained.

On August 20, 1943, verbal orders were received from the 30th Bombardment Group (H) notifying us that we were alerted for foreign duty. We had been alerted once before for foreign duty. In December 1942, the 392nd was slated to go to Alaska, but this deal finally fizzled out, and it was decided to send crews, trained, by us, instead. New pilots, navigators, bombardiers, and combat men were assigned to us, also twelve new B-24-J's; and the task of whipping a squadron together, that would operate in combat as a unit, proceeded smoothly under the able direction of our Commanding Officer, Captain Kenneth H. Brown (now Major), and his staff.

On August 1943, the squadron received their shipping orders, and on September 26th, the flight echelon consisting of twelve planes and crews were on their way to Hamilton Field, San Francisco, California. On September 28th, the ground echelon embarked on a troop train for Camp Stoneman, Pittsburgh, California, arriving at that staging area the next day. the flight echelon took off from Hamilton Field on October 6, 1943, all arriving safely Hickman Field, Oahu, Territory of Hawaii, on October 7, 1943.

The ground echelon, in its stay at Camp Stoneman, went through the usual final phases of administrative processing for service in a

combat area. Toughening of officers and men by long marches, obstacle courses, calisthenics, and climbing up and down debarkation nets caused many a blister and sore muscle.

Finally everything was ready, and on October 12, 1943, we departed Camp Stoneman. Loading onto a river steamer, we proceeded down the Sacramento River to San Francisco, where we boarded the S.S. President Tyler. The following day, October 13, we steamed under the Golden Gate bridge bound for Honolulu, Territory of Hawaii, arriving there on October 20, 1943.

Command and key enlisted personnel of the squadron are shown in their respective duty capacity on the attached diagram, as of the time that we embarked for foreign service.

Upon arrival at Honolulu, we discovered that our squadron would be based at Barking Sands Airfield on the island of Kauai. Our flight echelon had already been there several days. So without as much as setting foot on shore at Honolulu, the city of enchantment, hula girls and indolent existence, or so we had always been led to believe, (we've since found out that this was just Hollywood propaganda), we headed for Kauai.

Our arrival at Barking Sands on October 21, 1943 at last joined our air and ground echelons and tactical problems and training were resumed with great diligence, because, as one of our pilots was overheard to say one day, "the time is soon coming that will weed out the boys from the men". (Future operations proved them all men of the highest caliber).

That time was not long in coming, for on November 5, 1943, the ground echelon embarked once more, this time for Canton Island in the Phoenix Group, arriving there on November 10, 1943. The air echelon arrived on November 12, 1943, and almost immediately operations against the enemy were inaugurated.

The first operations by our squadron at this, then advanced base, were sea searches ranging far into the Jap held Gilbert Islands, and the strongly fortified Marshalls. On the 22nd of November 1943, our boys got their first taste of combat. Four of our B-24's, in a combined raid with eight planes of the 26th Bombardment Squadron (H), raided Mille Atoll in the Marshall Islands. Mille was bombed successfully and fires were started.

November 30, 1943, saw our squadron off on a strike, on its own. This time, the target was Taroa Island in the Maloelap Atoll. As later events proved, Maloelap turned out to be one the toughest nuts in the Marshall Islands to crack. Well, anyway the boys did not fully realize just how tough it was as ten planes took off that day led by Major Brown, our Commanding Officer. Over the target, they were immediately jumped by thirty-five to forty Zekes, and the fight was on. However, by keeping close formation, and bringing a concentrated fire to bear upon enemy fighters, the flight was able to carry on drop their bombs upon the enemy installations, causing large fires and billowing, black smoke that rose to five thousand feet, and could be seen fifty miles after leaving the target.

In the melee, our planes shot down eleven fighters, got nine probables, and damaged four more. Seven of our planes were damaged by Jap bullets and three crew members received superficial wounds. All of our planes returned to Canton. The following telegram was later received from Major General Hale, Commanding General of the Seventh Air Force, in regard to this mission:

CANTON 011515 "MY HEARTEST CONGRATULATIONS TO SQUADRON 392 ON A FINE PERFORMANCE."

On the 4th of December 1943, four of our planes were off to bomb Mille again. Nineteen out of twenty-four five-hundred pound bombs were seen to hit the target area, starting fires. A/A was intense. There was no interception, and no damage was caused to our planes.

Our next raid was on a new target in the Marshall Islands. On December 13th, 1943, ten of our planes raided Wotje dropping sixty quarter-ton bombs, ninety-five percent of which hit Jap buildings and installations, causing half a dozen fires. All of our planes returned without damage despite intense A/A fire.

Two days later, eight of our planes were over Wotje again with successful results. No damage to us was sustained.

On December 19th, our squadron was visited by General George C. Marshall, Chief of Staff. General Marshall made an inspection, interviewed crew members and congratulated Major Brown and the squadron in general for their recent fine performances.

Maloelap was visited once more on December 20, 1943 when eight of our planes went over Taroa Island. The usual thirty to forty enemy fighters were in the air and waiting. The A/A was terrific. Major Brown led his formation; continually fighting off the enemy fighters, over the target and the bombs were dropped, completely saturating the target area, destroying hangars, buildings, ammunition dumps, and causing terrific fires and explosions. The damage caused by our planes on this raid was enormous, but, alas, we paid a steep price for accomplishing it; for at the beginning of that famous bombing run, A/P #42-72990, piloted by 1st Lt. Walter A. Ward and A/P #42-73001, piloted by 1st Lt. Burl W. Justice, were hit simultaneously by both, fighters and A/A. The No. 3 engine and right wing of both planes caught fire. However, both pilots held formation and completed the bomb run with the rest of the flight. A/P #990 went down completely enveloped in flames, with all guns blazing at the enemy fighters that were swarming around it shortly after leaving the target; A/P #001, still burning, was seen to make a water landing shortly thereafter, being followed down by enemy planes which were presumed to have strafed the wreckage. In addition to enemy ground installations destroyed on this raid, our planes shot down four of the enemy fighters. Upon the receipt of the mission report with accompanying aerial photographs of this mission to higher headquarters, the following message was received from General Landon, Commanding General of the Seventh Bomber Command:

And on 26th of December, the following letter of commendation was received by our Commanding Officer, Major Kenneth M. Brown, from Major General Willis H. Hale, Commanding General of the Seventh Air Force.

24 December 1943.

I take great pleasure in commending you and your squadron in the superior manner in which the strike mission against Tarao on 20 December 1943 was executed. The superior execution and the results obtained in Spite of very strong enemy opposition, both air and ground, make this one of the outstanding bombardment missions of our current operations. Please extend my most hearty congratulations to all officers and enlisted men of your squadron.

201.22 1st Ind. ADJ-2
HEADQUARTERS VII BOMBER COMMAND (FORWARD ECHELON), APO # 240, 28 Dec 1943.
TO : Commanding Officer, 392nd Bombardment Squadron (H), APO #914.
THRU : Commanding Officer, 30th Bombardment Group (H) APO # 240-Y.

despite the loss of No. 3 and 4 engines and a wounded co-pilot, shows a great amount of fortitude and flying skill on the part of this pilot and due appreciation was voiced by his crew members and also the other squadron members who flew on this mission. In addition to damage to A/P #985 it was discovered upon landing at Canton, that three other of our planes had received extensive damage from bullets, 20 MM shells and A/A. Maloelap was proving to be quite a thorn in the side of the 392nd squadron.

On December 31, 1943 funeral services were held for Sgt. Ingalls. Sgt. Ingalls was well liked by his superiors and was very popular with the non-commissioned officers and enlisted men of the squadron and it was with great regret that he was laid to rest by his sorrowing comrades in the little cemetery on Canton Island.

The first of the New Year saw the 392nd on the move again. In bombing the Marshalls from Canton great distances were flown and all our missions were staged through Baker Island. Even then, on every mission, pilots and crew literally "sweated" out their gas supply to Baker. The distance flown on these strikes was approximately three thousand statute miles, the longest bombing missions flown in any theatre of the war. So it was with great relief that crew members heard that the squadron would now be based in the Gilberts; trips to the Marshalls now for them would only be a milk run.

On January 5, the ground echelon departed Canton Island on L.S.T. 19, arriving at Apamama, Gilbert Islands on January 10, 1944. However, the air echelon remained at Canton until a camp was prepared at the new base by the ground echelon; and from there one more bombing mission was pulled on the Marshalls. On January 11, 1944 a raid was made on Mille. Six of our planes made a night attack, making individual runs over the target dropping thirty quarter-tonners on the island. Presumably the Japs were taken by surprise as there was no opposition of any kind.

On our very first night at Apamama we experienced our first bombing by the Japs. Jap planes came over at about twenty-five thousand feet and dropped eighteen bombs, three of which hit the island, the rest landing in the lagoon. There were no casualties however, and no damage was caused to installations.

We were also visited on several later occasions by enemy planes but no bombs were dropped.

Upon arriving at Apamama every member of the ground echelon was greatly pleased with the delightful nature of this island. There indeed was a tropical paradise. Lush green vegetation, consisting of Coconuts, Pandanus, Breadfruit, Papayas, with a sprinkling of hardwood, trees; friendly smiling gilbertese whose female members wore nothing but grass skirts; and the beautiful blue lagoon, constituting an island that was appropriately called "The Gem of the Pacific" by Robert Louis Stevenson who had visited there more than fifty years before.

In a couple of weeks our camp was completed. Tents with concrete floors, a spacious mess hall, two Quonset huts, one for the Orderly room and the other for Operations and Intelligence, latrines and showers for officers and enlisted men, made living and working conditions very enjoyable. The credit for creating this camp goes to our able executive officer, 1st Lt. William Flinn Gilland (now Captain) and his men who accomplished so much in such a remarkably short time.

On all our moves from one base to another necessitating the separation

of elements of the squadron, the air echelon was commanded by Major Brown, our Commanding Officer, and the ground echelon by Captain Gilland.

On January 19th, our air echelon arrived from Canton and operations against the enemy installations in the Marshalls were immediately resumed with a dusk raid on Wotje by nine of our B-24's on January 23rd. Three hundred and twenty, one hundred pound bombs, with an estimated ninety-five percent hits, were dropped on runways and barracks, causing four large fires. A/A was intense but inaccurate, and all of our planes returned safely.

The proximity of our new base to the Marshalls now brought a new target within our reach, and on January 25th, nine of our planes went over Kwajalein, the nerve center and staging area for all traffic from Japan to the Marshalls. This was a dusk attack, and a very successful one too, as three hundred and sixty, one-hundred pound bombs were dropped with an estimated ninety percent hits on A/A and beach defenses south of the runway. Four large fires were started, their flames clearly visible thirty miles after leaving the target, at an altitude of ten thousand feet. One enemy fighter intercepted, and A/A was terrific, being very intense and coming from heavy caliber guns and automatic weapons. The enemy fighter was downed by the ball turret gunner of A/P #42-73290, S/Sgt. Harry A. Paul. Damage caused to our planes consisted of a shattered window in the ball turret of A/P #42-72984. None of our personnel suffered injuries, and all planes returned safely to Apamama.

Again on January 29th, nine of our B-24's were over Kwajalein; this time it was a harrassing raid with our planes going over the target singly, and dropping part of their bomb load on each run. This procedure was followed all through the night, and, aside from the damage caused, it kept the Japs awake all night as was intended. One hundred and eight quarter ton bombs were dropped on Kwajalein. The fact that A/A was spasmodic and very inaccurate on this raid was presumed to be due to radar confusing devices, consisting of thin strips of metal foil packed with paper and known as "windows", which were dropped by our planes near the target. This was the first use of "windows" in this theatre. All of our planes returned to base safely and without damage.

February 1st saw six of our planes over Kwajalein. This was D-day for the Marshall Islands invasion, and our squadron, because its superb bombing record, was chosen to drop two-thousand-pound "block busters", later referred to as "Atoll busters" by war correspondents, On the end of the island where the initial landings by amphibious forces were to be made. Everything went off like clock work. Fifteen two-thousand-pound bombs were dropped from 4,000 feet, all hitting the defenses on the end of the island. Strafing, with good results, was also accomplished. Immediately after this, the Seventh Division of the United States Army landed, and the subsequent capture of Kwajalein became history.

About this time, we were honored by a visit from General Landon, Commanding General of the Seventh Bomber Command. General Landon gave a talk to the officers of the squadron, the highlight of his little speech being that, after performing thirty missions over enemy territory in this theatre, combat crews would go back to the United States for a thirty day leave and reassignment, if they so desired.

Earlier in the year, Major Brown, our Commanding Officer, was the recipient of a letter from Colonel Miller, Commanding Officer of the 30th Bombardment Group (H), authorizing him to grant rest leaves comprising four days travel time, and ten days rest leave, to be spent in the Hawaiian Islands, to combat crews.

This order was later amended to include officers and enlisted men of the ground echelon. Since then, on the 1st and 15th of every month, two planes and crews, with each plane carrying two ground officers and seven enlisted men as passengers, have been making these trips. On return to their base from this brief rest, a marked improvement can be noticed in the physical condition of these men, each invariably having gained from five to twelve pounds in weight.

Wotje, thrice bombed by our squadron on earlier dates, was again our target on February 8, 1944, when nine of our planes took off to pay it another visit. This was a night attack. However, due to extremely bad weather and cloud coverage, with accompanying poor visibility, Wotje was not reached. Taroa and Mille Islands were attacked instead. Three planes dropped thirty-six, five-hundred pound bombs on Taroa with good results, and five planes dropped sixty half-tonners on Mille with resultant damage. One plane, through failure of its bomb release mechanism, brought its bombs back to base. No opposition of any kind was experienced over the targets.

On February 10th, three of our planes took off on a daylight mission to bomb the meteorological and radio stations at Rongelap Island, Rongelap Atoll. Before reaching the target, a violent tropical storm was encountered which necessitated turning back. However, Jaluit was bombed from sixteen thousand feet on the way back. The usual intense A/A fire was encountered over Jaluit, but it was not very accurate. Our planes returned without damage.

A few words here regarding evasive tactics employed by our pilots against A/A fire encountered over these islands will no doubt explain why so few of our planes received so little damage. Just before coming within range of an enemy atoll, evasive action was always put into effect. This action, consisting of loss of altitude, sharp turns to the right, and to the left, loss of speed, slips and skids, no doubt saved plane and crew members when asked by the interrogating officers if they were hit by A/A fire, would answer "No, but we sure as hell would have been hit if we had been flying the same course we were a second before".

This form of evasive action was also employed with the same effect after the bombing run, which lasted not more than thirty seconds

and of necessity, had to be a straight, steady course. A comment, generally suggested and agreed upon by all pilots, was that evasive action could be employed with more scope and safety if individual bombing runs were made rather than in formation.

A raid on Ponape in the Caroline Islands on February 14th inaugurated another first in a long line of targets attacked by the 392nd Bombardment Squadron (H).

On February 13th, the briefing was held and nine of our planes were on their way to Ponape, staging through Tarawa. Seven went over Ponape Town, and dropped two hundred and ten, one-hundred pound bombs on wharves and warehouses from eleven thousand feet, causing great destruction. There was no enemy interception, and A/A was meager and inaccurate. Two of the planes were late in taking off due to malfunctions, and could not overtake the formation. They bombed Emidj Island, Jaluit Atoll, instead, dropping their bombs on barracks and A/A emplacements. Moderate but accurate A/A fire was met; however, no damage was sustained by any of our planes, either over Ponape, or Emidj.

On February 17th, nine planes of our squadron were off on a daylight mission to bomb Ponape again, but due to bad weather, had to turn back when within one hundred and fifty miles of the target. Returning, seven of them attacked Kusaie, dropping two hundred and ten, one-hundred pounders along the water front at the harbor, sinking several barges, and one small freighter, as well as damaging shore installations. The bombs were dropped from eleven thousand feet; A/A fire was light and inaccurate. The two other planes dropped their bombs on Jaluit Island from eleven thousand five hundred feet, with eighty-five percent hitting buildings on that island. A/A was moderate and inaccurate. All planes returned from both targets without damage.

February 21st brought another daylight bombing strike against Ponape. This time, ten planes took off from Apamama. Nine bombed the Jap seaplane base at Langor Island, Ponape, dropping fifty-four, five-hundred pounders, ten percent of which hit enemy installations. A/A over Ponape was again meager and inaccurate. One plane, because of mechanical difficulties did not reach Ponape, dropping its bombs on Kusaie through clouds, therefore, damage could not be observed. No A/A was encountered. Four B-24's after striking Ponape, refueled and rearmed at Roi Island, Kwajalein Atoll, with three, five-hundred pound bombs each, and, at eleven thousand five hundred feet, dropped the bombs on Emidj Island, Jaluit. All planes reached Apamama safely.

On February 25, 1944, seven of our planes were over Ponape again, dropping twelve tons of bombs on Ponape Town, from an altitude of nine to eleven thousand feet. Results of the attack, taken from the mission report, reads "Approximately seventy-seven percent of bombs hit in dock area of Ponape Town. Red-roofed buildings along the waterfront were seen to disintegrate; number of hits on "L" shaped dock at South end of Town; buildings destroyed on peninsula directly East of town". A/A on this raid was extremely intense and accurate; apparently the Japs were getting mad, and small

wonder, eleven days before, Ponape Island was a beautiful place, boasting a seaplane base on Langor Island, complete with large hangars, repair facilities, etc.; and Ponape Town which contained numerous warehouses, docking facilities, and barracks in addition to all the conveniences found in a thriving town.

Aerial photographs taken on this raid, when compared with ones taken the first time, our squadron went over there, showed that the place could hardly be recognized. The seaplane hangars and repair shops were burnt down, the ramp was full of bomb craters, and judging from what could be seen from the photos, the base was completely destroyed. Sixty percent of Ponape Town was also burnt to the ground. Apparently most of the buildings were of wood construction, because all that could be observed were black patches where once buildings had stood. The destruction of Ponape as a town and seaplane base was almost complete. Despite the heavy box type A/A fire that was thrown up at our planes on this raid, only one plane was damaged. When over the target, A/P #42-72991 was hit by a small fragment of A/A shell which penetrated the tail turret, slightly wounding the tail gunner on the cheek.

On the night of February 29th, Mille was attacked by nine B-24's of our squadron. This was the first time Mille had been raided in force by the 392nd since December 4th, 1943. Twenty-seven tons of bombs were dropped on the runways. A/A was meager and inaccurate, and no damage was caused to our planes.

During the months of February, the 392nd Squadron was the recipient of three more new crews, namely, Captain Gerard J. Creamer and crew (attached), 2nd Lt. William J. Schniederhan and crew (attached), and 1st Lt. Walter L. Crafford and crew (assigned). These crews were from the 819th Bombardment Squadron (H), stationed at Wheeler Field, Oahu.

Our squadrons next target was Ponape again. Eleven of our Liberators took off from O'Hara Field, Apamama, on March 7th, carrying thirty, one-hundred pound bombs each. Ponape was not reached however, due to bad weather encountered one hundred miles from the target, necessitating turning back. On the way back, one plane dropped its bombs on the dock area at Lele Harbor, Kusaie, causing a good sized fire. The other ten planes bombed Emidj Island, Jaluit Atoll. The following report is from our mission summary, "Approximately eighty-five percent hits on Emidj Island. Bomb bursts were observed all over the island, particularly concentrated in north section. One A/P's bombs hit and silenced an A/A gun on north tip of the Island. One small fire was caused, east of burnt out hangar. Black smoke could be observed from ten miles away, at nine thousand feet altitude".

A/A fire at Emidj was moderate and inaccurate; and no A/A came from Kusaie.

About this time preparations were made to move on again. Our next base was Kwajalein. It was only natural that everybody in the squadron regretted having to say good-bye to Apamama.

Our stay there had been a pleasant one, and many friendships were formed between our men and the natives (platonic, of course). Much trading was also carried on, our men receiving many articles of native manufacture such as grass skirts, miniature canoes, mats, etc., in return for T-shirts, cigarettes, pipes, tobacco, chewing gum and G.I. drawers. The latter article was much in demand by the female population of the island. Upon acquiring a pair of under-drawers, either through barter or doing a soldier's laundry, the female members of society lost no time in adorning themselves in this coveted article of clothing. The more conservative ones using it as a supplement to the grass skirt and the more daring leaders of fashion, setting a precedent by having it replace the grass skirt entirely. All of which goes to show that as far as styles and fashions in attire are concerned, the so called weaker sex are essentially the same the world over.

Another fact worth mentioning here is the countless rolls of film that were shot in depicting native life. The "native life" consisting mostly of an innumerable variety of poses of smiling native belles, with sometimes a "Dogface" hogging the picture with his arm around unabashed damsel, and his hand encompassing (or partially encompassing, to be more specific) a part of her anatomy, that in more conventional lands, is left to the good offices of a brassiere.

Another, and equally important reason for not being very enthusiastic about leaving our tropical paradise, was the fact that our base to be did not present a very attractive picture. According to rumors, later verified by our crew members who later staged through Kwajalein, "the place is all torn to pieces and stinks like hell".

However, the general feeling was, the faster we move ahead, the quicker the war will be won, and so with that thought in mind, on March 11th, the ground echelon embarked for Kwajalein on L.S.T. 69. The air echelon remained at Apamama until such time as a camp would be prepared at our new base.

Meanwhile, on March 11, 1944, five of our planes were over Nauru Island for their first attack on that enemy held base. Eleven and one-half tons of bombs were dropped on enemy installations causing numerous fires. A/A fire was moderate and inaccurate; no damage was caused to our planes.

March 14th proved to be a memorable occasion for our squadron, for on that date, twelve of our Liberators took off from Apamama for the staging base of Kwajalein; from where they were to pull the first raid made by land based bombers on Truk. Everything went according to schedule, and on March 15th, eleven of our planes in conjunction with eleven planes of the 38th Bombardment Squadron (H), all under command of Colonel Edwin B. Miller, Commanding Officer of the 30th Bombardment Group (H), took off from Kwajalein to participate in a night attack on that formidable fortress. Due to a tropical front, that was encountered within one hundred miles from

Truk, and the fact some of them developed engine trouble and could not keep up with the formation, six planes of the 392nd and three of the 38th's turned back. However, Oroluk Atoll, Minto Reef, and Ponape Town were bombed by them on the route home. The other five planes of the 392nd and eight of the 38th squadron, with Colonel Miller still leading, reached Truk, apparently taking the Japs by surprise, for as Colonel Miller later stated "When we arrived over the target, all the lights were on and the place was a bee-hive of activity". Nineteen and one-half tons of bombs were dropped from an altitude of twelve thousand feet, and the results were most gratifying as may be gathered from the "Results of Attack" portion of the Seventh Bomber Command mission report which follows:

38th Squadron: Ninety-eight percent of bombs hit in target area. Fourteen, five-hundred pound bombs hit aircraft installations on Eten Island, starting fires. Twelve, five-hundred pound bombs hit in seaplane base area on Dublon Island, starting fires. Six, five-hundred pound bombs hit on tank farm with direct hit on large fuel tank, causing severe explosion. Twelve, five-hundred pound bombs on Warehouse area, southwest of Dublon Town, starting numerous fires. Fires were orange-red in color, and visible seventy miles away. Ammunition storage believed hit in area north of tank farm. Terrific explosion illuminated clouds over Truk, observed by crews thirty miles away on return.

392nd Squadron: Estimated one hundred percent hits in tank farm area. Several fires started with orange flame and dense smoke that could be observed fifty miles away on return.

Surprise must have been pretty complete on this raid, because firing by A/A and searchlight activity did not begin until after the first bombs were dropped. Even then, although intense, the A/A was very inaccurate, minor damage being sustained by only one plane. The searchlights stabbed the sky at random, never once holding our planes for any length of time.

After leaving the target, three of our planes were attacked by night fighters, but no damage resulted and all planes returned to their home base.

The following is the text of a congratulatory message received from Colonel E. B. Miller, Commanding Officer of the 30th Bombardment Group (H), by Major Kenneth M. Brown, our Commanding Officer, upon completion of this mission: "TO YOU AND YOUR MEN GOES THE CREDIT FOR ANOTHER SUCCESSFUL MISSION WHICH HAS MADE HISTORY".

March 19th brought our squadron its first raid on Wake Island. Kwajalein was the staging base again. Nine of our bombers took off from there on a daylight attack against Wake, dropping their bombs with good effect in the former United States Marine camp area. All of our Liberators returned safely, having encountered no A/A or interception.

On March 19th, Major Brown and his crew pulled a doubleheader. Loading up each plane with fifteen, one-hundred pound bombs in the morning, ten planes took off from Apamama, and dropped them on Mille Island, damaging the recently repaired run-

ways, and starting a fairly large fire near the service apron. One burst of A/A fire and no interception was experienced.

Returning to Apamama about noon the planes were again loaded with the same number of bombs; nine planes took off, four bombed Taroa Island, and five bombed Wotje Island with good results, as a large fire was started on Wotje; and runways that were recently repaired on Taroa were again made unserviceable. Complete photo coverage of these islands was also accomplished. A/A was meager and inaccurate. All crews returned to Apamama feeling that they had put in a pretty good day's work.

On the morning of March 27th, the air echelon of the 392nd Squadron bid farewell to Apamama, and took off for Kwajalein, arriving there that same afternoon.

The night of March 29th, saw seven bombers of the 392nd over Truk again. This time Moen Island airfield installations and runways were hit by two hundred and ten, one-hundred pound bombs, dropped from an altitude of ten thousand feet. At least eight fires were started, the largest being visible seventy miles away from the target. This fire was presumed to be a burning ammunition dump, as returning crew members reported periodic explosions emanating from it. A/A on this occasion was intense and inaccurate. None of our planes were damaged. Tactics employed by our pilots were successful in evading eight to ten searchlights.

Two nights later, seven of our Liberators again paid Truk a visit. On this trip, each plane carried six, five-hundred pound incendiary clusters, and the target was Dublon Town, on Dublon Island. Individual bombing runs were made. All bombs fell on the Town and crew members, on their return, stated that at first, at least twenty-five separate fires were started. These fires gradually spread to practically engulf the Town. Burning Dublon Town could still be seen by our crews when seventy-five miles from Truk. A/A was surprisingly meager on this raid, probably due to the fact that the Japs had their own night fighters in the air. One of our planes' crew reported that they were intercepted by two enemy fighters, each making a single pass from twelve o'clock high. No damage was caused to our planes, however.

Frank White,
1st Lt., Air Corps,
Squadron Historian.

1. Organization:

Negative

2. Strength: (Last day of March 1944)

67 officers assigned

9 officers attached

360 enlisted men assigned

13 enlisted men attached

3. Date of arrival and departure from each station occupied in this theatre.

Departed: United States.

Air Echelon, from Hamilton Field California October 4, 1943.

Ground Echelon, from San Francisco California October 12, 1943.

Barking Sands Airdrome, Island of Kauai, T.H.

Arrived: Air Echelon October 5, 1943.

Ground Echelon October 21, 1943.

Departed: Ground Echelon November 5, 1943.

Air Echelon November 12, 1943.

Canton Island, Phoenix Islands.

Arrived: Ground Echelon November 10, 1943.

Air Echelon November 12, 1943.

Departed: Ground Echelon January 5, 1943.

O'Hare Field, Apamama Atoll, Gilbert Islands.

Arrived: Ground Echelon January 10, 1944.

Air Echelon January 19, 1944.

Departed: Ground Echelon March 11, 1944.

Air Echelon March 26, 1943.

Kwajalein Island, Kwajalein Atoll, Marshall Islands.

Arrived: Ground Echelon March 17, 1944.

Air Echelon March 26, 1944.

(Present Station)

4. Losses

Following named Officers and enlisted men were listed as killed in action as of 20 December 1943.

P 1st Lt. W. M. Ward, 0739697
CP 2nd Lt. E. K. Smith, 0743291
N 2nd Lt. E. J. Stolbach, 0741871
B 2nd Lt. R. O. Wood, 0741390
E T/Sgt. W. R. Nenne, 16098513
AE S/Sgt. V. C. Hobbs, 35151578
RO T/Sgt. J. H. Crisp, 35435911
AR S/Sgt. A. E. Tucker, 17155322
TG S/Sgt. J. E. Logue, 31161175

Lt. Ward flying in No. 3 position of "A" flight was hit by A/A fire at the beginning of the bomb run, and later attack by fighters when past the target (Taroa Island, Maloelap) The No. 3 engine caught on fire during the bomb run but the pilot stayed in formation and dropped his bombs squarley on the target. Fighters attacked immediately and the right wing caught on fire and soon the whole fore part of the plane was a mass of flames, the plane went into a steep dive and crashed into the sea about 15 miles from the target on a bearing of 100 degrees.

Following named Officers and enlisted men are listed as missing in action as of 20 December 1943.

P 2nd Lt. B. W. Justice, 0746387
CP 1st Lt. J. A. Markham, 0661113
N 2nd Lt. D. M. Roth, 0807315
B 2nd Lt. T. M. Fread, 0684961
E T/Sgt. R. O. Bird, 39082287
AE S/Sgt. V. J. Perry, 6903769
RO T/Sgt. A. B. Peters, 31149079
AR S/Sgt. J. W. Parrish, 18159789
TG S/Sgt. W. E. Nuutinen, 36608376

Lt. Justice flying in No. 2 position of "A" flight in airplane #001 was first hit by A/A fire at the end of the bombing run, the No. 3 engine was on fire momentarily but was brought under control, then the fighters attacked and after a 10 minute running fight the plane began to lose altitude and the right wing began to flame from the fire in No. 3 engine that burst out again. the plane descended under control and made a good water landing. Life rafts were seen in the swrill of the wreckage, and it is hoped that all or part of this crew may have escaped death and been taken prisoners. The plane was approximately 50 miles from the target when it went down, they are listed as missing.

Technical Sergeant PAUL I. INGALLS was killed in action on 28 December 1943.

Sgt. Ingalls was hit in the chest with a 20 mm shell while sitting in the cameraman's position. The plane was on a scheduled bombing mission over Taroa Island, Maloelap Atoll. The number of the A/P was 42-72965.

Wounded in action.

See awards of Purple Heart, par. 5

5. Awards and Decorations:

Purple Heart awarded December 24, 1943 to GEORGE E. HALSEY, First Lieutenant, pilot, Air Corps, United States Army. Entered military service from LOS ANGELES, CALIFORNIA.

Purple Heart awarded January 19, 1944 to PHILIP J. BLACK, Second Lieutenant, bombardier, Air Corps, United States Army; entered military service from PASEDNA, CALIFORNIA.

Purple Heart awarded January 19, 1944 to WOODROW W. DAVIS, Second Lieutenant, co-pilot, Air Corps, United States Army; entered military service from HANFORD, CALIFORNIA.

Purple Heart awarded December 1, 1944 to ROBERT W. MURRAY, 33087668, Technical Sergeant, Air Corps, United States Army; entered military service from JOHNSTOWN, PENNSYLVANIA.

Purple Heart awarded December 1, 1944 to EDMOND A. ZAJAC, 37285269, Technical Sergeant, radio operator, Air Corps, United States Army; entered military service from MINNEAPOLIS, MINNESOTA.

Purple Heart awarded March 14, 1944 to JOHN A. DOWNS, 20224450, Staff Sergeant, Aerial Engineer, Air Corps, United States Army; entered military service from PALMYRA, NEW JERSEY.

Purple Heart awarded March 14, 1944 to WILLIAM P. MOWERY, 34243227, Staff Sergeant, armorer gunner, Air Corps, United States Army; entered military service from MIAMI BEACH, FLORIDA.

Purple Heart awarded December 2, 1944 to JACK HOLLOWAY, 14042829, Technical Sergeant, aerial engineer, Air Corps, United States Army; entered military service from LIVINGSTONE, TEXAS.

Good Conduct Medal to each of the enlisted men of the squadron as listed in Squadron Order No. 1 attached.

392ND BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO 914

1 January 1944

ORDER NO. 1:

1. Pursuant to authority contained in Executive Order No. 8809 (Bull. 17, W.D., 1941) as amended by Executive Order No. 9323 (Bull. 6, W.B., 1943) and AR 600-68, dated 4 May 1943, the following named enlisted men having been found qualified by exemplary behavior, efficiency, and fidelity are awarded the Good Conduct Medal:

M/Sgt Barker, Ernest J., 6120734	M/Sgt Blankenship, Jack (NMI), 6580307
M/Sgt Desloges, Emery J., 6734403	M/Sgt Donaldson, Roy W. , 6563456
M/Sgt NeeDels, Charles F., 6536482	M/Sgt Schiavone, Leonardo (NMI), 6139599
M/Sgt Summerall, Raymond C., 18012382	M/Sgt Wethey, William O., 33087433
F/Sgt Hallman, Earl H., 33087514	T/Sgt Bird, Raymond O., 39082387
T/Sgt Brock, Cecil W., 6570024	T/Sgt Carricart, Gene J., 19051527
T/Sgt Connick, Percy C., 20952060	T/Sgt Francis, Billy G., 180091478
T/Sgt Goddard, Jr, Dayton C., 16028014	T/Sgt Leachman, Hugh C., 35109757
T/Sgt Melidona, Dominick (NMI), 15018816	T/Sgt Merkley, Reed H., 6291335
T/Sgt Springer, James H., 18010692	T/Sgt Stockwell, Floyd C., 18034861
T/Sgt Terry, Robert R., 6544973	T/Sgt Wallace, James H., 18004400
T/Sgt Winstead, Manley T., 18048341	S/Sgt Anderson, Lester E., 36040706
S/Sgt Barnes, Jr, Herman. S., 18033521	T/Sgt Chaney, George D., 18010866
S/Sgt Conkey, William A., 19090602	S/Sgt Diehl, Irvin A., 33064712
S/Sgt Crosby, Howard S., 17031716	s/Sgt Feldman, Eugene (NMI) 19078252
S/Sgt George, VincentnJ., 33087572	S/Sgt Good, Richard C., 19077876
S/Sgt Harrell, Gurney W., 33096420	S/Sgt Hobbs, Vernon C., 35151578
S/Sgt Ireland, Harold.E., 33064392	S/Sgt Misunas, George D., 36001648
S/Sgt Mowrer, Walter J., 33013004	S/Sgt Pattinson, Russell W., 6570953
S/Sgt Pickett, Harold F., 35355094	T/Sgt Reeves, Jr, Harvey M., 35120664
S/Sgt Rieger, John P., 19077963	S/Sgt S advari, Steve S., 33087367
S/sgt Stewart Donald B., 39601984	T/Sgt Shoch, John F., 13027967
S/Sgt Stratton Kenneth I., 39150439	T/Sgt Steed, George T., 13031994
S/Sgt Woodring, Joseph S., 18041671	Sgt Aaron, Raymond (NMI) , 33363798
Sgt Anderson, LeRoy (NMI), 36150369	Sgt Baldwin, Benjamin F., 33061533
Sgt Bean, J.W. (IO), 19078763	Sgt Betancourt, Frank P. , 19078412
Sgt Borst, Casper (NMI), 36150393	Sgt Bryant Robert B., 19077957
Sgt Code, Arnold D., 36109671	Sgt Crossan, Kenneth W., 33291484
Sgt Davis, James E., 34114683	Sgt Driscoll, John F., 32404851
Sgt Epely, Orlin, L., 37214859	Sgt Fisher, Thomas D., 33064591
Sgt Fowler, Thomas H., 33064387	Sgt Fransway, John H., 37304140
Sgt Gardiner, James D., 19059513	Sgt Gentry, David E., 33064739
Sgt Guthre, Joseph, R., 19077653	Sgt Hinkle, Clarence L., 19077982
Sgt Koyonen, Reynold W., 39092601	Sgt Lewis, Calvin E., 19039931
Sgt Lipp, Elmer (NMI), 17029674	Sgt Lundburg, Roy, (NMI), 19078530

0#1, 392nd Bomb Sq (H), Dtd 1 Jan 44, (Cont'd)

Sgt Mc Williams, Cornelious S., 35331340
Sgt Miller, Clarence E., 19078256

Sgt Netxhammer, William A., 36041932
Sgt Pennington, Charles R., 38235397

Sgt Menville, Edward J. 39163213
Sgt Montoya, Paul (NMI), 18115937
Sgt Patterson Harvey C. Jr., 33064574
Sgt Perry, Louis A., 11037749

Sgt Peterson, Oscar T., 33096369
Sgt Polas, Gust (NMI), 16124395
Sgt Raffetto, Albert A., 19077774
Sgt Richards, James L., 33064583
Sgt Sergeant, Francis W., 31134221
Sgt Simmonds, Sr., Erl L., 19074120
Sgt Smith, Carols, C., 13035155
Sgt Sorrentino, Joseph (NMI), 36121022
Sgt Stitt, Robert S., 33037555
Sgt Teagarden, Jack, H., 19082275 -
Sgt wesolowski, Anthony W., 32382430
Sgt Yacovelli, Salzattre N., 33087465
Cpl Archambault, Harry E., 37058180
Cpl Carr, Leland L., 361844122
Cpl Gallegos, Herman A., 38123055
Cpl Gore, Thomas J., 36057770
Cpl Herlan, Robert H., 32281026
Cpl Jacobs, Philip (NMI), 36418235
Cpl Kelly, Frank S., 18012463
Cpl Kempen, William D., 36449637
Cpl Maynard, Sidney L., 39855200
Cpl Mbcarski, Chester (NMI), 33087456
Cpl Olson, Harold L., 39103127
Cpl Reeser, Lester C., 36337354
Cpl Saylor, Robert D., 19078185
Cpl Smith, Albert H., 19078455
Cpl Sprague, Leland B., 19078176
Cpl Wertz, Jr., Ernest B., 33087571
Pfc Adams, John (NMI), 33362492
Pfc Datko, Joesph P., 37175115
Pfc McConville, Raymond V., 13128732
Pfc Mounts, Leonard (NMI), 35444268
Pfc Sanchez, Carmelo (NMI), 33087367
Pvt Subranni, Anthony J., 33087461

Sgt Petree, Alvin J., 38235596
Sgt Polmere, Allen T., 39009925
Sgt Readinger, Cornelius, H., 33013174
Sgt Ringes, Joseph P., 33013874
Sgt Shaw, Gordon W., 19039988
Sgt Smilanovich, Max J., 36001589
Sgt Smith, Virgil, J., 33064270
Sgt Sparks, Henry G., 37197596
Sgt Taylor, Jack R., 6213897
Sgt Thompson, Jr, Walter E., 31126747
Sgt Winkelman, Robert D., 39384371
Sgt Andrews, Howard R., 33064724
Sgt Beard, Cletus R., 13068211
Sgt Eisele, Charles F., 32430997
Cpl. Garvey, William J., 17155072
Cpl Gummert Harold C., 37653164
Cpl Hudson, James J., 38192008
Cpl Jessup, James L., 13066364
Cpl Kline, Robert W., 33237685
Cpl McKenzie, Cecil B., 33064738
Cpl Nutter, Maynard D., 37138083
Cpl Olson, Lawrence H., 31188421
Cpl Perigard, Dona J., 31288008
Cpl Schaffran, Edwin D., 16065202
Cpl Smith, Quim C., 34360580
Cpl Taylor, George T., 35668506
Cpl Willett, Woodrow (NMI), 33064588
Cpl Czubko, Theodore (NMI), 36186374
Pfc Layden, Hugh A., 31173184
Pfc Moos, John G., 39240000
Pfc Rice, Lloyd A., 33987581
Pfc Strakna, Albert R., 31171750
Pfc Rickman, Sturt J., 33221052
Cpl Ira B. Kelly., 38235479

KENNETH M. BROWN

Captain., Air Corps,

Commanding.

OFFICIAL:

S/t/ Lloyd R. Brown

LLOYD R. BROWN

1st Lt., Air Corps,

Adjutant.

A TRUE COPY

FRANK WHITE

1st Lt., Air Corps.

Inclosure No. 1. to Squadron History.

OFFICERS OF THIS ORGANIZATION HAVE
RECEIVED PROMOTIONS AS INDICATED BELOW:

BROWN, FRANK	Captain	3/12/44	Engineering
BROWN, LLOYD	Captain	3/12/44	Adjutant
CASE, CLYDE	1st Lt.	2/22/44	Ass't Engineering
CHEPLAK, RALPH	1st Lt.	12/1/43	Bombardier
DRAGASIC, NICHOLAS	1st Lt.	3/12/44	Bombardier
DUNN, HARLEY	1st Lt.	3/12/44	Bombardier
FISH, WARREN	1st Lt.	3/12/44	Bombardier
FLYNN, SIMON	Captain	12/1/43	Flight Surgeon
GALASSO, VINCENT	1st Lt.	3/12/44	Bombardier
GASSETT, ARCHIE	1st Lt.	3/12/44	Cryptographic
GILLAND, WILLIAM	Captain	2/22/43	Executive
GLOOR, LOUIS	Captain	5/1/43	Pilot
HINES, LINDLEY	Captain	2/22/43	Operations
HUMPHRIES, BUFORD	1st Lt.	2/22/43	Navigator
JACOBSON, EARL	1st Lt.	2/22/43	Ordnance
KAY, HARRY	1st Lt.	9/27/43	Bombardier
LYNCH, BERNARD	1st Lt.	3/12/44	Bombardier
MANOLIDES, GEORGE	1st Lt.	3/12/44	Navigator
McCLURE, JOHN	1st Lt.	3/12/44	Pilot
MELLAS, LAWRENCE	1st Lt.	3/12/44	Pilot
MOSS, ALLAN	1st Lt.	12/1/43	Supply
MYLLENBECK, WARREN	1st Lt.	9/27/43	Pilot
NUNN, HOWARD	1st Lt.	3/12/44	Navigator
ODLE, ROBERT	1st Lt.	12/1/43	Radar
PATHE, JAMES	1st Lt.	3/12/44	Pilot
PESTANA, CHARLES	1st Lt.	3/12/44	Navigator
RANDALL, JACK	1st Lt.	9/27/43	Ass't Operations
RINCON, JOSEPH	1st Lt.	3/12/44	Aerial Observer
RUSSELL, ELOF	1st Lt.	9/27/43	Bombardier
SAASTA, PAUL	1st Lt.	3/12/44	Armament
SCOGGIN, JR., CHARLES	1st Lt.	3/12/44	Communications
SEVERSON, GILFORD	1st Lt.	3/12/44	Pilot
TIFT, RALPH	1st Lt.	3/12/44	Navigator
TRUSCOTT, JAMES	Captain	3/12/44	Pilot
TUTHILL, HENRY	1st Lt.	3/12/44	Navigator
WEBB, JAMES	1st Lt.	3/12/44	Pilot
WHITE, WILBERT	1st Lt.	3/12/44	Pilot
WITMER, ALEX	1st Lt.	3/12/44	Navigator
WOLCOTT, EARL	1st Lt.	3/12/44	Pilot
WOLLERMAN, PAUL	1st Lt.	3/12/44	Navigator

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO #214, Sec Y, c/O Postmaster,
San Francisco, California.

1 December 1943.

E X T R A C T C O P Y

11. The following named EM, 392nd Bomb Sq (H), APO #914, this Hq, are promoted to grades indicated. AUTH: 615-5.

TO BE MASTER SERGEANT (TEMP)

T/Sgt CARRICART, Gene J. (513) 19051527

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt STIFFLER, John A. (757) 32143644	S/Sgt ZAJAC, Edmund. A. (757) 37285269
S/Sgt TOTTEN, Joseph C. (757) 33288534	S/Sgt STEED, George T. (750) 13031994
S/Sgt SCHOCH, John F. (750) 13027967	S/Sgt REEVES, Harvey M. Jr. (750) 35120664
S/Sgt CHANEY, George D. (750) 18010866	S/Sgt McADAMS, Huland D. (748) 34332299
S/Sgt NEENE, William R. (748) 16098513	S/Sgt FELDMAN, Eugene (NMI) (686) 19078252

TO BE STAFF SERGEANT (TEMP)

Sgt SIEGEL, Harry (NMI) (612) 12129505	Sgt POPPE, Carl J (757) 17017877
Sgt TUCKER, Allen F. (757) 17155322	Sgt MOORADIAN, Suran E. (748) 32374350
Sgt DOWNS, John A. (748) 20224450	Sgt DURITZA, George D. (748) 33283171
Sgt MURRAY, Robert W. (748) 33087668	

TO BE SERGEANT (TEMP)

Cpl HEWLETT, Theodore C. (683) 32610316	Cpl NEWMAN, Fritz H. (754) 11095378
Cpl AMSINGER, Irvin F. (888) 37382982	Cpl ALBEE, Clare B. (888) 36150180
Cpl SYSAK, Andrew F. (620) 33087662	Cpl FISHER, Thomas D. (060) 33064591
Cpl REMINGTON, Charles R. (932) 38235397	

TO BE CORPORAL (TEMP)

Pfc McClain, Francis W. (911) 35368719	Pfc JOHNSON, Merton W. (747) 33295801
Pfc GENTRY, Keith W. (685) 35726043	Pfc GILLESPIE, Harold F. (685) 34652175
Pfc CICONE, Domenic A. (686) 11070113	Pfc MOCARSKI, Chester (NMI) (060) 33087456
Pfc TRIOLA, Joe (NMI) (902) 37129137	Pfc VALLIER, Paul A. (902) 16149466
Pfc VENSON, Henry R. (901) 35724412	Pfc GUMMERT, Harold C. (901) 37653164

By order of Lieutenant Colonel MILLER:

OFFICIAL

S/T/ Hylon T. Plumb Jr.
Captain, Air Corps.
Adjutant.

A TRUE COPY

FRANK WHITE
1st Lt., Air Corps

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 240 Sec Y

1 January 1944

E X T R A C T C O P Y

3. Following EM, 392nd Bomb Sq (H). APO 914, are promoted to grades indicated. AUTH: AR 615-5.

TO BE MASTER SERGEANT (TEMP)

T/Sgt Goddard. Dayton C.. Jr (750) 16023014 T/Sgt Melidona, Dominick (750) 15018816
T/Sgt Springer, James H. (750) 18010692 T/Sgt Stockwell, Floyd C. (750)18034861

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt Murray, Robert W. (747) 33087668 S/Sgt Rieger, John P. (750) 19077963

TO BE SERGEANT (TEMP)

Cpl Kempen, William D. (685) 38649637 Cpl Schaffran, Edwon D. (501) 16065202

TO BE CORPORAL (TEMP)

Pfc Ayers, Gordon S. (070) 39551182 Pfc Gallagher, John H. (747) 18192103
Pfc Simoplos, Louis J. (501) 16092821

TO BE PRIVATE FIRST CLASS

Pvt Brooman, Ivan F. (932) 32674290

By order of Lieutenant Colonel MILLER:

OFFICIAL:

S/T/ Hylon T. Plumb Jr.
Captain, Air Corps.
Adjutant.

A TRUE COPY

FRANK WHITE
1st Lt., Air Corps

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 240 Sec Y

1 February 1944

E X T R A C T C O P Y

3. Following EM, 392nd Bomb Sq (H). APO 914, are promoted to grades indicated. AUTH: AR 615-5.

TO BE MASTER SERGEANT (TEMP)

T/Sgt George D. Chaney 18010866 (750) T/Sgt Harvey M. Reeves, Jr. 35120664 (750)
T/Sgt John F. Schoch 13027967 (750) T/Sgt George T. Steed 13031994 (750)

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt Tyra J. Roberts 32414952 (683) S/Sgt Kenneth I. Stratton 39150439 (513)

TO BE STAFF SERGEANT (TEMP)

Sgt George W. Baker 39848784 (888) Sgt Theodore C. Hewlett 32610316 (683)
Sgt Richard w. Luedtke 6937839 (9115)

TO BE SERGEANT (TEMP)

Cpl Thomas J. Gore 36057770 (945) Cpl Paul W. Pallischeck 37432738, (683)

TO BE CORPORAL (TEMP)

Pfc Walter D. Bowen 31315291 (807) Pfc Ivan F. Brookman 32674290 (932)
Pfc William H. Quinn 32540786 (807)

By order of Lieutenant Colonel MILLER:

OFFICIAL:

S/T/ Hylon T. Plumb Jr.
Captain, Air Corps.
Adjutant.

A TRUE COPY
FRANK WHITE
1st Lt., Air Corps

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 240 Sec Y

1 March 1944

E X T R A C T C O P Y

3. Following EM, 392nd Bomb Sq (H). APO 914, are promoted to grades indicated. AUTH: AR 615-5.

TO BE MASTER SERGEANT (TEMP)

T/Sgt John P. Rieger 19077963 (750)

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt Albert H. Wolf 33242629 (757)

S/Sgt Joseph. S. Woodring 18041671 (685)

TO BE STAFF SERGEANT (TEMP)

Sgt Allen T/ Fox 32565495 (866)

Sgt Marvin P. Frost 32316519 (612)

Sgt William D. Kempem 36449637 (685)

Sgt Avery V. McInelly 16168917 (757)

Sgt Frederic W. Mueller 36223413 (612)

TO BE SERGEANT (TEMP)

Cpl Domenic A. Ciccone 11070113 (686)

Cpl Willie E. Cox 36721423 (748)

Cpl Keith W. Gentry 35726043 (685)

Cpl James D. Gobeille 15096361 (945)

Cpl Lawrence H. Olson 31188421 (685)

Cpl Kenneth M. Wentz 16170259 (748)

TO BE CORPORAL (TEMP)

Pfc Raymond J. Jankowski 32553881 (409)

TO BE PRIVATE FIRST CLASS (TEMP)

Pvt Robert H. True 18016480 (911)

By order of Colonel MILLER:

OFFICIAL:

S/T/ Hylon T. Plumb Jr.

Captain, Air Corps.

Adjutant.

A TRUE COPY

FRANK WHITE

1st Lt., Air Corps

Organizational History, 392nd Bombardment Squadron (H), VII
Bomber Command, Seventh Air Force.

April 1, 1944 - April 30, 1944

1. Organization:

Negative:

2. Strength:

72 officers assigned.

8 officers attached.

370 enlisted men assigned.

12 enlisted men attached.

3. Date of arrival and departure from each station occupied in
this theatre:

Negative.

4. Losses:

One (1) enlisted man killed.

Sergeant HARLEY R. HINES, ASN 17100432, died as a result of
the water landing of the B-24J, No. 42-72985, (Lt. Leonard F. Smisson, pilot)
on April 17, 1944. (WLT)

Lt. Smisson and crew were returning from a photo-reconnaissance
and bombing strike on TENIAN, SAIPAN, and AGUIJAN Islands. The plane had
been severely damaged over the target, and they were attempting to return
to their base at Eniwetok on three engines. Everything movable had been
jettisoned, but it became apparent that the base could not be reached be-
cause of lack of fuel. It was decided to make a let-down, and preparations
were made for ditching. Sgt. Hines was the first man out of the airplane
after the landing, he called to the navigator, Lt. Robert W. Starkey,
saying that his life vest would not inflate. Lt. Starkey answered that
his life vest would not inflate either; this was the last contact with
Sgt. Hines. By the time the rafts were inflated and everyone in, the man
had disappeared. He is listed as killed in action. (See inc. 1. COMBAT
NARRATIVE NO. 4. Hq. F/L VII B.C.)

5. Awards and Decorations:

Distinguished Flying Cross awarded William A. Strasser
(ASN 32351308) Technical Sergeant, Air Corps, United States Army, aerial
engineer, residence at enlistment: Valley Stream, New York.

The citation is as follows: "For extraordinary heroism in
combat, evidencing action and devotion to duty above and beyond that normal-
ly expected. As a crew member of a bombardment type aircraft he shot down
two (2) enemy aircraft in a single aerial flight, displaying skill and

courage which was in keeping with the highest traditions of the Army Air Forces.

Air Medal and one Oak Leaf Cluster awarded to Edmund A. Zajac (ASN 37285269) Technical Sergeant, Air Corps, United States Army, radio operator, residence at enlistment: Minneapolis, Minnesota.

Air Medal awarded Raymond A. Feely, First Lieutenant, Air Corps, United States Army, pilot entered the military service from St. Albans, Long Island, New York.

Air Medal awarded John W. FereJohn, First Lieutenant, Air Corps, United States Army, Bombardier entered the military service from New York City, New York.

Air Medal awarded Warren H. Fish, First Lieutenant, Air Corps, United States Army, bombardier entered the military service from Cambridge, Massachusetts.

Air Medal awarded Charles H. Pestana, First Lieutenant, Air Corps, United States Army, navigator entered the military service from Oakland, California.

Air medal awarded Louis A. Shukle, First Lieutenant, Air Corps, United States Army, navigator entered the military service from Gilbert, Minnesota.

Air Medal awarded James L. Webb, First Lieutenant, Air Corps, United States Army, co-pilot entered the military service from Jacksonville, Florida.

Air Medal awarded Fletcher G. Bates, First Lieutenant, Air Corps, United States Army, co-pilot entered the military service from Chilhowee, Missouri.

Air Medal awarded Laurence E. Galyon (ASN 14072135), Staff Sergeant, Air Corps, United States Army, aerial engineer, residence at enlistment: Charlotte, North Carolina.

Air Medal awarded Raymond E. Graham (ASN 6995088), Technical Sergeant, Air Corps, United States Army, radio operator, residence at enlistment: Mercer, Pennsylvania.

Air Medal awarded Donald D. Leaver (ASN 34331224) , Technical Sergeant, Air Corps, United States Army, aerial engineer, residence at enlistment: Edgewater, Alabama.

Air Medal awarded William F. Norris (ASN 6580207), Technical Sergeant, Air Corps, United States Army, aerial engineer, residence at enlistment: Shamrock, Oklahoma.

Air Medal awarded Robert S. Fisher (ASN 35502390), Technical Sergeant, Air Corps, United States Army, aerial engineer, residence at enlistment: Portsmouth, Ohio.

Air Medal awarded Walter D. Schroeder, Jr. (ASN 31085542), Staff Sergeant, Air Corps, United States Army, radio operator, residence at enlistment: Methuen, Massachusetts.

Air Medal awarded Albert H. Wolf (ASN 33242679), Staff Sergeant, Air Corps, United States Army, radio operator, residence at enlistment: Lancaster, Pennsylvania.

Air Medal awarded Avery V. Mc Inelly (ASN 19116489), Sergeant, Air Corps, United States Army, radio operator, residence at enlistment: Shelley, Idaho.

Air Medal awarded Frederic W. Mueller (ASN 36223413), Sergeant, Air Corps, United States Army, aerial gunner, residence at enlistment: Milwaukee, Wisconsin.

The citation is as follows: "For extraordinary achievement in flight. Each, as a crew member of a heavy bombardment type aircraft, participated in five (5) strike sorties against the enemy, displayed high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces.

On the night of April 1, 1944, ten (10) B-24J's of the 392nd Bomber Group were assigned a bombing mission of Truk Atoll. Dublon Town on Dublon Island was the recipient of 60 X 500 lb incendiary clusters which caused numerous and voluminous fires in the center of town and along the dock area. These fires could be seen from seventy-five (75) miles after leaving the target and the following night returning crews from another Squadron reported them still burning.

Night fighters, intense A/A fire, and searchlights were encountered by our bombers, but no damage was inflicted, on our planes or no injuries to our personnel.

Irreparable damage was presumed to be caused on this raid, as Dublon Town was the Japanese headquarters for the Pacific activities of the fleet and air wings. On this and previous missions to Truk, due to the distance involved, it was necessary to stage through Eniwetok Island from Kwajalein Island.

On the night of April 6, 1944, eleven (11) of our B-24's raided Wake Atoll, dropping 99 quarter tonners on Wake and Peale Islands from 12,000 feet.

No A/A or searchlights were encountered on this raid, and all of our planes returned safely.

Three (3) of our planes were assigned by the VII Bomber Command to a photographic reconnaissance of Ormed, Wotje, Taroa, and Mille Islands on April 8, 1944. Excellent photos were obtained and bombs were dropped on these much bombed islands. This being the third time that Bomber Command has called on the 392nd Bomber Group for photo-reconnaissance missions, we assume that our efforts along this line have been satisfactory.

No enemy opposition was encountered.

Upon our arrival at Kwajalein during the latter part of March, every member of our Squadron was much dismayed at the condition of the island, especially so, having come from such a tropical paradise as Apamama. Kwajalein at that time was a good representation of all the city dumps in the U.S.A. plus the permeating odor of dead Japs still unburied. The bomber strip had just been completed, having had priority, but the rest of the island was a most disheartening mess of broken trees, and blockhouses, the whole surface of the island being plowed up by shell fire and bombs; thick black dust pervaded every nook and cranny.

Despite this discouraging outlook, every member of the Squadron pitched in and cleared and leveled a campsite, pitched tents, and made things as livable as could be under the circumstances.

In our first few weeks here, our food consisted mostly of "C" rations.

Now, however, living conditions have greatly improved. We have large double decker barracks for both officers and enlisted men, a spacious mess hall, showers, and latrines. Due credit is hereby given

to the officers and men of the 50th, 854th, and 34th Engineer Battalions, who did an admirable job in constructing these buildings.

The food situation has also improved so that now fresh meat is served at least once a day, and fresh butter at each meal. Movies are shown almost every night, or whenever films are available, in our Squadron area, thereby adding greatly to the morale of both officers and enlisted men of our Squadron.

On April 9, 1944, the 392nd Bomron was augmented by the arrival of 2nd Lt. Smisson and his crew who were assigned to us from the 819th Bomron (H), stationed at Oahu; and on April 16, 1944, Captain Valentine and crew became attached to our Squadron, they also were stationed with the 819th Bomron at Oahu.

April 17, 1944 proved to be a memorable day for us as eleven (11) of our bombers took off for Eniwetok, where, in conjunction with VD-3, a Naval Photographic Squadron using PB4Y's, they were to make a photo reconnaissance and bombing raid against Saipan, Tinian, and Aguijan Islands. This, by the way, was another first for our Squadron, as it was the first time that land based bombers had attempted to hit so far into Jap territory. Of the eleven (11) planes to take off from Eniwetok, five (5) succeeded in making the photo and bombing run on Saipan, Tinian, and Aguijan Islands. Six (6) planes returned due to mechanical difficulties. Lt. Schneiderhan, Lt. Smisson, Lt. Martin, Lt. Crafford, and Lt. Myllenbeck were the successful ones to complete the mission.

All returned to Eniwetok except Lt. Smisson. An accompanying Navy PB4Y had engine trouble when about half way through the photo run, and left formation. Lt. Smisson did likewise to give protection from enemy fighters who were seen taking off from the naval airbase at Tinian. These fighters could, almost certainly, be expected to press vigorous attacks on any disabled plane.

Sure enough, seven (7) to nine (9) Zekes engaged both bombers in a running fight which lasted thirty (30) minutes. Just after the fight, an enemy 20 MM shell hit Lt. Smisson's B-24 #4 engine, wrecking the feathering mechanism so that the engine froze. During the thirty (30) minute fight, Lt. Smisson's crew shot down one (1) enemy fighter, and got one (1) probable; the Navy plane, PB4Y, chalked up a similar score.

Sometime after the encounter, the two planes became separated. The Navy PB4Y, piloted by Lt. Satterfield of VD-3, jettisoned all his gear, and returned to base on three engines, landing safely although a 7.7 MM bullet had blown a tire on one of the main wheels. In his action report, Lt. Satterfield voiced high praise for the cooperation of Lt. Smisson in maneuvering his B-24 so as to make it always possible to keep the maximum number of guns of both planes trained on the attacking enemy fighters, despite the difficulty in flying a crippled plane.

At 1845 (Y), a distress signal was received at Eniwetok from Lt. Smisson's plane giving position and bearing, and saying that on he only twenty (20) minutes supply of gas left, he would have to ditch. Nothing more was heard from the disabled plane.

The next day, April 20, 1944, all, planes available took off from Eniwetok to search for the missing B-24. Nothing was sighted. Again on

April 21, 1944, a thorough search by Lt. Smisson's colleagues proved negative, and the search was abandoned except for regular Navy patrol.

Now to return to Lt. Smisson and crew after their separation from the Navy PBAY. The attached "Combat Narrative Report No. 4", dated 28 April 1944, gives a full account of their harrowing experiences during the following five (5) days and six (6) nights culminating in their rescue by the U.S.Navy.

On April 21, 1944, our Squadron pulled two raids on Wotje Island, one a night and the other a daylight raid. Three planes participated in each raid, dropping thirty-six (36) quarter tonners on the remaining installations of that much battered island, still held by the Japs, in the Marshall Islands. No opposition was encountered.

April 25, 1944 saw eleven (11) of our planes take off for Eniwetok for another photo-reconnaissance and bombing mission in conjunction with the U.S. Navy again.

On April 26, 1944, ten (10) of our planes and eight of VD-3 took off from Eniwetok to photograph and bomb Guam. Another first for the 392nd Bomron. We are becoming known now as the "Pathfinders" because of the fact that our planes have been the first land based bombers to attack so many Jap Islands.

Our Squadron was the first over Ponape, Caroline Islands, Truk; then Saipan, Tinian, and Guam in the Marianas. It was also the first Squadron of heavy bombers from the Seventh Air Force to land at Los Negros Island in the Southwest Pacific.

Of the eleven (11) planes that went to Eniwetok, one failed to take off due to mechanical difficulties. Three other B-24J's of the 392nd Bomron, and one (1) PB4Y of VD-3 had to turn back before reaching the target, also due to mechanical difficulties. That made seven (7) planes of the 392nd Bomron and seven (7) planes of VD-3 to successfully reach the target. Guam was photographed and each plane dropped three one-hundred pound bombs on military installations. Damage, however, was unobserved. Apparently the Japs were completely taken by surprise as there was no opposition of any kind.

Over the target, Captain Truscott, in A/P #290, lost oil from #1 engine causing it to freeze up so that the prop could not be feathered. He was able to reach and land at Los Negros Island only by jettisoning every movable article in the plane. The other six (6) planes, however, reached Los Negros without incident, and the next day re-armed with ten one-hundred pound bombs and dropped them on Langor Island, Ponape on the way home. Moderate and accurate A/A fire from heavy guns was experienced over Langor Island, but our planes suffered no damage.

On the last day of April, Wake Island was visited once more by ten (10) planes of our Squadron in a combined strike with 98th and 26th Bomrons of the 11th Bombardment Group (H), and the 27th Bomron of the 30th Bombardment Group (H). This was a daylight raid. Gun installations and the storage area on Wake Island were attacked with nine (9) quarter ton bombs carried by each A/P, causing a large fire that was

visible twenty (20) miles after leaving the target. Excellent photos were taken with a twenty per cent (20%) coverage of the island of Wake.

On this occasion A/A was intense and accurate, one of our planes received minor damage in the form of a flak hole in an engine cowling. However, no personnel suffered injuries.

During this month, the members of the 392nd Bomron with deep regret saw the loss of three of its' old crews to the 38th Bomron of the 30th Bombardment Group (H). Lt. Parks and crew, Lt. Martin and crew, and Lt. Feely and crew were transferred to the 38th as flight leaders to replace crews of that Squadron who have completed their thirty (30) missions and have returned home.

Lt. Parks and crew and Lt. Martin and crew have been with us since before leaving the United States, and Lt. Feely and crew since December of last year while we were stationed on Canton Island.

Having lived and worked, sharing joys and sorrows with these fellows for so long, we came to love them as brothers and hated to see them go, but our loss is the 38th's Bomron's gain. Good luck fellows, we wish you continued good hunting.

In the latter part of April, our Squadron was further increased by the assignment of four (4) more new crews from the 819th Bomron, Lt. Allison and crew, Lt. Morse and crew, Lt. Nelson and crew, and Lt. Prosser and crew. They're a swell bunch of fellows, and to use naval parlance, we're glad to have them aboard.

Additional Awards: (Sq, Order ilk, attached)

E.M.'s Promotions: (See True Extract Copy, attached)

FRANK WHITE,
1st Lt., Air Corps,
Squadron Historian.

Incls:

1. Combat Narrative Report No. 4
2. Squadron Order No. 14
3. Photo, vertical, PBY
4. Photo, oblique, PBY & survivors
5. Photo, portrait, survivors.

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 241

SPECIAL ORDERS)

NUMER 17) E X T R A C T 1 April 1944.

6. Following EM, 392nd Bomb Sq (H), this sta, are promoted to grades indicated. Auth: AR 615-5:

TO BE TECHNICAL SERGEANT (TEMP)

S Sgt George J. Callaghan 31139721 (757)	S Sgt Elmer E. Cox 18086321 (748)
S Sgt Lyle H. Guckert 35301182 (854)	S Sgt Roy O. Rhodes 33254441 (748)
S Sgt Frank J. LoCurto 32402872 (757)	S Sgt William E. Naylor 16075748 (757)

TO BE STAFF SERGEANT (TEMP)

Sgt Clare B. Albee 36150180 (862)	Sgt Marion N. Alois 32491420 (862)
Sgt Robert L. Carnell 15354654 (748)	Sgt Willie E. Cox 36721423 (748)
Sgt Jack A. Lange 13171151 (612)	Sgt Andrew (NMI) Morell 11100421 (757)
Sgt Paul W. Pallischeck 37432738 (683)	Sgt Richard R. Pendleton 31127358 (866)

TO BE SERGEANT (TEMP)

Cpl Robert S. Elmore 35566804 (854)	Cpl Robert H. Heiderman 36621594 (807)
Cpl Wallace F. Painter, Jr. 19010774 (405)	

TO BE PRIVATE FIRST CLASS (TEMP)

Pvt Cletus R. Beard 13068211 (754)	Pvt Robert J. Slimp 38426438 (237)
------------------------------------	------------------------------------

By order of Colonel MILLER:
OFFICIAL:
S/T/ Hylon T. Plumb Jr.
Captain, Air Corps.
Adjutant.

THIS IS A TRUE EXTRACT COPY
FRANK WHITE
1st Lt., Air Corps

392ND BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO 241

24 April 1944

ORDER NO. 14

Confirming V0C0 30th Bombardment Group (H). and under authority of AR 600-68, dated 4 May 1943, the following named Enlisted Man, this organization, are authorized to wear the Good Conduct Medal:

T/Sgt Hill, Newton C. , 18037813
M/Sgt Taylor, Floyd L., 6580164
S/Sgt Alois, Marion N. 32491420
S/Sgt Altum, Wilmer L. 35374325
S/Sgt Baker George W. , 39848784
S/Sgt Ludtke, Reuben W., 17025755
S/Sgt Mowrey, William P., 34243227
S/Sgt Weeks, Eleanor K., 35432993
Sgt Betz, Robert W., 35460062
Sgt Dunkin, Gerald L., 35406800
Sgt Gardner, Ashley D., 17042727
Sgt Newman Fritz H., 11095378
Sgt Heiderman, Robert H., 36621594
Sgt Painter, Jr, Wallace F., 19010774
Sgt Passariello, Aniello P., 32416106
Sgt Pate, Henry S., 38312353
Sgt Russell, Eugene B., 19078118
Sgt Schnebly, Vector V., 17025379
Sgt Van Kempen, Ervin J., 36276619
Sgt Wohlstrom, Roger W., 31168556
Cpl Ferry, Ervin F., 37232294
Cpl Garbarino, Andrew A., 32536673
Cpl Girard, Charles F., 11111583
Cpl Lucero, Tony F., 38167625
Cpl Manning, Edward J., 32429624
Cpl Pachioli, John G., 33332529
Cpl Quinn, William H., 32540786
Cpl Sokol, Julius F., 39529258
Cpl Vallier Paul A., 16149466
Pfc Buchner, Anton M., 36373785
Pfc Combs, William B., 16151610
Pfc DeHanen, Jr., Winfield S, 33333809
Pfc Franklin, Frankie D., 38123169
Pfc Hickman, Allan H., 38212378
Pfc McConville, Raymond V., 13128732
Pfc Papamichail, John (NMI) 32497654
Pfc Siffin, Gerald (NMI) 32550932
Pfc Sofranko, John S., 33370450
Pvt Kwiatkowski, Joseph (NMI) 33162249

KENNETH M. BROWN,
Major, Air Corps,
Commanding.

OFFICIAL:
LLOYD R. BROWN
Captain, Air Corps,
Adjutant

FORWARD ECHELON
HEADQUARTERS VII BOMBER COMMAND
APO # 241

(IN-n)

28 April 1944.

COMBAT NARRATIVE REPORT NO. 4

Following report of Ditching and Rescue submitted by Major Arthur H. Delmore, Intelligence Officer, 30th Bombardment Group (H). (Mission No. H-217).

On 17 April 1944 (GCT), five (5) PB4Y'S of VD-3 (USN) and five (5) B-24J's of the 392nd Bombardment Squadron (H) 30th Bombardment Group (H), executed a photographic mission of AGUIJAN, TENIAN, and SAIPAN ISLANDS, bombing SAIPAN ISLAND at the same time.

At 180030Z, B-24J #42-72985, piloted by 2nd Lt. L. F. Smisson was flying on the left wing of a PB4Y, piloted by Lt. Satterfield (USN) at 20,000 feet altitude on a heading of 210 degrees true; when about midway over SAIPAN, the #3 engine of the PB4Y cut out and the propeller was feathered (Lt. Smisson believed the #3 engine was temporarily out), but both airplanes continued on course over the target; having to drop out of the 10 airplane formation they turned to a heading of about 1800, and at 180056Z, the B-24J dropped 3 x 100 lb. GP bombs over SAIPAN, instantaneously fused, from an altitude of 18 000 feet. Both airplanes then turned left to a course of 30°, paralleling SAIPAN about four (4) miles off shore and still at 18,000 feet; 4 or 5 AA bursts were observed at 10,000 feet, but the gun locations were not seen.

At about 180105Z, 16 to 20 single-engine enemy fighters, airborne, were observed, two of which were Hamps, square wing tips, one possible Tony and the remainder were Zekes; some of which were painted black others were green, but no markings other than red roundels on the Wings were observed. Only 7 to 9 of these fighters made any attacks, most of which came from below at the 6 and 12 o'clock positions. It was impossible to estimate the number of passes made, but the interception lasted about 25 minutes with the enemy fighters appearing very aggressive. The first attack came at about 180110Z during which time the B-24J was flying protective cover for the PB4Y which was under attack by the enemy fighters; a probable 20mm projectile hit one of the PB4Y's ailerons. (Lt. Satterfield's crew shot down one (1) fighter and one (1) probably shot down; he returned his PB4Y safely to base on three engines, landing with one tire shot out). S/Sgt. O. E. Allen, left waist gunner on the B-24J destroyed one (1) enemy fighter attacking from about 8 o'clock low, confirmation being given by Lt. Satterfield (USN); Sgt. H. R. Hines, nose gunner is credited with one (1) probably destroyed enemy aircraft, and Sgt. J. R. Diaz ball turret gunner, damaged at least one (1) enemy fighter; during the engagement the left waist gun came off its mount, and though handicapped, the gunner continued to fire while holding the gun; no one was injured, though enemy bullets striking the B-24J "sounded like hail". About 180130Z an enemy 20mm shell hit the reduction gear housing on #4 engine and the propeller could not be feathered. It windmilled for a short time and then the engine froze. The enemy fighters continued to attack for about another ten minutes, although a few remained out of range, apparent-

ly observing the encounter, then all but one departed for their base this one continued to attack with passes from below at 5 and 7-o'clock, finally breaking off about 180140Z. At about this time the PB4Y seemed to get its #3 engine started and broke away on a northerly heading.

Lt. Starkey, B-24J navigator, gave the course to the advance base (ENIWETOK) as 100° true and it. Smisson then took that heading at an IAS of 150 MPH. At 180230Z, the drag of #4 engine became noticeable, 34 inches of manifold pressure and 2100 RPM being indi-

[one or two lines of text missing here]

feet. Lt. Smisson directed that all loose equipment be jettisoned except guns and ammunition. This was done, armor plate, bomb sight, radar, bomb bay tanks and clothes being thrown over-board. The B-24J then gained altitude to 2,500 feet and the air speed increased from 135 MPH to 145 MPH, power was cut back to 32 inches and 1850 RPM. About thirty minutes later Lt. Smisson concluded that any danger of further enemy attack was past and had the guns and ammunition jettisoned. At 180300Z, the navigator advised that the remaining fuel should carry the airplane to a point about 150 miles west of ENINETOK. Radio silence was still being maintained, as the pilot felt they were too near Truk to invite Jap interception.

At 180630Z the radio operator called for Dumbo on 7920 Kc and 6210Kc, continuing for twenty minutes but receiving no response or acknowledgment. Position and damage were also transmitted on VHF channels "A" and "D", but no answer was received. A call was then sent on 4595 Kc which was answered by AACCS at ENIWETOK. Lt. Smisson informed them that the airplane was going to ditch and requested them to take a bearing. AACCS did so, and turned on the homing beacon - crew says "we sure felt reassured".

At 180740Z Lt. Smisson, ordered the crew to prepare for ditching. All equipment to be taken into the rafts was collected and placed within reach in front of them so there would be less chance of injury from flying articles at impact. The pilot and co-pilot stayed in their seats, buckling their shoulder straps and wearing steel helmets. The remaining crew-members took position in the waist aft of the ball turret, eight of them sitting in two rows of four men each, bobsled style, huddled close together and bracing themselves backwards; although all of them faced to the front. The bombardier (ninth man) sat farthest back braced on a canvas belt and belted about the waist. He was the only one not thrown forward at time of impact. All crew members wore steel helmets and they attribute the fact that no one was killed or seriously injured to this. Nine helmets were U.S. Army type and two were U. S. Navy type, the latter two seeming to give the best protection. Just prior to impact, Sgt. Diaz, sitting near the right waist window, kept calling the altitude above water, which aided greatly in preparing for the moment of impact.

At 180745Z, with about ten minutes of fuel left, Lt. Smisson dropped full flaps and let the airplane settle, gradually losing altitude at IAS of 120 MPH. When at 100 feet altitude he added full RPM on #3 engine 2,300 RPM on #1 and #2 engines, power setting at 3 inches and slowed to IAS 85 MPH, putting the airplane into a full

stall 3 or 4 feet above the water. Power was cut off immediately and the airplane came in flat with but one jar, waves were estimated to be about 15 feet high. There was no bounce or skip. The pilot and co-pilot remained in their seats, the shoulder straps being given full credit. However, they were plunged under about 8 feet of water, and releasing their belt buckles, pushed upward with their feet, gaining the surface through the upper roof as the plexiglass had been shattered. Neither pilot nor co-pilot pulled the raft release but both rafts inexplicably popped to the surface.

In the waist all were thrown forward except the bombardier. Lt. Starkey, S/Sgt. Stroud and Sgt. Diaz struck the ball turret and were momentarily dazed. Lt. Starkey, Sgt. H.R. Hines, Sgt. J. H. Hines, Jr., and Sgt. Valinsky departed the airplane through the left waist window and immediately began to drift away. The remaining five went out the right waist window, through which the two rafts were pushed and inflated. Those five men and the rafts were held against the airplane by the wind and then the current. Sgt. H. Hines called to the navigator, from about 15 feet from the airplane, that he could not inflate his life vest. Lt. Starkey replied that his vest would not inflate either and began swimming towards the tail in order to get around to the right side of the airplane. Sgt. Hines was not seen nor heard again. meanwhile Sgt. J. Hines floated off about 150 yards and was pulled up by the co-pilot, Lt. Gilbert, who had boarded a

2

raft. Lt. Gilbert remarked that several times huge swells concealed Sgt. J. Hines. Several life vests failed to inflate, possibly because of faulty cartridges, or because of failure to pull the trip hard enough to puncture cartridges. Also the hurry to inflate life rafts and get into them may have had some bearing on not inflating the life-vests manually. While it is not definitely known, the one life lost may be attributed to this malfunction of inflation. Lt. Starkey and Sgt. Valinsky succeeded in getting around to the right side of the airplane and boarded a raft. The emergency radio (Gibson Girl) and the emergency equipment became either scattered or jammed at the impact, and there was no time to collect it.

The ditching occurred approximately 180800Z, with the airplane breaking into three parts; the first section being forward from the leading edge of the wing and sinking immediately, in 40 to 60 seconds; the second section was from the leading edge to the trailing edge at the #6 station, this section remained afloat about 15 minutes at an angle of almost 90 degrees to the water, with about 2 or 3 feet of the trailing edge above water. This was possible as the wing tanks were empty. The third section was the remainder of the fuselage and it remained afloat 3 to 4 minutes, sinking as soon as it had worked loose from the wing section.

The men paddled the rafts away from the airplane, tying the four rafts together at about 10 feet intervals. Three men each in two rafts, and two men each in two rafts. Lt. Chapman, Sgt. Douglas and Sgt. Allen in raft #4; Lt. Starkey, Sgt. Valinsky. Sgt. Stroud in #3; Lt. Smisson and Sgt. Diaz in #2; and Lt. Gilbert and Sgt J. Hines in #1. The sea anchor of #1 raft was used. During the night all were cold and sick, but all got some sleep; It is interesting to note at this time that the pilot and co-pilot were not "scared" until after they had got into the rafts. The entire crew agrees that they "definitely do not want to do it again".

The remainder of this report refers to local time.

TUESDAY:

All provisions in #3 raft were lost when it was capsized by a high swell as the provisions were being inventoried. Lt. Starky and Sgt. Valinsky righted the raft and climbed in. Sgt. Stroud exchanged rafts with Sgt. Diaz. At dusk a B-24 was sighted to the north and 6 flares were shot, but not seen by the B-24; Rafts were drifting southwest. The men did not eat or drink this day, due mainly to salt-water sickness.

WEDNESDAY:

At 3:00 P. M. sighted a B-24 heading east and fired 3 flares, again not seen by B-24. At 6:00 P. M. each man ate a few crackers and each had two swallows of water. The day was quite hot and the night chilling as the men were constantly wet by spray.

THURSDAY:

At noon a Betty, identified by Sgt. Stroud, was sighted almost directly overhead at about 2,000 feet. Tarpaulins were in use with the yellow side up, but were turned over with the blue side up "in a hurry while we held our breaths in anticipation of discovery and strafing", but the Betty did not see them. At 6:00 P. M. each two men ate one can of rations and had two swallows of water. The day seemed hotter than the day before. Three canteens were full of water, with two others available.

FRIDAY:

At 3:00 A.M., #3 raft capsized in a rough sea but nothing was lost. Lt. Chapman had transferred to this raft, and he and Lt. Starky were asleep at the time. Both grabbed the sides of the raft as they went over, righted it, and they and Sgt. Valinsky climbed in again. At 11 A. M. a B-24 heading northwest at about 2,000 feet was sighted about 1 1/2 miles distant. All men waved and three flares were fired. The B-24 did not see them. At noon each man ate one half of a chocolate bar - after scraping off the salt caked outside. Late in the afternoon it rained, but not enough to catch any water in the tarpaulins. Again the day was warmer than the preceding day. At 6:00 P.M. each two men ate a can of rations and each had two swallows of water.

SATURDAY:

At 11:00 A.M. a PB4Y (Lt. Martin, USN) was sighted and two flares were fired and mirrors flashed. The airplane buzzed the rafts, dropping a package containing orange juice, canteens of water and medical dressings, which was recovered. The PB4Y flew parallel courses up and down wind at about 1,000 feet altitude, but appeared to be drifting away, so another flare was fired. The PB4Y came over and dropped a can of dye, which was taken as a hint and dye from life vests was dribbled out (each lasting about 30 minutes) and cans of dye were shaken into the water (each lasting about one hour). Even though at times the PB4Y flew quite a distance away, it always returned, aided by the dye. At about 4:00 P.M. a PBY and another PB4Y appeared and the PBY landed on the water about 100 yards from the rafts, which were then paddled up to the PBY and the men climbed aboard, only to be told that the PBY'S hull had been cracked in landing (waves were 10 to 14 feet), so they climbed back into

their recently vacated rafts where the 8-man Navy crew of the PBY joined them in three more rafts. Meanwhile, the PB4Y's were dropping all kinds of supplies; The 7 rafts were then tied together with one-inch rope and anchored to the wing of the PBY, the Navy men sleeping on the wing of their PBY while the crew of the B-24J slept in their rafts. Plenty of food and water for all.

SUNDAY:

At about 6:30 A.M. an airplane was heard, and a flare was fired. Immediately the DD Gansvoort flashed its blinker, as did the airplane. At 7:00 A.M. the DD came alongside the PBY, took aboard all the men and rafts and sank the PBY with 57 rounds of 40mm fire.

MONDAY:

Ten (10) crew members of the B-24J landed at ENIWETOK at 8:00 A.M.

TUESDAY:

Ten (10) crew members of B-24J 985 landed at KWAJALEIN at 11:05 A.M. and proceeded to station hospital.

INCIDENTS WHICH CANNOT BE CORRELATED WITH TIME:

1. Used empty cartridge case for weight on fishing line, trolled with three lines out of last raft; used "dog tag" for fishline. Strike jerked line and fishing gear out of hands, caught no fish, but small ones jumped into rafts at night. Fishing equipment in rafts seems poor, no weight to drop lines deep enough.

2. Saw sharks and barracudas, which gave no trouble, other than nosing a raft once or twice. Also numerous flying fish.

3. Used tarpaulins to catch rain. First showers too light. third one quite heavy, caught enough water to fill a canteen. Also held mouths open and caught some water. Did not have to use emergency water.

4. Last two days sails were used, hoping to make way to New Guinea, but were actually 250 to 300 miles northeast of TRUK. No land sighted.

5. Lt. Smisson instructed that all headsets and parachutes be removed 15 minutes before water landing in order that men would not become entangled in wires and harness.

OBSERVATIONS AND COMMENTS:

1. Heavier rope is needed to tie rafts together. Ropes should also be longer, as rafts on opposite sides of swells were often doused or the ropes broke. At least 20 to 25 feet of salt water resistant rope should be provided each raft for this purpose.

2. All food should be in cans. Rations in cardboard boxes do not hold up, could not eat them. Rations in boxes and cellophane hold up in the water, but rot and mould while stored in the raft. Malted milk tablets in bottles were supplied by the Navy, they were edible. Chocolate type rations induce thirst.

3. One parachute at least, should be taken. It will make a better sea anchor than the one in the rafts, also the shroud lines

may be used in tying the rafts together and securing equipment.

4. Everything in rafts should be tied down.

5. Carry a knife. Learn to use the mirror for flashing signals.

6. The old-type of life vest cut the back of the neck.

7. All life-vests should be checked before each flight. It was found that these which partially inflated or did not inflate had loose screw valves at the base of the rubber mouth pieces, allowing the CO2 to escape.

8. For ditching, all personnel except the pilot and co-pilot should be in the waist.

9. The "Gibson Girl" jammed against the ball turret and could not be removed.

10. Navy rafts seem superior to ours, they are equipped with water-proof maps and tinned rations.

11. PBY used parachute for sea anchor, seemed good, as PBY drifted but 20 miles during the night.

12. All men of the B-24J were seasick the first night from swallowing seawater. PBY men were seasick.

Sgt. H. Hines, deceased, jumped out first. One man had cut on leg, another had cut on jaw. No other injuries. Saltwater caused boils and body sores. Although time of water landing was about 180800Z, it was still light, getting dark about 180835Z.

The crew of B-24J #985 believes that Lt. Martin (USN) pilot, and Lt. Stroud (USN) co-pilot of the PB4Y should be given credit for their rescue as their computations of wind, current and drift were valuable in locating them and radioing their position to base.

Lt. L. E. Roe was pilot of the PBY. Once the rafts were sighted all possible surveillance was maintained by PB4Y'S, PBY and PB2Y.

/s/ARTHUR H. DELMORE
ARTHUR H. DELMORE,
Major Air Corps,
Intelligence Officer

Organizational History, 392nd Bombardment Squadron (H), VII
Bomber Command, Seventh Air Force.

1 May 1944 - 31 May 1944

1. Organization

Negative:

2. Strength:

67 officers assigned.

8 officers attached.

365 enlisted men assigned.

12 enlisted men attached.

3. Date of arrival and departure from each station occupied in
this theatre:

Negative.

4. Losses:

Negative.

5. Awards and Decorations:

Distinguished Flying Cross awarded JAMES C. TRUSCOTT, Captain,
Air Corps, United States Army, pilot, entered the military service from Seattle,
Washington.

Distinguished Flying Cross awarded JOHN W. FERREJOHN, 1st Lt. ,
Air Corps, United States Army, bombardier, entered the military service from
New York, New York.

Distinguished Flying Cross awarded Cyril H.. KALKMAN, First
Lieutenant, Air Corps, United States Army, bombardier, entered the military
service from St. Cloud Minnesota.

Distinguished Flying Cross awarded VINCENT J. GALASSO, First
Lieutenant, Air Corps, United States Army, bombardier, entered the military
service from Brooklyn, New York.

Distinguished Flying Cross awarded GABRIEL MARTIN, JR., First
Lieutenant, Air Corps, United States Army, pilot, entered the military
from Redwood City, California.

Distinguished Flying Cross awarded JOHN W. MCCLURE, First
Lieutenant, Air Corps, United States Army , co-pilot, entered military
service from Blooneburg, Texas.

Distinguished Flying Cross awarded LOUIS O GLOOR, Captain,
Air Corps, United States Army , pilot, entered military service from
St. Louis, Missouri.

Distinguished Flying Cross awarded LINDLEY M. HINES, Captain,
Air Corps, United States Army , pilot, entered military service from
Russell, Kansas.

Distinguished Flying Cross awarded FLETCHER G BATES, First
Lieutenant, Air Corps, United States Army, co-pilot, entered military
service from Chilhouse, Missouri.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded
KENNETH M. BROWN, Major, Air Corps, United States Army, pilot, entered the
military service from Salt Lake City, Utah.

The citation is as follows: "For extraordinary heroism in combat
evidencing voluntary action above and beyond that normally expected. As
a crew member of a bombardment type aircraft, participated in fifteen (15)
strike sorties against the enemy, displaying high professional skill, courage,
and devotion to duty which reflected great credit upon himself and the Army
Air Forces."

Distinguished Flying Cross awarded CHARLES E. GREEN, Technical Sergeant, 34866566, Air Corps, United States Army, entered the military service from Bakewell, Tennessee.

The citation is as follows: "For heroism and extraordinary achievement in combat evidencing action above and beyond that normally expected. While participation as engineer of a heavy bombardment type aircraft in a maximum range strike sortie against a heavily fortified enemy base his squadron encountered enemy fighters and extremely accurate anti-aircraft fire. Machine gun fire from the fighters shot out the hydraulic system and the engine hydraulic pump thereby rendering the brakes and flaps inoperable. The emergency system was also useless due to lack of fluid. After assisting his crew members and squadron in beating off the enemy fighters Technical Sergeant GREEN set about the task of repairing the hydraulic system. Without proper tools or fittings Technical Sergeant Green, aided by his assistant engineer stripped tubing and improvised fittings. Technical Sergeant GREEN worked feverishly for six hours, bypassed the broken linkage and repaired the accumulator. Then using the spare one-gallon can of hydraulic fluid, carried as regular equipment, and adding a sufficient amount of water and gasoline to fill the system Technical Sergeant GREEN restored brakes and flaps to an operable status enabling his pilot to make a safe landing after dark. There were only fifty gallons of gasoline remaining in the tank after landing. The ingenuity of Technical Sergeant GREEN, his coolness and presence of mind in the face of great danger and responsibility, and his devotion to duty probably saved the lives of his crew and his airplane and reflect highest credit on himself and the Army Air Forces."

Distinguished Flying Cross awarded PHILIP J. BLACK, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Los Angeles, California.

Distinguished Flying Cross awarded WOGDROW W. DAVIS, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Hanford, California.

Distinguished Flying Cross awarded HARLEY W. DUNN, JR., First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Kimball, West Virginia.

Distinguished Flying Cross awarded RAYMOND A. FEELY, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from St. Albans, Long Island New York.

Distinguished Flying Cross awarded WARREN H. FISH, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Cambridge, Massachusetts.

Distinguished Flying Cross awarded BUFORD M. HUMPHRIES, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Las Cruces, New Mexico.

Distinguished Flying Cross awarded HARRY J. KAY, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Chicago, Illinois.

Distinguished Flying Cross awarded ROBERT W. KLEINHELTER, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Indianapolis Indiana.

Distinguished Flying Cross awarded BERNARD J. LYNCH, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Castleton, New York.

Distinguished Flying Cross awarded GEORGE A. MANOLIDES, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Seattle, Washington.

Distinguished Flying Cross awarded CLAUDE B. MOSS, JR., First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Altadena, California.

Distinguished Flying Cross awarded GENE F. NEWMAN, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Webb City Missouri.

Distinguished Flying Cross awarded JAMES O. PATHE, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Bakersfield, California.

Distinguished Flying Cross awarded CHARLES H. PESTANA, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Oakland, California.

Distinguished Flying Cross awarded MILTON C. REDMOND, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Burbank, California. ,

Distinguished Flying Cross awarded GILFORD P. SEVERSON, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Fargo, North Dakota.

Distinguished Flying Cross awarded LOUIS A. SHUCLE, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Gilbert, Minnesota.

Distinguished Flying Cross awarded JAMES L. WEBB, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Jacksonville, Florida.

Distinguished Flying Cross awarded EARL S. WOLCOTT, JR., First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Grand Rapids, Michigan.

Distinguished Flying Cross awarded LAURENCE L. MELLAS, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Edwardsville, Pennsylvania.

Distinguished Flying Cross awarded WARREN G. MYLLENBECK, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Lake Stevens, Washington.

Distinguished Flying Cross awarded HOWARD S. NUNN, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Evansville, Indiana.

Distinguished Flying Cross awarded DILVER A. PAUSTIAN, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Stockton, Iowa.

Distinguished Flying Cross awarded VICTOR PETROFF, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Los Angeles, California.

Distinguished Flying Cross awarded JACK L. RANDALL, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Los Angeles, California.

Distinguished Flying Cross awarded ELOF H. RUSSELL, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Roseland, Louisiana.

Distinguished Flying Cross awarded JOHN F. SMITH, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Brooklyn, New York.

Distinguished Flying Cross awarded RAYDOND A. TEEFY, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Philadelphia, Pennsylvania.

Distinguished Flying Cross awarded RALPH E. TIFT, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Maywood, Illinois.

Distinguished Flying Cross awarded HENRY H. TUTHILL, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Greenport, New York.

Distinguished Flying Cross awarded WILBERT D. WHITE, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Farwell, Texas.

Distinguished Flying Cross awarded ALEXIS WITMER, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Santa Barbara, California.

Distinguished Flying Cross awarded PAUL E. WOLLERMAN, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Chicago, Illinois.

Distinguished Flying Cross awarded KENNETH COX, Technical Sergeant, 15116321, Air Corps, United States Army, radio operator, entered the military service from Madisonville, Ohio.

Distinguished Flying Cross awarded WILLIAM W. HAVENS, Technical Sergeant, 35358143, Air Corps, United States Army, radio operator, entered the military service from Rensselaer, Indiana.

Distinguished Flying Cross awarded RAYMOND E. GRAHAM, Technical Sergeant, 6995088, Air Corps, United States Army, radio operator, entered the military service from Mercer, Pennsylvania.

Distinguished Flying Cross awarded ROBERT E. LOWREY, Technical Sergeant, 14054086, Air Corps, United States Army, Engineer, entered the military service from Canoe, Alabama.

Distinguished Flying Cross awarded HULAND E. McADAMS, Technical Sergeant, 34332999, Air Corps, United States Army, engineer, entered the military service from Anderson, Alabama.

Distinguished Flying Cross awarded WILLIAM F. NORRIS, Technical Sergeant, 6590207, Air Corps, United States Army, engineer, entered the military service from Shamrock, Oklahoma.

Distinguished Flying Cross awarded DONN W. ROWLAND, Technical Sergeant, 15077917, radio operator, Air Corps, United States Army, entered the military service from East Palestine, Ohio.

Distinguished Flying Cross awarded ALBERT L. SKELTON, Technical Sergeant, 34385829, Air Corps, United States Army, engineer, entered the military service from Pickens, South Carolina.

Distinguished Flying Cross awarded JOHN A. STIFLER, Technical Sergeant, 32143644, Air Corps, United States Army, radio operator, entered the military service from Rochester, New York.

Distinguished Flying Cross awarded EDWARD A. ZAJAC, Technical sergeant, 37285269, Air Corps, United States Army, radio operator, entered the military service from Minneapolis, Minnesota.

Distinguished Flying Cross awarded ALBERT H. WOLF, Technical Sergeant, 33242679, Air Corps, United States army, radio operator, entered the military service from Lancaster, Pennsylvania.

Distinguished Flying Cross awarded WILLIAM E. GREEN, Technical Sergeant, 16041718, Air Corps, United States Army, engineer, entered the military service from Bakewell, Tennessee.

Distinguished Flying Cross awarded MICHAEL KNAZOVICH, Technical Sergeant, 15116294, Air Corps, United States Army, engineer, entered the military service from Daton, Ohio.

Distinguished Flying Cross awarded DONALD D. LEAVER, Technical Sergeant, 34331224, Air Corps, United States Army, engineer, entered the military service from Edgewater, Alabama.

Distinguished Flying Cross awarded Robert W. Murray, Technical sergeant, 33087668, Air Corps, United States Army, Engineer, entered the military service from Johnstown, Pennsylvania.

Distinguished Flying Cross awarded JOSEPH M SERENA, Technical Sergeant, 35422281, Air Corps, United States Army, radio operator, entered the military service from Cincinnati, Ohio.

Distinguished Flying Cross awarded MANLEY T. WINSTEAD, Technical Sergeant, 18048341, Air Corps, United States Army, engineer, entered the military service from San Angelo, Texas.

Distinguished Flying Cross awarded ROBERT D BALLARD, Staff Sergeant, 16042630, Air Corps, United States Army, tail gunner, entered the military service from Lapeere Michigan.

Distinguished Flying Cross awarded JOSEPH V. CANONICQ, Staff Sergeant, 32406073, Air Corps, United States Army, assistant radio operator, entered the military service from Bronx, New York.

Distinguished Flying Cross awarded WILLIE E. COX, Staff Sergeant, Air Corps, United States Army, assistant radio operator, entered service from Dahlgren, Illinois.

Distinguished Flying Cross: GEORGE J. CALLAGHAN, Staff Sergeant, 31139721, Air Corps, United States Army, assistant radio operator, entered the military service from Boston, Massachusetts.

Distinguished Flying Cross awarded JOHN A. DOWNS, Staff Sergeant, 2022hh50, Air Corps, United States Army, assistant engineer, entered the military service from Palmyra, New Jersey.

Distinguished Flying Cross awarded GEORGE D. DURITZA, Staff Sergeant, 33283171, Air Corps, United States Army, assistant engineer, entered the military service from Pittsburgh, Pennsylvania.

Distinguished Flying Cross awarded ALLEN T. FOX, Staff Sergeant, 32565495, Air Corps, United States Army, tail gunner, entered the military service from North Bergen, New Jersey.

Distinguished Flying Cross awarded MERVIN P. FROST, Staff Sergeant, 32316519, Air Corps, United States Army, tail gunner, entered the military service from White Plains, New York.

Distinguished Flying Cross awarded RUSSELL W. GORMLEY, Staff Sergeant, 12095289, Air Corps, United States Army, assistant engineer, entered the military service from West Orange, New Jersey.

Distinguished Flying Cross awarded JAMES HOGAN, Jr., Staff Sergeant, 16108631, Air Corps, United States Army, assistant radio operator, entered the military service from Reese, Michigan.

Distinguished Flying Cross awarded JOHN A. LAVELLE, Staff Sergeant, 39612618, Air Corps, United States Army, tail gunner, entered the military service from Butte, Montana.

Distinguished Flying Cross awarded PAUL A. LESTER, Staff Sergeant, 35370433, Air Corps, United States Army, tail gunner, entered the military service from Lafontaine, Indiana.

Distinguished Flying Cross awarded FRANK J. LOCURTO, Staff Sergeant, 32402872, Air Corps, United States Army, assistant radio operator, entered the military service from Brooklyn, New York.

Distinguished Flying Cross awarded REUBEN W. LUDTKE, Staff Sergeant, 17025755, Air Corps, United States Army, engineer, entered the military service from Webster, South Dakota.

Distinguished Flying Cross awarded AVERY V. MC INELLY, Staff Sergeant, 19116489, Air Corps, United States Army, assistant radio operator, entered the military service from Shelley, Idaho.

Distinguished Flying Cross awarded SURAN E. MOORADIAN, Staff Sergeant, 32374350, Air Corps, United States Army, assistant engineer, entered the military service from Troy, New York.

Distinguished Flying Cross awarded WILLIAM P. MOWREY, Staff Sergeant, 34243227, Air Corps, United States Army, tail gunner, entered the military service from Miami Beach, Florida.

Distinguished Flying Cross awarded KARL J. OHLMANN, Staff Sergeant, 37127532, Air Corps, United States Army, assistant engineer, entered the military service from Crookstown, Nebraska.

Distinguished Flying Cross awarded FRANK V. PECORARI, Staff Sergeant, 32554750, Air Corps, United States Army, tail gunner, entered the military service from Kearney, New Jersey.

Distinguished Flying Cross awarded WILLIAM H. PENTEK, Jr., Staff Sergeant, 12123324, Air Corps, United States Army, assistant engineer, entered the military service from Long Island, New York.

Distinguished Flying Cross awarded CARL J. POPPE, Staff Sergeant, 17017877, Air Corps, United States Army, assistant radio operator, entered the military service from South Center, Minnesota.

Distinguished Flying Cross awarded JOSEPH E. REINO, Staff Sergeant, 13038532, Air Corps, United States Army, tail gunner, entered the military service from Elwood City, Pennsylvania.

Distinguished Flying Cross awarded MORELL M. SPENCER, Staff Sergeant,

33355084, Air Corps, United States Army, assistant engineer, entered the military service from Wellsboro, Pennsylvania.

Distinguished Flying Cross awarded WALTER A. SCHROEDER, Staff Sergeant, 31085542, Air Corps, United States Army, assistant radio operator, entered the military service from Methuen, Massachusetts.

Distinguished Flying Cross awarded HARRY SIEGEL, Staff Sergeant, 12129505, Air Corps, United States Army, tail gunner, entered the military service from New York, New York.

Distinguished Flying Cross awarded FRANK J. SLAVINSKI, Staff Sergeant, 33353673, Air Corps, United States Army, assistant radio operator, entered the military service from Scranton, Pennsylvania.

Distinguished Flying Cross awarded JOHN F. TRIAY, Staff Sergeant, 34244394, Air Corps, United States Army, tail gunner, entered the military service from South Jacksonville, Florida.

Distinguished Flying Cross awarded RENSEL J. MOSER, Sergeant, 39900540, Air Corps, United States Army, tail gunner, entered the military service from Malad, Idaho.

Distinguished Flying Cross awarded KENNETH M. WENTZ, Sergeant, 16170259, Air Corps, United States Army, assistant engineer, entered the military service from Chicago, Illinois.

Distinguished Flying Cross awarded NEWTON C. HILL, Technical Sergeant, 18037813, Air Corps, United States Army, radio operator, entered the military service from Fort Worth, Texas.

The citation is as follows: "For extraordinary heroism in action evidencing voluntary action above and beyond that normally expected. Each, as a crew member of a bombardment type aircraft, participated in fifteen (15) strike sorties against the enemy, during which enemy attack was probable and expected. Throughout these combat operations, each displayed high professional skill, courage, and devotion to duty which was in keeping with the highest traditions of the Army Air Forces".

Air Medal awarded NICHOLAS C. DRAGISIC, First Lieutenant, Air-Corps, United States Army, bombardier, entered the military service from Chicago, Illinois.

Air Medal awarded RALPH L. DILLON, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Seattle, Washington.

Air medal awarded ALBERT M. STENZ, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Wood Ridge, New Jersey.

Air Medal awarded WILLIAM J. SCHREIDERHAN, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Beaver Creek, Minnesota.

Air Medal awarded RALPH F. CHEPLAK, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Milwaukee, Wisconsin.

Air medal awarded BLAIR C. ROGERS, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Portage, Wisconsin.

Air medal awarded REED H. MERRELY, Technical Sergeant, 6291335, Air Corps, United States Army, engineer, entered the military service from Vernal, Utah.

Air Medal awarded ROBERT D. BALLARD, Staff Sergeant, 16042630, Air Corps, United States Army, tail gunner, entered the military service from Lapeere, Michigan.

Air Medal awarded ALBION E. CELIA, Staff Sergeant, 31208400, Air Corps, United States Army, engineer, (no record of place of enlistment.)

Air Medal awarded GERALD D. GORDON, Staff Sergeant, 34168485, Air Corps, United States Army, tail gunner, entered the military service from Montgomery, Alabama.

Air Medal awarded JOSEPH E. LOGUE, Staff Sergeant, 31161175, Air Corps, United States Army, tail gunner, entered the military service from New York, New York.

Air Medal awarded EARL J. PERRY, Staff Sergeant, 6903799, Air Corps, United States Army, assistant engineer, entered the military service from Syracuse, New York.

Air Medal awarded ROBERT C. PAINE, Staff Sergeant, 38255399, Air Corps, United States Army, assistant radio operator, (no record of place of enlistment)

Air Medal awarded JAMES R. GILBERT, Staff Sergeant, 33323466, Air Corps, United States Army, assistant radio operator, entered the military service from Philadelphia, Pennsylvania.

Air Medal awarded EDWARD T. BOUGHTON, Sergeant, 12164683, Air Corps, United States Army, radar, (no record of place of enlistment:

Air Medal awarded JAMES D. GOBEILLE, Sergeant, 15096361, Air Corps, United States Army, entered the military service from Lakewood, Ohio.

Air Medal awarded ALLEN F. TUCKER, Sergeant, 17155322, Air Corps, United States Army, assistant radio operator, entered the military service from Duluth, Minnesota.

Air Medal awarded VIRGIL N. WALLACE, Private, 36043770, Air Corps, United States Army, assistant engineer, entered the military service from Crossville, Illinois.

The citation is as follows: "For meritorious achievement in flight. Each as a crew member of a bombardment type aircraft, participated in five (5) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Air Medal awarded LINDLEY M. HINES, Captain, Air Corps, United States Army, pilot, entered the military service from Russell, Kansas.

First Bronze Oak Leaf Cluster to Air Medal awarded PHILIP J. BLACK, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Los Angeles, California.

First Bronze Oak Leaf Cluster to Air Medal awarded WOODROW W. DAVIS, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Hanford, California.

First Bronze Oak Leaf Cluster to Air-Medal awarded HARLEY V. DUBN, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Kimball, West Virginia.

First Bronze Oak Leaf Cluster to Air Medal awarded ROBERT W. KLEINHELTER, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Indianapolis, Indiana.

First Bronze Oak Leaf Cluster to Air Medal awarded JOHN N. NE CLURE, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Blooneburg, Texas.

First Bronze Oak Leaf Cluster to Air Medal awarded GABRIEL MARTIN JR., First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Redwood City, California.

First Bronze Oak Leaf Cluster to Air medal awarded VINCENT J. GALASSO, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Brooklyn, New York.

First Bronze Oak Leaf Cluster to Air Medal awarded BUFORD M. HUMPHRIES, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Las Cruces, New Mexico.

First Bronze Oak Leaf Cluster to Air Medal awarded CYRIL H. KALKMAN, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from St. Cloud, Minnesota.

First Bronze Oak Leaf Cluster to Air Medal awarded BERNARD J. LYNCH, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Castleton, New York.

First Bronze Oak Leaf Cluster to Air Medal awarded GEORGE A. MANOLIDES, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Seattle, Washington.

First Bronze Oak Leaf Cluster to Air Medal awarded WARREN G. MYLLENBECK, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Lake Stevens, Washington.

First Bronze Oak Leaf Cluster to Air medal awarded KEITH C. PARKS, First Lieutenant, Air Corps, United States Army, pilot, entered the military, service from Seattle, Washington.

First Bronze Oak Leaf Cluster to Air Medal awarded VICTOR PETROFF, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Los Angeles, California.

First Bronze Oak Leaf Cluster to Air Medal awarded PHILIP F. RANGER, First Lieutenant, Air Corps, United States Army, pilot, entered the military from Ventura, California.

First Bronze Oak Leaf Cluster to Air Medal awarded ELOF H. RUSSELL, First Lieutenant, Air Corps, United States Army, bombardier, entered the military from Roseland, Louisiana.

First Bronze Oak Leaf Cluster to Air Medal awarded RALPH F. TIFT, First Lieutenant, Air Corps, United States Army, pilot, entered the military from Maywood, Illinois.

First Bronze Oak Leaf Cluster to Air Medal awarded GENE F. NEWMAN, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Webb City, Missouri.

First Bronze Oak Leaf Cluster to Air Medal awarded HOWARD S. NUNN, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Evansville, Indiana.

First Bronze Oak Leaf Cluster to Air Medal awarded DILVAR A. PAUSTIAN, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Stockton, Iowa.

First Bronze Oak Leaf Cluster to Air Medal awarded JACK L. RANDALL, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Los Angeles, California.

First Bronze Oak Leaf Cluster to Air Medal awarded MILTON C. REDMOND, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Burbank, California.

First Bronze Oak Leaf Cluster to Air Medal awarded EARL S. WOLCOTT, JR., First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Grand Rapids, Michigan.

First Bronze Oak Leaf Cluster to Air Medal awarded CECIL W. BROOK, Technical Sergeant, 6570024, Air Corps, United States Army, photographer, entered the military service from Carthage, Missouri.

First Bronze Oak Leaf Cluster to Air Medal awarded KENNETH COX, Technical Sergeant, 15116321, Air Corps, United States Army, radio operator, entered the military service from Madisonville, Ohio.

First Bronze Oak Leaf Cluster to Air Medal awarded MICHAEL KNAZOVICH, Technical Sergeant, 15116294, Air Corps, United States Army, engineer, entered the military service from Daton, Ohio.

First Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM W. HAVENS JR., Technical Sergeant, 35385143, Air Corps, United States Army, Engineer, entered them military service from Renseelaer, Indiana.

First Bronze Oak Leaf Cluster to Air Medal Awarded JOSEPH M. SERENA, Technical Sergeant, 35422281, Air Corps, United States Army, radio operator, entered the military service from Cincinnati, Ohio.

First Bronze Oak Leaf Cluster to Air Medal Awarded JOHN A. DOWNS, Staff Sergeant, 20224450, Air Corps, United States Army, assistant engineer, entered the military service from Palmyra, New Jersey.

First Bronze Oak Leaf Cluster to Air Medal awarded ALLEN T. FOX, Staff Sergeant, 32655495, Air Corps, United States Army, tail gunner, entered the military servlce from Earth Bergen, New Jersey.

First Bronze Oak Leaf Cluster to Air Medal awarded RUSSELL W. GOREELY, Staff Sergeant, 12095239, Air Corps, United States Army, assistant engineer, entered the military service from West Orange, New Jersey.

First Bronze Oak Leaf Cluster to Air Medal awarded JAMES HOGAN, JR., staff Sergeant, 16108631, Air Corps, United States Army, assistant radio operator, entered the military service from Reese, Michigan.

First Bronze Oak Leaf Cluster to Air Medal awarded FRANK J. LO CURTO, Staff Sergeant, 32402372, Air Corps, United States Army, assistant radio operator, entered the military service from Brooklyn, New York.

First Bronze Oak Leaf Cluster to Air Medal awarded PAUL A. LESTER, Staff Sergeant, 35370433, Air Corps, United States Army, tail gunner, entered the military service from Lafontaine, Indiana.

First Bronze Oak Leaf Cluster to Air Medal awarded KARL J. OHLMANN, Staff Sergeant, 37127532, Air Corps, United States Army, assistant engineer, entered the military service from Crookstown, Nebraska.

First Bronze Oak Leaf Cluster to Air Medal awarded CARL J. POPPE, Staff Sergeant, 17017877, Air Corps, United States Army, assistant radio operator, entered the military service from South Center, Minnesota.

First Bronze Oak Leaf Cluster to Air Medal awarded MORRELL M. SPENCER, Staff Sergeant, 33355084, Air Corps, United States Army, assistant engineer, entered the military service from Wellsboro, Pennsylvania.

First Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH E. REINO, Staff Sergeant, 13088532, Air Corps, United States Army, tail gunner, entered the military service from Elwood City, Pennsylvania.

First Bronze Oak Leaf Cluster to Air Medal awarded FRANK J. SLAVINSKI, Staff Sergeant, 33353673, Air Corps, United States Army, assistant radio operator, entered the military service from Scranton, Pennsylvania.

First Bronze Oak Leaf Cluster to Air Medal awarded JAMES H. THOMPSON, Staff Sergeant, 13116187, Air Corps, United States Army, assistant radio operator, entered the military service from Berwich, Pennsylvania.

First Bronze Oak Leaf Cluster to Air Medal awarded WILLIE E. COX, Sergeant, 36721423, Air Corps, United States Army, assistant radio operator, entered the military service from Dahlgren, Illinois.

First Bronze Oak Leaf Cluster to Air Medal awarded THOMAS J. GORE, Sergeant, 36057770, Air Corps, United States Army, photographer, entered the military service from Detroit, Michigan.

First Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM C. KRUKOWSKI, Sergeant, 11107494, Air Corps, United States Army, tail gunner (no record of place of enlistment)

First Bronze Oak Leaf Cluster to Air Medal awarded RENSEL J. MOSER, Sergeant, 39900540, Air Corps, United States Army, tail gunner, entered the military service from Malad, Idaho.

First Bronze Oak Leaf Cluster to Air Medal awarded FREDERICK G. SCHEIDEGGER, Sergeant, 13045957, Air Corps, United States Army, entered the military service from Tamaqua, Pennsylvania.

First Bronze Oak Leaf Cluster to Air Medal awarded KENNETH M. WENTZ, Sergeant, 16170259, Air Corps, United States Army, assistant engineer, entered the military service from Chicago, Illinois.

The citation is as follows: "For meritorious achievement in flight. Each as a crew member of a bombardment type aircraft, participated in ten strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

First and Second Bronze Oak Leaf Clusters to Air Medal awarded LOUIS O GLOOR, Captain, Air Corps, United States Army, pilot, entered the military service from St. Louis, Missouri.

First and Second Bronze Oak Leaf Clusters to Air medal awarded HARRY J. KAY, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Chicago, Illinois.

First and Second Bronze Oak Leaf Clusters the Air Medal awarded CLAUDE B. MOSS, JR., First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Altadena, California.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded GILFORD P. SEVERSON, First Lieutenant, Air Corps, United States Army, co-pilot, Entered the military service from Fargo, North Dakota.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded RAYMOND A. TEEFY, First Lieutenant, Air Corps, United States Army, co-pilot,

entered the military service from Philadelphia, Pennsylvania.

First and Second Bronze Oak Leaf Clusters to Air Medals awarded WILBERT D. WHITE, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Farrell, Texas.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded PAUL A. WOLLERMAN, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Chicago, Illinois.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded JAMES C. TRUSCOTT, Captain, Air Corps, United States Army, pilot, entered the military service from Seattle, Washington.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded LAWRENCE L. MELLAS, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Edwardsville, Pennsylvania.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded JAMES O. PATHE, JR., First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Bakersfield, California.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded JOHN F. SMITH, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Brooklyn, New York.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded HENRY H. TUTHILL, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Greenport, New York.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded ALEXIS WITMER, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Santa Barbara, California.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded ROBERT E. LOWREY, Technical Sergeant, 14054086, Air Corps, United States Army, engineer, entered the military service from Canoe, Alabama.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded JOHN A. STIFFLER, Technical Sergeant, 32143644, Air Corps, United States Army, radio operator, entered the military service from Rochester, New York.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded GEORGE J. CALLAGHAN, Staff Sergeant, 31139721, Air Corps, United States Army, assistant radio operator, entered the military service from Boston, Massachusetts.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded NEWTON C. HILL, Technical Sergeant, 18037813, Air Corps, United States Army, radio operator, entered the military service from Fort Worth, Texas.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded HULAND F. MC ADAMS, Technical Sergeant, 31.332299, Air Corps, United States Army, engineer, entered the military service from Anderson, Alabama.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded DONN W. ROWLAND, Technical Sergeant, 15077917, Air Corps, United States Army, radio operator, entered the military service from East Palestine, Ohio.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded ALBERT L. SKELTON, Technical Sergeant, 31.385829, Air Corps, United States Army, engineer, entered the military service from Pickens, South Carolina.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded MANLEY T. WINSTEAD, Technical Sergeant, 1848341, Air Corps, United States Army, engineer, entered the military service from San Angelo, Texas.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded JOSEPH V. CANONICO, Staff Sergeant, 32406073, Air Corps, United States Army, assistant radio operator, entered the military service from Bronx, New York.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded JOHN A. LAVELLE, Staff Sergeant, 39612618, Air Corps, United States Army, tail gunner, entered the military service from Butte, Montana.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded SURAN E. MOORADIAN, Staff Sergeant, 32374350, Air Corps, United States Army, assistant engineer, entered the military service from Troy, New York.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded FRANK V. PECORARI, Staff Sergeant, 32554750, Air Corps, United States Army, tail gunner, entered the military service from Kearney, New Jersey.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded HARRY SIEGEL, Staff Sergeant, 12129505, Air Corps, United States Army, tail gunner, entered the military service from New York, New York.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded JOHN F. TRIAY, Staff Sergeant, 34244394, Air Corps, United States Army, tail gunner, entered the military service from South Jacksonville, Florida.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded GEORGE D. DURITZA, Staff Sergeant, 33283171, Air Corps, United States Army, assistant engineer, entered the military service from Pittsburgh, Pennsylvania.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded WILLIAM P. MOWREY, Staff Sergeant, 314243227, Air Corps, United States Army, tail gunner, entered the military service from Miami Beach, Florida.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded WILLIAM H. PENTEK, Staff Sergeant, 12123324, Air Corps, United States Army, assistant engineer, entered the military service from Long Island, New York.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded JOHN A. LAVELLE, Staff Sergeant, 39612618, Air Corps, United States Army, tail gunner, entered the military service from Butte, Montana.

The citation is as follows: "For meritorious achievement in flight. Each as a crew member of a bombardment type aircraft, participated in twenty (20) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Air Medal awarded KENNETH M. BROWN, Major, Air Corps, United States Army, pilot, entered the military service from Salt Lake City, Utah.

First Bronze Oak Leaf Cluster to Air Medal awarded PERRY M. SPARGUR, First Lieutenant, Air Corps, United States Army, bombardier (no record of place of enlistment) .

First Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH H. RINCON, First Lieutenant, Air Corps, United States Army, aerial observer, San Francisco, California is his place of enlistment.

First Bronze Oak Leaf Cluster to Air Medal awarded RICHARD P. FOCHT, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from (no record)

First Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM F. NORRIS, TECHNICAL SERGEANT, Air Corps, United States Army, engineer, entered the military service from Shamrock, Oklahoma.

First Bronze Oak Leaf Cluster to Air Medal awarded DONALD D. LEAVER, Technical sergeant, Air Corps, United States Army, engineer, entered the military service from Edgewater, Alabama.

First Bronze Oak Leaf Cluster to Air Medal awarded JAMES R. SMILEY, Technical Sergeant, Air Corps, United States Army,

First Bronze Oak Leaf Cluster to Air Medal awarded AVERY V. MC INELLY, Staff Sergeant, Air Corps, United States Army, assistant radio operator, entered the military service from Shelley, Idaho.

First Bronze Oak Leaf Cluster to Air Medal awarded MERVIN P. FROST, Sergeant, Air Corps, United States Army, tail gunner, entered the military service from White Plains, New York.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in an additional five (5) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty, which reflected great credit upon himself and the Army Air Forces."

First and Second Bronze Oak Leaf Clusters to Air Medal awarded RAYMOND E. GRAHAM, Technical Sergeant, Air Corps, United States Army, radio operator, entered the military service from Mercer, Pennsylvania.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded WALTER A. SCHROEDER, Staff Sergeant, Air Corps, United States Army, radio operator, entered the military service from Methuen, Massachusetts.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded REUBEN W. LUDTKE, Staff Sergeant, Air Corps, United States Army, engineer, entered the military service from Webster, South Dakota.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded ROBERT W. MURRAY, Staff Sergeant, Air Corps, United States Army, engineer, entered the military service from Johnstown, Pennsylvania.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in ten (10) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Second Bronze Oak Leaf Cluster to Air Medal awarded WARREN H. FISH, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Cambridge, Massachusetts.

Second Bronze Oak Leaf Cluster to Air medal awarded CHARLES H. PESTANA, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Oakland, California.

Second Bronze Oak Leaf Cluster to Air Medal Awarded JAMES L. WEBB, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Jacksonville, Florida.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in additional five (5) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty, which reflected great credit upon himself and the Army Air Forces."

The month of May 1944 was an exceedingly busy one for the 392nd Bombardment Squadron. Ten strikes were made against enemy bases in the MARSHALL ISLANDS, CAROLINE ISLANDS, and WAKE ISLAND. The first raid being carried out on May 5th against PONAPE by eleven of our planes. Remaining buildings in PONAPE TOWN were the target on this occasion. Ninety-nine quarter ton bombs were dropped and fires were started in what was once the Japanese military headquarters. A/A fire encountered over PONAPE was moderate. None of our planes were hit.

The following day, May 6th., thirteen of our B-24's went over WOTJE ISLAND, dropping one hundred and seventeen five hundred pound bombs on enemy installations. No A/A fire was experienced on this raid.

On the 7th of May, another night raid on TRUK was scheduled. Ten of our bombers took off from KWAJALEIN and staged through ENIWETOK. Ten planes took off from ENIWETOK. Nine hit MOEN ISLAND and ETEN ISLAND airstrips with ninety one hundred and twenty pound fragmentation clusters, and four hit the alternate target of PONAPE TOWN with good results. A/A fire over TRUK was meager and inaccurate. At PONAPE: none. Our planes still continue to successfully evade the searchlights at TRUK by dropping "windows", and evasive action used to and from the target. Returning crew members continue to report searchlights aimlessly stabbing the sky in the vicinity of the slowly dropping "windows" and seldom catching our planes in their beams. '

Three Liberators of the 392nd Bombardment Squadron were over WAKE ISLAND on the night of May 9th dropping one hundred and twelve one hundred pound bombs on PEACOCK POINT. No A/A or searchlights were experienced, and all three planes returned safely to KWAJALEIN.

Another visit was made to TRUK on May 11th by eleven of our bombers. The airfields at EDEN, PARAM, and ETEN ISLANDS were attacked by thirty-three two thousand pound block-busters with telling effect. As many as twelve searchlights were in operation on this night and one of our planes, A/P # 988, experienced interception by Jap night fighters, one of which was shot down by the tail gunner Sergeant D.J. KEYES. The following account of the difficulties experienced by the crew members of A/P # 988 was related to the Intelligence Officer by the co-pilot upon their return to base.

"As we crossed the reef going to the target, I saw an unidentified plane on our right and about one thousand feet above us. Our altitude was eleven thousand feet. I called it out over the interphone and the top turret gunner saw it too, and fired a short burst at it. A few minutes later a single engine plane attacked from 5 o'clock high, firing tracers at us. The right waist gunner fired a short burst at it whereupon it broke off the attack, peeled off and went under us. During this time we were doing violent evasive action consisting of dives, turns, slips and skids. By this time we were over the target, and when we leveled off for our bombing run, we were immediately caught in the beams of four or five searchlights. Very intense A/A was also experienced. we dropped our bombs on the target and headed east, resuming evasive tactics. the searchlights still held us, despite the evasive action employed, and kept us illuminated for the next five minutes.

Then the searchlights went out, and a Betty was seen above us at about one thousand feet. By this time we had dropped down to five thousand feet. The Betty dropped four phosphorous bombs, and the fact that at the moment we were making a sharp turn to the right was the only thing that prevented the bombs from hitting us as they burst right at our altitude. Shortly after this incident the tail gunner saw the outlines of a single engine plane coming at him from six o'clock at our altitude, with orange jets of flame spurting from the leading edge of its wings. The tail gunner drew a bead right between the orange jets and fired a long burst. The enemy fighter then swerved suddenly to the left and down, and then exploded in a blinding sheet of flame. During the following thirty minutes, we were followed by a twin-engine plane that looked like a Betty below us, and two smaller planes presumed to be fighters off to our right, all out of range of our guns. These planes finally left and made no other attacks.

All our planes returned to base, and except for three or four bullet holes in the intercepted A/P # 988, no damage was caused to our B-24's.

On the eleventh of May, twelve of our planes attacked ENYBOR ISLAND, JALUIT ATOLL. They dropped thirty six tons of bombs on the few remaining installations of that island. The only opposition was from automatic weapons and small arms. No damage was caused.

May 17th saw our squadron over WAKE again in force. Twelve of our B-24's plastered the area near PEACOCK POINT with four hundred and eighty one hundred pound bombs, destroying A/A installations. A/A was intense and accurate, causing damage to two of our planes.

BIKOTO, EGMEDIO, and ENE CHERUTAKKU ISLANDS in WOTJE ATOLL were attacked on May 21th by eleven of the 392nd's Liberators. Four hundred and forty four one hundred pounders were dropped on these islands. No opposition of any kind was encountered.

PONAPE TOWN and the airstrip on PONAPE were the targets attacked on May 28th by eleven of our planes. One hundred and thirty two quarter tonners were dropped. A large building near the airstrip was destroyed and several large fires were started in PONAPE TOWN. Smoke from these fires could be seen twenty miles away after leaving the target. None of our planes received any damage from the meager A/A.

The enclosed letter of commendation was received by our Commanding Officer, Major BROWN, regarding the bombing results of this mission.

On the thirty first of May eleven B-24's of our squadron were over WAKE ISLAND again. Four hundred and forty, one hundred pound bombs were dropped on PEACOCK POINT with gratifying results. A/A was intense and inaccurate. None of our planes suffered any damage.

During the month of May, five crews of the 392nd. completed thirty bombing missions over enemy territory, and departed for home for a well earned leave.

Those who completed their missions were:

Captain RANGER and crew.

Captain GLOOR and crew.

Lieutenant NEWMAN and crew.

Lieutenant MYLLENBECK and crew.

Lieutenant RANDALL and crew.

FRANK WHITE,
1st Lt., Air Corps,
Squadron Historian.

FORWARD ECHELON
HEADQUARTERS VII BOMBER COMMAND
APO # 241

ADJ-2

201.22

1 June 1944

SUBJECT: Commendation.

TO : Commanding Officer, 30th Bombardment Group (H). APO # 241.

it is with pleasure that I forward the following message
from CTF59.

"PHOTOGRAPHIC INTERPRETATION MEMORANDUM NUMBER 24 THIS
HEADQUARTERS INDICATE RESULTS OF YOUR STRIKE 28 MAY
X MY HEARTIEST CONGRATULATIONS TO YOU AND YOUR CREWS
FOR AN EXCELLENT BOMBARDMENT MISSION XX.

/S/ C.F. Hegy
/T/ C. F. Hegy
Colonel, Air Corps,
Commanding.

201 .22 C-5
HEADQUARTERS 30th BOMBARDMENT GROUP (H), APO # 241, 5 June 1944.

To: Commanding Officer, 392nd Bomb Sq. (H), APO # 241.

Thru your efforts your combat crews are showing a high state of
training and combat efficiency. You and each man in your organization
is to be congratulated on the performance of such successful missions.

/S/ Edwin B. Miller, Jr.,
/T/ Edwin B. Miller, Jr.,
Colonel, Air Corps,
Commanding.

A TRUE COPY:
/T/ FRANK WHITE
1st Lt., Air Corps.

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 241

SPECIAL ORDERS)

NUMBER 26)

1 May 1944

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9. Following EM 392nd Bomb Sq (H) this sta are promoted to grades indicated. Auth: AR 615-5:

TO BE MASTER SERGEANT (TEMP)

S Sgt Billy G Francis 18009478 (854)

TO BE TECHNICAL SERGEANT (TEMP)

S Sgt Oliver E Allen Jr	18218195 (757)	S Sgt Herman S Barnes Jr	18033521 (754)
S Sgt James O Douglas	17090271 (748)	S Sgt Mark (NMI) Dunbar Jr	14161729 (757)
S Sgt Reuben W Ludtke	17025755 (748)	S Sgt Charles A McAfee	37224944 (747)
S Sgt Richard N Pendleton	31127358 (866)		

TO BE STAFF SERGEANT (TEMP)

Sgt Julie R Diaz	39856292 (612)	Sgt James E Edmonds	31208155 (612)
Sgt Claude M Galloway	35693930 (757)	Sgt James L Garrison	34447770 (866)
Sgt Herbert E Harris	32737556 (748)	Sgt John M. Hines Jr	36643708 (612)
Sgt Edwin (NMI) Malak	36233554 (612)	Sgt Edward F Malinowski	121991160 (748)
Sgt Melvin (NMI) Miller	32408899 (612)	Sgt Irwin H Rosen	12146195 (866)
Sgt Paul J Shafron	13089192 (612)	Sgt William S Strand	18166824 (748)
Sgt Victor (NMI) Valinsky	32409982 (866)	Sgt Kenneth M Wentz	16170259 (748)

TO BE SERGEANT (TEMP)

Cpl Leland B Sprague 19078176 (754)

TO BE PRIVATE FIRST CLASS (TEMP)

Pvt. Charles F Eisele 32430997 (405)

*

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By order of Colonel MILLER:

HYLON T. PLUMB, Jr.,
Captain, Air Corps,
Adjutant.

A TRUE COPY

OFFICIAL:

a/t/ Hylon T. Plumb, Jr.,
Captain, Air Corps,
Adjutant

FRANK WHITE
1st Lt., Air Corps.

Organizational History, 392nd Bombardment Squadron (H), VII
Bomber Command, Seventh Air Force.

1 June 1944 - 30 June 1944

1. Organization:

Negative:

2. Strength:

55 Officers assigned.

24 Officers attached.

337 Enlisted Men assigned.

35 Enlisted Men attached.

3. Date of arrival and departure from each station occupied in
this theatre:

Negative.

4. Losses:

Negative.

5. Awards and Decorations: (May)

Following officers and enlisted men received award of
Purple Heart in May 1944, but were inadvertently omitted from section
5 of the history for that month:

Purple Heart awarded LEONARD F. SMISSON, 2nd Lieutenant,
Air Corps, United States Army, pilot, entered the military service from
Georgia.

Purple Heart awarded LAURENCE R. GILBERT, Second Lieutenant,
Air Corps, United States Army, co-pilot, entered the military Service from
Massachusetts.

Purple Heart awarded ROBERT W. STARKEY, Jr., Second
Lieutenant, Air Corps, United States Army, navigator, entered the military
service from Ohio.

Purple Heart awarded NEIL A. CHAPMAN, Second Lieutenant,
Air Corps, United States Army, bombardier, entered the military
service from Maine.

Purple Heart awarded OLIVER E. ALLEN, JR., Technical
Sergeant, 18218195, Air Corps, United States Army, radio operator, entered
the military service from Texas.

Purple Heart awarded JAMES O. DOUGLAS, Technical Sergeant,
17090271, Air Corps, United States Army, radio operator, entered the military
service from Colorado.

Purple Heart awarded JULIO R. DIAZ, Staff Sergeant, 39856292,
Air Corps, United States Army, armorer gunner, entered the military service
from Arizona.

Purple Heart awarded JOHN M. HINES, JR., Staff Sergeant, 36643708, Air Corps, United States Army, armorer gunner, entered the military service from Illinois.

Purple Heart awarded WILLIAM S. STROUD, Staff Sergeant, 18166824, Air Corps, United States Army, assistant engineer, entered the military service from Arkansas.

Purple Heart awarded VICTOR VALINSKY, Staff Sergeant, 32409982, Air Corps, United States Army, radar operator, entered the military service from New York.

The above listed men have been awarded the Purple Heart for wounds received as a result of enemy action during present operations in the Central Pacific Area.

Awards and Decorations: (June)

Distinguished Flying Cross awarded PHILIP F. RANGER, Captain, Air Corps, United States Army, pilot, entered the military service from Ventura, California.

Distinguished Flying Cross awarded RALPH F. CHEPLAK, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Milwaukee, Wisconsin.

Distinguished Flying Cross awarded NICHOLAS C. DRAGISIC, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Chicago, Illinois.

Distinguished Flying Cross awarded JOSEPH H. RINCON, First Lieutenant, Air Corps, United States Army, aerial observer, entered the military service from San Francisco, California.

Distinguished Flying Cross awarded CHARLES C. ROYCE, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Stockton, California.

Distinguished Flying Cross awarded PERCY C. CONNICK, (ASN 20952060), Technical Sergeant, Air Corps, United States Army, radio operator, residence at enlistment, Centralia, Washington.

Distinguished Flying Cross awarded CECIL W. BROOK, (ASN 6570024), Technical Sergeant, Air Corps, United States Army, photographer, residence at enlistment, Carthage, Missouri.

Distinguished Flying Cross awarded JOSEPH C. TOTTON, (ASN 33288534), Technical Sergeant, Air Corps, United States Army, radio operator, residence at enlistment, Pittsburgh, Pennsylvania.

Distinguished Flying Cross awarded WILMER L. ALTUM, (ASN 35374325), Staff Sergeant, Air Corps, United States Army, tail gunner, residence at enlistment, Thorntown, Indiana.

The citation is as follows: "For extraordinary heroism in action evidencing voluntary action above and beyond that normally expected. Each as a crew member of a bombardment type aircraft, participated in fifteen (15) strike sorties against the enemy, during which enemy attack was probable and expected. throughout these combat operations, each displayed high professional skill, courage, and devotion to duty which was in keeping with the highest traditions of the Army Air Forces."

Air Medal awarded WALTER L. CRAFTFORD, First Lieutenant, Air Corp, United States Army, pilot, entered the military service from El Cajon, California.

Air Medal awarded THOMAS E. COLEMAN, Second Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Toledo, Ohio.

Air Medal awarded JOSEPH C. HOGG, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Stuttgart, Arkansas.

Air Medal awarded STANLEY A. GIBSON, Second Lieutenant, Air Corps, United States Army, navigator, entered the military service from Hartford, Connecticut.

Air Medal awarded JOSEPH C. TOTTEN, Technical Sergeant, 33288534, Air Corps, United States Army, radio operator, entered the military service from Pittsburgh, Pennsylvania.

Air Medal awarded ROBERT D. BRENNAN, Technical Sergeant, 39828462, Air Corps, United States Army, radio operator, entered the military service' from Pocatello, Idaho.

Air Medal awarded ELMER E. COX, 18086321, Technical Sergeant, Air Corps, United States Army, engineer, entered the military service from Chicago, Illinois.

Air Medal awarded WILLIAM E. NAYLOR, Technical Sergeant, 16075748, Air Corps, United States Army, radio operator, entered the military service from East St. Louis, Illinois.

Air Medal awarded RICHARD M. PENDLETON, Technical Sergeant, 31127358, Air Corps, United States Army, radar operator, entered the military service from Westfield, Massachusetts.

Air Medal awarded WILMER L. ALTUM, Staff Sergeant, 35374325, Air Corps, United States Army, tail gunner, entered the military service from Thorntown, Indiana.

Air Medal awarded ROBERT L. CARNELL, Staff Sergeant, 15354654, Air Corps, United States Army, assistant engineer, entered the military service from Toledo, Ohio.

Air Medal awarded JACK A. LANGE, Staff Sergeant, 13171151, Air Corps, United States Army, assistant radio operator, entered the military service Pittsburgh, Pennsylvania.

Air Medal awarded HAROLD A. PAUL, Staff Sergeant, 32474766, Air Corps, United States Army, assistant radio operator, entered the military service from Buffalo, New York.

Air Medal awarded ANDREW MORELL, Staff Sergeant, 11100421, Air Corps, United States Army, armorer gunner, entered the military service from Norwich, Connecticut.

The citation is as follows: "For meritorious achievement in flight. Each as a crew member of a bombardment type aircraft, participated in five (5) strike sorties against the enemy displaying high professional skill ,courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Air Medal and First Bronze Oak Leaf Cluster to Air Medal awarded to CHARLES C. ROYCE, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Stockton, California.

Air Medal and First Bronze Oak Leaf Cluster to Air Medal awarded to PERCY C. CONNICK, Technical Sergeant, 20952060, Air Corps, United States Army, radio operator, entered the military service from Centralia, Washington.

Air Medal and First Bronze Oak Leaf Cluster to Air Medal awarded ROY O. RHODES, Staff Sergeant, 33254444, Air Corps, United States Army, assistant engineer, entered the military service from Martinsburgh, Pennsylvania.

Air Medal and First Bronze Oak Leaf Cluster to Air Medal awarded CHARLES E. GREEN, Technical Sergeant, 34286566, Air Corps, United States Army, engineer, entered the military service from Bakewell, Tennessee.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in ten (10) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Air Medal awarded ALBERT M. STENZ, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Wood Ridge, New Jersey.

First Bronze Oak Leaf Cluster to Air Medal awarded BLAIR C. ROGERS, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Portage, Wisconsin.

First Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM J. SCHNEIDERHAN, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Beaver Creek, Minnesota.

First Bronze Oak Leaf Cluster to Air Medal awarded ALBION E. CELIA, Technical Sergeant, 31208400, Air Corps, United States Army, engineer; no record of place upon entering the military service.

First Bronze Oak Leaf Cluster to Air Medal awarded EDWARD T. BOUGHTON, Sergeant, 12164683, Air Corps, United States Army, radar operator; no record of place upon entering the military service.

First Bronze Oak Leaf Cluster to Air Medal awarded ROBERT D. BALLARD, Staff Sergeant, 16042630, Air Corps, United States Army, tail gunner, entered the military service from Lapeere, Michigan.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in five (5) additional strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded NICHOLAS C. DRAGASIC, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Chicago, Illinois.

First and Second Bronze Oak Leaf Clusters to Air Medal awarded JOSEPH C. TOTTON, Technical Sergeant, 33288534, Air Corps, United States Army, radio operator, entered the military service from Pittsburgh, Pennsylvania.

First, Second and Third Bronze Oak Leaf Clusters to Air Medal awarded RALPH F. CHEPLAK, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Milwaukee, Wisconsin.

The citation is as follows: "For meritorious achievement in flight. As a crew member of a bombardment type aircraft, he participated in an additional fifteen (15) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Second Bronze Oak Leaf Cluster to Air Medal awarded KENNETH M. BROWN, Major, Air Corps, United States Army, pilot, entered the military service from Salt Lake City, Utah.

Second Bronze Oak Leaf Cluster to Air Medal awarded JOHN M. MC CLURE, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Blooneburg, Texas.

Second Bronze Oak Leaf Cluster to Air Medal awarded VINCENT J. GALASSO, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Brooklyn, New York.

Second Bronze Oak Leaf Cluster to Air Medal awarded ELOF H. RUSSELL, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Roseland, Louisiana.

Second Bronze Oak Leaf Cluster to Air Medal awarded GENE F. NEWMAN, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Webb City, Missouri.

Second Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM W. HAVENS, Technical Sergeant, 35358143, Air Corps, United States Army, engineer, entered the military service from Renseelar, Indiana.

Second Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM F. NORRIS, Technical Sergeant, 6580207, Air Corps, United States Army, engineer, entered the military service from Shamrock, Oklahoma.

Second Bronze Oak Leaf Cluster to Air Medal awarded EDMUND A. ZAJAC, Technical Sergeant, 37285269, Air Corps, United States Army, radio operator, entered the military service from Minneapolis, Minnesota.

Second Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH E. REINO, Staff Sergeant, 13088532, Air Corps, United States Army, tail gunner, entered the military service from Ellwood City, Pennsylvania.

The citation is as follows: "For meritorious achievement in flight. Each as a crew member of a bombardment type aircraft, participated in five (5) additional strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which rules: , great credit upon himself and the Army Air Forces."

Second and Third Bronze Oak Leaf Clusters to Air medal awarded LINDLEY M. HINES, Captain, Air Corps, United States Army, pilot, entered the military service from Iola, Kansas.

Second and Third Bronze Oak Leaf Clusters to Air medal awarded PHILIP F. RANGER, Captain, Air Corps, United States Army, pilot, entered the military service from Ventura, California.

Second and Third Bronze Oak Leaf Clusters to Air medal awarded HARLEY W. DUNN, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Kimball, West Virginia.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded BUFORD M. HUMPHRIES, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Las Cruces, New Mexico.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded WARREN G. MYLLENBECK, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Lake Stevens, Washington.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded HOWARD S. NUNN, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Evansville, Indiana.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded BERNARD J. LYNCH, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Caselton, New York.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded JACK L. RANDALL, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Los Angeles, California.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded KENNETH COX, Technical Sergeant, 15116321, Air Corps, United States Army, radio operator, entered the military service from Madisonville, Ohio.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded FRANK J. LOCURTO, Technical Sergeant, 32402872, Air Corps, United States Army, radio operator, entered the military service from Brooklyn, New York.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded ROBERT D. BALLARD, Staff Sergeant, 16042630, Air Corps, United States Army, tail gunner, entered the military service from Lapeere, Michigan.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded RUSSELL W. GORMLEY, Staff Sergeant, 12095289, Air Corps, United States Army, assistant engineer, entered the military service from West Orange, New Jersey.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded JAMES HOGAN, JR., Staff Sergeant, 16108631, Air Corps, United States Army, assistant radio operator, entered the military service from Reese, Michigan.

Second and Third Bronze Oak Leaf Clusters to Air medal awarded KARL J. OHLMANN, Staff Sergeant, 37127532, Air Corps, United States Army, assistant engineer, entered the military service from Crookstown, Nebraska.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded MORRELL M. SPENCER, Staff Sergeant, 33355084, Air Corps, United States Army, assistant engineer, entered the military service from Wellsboro, Pennsylvania.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded KENNETH M. WENTZ, Staff Sergeant, 16170259, Air Corps, United States Army, assistant engineer, entered the military service from Chicago, Illinois.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in ten (10) additional strike sorties against the enemy displaying high professional skill, courage, and devotion to duty, which reflected great credit upon himself and the Army Air Forces.

Third Bronze Oak Leaf Cluster to Air Medal awarded JAMES C. TRUSCOTT, Captain, Air Corps, United States Army, pilot, entered the military service from Seattle, Washington.

Third Bronze Oak Leaf Cluster to Air Medal awarded LOUIS O. GLOOR, Captain, Air Corps, United States Army, pilot, entered the military service from St. Louis, Missouri.

Third Bronze Oak Leaf Cluster to Air Medal awarded HARRY J. KAY, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Chicago, Illinois.

Third Bronze Oak Leaf Cluster to Air Medal awarded CLAUDE B. MOSS, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Altadena, California.

Third Bronze Oak Leaf Cluster to Air medal awarded GILFORD P. SEVERSON, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Fargo, North Dakota.

Third Bronze Oak Leaf Cluster to Air medal awarded RAYMOND A. TEEFY, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Philadelphia, Pennsylvania.

Third Bronze Oak Leaf Cluster to Air Medal awarded LAWRENCE L. MELLAS, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Edwardsville, Pennsylvania.

Third Bronze Oak Leaf Cluster to Air medal awarded JAMES O. PATHE, JR., First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Bakersfield, California.

Third Bronze Oak Leaf Cluster to Air Medal awarded JOHN F. SMITH, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Brooklyn, New York.

Third Bronze Oak Leaf Cluster to Air Medal awarded HENRY H. TUTHILL, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Greenport, New York.

Third Bronze Oak Leaf Cluster to Air Medal awarded ALEXIS WITMER, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Santa Barbara, California.

Third Bronze Oak Leaf Cluster to Air Medal awarded PAUL E. WOLLERMAN, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Chicago, Illinois.

Third Bronze Oak Leaf Cluster to Air medal awarded GEORGE J. CALLAGHAN, Technical Sergeant, 31139721, Air Corps, United States Army, assistant radio operator, entered the military service from Boston, Massachusetts.

Third Bronze Oak Leaf Cluster to Air Medal awarded ROBERT E. LOWREY, Technical Sergeant, 14054086, Air Corps, United States Army, engineer, entered the military service from Canoe, Alabama.

Third Bronze Oak Leaf Cluster to Air Medal awarded DONN W. ROWLAND, Technical Sergeant, 1507791fi, Air Corps, United States Army, radio operator, entered the military service from East Palestine, Ohio.

Third Bronze Oak Leaf Cluster to Air Medal awarded JOHN A. STIFFLER, Technical Sergeant, 32143641, Air Corps, United States Army, radio operator, entered the military service from Rochester, New York.

Third Bronze Oak Leaf Cluster to Air Medal awarded Newton C. Hill, Technical Sergeant, 18037813, Air Corps, United States Army, radio operator, entered the military service from Fort Worth, Texas.

Third Bronze Oak Leaf Cluster to Air medal awarded HULAND F. MC ADAMS, 34332299, Technical Sergeant, Air Corps, United States Army, engineer, entered the military from Anderson, Alabama.

Third Bronze Oak Leaf Cluster to Air medal awarded ALBERT L. SKELTON, Technical Sergeant, 34385829, Air Corps, United States Army, engineer, entered the military from Anderson, Alabama.

Third Bronze Oak Leaf Cluster to Air medal awarded MANLEY T. WINSTEAD, Technical Sergeant, 18048341, Air Corps, United States Army, engineer, entered the military from San Angelo, Texas.

Third Bronze Oak Leaf Cluster to Air medal awarded JOHN A. LAVELLE, Staff Sergeant, 39612618, Air Corps, United States Army, tail gunner, entered the military service from Butte, Montana.

Third Bronze Oak Leaf Cluster to Air medal awarded SURAN E. MOORADIAN, Staff Sergeant, 32374350, Air Corps, United States Army, assistant engineer, entered the military service from Troy, New York.

Third Bronze Oak Leaf Cluster to Air medal awarded WILLIAM H. PENTEK, JR. Staff Sergeant, 12123324, Air Corps, United States Army, assistant engineer, entered the military service from Long Island, New York.

Third Bronze Oak Leaf Cluster to Air Medal awarded JOHN F. TRIAY, Staff Sergeant, 34244394, Air Corps, United States Army, tail gunner, entered the military service from South Jacksonville, Florida.

Third Bronze Oak Leaf Cluster to Air medal awarded JOSEPH V. CANONICO, Staff Sergeant, 32406073, Air Corps, United States Army, assistant radio operator, entered the military service from Bronx, New York.

Third Bronze Oak Leaf Cluster to Air medal awarded GEORGE D. DURITZA, Staff Sergeant, 33283171, Air Corps, United States Army, assistant engineer, entered the military service from Pittsburgh, Pennsylvania.

Third Bronze Oak Leaf Cluster to Air Medal awarded FRANK V. PECORARI, Staff Sergeant, Staff Sergeant, 32554750, Air Corps, United States Army, tail gunner, entered the military service from Kearney, New Jersey.

The citation is as follows: "For meritorious achievement in flight. Each as a crew member of a bombardment type aircraft, participated in fifteen (15) additional strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Fourth Bronze Oak Leaf Cluster to Air Medal awarded RALPH A. BLAKELOCK, Major, Air Corps, United States Army, pilot, entered the military service from Auburn, New York.

The citation is as follows: "For meritorious achievement in flight. As a crew member of a bombardment type aircraft, he participated in five (5) additional strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

During the month of June, the remaining two crews, who have been with us since coming overseas last October, as well as Major Brown, our Commanding Officer, finished their thirty missions and departed for Oahu, enroute to the good old U. S. A. for a thirty-day leave. However, one of the first pilots of these crews, 1st Lt. Wilbert D. "Tex" White, was appointed Operations Officer of the squadron, and will remain until relieved, whereupon, he will get his thirty-day leave, also spending it, we assume, "Deep in the Heart of Texas". "Will", you will remember, was one of the original members of our parent organization, the 38th Reconnaissance Squadron, joining that outfit as a buck private in 1939.

It is our good fortune that we will still have him with us, after he returns from his leave, as Operations Officer. "Good luck "TEX", may you get your "railroad tracks" soon."

Upon the departure of Major Brown, the Command of the 392nd was taken over by Major Ralph A. Blakelock. Major Blakelock has been well known and liked by most of us for the greater part of a year in his capacity of 30th Bombardment Group (H) Assistant Operations Officer, and it is with great pleasure that we welcome him as our Commanding Officer.

To replace our departing crews, we received six new crews during the past month; Lt. Reeves and crew, Lt. Harvey and crew, assigned; Captain Creamer and crew, Lt. Schneiderhan and crew, Lt. Kelly and crew, and Lt. Stewart and crew, attached. These were all from the 819th Bombardment Squadron (H), stationed at Wheeler Field, Oahu.

The morale of the Squadron received a great boost during the month, from the news of the invasions of Northern France and Saipan. A tremendous improvement in the food situation also helped immeasurably.

Seven bombing missions were carried out during the month, the first on the night of 3 June, when nine of our B-24's took off at Eniwetok, the staging base, to bomb Truk. One, however, returned when engine trouble developed. The other eight dropped twenty-four one-thousand pound block-bursters, and one hundred and sixty, one-hundred and twenty pound fragmentation clusters on Eten Island airdrome, causing a large explosion. A/A fire was meager and inaccurate. Four of our planes were attacked by night fighters, but no damage or casualties were sustained.

On the night of 8 June, eight of our planes were over Truk again. This time two hundred and forty, one hundred and twenty pound fragmentation clusters were dropped on Moen, Fefan, and Falo Islands, but due to cloud coverage, damage was unobserved. On this raid, no A/A fire nor interception was experienced.

Truk received another visit from eight of our planes again on the night of 12 June, when eighty five-hundred pounders were dropped on South Moen airfield, starting two large fires and three or four smaller ones in the dispersal area beside the runway. A/A fire was meager, and one B-24 was subjected to two attacks by a night fighter. No damage or casualties resulted.

19 June 1944 brought the first daylight raid on Truk by our Squadron. Nine of our Liberators attacked North Moen airfield at 1730 K, dropping one hundred and eight quarter tonners on the strip and installations, from ten to eighteen thousand feet, causing one fire and explosion. There was no A/A or interception on this mission.

On 20 June, three of our planes bombed Jokaj Island, Ponape. This mission was primarily to knock out A/A installations on that Island, and secondly to break in two new crews on an enemy target.

The three-plane formation, led by Lt. Wolcott, one of our old pilots, dropped thirty-six, five-hundred pound bombs, but no damage was observed due to poor visibility. A/A was meager and inaccurate. Our new crew members returned with the feeling that they were now veterans.

27 June brought another daylight attack on Truk by eight of our planes. Forty-eight, one thousand pounders were dropped on South Moen airfield from eighteen thousand feet, damaging the runway and causing one large explosion. A/A fire was very intense and accurate, but none of our planes were hit. Five to seven enemy fighters intercepted, dropping phosphorous bombs. Approximately five individual attacks were made on the formation, but only in one instance was any attack pressed closer than one thousand yards. Concentrated fire from the guns of our planes had a discouraging effect on the Jap pilots who would have liked to press their attacks closer.

The one Jap plane that did press his attack circled the formation and made an attack on the last plane at 5 o'clock low. Staff Sergeant Mont B. Wolford, ball turret gunner of the attacked plane, #870, aligned his sights on this plane and fired a steady stream of fire into it until it was approximately 400 yards away. At this time, the enemy fighter went into a vertical dive and went on down to hit the water. None of our planes were damaged.

On 22 June, seven of our Liberators were over Truk again, dropping seventy, five-hundred pound bombs on Param airfield, from 16,500 feet, causing one explosion that was believed to be an ammunition dump. A/A fire was meager and inaccurate. Five enemy pilots intercepted, dropping phosphorous bombs that caused no damage. Our fire power kept them from making any other attacks. All our planes returned safely to base.

Frank White,
1st Lt., Air Corps,
Intelligence Officer.

Organizational History, 392nd Bombardment Squadron (H), VII
Bomber Command, Seventh Air Force.

1 July 1944 - 31 July 1944

1. Organization:
 Negative:

2. Strength:
 60 officers assigned.
 12 officers attached.

 360 enlisted men assigned.
 25 enlisted men attached.

3. Date of arrival and departure from each station occupied in
this theatre:

Ground echelon arrived KWAJALEIN 18 March 1944. Air echelon
arrived KWAJALEIN 25 March 1944.

Ground echelon departed KWAJALEIN 29 July 1944. Advanced
air echelon departed KWAJALEIN 31 July 1944.

4. Losses:
 Negative.
5. Award and Decorations:

Records unavailable at this time. Awards and Decorations will
be incorporated in next month's history.

The month of July will be remembered more for our move to
SAIPAN than for our bombardment achievements. The ground echelon moved
out on the good ship U.S.S. LIVINGSTON on 29 July, the personnel having
been loaded aboard late in the evening of 27 July. The U.S.S. VICTORY,
cargo ship, pulled out with all our goods and chattels aboard, in
various degrees of repair on 26 July.

Lt. STEWART and crew, attached, return to the 819th.
Captain CREAMER, Lt. KELLY, Lt. SCHNEIDERHAN, and their crews, returned to
the 819th also. In return we had four new crews assigned to the squadron;
those of: Lt. HALL, Lt. REGNIER, Lt. BROEMER, and Lt. BARNSLEY.

BOB HOPE, FRANCES LANGFORD, JERRY COLONA, PATTY THOMAS,
BARNEY DEAN and TONY ROMANO were on the island, regaling the boys at an
afternoon and an evening performance. the boys liked BOB, but they loved
FRANCES LANGFORD and PATTY THOMAS, the latter being a dancer of exciting
proportions.

Morale in general was high, due to the entertainment afforded, the food, which was excellent, the numerous bombing missions and the fact of our moving, all of which combined to keep the men on the move pretty consistently.

Seven bombing missions were carried out during the month, and also one practice mission over WOTJE, for the benefit of the new crews. The first of the regular missions took place on 2 July, when 6 of our B-24's attacked TRUK, dropping 240 x 100 lb. bombs on AA and radio installations on the Eastern peninsula of MOEN ISLAND. Three of our planes were abortive, one due to a supercharger malfunction, and two because of the fact that they had CO₂ in their oxygen systems instead of oxygen, thereby causing crew members to become ill. Our bombing was nothing to become excited about on this mission. AA was meager and inaccurate. Four enemy fighters came up against our formation, dropping 8 phosphorous bombs. They did not attempt any active interception otherwise.

The next bombing mission occurred on 7 July; when 7 of our B-24's dropped 84 x 500 pounders over the Naval Base area on the western side of DUBLON ISLAND, TRUK. Unfortunately, nearly all of our bombs dropped into the water, due to a course error. Interception by 7 - 9 Zekes and Tojos. Three enemy fighters were shot down, one being credited to S/Sgt. CARNELL of Lt. CRAFTFORD's crew, one being credited to S/Sgt. DIAZ of Lt. SMISSON's crew, and one to S/Sgt. JACK of Lt. HARVEY'S crew. Fighters dropped phosphorous bombs on their initial pass, and followed this up with numerous shooting passes. 2 planes were abortive, due to supercharger trouble.

Our next bombing mission, also over TRUK, occurred on 10 July, when 9 of our planes went over at night, at 5 minute intervals, each one dropping 40 x 100 pound bombs, on the target area on AA installations on the Eastern peninsula of EDEN ISLAND. 3 small fires and one explosion were observed in the target area. No interception, AA meager and inaccurate. 4 - 6 searchlights reported, which didn't give our planes much trouble.

On 16 July, eight of our Liberators again attacked TRUK, dropping twenty tons of demolition bombs on AA installations on PARAM ISLAND. AA fire was meager to moderate and inaccurate. Our planes were intercepted by 10 - 12 enemy fighters. Three of our planes sustained minor damage from machine gun fire but no crew members were injured.

The WOTJE mission was carried out on 19 July. Four of our new crews lead plane being piloted by Lt. CRAFTFORD, made a little sortie on WOTJE ISLAND, dropping 30 x 500 lb. G.P. bombs, 65% of which hit that unfortunate island. Crew members 2 shots from an automatic weapon fired at them.

On 21 July, eleven of our planes were off for TRUK again. This time they carried 66 x 1000 pounders, dropping them on MESEGON, MOEN, DUBLON, PARAM, AND TOL ISLANDS. Damage could not be observed due to cloud coverage.

AA was meager and inaccurate and there was no interception. All of our planes returned without damage.

The beleaugered defenders of TRUK received another pounding from our squadron on the 26 July. Eleven of our planes dropped 132 x 500 pound bombs on naval installations in the North West side of DUBLON ISLAND causing a large fire and explosion in the target area. Smoke was seen to rise one thousand feet in the air. AA fire on this raid was extremely intense and accurate, and although some of our planes had some pretty close calls, none, however, were hit. Six to eight Zekes, Hamps, and Tojos attacked our formation dropping phosphorous bombs and making six shooting passes. None of our planes were damaged.

The last raid on TRUK during July by our squadron was made on the 30th when ten of our B-24's dropped one hundred and twenty 500 pounders on ETEN ISLAND airstrip and installations causing a large fire. AA was meager to moderate and accurate, damaging one of our planes slightly. Interception by eight Zekes, one of which was shot down by Sgt. ROBERT L. BLINK, tail gunner of B-24J, #281. Three other Zekes were damaged by our gunners. Another of our planes was damaged by machine gun fire from the enemy interception. There were no casualties among our crew members.

FRANK WHITE,
1st Lt., Air Corps,
Squadron Historian.

Organizational History, 392nd Bombardment Squadron, VII Bomber
Command, Seventh Air Force.

1 August - 31 August 1944

1. Organization:
 Negative.
2. Strength:
 61 officers assigned.
 0 officers attached.

 388 enlisted men assigned.
 2 enlisted men attached.
3. Date of arrival and departure from each station occupied in this theatre:
 Ground echelon departed KWAJALEIN 29 July 1944. Air echelon departed KWAJALEIN 10 August 1944.
 Ground echelon arrived SAIPAN 4 August. Air echelon arrived SAIPAN 10 August 1944.
4. Losses:
 Negative.

5. Awards and Decorations:

Distinguished Flying Cross awarded KEITH C. PARKS, Captain, Air Corps, United States Army, pilot, entered the military service from Seattle, Washington.

Distinguished Flying Cross awarded FREDERICK W. MUELLER, Staff Sergeant, 36223413, Air Corps, United States Army, entered the military service from Milwaukee, Wisconsin.

Distinguished Flying Cross awarded THOMAS J. GORE, Sergeant, 36057770, Air Corps, United States Army, entered the military service from Detroit, Michigan.

The citation is as follows: "For extraordinary heroism in combat evidencing voluntary action above and beyond that normally expected. Each as a crew member of a bombardment type aircraft, participated in fifteen (15) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded LOUIS O. GLOOR, Captain, Air Corps, United States Army, pilot, entered the military service from St. Louis, Missouri.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded LINDLEY M. HINES, Captain, Air Corps, United States Army, Pilot, entered the military service from Russell, Kansas.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded PHILIP F. RANGER, Captain, Air Corps, United States Army, pilot, entered the military service from Ventura, California.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JACK L. RANDALL, Captain, Air Corps, United States Army, pilot, entered the military service from Los Angeles, California.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded HARLEY W. DUNN, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Kimball, West Virginia.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded VINCENT J. GALASSO, First Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Brooklyn, New York.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded WARREN G. MYLLENBECK, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Lake Stevens, Washington.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded HOWARD S. NUNN, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Evansville, Indiana.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JAMES O. PATHE, JR., First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Bakersfield, California.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JOHN F. SMITH, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Brooklyn, New York.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded RAYMOND A. TEEFY, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Philadelphia, Pennsylvania.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded RALPH E. TIFT, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Maywood, Illinois.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded CHARLES E. GREEN, Technical Sergeant, 34286566, Air Corps, United States Army, engineer, entered the military service from Bakewell, Tennessee.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded ROBERT E. LOWREY, Technical Sergeant, 14054086, Air Corps, United States Army, engineer, entered the military service from Canoe, Alabama.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded ROBERT W. MURRAY, Technical Sergeant, 33087668, Air Corps, United States Army, engineer, entered the military service from Johnstown, Pennsylvania.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded WILLIAM F. NORRIS, Technical Sergeant, 6580207, Air Corps, United States Army, engineer, entered the military service from Shamrock, Oklahoma.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JOHN A. STIFFLER, Technical Sergeant, 32143644, Air Corps, United States Army, radio operator, entered the military service from .

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JOSEPH V. CANONICO, Staff Sergeant, 32406073, Air Corps, United States Army, assistant radio operator, entered the military service from Bronx, New York.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded RUSSELL W. GORMLEY, Staff Sergeant, 12095289, Air Corps, United States Army, assistant engineer, entered the military service from West Orange, New Jersey.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JAMES HOGAN, JR., 16108631, Air Corps, United States Army, Staff Sergeant, assistant radio operator, entered the military service from Reece, Michigan.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JOHN A. LAVELLE, 39612618, Staff Sergeant, Air Corps, United States Army, tail gunner, entered the military service from Butte, Montana.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded SURAN E. MOORADIAN, Staff Sergeant, 32374350, Air Corps, United States Army, assistant engineer, entered the military service from Troy, New York.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JAMES L. SCHROEDER, Staff Sergeant, 15114212, Air Corps, United States Army, assistant radio operator, entered the military service from Methuen, Massachusetts.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded MORRELL M. SPENCER, Staff Sergeant, 33355084, Air Corps, United States Army, assistant engineer, entered the military service from Wellsboro, Pennsylvania.

The citation is as follows: "For extraordinary heroism in combat evidencing voluntary action above and beyond that normally expected. Each, as a crew member of a bombardment type aircraft, participated in fifteen (15) additional strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which reflect great credit upon himself and the Army Air Forces."

Air Medal awarded ROBERT W. TODD, First Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Belle Vernon, Pennsylvania.

Air Medal awarded JOHN S. ALLISON, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Charlestown, South Carolina.

Air Medal awarded MICHAEL H. BARTOW, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Oakland, California.

Air Medal awarded CHESTER W. CLAFLIN, Second Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Worchester, Massachusetts.

Air Medal awarded WILLIAM P. DALE, Second Lieutenant, Air Corps, United States Army, navigator, entered the military service from Alton, Illinois.

Air Medal awarded EUGENE M. EICHAS, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Rochester, New York.

Air Medal awarded CHARLES R. HALL, Second Lieutenant, Air Corps, United States Army, navigator, entered the military service from Roselle, New Jersey.

Air Medal awarded RAYMOND E. FULLNER, Second Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Everson, Washington.

Air Medal awarded JOSEPH R. JAMISON, Second Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Cleveland, Ohio.

Air Medal awarded HAROLD M. MORSE, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Grand Junction, Colorado.

Air Medal awarded ROBERT L. NELSON, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from New York City.

Air Medal awarded EUGENE W. SPEARE, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Short, Creek, West Virginia.

Air Medal awarded GEORGE H. WUDECK, Second Lieutenant, Air Corps, United States Army, navigator, entered the military service from Chicago, Illinois.

Air Medal awarded MARK DUNBAR, JR., Technical Sergeant, 14161729, radio operator, Air Corps, United States Army, bombardier, entered the military service from Cumberland, Tennessee.

Air Medal awarded CHARLES A. MC AFEE, Technical Sergeant, Air Corps, United States Army, bombardier, entered the military service from South Haven, Kansas.

Air Medal awarded JAMES E. EDMONDS, Staff Sergeant, 31208155, gunner, Air Corps, United States Army, bombardier, entered the military service from Everett, Massachusetts.

Air Medal awarded EDWIN MALAK, Staff Sergeant, 36233554, gunner, Air Corps, United States Army, entered the military service from Milwaukee, Wisconsin.

Air Medal awarded PAUL J. SHAFRON, Staff Sergeant, 13089192, gunner, Air Corps, United States Army, entered the military service from Derry, Pennsylvania.

Air Medal awarded JOSEPH E. SCARO, Staff Sergeant, 31240437, radio operator, Air Corps, United States Army, entered the military service from Boston, Massachusetts.

Air Medal awarded IGNATIUS UNREIN, Staff Sergeant, 37201925, assistant, engineer, Air Corps, United States Army, entered the military service from Hays, Kansas.

Air Medal awarded CLAUDE M. GALLOWAY, Sergeant, 35693930, radio operator, Air Corps, United States Army, entered the military service from Drake, Kentucky.

Air Medal awarded DANIEL J. KEYES, Sergeant, 13029125, armorer gunner, Air Corps, United States Army, entered the military service from Philadelphia, Pennsylvania.

Air Medal awarded MILLARD R. WILLIAMS, Sergeant, 12044923, gunner, Air Corps, United States Army, entered the military service from Montclair, New Jersey.

Air Medal awarded ROBERT E. HARRIS, Staff Sergeant, 32737556, assistant engineer, Air Corps, United States Army, entered the military service from Elmira, New York.

The citation is as follows: "For meritorious achievement in flight. Each, as a member of a bombardment type aircraft, participated in five (5) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflect great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Air Medal awarded JAMES L. GARRISON, Sergeant, 34447770, radar operator, Air Corps, United States Army, entered the military service from Carrollton, Georgia.

First Bronze Oak Leaf Cluster to Air Medal awarded EDWARD F. MALINOWSKI, Staff Sergeant, 12199116, engineer, Air Corps, United States Army, entered the military service from Olean, New York.

The citation is as follows" For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in 10 (10) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Air Medal awarded WALTER F. CRAFT, First Lieutenant, pilot, Air Corps, United States Army, entered the military service from El Cajon, California.

First Bronze Oak Leaf Cluster to Air Medal awarded STANLEY A. GIBSON, Second Lieutenant, navigator, Air Corps, United States Army, entered the military service from Hartford, Connecticut.

First Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH C. HOGG, Second Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Stuttgart, Arkansas.

First Bronze Oak Leaf Cluster to Air Medal awarded THOMAS A. COLEMAN, Second Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Toledo, Ohio.

First Bronze Oak Leaf Cluster to Air Medal awarded ELMER E. COX, Technical Sergeant, 18096321, engineer, Air Corps, United States Army, entered the military service from Chickasha, Oklahoma.

First Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM E. NAYLOR, Technical Sergeant, 16075748, radio operator, Air Corps, United States Army, entered the military service from St. Louis, Illinois.

First Bronze Oak Leaf Cluster to Air Medal awarded ROBERT L. CARNELL, Staff Sergeant, 15345654, assistant engineer, Air Corps, United States Army, entered the military service from Toledo, Ohio.

First Bronze Oak Leaf Cluster to Air Medal awarded JACK A. LANGE, Staff Sergeant, 13171151, armorer, Air Corps, United States Army, entered the military service from Pittsburgh, Pennsylvania.

First Bronze Oak Leaf Cluster to Air Medal awarded ANDREW MORELL, Staff Sergeant, 11100421, gunner, Air Corps, United States Army, entered the military service from Norwich, Connecticut.

First Bronze Oak Leaf Cluster to Air Medal awarded JAMES D. GOBRILLE, Sergeant, 15096361, photographer, Air Corps, United States Army, entered the military service from Cleveland, Ohio.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in five (5) additional strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Second Bronze Oak Leaf Cluster to Air Medal awarded FLETCHER G. BATES, First Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Chilhouse, Missouri.

Second Bronze Oak Leaf Cluster to Air Medal awarded RAYMOND A. FEELY, First Lieutenant, pilot, Air Corps, United States Army, entered the military service from Long Island, New York.

Second Bronze Oak Leaf Cluster to Air Medal awarded JOHN W. FERREJOHN, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from New York, New York.

Second Bronze Oak Leaf Cluster to Air Medal awarded GEORGE A. MANOLIDES, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Seattle, Washington.

Second Bronze Oak Leaf Cluster to Air Medal awarded LOUIS A. SHUKLE, First Lieutenant, navigator, Air Corps, United States Army, entered the military service from Gilbert, Minnesota.

Second Bronze Oak Leaf Cluster to Air Medal awarded EARL S. WOLCOTT, First Lieutenant, pilot, Air Corps, United States Army, entered the military service from Grand Rapids, Michigan.

Second Bronze Oak Leaf Cluster to Air Medal awarded CECIL W. BROCK, Technical Sergeant, 6507024, photographer, Air Corps, United States Army, entered the military service from Carthage, Missouri.

Second Bronze Oak Leaf Cluster to Air Medal awarded ALBERT H. WOLF, Technical Sergeant, 33242679, Air Corps, United States Army, entered the military service from Lancaster, Pennsylvania.

Second Bronze Oak Leaf Cluster to Air Medal awarded WILLIE E. COX, Staff Sergeant, 36721423, assistant radio operator, Air Corps, United States Army, entered the military service from Dahlgren, Illinois.

Second Bronze Oak Leaf Cluster to Air Medal awarded MERVIN P. FROST, Staff Sergeant, 32316519, tail gunner, Air Corps, United States Army, entered the military service from White Plains, New York.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in five (5) additional strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded KEITH C. PARKS, Captain, pilot, Air Corps, United States Army, entered the military service from Seattle, Washington.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded PHILIP J. BLACK, First Lieutenant, Air Corps, United States Army, entered the military service from Los Angeles, California.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded WOODROW W. DAVIS, First Lieutenant, Air Corps, United States Army, entered the military service from Hanford, California.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded CYRIL H. KALKMAN, First Lieutenant, Air Corps, United States Army, entered the military service from St. Cloud, Minnesota.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded ROBERT W. KLEINHELTER, First Lieutenant, Air Corps, United States Army, entered the military service from Indianapolis, Indiana.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded GABRIEL MARTIN, JR., First Lieutenant, Air Corps, United States Army, entered the military service from Redwood City, California.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded DILVER A. PAUSTIAN, First Lieutenant, , Air Corps, United States Army, entered the military service from Stockton, Iowa.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded MILTON C. REDMOND, First Lieutenant, Air Corps, United States Army, entered the military service from Burbank, California.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded VICTOR PETROFF, First Lieutenant, Air Corps, United States Army, entered the military service from Los Angeles, California.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded JOSEPH H. RINCON, First Lieutenant, Air Corps, United States Army, entered the military service from San Francisco, California.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded MICHAEL KNAZOVICH, Technical Sergeant, 15116294, engineer, Air Corps, United States Army, entered the military service from Daton, Ohio.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded JOSEPH M. SERENA, Technical Sergeant, 35422281, Air Corps, United States Army, entered the military service from Cincinnati, Ohio.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded PAUL A. LESTER, Staff Sergeant, 35370433, tail gunner, Air Corps, United States Army, entered the military service from Lafontaine, Indiana.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded RENSEL J. MOSER, Staff Sergeant, 39900540, Air Corps, United States Army, entered the military service from Malad, Idaho.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded CARL J. POPPE, Staff Sergeant, 17017877, assistant radio operator, Air Corps, United States Army, entered the military service from South Center, Minnesota.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded FRANK J. SLAVINSKI, Staff Sergeant, 33353673, assistant radio operator, Air Corps, United States Army, entered the military service from Scranton, Pennsylvania.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in ten (10) additional strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Third Bronze Oak Leaf Cluster to Air Medal awarded KENNETH M. BROWN, Major, pilot, Air Corps, United States Army, entered the military service from Salt Lake City, Utah.

Third Bronze Oak Leaf Cluster to Air Medal awarded WARREN H. FISH, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Cambridge, Massachusetts.

Third Bronze Oak Leaf Cluster to Air Medal awarded VINCENT J. GALASSO, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Brooklyn, New York.

Third Bronze Oak Leaf Cluster to Air Medal awarded JOHN W. McCLOURE, First Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Bloomsburg, Texas.

Third Bronze Oak Leaf Cluster to Air Medal awarded GENE F. NEWMAN, First Lieutenant, pilot, Air Corps, United States Army, entered the military service from Webb City, Missouri.

Third Bronze Oak Leaf Cluster to Air Medal awarded CHARLES H. PESTANA, First Lieutenant, navigator, Air Corps, United States Army, entered the military service from Oakland, California.

Third Bronze Oak Leaf Cluster to Air Medal awarded ELOF H. RUSSELL, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Roseland, Louisiana.

Third Bronze Oak Leaf Cluster to Air Medal awarded JAMES L. WEBB, First Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Jacksonville, Florida.

Third Bronze Oak Leaf Cluster to Air Medal awarded WILBERT D. WHITE, First Lieutenant, pilot, Air Corps, United States Army, entered the military service from Farwell, Texas.

Third Bronze Oak Leaf Cluster to Air Medal awarded RAYMOND E. GRAHAM, Technical Sergeant, 6995088, radio operator, Air Corps, United States Army, entered the military service from Mercer, Pennsylvania.

Third Bronze Oak Leaf Cluster to Air Medal awarded CHARLES E. GREEN, Technical Sergeant, 34866588, engineer, Air Corps, United States Army, entered the military service from Bakewell, Tennessee.

Third Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM W. HAVENS, JR., Technical Sergeant, 35358143, engineer, Air Corps, United States Army, entered the military service from Renseelaer, Indiana.

Third Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM F. NORRIS, Technical Sergeant, 6580207, engineer, Air Corps, United States Army, entered the military service from Shamrock, Oklahoma.

Third Bronze Oak Leaf Cluster to Air Medal awarded EDMUND A. ZAJAC, Technical Sergeant, 37285269, radio operator, Air Corps, United States Army, entered the military service from Minneapolis, Minnesota.

Third Bronze Oak Leaf Cluster to Air Medal awarded REUBEN W. LUDTKE, Staff Sergeant, 17025755, engineer, Air Corps, United States Army, entered the military service from Webster, South Dakota.

Third Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM P. MOWREY, Staff Sergeant, 34243227, tail gunner, Air Corps, United States Army, entered the military service from Miami Beach, Florida.

Third Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH E. REINO, Staff Sergeant, 13088532, tail gunner, Air Corps, United States Army, entered the military service from Elwood City, Pennsylvania.

Third Bronze Oak Leaf Cluster to Air Medal awarded WALTER A. SCHROEDER, Staff Sergeant, 37285269, assistant radio operator, Air Corps, United States Army, entered the military service from Methuen, Massachusetts.

Third Bronze Oak Leaf Cluster to Air Medal awarded HARRY SIEGEL, Staff Sergeant, 12129505, tail gunner, Air Corps, United States Army, entered the military service from New York, New York.

Third Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH C. TOTTON, Staff Sergeant, 33288534, radio operator, Air Corps, United States Army, entered the military service from Pittsburgh, Pennsylvania.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in five (5) additional strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Air Medal awarded WALTER M. WARD, First Lieutenant, pilot, Air Corps, United States Army, entered the military service from Long Beach, California. (Missing in Action)

Air Medal awarded EMANUEL J. STOLBACH, Second Lieutenant, navigator, Air Corps, United States Army, entered the military service from New York, New York. (Missing in Action)

Air Medal awarded ROGER O. WOOD, Second Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Sylvania, Pennsylvania. (Missing in Action)

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in five (5) additional strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Distinguished Flying Cross awarded RALPH A. BLAKELOCK, Major, pilot, Air Corps, United States Army, entered the military service from Auburn, New York.

The citation is as follows: "For extraordinary achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in fifteen (15) strike sorties against the enemy during which enemy attack was probable and expected. Throughout these combat operations, each displayed high professional skill, courage, and devotion to duty which exemplifies the highest traditions of the Army Air Forces."

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded PHILIP J. BLACK, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Los Angeles, California.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded CLAUDE B. MOSS, JR., First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Altadena, California.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in fifteen (15) additional strike sorties against the enemy during which enemy attack was probable and expected. Throughout these combat operations, each displayed high professional skill, courage, and devotion to duty which exemplifies the highest traditions of the Army Air Forces."

Third Bronze Oak Leaf Cluster to Air Medal awarded ALBERT H. WOLF, Technical Sergeant, 33242679, radio operator, Air Corps, United States Army, entered the military service from Lancaster, Pennsylvania.

Third Bronze Oak Leaf Cluster to Air Medal awarded GEORGE A. MANOLIDES, First Lieutenant, navigator, Air Corps, United States Army, entered the military service from Seattle, Washington.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in five (5) additional strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Air Medal awarded GERALD D. GORDON, Staff Sergeant, 34168485, tail gunner, Air Corps, United States Army, entered the military service from Montgomery, Alabama.

First Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH E. LOGUE, Staff Sergeant, 31161175, tail gunner, Air Corps, United States Army, entered the military service from New York, New York.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, destroyed one (1) enemy aircraft, displaying high professional skill, courage, and devotion to duty which exemplifies highest traditions of the Army Air Forces."

Third Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH C. TOTTON, Technical Sergeant, 33288534, radio operator, Air Corps, United States Army, entered the military service from Pittsburg, Pennsylvania.

The citation is as follows: "For meritorious achievement in flight. As a crew member of a bombardment type aircraft, he destroyed one (1) enemy aircraft, displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Fourth Bronze Oak Leaf Cluster to Air Medal awarded CHARLES E. GREEN, Technical Sergeant, 34286566, engineer, Air Corps, United States Army, entered the military service from Bakewell, Tennessee.

Fourth Bronze Oak Leaf Cluster to Air Medal awarded ROBERT D. BALLARD, Staff Sergeant, 16042630, tail gunner, Air Corps, United States Army, entered the military service from Lapeere, Michigan.

Fourth Bronze Oak Leaf Cluster to Air Medal awarded PERCY C. CONNICK, Technical Sergeant, 20952060, Air Corps, United States Army, (no record of place of enlistment)

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, destroyed one (1) enemy aircraft, displaying high professional skill, courage, and devotion to duty which exemplifies highest traditions of the Army Air Forces."

Second Bronze Oak Leaf Cluster to Air Medal awarded DANIEL J. KEYES, Staff Sergeant, 13029125, gunner, Air Corps, United States Army, entered the military service from Philadelphia, Pennsylvania.

The citation is as follows: "For meritorious achievement in flight. As a crew member of a bombardment type aircraft, he destroyed one (1) enemy aircraft while in aerial flight, displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded KEITH C. PARKS, Captain, pilot, Air Corps, United States Army, entered the military service from Seattle, Washington.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded RAYMOND E. GRAHAM, Technical Sergeant, 6995088, radio operator, Air Corps, United States Army, entered the military service Mercer, Pennsylvania.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded WILLIE E. COX, Staff Sergeant, 36721423, assistant radio operator, Air Corps, United States Army, entered the military service Dahlgreen, Illinois.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded WALTER A. SCHROEDER, Staff Sergeant, 31085542, assistant radio operator, Air Corps, United States Army, entered the military service Methuen, Massachusetts.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in an additional fifteen (15) strike sorties against the enemy. Throughout these combat operations, each displayed high professional skill, courage, and devotion to duty beyond that normally expected which exemplifies the highest traditions of the Army Air Forces."

Fourth Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM P. MOWREY, Staff Sergeant, 34243227, tail gunner, Air Corps, United States Army, entered the military service from Miami Beach, Florida.

Fourth Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH V. CANONICO, Staff Sergeant, 32406073, assistant radio operator, Air Corps, United States Army, entered the military service from Bronx, New York.

The citation is as follows: "For meritorious achievement in flight. Each as a crew member of a bombardment type aircraft, he destroyed one (1) enemy aircraft displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

Second Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded KEITH C. PARKS, Captain, pilot, Air Corps, United States Army, entered the military service Seattle, Washington.

The citation is as follows: "For extraordinary achievement in flight. As a pilot of a heavy bombardment type aircraft participating in a maximum range strike sortie against a heavily fortified enemy base, his squadron encountered extremely accurate anti-aircraft fire and fighter opposition. Anti-aircraft fire wounded the co-pilot, destroyed radio equipment, and started a fire in the cockpit of Capt PARKS plane, and also disabled two engines. Enemy fighters then attacked, but due to the crew's skillful handling of the guns and with the aid of another plane, were driven off. One of the disabled engines was restored to use. On reaching the base, he made a "dead stick" landing thus saving the lives of the entire crew and a valuable airplane. The high degree of airmanship, courage, and devotion to duty displayed by Capt PARKS reflects great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded ELOF H. RUSSELL, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service Roseland, Louisiana.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded EARL S. WOLCOTT, JR., First Lieutenant, pilot, Air Corps, United States Army, entered the military service Grand Rapids, Michigan.

The citation is as follows: "For extraordinary achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in thirty (30) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded WARREN H. FISH, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Cambridge, Massachusetts.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded BUFORD M. HUMPHRIES, First Lieutenant, navigator, Air Corps, United States Army, entered the military service from Las Cruces, New Mexico.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded CHARLES H. PESTANA, First Lieutenant, navigator, Air Corps, United States Army, entered the military service from Oakland, California.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JAMES L. WEBB, First Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Jacksonville, Florida.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded ALLEN T. FOX, Technical Sergeant, 32565495, tail gunner, Air Corps, United States Army, entered the military service North Bergen, New Jersey.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded REUBEN W. LUDTKE, Technical Sergeant, 17025755, engineer, Air Corps, United States Army, entered the military service webster, South Dakota.

The citation is as follows: "For extraordinary achievement in flight beyond that normally expected. Each, as a crew member of a bombardment type aircraft, participated in an additional fifteen (15) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflected great credit upon himself and the Army Air Forces."

FORWARD ECHELON
HEADQUARTERS VII BOMBER COMMAND
APO # 244

OP-5

201.22
28 August 1944

SUBJECT: Commendation.

TO : Commanding Officer, 30th Bombardment Group (H), APO # 244.

Since the first of July 1944 there has been a very noticable improvement in the manner in which your bomb group has carried out its combat mission. You have been able to get more airplanes over the target with a very low percentage of abortives. Your defensive formations have been responsible for a low loss ratio of your own planes, and have accounted for a better than average ratio of enemy planes shot down. The bombing itself has improved. The improvement has been so marked that it has been brought to the attention of Commander Shore Based Air Force, Forward Area who has expressed complete satisfaction in your accomplishment. I take this means of commending you and your squadron commanders for the manner in which you are now striking the Japanese.

T. H. Landon
Brigadier General, U.S.A.,
Commanding.

201.22 1st Ind. BBM/eel
HEADQUARTERS 30TH BOMBARDMENT GROUP (H), APO #244, 31 August 1944.

TO: Commanding Officer, 392nd Bombardment squadron (H), APO #244

The Group Commander desires to pass this communication on to each member of this Group. It is through the efforts of each individual that our combat efficiency has increased. All of you are working under adverse conditions of dust, rain, mud, poor facilities, and undesirable housing and eating conditions. These handicaps makes your efforts that much more appreciated. Keep up your fine work in order that we may cause maximum damage to be inflicted upon our enemy.

/s/ Edwin B. Miller, Jr.,
/t/ Edwin B. Miller, Jr.,
Colonel, Air Corps,
Commanding.

A TRUE COPY:

FRANK WHITE
1st Lt., Air Corps,
Squadron Historian.

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
Office of the Commanding Officer
APO 244

EBM/ec1

31 August 1944

SUBJECT: Commendation.

TO : Commanding Officer, 392nd Bomb Sq (H), APO #244.

You, and your organization, are to be commended on the superior bombing performance at Iwo Jima on 26 August 1944. All bombs hit in the target area assigned. They probably caused more damage to this Japanese stronghold base than any previous raid performed by land based bombers. Such bombing is a good reflection on the training and combat efficiency of your organization.

/s/ Edwin B. Miller, Jr.,
/t/ Edwin B. Miller, Jr.,
Colonel, Air Corps,
Commanding.

A TRUE COPY:

FRANK WHITE
1st Lt., Air Corps,
Squadron Historian.

Sq V BG

NR 1

CONF. ROUTINE

14 AUGUST 44

FROM: CTG. 59.2 140040Z
TO : 27, 392, 819, BOMB SQDNS.
GR XX BT

WE ARE ALL PROUD OF YOUR EXCELLENT PERFORMANCE IN HITTING THE NIPS ON
THE NOSE ON THE FIRST BOMBING OF IWO JIMA COMMA WE ARE KNOCKING DOWN
THEIR FRONT DOOR COMMA KEEP UP THE GOOD WORK.

BT 140040Z
TOD 0115Z
ROGER V SQ 0115Z hd

A TRUE COPY:

FRANK WHITE
1st Lt., Air Corps,
Squadron Historian.

As mentioned in the history of the previ [?]
was on the move again. The ground echelon d [?]
July, arriving at SAIPAN on 4 August 1944. [?]
on 10 August, arriving at SAIPAN on the same [?]

During the interval between the departure [?]
one more strike was made on TRUK. On 4 August [?]
hundred pound bombs on DUBLON ISLAND with 90 [?]
warehouse area, causing a large fire that could [?]
TRUK. Meager and inaccurate A/A fire was expe [?]
out planes returned safely via ENIWETOK.

From our new base, new targets came within [range of our bombers and] little time
was lost in paying them a visit.

On 12 August, two days after our arrival at SAIPAN, eight of our B-24J's
took off from ISLEY FIELD for CHICHI JIMA in the BONIN ISLANDS, a mere six
hundred miles from TOKYO. two-hundred one hundred and twenty pound frag.
clusters were dropped on CHICHI JIMA airfield with 30 percent hits. A/A was
meager and inaccurate and no interception was encountered. All our planes
returned without mishap.

Again, on 16 August, eight B-24J's were over CHICHI JIMA and dropped two-
hundred one hundred and twenty pound frag clusters on the seaplane base. A/A
was again meager and inaccurate and no interception was experienced.

21 August brought a strike on a new Jap target. Airfield and installations
on YAP ISLAND was the recipient of twenty tons of high explosives dropped
from 12,000 feet. there was no interception and A/A fire was meager and
inaccurate. All our planes returned safely.

The other strike was at night against IWO JIMA by two of our planes.
Each plane dropped ten 500 pound bombs with unobserved results. No A/A fire,
interception or searchlights were experienced.

On 26 August, a strike by nine of our planes was made against IWOJIMA.
Nintey five-hundred pound bombs were dropped on No. 2 airfield and installations
with one hundred percent hits which completely blanketed the target. A/A
fire was intense and accurate, damaging one of our planes superficially. Our
squadron formation was attacked by ten single engine enemy fighters, two of
which were destroyed, one probably destroyed and one was damaged. All out planes
returned home without casualties.

On the same day, another of our B-24's participated in a photo-reconnaissance mission of YAP and WOLEAI. Complete photo coverage was made of these islands, and ten five-hundred pounders were dropped on WOLEAI air strip. there was no interception on this occasion and meager A/A fire was experienced on YAP.

On the night of 28 August, ten of our planes took off from SAIPAN to raid IWO JIMA. the weather was extremely bad and six planes only succeeded in reaching the primary target and dropped their bombs. the other four planes, after searching in vain for the primary target, bombed PAGAN ISLAND, the alternate target. Both targets were completely blacked out and no defensive action was taken against our airplanes.

29 August brought another one plane Photo-Reconnaissance mission to YAP and WOLEAI with the usual results: no interception, meager A/A fire, bombs dropped on YAP Airfield and no indication that the Japs intend to reinforce these islands that have taken such a terrific beating from Naval carrier forces and General MAC ARTHUR's 5th Air Force.

The following is a detailed description of conditions prevailing at SAIPAN written by S/Sgt. WILLIAM A. CONLEY, S-2 section chief, who arrived at SAIPAN with the ground echelon.

"The 392nd ground echelon of 5 officers and 165 enlisted men came via S.S. LIVINGSTON from KWAJALEIN in five nights and four days, arriving in TANAPAG HARBOR in the early morning of 4 August. The island looked clean and green from off shore, and everyone was much impressed by the wrecked and sunken vessels in the harbor. By 1500, all personnel and baggage were unloaded and being transported to a hangar in the vicinity of ASLITO or ISLEY Airfield for temporary quarters. Rations are E-ration for at least three days. Unloading of the cargo ship S.S. VICTORY is scheduled to begin at noon on the fifth. It actually began about 0500 of the sixth. Personnel was divided into twenty one details of five men each in charge of a N.C.O. and assigned to work in the camp are as truck guards or to unload boxes in the compound area from the trucks. the night of the fourth began our initiation to rain, mud, and mosquitos. By early morning of the eighth all boxes had been unloaded in the compound and the job of sorting and re-delivering to sections had begun. All work was done in a down pour of rain. Soon, sufficient tents were up in camp area on shore of MAGICIENNE BAY to house all personnel. The mess hall was completed, but everyone still had to eat out of doors. Hot food was welcome to those who hadn't tasted any since breakfast of the sixth. The mosquitos are not as persistent in the camp area as anticipated since there is usually a good breeze. The road to and from the line area is beyond description. By 10 August, a mess hall, theatre area, and most of the camp sections utilized by administrative personnel were established. By 22 August, 17 days after the boat docked, the entire camp and line areas were completed and in good order. Some of the clean-up work was done by Korean prisoners, formerly civilians, who survived the Jap domination of this island. Infantry patrols are daily whittling down the isolated pockets of resistance still on this island. About 2000 were believed to still be here at the time of our landing on 6 August. About one half still remain. All vehicles traveling near GARAPAN TOWN and on roads to the north of the island carry guards. several members of this squadron have been into the patrol lines, and have seen prisoners being brought down from hiding places.

Jap money, clothing, etc. are being collected by the souvenir hunters of the squadron, and many photos are being taken by those lucky enough to have film. The last week in August brought us the information that we are to move soon to another camp site, possibly near GARAPAN TOWN."

FRANK WHITE
1st Lt., Air Corps,
Intelligence Officer.

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO # 241

SPECIAL ORDERS)

NUMBER 60) : 1 August 1944
* * *

10. Following EM 392nd Bomb Sq (H) this sta are promoted to grades indicated:

TO BE TECHNICAL SERGEANT (TEMP)

S Sgt Edward F Brockelsby 19128347 (748) S Sgt Forrest L Conrad 35631628 (757)
S Sgt Ernest J Ericson 16060758 (757)

TO BE STAFF SERGEANT (TEMP)

Sgt William R Boyer 37651330 (748) Sgt Victor Elizondo 18221022 (757)
Sgt John W Gensel 36481544 (612) Sgt Donald C HoeHN 20713514 (612)
Sgt Milton Katzman 11130051 (612) Sgt Manuel LaForm 18089476 (757)
Sgt George Llewellyn 13025900 (748) Sgt William P Mattingly 15097842 (757)
Sgt Henry S Pate 38212353 (807) Sgt Max A saint 37519715 (748)
Sgt Richard S Westvold 37535339 (612) Sgt Peter A Zaboroski 16060588 (612)

TO BE STAFF SERGEANT (TEMP)

Cpl Richard J Barron 12074913 (612) Cpl Milton J Cupich 19069718 (854)
Cpl James G Eagelson 32453356 (854) Cpl George F Geske 37438441 (612)
Cpl John L Leyde 35913756 (612) Cpl Homer W McBrayer 35772282 (612)
Cpl Trinkle Taylor 33213708 (807) Cpl Frank D Valancius 36310408 (612)
Cpl Ernest B Wertz Jr 33087571 (813)

TO BE STAFF CORPORAL (TEMP)

Pfc William B Combs 16151610 (757) Pfc Joseph P Datko 37155115 (345)

TO BE STAFF PRIVATE FIRST CLASS (TEMP)

Pvt Ralph B Webster 31265917 (237)

Auth: AR 615-5.

By order of Colonel Miller:

HYLON T. PLUMB, Jr.,
Captain, Air Corps,
Adjutant.

OFFICIAL: HYLON T. PLUMB, Jr.,
Captain, Air Corps,
Adjutant

A TRUE COPY:
FRANK WHITE
1st Lt., Air Corps

Organizational History, 392nd Bombardment Squadron, VII Bomber
Command, Seventh Air Force.

1 September - 30 September 1944

1. Organization:
Negative.

2. Strength:
77 officers assigned.
0 officers attached.

397 enlisted men assigned.
1 enlisted men attached.

3. Date of arrival and departure from each station occupied in this theatre:
Negative.

4. Losses:
Cpl. JOHN S. SOFRANKO, 33370450, killed in the line of duty not
due to his own misconduct 1 September 1944.

Cpl SOFRANKO and ten other enlisted men went up into the hills to look for souvenirs and wood. The party was fired upon by unseen assailants who may have been Japanese or our own Marines. In an attempt to protect themselves, the men gathered around their truck. One of the enlisted men, a good friend of Cpl. SOFRANKO, reached for his carbine in the truck. It accidentally discharged as he swung it off the vehicle. The bullet hitting Cpl. SOFRANKO at about point-blank range in the lower part of the back. The bullet came out upper left chest, killing Cpl. SOFRANKO almost instantly.

S/Sgt. D.J. KEYES, 13029125, tail gunner of Airplane No. 42-72988,
killed by enemy aircraft fire over IWO JIMA, VOLCANO ISLAND, 10 September 1944.

S/Sgt M.D. HOCKETT, 37249801, cameraman on Airplane No. 42-988,
killed by enemy aircraft fire over IWO JIMA, VOLCANO ISLAND, 10 September 1944.

Sixteen (16) B-24's of the 392nd and 38th Bombardment Squadrons (H) participated in a daylight mission against enemy installations at IWO JIMA, 10 September 1944. The seven (7) planes of the 392nd Squadron were intercepted at 10035Z, immediately after the bomb run, by five (5) to eight (8) enemy fighters. the enemy fighters dropped approximately three (3) phosphorous bombs, following up with five (5) shooting passes. Both S/Sgt. KEYES and S/Sgt. HOCKETT were killed by 20 MM gun fire.

5. Awards and Decorations:

Distinguished Flying Cross awarded JOHN S. ALLISON, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Charleston, South Carolina.

Distinguished Flying Cross awarded HAROLD M. MOSS, First Lieutenant, Air Corps, United States Army, pilot, entered the military service from Grand Junction, Colorado.

Distinguished Flying Cross awarded WILLIAM P. DALE, First Lieutenant, Air Corps, United States Army, navigator, entered the military service from Alton, Illinois.

Distinguished Flying Cross awarded EUGENE M. EICHAS, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Rochester, New York.

Distinguished Flying Cross awarded RAYMOND E. FULLNER, Second Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Everson, Washington.

Distinguished Flying Cross awarded JOSEPH R. JAMISON, Second Lieutenant, Air Corps, United States Army, co-pilot, entered the military service from Cleveland, Ohio.

Distinguished Flying Cross awarded EUGENE W. SPEARE, Second Lieutenant, Air Corps, United States Army, bombardier, entered the military service from Short Creek, West Virginia.

Distinguished Flying Cross awarded GEORGE H. WUDECK, Second Lieutenant, Air Corps, United States Army, navigator, entered the military service from Chicago, Illinois.

Distinguished Flying Cross awarded MARK DUNBAR, JR., Technical Sergeant, 14161729, radio operator, Air Corps, United States Army, entered the military service from Cumberland, Tennessee.

Distinguished Flying Cross awarded CHARLES A. MC AFEE, Technical Sergeant, 37224944, engineer, Air Corps, United States Army, entered the military service from South Haven, Kansas.

Distinguished Flying Cross awarded JAMES E. EDMUND, Staff Sergeant, 31208155, gunner, Air Corps, United States Army, entered the military service from Everett, Massachusetts.

Distinguished Flying Cross awarded CLAUDE M. GALLOWAY, Staff Sergeant, 36593930, Air Corps, United States Army, entered the military service from Drake, Kentucky.

Distinguished Flying Cross awarded ROBERT E. HARRIS, Staff Sergeant, 32737556, assistant engineer, Air Corps, United States, United States Army, entered the military service from Elmira, New York.

Distinguished Flying Cross awarded EDWIN MALAK, Staff Sergeant, 36233554, gunner, Air Corps, United States Army, entered the military service from Milwaukee, Wisconsin.

Distinguished Flying Cross awarded ANDREW MORRELL, Staff Sergeant, 11100421, gunner, Air Corps, United States Army, entered the military service from Norwich, Connecticut.

Distinguished Flying Cross awarded IGNATIUS UNREIN, Staff Sergeant, 37201925, assistant engineer, Air Corps, United States Army, entered the military service from Hays, Kansas.

Distinguished Flying Cross awarded IRWIN H. ROSEN, Staff Sergeant, 12146195, Air Corps, United States Army, radar operator, entered the military service from Chicago, Illinois.

Distinguished Flying Cross awarded MELVIN MILLER, Staff Sergeant, 32408899, Air Corps, United States Army, gunner, entered the military service from New York, New York.

Distinguished Flying Cross awarded PAUL J. SHAFRON, Staff Sergeant, 13089192, Air Corps, United States Army, gunner, entered the military service from Derry, Pennsylvania.

The citation is as follows: "For extraordinary achievement in flight. Each, as a crew member of a heavy bombardment type aircraft, participated in fifteen (15) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which exemplifies the highest traditions of the Army Air Forces."

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded DONALD D. LEAVER, Technical Sergeant, 34331224, Air Corps, United States Army, engineer, entered the military service from Edgewater, Alabama.

The citation is as follows: "For extraordinary achievement in flight beyond that normally expected. Each, as a crew member of a bombardment type aircraft, participated in an additional fifteen (15) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which exemplifies the highest traditions of the Army Air Forces."

Second Bronze Oak Leaf Cluster to Air Medal awarded THOMAS R. COLEMAN, First Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Toledo, Ohio.

Second Bronze Oak Leaf Cluster to Air Medal awarded WALTER L. CRAFT, First Lieutenant, pilot, Air Corps, United States Army, entered the military service from El Cajon, California.

Second Bronze Oak Leaf Cluster to Air Medal awarded STANLEY A. GIBSON, First Lieutenant, navigator, Air Corps, United States Army, entered the military service from Hartford, Connecticut.

Second Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH C. HOGG, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from STUTTGART, Arkansas.

Second Bronze Oak Leaf Cluster to Air Medal awarded ELMER E. COX, Technical Sergeant, 18096321, engineer, Air Corps, United States Army, entered the military service from Chickasha, Oklahoma.

Second Bronze Oak Leaf Cluster to Air Medal awarded RICHARD N. PENDLETON, Technical Sergeant, 31127358, radar operator, Air Corps, United States Army, entered the military service from Westfield, Massachusetts.

Second Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM E. NAYLOR, Technical Sergeant, 16075748, radio operator, Air Corps, United States Army, entered the military service from East St. Louis, Missouri.

Second Bronze Oak Leaf Cluster to Air Medal awarded ROBERT L. CARNELL, Staff Sergeant, 15354654, assistant engineer, Air Corps, United States Army, entered the military service from Toledo, Ohio.

Second Bronze Oak Leaf Cluster to Air Medal awarded JACK A. LANGE, Staff Sergeant, 13171151, armorer, Air Corps, United States Army, entered the military service from Pittsburgh, Pennsylvania.

Second Bronze Oak Leaf Cluster to Air Medal awarded FREDERICK W. MUELLER, Staff Sergeant, 36223413, gunner, Air Corps, United States Army, entered the military service from Milwaukee, Wisconsin.

Second Bronze Oak Leaf Cluster to Air Medal awarded JAMES D. GOBIELLE JR., Sergeant, 15096361, photographer, Air Corps, United States Army, entered the military service from Cleveland, Ohio.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in an additional five (5) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

Fourth Bronze Oak Leaf Cluster to Air Medal awarded MILTON C. REDMOND, First Lieutenant, navigator, Air Corps, United States Army, entered the military service from Burbank, California.

Fourth Bronze Oak Leaf Cluster to Air Medal awarded ROBERT D. BRENNAN, Technical Sergeant, 39828462, radio operator, Air Corps, United States Army, entered the military service from Pocatello, Idaho.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, destroyed one (1) enemy aircraft during combat operations in the Central Pacific Area thus displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

Fifth Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM P. MOWREY, Staff Sergeant, 34243227, tail gunner, Air Corps, United States Army, entered the military service from Miami Beach, Florida.

The citation is as follows: "For meritorious achievement in flight. As tail gunner of a bombardment type aircraft, he destroyed one (1) enemy aircraft during combat operations in the Central Pacific Area displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

During the month of September, a record was established in the number of missions flown and bombs dropped by the 392nd Bombardment Squadron (H). Twenty-two missions were flown against the BONIN ISLANDS, VOLCANO ISLANDS, MARCUS ISLAND, and the northern MARIANNAS with the best bombing, as far as percentage of bomb hits in the target area is concerned, that the squadron ever accomplished.

Two new crews were assigned to us during September. Captain TREWITT and crew and Lt. Farmer and crew who came to the squadron from the Seventh Air Force Training Detachment (H) stationed at KAHUKU, OAHU. Also reassigned to us were two of our "old" boys who finished their 30 missions while at KWAJALEIN and spent 30 days back in the States; First Lieutenant JAMES O. PATHE, one of our former co-pilots, is now to be our assistant operations officer and First Lieutenant BUFORD M. HUMPHRIES, our former squadron navigator, who will continue to fill the same position with as much zeal as he formerly did.

The morale of the squadron continues to remain at a fairly high level, due no doubt to the excellent progress made by the United Nations on every front. Special Service continues to supply us with the latest cinema productions from HOLLYWOOD, and rarely an evening passes that doesn't find officers and men sitting on bomb boxes in our open air theatre, rain or shine, sighing audibly at the charms of LANA TURNER, HEDY LAMAR, etc.

The following is a list of bombing missions against Jap installations performed by the 392nd Bombardment Squadron (H) during September 1944.

3 September 1944: an armed reconnaissance mission against MARCUS ISLAND by one of the B-24's and one B-24 from the 38th Bombardment Squadron (H). Sixteen five-hundred pound bombs that were carried were jettisoned when the plane could not find the island due to extremely bad weather.

Also on the same date, eight of our planes, in conjunction with the 819th, 38th and 27th Bombardment Squadrons (h) raided IWO JIMA. Our squadron's target was the south airfield on that island. Eighty five-hundred pound bombs were dropped from 16,000 feet with seventy-five percent hits on the runways and twenty-five percent hits in the adjacent area. Anti aircraft fire was accurate and intense, and one of our planes was damaged by a piece of flak which came through the top of the astral dome and knocked out the oxygen regulator in the bombardier's compartment. One enemy fighter was observed. This fighter dropped one phosphorous bomb inaccurately but made no shooting passes. No casualties were suffered by us.

5 September 1944: an armed reconnaissance of MARCUS ISLAND by three of our Liberator's. Three and one half tons of bombs were dropped from 11,000 feet with fifty percent hits on Nip installations. Anti aircraft fire was moderate and accurate causing the following damage to one of our planes: No. 3 engine

hit by flak - bomb bay hit, cutting girder, damaging cables; three holes in the fuselage. There were no casualties, however and all planes returned safely.

6 September 1944: seven planes in conjunction with the 38th Bombardment Squadron (H) raided IWO JIMA. Our squadron was assigned the north airfield as their target. Four of our planes dropped forty one-hundred pound bombs each and three planes dropped ten five-hundred pound bombs each from 19,000 feet with unobserved damage due to cloud coverage. Anti aircraft fire was intense and accurate, but caused no damage or casualties to us.

8 September 1944: one of our planes on a night snooper mission had to turn back when three hundred and fifty nautical miles north of SAIPAN when a tropical front was encountered. All bombs were returned to base.

10 September 1944: armed reconnaissance of MARCUS ISLAND by one plane abortive due to bad weather. Eight five-hundred pound bombs returned to base.

10 September 1944: bombing strike mission on the southern airfield at IWO JIMA by seven B-24's. Two hundred one-hundred pound bombs and twelve five-hundred pound bombs were dropped from 19,000 feet with seventy five percent hits on the runways of the southern airfield. Anti aircraft fire was moderate and accurate but caused no damage. On this occasion, our planes were intercepted by five to eight enemy fighters. The following interception report is extracted from the Intelligence Report: "Enemy aircraft were observed orbiting south of IWO JIMA, when this squadron was approximately twenty-five miles away, at 100342Z. Actual interception was not made, however, until after bombs were away at 100354Z. Five to eight enemy fighters were intercepted. These were identified as ZEKES with one possible TONY and possibly one TOJO and one OSCAR included. At the time of the interception, this squadron was in two flights each tightly closed. "A" Flight in a four plane diamond, "B" Flight in a three plane VEE. The majority of attacks were made from above while our airplanes were at an altitude of 18000 feet to 19000 feet. Attacks were pressed between 11 and 1 o'clock and 5 to 7 o'clock. Enemy aircraft were aggressive, used the sun to good advantage, and in two instances pressed in as close as to forty to fifty yards. Three phosphorous bombs were dropped inaccurately, and the enemy aircraft were firing 20 MM and 7.7 MM guns. Enemy fighters were reported as being black and OD in color, and having the usual red roundels on the wings. All passes made by the enemy planes were individual. Tactics used by this squadron were close formation plus 50 caliber fire, turns and loss of altitude in formation, which were classified as not too effective against enemy planes diving out of the sun. Three enemy planes were destroyed: one by S/Sgt HORACE F. RZEHA, nose gunner of A/P #425, one by ball turret gunner S/Sgt MONT B. WOLFORD of A/P #870 and one by T/Sgt S.F. KRUPA, top turret gunner also of A/P #870. Two other ZEKES were probably destroyed and two damaged. Our casualties were S/Sgt DANIEL J. KEYES of A/P #988 killed by 20 MM fire. S/Sgt MILO D. HOCKETT also of A/P #988 killed by 7.7 MM fire. S/Sgt H. WARSHAVSKY also of A/P #988, seriously wounded in the head and left shoulder by 20 MM fire

S/Sgt W.H. STEINKAMP of A/P #870 wounded in the right hand, right thigh and right shoulder by 7.7 MM fire. T/Sgt R.T. ALLEN. also of A/P #870 wounded in the head, left arm and left hand by 20 MM and 7.7 MM fire. Damage to our planes by fighters consisted of: A/P #988 - right tire punctured, two feet of the right elevator shot away, right waist window shot out, right auxiliary tank shot out, tail oxygen system out, chute to right tail gun shot out 20 MM hole in No. 3 prop blade, hole shot through tail window. the fact that this plane ever reached its home base and was safely landed shows great courage and flying skill on the part of its pilot First Lieutenant ROBERT L. NELSON. Also badly damaged was A/P #870 which had approximately seventy five bullet holes in the fuselage and flap actuating mechanism shot out and fluid gone. All of our planes reached their home base."

13 September 1944: a training mission for Captain TREWITT and crew on PAGAN ISLAND. Twenty one-hundred pound bombs were dropped on the industrial plant north of the airfield with good results. Due to terrific bombing by Army P-47's and Navy carrier planes, interception and anti aircraft fire is no longer experienced over this island.

14 September 1944: a bombing strike IWO JIMA by four squadrons; the 27th, 38th, 392nd, and 819th Bombardment Squadrons (H). Seven of the 392nd's planes took off but two had to return because of engine trouble. Five planes dropped one hundred and fifty, hundred pound bombs and eight five-hundred pound bombs on the runways of the northern airfield with one hundred percent hits in the target area. Large explosions results and fires, the smoke from which could be seen towering two thousand feet after leaving the island. Anti aircraft fire from heavy guns was moderate and mostly inaccurate barrage type with about fifteen percent being phosphorous shells. There was no interception and all planes returned safely.

14 September 1944: an armed reconnaissance of MARCUS ISLAND by two of our Liberator's. Twenty quarter-ton bombs were dropped from 17000 feet with one hundred percent hits across the island from North east to South West. One explosion was observed in or near an anti aircraft position on West Point. Anti aircraft fire was moderate and accurate. one of the planes was found to have a large piece of flak in number four engine nacelle upon landing.

15 September 1944: a night snooper mission against IWO JIMA. Forty one-hundred pound bombs were dropped from twelve thousand feet with one hundred percent hits on installations. There was no anti aircraft fire, searchlights, or interception.

16 September 1944: a three squadron bombing strike on IWO JIMA - 27th, 392nd and 819th Bombardment Squadrons (H). The 392nd squadron attacked the northern airfield with six B-24's dropping fifty-four quarter tonners from 14,000 ft. causing explosions and fires in the target area. Anti aircraft fire was moderate and inaccurate causing no damage to our planes. Two enemy fighters intercepted but made no shooting passes. Phosphorous bombs were dropped inaccurately. All our planes returned safely.

18 September 1944: an armed reconnaissance mission against MARCUS ISLAND by two of our B-24's. Each airplane dropped eight five-hundred pound bombs from 14,000 feet with fifty percent hits on installations causing a large fire, smoke from which was seen to rise to one thousand feet. Anti aircraft fire was intense and accurate but caused no damage to the B-24's.

19 September 1944: a four squadron strike against CHICHI JIMA by the 27th, 38th, 392nd, and 819th Bombardment Squadrons (H). Four planes from the 392nd Squadron dropped twenty four five-hundred pound bombs on small shipping and shore and harbor installations. Ten barges were destroyed, others damaged and one fire on shore was observed emitting black smoke which could be seen twenty miles after leaving the target. Anti aircraft fire was moderate and accurate causing no damage to our planes.

22 September 1944: a night snooper mission on IWO JIMA by one of our B-24's. Thirty one hundred and twenty pound fragmentation clusters were dropped on the northern airfield with one hundred percent hits observed. There was no interception, anti aircraft fire or searchlights.

22 September 1944: a bombing strike against CHICHI JIMA with shipping as the primary target. Seven of our planes participated. As no shipping was sighted, our planes dropped thirty five-hundred pound bombs on shore installations in the harbor of FUTAMI KO. Specific damage was not observed due to cloud coverage. Anti aircraft fire was meager and inaccurate and our planes suffered no damage.

25 September 1944: a bombing strike against IWO JIMA. Eight B-24's of the 392nd Squadron in conjunction with the 27th Bombardment Squadron (H) hit the southern airfield with two hundred and thirty one-hundred pounders with excellent results. Anti aircraft fire was intense and accurate but caused no damage. Two enemy fighters intercepted aggressively causing damage to two of our planes but no casualties were suffered. A navigator of one of the 27th Squadron's planes was killed by enemy fighter action. All planes returned safely.

26 September 1944: an armed reconnaissance mission against MARCUS ISLAND by two planes. Seven thousand pounds of high explosives were dropped on enemy installations and runway with telling effect. Anti aircraft fire was moderate and inaccurate causing no damage to our planes.

29 September 1944: a training mission over PAGAN ISLAND for a new crew. Fifteen one-hundred pound bombs were dropped on the industrial plant north of the airfield. No specific damage was observed. The B-24 returned to base three hours after take-off.

The purpose of the bombing strike mission against IWO JIMA, CHICHI JIMA,

and MARCUS ISLAND is, in addition to destroying installations, to keep the airfield inoperational so that enemy bombers may not be brought in from the Japanese Empire and flown from these bases in the MARIANNAS. So far our efforts have been successful.

FRANK WHITE
1st Lt., Air Corps,
Squadron Historian.

Organizational History, 392nd Bombardment Squadron (H), 30th Bombardment Group (H), VII Bomber Command, Seventh Air Force, Army Air Force, Pacific Ocean Area, APO # 244.

1 October - 31 October 1944.

1. Date of arrival and departure from each station occupied in this theatre:

Negative

2. Losses in action:

The crew of A/P #44-40557 killed in action 21 October 1944 while on a high altitude daylight bombing strike against IWO JIMA, VOLCANO ISLANDS.

Pilot	2nd Lt. Robert L Barnsley, 0758287
Co-Pilot	2nd Lt. Richard F. Irigoyen, 0764316
Navigator	2nd Lt. Daniel V. Teeters, 0707562
Bombardier	2nd Lt. Harry Snizek, 0762959
Engineer	T/Sgt. Harold R. Line, 35098060
Ass't Engineer	S/Sgt. Anthony Palumbo, 37427527
Radio Operator	T/Sgt. Thomas V. Hudson, 13063444
Gunner	S/Sgt. William Pluth, 36750526
Gunner	S/Sgt. Harold A. Moss, 37554243
Gunner	S/Sgt. Horace F. Rzehak, 17130611

Mission No. 30-35 was a three (3) squadron raid on IWO JIMA. The twelve (12) B-24J's of the 392nd Bombrn (H) were intercepted by six (6) to eight (8) Zekes and two (2) twin engine fighters. the enemy fighters dropped approximately 20 (20) phosphorous bombs, none of which did any damage. Six (6) to ten (10) shooting passes were made from 1,000 to 2,000 feet above the formation, the majority coming from head-on. Passes were pressed in as close as 100 yards. A/P #557, piloted by Lt. BARNSELEY, was rammed by a Zeke, which struck our A/P just forward of ampenage, causing the entire tail assembly of A/P #557 to break off. Our A/P was then seen to nose down, out of control, heading for the water. Two (2) men were seen to fly out the rear and without parachutes. The belly turret was seen to come off the plane. The plane hit the water and exploded at approximately 210233Z, at a point about five (5) miles west of Airfield #1. A Jap DD or DB, which had been doing evasive circles off the west side of IWO JIMA was seen to go immediately to the spot where our plane crashed, and then to turn back toward the shore, apparently without finding any trace of survivors. A/P #557 carried CSP 1270 (CR) Reg. No. 35543. The compromise of this CSP seemed possible.

3. Awards and Decorations:

First Bronze Oak Cluster to Air Medal awarded OLIVER E ALLEN, JR, Staff Sergeant, 18218195, radio operator, Air Corps, United States Army, entered the military service from Emhouse, Texas.

The citation is as follows: "For meritorious achievement in flight. As Radio Operator of a bombardment type aircraft, he destroyed one (1) enemy aircraft during combat operations in the Central Pacific Area thus displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

First Bronze Oak Cluster to Distinguished Flying Cross awarded THOMAS J. GORE, Sergeant, 36057770, photographer, Air Corps, United States Army, entered the military service from Detroit, Michigan.

First Bronze Oak Cluster to Distinguished Flying Cross awarded JAMES D. GOBIELLE, Sergeant, 15096361, Air Corps, United States Army, entered the military service from Cleveland, Ohio.

The citation is as follows: "For meritorious achievement in flight. Each, as a member of a bombardment type aircraft, participated in an additional fifteen (15) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which exemplifies the highest traditions of the Army Air Forces."

Air Medal awarded LEONARD F. SMISSON, First Lieutenant, pilot, Air Corps, United States Army, entered the military service from Fort Valley, Georgia.

Air Medal awarded EDWARD R. DIECHMANN, Second Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Cincinnati, Ohio.

Air Medal awarded ROBERT C. HARVEY, Second Lieutenant, pilot, Air Corps, United States Army, entered the military service from San Diego, California.

Air Medal awarded JOHN S. COLLINS, Flight Officer, bombardier, Air Corps, United States Army, entered the military service from Old Greenwich, Connecticut.

Air Medal awarded WILLIAM P. MATTINGLY, Technical Sergeant, 15097842, radar operator, Air Corps, United States Army, entered the military service from Benhan, Kentucky.

Air Medal awarded EDWARD J. PEREIRA, Technical Sergeant, 39037662, engineer, Air Corps, United States Army, entered the military service from Whittier, California.

Air Medal awarded EUGENE P. HOOPER, Staff Sergeant, 11122396, assistant engineer, Air Corps, United States Army, entered the military service from Maine.

Air Medal awarded ROBERT S. JACK, Staff Sergeant, 33278655, gunner, Air Corps, United States Army, entered the military service from Munhall, Pennsylvania.

Air Medal awarded RICHARD S. WESTVOLD, Staff Sergeant, 37535339, gunner, Air Corps, United States Army, entered the military service from Wichita, Kansas.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in five (5) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf to Air Medal awarded WILLIAM C. MCINTYRE, Corporal, 6997644, gunner, Air Corps, United States Army, entered the military service from Philadelphia, Pennsylvania.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in an additional five (5) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

Second Bronze Oak Leaf to Air Medal awarded WILLIAM C. MCINTYRE, Corporal, 6997644, gunner, Air Corps, United States Army, entered the military service from Philadelphia, Pennsylvania.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in an additional five (5) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

Third Bronze Oak Leaf to Air Medal awarded JAMES D. GOBIELLE, JR, Sergeant, 15096361, photographer, Air Corps, United States Army, entered the military service from Cleveland, Ohio.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in an additional five (5) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

Second Bronze Oak Leaf to Air Medal awarded ANDREW MORRELL, Staff Sergeant, 11100421, gunner, Air Corps, United States Army, entered the military service from Norwich, Connecticut.

The citation is as follows: "For meritorious achievement in flight. As a crew member of a bombardment type aircraft, participated in an additional five (5) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

4. Organization:
Negative.

5. Personnel:
 90 officers assigned.
 0 officers attached.

 424 enlisted men assigned.
 0 enlisted men attached.
6. Airplane strength:
 14 B-24J's are assigned to this squadron.
7. Airplane Losses:
 B-24J, A/P #44-40557 lost in combat over IWO JIMA, 21 October 1944.
 This A/P was rammed by a Zeke, which struck the plane just forward of
the empennage, causing the entire tail assembly to break off. The plane
hit the water and exploded at approximately 210233Z.

The month of October marked the first anniversary of this unit overseas, the ground echelon having departed SAN FRANCISCO 13 October 1943 and joined the aircraft and crews on 22 October at BARKING SANDS Airdrome, Island KAUAI, Territory of HAWAII. There was no radical change in the trend of current operations. Shipping in the BONIN ISLANDS continued to be our primary objective, with air installations at IWO JIMA, CHICHI JIMA next in importance. Reconnaissance of YAP - WOLEAI and MARCUS continued, and, for the first time, we were scheduled to attack ground installations at HAHAI JIMA.

For the first time since 20 December 1943, we lost a plane and crew over an enemy target. The circumstances will be covered in detail in this account. Another event of importance was the arrival of the B-29's at SAIPAN. This squadron feels it has been paving the way for the SUPER-FORTS during this past year, and eagerly awaits the first BIG mission (by big we mean TOKYO).

Two crews finished their quota of missions and returned to the Mainland for re-assignment. Lt. CRAFTON completed thirty-five missions October 2nd. New orders were issued later, increasing the requirement to forty missions. Lt. MORSE and crew completed forty missions on 19 October 1944.

For the first time in our combat experience, our planes were given fighter cover over an enemy target. On 21 October, twenty P-47's escorted three squadrons of the 30th Group, including the 392nd, on a mission to IWO JIMA.

Three new crews were assigned during this month: Lt. ANDERSON and crew, Lt. KOHL and crew, and Lt. NICHOLS and crew.

Final touches on the squadron area were added during this month and living conditions have been excellent. Improvement in food came during the middle of the month, with the issuance of fresh meat, eggs and butter and some fresh vegetables - our first taste of such delicacies in ten weeks.

The day-by-day account of strikes and squadron events begins with a reconnaissance mission over MARCUS ISLAND on 2 October, with two planes over the target from 15,000 to 17,000 feet. There were 100% hits on the island, and complete photo coverage; no damage or casualties.

On the night of October 6th, two planes went to IWO JIMA on a "snooper" and night harassment mission. 60 x 120 lb frags fall on airfields and adjacent installations, with unobserved results. Weather was bad enroute. No damage or casualties.

One plane went to MARCUS on the night of the 8th, in company with a plane of the 819th, bombing through the overcast by radar. No observation of results was possible.

The first daylight mission on IWO JIMA for this month was flown on October 9th, in conjunction with other squadrons of the 30th Group. The attack was made at 1027 hours from 17,000 to 19,000 feet with 20% hits in target area, 60% on land adjacent to target, and 20% in water. Six to nine Zekes intercepted, but kept their distance, and no air victories were scored. One plane was slightly damaged by flak, and a crewman slightly injured. Phosphorous bombs were dropped by enemy fighters, with considerable accuracy, but no hits were scored. A/A was intense and accurate.

A practice mission to PAGAN was flown on the 10th, and a shipping strike was scheduled for the BONIN ISLANDS for the 392nd and 819th Squadrons for the 12th. This was the first of a series of one and two squadron strikes on shipping conducted as follows: one or two planes depart approximately ninety minutes ahead of the main formation and conduct reconnaissance at HAHA. IWO, and CHICHI JIMA. Any shipping sighted is reported by radio to the main force, which goes directly at the target. Subsequent attacks on shipping in the BONIN ISLANDS have been carried out by this plan.

At the movies on the night of the 11th, a nightly newscast was begun by the Assistant Intelligence Officer, Lt. JAMES G. CLOVER. His commentary, plus "asides", and humorous stories have become about as much of an attraction as the feature picture.

A shipping strike was made at CHICHI JIMA the 12th of October with installations in the small boat basin, FUTANI KO, as the secondary target. Overcast made observation difficult, and gas shortage made further search impossible. Bombing was by flights on targets of opportunity. About 10% of bombs were observed in the water, and one fire was burning in the South East shore of the boat basin. Accurate observation was impossible and photos showed very little damage. Attack from 14,000 to 16,000 feet, all planes carrying 500 pound bombs. A/A was moderate but inaccurate. All planes and personnel returned safely and intact.

For the sake of the record, we would like to insert our heart-felt thanks to the island Insect Control Program. D.D.T. has been sprayed by plane and by hand, thereby eliminating all mosquitoes and most of the flies.

In addition to another practice mission to PAGAN, three squadrons went to IWO JIMA on the 15th of October. Ten planes of the 392nd were on this mission, hitting the island at 1205 hours, with 300 x 100 lb bombs. All fall short and to the right of the designated target area, but did considerable damage. However, our final score was Zero for the day. A/A was moderate and mostly inaccurate. Interception began over the target, by five Zekes, who made several half-hearted passes, and headed home after ten minutes. We claimed one damaged in this phase of the attack. Five minutes later

a "Nick" came down out of the sun in a surprise attack, but lost his nerve at 1000 yards, when greeted by about 500 rounds of .50 caliber bullets from our top turret gunners, who definitely were not asleep at the switch. This plane made a couple more faint-hearted attempts to join his ancestors, and then headed for home. One B-24 received minor flak damage; no casualties.

A quick mission was flown against shipping at HAHJ JIMA on the 17th, search planes reported the presence of several enemy AK's, AP's, and a DE, heading toward the BONINS. We were notified at 162100 hours, briefed at 170400 hours, and found most of the reported vessels in two harbors, north and south of OKIMURA TOWN, HAHJ JIMA. The attack was made from 14,000 to 16,000 feet, probably too high for effective bombing on dispersed shipping. Several near misses resulted but no hits were registered. A/A was meager and inaccurate. Although one plane received minor damage, all personnel came through OK.

On the 18th, one plane of the 392nd, together with one of the 27th, flew a bombing and reconnaissance mission to YAP. A/A was meager, inaccurate. 100% hits.

Extract from War Diary: 20 October 1944: MAC ARTHUR'S FORCES HAVE LANDED IN LETTE ISLAND, PHILLIPPINE ISLANDS IN GREAT FORCE X
All hands received the news with great elation. Although out of our territory, it's a major a step in our journey HOME.

The third daylight mission over IWO JIMA for October, was scheduled for the 21st. the 27th and 819th Squadrons, in addition to the 392nd participating. This mission seems to mark a high point in our combat activities, due to several reasons. First, it is the first mission flown by this Squadron with fighter escort; second, we lost our first B-24 and crew ever over a target in exactly ten months of combat action; third, our friend, "Mr. Hick" made a reappearance and met a timely and well-deserved end at the hands of eight P-47's, and lastly, the entire action was described and transcribed on a wire-recorder by Lt. ALEXIS WITMER, flying as an observer. Briefing was held at the 819th Squadron Headquarters, with all crews and fighter pilots present. Fighters, escorted by three B-24's, were scheduled to take-off one hour and twenty minutes after the bomber formation. the attack plan was for the B-24's to go in, drop bombs, and head for MINIMAI ROCK, forty miles south of IWO, and here to rendezvous with twenty P-47's of the 318th Fighter Group, who considered that point to be the limit of their effective range. Three B-24's accompanied fighters as "Mother Ships" to and from the target area, for aid in navigation. Schedule for the day was as follows:

Rise: 0500	T/O for Escort: 0845
Breakfast: 0515	T/O for Fighters: 0820
Trucks: 0545	Time of Attack: 1130
Engines: 0650	Time of Rendezvous: 1145
T/O for Strikes: 0700	Time of Return: 1600

(Schedule included as an example, since they are similarly set-up for all missions).

The following is an excerpt is from our War Diary:

Mission Summary:

Twelve B-24's were assigned to this mission; eleven on strike over the target, one as a navigation plane to lead the formation of P-47 fighter escorts to and from the target. One plane was forced to turn back due to malfunction of turbo-supercharger sixty miles south east of the target. The remaining ten planes were over the target at 1131, dropping 60 x 500 lb G.P. bombs from 18,000 to 19,000 feet with 90% hits in target. One plane was forced to salvo bombs but they hit on land near the target area. No damage to enemy installations was observed. the formation was intercepted by six to eight Zekes directly over the target, twenty phosphorous bombs were dropped, none exploding close enough to cause any damage. These fighters immediately began shooting passes concentrating on the 392nd formation. About ten passes were made all very aggressively pressed some as close as 100 yards. One fighter made a head on attack from 2 o'clock high, all forward firing guns concentrated on this plane which was obviously hit badly when within 200 yards of the formation. This plane instead of breaking off the pass continued and careened to the right and down, out of control, and rammed the B-24, #557, MISS FIT, piloted by Lt. BARNESLEY. The entire tail was sheared off just aft the camera hatch and fell free of the rest of the plane. The fighter disintegrated in the collision. Our B-24 fell out of control and went into a flat spin. It took two and one half minutes to hit the water according to the recorded narrative of an aerial observer, Lt. WITMER, who was giving a word description of the attack on the new Wire recorder, an instrument developed by the Air Force for a voice record of a mission and being carried for the first time on this mission. The B-24 exploded when it hit the water. A Jap destroyer or DE in the vicinity made a dash for the wreckage, and if anyone survived, they probably were taken prisoner, although this does not seem probable. The balance of the formation continued under attack for ten or fifteen minutes longer. Another fighter was shot down by S/Sgt Mc INTYRE, nose gunner on A/P #838 - Lt. SMISSON's plane. the P-47 escort was sighted at about 0245Z, about 15 minutes after leaving the target. Most of the enemy interceptors were gone or leaving; however, a flight of P-47's shot down one T/E NICE in sight of our formation. Of the twenty P-47's, only eight were able to get into position to attack. the attempt at best was only partially successful, but may tend to keep the ZEKES a little more worried of our bomber formations in the future.

Saddened by the loss of Lt. BARNESLEY and his crew, and confused by many orders and changes of orders were made necessary by the tense situation in the PHILLIPINES, and the ensuing naval engagement in waters surrounding LEYTE and SAMAR ISLANDS, the last ten days of the month seemed almost an anti-climax to those long minutes over IWO JIMA on the 21st.

Two planes went to IWO JIMA again on the night of the 22nd on a harassment and snooper mission without incident. A practice mission was flown to PAGAN on the 23rd by one plane, and three planes did low level practice bombing on MEDINILLA on the same date. One plane accompanied General LANDON, flying the PACIFIC TRAMP, on a bombing and reconnaissance mission to YAP ISLAND on October 24th. A mission was scheduled and briefed for a strike on HAHA JIMA on 26 October, and then cancelled, all planes being put on the alert to support our naval forces, then in the midst of the of the Battle of the PHILLIPINE Sea. This alert order was rescinded at 1500 hours on the 26th. A three squadron raid on IWO JIMA was scheduled and cancelled on the 27th, and a shipping strike was substituted for the 392nd at HAHA JIMA. A search plane departed one hour ahead and reported enemy vessels at OKIMURA HARBOR, ten planes made the attack 14,000 to 16,000 feet, with negative results; no hits in the water. No A/A, damage or casualties. One plane was abortive. The last mission flown this month was another snooper to IWO JIMA, accomplished without incident.

Payday came promptly on schedule, two combat crews and thirty ground men returned from rest leave in OAHU, and the same number departed for rest during the month. For most of the ground men, this was their first taste of good food, plenty of beer and relaxation, in ten months of actual combat. During this month, twelve crews were given training and practice in low altitude bombing and strafing. Several classes in merchant ship recognition were conducted stressing small enemy merchant and transport craft.

Morale has been fair, but not improving. Fresh food helped temporarily. Most men, faced with the realization that they have been away from home a year, and without prospect of immediate return, are beginning to feel discouraged about their individual problems, in spite of the continued good news of progress on all fronts. Weather conditions have improved this month, and coral sidewalks throughout the camp area has licked the mud situation. Special letters of commendation for a high state of efficiency to both the engineering and transportation sections were given by the Commanding Officer. (enclosed)

Attached are pertinent photos and documents supporting the main features of this narrative, submitted 10 November 1944.

FRANK WHITE
1st Lt., Air Corps,
Squadron Historian.

Organizational History, 392nd Bombardment Squadron (H), 30th Bombardment Group (H), VII Bomber Command, Seventh Air force, Army Air Forces, Pacific Ocean Areas, APO # 244

1 November - 30 November 1944.

1. Date of arrival and departure from each station occupied in this theatre:

Negative.

2. Losses in action:

Negative.

3. Awards and Decorations:

Distinguished Flying Cross awarded CARROLL W. PROSSER, First Lieutenant, pilot, Air Corps, United States Army, entered the military service from New York, New York.

Distinguished Flying Cross awarded KENNETH G. GANNON, Sergeant, 35541215, photographer, Air Corps, United States Army, entered the military service from Toledo, Ohio.

The citation is as follows: "For meritorious achievement in flight. Each, as a member of a bombardment type aircraft, participated in fifteen (15) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which exemplifies the highest traditions of the Army Air Forces."

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded THOMAS R. COLEMAN, First Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Toledo, Ohio.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded WALTER L. CRAWFORD, First Lieutenant, pilot, Air Corps, United States Army, entered the military service from El Cajon, California.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded STANLEY A. GIBSON, First Lieutenant, navigator, Air Corps, United States Army, entered the military service from Hartford, Connecticut.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JOSEPH C. HOGG, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Stuttgart, Arkansas.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded ELMER E. COX, Technical Sergeant, 18086321, Air Corps, United States Army, entered the military service from Chicago, Illinois.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded WILLIAM E. NAYLOR, Technical Sergeant, 16075748, Air Corps, United States Army, entered the military service from East St. Louis, Illinois.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded RICHARD N. PENDLETON, Technical Sergeant, 31127358, radar operator, Air Corps, United States Army, entered the military service from Westfield, Massachusetts.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded ROBERT L. CARNELL, Staff Sergeant, 15354654, assistant engineer, Air Corps, United States Army, entered the military service from Toledo, Ohio.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded JACK A. LANGE, Staff Sergeant, 13171151, armorer, Air Corps, United States Army, entered the military service from Pittsburg, Pennsylvania.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded ANDREW MORRELL, Staff Sergeant, 11100421, gunner, Air Corps, United States Army, entered the military service from Norwich, Connecticut.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded KENNETH G. GANNON, Sergeant, 35541215, photographer, Air Corps, United States Army, entered the military service from Toledo, Ohio.

The citation is as follows: "For meritorious achievement in flight. Each, as a member of a bombardment type aircraft, participated in an additional fifteen (15) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which exemplifies the highest traditions of the Army Air Forces."

Air Medal awarded WILLIAM A. STRASSER, Staff Sergeant, 32351308, gunner, Air Corps, United States Army, entered the military service from Valley Stream, New York.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in five (5) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

First Bronze Oak Leaf Cluster to Air Medal awarded JOHN W. DONNELLY, Second Lieutenant, navigator, Air Corps, United States Army, entered the military service from Philadelphia, Pennsylvania.

First Bronze Oak Leaf Cluster to Air Medal awarded CHARLES M. HENDRIX, JR., Second Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Buncombe, North Carolina.

First Bronze Oak Leaf Cluster to Air Medal awarded EDWARD J. LISOVICH, Second Lieutenant, navigator, Air Corps, United States Army, entered the military service from Newark, New Jersey.

First Bronze Oak Leaf Cluster to Air Medal awarded ALFRED L. REGNIER, Second Lieutenant, pilot, Air Corps, United States Army, entered the military service from Newkirke, Oklahoma.

First Bronze Oak Leaf Cluster to Air Medal awarded BENJAMIN F. ROSS, Second Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Los Angeles, California.

First Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM W. VICKERY, Second Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Valley Mills, Texas.

First Bronze Oak Leaf Cluster to Air Medal awarded MANUEL LAFORM, Technical Sergeant, 18089476, radio operator, Air Corps, United States Army, entered the military service from El Paso, Texas.

First Bronze Oak Leaf Cluster to Air Medal awarded FRANK H. NEILL, Technical Sergeant, 31281146, engineer, Air Corps, United States Army, entered the military service from New Britain, Connecticut.

First Bronze Oak Leaf Cluster to Air Medal awarded MAX A. SAINT, Technical Sergeant, 37519715, engineer, Air Corps, United States Army, entered the military service from Goodland, Kansas.

First Bronze Oak Leaf Cluster to Air Medal awarded RICHARD J. BARRON, Staff Sergeant, 12074913, gunner, Air Corps, United States Army, entered the military service from Brooklyn, New York.

First Bronze Oak Leaf Cluster to Air Medal awarded JOHN W. GENSEL, JR., Staff Sergeant, 36481544, gunner, Air Corps, United States Army, entered the military service from Pekin, Illinois.

First Bronze Oak Leaf Cluster to Air Medal awarded GEORGE F. GESKE, Staff Sergeant, 37438441, gunner, Air Corps, United States Army, entered the military service from Bloomington, Illinois.

First Bronze Oak Leaf Cluster to Air Medal awarded DONALD C. HOEHN, Staff Sergeant, 20713514, gunner, Air Corps, United States Army, entered the military service from Princeton, Minnesota.

First Bronze Oak Leaf Cluster to Air Medal awarded MILTON KATZMAN, Staff Sergeant, 11130051, gunner, Air Corps, United States Army, entered the military service from Fall River, Massachusetts.

First Bronze Oak Leaf Cluster to Air Medal awarded HOMER W. Mc BRAYER, Staff Sergeant, 35772282, gunner, Air Corps, United States Army, entered the military service from Morehead, Kentucky.

First Bronze Oak Leaf Cluster to Air Medal awarded ROBERT H. TRUE, Sergeant, 18016480, gunner, Air Corps, United States Army, entered the military service from Denver, Colorado.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in an additional five (5) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

Second Bronze Oak Leaf Cluster to Air Medal awarded NEIL A. CHAPMAN, Second Lieutenant, bombardier, Air Corps, United States Army, entered the military service from August, Maine.

Second Bronze Oak Leaf Cluster to Air Medal awarded LAURENCE R. GILBERT, Second Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Squantum, Massachusetts.

Second Bronze Oak Leaf Cluster to Air Medal awarded ROBERT W. STANLEY, Second Lieutenant, navigator, Air Corps, United States Army, entered the military service from Fairport Harbor, Ohio.

Second Bronze Oak Leaf Cluster to Air Medal awarded WILLIAM S. STROUD, Technical Sergeant, 18166824, assistant engineer, Air Corps, United States Army, entered the military service from Shady Point, Oklahoma.

Second Bronze Oak Leaf Cluster to Air Medal awarded JULIO R. DIAZ, Staff Sergeant, 39856292, gunner, Air Corps, United States Army, entered the military service from Phoenix, Arizona.

Second Bronze Oak Leaf Cluster to Air Medal awarded JOHN M. HINES, Staff Sergeant, 36643708, gunner, Air Corps, United States Army, entered the military service from Chicago, Illinois.

Second Bronze Oak Leaf Cluster to Air Medal awarded KENNETH G. GANNON, Sergeant, 35541215, photographer, Air Corps, United States Army, entered the military service from Toledo, Ohio.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in an additional five (5) strike sorties against the enemy displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

Third Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH R. JAMISON, Second Lieutenant, co-pilot, Air Corps, United States Army, entered the military service from Cleveland, Ohio.

Third Bronze Oak Leaf Cluster to Air Medal awarded GEORGE H. WUDECK, Second Lieutenant, navigator, Air Corps, United States Army, entered the military service from Chicago, Illinois.

Third Bronze Oak Leaf Cluster to Air Medal awarded OLIVER E. ALLEN, JR., Technical Sergeant, 18218195, radio operator, Air Corps, United States Army, entered the military service from Emhouse, Texas.

Third Bronze Oak Leaf Cluster to Air Medal awarded CLAUDE M. GALLOWAY, Technical Sergeant, 35693930, radio operator, Air Corps, United States Army, entered the military service from Drake, Kentucky.

Third Bronze Oak Leaf Cluster to Air Medal awarded JAMES L. GARRISON, Technical Sergeant, 34447770, radar operator, Air Corps, United States Army, entered the military service from Carrollton, Georgia.

Third Bronze Oak Leaf Cluster to Air Medal awarded IRWIN H. ROSEN, Technical Sergeant, 12146195, radar operator, Air Corps, United States Army, entered the military service from New York City, New York.

Third Bronze Oak Leaf Cluster to Air Medal awarded ROBERT E. HARRIS, Staff Sergeant, 32737556, gunner, Air Corps, United States Army, entered the military service from Elmira, New York.

Third Bronze Oak Leaf Cluster to Air Medal awarded KENNETH G. GANNON, Sergeant, 35541215, photographer, Air Corps, United States Army, entered the military service from Toledo, Ohio.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in an additional five (5) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

Fourth Bronze Oak Leaf Cluster to Air Medal awarded WILBUR B. DEHNE, Captain, pilot, Air Corps, United States Army, entered the military service from Oregon.

Fourth Bronze Oak Leaf Cluster to Air Medal awarded JOSEPH C. HOGG, First Lieutenant, bombardier, Air Corps, United States Army, entered the military service from Stuttgart, Arkansas.

Fourth Bronze Oak Leaf Cluster to Air Medal awarded KENNETH G. GANNON, Sergeant, 35541215, photographer, Air Corps, United States Army, entered the military service from Toledo, Ohio.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, participated in an additional five (5) strike sorties against the enemy, displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

Fourth Bronze Oak Leaf Cluster to Air Medal awarded ROBERT L. CARNELL, Staff Sergeant, 15354654, gunner, Air Corps, United States Army, entered the military service from Toledo, Ohio.

The citation is as follows: "For meritorious achievement in flight. Each, as a crew member of a bombardment type aircraft, destroyed one (1) enemy aircraft during combat operations in the Central Pacific Area thus displaying high professional skill, courage, and devotion to duty which reflects great credit upon himself and the Army Air Forces."

4. Organization:
Negative.

5. Personnel Strength:
98 officers assigned.
0 officers attached.

445 enlisted men assigned.
0 enlisted men attached.

6. Airplane Strength:
14 B-24's are assigned to this squadron; 9 of which are B-24J's, and 5 are B-24L's.

7. Airplane Losses:
B-24J, A/P # 42-109870 wrecked on take-off 22 November 1944

Accident caused by co-pilot's raising landing gear prematurely on take-off. When the co-pilot felt the airplane leave the ground, he glanced at the air speed indicator, which read 110 mph, and without proper authority, began to raise the landing gear. Co-pilot stated that his action must have been prompted by the nearness of the end of the runway. The A/P settled back on the runway. The right landing gear was partially retracted by this time, and aircraft settled down until unable to control its speed, the number 4 propellor dug into the ground. Pilot hit left brake in an endeavor to keep the plane travelling straight ahead. Plane pulled to the right and the tail swung in arc to the left. It avoided parked vehicles and personnel, and came to a stop on right of runway. The plane was totally demolished. Three crew members received superficial wounds. This plane was piloted by Lt. Carroll W. Prosser and was scheduled for TRUK mission, No. 30-70.

NARRATIVE:

Targets of the 392nd Squadron during the month of November continued to be the same as the previous month, namely: air installations at IWO JIMA and MARCUS, and enemy shipping in the vicinity of CHICHI JIMA and HAHAI JIMA. Also a visit to our old "friend" TRUK, in conjunction with the 38th Squadron. This strike on TRUK was of particular interest because it marked the first instance in which our B-24's flew over a target with fighter escort. Twenty-two Liberators were accompanied by twenty-four P-38's in an attack on MOEN and PARAM Airfields. Three ZEKES were destroyed, plus one probable and one damaged, by the Lightnings. This, of course, pleased the B-24 boys very much and they all described it as being a "swell show".

The month of November brought the first air raids to SAIPAN since 20 July. On the night of 2 November, an estimated nine Nip planes, probably BETTYS, dropped incendiaries in a low-level bombing and strafing attack on ISLY Airfields No. 1 and No. 2, resulting in minor damage to the runways and a small number of aircraft. Air flash red was given at approximately 1539Z with the all clear sounding at 1730Z. One enemy aircraft, first believed to be a BETTY and later identified as a SALLY, was shot down by automatic weapons and crashed in flames into the 806th Engineer area killing four men. One enemy aircraft was shot down by P-61 night fighters. Another enemy aircraft exploded over EAST FIELD, cause unknown.

Again on the night of 6 November, there were two separate air raids. The first red alert sounded at 1547Z. Five enemy planes were picked up North west of SAIPAN. One night fighter made a contact but was not able to attack the enemy plane due to successful evasive action. Two enemy aircraft were destroyed by A/A fire. All clear sounded at 1619Z. the second Air flash red was called at 1830Z. Five to six enemy aircraft bombed and strafed from low altitude with negative results. A/A fire destroyed one of the attacking planes off KAGMAN POINT. The all clear sounded at 1940Z. No damage or casualties resulted from either of these raids.

The squadron observed a holiday on 4 November commemorating its first move to the forward area. A year before on that date, the ground echelon left KAUAI for CANTON in the PHOENIX ISLANDS for the beginning of our combat operations.

Another air flash red was sounded on 24 November at 0200Z. A P-38, flying at 27,000 feet made contact with a twin engine enemy aircraft, identified as an IRVING, ten miles North West of TINIAN, and shot it down.

On 24 November, the Squadron observed its Thanksgiving. It broke precedent - a common thing for Thanksgiving these years - by celebrating one day late. The squadron observed it as a holiday with everyone except the Mess section and necessary guards free to do as he wished.

A tour of the island was arranged to highlight the day. All the points of interest and tragedy - MARPI POINT, Suicide Cliffs, the sites of the futile bonzai charges - were pointed out by captain HALL of the Second Marine Division who acted as guide. Captain HALL is a veteran of the fighting here, and his knowledge of the island were appreciated by all who took the tour, Dinner featured chicken, a ration of beer and a double-feature movie completed our second overseas Thanksgiving.

Again on 26 November at 1515Z, ISLEY FIELD No. 1 was attacked by a single low flying enemy aircraft on a combined bombing and strafing run. One B-29 was destroyed and one other was seriously damaged. In addition, one gasoline truck was blown up.

On 27 November at 0310Z, ISLEY FIELD No. 1 and No. 2 were attacked by an estimated sixteen ZEKES. Our losses were: three B-29's and one P-47 destroyed, and three B-29's, and one C-47 and one B-24 damaged. Casualties to personnel on the island consisted of three men killed and forty-seven wounded. A/A defenses destroyed ten of the ZEKES, and P-47's and P-38's destroyed six more. The raid lasted 20 minutes.

Boy, are we losing sleep this month! Another red alert on the night of 23 November at 1550Z. Six to eight enemy bombers, probably BETTYS, approached at high altitude from the North and South West. Six to eight bombs were dropped and hit off the East end of ISLEY No. 1, causing no damage or casualties. A/A batteries on TINIAN reported destroying two enemy bombers. A/A batteries on SAIPAN claim damage to another. Air flash white sounded at 1755Z.

November 1944 marks the anniversary of our squadron in combat. It was on 20 November 1943 that we flew our first combat mission, CANTON ISLAND to MILLE. On 30 November 1943, our bombers hit MALEOLAP where our gunners destroyed eleven enemy fighters.

Operations:

Seven squadron missions and one night snooper mission were completed during the month.

Sixty-two airplanes reached their assigned targets, flying a total distance of 12,542 statute miles on all missions, and 108 1/2 tons of bombs were dropped with results varying from thirty to one hundred percent hits.

Interception was encountered on three missions, all over IWO JIMA, and one enemy plane was destroyed by our gunners.

Anti-aircraft fire over IWO JIMA was generally meager and inaccurate. Meager and inaccurate A/A fire was also experienced on the TRUK mission. A/A at CHICHI JIMA was a different story, as three of our planes were damaged on as many missions.

Two crews completed forty missions: Lt. Smisson and Lt. Allison. they returned to the States for reassignment.

Six combat crews were assigned to the squadron during the month: Lt. NICKOLS, Lt. ESTES, Lt. MC CLELLAN, Lt. BURKE, Lt. KNEBEL, Lt. JETER and their respective crews.

The squadron also received five new B-24L's during the month of November. Three of our battle-weary B-24J's were retired and put out to pasture.

Captain DEHNE, our Operations Officer, returned from OAHU after a prolonged (due to transportation difficulties) stay. "Straight-edge" looked sharper than ever after this extended rest leave.

INTELLIGENCE:

Five full strength and several single plane missions were briefed during this month. For the first time, we used the balopticon to conduct a briefing instead of large maps as has been our custom here-to-fore. The principal advantage is speed of preparation. The targets in this case were MOEN and PARAM Islands in TRUK Atoll. Since this was our first TRUK mission in several months, we had no large size maps available. Small charts taken from air target folders were substituted. A/A was plotted, plan of attack and other necessary information were quickly drawn in on a series of maps, and in one hour, we were ready to present a briefing. We were notified of the change of target at 1600 and briefing was presented at 1730.

In anticipation of our move to a new area, we utilized frag cluster bomb boxes to build desks and chairs for all personnel of the section. For the first time, everyone has adequate desk space to do his individual job. Present T/E allowances for the section are totally inadequate to store the large amount of material received from higher echelons and used in the day-to-day operation of the section.

Since this month marked the end of our first year of combat activity, we began to compile the vital statistics for that period of operation. From mission data folders we obtained the following information:

- Missions flown: 115
- Total targets: 19
- Distance flown: 192,230 statute miles.
- Tonnage dropped: 1,265
- Enemy a/c losses: 33
- Ships sunk: 1
- Aircraft losses:
 - in combat: 4
 - operational: 3
- Personnel losses:
 - in combat: 32
 - accidental: 1

Distances flown constitutes the total air line distances from home base to target and return. It is not total mileage flown by all aircraft.

COMMUNICATIONS:

Attendant to the acquisition of five new B-24L's during the month of November, were a number of radio "bugs" common to all new airplanes. Among the malfunctions most frequently occurring, the posts for the radio compass sense antennae had a persistent trend of breaking loose from the skin of the aircraft. However, with the aid of the sheet metal specialists of this squadron, the damage was repaired and a stranger installation made. On several of the new planes, the navigator's interphone has been reported as defective. The radio mechanics have as yet been unable to determine the causes of this trouble, since all interphone stations consistently ground-check perfectly.

During the latter part of the month, the Communications Section moved from its old location on ISLEY No. 1 to a new location in a quonset hut on ISLEY No. 2. The new location is fine, even better than the shop which the section occupied at MARCH FIELD.

Since the advent of the B-29's, the priority of a B-24 squadron seems to be extremely low in regard to securing supplies. Several table of equipment items, namely a test set, I-56, and a public address system, PA-5, which are badly needed, seem impossible to obtain since they have been on requisition for over a year with no results. Spare parts needed for airplane maintenance are often hard to get.

ARMAMENT:

During November, in addition to its regular duties of maintenance, the Armament and Bombsight Section aided in the final training of six new combat crews assigned to the squadron and also concerned itself with the new maintenance problems presented by the recently acquired B-24L's. Pilots and co-pilots were given an autopilot examination as an aid in improving their flying on the autopilot. Past experience has shown that the majority of pilots need additional instruction in the proper adjustment of the autopilot.

Little trouble was encountered with bombsights. An unusual malfunction was recorded when, in one instance, the telescope cable slipped off one of the guide pulleys. Bombsights, generally speaking, are in good condition since they are rarely operated more than 30 minutes during a mission. Bombsight stabilizers require much more attention as they are in continual operation during a mission. The main malfunction encountered, was with their commutator brushes. Soft brushes wear fast.

With the autopilot equipment outside of routine maintenance due to mainly to the oceanic climate, a series of poorly-depot-coated amplifier units were encountered, and subsequently replaced. Much trouble is expected from the servo units (Chicago manufactured) on the B-24L's. the Chicago-built servo unit is not equal in performance to the Honeywell-built servo unit.

The most frequent trouble with bomb racks was the A-2 releases which would not release electrically in the air, but would ground check satisfactorily. This malfunction is a mystery which all would like to solve.

Maintenance of turrets and flexible guns was routine except when airplanes arrived with new installations. "Bugs" would appear that require "home" manufacturing before they operate to satisfaction.

Technical orders and parts catalogues still lag behind the arrival of new installations. This condition results in poor maintenance until parts can be properly ordered from the depot.

Operationally, the Armament Section is handicapped by a shortage of personnel. Additional airplanes coupled with personnel lost to various squadron details, continued to impair the overall efficiency. M/Sgt. ERNEST BARKER, T/Sgt. TYRA ROBERTS, and S/Sgt. STEVE SADVARI deserve special commendation in view of their efforts and skill in the successful pursuit of armament and bombsight maintenance.

ENGINEERING:

During the month of November the 392nd dispatched 111 flights of which 78 were combat missions of over eight hours average. The flights totaled 763 hours and approximately 213,000 gallons of gasoline were used. For the month, the maintenance included 9 engine changes and 12 airplanes repaired for combat damage. The maintenance sections had a 13 airplane average per day in commission. The first major damage was received this month due to enemy fighter straffing to our parked airplanes. Three 20 MM and about six 7.7 hits were scored in the right outer wing section. The airplane was transferred to the depot for outer wing section replacement along with minor repair to other parts.

The losses for the month were three war weary airplanes transferred to rear echelon for replacement and one airplane destroyed on a take-off accident.

During the month, all the sections of this organization moved from ISLEY #1 ISLEY #2. Operation continued normally regardless of the extra work imposed on the personnel concerned in moving shop accommodations and maintenance equipment. An additional load was imposed on the men due to details in addition to the normal amount for the building of a new camp area as well as building quonset huts for the line maintenance to replace the present tents. Other duties carried by the Engineering Section, more than normally encountered, was the fact that five new B-24L's were received necessitating the usual shake-down and check readying them for combat as well as readying the war weary airplanes for transfer.

A squadron holiday was scheduled for the 24th to celebrate our second Thanksgiving overseas. This was the most nearly complete holiday for the Engineering Section, to date, as only four men had work to do. On previous holidays, this section has had to completely ignore them, or partially, due to important maintenance work.

ORDNANCE:

The month of November found the Ordnance Section working under the handicap of three men in the hospital, two men on new area detail and one man on an emergency furlough. However, extra effort exerted by the remainder of the men made their absence unnoticable.

The Ammunition Section, under S/Sgt. GEORGE D. MISUNAS, serviced the aircraft with 155 tons of bombs. This included 100 and 500 General Purpose bombs, and 120 pound fragmentation clusters. To add to the consternation of the enemy, long delay fuses, i.e., 1 hour, 2 hours, 6 hours, 12 hours and 24 hours, were put to use against the japs on IWO JIMA. It was the first time fuses of this type have been carried by this squadron since its arrival in this theatre of operations.

The Supply and Maintenance Section, under S/Sgt. MOWRER, kept the planes supplied with flak equipment, cleaning and preserving materials, and spare parts of all descriptions. The average monthly expenditure of cleaning materials for our aircraft is as follows: 300 caliber 50 brushes, 125 caliber 30 brushes, 40 quarts of lubricating oil, 4 gallons of recoil oil, and 25,000 patches. An ample supply level is kept in stock at all times - a fact that can be readily verified by the Armament Section.

Activities which can be classified as other than Ordnance were participated in by our section during the month of November. Members of the Ammunition Section narrowly escaped injury when their bomb-laden trailers were strafed by the enemy on 26 November. Following the attack, 20 MM shell fragments were found imbedded in one truck and one trailer, while another trailer was centered between two rows of indentations made caliber 50 machine gun bullets. Cuts and bruises were suffered by several but, although instigated by the enemy, the evasive action employed was responsible for said injuries and consequently our gallant men could not be awarded the Purple heart.

Ordnance has done its share in making life on SAIPAN as enjoyable as possible for the Pathfinders. For example, the enlisted men's day room was constructed mainly by T/Sgt. ROBERT R. TERRY, Section Head. Other Ordnance men have spent much time preparing our new camp area. So many man hours, in fact, have been employed by our men in undertakings bearing no resemblance to that for which we were trained that it has been suggested we further ramify our section so as to include a construction battalion.

We are proud to say that the month of November, as all preceding months spent in this theatre, saw no delay in missions because of bombs not arriving at the planes in ample time to load and, though the work entails some degree of danger, no personnel injuries were sustained.

MEDICAL:

There were no serious illnesses in the squadron during the month of November. The several air raids, however, resulted in occasional abrasions and contusions due to rapidity of movement necessary to get one's foxhole

in the ten seconds allowed. Air raids have a rather pleasant effect after they are over. They provide plenty of material for conversation for the days that follow.

RADAR:

Five B-24L radar-equipped airplanes were assigned to the squadron during the latter days of November. These airplanes contain the SCR-717-B search radar, and AN/APQ-5B homing equipment, SCR 729-A Interrogator, AN/APN-1 low altitude altimeter and Loran Navigational equipment. Total radar-equipped airplanes in the squadron now number six. All SCR-521 search radar sets have been removed from the planes.

Maintenance and training of radar operators has been and still is a problem due to the total absence of spare parts within the squadron. The Signal Section of the 71st Service Group does not have adequate spare parts for the proper maintenance of the radar. All spare parts authorized by the TO & E and the TME have been requisitioned for several weeks.

Nor radar operations of importance occurred during the month due to the lack of radar-equipped planes in the squadron.

GENERAL ITEMS:

Great activity during the month digging foxholes. Excavation produced many types to suit the individual taste. Some were deep, some shallow, some sand-bagged, some covered and some just a plain hole in the ground. But every man was sure he had the best damned foxhole on the whole island.

One of our Liberators was patched with aluminum from the fuselage of a Zeke that caused the damage during a strafing run on ISLEY #2 airfield.

Christmas packages received by members of the squadron from home during the month, reached the unprecedented total of three hundred and fifty bags.

The 392nd maintains both a line and a camp area. During the low altitude fighter strafing attack on 26 November, several men were on duty at the Engineering Section despite the fact that the attack came at the regular lunch hour.

Two of these men together with Lt. ROBERT HARVEY have described their feelings and actions during the twenty minute attack in which fourteen Jap planes were destroyed.

Lt. HSARVEY: "While loading bombs for a mission to IWO JIMA, Lt. STOWELL, T/Sgt. MATTINGLY, and S/Sgt WESTVOLD, and myself heard rapid-fire guns from the direction of ISLEY #1. We assumed it to be practice fire from ground batteries until two Zekes were seen to peel off over the block houses at the north side of ISLEY #1.

We immediately manned the waist and tail guns of our plane, DEADEYE II, and S/Sgt WESTVOLD, in the left waist, made some hits on the Zeke that was shot down by the multiple 50 caliber battery at the west end of ISLEY. After the pass was over, things quieted down and the guns were stowed.

Soon the planes came back and we manned the guns again. I was in the tail position and saw bullets hit the ground between the airplane and the runway. At this time a Zeke was seen to explode over the dispersal area and the pilot bailed out. We saw him hit the ground near the runway behind airplane #870. I could not bring the tail guns to bear on him so i moved to the left waist which was jammed. After clearing the jam, a barrage of fire was thrown in the area where the Jap was hiding so that he could not break and run. A Negro marine came across the runway with a carbine and shot and killed the Jap.

The only damage to the 392nd planes was a damaged main spar on A/P #219 and a few holes in A/P #494.

Sgt. JOE GUTHRIE of Tech Supply also witnessed the strafing attack and relates his experience: "I was in Tech Supply when I heard the sound of firing, and M/Sgt. BLANKENSHIP, who was standing outside the tent yelled, "Japs!". I ran out, thinking it was some sniper who had managed to sneak down from the hills. I saw everyone heading for the only foxhole in our vicinity so I joined in. The foxhole was full before I got there and so a few of us ran toward the open field between the taxiways east of our runway. I stopped by a pile of boxes that were stacked up and saw one plane very low, coming straight for me. I dodged behind the boxes and watched him go overhead. the pilot bailed out. I saw his body later after he had been shot be a Negro marine.

During the next few minutes, four more planes were shot down over ISLEY #1. Most of us just stood around and watched the fireworks, cheering like we were at a football game. It was soon over but I know I won't forget it for a long time".

Sgt. HARVEY PATTERSON, of the Sheetmetal Section of Engineering, describes his experience: "I was standing outside the Tech Supply tent with M/Sgt. BLANKENSHIP when we saw a low flying fighter plane skimming along the edge of ISLEY #1`. He was in a shallow dive about 100 feet up at the start, he coasted down going fast, and the ground A/W batteries were firing at him. the Jap rammed into a B-29 parked near A.T.C. The A/W position near our line area was credited with this plane.

We had run out to the field near the Engineering Section tent and for a few minutes it looked like everything was all over. I walked back to the tent, when suddenly I saw a plane coming in from the direction of ISLEY #1 and heading straight for our area. Every gun was firing at it. I jumped behind some sandbags, and I could hear a bullet hit the vertical stabilizer of A/P #613 which was parked nearby. The enemy plane crashed on ISLEY #2 and a Negro Marine and one of our combat men started after the pilot who had bailed out".

To most of us in the 392nd on SAIPAN, November marked our baptism by enemy action. During our 13 months of overseas duty, we have been fortunate in not having to deal with enemy air attacks.

However, this month - the month of sleepless nights - we discovered something new, the enemy on the offensive. It was heartbreaking to watch B-29's going up in flame and smoke.

We were well aware, however, that these air attacks were a feeble, although successful, finale to enemy activity here. We were aware also of forthcoming operations that will make SAIPAN a safe base for further and prolonged operations against the very core of infamy - TOKYO and the Japanese Empire.

FRANK WHITE,
Captain, Air Corps,
Squadron Historian.

Organizational History, 392nd Bombardment Squadron (H), 30th Bombardment Group (H), VII Bomber Command, Seventh Air Force, Army Air Forces, Pacific Ocean Areas, APO # 244.

1 December - 31 December 1944.

1. Date of arrival and departure from each station in this theatre:
Negative.
2. Losses in action:
Negative.
3. Awards and decorations:
First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded ROBERT L. NELSON, First Lieutenant, pilot, Air Corp, United States Army, entered the military service from Brooklyn, New York.

The citation is as follows : "For extraordinary achievement in flight. As pilot of a heavy bombardment type aircraft participation in a strike sortie against a heavily fortified enemy base, his plane encountered extremely accurate anti-aircraft fire and fighter opposition. Anti0aircraft fire and enemy fighters killed two and seriously wounded another crew member, shot away part of the right elevator surface, smashed the throttle controls, punctured the right tire and did other damage. Despite all these perilous handicaps, Lieutenant NELSON, with skillful handling, brought his bomber back to base and held a straight course down the runway until finally ground-looping just before stopping, thus saving lives of his crew members and a valuable airplane. The high degree of airmanship, courage, and devotion to duty displayed by Lieutenant NELSON exemplifies the highest traditions of the Army Air Forces."

Soldier's medal awarded to ROBERT H. TRUE, Corporal, 18016480, gunner, Air Corps, United States Army, entered the military service from Denver, Colorado.

The citation is as follows: "For heroism displayed in rescuing an enlisted man from burning. On 5 September 1944 an enlisted man in Corporal TRUE's organization was washing clothes and employing the use of gasoline on his clothing which caught fire. Flames immediately enveloped his whole person. Corporal TRUE who was several yards away, observed the burning man and, with complete disregard for his own personal safety and at the risk of possible loss of life or serious injury to himself, flung himself on the man, threw him to the ground and in a tight embrace rolled him over and over. Corporal TRUE then called to a bystander to bring a blanket which he wrapped around the other man and succeeded in extinguishing the fire. In the meantime the Corporal TRUE's own clothing had come in contact with the gasoline and flames were ablaze. He

succeeded in putting out this fire with only superficial injury to himself. The decisive action and unselfish disregard for his own safety on the part of Corporal TRUE reflects great credit upon himself and the military service."

4. Organization:

Major KENNETH M. BROWN assumed command of 392nd Bombardment Squadron (H) 10 December 1944. Major RALPH A. BLAKELOCK relieved.

5. Personnel Strength:

89 officers assigned.

0 officers attached.

425 enlisted men assigned.

0 enlisted men attached.

6. Airplane Strength:

11 B-24's are assigned to this squadron; 6 of which are B-24J's, and 5 are B-24L's. 1 B-24J is at the sub-depot pending repair.

7. Airplane Losses:

No airplanes of this squadron were destroyed or wrecked during this month of December.

NARRATIVE:

During the month of December, our principal target continued to be the airfields and installations at IWO JIMA in the KAZAN ISLANDS. The reason behind the stepped-up tactical operation against this enemy staging base was one of prime importance. An article in the PACIFIC TRAVELLER newspaper, published by INFORMATION-EDUCATION Section of VII Bomber Command, stated, "Protection of America's Superfortress base on SAIPAN against increasing JAPANESE air attacks, stood out today among developments on the Pacific fronts. Thrice raided in 24 hours, the SAIPAN base, from which the B-29's have begun to buy TOKYO, had support from Army and Marine bombers which blasted JAPANESE airstrips on IWO JIMA Island, 650 miles to the north."

IWO was hit by full squadron missions on 2, 8, 12, 17, 20, 30 December. Snooper planes continued to harass it during the night hours. Planes were dispatched on 3, 4, 9, 10, 13, 14, 18, 19, 21, 25, 30 December. CHICHI JIMA, in the BONIN ISLANDS, was hit twice by our Liberators. Both times they were assigned SUSAKI AIRFIELD as a target. CHICHI was hit 24, 26, December.

Our greatest difficulty this month was bad weather at the target. 10/10 undercast was a common occurrence. The targets were obscured and results were unobserved. Pictures were impossible, so no accurate bomb damage appraisal could be determined. During these bad weather missions radar bombing was utilized.

December was only four days old when the JAPS opened their aerial offensive. A single reconnaissance plane, a MYRT, flying at an altitude of 30,500 feet was shot down outside TANAPAG HARBOR in the early afternoon.

They came again on the sixth, this time in force. Personnel were awakened by A/A fire, and scrambled into their foxholes as the siren sounded. This was probably our most realistic raid yet. The alert sounded at 1820Z; All Clear at 1950Z.

A false alarm was sounded on the eighth. Red Alert was sounded at 0135Z on 24 December when a bogey was picked up six miles off the island. No contact was made by our fighters and consequently no damage to us.

On 25 December, Christmas night, the alert sounded in the early hours of the evening as everyone was attending the nightly movie. Twenty five bombers were estimated to have come over that night. One B-29 was destroyed by this attack. Men in their fox-holes could hear the swish of a bomb dropped on the runway of ISLEY #1. This bomb was determined to be a 1,764 pound one.

On 26 December, the alert was sounded at 1210Z. All Clear at 1300Z. A JAP plane was shot down several miles from the island. The visit of the twenty sixth turned out to be the last one for December.

The most spectacular raid this month, and probably the most noted one since our arrival on SAIPAN, was a mass raid on IWO JIMA on 8 December. The four squadrons of this group together with the 11th Bomb Group, elements of the 73d Bomb Wing and 318th Fighter Group as well as Cruiser Division Five participated in observance of the infamous attack on PEARL HARBOR of 7 December 1941. It was the first time in our combat history that we had worked with so many forces. And the first time also for the B-29's. Our bombs were dropped through an undercast by radar. It is presumed that 100% hits were scored in the area north of Airfield No. 1, our target area. No visible damage was observed. No A/A or interception was experienced on this mission.

A time change was initiated 5 December. Clocks were advanced one hour, and GCT became 10 hours minus the local time. Current local time is tabulated as of the King belt.

Airplane #219 returned to combat after sub-depot lay off since JAP strafing attack of 27 November. It was dispatched 27 December on a strike to CHICHI JIMA, just one month after our well remembered daylight raid by the enemy.

Our second overseas Christmas was observed this month. It was a holiday to those who could be spared from their jobs. It was the day following a mission and most of the squadron stayed on duty. Fitting religious services were held in the Group Chapel. The menu for the day was something special, and an extra ration of beer was made available to the men of the squadron.

This month marks the anniversary of our great raid on MALOELAP of 20 December 1943. That day our planes took off from CANTON ISLAND staged through BAKER ISLAND, and scored 100% hits in the assigned target area. Two of our Liberators were shot down and all planes bore some evidence of damage. A commendation from General HALE, then Commanding General of the 7th Air Force, was founded to us immediately after the raid. His message read, "The superior execution and the results obtained in spite of the very strong enemy opposition, both air and ground, make this one of the astounding bombardment missions of our current operation." General LANDON also wired a commendation that day, "Your mission of 20 December 1943 against TAROA resulted in the most precise bombing of any unit of this command in this theatre." Pictures of this mission have been published in several Air Force publications around the globe. This month, one year after, is a fitting time to recall this, and to remember those members of our squadron who died that day.

OPERATIONS:

Two squadron missions to CHICHI JIMA, six squadron day and eleven night missions against IWO JIMA were flown this month. One hundred and two airplanes reached their assigned targets and dropped a total of 196.5 tons of bombs with varying results.

Due to weather conditions, radar bombing was used extensively throughout the month. In only two raids was the target visible.

Interception was not encountered on any of our day missions, although Lt. HARVEY's crew was credited with probably destroying one night fighter.

A/A fire, when the target was open, was moderate and fairly accurate showing an improvement over the past months. A/A fire was encountered at CHICHI JIMA through the overcast.

Two of our crews completed forty missions on 30 December: Lt. PROSSER and crew and Lt. HARVEY and crew. They will return to the states for rest and reassignment.

There were no new crews or airplanes assigned to the squadron this month.

Captain DEHNE, our Operations Officer, became the Commanding Officer of the 38th Bomb Squadron. He was replaced by Lt. REEVES, who was formerly assistant Operations Officer, and Lt. McVAY moved in as his assistant.

ENGINEERING:

During the month of December, there were eight squadron missions scheduling ninety airplanes. Eighty seven of these completed their missions flying a total of 774:15 hours and an average of 10 7/8 airplanes per mission. three were abortive due to mechanical failure. One didn't leave the ground due to super-charger trouble and two returned with feathered propellers. There were also sixteen snoopier raids, flying 132:30 hours making a total of one hundred and three sorties and 906:45 hours, a batting average of 97.3%. In addition, there were thirty one miscellaneous flights including two abortives for a total of 48:50 hours.

Major maintenance consisted of four engine changes. Four airplanes received flak damage over the target in varying degrees. three airplanes received flak hits from our own guns during enemy attacks. One airplane returned to the squadron from the sub-depot on the 26th with repairs of damage done by enemy ground strafing. the first forty two gallon oil tanks were installed in this airplane (A/P #219)

Two B-24's were transferred to the rear echelon for replacement. B-24J, AAF Serial No. 42-72984, with 871 hours, was transferred 11 December. This was one of our original airplanes that came from the States with us. It was known far and wide by the familiar name "LITTLE JOE". This plane was a veteran of our early raids in the MARSHALLS where it received heavy flak damage which laid it up in the depot for weeks. The other airplane was transferred on 14 December. It was B-24J, AAF serial No. 42-72991, "INCENDIARY SUE", also one of our originals. It was a veteran of eighty one missions and 1084 hours. "SUE" was probably the most consistent of all the campaigners. The replacement planes, however, have not been received to date.

The Engineering Section's ingenuity received attention in "PLANE FACTS", December issue, for submitting specifications of our section-conceived "Jack & Dolly Team-up" as the magazine puts it. Drawings are being furnished by WRIGHT

FIELD at present for outfits desiring to construct the Jack-Dolly locally. M/Sgt. NeeDels is manfully displaying the equipment which probably had no little part in convincing WRIGHT FIELD that it was about the most practical gadget they had ever seen.

M/Sgt. SHIAVONE, "C" Flight Chief, who had been confined to the 148th general Hospital, has been transferred to OAHU for further medical treatment.

RADAR:

Eight squadron daylight missions were flown over IWO and CHICHI during December, and on six of these missions, bombs were dropped by radar, using the SCR-717B Search Radar. In addition to these daylight missions, nineteen individual night snooper missions were flown over IWO dropping bombs by radar. Total number of missions flown where conditions warranted radar bombing was twenty-five. Of this total, twenty-three missions were considered successful with results being unobserved on most occasions. The radar was definitely operative on the two unsuccessful missions, but were dropped by ETA in one instance and salvoed in the other.

Six radio operators have been given both ground and flight instruction on the SCR-717 this month and have been assigned to crews. Ten crews have been instructed in the use of the SCR-717 for bombing. A problem still remaining is the training of additional crews in the use of the AM/PQ-5B for LAB and HAB. This training should definitely be given the crews before reaching this theatre, since it requires equipment not on hand and airplanes not available for training missions.

Maintenance has been very good during the month, and it is due to largely to the fact that we received four complete SCR-717's for spare parts plus some much needed test equipment.

IFF maintenance has been excellent. No red plots or bogies were attributed to our airplanes during the month.

Personnel strength is up to the T/O. Two mechanics are being trained in maintenance of LORAN (AN/ AFN-4).

ORDNANCE:

Strike and snooper missions during the month of December kept ordnance trucks and trailers busy making repeated trips to the CAPE OBIAM bomb dump. The Liberators of the 392nd were loaded with 2102 individual bombs and clusters, most of which were employed against our recalcitrant enemy forces and installations on IWO JIMA.

While the ammunition crews were thus engaged in tending to the insatiable appetite of B-24 bellies, the supply and office staff moved into their new Quonset Hut which is shared equally with the Armament and Bomb Sight sections. All agree that it is the finest set-up experienced since our arrival in this theatre of operations.

Communications:

No unexpected or unusual events were encountered by the communications Section during the month of December. Routing Maintenance of the airplanes and other duties were performed in record time during the month leaving plenty of spare time to celebrate Christmas. Everyone endeavored to show as much Christmas spirit as possible and to enjoy in full the holiday. Probably the most frequently heard statement was, "I sure hope we don't have to spend another Christmas away from home."

The men in the section appreciate the adequacy and location of the line facilities. This convenience has made the work much easier and more pleasant. the section is in better condition at present than it has ever been before. The men perform their duties with such ease that they actually don't have enough work to keep them occupied for the usual three days between missions. All spare time is occupied in repairing private radios - a vital contribution to morale.

MESSAGE CENTER:

This department came into existence while the squadron was stationed at APAMAMA. It continued to operate throughout our tour of duty at KWAJALEIN, and finally rated an individual tent once we located on SAIPAN.

The Message Center and Mail Room Tent never fail to be a center of interest in the squadron because of the fact that you could get most anything from it, anything from a beer ration card to a copy of those special orders which certified that you had earned another stripe of another bar.

But not a small part of this section is the Mail Department under the guiding hand of that redhead from TEXAS way, the mail orderly, BOB "ROUGH JOHNNY" SLIMP. Cpl. SLIMP offered those sugar reports from the States which he didn't mind sorting. But the 1944 Christmas rush snowed him under more than once. The record was claimed to be 350 sacks of packages in one week.

Sgt. TAYLOR and Sgt. HEIDERMAN operated the Message Center in a most efficient manner. With daily runs to the line sections, Group Headquarters, and Bomber Command, they managed to keep those seven copies of this and those seven copies of that distributed to the right places at the right times.

The Message Center Officer was placed on Special Duty with Group Headquarters, but he remained with the squadron on a part time basis. His only failure seemed to be that of keeping his messengers off "New Area" details.

The mail orderly's problems were enhanced with the switching of our post office facilities from the nearby Branch No. 1 to the main Post Office at more distant GARAPAN. However, the mail continued to come and go as before and the morale of the squadron was thereby upheld considerably. The Mail Room was visited by the Postal Inspector, unannounced, during the month, and a satisfactory report later appeared to indicate that this section of the Message Center was well under control.

The great difficulty this month, as in all months, was the availability of Jeep 392-8 which is also employed by the Orderly Room.

MEDICAL:

The daily routine duties of sick call, line ambulance, and area inspection filled the calendar for this month. Sick call averages ten to twenty patients daily.

Captain S.E. "Doc" FLYNN, our popular Flight Surgeon, departed on an emergency leave to the States 22 December. Major R.C. HAUBRICH, 30th Group Flight Surgeon, has taken over during Captain FLYNN's absence.

1500 immunizations were given to members of this squadron during the month with more to come.

SPECIAL SERVICE:

Special Service began to show a little improvement during the month, particularly insofar as new equipment was concerned. Such items as a new movie projector, a Central Pacific library, forty new V-Disks, and new athletic equipment found their way into the squadron.

Softball continued to be the main athletic activity in the squadron. The Enlisted men's team finished the year with a 4 and 2 record in the Bomber Command League and a 3 and 1 record in the island AGF Coral League. On 28 December their first overseas night game was played with Group Headquarters. In this game we defeated Group for the Nth time. The Officers Team boasted a winning streak of five straight games, and rested in second place in the Bomber Command League.

The movie schedule operated on a nightly basis as usual. Such pictures as "UP IN ARMS", "CONFLICT", "SAN DIEGO I LOVE YOU", "ANTHONY ADVERSE", and "THE RAINS CAME" were shown during December. More than once was a movie interrupted by an air raid, but after the All Clear patrons always returned to see the final clinch, if any.

Special Service satisfied the squadron's thirst to the extent that 630 cases of beer and 285 cases of Coca Cola were consumed by squadron personnel during the Christmas month. The extra beer on Christmas day appeared to bring out the true holiday spirit throughout the Pathfinder area. The Enlisted Men's bar continued to be the most popular spot on the campus.

New Year's Eve found us looking forward to 1945 with a clear eye and a sedate mind.

Organizational History, 392nd Bombardment Squadron (H), 30th Bombardment Group (H), VII Bomber Command, Seventh Air Force, Army Air Forces, Pacific Ocean Areas, APO # 244.

1 January - 31 January 1945.

1. Date of arrival and departure from each station occupied in this theatre:

Negative.

2. Losses in action:

T/Sgt. VICTOR ELIZONDO, 18221022, radio operator on B-24L, A/P #44-41500, bruised below right eye, inflicted by broken plexiglass,

Cpl. R.V. KING, 17124950, assistant radio operator on B-24J, /P #42-73494, bruises and abrasions, caused by popping parachute out for landing.

Mission No. 30-156 was a high altitude daylight bombing strike against Airfield #1, IWO JIMA. The twelve B-24's of this squadron encountered intense and accurate anti-aircraft fire over the target. A piece of flak hit the dome of the top turret in A/P #500 causing the superficial injury to Sgt. ELIZONDO. A/P #494 was badly damaged by flak. No 1 engine was knocked out, hydraulic system was hit, #1, #2, #3 gas tanks were also hit. The condition of the plane necessitated a parachute landing resulting in the slight injury to Cpl. KING.

1st Lt. HERBERT O. BROEMER, 0755166, Pilot of A/P #44-41476, shrapnel wounds in right upper arm, right index finger, right eye.

1st Lt. WILLIAM M. SMITH, 0764488, Co-pilot, shrapnel wounds in right arm, entire face, both eyes, severe compound fracture of right arm.

1st Lt. JOHN W. DONNELLY, 0707243, Navigator, shrapnel wounds in face, both eyes, neck.

Mission No. 30-162 was a high altitude daylight bombing strike against Airfield #1, IWO JIMA. Our eight Liberators encountered moderate and accurate AA fire over the target. A/P #476 was flying the lead position. Just as the formation was on its bomb run, a 75mm shell entered the left side of fuselage bursting in the cockpit causing serious injury to above officers.

3. Awards and Decorations;

Negative.

4. Organization:

Captain LOUIS O. GLOOR appointed Operations Officer January 1945. First Lieutenant M.A. REEVES relieved.

5. Personnel Strength:

102 officers assigned.

0 officers attached.

449 enlisted men assigned.

0 enlisted men attached.

6. Airplane Strength:

14 B-24's are assigned to this squadron.

7. Airplanes Losses:

Negative.

NARRATIVE:

Our principal - and almost exclusive - target continued to be the airfields and adjacent installations at IWO JIMA in the KAZAN ISLANDS. IWO was hit by full squadron missions on 3, 11, 23, 27, and 30 January. Night harassment attacks were intensified this month. Planes were dispatched 1, 3, 5, 7, 9, 12, 15, 17, 21, 23, 25, 27, and 28 January. One mission was flown to TRUK; one to HAHAI JIMA, and one escort mission for a P-38 sweep over IWO completed our combat activity for this month. Of the five full squadron missions to IWO, four were assigned Airfield No. 1 as a target and one mission's bombs were directed at Airfield No. 2. The mission of 27 January was a single squadron one, the others were in collaboration with other squadrons of the group.

Fighter interception this month was a secondary method of enemy defense. The enemy relied principally on Anti-Aircraft. Our Squadron Commander, Major KENNETH M. BROWN, a veteran of the early days of our combat history, related after the mission to IWO on 3 January that the flak was equally intense as that encountered over MALOELAP more than a year previous. The mission of the third resulted in flak damage to four of our Liberators. The most seriously damaged plane being A/P #219 in which flak hit between No. 3 and No. 4 engines severing the gas line on No. 4 engine. Crews reported that all gun positions on the island were firing that day. A/A fire started just before the bomb run and lasted for approximately three minutes.

Interception by enemy fighters was encountered 23 January by two to four ZEKES. The enemy planes dropped four phosphorous bombs, none of which were accurate. Our B-24's were intercepted about one minute prior to bombs away; the interception lasted for approximately ten minutes. Five shooting passes were made on the formation. Crews reported two separate coordinated attacks, each by two planes, one from 11 o'clock and one from 2 o'clock. Single passes were made from all positions of the clock. Enemy pilots were aggressive and experienced, however, they caused no damage to our Liberators. Six of our twelve planes

received damage from flak on this mission. The most serious damage was recorded on A/P #494 which had No. 1 engine knocked out by flak, the hydraulic system hit, No. 1, No. 2, No. 3 gas tanks were hit.

Our most dramatic mission this month was the single squadron strike to IWO on 27 January. The scheduled lead plane did not take off due to an electrical malfunction. The lead position was flown by Lt. BROEMER in A/P #476. The planes reached their assigned target, Airfield No. 1, 0540Z. Just as the lead plane was to release its bombs, a 75 mm shell entered the left side of the fuselage to the rear of the nose turret. the shell burst in the cockpit completely wrecking the instrument panel and damaging the hydraulic system. the pilot, co-pilot and navigator were injured seriously by the explosion. the plane was momentarily out of control, banked severely before the wounded pilot could regain the controls. Although the plane was damaged and the pilots wounded, the plane returned to base. How this was accomplished is attributed to a dependable aircraft and a skilled pilot working miracles of endurance under conditions that have become almost routine in the Air Forces. It was necessary for the pilot to circle the home base for 25 minutes before the landing gear could be lowered. The pilot only had one arm to operate the controls; his right arm having been injured by the explosion. The wreckage of the cockpit was such that no one could assist as co-pilot. The radio operator read off the Air Speed Indicator, and the engineer worked the throttles. The plane landed at a speed of only 100 miles per hour. The pilot's injuries consisted of an injured right arm and superficial injuries from glass to the right eye. the co-pilot and navigator were seriously injured. They may lose partial sight.

Aside from the squadron's principal function of maintaining our planes for combat status, a major project was initiated early last October. At that time, together with the other squadrons of this group, construction of a new area was begun, one to house personnel and the administrative departments of the squadron. Our former location overlooking majestic MAGICIENNE BAY had a view to please the soul of a poet - and just about every inconvenience known to man. Rain created a minor catastrophe, mud. Mud ignored the boundaries of the camp area; it made transportation precarious; it ruined shows. Transportation was appalling. In some instances, crews were forced to stay by their planes for more than an hour awaiting transportation. No definite schedule for a line bus could be maintained. Inclement weather disrupted schedules beautifully. the mess halls, both enlisted and officer's were tents. the weather ignored this boundary also and spitefully rained in whenever possible. We found out that mud and morale didn't jive; morale ebbed noticeably. In fact, comfort and the old area were at opposite poles of compatibility.

Captain WILLIAM F. GILLAND, our Executive Officer, was placed in charge of all construction in the new areas. S/Sgt. C.B. ALBEE and a force of ten men were assigned the task of assisting the 1878th Engineering Aviation Battalion in clearing the grounds and preparing the preliminary construction. S/Sgt. ALBEE was replaced by S/Sgt. H.E. IRELAND in about a month when ALBEE left on

an emergency furlough. With the exception of two or three permanent men, the detail alternated periodically. Although ten men remained attached to the engineers for the duration of the construction. These men worked eight hours daily, six days a week and also found it necessary to employ five Sundays. In December, it became necessary for the first time since being overseas to employ crew members in other than their combat duties. These combat men were detailed to construct future quarters for all combat personnel. Fifteen combat men were detailed daily under the supervision of one engineer. The administrative quonset required three weeks to build; ten men being assigned this duty. All tent floors were constructed by a detail of twenty men daily under the supervision of Lt. L.K. SMITH, Sgt. T. FOWLER, and Cpl. L. MOUNTS. The tent floors required about five days to build. For some days at the height of construction on our "Boom Town", at least fifty men were engaged in some activity. this included tent floor construction, quonset hut building, sheet metal work, plumbing, general clean up, etc. The new area was occupied 23 January and still a great deal of work was necessary. The work being polished off to suit the individual tastes of the occupants. A priority item of work after we arrived was the digging of foxholes. Due to our proximity to the airfields, we really dug in. The usual variety of design exists, many holes being completely underground and covered up and sandbagged in a most protective manner. Everyone is satisfied with his new home. It is by far the most comfortable and pleasing area we have occupied since being overseas. All tents have floors and are uniform in appearance. Combat crew members occupy quonset huts as do the combat officers. the enlisted men are assigned six men to a tent while administrative officers are quartered three and four per tent. The mess hall is spacious and neat. Intelligence and Operations occupy one quonset hut; Headquarters, the Orderly Room and the Message Center occupy another. The Dispensary and Photo also share one. The showers are more roomy than any we have yet encountered. Transportation has sufficient room to utilize for repair and parking space. Squadron Supply is well set up in a wooden-frame building with sufficient space to accommodate all their necessary material. Chemical warfare has a tent in a convenient spot serving as a Decontamination Station. A Briefing Tent is being constructed which will serve as an interrogation room and a War Room. Our power plant provides lights for all tents and buildings and power for the reefers and theatre as well as for Group Headquarters. And to add luxury to comfort, the Group has installed an ice plant which will furnish ice at a rate of about 1000 pounds daily. the enlisted men's Day Room is a quonset hut as is the Officer's Club which was constructed by officers under Lt. B.M. HUMPHRIES. These two quonsets were voluntarily given by combat officers and enlisted men to whom they were originally assigned as quarters. There is sufficient room now for athletic games that were denied in our former location. Softball, football and horseshoe pitching are nightly events. Our theatre area lacks about half enough seats, which will eventually be constructed when priority-obtained lumber becomes available. A fine swimming beach is rapidly becoming a very popular spot with the men here. the line area is only about a ten minute trip from the area, making transportation's work easier. The fact that so much labor was expended in this job and that still our planes maintained their combat efficiency is a fitting tribute to the caliber of the personnel of this squadron. Everyone is hoping that we may be enabled to enjoy the comfort and convenience of this new area for a few months at least before the situation requires that we assume new combat responsibilities that necessitate our moving to another island.

OPERATIONS:

One squadron mission to HAHU JIMA, six day and eleven night missions against IWO JIMA were flown this month. One hundred and nine airplanes reached their assigned targets and dropped a total of 229.9 tons of bombs. Of this tonnage, 63.9 tons were dropped in night attacks.

A/A fire has shown a decided improvement. It has varied from meagre to intense but always accurate. Of four missions, twenty of our aircraft suffered damage by A/A.

On 27 January, Lt. BROEMER's plane suffered damage from A/A fire which damaged the plane considerably and wounded three of the officers. With few instruments still operational and no navigation equipment, Lt. BROEMER accomplished the almost impossible task of bringing his plane and crew back to base with the aid of Captain TREWITT who remained with him until they became lost in weather immediately north of SAIPAN. (see NARRATIVE introduction)

Two of our crews completed their forty missions: Lt. REEVES who has returned to the States for rest and reassignment, and Lt. HALL who expects to leave soon.

Six new crews joined the squadron this month. Lt. RIDLON, Lt. SUTTERFIELD, Lt. EASTBOURN, Lt. BATCHELDER and Lt. GAUDAR are the new pilots.

Captain LOUIS O. GLOOR, one of the original members of the 392nd returned to the squadron as Operations Officer replacing Lt. REEVES.

ENGINEERING:

During the month there were approximately 152 flights 90 of which were dispatched on eight squadron missions averaging 11 airplanes per mission; twenty five were dispatched on snoopers and two for search missions of about ten hour duration; ten were dispatched for practice bombing and transition; the remainder were test and local hops for various expeditious reasons. The refueling section serviced 263, 555 gallons of gasoline and the total flying time was 1066:15 for the month.

Nine engine changes were accomplished during this month. three airplanes were transferred to the 466th Engineering Squadron for repair, two from combat damage and one for replacement of the main landing gear. On those B-24's not requiring repair depot repair, repairs were made by the line personnel of somewhat more than the usual number of holes, including one airplane which had about twenty-five holes, any of which might be considered major damage. The engineering section has felt the direct result of the increase of Jap A/A on IWO JIMA indicated by damage received in varying degrees.

Maintenance work had one general interruption at the time of the squadron's move to the new camp area. Work virtually halted as everyone was trying to find

ways and means of getting his personal equipment moved and tent set up before getting soaked by repeated showers. The completion of the police-up of both the old and the new area is required now and is expected to relieve the section of the drain on man power due to large daily details.

The taxi-ways and hard stands are being oiled thus relieving the dust situation of the line considerably. However, until the oil soaks in, it is a toss-up which is more preferable, the dust or the greasy slick surface that coats the vehicles.

The squadron gained two more airplanes making a total of fourteen. The new additions were non-radar ones transferred from the 819th Squadron. They had approximately five hundred hours. All engines were originals with the exception of one. These B-24's seemed conspicuously out of place setting in our hard stands with the 819th stripe still on them. But, not for long as Sgt. McWILLIAMS and his paint "dobbers" hurriedly made the transformation, officially adopting them into the 392nd by adding the official insignia - the inverted triangle that identifies the PATHFINDERS.

RADAR;

Thirty-seven individual snooper missions were flown over IWO JIMA during January. Bombs were dropped by radar on twenty-eight of these missions. A total of seven squadron daylight strikes were accomplished during the month; radar bombing was used on two of these missions. the SCR-717 was operational 100% of the time over the target for the entire month.

Six crews have received training for DR bombing with the SCR-717 during January. Two radio operator gunners were checked out on operation of the SCR-717. Four new radar operators and one LORAN (AN-APN-4) mechanics were assigned to the squadron.

The radar maintenance section completed seven installations of the SCR-718 radar altimeter. Eleven airplanes are now equipped with this altimeter. three LORAN (AN/APN-4) installations were completed by the 71st Service Group.

IFF maintenance continued to be excellent. No red plots or bogies were attributed to any of our airplanes for the second consecutive month.

MEDICAL:

The move to the new area caused no disruption to this section. It was operating on schedule the following day. After having the Squadron Aid Station in a pyramidal tent for the past year, the quonset hut now used seems like a small hospital.

The squadron had three seriously wounded officers this month: Lt. BROEMER,

Lt. SMITH and Lt. DONNELLY were wounded by flak over IWO JIMA 27 January. After Lt. BROEMER landed his crippled plane, all wounded were quickly transported to the Station Hospital.

ORDNANCE;

With the exception of a three day period when household wares were transported by Ordnance men and vehicles in place of bombs of bombs, the month of January proved to differ little from any of the proceeding ones spent in the theatre.

There was one striking irregularity, however, noticeable especially to Ordnance men. January was the first month we can remember that 500 pound demolition or general purpose bombs were not put to use. 100 pound and 500 pound Fragmentation Clusters, 100 pound General Purpose bombs and 500 pound Incendiary Clusters were dropped by this squadron during the subject month. The 500 pound Incendiary Clusters were as new to us as to the Japs.

The supply and office personnel of this section performed their routing work in the usual efficient manner without the benefit of glamour or novelty.

MESS:

The month of January provided a varied program for the Mess Section. The move to the new area took this section out of tents used as mess halls and set them up in a large, convenient and well constructed mess hall. The appreciation of the entire organization was voiced in approval of the new mess facilities. It seemed to be a boost to the morale of everyone concerned. To come into this new mess hall to eat seemed to make even a meal of meat and vegetable stew taste better.

The New Year started out with a good breakfast of fresh eggs, bacon, and fresh biscuits as the main entree - something that the old year failed to end up with. The first part of the month was spent without any additional fresh food, but on the 14th was a welcome issue of fresh meats and vegetables which continued daily throughout the remaining part of the month. Flight rations were prepared for the 120 combat crews, totaling approximately 1440 lunches taken on missions. The evening meal of 31 January made the final total of 18, 765 persons having been fed by the 392nd Mess Hall for the beginning month of the new year.

INFORMATION AND EDUCATION

This particular section has been kicked about considerably due to circumstances beyond the squadron's control. When the program was initiated, it was taken over by our popular Flight Surgeon, Captain S.A. Flynn. Shortly

After assuming the job, he was sent on rest leave to OAHU. Lt. A. WITMER, assistant Squadron Navigator, took over temporarily. The latter officer became eligible for reassignment after completing forty missions and returned to the States. Shortly after his return, Captain FLYNN departed to the States on an emergency leave, and the I&E section was left orphaned. The program was taken over by Lt. J.G. CLOVER, assistant Intelligence Officer. He, in turn, asked for assistance from Lt. A. GASSETT (recently transferred to 30th Group headquarters) and Lt. R.B. KENNEDY, a pilot.

Thus far, under the program, a nightly pre-show news broadcast has been inaugurated. An information tent has been set up containing situation maps, photos and literature designed to inform the personnel of the squadron as to the situation in this world at war. Material has also been available to the men regarding self-study courses on various subjects, and a class in mathematics is in the process of organization under the tutelage of Lt. GASSETT, a former high school teacher and athletic coach. If sufficient interest is shown by the men, other supervised course of study will be organized in the next month.

The information program has consisted of a talk on JAPAN by Lt. WITMER, who had visited there on numerous occasions prior to the war; a talk on The PHILLIPINES by M/Sgt CHARLES NEE DELS, who was stationed there for seven years. Lt. CLOVER gave a short dissertation on CHINA, which he has never visited, but expects to one day. Further talks are planned, on various informative subjects, utilizing as many of the men in the organization as possible. We also anticipate having officers from the B-29 and B-25 outfits talk to the men, in order to give them a better rounded picture of our Pacific War.

FRANK WHITE,
Captain, Air Corps,
Squadron Historian.

Organizational History, 392nd Bombardment Squadron (H), 30th Bombardment Group (H), VII Bomber Command, Seventh Air Force, Army Air Forces, Pacific Ocean Areas, APO # 244.

1 February - 25 February 1945.

1. Date of arrival and departure from each station occupied in this theatre:

Ground echelon arrived SAIPAN from Kwajalein 4 August 1944. Air echelon arrived AIPAN 10 August 1944.

Tentative date of departure from SAIPAN to OAHU, 1 March 1945.

2. Losses in action:

Negative.

3. Awards and Decorations:

Distinguished Flying Cross awarded:

1st Lt. HERBERT O. BROEMER	T/ Sgt. MAX A. SAINT
1st Lt. CHESTER W. CLAFLIN	T/ Sgt. JOSEPH E. SCARO
1st Lt. JOHN W. DONNELLY	T/ Sgt. HERMAN WARSHAVSKY
1st Lt. HOMER S. HALL	S/ Sgt. ELARIO BANUELOS
1st Lt. CHARLES M. HENDRIX	S/ Sgt. RICHARD J. BARRON
1st Lt. ROBERT S. KUCHAR	S/ Sgt. KENNETH R. BATSON
1st Lt. EDWARD J. LISOVICZ	S/ Sgt. JOHN B. BAXTER
1st Lt. ALFRED J. REGNIER	S/ Sgt. WILLIAM R. BOYER
1st Lt. BENJAMIN F. ROSS	S/ Sgt. OLE J. CHARD
1st Lt. WILLIAM M. SMITH	S/ Sgt. JOHN W. GENSEL
1st Lt. ROBERT V. SMITH	S/ Sgt. GEORGE F. GESKE
1st Lt. WILLIAM W. VICKERY	S/ Sgt. DONALD C. HOEHN
2nd Lt. ROBERT L. BARNESLEY	S/ Sgt. EUGENE P. HOOPER
2nd Lt. MICHAEL H. BARTOW	S/ Sgt. MILTON KATZMAN
2nd Lt. CHARLES R. HALL	S/ Sgt. JAMES L. LANEY
2nd Lt. RICHARD F. IRIGOYEN	S/ Sgt. HAROLD R. MOSS
2nd Lt. HARRY SNIEZEK	S/ Sgt. HOMER W. MC BRAYER
2nd Lt. DANIEL V. TEETERS	S/ Sgt. ANTHONY PALUMBO
Flt O. JOHN R. DROTT	S/ Sgt. WILLIAM PLUTH
T/ Sgt. RAYMOND T. ALLEN	S/ Sgt. HORACE F. RZEHAK
T/ Sgt. EDWARD F. BROCKELSBY	S/ Sgt. FRANK D. VALANCIUS
T/ Sgt. EDWIN M. COPELAND	S/ Sgt. MILLARD R. WILLIAMS
T/ Sgt. JAMES O. DOUGLAS	S/ Sgt. PETER A. ZABOROSKI
T/ Sgt. VICTOR ELIZONDO	Sgt. EDWARD T. BOUGHTON
T/ Sgt. ERNEST J. ERICSON	Sgt. ROBERT H. TRUE
T/ Sgt. THOMAS V. HUDSON	S/ Sgt. DANIEL J. KEYES
T/ Sgt. MANUEL LA FORM	
T/ Sgt. HAROLD R. LINE	

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded:

1st Lt. JOHN S. ALLISON
1st Lt. WILLIAM P. DALE
1st Lt. NICHOLAS C. DRAGISIC
1st Lt. HAROLD M. MORSE
1st Lt. EUGENE M. EICHAS
1st Lt. LEONARD F. SMISSON
1st Lt. EUGENE W. SPEARE
1st Lt. GEORGE H. WUDECK
2nd Lt. RAYMOND E. FULLNER
2nd Lt. JOSEPH R. JAMISON
T/ Sgt. CECIL W. BROCK
T/ Sgt. MARK DUNBAR, JR.
T/ Sgt. CLAUDE M. GALLOWAY
T/ Sgt. JAMES L. GARRISON
T/ Sgt. EDWARD F. MALINOWSKI
T/ Sgt. IRWIN H. ROSEN
S/ Sgt. JAMES E. EDMONDS
S/ Sgt. ROBERT E. HARRIS
S/ Sgt. EDWIN MALAK
S/ Sgt. MELVIN MILLER
S/ Sgt. PAUL J. SHAFRON

Air Medal awarded:

Major HALBERT H. ACKER
Capt. HARVEY S. TREWITT
1st. Lt. HERBERT O. BROEMER
1st. Lt. BRYAN J. FARMER
1st. Lt. ROBERT J. MC KAIG
1st. Lt. JOHN R. MC VAY
1st. Lt. MERRITT A. REEVES, JR.
1st. Lt. RICHARD C. TYSON
2nd Lt. JOHN F. AGEE
2nd Lt. JOHN C. ANDERSON
2nd Lt. BYRON F. SPEECE, JR.
T/ Sgt. GEORGE W. BAKER
T/ Sgt. FORREST L. CONRAD
T/ Sgt. BOB E. GRAVES
T/ Sgt. WALDO M. KEENEY
T/ Sgt. DONALD W. MC CLAIN
T/ Sgt. ALVIN E. RADFORD
S/ Sgt. MARION F. BANDUR
S/ Sgt. ROBERT L. BLINK
S/ Sgt. DONALD A. DANNER
S/ Sgt. ELLIOTT J. DEUTSCH
S/ Sgt. NICKOLAS J. GOETZINGER
S/ Sgt. EUGENE M. LINN

2nd Lt. CHARLES A. BALDWIN, JR.
2nd Lt. CHARLES D. BUGHER
2nd Lt. ANTHONY J. EBERTZ
2nd Lt. LUTHER C. FURLOW, JR.
2nd Lt. JOSEPH J. GJONDLA
2nd Lt. EDWARD L. IGNOTIS
2nd Lt. RALPH B. KENNEDY
2nd Lt. ANDREW J. LOHNEIS
2nd Lt. EDWIN T. MC BRIDE
2nd Lt. BRUNO J. MARIOTTI
2nd Lt. FARLEY W. WARNER
T/Sgt. WILLIAM E. BOWERS
T/Sgt. RALEIGH H. CRAWFORD
T/Sgt. EVERETT L. HOLLENBECK
T/Sgt. JOHN L. LEARY
T/Sgt. CHARLES D. MC LAUGHLIN
T/Sgt. ARRON V. WILLIAMS
T/Sgt. TALBERT M. BENNETT
T/Sgt. WILLIAMS B. COMBS
T/Sgt. JOE E. DAVIS
T/Sgt. JAMES R. FLICK
T/Sgt. EUGENE C. KARLE
T/Sgt. GEORGE LLEWELLYN

S/ Sgt. VITO V. MASTRANDREA
S/ Sgt. KENNETH MOLLAN
S/ Sgt. WILLARD F. TURNER
S/ Sgt. ORLAND L. WEBB
Sgt. JOHN D'ANGELO
Sgt. DALE L. HAMILTON
Sgt. ARTHUR HOLQUIN
Sgt. FRANK SALERNI
Sgt. ALBERT E. SHIPOSKI
Sgt. PAUL F. ZEH
Sgt. ZOLTAN E. BALLA
Pfc. ELDON R. ZANGRANDO
Sgt. MILO D. HOCKETT

First Bronze Oak Leaf Cluster to Air Medal:

Major HALBERT H. ACKER
Capt. HARVEY S. TREWITT
1st Lt. HERBERT O. BROEMER
1st Lt. BRYAN J. FARMER
1st Lt. FREDERICK R. STOWELL
2nd Lt. JOHN F. AGEE
2nd Lt. CHARLES D. BUGHER
2nd Lt. LUTHER C. FURLOW, JR.
2nd Lt. HOMER S. HALL
2nd Lt. EDWARD L. IGNOTIS
2nd Lt. EDWIN T. MACBRIDE
2nd Lt. FARLEY W. WARNER
T/ Sgt. GEORGE W. BAKER
T/ Sgt. WILLIAM E. BOWERS
T/ Sgt. RALEIGH H. CRAWFORD
T/ Sgt. BOB E. GRAVES
T/ Sgt. CLINTON E. HOLLAND
T/ Sgt. WILLIAM P. MATTINGLY
T/ Sgt. EDWARD J. PEREIRA
T/ Sgt. ARRON V. WILLIAMS
T/ Sgt. TALBERT M. BENNETT
T/ Sgt. WILLIAM B. COMBS
T/ Sgt. DONALD A. DANNER
T/ Sgt. JOE E. DAVIS
T/ Sgt. ARTHUR HOLQUIN
T/ Sgt. EUGENE P. HOOPER
T/ Sgt. ROBERT S. JACK
T/ Sgt. FRANK SALERNI
T/ Sgt. KENNETH L. SMITH
T/ Sgt. WILLARD F. TURNER
Sgt. WILLIAM A. STRASSER
Cpl. ELDON R. ZANGRANDO
Pvt. BERNARD J. ANDRYCHOWSKI

Second Bronze Oak Leaf Cluster to Air Medal awarded:

1st Lt. DONALD W. BOLLARD
1st Lt. RICHARD J. EFKER
1st Lt. LEONARD F. SMISSON
T/ Sgt. JAMES O. DOUGLAS
T/ Sgt. SEBASTIAN F. KRUPA
T/ Sgt. CHARLES A. MC AFEE
T/ Sgt. EDWARD J. PEREIRA
T/ Sgt. HERMAN WARSHAVSKY
S/ Sgt. JOHN B. BAXTER
Sgt. ROBERT H. TRUE

Third Bronze Oak Leaf Cluster to Air Medal awarded:

S/ Sgt. MONT B. WOLFORD
1st Lt. DONALD W. BOLLARD
1st Lt. NICHOLAS C. DRAGISIC
1st Lt. RICHARD J. EFKER
1st Lt. CARROLL W. PROSSER
1st Lt. LEONARD F. SMISSON
T/ Sgt. JAMES O. DOUGLAS
T/ Sgt. CHARLES A. MC AFEE
T/ Sgt. HERMAN WARSHAVSKY
Sgt. WILLIAM C. MC INTYRE
Sgt. ROBERT H. TRUE
T/ Sgt. SEBASTIAN F. KRUPA
S/ Sgt. DANIEL J. KEYES

Fourth Bronze Oak Leaf Cluster to Air Medal awarded:

1st Lt. JOHN S. ALLISON	T/ Sgt. SEBASTIAN F. KRUPA
1st Lt. WILLIAM P. DALE	T/ Sgt. EDWARD F. MALINOWSKI
1st Lt. ROBERT W. KLEINHELTER	T/ Sgt. IRWIN H. ROSEN
1st Lt. HAROLD M. MORSE	S/ Sgt. JAMES B. FLEMING
1st Lt. WARREN G. MYLLENBECK	S/ Sgt. ROBERT E. HARRIS
1st Lt. JAMES O. PATHE, JR.	S/ Sgt. EDWIN MALAK
1st Lt. CARROLL W. PROSSER	S/ Sgt. WILLIAM C. MC INTYRE
1st Lt. LEONARD F. SMISSON	S/ Sgt. PAUL J. SHAFRON
1st Lt. EUGENE W. SPEARE	S/ Sgt. DANIELS J. KEYES
1st Lt. ALEXIS WITMER	
1st Lt. GEORGE H. WUDECK	
1st Lt. RAYMOND E. FULLNER	
1st Lt. JOSEPH R. JAMISON	
T/ Sgt. JAMES O. DOUGLAS	
T/ Sgt. CLAUDE M. GALLOWAY	

The above list of awardees tabulated from HEADQUARTERS SEVENTH AIR FORCE,
GENERAL ORDERS NUMBER 18, 3 February 1945

4. Organization:

The 392nd Squadron is being relieved from duty in the forward area. Certain personnel changes and adjustments were made. The following changes may not be final.

12 complete combat crews of the 392nd assigned to the 11th Bombardment Group (H) at GUAM

2 complete combat crews of the 392nd assigned to the 494th Bombardment Group (H) at ANGUR.

4 complete combat crews to return with the 392nd to OAHU.

49 enlisted men, ground personnel, of the 392nd assigned to the 11th Bombardment Group (H) at GUAM.

2 staff officers of the 392nd assigned to the 11th Bombardment Group (H) at GUAM.

1 staff officer of the 392nd assigned to the VII Bomber Command at SAIPAN.

7 enlisted men of the 392nd assigned to the 494th Bombardment Group (H) at ANGUR

1 staff officer of the 392nd assigned to the 494th Bombardment Group (H) at ANGUR.

5. Personnel Strength:

91 officers assigned.

0 officers attached.

437 enlisted men assigned.

0 enlisted men assigned.

(as of squadron morning report 24 Feb. '45)

6. Airplane Strength:

11 B-24's are assigned to this squadron as of 25 February 1945.

7. Airplane Losses:

Negative.

NARRATIVE:

The opening of February marked the end of the beginning for tough resilient IWO JIMA. Thus volcanic KAZAN ISLAND has been the target for our squadron's bombs since our arrival in the MARIANAS last August. Our tabulation

shows that we have flown seventy missions to IWO since August. It has been obvious for some time that strategic IWO was slated for invasion. "D" Day materialized 19 February and culminated what had become our most stubborn and persistent target.

New target dimensions and designations on IWO comprising defense installations were announced early in the month. Consequently, our assignment was altered from one of strategic objective to one of a more tactical nature. Most of our strikes this month were for the purpose of rendering tactical support for forthcoming ground operations. We partially abandoned our high altitude flying for low altitude bombing attacks and even strafing was involved. Some of our missions this month required close support with the fleet.

Full squadron missions were dispatched to IWO on 3, 7, 11, 15, 17, 19 February; night attacks struck on 1, 3, 5, 9, 13 February. Our other target this month was CHICHI JIMA which was subjected to night attacks on 15 and 19 February.

The mission of the month was the strike to IWO on 17 February. That day all available aircraft of the group were dispatched to IWO. The strike leader of the 392nd assumed responsibility of the Group Commander on the execution of the take-off. The exact target area could not be announced at briefing. It had to be decided by Ground Control - and his authority could change the target momentarily. Crews were briefed to attack as low an altitude as possible under 10,000 feet. Extra precautions had to be taken on this mission due to the large amount of shipping in the vicinity of IWO. Our thirteen B-24's together with three attached planes arrived over the target at 0347Z. They attacked defense installations on the North side of SURIBACHI YAMA from altitudes of 5100 feet to 5700 feet. All of our planes strafed the target area. Ships were continuously firing at defense installations all during our time over the target. A/A and A/W was meagre to moderate. Our bombing accuracy was excellent with approximately 85% of bombs in the target area. Returning crews reported the target area was one of utter devastation. The Fleet was pleased with the results and radioed a "Well Done" to the strike leader and a commendation from Colonel CARR arrived after the planes had returned to base.

Interception was experienced on 3 February on a high altitude daylight bombing strike to IWO by three aggressive fighters. Approximately four phosphorous bombs were dropped and three to four shooting passes were pressed as close as 200 yards. The attacks were uncoordinated and caused no damage to our eleven Liberators. On 15 February, on a strike to IWO, our observer plane which descended to 11,500 feet to observe and photograph bombing results was intercepted by one TOJO causing a 7.7 hole in the right wing inboard tank.

A/A this month was meagre to moderate, accurate to inaccurate. One of our planes received minor damage from flak this month. A/A did not reach the degree of intensity this month. Frequent navy shelling as well as our persistent aerial attacks reduced A/A potentialities to almost nil effectiveness.

discouraging, were always done, done well and on time with good humor and understanding. That was the character of the squadron and that is what we will always remember with affection and pride."

Squadron History
392nd Bombardment Squadron (H)
March 1945

NARRATIVE:

The month of confusion - February - has been ushered out, and in comparison, March seemed to be a month of normalcy.

March will be remembered mainly as the month of the great voyage. The ocean voyage that brought this squadron from SAIPAN to OAHU required 18 days. The U.S.A.T. HOWELL LYKES departed SAIPAN on 2 March and docked at HONULULU 18 days later. The food on board ship ranged from fair to poor. Cooking facilities were inadequate to prepare food properly. Meat had to be steamed leaving a residue of unpleasant taste. Troops were fed two complete meals daily as well as a light lunch - very light - at noon. The lunch consisted of soup, bread and fruit. It was the first time that this squadron ever moved in convoy on the ocean. DE's and PC's escorted us and one tanker and an accompanying troop ship comprised this convoy. All enlisted men and officers on board were assigned some duty. General Quarters was sounded twice daily, at dawn and twilight. Movies were shown on board several times. Captain LLOYD R. BROWN, squadron Adjutant, was commander of troops for this squadron.

March will also be remembered as the month of no combat activity for this squadron. the only resemblance to combat was a search conducted for Lt. Gen. HARMON, AAFPOA director, who was down at sea. The search was called late in February. Ordnance dispatched 10 men and Engineering 8 who went to KWAJALEIN via ATC Transport. Our planes that were enroute to OAHU carrying the air echelon were held up at KWAJALEIN and conducted search. Also 3 planes were sent from KAHUKU to JOHNSTON for the same purpose. Search from both KWAJALEIN and JOHNSTON resulted in negative sighting.

The immediate destination for the air echelon was KAHUKU. The destination for this squadron was later changed to KIPAPA, a satellite air field of WHEELER. No one seemed displeased with this location. Passes are being issued frequently. Five day leaves to HILO are on the books. As we have no definite assignment here, leisure is common - no one objects to that.

What is in store for us here in the rear area has not been disclosed. So we just wait uncertain of the future, indulging in good food and an occasional rumor.

The PATHFINDERS have diverted their familiar record of remarkable air achievement to the less difficult, more satisfying, well worn paths to HONULULU and the pleasant leisure of amusement.

ORGANIZATIONAL HISTORY
392nd Bombardment Squadron (H)
April 1945

Organizational History, 392nd Bombardment Squadron (H), 30th
Bombardment Group (H), Army Air Forces, Pacific Ocean Areas, APO 959.

1 April - 30 April 1945.

1. Date of arrival and departure from each station occupied in this theatre:
Negative.

2. Losses in action:
Negative.

3. Awards and Decorations;

Distinguished Flying Cross awarded Captain HARVEY S. TREWITT Jr, Air Corps, United States Army, for extraordinary achievement while participating in aerial flight on 21 January 1945. As pilot and flight leader of a squadron of heavy bombardment type aircraft, Captain TREWITT led his squadron to within approximately ten minutes of the target when he ordered the radar plane of the flight to assume the lead for the bomb run as the weather was 10/10 undercast. At the start of the bomb run, intense and accurate anti-aircraft fire was encountered hitting their leading radar plane, plane the Navigator and causing the plane to fall out of the formation. Captain TREWITT immediately assumed the lead and, through his instantaneous thinking, ordered his Bombardier to drop his bombs and gave like instructions to the other planes, which resulted in ninety per cent of the bombs hitting the target and inflicting untold damage to ground installations. He ordered the remaining planes to return to their base and with disregard for his own safety remained to lead the crippled bomber on a 718 mile over water flight to its base. Captain TREWITT's high degree of professional skill, airmanship, courage and devotion to duty displayed reflects great credit upon himself and the Army Air Forces.

Soldier's Medal awarded:

Technical Sergeant TALBERT M. BENNETT, 19097053.
Sergeant ARNOLD D. CODE, 36109671.

"For heroism displayed at APO 244, on 23 October 1944. When a field servicing gasoline trailer parked near a heavy bombardment aircraft burst into flames, each with utter disregard for his own personal safety, seized fire extinguishers from another loaded gasoline trailer and successfully smothered the fire. Each, by his prompt courageous action in the face of great danger, helped

prevent a disaster which would probably have destroyed several hundred thousand dollars worth of vital government equipment, including one heavy bomber, two gasoline field servicing units, and the organizational maintenance buildings and equipment a short distance away, and probably would have seriously burned personnel within the buildings. The heroism displayed by these men was an inspiration for the men who work with them and reflects highest credit upon each and the military service."

Air Medal awarded:

1st Lt. ROBERT E. REEVES
1st Lt. RALPH K. REEVES
1st Lt. WARREN G. SUTTERFIELD
2nd Lt. ANATOLE G. BABYKIN
2nd Lt. DONALD E. BAKER
2nd Lt. JOHN E. BATCHELDER, Jr.
2nd Lt. DONALD E. BROBEIL
2nd Lt. GEORGE A. BURKE
2nd Lt. ALVIN H. BURSTEIN
2nd Lt. PANDELIS CAMESAS
2nd Lt. DONALD C. EASTBOURN
2nd Lt. AMOS C. ESTES
2nd Lt. CHESTER A. GAUDAUR
2nd Lt. WILLIAM F. JETER
2nd Lt. RICHARD H. MC CLELLAN
2nd Lt. RAYMOND SCZAWINSKI
Flt/O. JAMES A. PERFETTI
T/Sgt. HOWARD A. PIKE
T/Sgt. RICHARD E. WOMBLE
S/Sgt. ALBERT A. CALABRESE
S/Sgt. ROBERT G. FAIRCHILD
S/Sgt. RAYMOND V. FRITTER
S/Sgt. GLEN L. GOCHA
S/Sgt. WILLIAM J. SHOUP, Jr.
Sgt. ROY ADAMS
Sgt. FREDERICK E. BYRD
Sgt. DOUGLAS E. CARLSEN
Sgt. JOHN P. GERLACH
Sgt. CLIFFORD E. GOUDREAU
Sgt. BILLY W. JONES
Pfc. EARL R. HAYES

"For meritorious achievement while participating in sustained aerial operations against the enemy from 2 July to 13 February 1945. During this period each officer and enlisted man, as a crew member of a heavy bombardment type airplane, participated in numerous missions against heavily defended enemy held bases involving long over water flights to and from the target. Throughout these operations, each displayed high skill and courage, inflicting severe damage to enemy air bases and shipping, which reflects great credit upon himself and the Army Air Forces."

4. Organization:

Seventeen (17) enlisted men were transferred into this organization, and ten (10) enlisted men were transferred out of the organization during the month of April.

5. Personnel Strength:

59 officer assigned.
0 officers attached.
340 enlisted men assigned.
0 enlisted men attached.

6. Airplane Strength:

Two (2) B-24's are assigned to this squadron.

7. Airplane Losses:

Negative.

NARRATIVE:

Our two operational B-24's continued, this month, to fly in the skies of peace. Their principal function being the ferrying of personnel "down under" to HILO. Our planes also flew to KAUAI for the purpose of ferrying planes to and from there.

A link trainer was made available to the pilots of this squadron by the base during the early days of the month and all pilots were detailed by Operations to receive this valuable instrument training.

The squadron Information-Education program was initiated this month. A discussion on the YALTA Conference was conducted by First Lieutenant HERBERT T. KURZ, I&E Officer and the movie WAR COMES TO AMERICA was shown at the Post Theatre to men of the squadron. Several men are attending nightly classes conducted at SCHOFIELD in connection with the I&E program. A wide curriculum of courses are being conducted there including language, mathematics, public speaking, blueprint reading etc. Transportation leaves the squadron area nightly for SCHOFIELD.

The morale of the squadron seems favorable. There was no restriction on passes during April and the supply of beer on the base appears to be inexhaustible. A ball team was organized this month by Sergeant A.P. PASSAREILLO which so far is holding its own against the 2018th Ordnance Company. Three games have been played - one lost, one tied and one won.

Early in the month we received AAFPOA, S.O.P. setting forth future operating routine and clarifying periods of alerts. That memorandum clearly states that our Group is designated as the unit to provide air defense for the HAWAIIAN ISLANDS.

We were honored this month, as were other squadrons of this Group by receiving two commendations. One from AAFPOA commending us on the sea search conducted for General HARMON. The other was from the 73rd Bombardment Wing commending us for our operations which aimed at defending B-29 installations on SAIPAN.

This squadron shared with our nation this month the almost universal sorrow caused by the death of President ROOSEVELT. The news was received here shortly after noon on 12 April. On 15 April a memorial service was held at the base with our Commanding Officer and the entire enlisted and officer personnel attending to honor publicly the passing of a great man.

HISTORY

392nd Bombardment Squadron (H)

May 1945

Organizational History, 392nd Bombardment Squadron (H), 30th Bombardment Group (H), Army Air Forces, Pacific Ocean Areas, APO 959.

1 May - 31 May 1945.

1. Date of arrival and departure from each station occupied in this theatre:

Air echelon arrived KIPAPA Airfield 9 March 1945. Ground echelon arrived KIPAPA 18 March 1945.

Complete squadron moved to WHEELER Field 23 May 1945.

2. Losses in action:

Negative.

3. Awards and Decorations:

Negative.

4. Organization:

Nineteen (19) enlisted men transferred to Air Corps unassigned at Fort KAM. These men will eventually be transported to the continental United States for separation from the service.

5. Personnel Strength:

85 officers assigned.

0 officers attached.

357 enlisted men assigned.

0 enlisted men attached.

6. Airplane Strength:

Twelve (12) B-24's are assigned to this squadron.

7. Airplane Losses:

Negative.

NARRATIVE:

This squadron initiated its training program this month. Our dual functions in this theatre are to operate as a training squadron and also to comply with the conditions as standardized for Hawaiian Strike Force.

Operations defined the provisions of the ground and air training program. All the sections are involved in some phase of ground training which is intended to prepare our currently assigned crews for future combat efficiency. Intelligence started the ball rolling with lectures on basic intelligence procedure and the reporting of military information. Engineering started refresher courses for all aerial engineers. The Squadron Navigator brushed up the navigators and Armament explained the intricacies of the bombsight and its maintenance. One Group practice mission to KAHOOLAWA was flown this month with nine of our Liberators participating.

The squadron took time off on 5 May for a picnic and outing held at KAWAIILOA MILITARY RESERVATION. The proceedings were under the direction of our genial adjutant, Captain LLOYD R. BROWN. Transportation conveyed the men to KAWAIILOA where satisfying quantities of beer and food made well worth while the long dusty trip. the day was highlighted by an inevitable softball game.

Six new crews and nine planes arrived 7 May giving us a total combat strength of fifteen crews and twelve planes. these planes soon bore the proud marker of the Pathfinders - the inverted triangle.

"The glorious hour" caused by the widely anticipated V-E was of sufficient importance for the squadron to declare a half-holiday.

The provocative point system announced shortly after V-E Day caused the expected results - from joy to almost despondency in some quarters. The movie TWO DOWN, ONE TO GO was shown at the base theatre which helped to clarify the many erroneous and personal versions of who was getting out and when and why. "Points" was the most frequently used word this month; conversation and morale centered almost solely on it. The system, however, left the realm of the academic not long after V-E Day when nineteen men of this squadron were designated as the first to go. These men were transferred to Fort KAM where they will be quartered until transportation is adequate enough to get them back to the Separation Centers in the continental United States. These men were definitely the pillars of this squadron: line personnel - flight chiefs, crew chiefs, etc. who had served faithfully and distinguishedly as prominent enlisted men of the outfit. Their departure leaves quite a gap, but non one denies these "old men" the opportunity of getting back to the normalcy of civilian life.

The revised AAFPOA SOP was received this month providing for a condition of readiness as a strike unit when and if a condition of emergency of readiness as a strike unit when and if a condition of emergency arises. At 2400 hours (HWT) 27 May, we formally were designated, together with the other squadrons of this group, as the HAWAIIAN AREA STRIKE FORCE.

This squadron moved to WHEELER FIELD 23 may and almost immediately began ground and air operations from this base.

Our Transportation Section certainly deserved a word in our history. Almost nightly, trucks are furnished for personnel to attend the ball games held at the HONULULU STADIUM - and base ball, as usual, seems to be the best open-wide-and-holler lift that means such a great deal to the morale of a squadron.

HISTORY

392nd Bombardment Squadron (H)

June 1945

Organizational History, 392nd Bombardment Squadron (H), 30th Bombardment Group (H), Army Air Forces, Pacific Ocean Areas, APO 959.

1 June - 30 June 1945.

1. Date of arrival and departure from each station occupied in this theatre:

Negative.

2. Losses in action:

Negative.

3. Awards and Decorations:

Negative.

4. Organization:

General Order #83, Headquarters AAFPOA (Admin), dated 31 May 1945, effective 5 June 1945 was received by this organization. It specifies a complement of 426 enlisted men and 109 officers to comprise this squadron's strength.

5. Personnel Strength:

83 officers assigned.

0 officers attached

353 enlisted men assigned.

0 enlisted men attached.

6. Airplane Strength:

Twelve (12) B-24M's and one (1) B-24D are assigned to this squadron.

7. Airplane Losses:

Negative.

NARRATIVE:

Our training program was greatly intensified this month. Apparently the over-all plan is to train our present crews as quickly as possible for future combat efficiency. Our records reveal that there were only three days in June in which no flying was scheduled. Practice formations, squadron and group bombing exercises, night landings and instrument flying accentuated our stepped up trend in air operations.

Our first assignment as Hawaiian Strike Force materialized this month. A Condition of alert was imposed on 7 June when twelve crews were ordered to stand by. The planes took-off in the morning of 9 June on a mission to simulate attacks on an enemy surface force. The force, however, was not encountered resulting in a negative exercise.

Four of our presently assigned crews were alerted for shipment to the forward area, but as of now are still with the squadron.

This squadron, together with the 27th Squadron, opened a Post Exchange on 15 June. It required only three days of work to stock and open this PX which serves also as a war orientation display room. Lieutenant DAVID R. FOORE is the Exchange Officer and S/Sgt. DAN JACOBS is the enlisted man in charge. The exchange, which is located conveniently near the squadron living quarters, alleviates the transportation strain of getting men to the main area on WHEELER FIELD. Beer is on sale nightly and together with the other advantages of a close by exchange is a very definite boost to morale.

The Group Commander addressed the members of this squadron twice during June. He frankly stated that the future of this group is still indefinite and that we will continue to operate as defense and strike force. He also urged everyone to disregard the ever-present rumors which somehow refuse to be represented. All of the "hot" news - as all rumor- spreaders insist they are - still border on the fantastic and seem to involve everyone. the majority of this squadron's men believe that the indefinite status of this group is due primarily to the untimely and tragic mishap which befell Lt. General HARMON shortly before we were relieved of duty in the forward area. Since then as the rumors have it, every high ranking officer seems to be somehow involved in our future. One quite popular "hot" item had the Chief of Staff and the Naval Commander of the Pacific un dispute about the return of this group to the States. However fantastic this may seem, it typifies the present crop of stories. The morale of this organization centers on rumors primarily. If a statement of what we are to do - back to the forward area or to the States could be issued by someone, it would certainly reduce the rumors and lift the burden of doubt and insecurity from everyone. The inactivity as to "Point Men" - those who have scores above the critical mark is also a thorn in the side . the prevailing opinion here is that the whole affair is a poorly handled publicity barrage with little action being taken or even intended to be taken. Morale will continue to be only fair or poor as long as this continues.

ENGINEERING:

The Engineering Section was still working, at the first of the

month, under the handicap of insufficient maintenance equipment. This was due to items not yet issued, such as mechanics kite, specialist kits and material and other equipment, and also because of the delay of the "Go Ahead" order for unpacking items that were available such as work stands, ground auxillary equipment - including air compressors, power plants and oxygen servicing units, airplane jacks and engine hoists. As yet, the mechanics and specialist kits and material and various other items have not been procured.

Until the 20th of this month, when the 47th Bombardment Squadron left, it was necessary to share some of the maintenance shacks. When they left it was impossible to start setting up for more normal operation. Perhaps the most important benefit of their move was the complete utilization of a revetment adjacent to Supply and Engineering for pulling major inspections and possible engine changes. In this revetment also was a large shed which is used for housing auxiliary equipment such as tugs, cleatrac, airplane jacks, spare wheels, oil and cleaning gas and other miscellaneous items.

Despite abnormal conditions incidental to setting up operation, there were 195 scheduled flights of about three and a half hours average time, for a total of 657 hours. Approximately two thirds of this time was flown in the last half of the month due to a stepped-up training schedule. The refueling section serviced over 177,000 gallons of fuel.

The parachute section facilities are inadequate at the present time, but are promised an 18 by 60 foot building, also to include special clothing which will permit proper storage of all the crew's parachutes instead of having to carry them to their quarters after each flight. This will allow the parachute riggers to keep a closer check on the equipment.

On the 22nd of this month the squadron received a B-24D. This airplane is being modified for cargo carrying purposes. The crew is busily engaged in stripping all equipment that will not be needed and are flooring in the aft section with plywood.

Supply has been inadequate for efficient operation, although the squadron is getting more cooperation from the Depot now. The main objection was their failure to issue "Not In Stocks" on parts, and refusing permission to acquire serviceable parts from salvageable airplanes. This resulted in unnecessary delay in maintenance. A parts catalogue specifically for the B-24M would aid materially in procuring parts.

This section has found time to devote to recreation. Along with the three hours required calisthenics and one hour of close order drill per week, four soft ball teams, one in each of the three flights and one for the Specialists section have been formed. This has created a fine spirit of competition and our teams have given

the other sections quite a run for their money, however, aircraft maintenance has not profited by the time lost - especially by the required activities.

OPERATIONS:

The average flying time per crew this month was over thirty five hours. The squadron concentrated mainly on bombing and formation flying. There were numerous group formations and bombing missions on KAULA ROCK. Most of these were at high altitude.

Flight commanders were chosen and put on orders this month: "A" Flight - Lt. BATCHELDER, "B" Flight - Lt. REEVES, "C" Flight - Lt. DIETZEL, "D" Flight - Lt. FRAME (this flight contains all four of the crews being trained to go to the forward area), "E" Flight - Lt. EASTBOURN. Lt. REEVES was appointed to act in the capacity of Assistant Operations Officer.

All of our Navigators and Radio Operators attended the LORAN School at HICKAM FIELD.

Orders were also issued appointing Lt. CARTER Squadron Bombardier and Lt. BAKER Squadron Navigator.

ORDERLY ROOM AND PERSONNEL:

Immunization and vaccination of squadron personnel highlighted the Medical Section's work for this month. 107 small pox vaccinations, typhus stimulating shots, 232 typhoid stimulating shots, 40 cholera stimulating shots, 4 tetanus stimulating shots and 4 influenza shots were given to the men in June.

Two Sex Hygiene films and one Dental Hygiene film were shown to all personnel at the Base theatre in June.

Housing of all enlisted men in our present area is satisfactory. Screened huts and one large one story type barracks are sufficient to give all men ample space. Ventilation and lighting of all offices living quarters is adequate. Water supply is plentiful and flush type commodes are installed in all latrines.

Insects are no problem at the present time. Mosquitos are present in moderate numbers. Mosquito bars and insecticides are used throughout this command. Periodical inspections are conducted by the squadron medical officer for the purpose of finding possible breeding places of the mosquito.

All crews were indoctrinated in plasma and albumin administration. First aid lectures and demonstration of the aeronautical first aid kit, jungle kit and individual parachute kit were given to all crew members this past month.

In our present area, the 27th Squadron and the 392nd Squadron operates as a consolidated dispensary serving both squadrons in the same building.

This squadron hospitalizes its personnel at the 219th General Hospital, APO 957. This hospital has been of great help to us and has been very cooperative in the treating of patients we have sent there for clinical considerations.

The frequent appearance of fresh milk on the menu is a welcome and appreciated addition to the diet.

INFORMATION & EDUCATION:

The I&E program for June has been varied and interesting. The first two weeks of the month's schedule called for themselves. The following week small sectional group discussions were conducted by officers and enlisted men of the different sections on the subject, "HOW LONG CAN JAPAN LAST". The program for the last week of June was conducted by Captain KENNETH B. COCHRAN, Squadron I&E Officer, in the squadron mess hall on the subject, "WAR CRIMINALS".

An excellent current display of war maps and pictures is maintained daily by Sgt. EUGENE B. RUSSELL of the Squadron Intelligence Section.

ARMAMENT:

All members of this squadron were detailed to fire their

weapons on the range this month. M/Sgt. ERNEST J. BARKER, Armament Section Chief, and Captain KENNETH B. COCHRAN, Gunnery Officer were in charge of the range and instructed the men in range discipline and the regulation positions of firing. Although this has been the first opportunity in almost two years that this squadron has led to fire for record, several qualified as expert and over fifty percent of all who fired qualified as marksmen or above.

ORDNANCE:

This section carried on its routine with the usual efficiency. Practice bombs were filled with sand and delivered to the planes for practice bombing missions; ammunition for the range firing was supplied; demolition bombs were made available in case of an alert; conducting a squadrons weapons inspection.

Like all sections, a soft ball team was organized which threatens to offer competition for first place in the squadron league.

SQUADRON SUPPLY:

June offered nothing new for this section - only the usual necessary routine. Salvage was turned in, the weekly laundry was turned in, and the monthly reports were complied and turned over to higher headquarters.

This section estimates that it now has approximately eighty percent of the equipment and property it requires to function efficiently.

HISTORY

392nd Bombardment Squadron (H)

July 1945

Organizational History, 392nd Bombardment Squadron (H), 30th Bombardment Group (H), Army Air Forces, Pacific Ocean Areas, APO 959.

1 July - 31 July 1945.

1. Date of arrival and departure from each station occupied in this theatre:

Negative.

2. Losses in action:

Five (5) officers and seven (7) enlisted men killed on a routine training flight, 30 July 1945. CB #42-63765 crashed into north side of WAINAE MOUNTAIN.

The following named officers and enlisted men were aboard CB #42-63765.

Captain WILLIAM D. FROSTIC, 0422844, Flight Surgeon.
First Lieutenant RUSSELL E. REEVES, Jr., 0829555, Pilot.
First Lieutenant KENNETH C. KINNE, 0770309, Co Pilot.
First Lieutenant DAVID A. MOYER, 0855667, Navigator.
First Lieutenant JOHN FRANCO, 0929052, Bombardier.

Staff Sergeant HUPERT P. MILLER, 34604461, Engineer.
Staff Sergeant STEPHEN P. MEDOVICH, 15131935, Radio.
Staff Sergeant WILLIAM G. GILLILAND, 19044252, Crew Chief.
Sergeant ROBERT E. KRUEGER, 16187970, Aerial Gunner.
Sergeant JAMES P. HINCHSLIFF, 37539505, Aerial Gunner.
Sergeant ABRAHAM H. ALBERT, 13141702, Aerial Gunner.
Sergeant ELMO L. ENGMAN, 37579526, Aerial Gunner.

CB #42-63765 carried POF 30-35. Comprised of this classified document was determined to be improbable.

3. Awards and Decorations:
Negative.

4. Organization:
Negative.

5. Personnel Strength

77 officers assigned.
0 officers attached.

358 enlisted men assigned.
0 enlisted men attached.

6. Airplane Strength:

Thirteen (13) B-24M's are assigned to this squadron.

7. Airplane Losses:

CB# 42-63765 destroyed in mountain crash 30 July 1945.

NARRATIVE:

On 1 July, Colonel ELDER PATTESON assumed command of the 30th Group. Colonel "Pat" is a respected former commander of this squadron when it was designated the 2nd Reconnaissance Squadron at MARCH FIELD in 1940. He commanded the squadron during its stay at NEW ORLEANS and after the transfer to MUROC BASE, CALIFORNIA 25 December 1941. Here he had the responsibility of conducting off shore search and patrol until the midsummer of 1942, and at the same time, training and organizing a squadron of practically all new and untrained men. There is still a nucleus of enlisted men in the squadron today who recall his command and the "good old days" of the organization in the early stages of this war.

Although our current operations do not even resemble combat operations, they still involve the same long hours, early awakening and the suspense and pride of a LIBERATOR in flight. Our training this month consisted of navigational training flights to MIDWAY, group bombing formations, night formations, gunnery missions and alert force under the provisions of HAWAII STRIKE FORCE. Most of the group formations are at high altitude compelling crew members to recognize the same discipline and precautions as combat requires. All crew members man their plane positions and alert themselves for interception simulating combat preparedness. Intensified training calls for frequent flights. Crews are allotted one day weekly for passes; Sundays usually demand no flying, but the remaining five days are usually occupied with flying. Training here in the rear area sometimes results in the grim reality of a crack-up and ensuing tragedy. The morale of our presently assigned crews is excellent - excluding the inevitable gripes. However, most of them would prefer to leave this island of enchantment - paradise with pineapples - and go to the forward area to return to their jobs of air combat.

July was stalemated in regards to separation for the "pointers". The men with their barracks bags anticipatngly packed - with point - went around with a benighted, resigned look on their war-wearied faces hoping desperately and longingly for replacements and home. No one was released from this squadron this month under the War Department system which was intended to release men from

the service if they had accumulated sufficient points for discharge - they keep saying.

The group newspaper, THE LIBERATOR, was published this month. This journalistic eagerness is sponsored by INFORMATION-EDUCATION. Each squadron has its reporter who writes the sports events, colorful personalities, squadron activities and incidental bon mots. S/Sgt. WILLIAM A. CONKEY, Intelligence Section Chief, represents this squadron and reports the PATHFINDER'S news. the only gripe following the initial publication on 23 July was inadequate distribution. Approximately fifty (50) copies were made available to this squadron which logically does not suffice all of those who would like personal copies to mail home.

The squadron dressed its area up this month. The ever plentiful rocks were neatly placed and painted white, the grass was tapered and the whole area assumed close to a white glove standard. The Squadron Commander cited us for the excellent appearance of the area on the routine Saturday inspections. The beer garden was also made more presentable. A barbed wire fence - giving the aspect of a concentration camp - was added which, however, did not slacken the sale of the popular beverage. Sand was placed on the ground and more adequate seating accommodations for thirsty YANKS was provided by a detail working under Lt. DAVID R. FOORE.

Our squadron soft ball league continued its grueling pace in section competition on "SAHARA FIELD" or "CHARLEY HORSE STADIUM" where the dust blows unendingly and sprained ankles sometime become the event of the day resulting from too youthful slides when some of the "old boys" put too much into the game. The officers, guided by Lt. DAVE "Play Ball" FOORE, led the league.

M/Sgt. GEORGES LAWLES arrived in July to replace F/Sgt. EARL H. HALLMAN who is to leave in the early days of August.

The rumor of the month is one that foretells of movement back to the rock - the geographical abortion known militarily as KWAJALEIN. This one tops the list for this month. The information is reported to have leaked out of a staff meetings which spoke of dispatching two (2) squadrons to the forward area and two (2) to remain here. this "hot" item has been kicked around considerably in the heat of July and over the beer in the local pub. the reason for this rumor or any other one is the usual one, no official statements so personnel grasp at straws, burning their candles at both ends and still longing rather hopelessly they fear for this group to return to the STATES.

At 0826 hours, 30 July, Lt. RUSSEL E> REEVES took off from WHEELER FIELD on a routine training flight involving air speed calibration and compass swinging in CB #42-62765. Aboard the plane

besides the pilot were the co-pilot, bombardier, navigator and six (6) enlisted men of another crew, the squadron flight surgeon and the plane's crew chief. the plane, a converted B-24D, had only a few days previously been converted from its military priority to that of a transport. Several hours after take-off, the plane being overdue at base, apprehensive OPERATIONS contacted the ground station which reported that no radio contact whatsoever has been made after the airplane departed from the home field. A thorough check up was instigated and all fields in the proximity were contacted. They reported negatively and in mid-afternoon crews were hurriedly summoned to conduct air search for the missing plane. However, this was called off as a report was received relaying to us the news that debris resembling a B-24 has been sighted crashed into the northern part of MT. WIANAE. A search party from base was immediately dispatched and shortly after dawn on 31 July had reached the site of the crash and reported all personnel as dead and the plane demolished and charred; however, the tail remained fairly intact. It was the first time in our span of combat and training operations that a plane of this squadron had crashed under such circumstances. Identification of the bodies were made by MAJOR LOUIS O. GLOOR, Squadron Operations Officer, S/Sgt. HAROLD F. PICKETT, Operations section Chief, S/Sgt. LESTER ANDERSON, Medical Section Chief, the group surgeon and the group dentist at the U.S. ARMY MORTUARY in HONOLULU. Solemn and impressive military funeral rites were held 8 August at Chapel #1 on WHEELER FIELD. The poignant religious services of the CATHOLIC, PROTESTANT, and JEWISH faiths were jointly conducted. Almost total officer personnel and a large body of enlisted men attended this rite. Internment was at the SCHOFIELD CEMETARY where bereaved friends led by our Commanding Officer paid public and sincere tribute to several of our friends who had perished in their plane.

OPERATIONS;

Our now routine training program continued in full stride this month. Navigational flights to MIDWAY, something new, tops the air program. This squadron participated in the practice group bombing missions; practice formations were flown; practice bombing - both individual and formations were accomplished and practice gunnery missions also comprised this month's intensified flying.

The average flying time was over forty one (41) hours this month. This averages some crews who were unable to fly very often because of illness of the pilot etc.

This section mourns the loss of all the excellent officers and men lost in the tragic aircraft accident.

ENGINEERING:

The squadron cargo airplane CB-24D made its first flight on 17 July after nearly four weeks of modification and overhaul consisting of changing a bomber to a cargo carrier. The crew worked eagerly and took much interest in their assigned task. On 30 July this airplane crashed taking with it, among others, its flying crew chief, S/Sgt. WILLIAM G. GILLILAND. S/Sgt. "Gill" was a "high pointer" and was due to return Stateside sometime in the near future. His loss was deeply felt by the entire engineering section.

Our airplanes have flown 172 flights for a total of 618 hours. The refueling section has serviced 172,077 gallons of fuel. Their work has been made difficult due to the very poor and inadequate fuel pits. Ground crews have pulled six 100 hour inspections and the Technical Section has found that all maintenance has attained a high degree of proficiency.

During the month, a few items of new equipment have been received, namely a main wheel tire removing tool which was manufactured by the Sub-Depot and a main wheel carrying dolly; but as yet we do not have a special equipment parachute building that was promised a month ago.

S/Sgt. JACK TAYLOR, crew chief, was discharged on overage, M/Sgt. GEORGE STEED and Sgt. KENNETH CROSSAN were called home on emergency furloughs.

ORDNANCE:

A weapons inspection was conducted by the ORDNANCE SECTION in July. This was done at the request of Base Ordnance which has offered to blue all rifles which require this processing. This section continued its routine functions in the usual efficient manner. Ammunition was hauled and loaded, practice bombs were filled and delivered. the top notch section ball team kept trying for a high league standing but was nosed out by the equally determined officer and armament teams.

S/Sgt. WALTER MOWRER left this month on an emergency furlough. Since he is gifted with superfluous points, it isn't expected that he will have to return here to rough it with the pineapples.

MEDICAL:

In trend with the current clean up or shut up campaign, the

MEDICS went to work on beautifying its area. Flowers and banana trees were planted bordering the dispensary giving it a more livable appearance. However, the ever present dogs, which haunt this area, are no respecters of banana trees, and so only the flowers remain. The dispensary was painted in July. All enlisted men were given a physical inspection 28 July. Sick call is still held daily.

This section grieved at the loss of our popular and friendly flight surgeon, Captain WILLIAM D. FROSTIC. He leaves a very deep felt gap.

SUPPLY:

One of the most luxurious and appreciated functions of an army unit is its handling of clothing issue, laundry and all items required for men to live cleanly and healthfully. This section's function is just that - to insure all the men of this organization the means of living comfortably in the army. Laundry is turned in weekly and returned in a few days. Bedding is issued on a weekly basis also and salvage is frequently conducted.

All small arms in the organization were turned in to Squadron Supply 27 July for the base ordnance inspection the following day. these weapons were inspected, appraised and returned in two days.

Lt. GEORGE D. PITZER, Supply Officer, was named Summary Court Officer for the deceased enlisted men. He conducted inventory and disposition of personal effects as directed.

All newly assigned men report to supply on arrival and are issued the necessary material.

INFORMATION-EDUCATION:

The I&E program for this month consisted of four (4) main programs which were conducted weekly. The first, held in the first week of the month, was an interesting lecture on KOREA by Dr. APPENZELLER, who was an educator and missionary in KOREA for twenty five years. He spoke of the people, the JAPANESE aggression there as well as the geographical aspects of this country. Subsequent programs for the month included a movie program of news digests, a forum conducted by S/Sgt. RICHARD C. GOOD on soldier finance and a discussion conducted by Captain KENNETH B. COCHRAN, Squadron I&E Officer, on Propaganda.

Several of this squadron's men are attending the typing and

welding classes which were generously offered to all interested by the fine educational system at SCHOFIELD. Our transportation section graciously cooperates in this project by providing vehicles to all those who are attending these classes.

Under the direction of Captain COCHRAN, the I&E program has matured into something worth while. It formerly was kicked around a lot and quite indifferently managed.

A year ago this month, the ground echelon of this squadron departed KWAJALEIN enroute to SAIPAN which was to be our last forward area stop. The contrast between last year and this one is remarkable.

392nd BOMBARDMENT SQUADRON (H)
Office of the Operations Officer
APO # 959

6 July 1945

FINAL MISSION REPORT

DATE : 6 July 1945.

NATURE OF MISSION : Joint Army - Navy Exercise. Strike force to destroy enemy aircraft carrier.

TARGET ASSIGNED : Simulated attack on enemy aircraft carrier.

TARGET ATTACKED : As assigned.

BOMB LOAD : None.

TAKE OFF : Twelve (12) B-24M's off WHEELER FIELD between 061542Z and 061552Z. Nine (9) of these were this squadron's planes and three (3) were attached from the 819th Bombardment Squadron (H).

ROUTE OUT : From WHEELER FIELD on True Course of 060° to 22° 20' N, 156° 40' W at 10,000 feet at 165 MPH.

ATTACK : Twelve (12) B-24M's simulated attack on an aircraft carrier located at 22° 03' N, 156° 41' W, on course of 240° at estimated speed of 20 knots.

<u>A/P</u>	<u>Flt</u>	<u>Bombardier</u>	<u>IAS</u>	<u>T.C.</u>	<u>T. Alt.</u>	<u>Meth</u>	<u>No. & bo's</u>	<u>Time of Att.</u>
175	A-1	Carter	165	240	10,000	None		061704Z
						(Simulated attack)		
						None		
150	A-2	Morrison	165	240	10,000	None	None	061704Z
150	A-3	Carlson	165	240	10,000	None	None	061704Z
150	B-1	Vaughn	165	240	10,000	None	None	061704Z
150	B-2	Paul	165	240	10,000	None	None	061704Z
150	B-3	Reel	165	240	10,000	None	None	061704Z
150	C-1	Wiles	165	240	10,000	None	None	061704Z
150	C-2	Seipp	165	240	10,000	None	None	061704Z
150	C-3	Hess	165	240	10,000	None	None	061704Z

Final Mission Report, 392nd Bom Ron (H), 6 July 1945, Cont'd.

<u>A/P</u>	<u>Flt</u>	<u>Bombardier</u>	<u>IAS</u>	<u>T.C.</u>	<u>T. Alt.Meth</u>	<u>No. & bo's</u>	<u>Time of Att.</u>
235	D-1	Warby	165	240	10,000	None	061704Z
235	D-2	Cravens	165	240	10,000	None	061704Z
235	D-3	Reinhardt	165	240	10,000	None	061704Z
<u>AIRCRAFT ABORTIVE</u>			:	None			
<u>RESULTS</u>			:	Simulated attack successful. Carrier sank.			
<u>BOMBS JETTISONED OR RETURNED TO BASE</u>			:	None			
<u>BOMBING ACCURACY</u>			:	None			
<u>ANTI-AIRCRAFT FIRE</u>			:	None			
<u>SEARCHLIGHTS</u>			:	None			
<u>INTERCEPTION</u>			:	Simulated interception by Navy fighters.			
<u>ENEMY A/C LOSSES</u>			:	None			
<u>OUR A/C LOSSES</u>			:	None			
<u>OUR A/P DAMAGR</u>			:	None			
<u>OUR CASUALTIES</u>			:	None			
<u>OBSERVATIONS</u>			:	None			
<u>PHOTOS</u>			:	None			
<u>ROUTE BACK</u>			:	Descending on course 130° turning to 328°, IAS 175, leveled off at 2000 feet for base approach.			
<u>LANDINGS</u>			:	Twelve (12) B-24M's at WHEELER FIELD between 061827Z and 061935Z.			
<u>WEATHER</u>			:	Low scattered cumulus, CAVU.			
<u>MALFUNCTIONS</u>			:	None			
<u>DISTANCE FLOWN</u>			:	Approximately 500 Nautical Miles.			
<u>COMMENTS</u>			:	None			

FRANK WHITE,
Captain, Air Corps,
Intelligence Officer.

Organizational History, 392nd Bombardment Squadron (H),
30th Bombardment Group (H), Headquarters Seventh Fighter Wing,
Army Air Force, APO 959.

1 August - 31 August 1945.

1. Date of arrival and departure from each station occupied
in this theatre:

Negative.

2. Losses in action:

Negative.

3. Awards and Decorations:

Negative.

4. Organization:

Negative.

5. Personnel Strength:

1 August 1945:

69 officers assigned.

0 officers attached.

8 flight officers assigned.

0 flight officers attached.

358 enlisted men assigned.

0 enlisted men attached.

31 August 1945:

75 officers assigned.

0 officers attached.

9 flight officers assigned.

0 flight officers attached.

306 enlisted men assigned.

0 enlisted men attached.

6. Airplane Strength:

1 August 1945: 12 B-24Ms.

S E C R E T

S E C R E T

31 August 1945: 13 B-24Ms.

7. Airplane Losses:
Negative.

NARRATIVE:

August was the month of optimism. The atomic bomb with its terrific potential, the RUSSIAN declaration of war and the capitulation of JAPAN added up the score of victory and made the tragic day of infamy a dim memory.

The months was saturated with victories. After the full- and awful- implication of the atomic bomb had left forever the narrow field of chemical uncertainty and emerge as a revolutionary weapon of war, the end of JAPAN seemed anti-climatic.

The first radio flash of the JAP's willingness to throw in the hari-kari knife came in the cruel hours of 10 August. The effect was electric. The HONOLULU radio which has a pleasant habit of shutting-up at a conventional hour came on again and stayed on. The NATIONAL ANTHEM at 0400 hours in the morning usually signifies something dramatic and the inevitable G.I. question, "Who died?" could be answered by: a nation, a contemptible military machine had seen the light and was quitting. But the dawn here in the PATHFINDER'S area was anything but defeatist; it glowed with the light of parachute flares and fuzees and the sincere gladness of victory. The end was sudden - strikingly so. Only the very optimistic had dared hope for so sudden a victory.

Everyone sweated out the official end. Each new and false report resulted in a celebration, and finally when DOMEI announced its governments acceptance of the POTSDAM Agreement, this squadron, bordering on the DTs, was quite willing to concur.

Our training program this month was carried out under a handicap. The airplane crash of 30 July forced a three day lay off, and the middle-of-the-month news from TOKYO almost terminated it. Our planes were in the skies twenty-one days this month involving the routine variety of training operations. One of our planes went to MIDWAY on a navigational training flight. It carried a cargo more welcome than a USO troupe - mail for the marines stationed there. Several practice V-J

S E C R E T

formations were flown after we were informed that our planes would fly in aerial review when the great day was officially announced.

Our rumors followed a new pattern this month. V-J or impending V-J stifled the persistent and common gripes and especially the complaints of point-men disposition. The story of the month was one of cut and dried wishful thinking. It was that this Group would return to the STATES as a unit - intact. The satisfaction of believing this is morale boosting. We who have known the enemy from many long forward station months would like to see the STATES very much, and as a Group not as a few individuals at a time depending on the whims of replacements.

The morale problem of the month concerned chiefly our combat crewmen. Flying, with its precarious uncertainty, doesn't seem to jive with anyone's pattern of life now that the war is over. More than one expressed his reluctance of taking off in the "old ladies" now that their purpose is obsolete.

Replacements became an event this month and not just the illusive word we had become resigned to. This squadron gained sixteen officers and ten enlisted men in August with eight officers and sixty-four enlisted men leaving the PATHFINDERS. Among those leaving was M/Sgt. CHARLES NEE DELS, our hard worked and genial line chief. The credit for a successful and commendable combat record is due largely to his efforts and skill. M/Sgt. EARNEST J. BARKER, another old-timer also left. M/Sgt. WILLIAM O. WETHEY assumed the job of line chief.

With the war practically on the shelf, security was relaxed. The CSP was removed from the POF allowing radio transmissions to be made in the clear.

As a prelude to our eventual return to the USA, each man in this organization was given a Personal Affairs interview. Lt. JOSEPH A. MC ALLISTER, the Personal Affairs Officer, was assisted by Capt. FRANK WHITE and Sgt EUGENE B. RUSSELL.

The employment of ATC transportation to facilitate the JAP occupation disrupted our incoming mail considerably driving our frustrated mail orderly, Cpl. WALTER D. BOWEN, almost to the stage of bonzai.

A small crime wave involving several misappropriations of vehicles was the talk of the camp this month. One of our jeeps ended up in a sad shape in a store front in HONOLULU after having affiliated itself with a fire hydrant and a platoon of MPs. This delinquency resulted in the squadron being forced to detail guards for our transportation area.

S E C R E T

It was a year ago this month that this squadron began operations from SAIPAN. Our first mission to CHICHI JIMA was flown 12 August 1944 opening the phase of our most intensified bombing.

ENGINEERING:

This month we had a total of 122 scheduled flights for a total of 414:15 hours flying time, using 105, 577 gallons of gasoline.

We gained two radar planes for the 819th Squadron and one from the CCRC. One of our planes was released from the Sub-Depot where it had been for one month. Six of our Liberators were given 100 hour inspections and an engine change was made on one B-24.

Six war-wearied Master Sergeants left this section to return to the STATES after having been replaced and two of our engineers left on emergency furloughs.

ARMAMENT:

Despite the surrender of the JAPANESE, the work of this section continued at its regular pace. There were evidences, however, that many of the men had celebrated the victory to the utmost of their capacities. In the main, the energy of the section was directed in completing the technical order modifications necessary to bring our planes up-to-date. It is odd that despite the fact that our airplanes are of the latest vintage, they are sadly lacking in many old technical order compliances.

Two stalwarts of the section left for the STATES: M/Sgt ERNEST J. BARKER, Section Chief; S/Sgt. JOHN C. PETTY, flight chief. S/Sgt ROY LUNDBERG was evacuated to the STATES on medical reasons.

Captain WILLIAM K. LOUIS, Armament Section Head, returned from the USA to resume his place in this section.

MEDICAL:

Routine sick call for the month of August consisted of colds, fungus infection and sprained ankles. A total of eleven disease cases and one injury were admitted to the

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219th General Hospital, APO 957.

Three enlisted men of this squadron were evacuated to the mainland this month.

One man left this department to return to the STATES under the redeployment system.

Captain RICHARD E. NITSCHKE was assigned to this Squadron 30 August 1945 as Flight Surgeon replacing Captain WILLIAM D. FROSTIC who was killed in our July plane tragedy.

SPECIAL SERVICE:

Our Squadron PX continued to function at capacity business. The monthly gross for August topped the \$12,000 mark.

The men working in the Beer garden stood up very well under the strain of the several V-J celebrations.

The PX now operates under new hours: 1000 hours to 1900 hours daily and 1000 to 1700 on Sundays.

An item, formerly rare on the shelves, was received in sufficient quantities this month to satisfy everyone who wanted watches. CAMEL Cigarettes - ever so desired and ever so rare - appeared on the list for a brief period.

RADAR:

That provocative and often cursed thing, the Table of Organization, opened its mysterious gates to eight men from this section who received ratings in August.

This section's ball team which is combined with that of the Communication Section is doing all right for itself. It's up with the big boys now with four victories to its credit and no defeats. The triumph over the Officers was an event almost surprising the JAP surrender.

The fade-out of August finds this Squadron looking forward to the fresh clean horizons of peace and the dawn of a new era.

S E C R E T

Organizational History, 392nd Bombardment Squadron (H),
30th Bombardment Group (H), Headquarters Seventh Fighter Wing,
Army Air Force, APO # 964.

1 September - 30 September 1945.

1. Date of arrival and departure from each station
occupied in this theatre:

Squadron departed WHEELER FIELD 28, 29 September 1945
arriving at KAHUKU FIELD same dates.

2. Losses in action:

Negative.

3. Awards and Decorations:

Negative.

4. Organization:

Negative.

5. Personnel Strength:

1 September 1945:

75 officers assigned.

0 officers attached.

9 flight officers assigned.

0 flight officers attached.

306 enlisted men assigned.

9 enlisted men attached.

30 September 1945:

71 officers assigned.

3 officers attached.

9 flight officers assigned.

0 flight officers attached.

287 enlisted men assigned.

16 enlisted men attached.

6. Airplane Strength:
 1 September 1945: 13 B-24Ms.

 31 September 1945: 12 B-24Ms.

7. Airplane Losses:
 B-24M, A/P #950, demolished in ground collision 4
September 1945.

NARRATIVE:

September was a splendid month. Victory at long last became official; men with sufficient points headed home and the new "peace-time" schedule of operation made leisure the order of the day on Wednesday afternoon and the week end. The noble and distinguished beer, BUDWEISER, graced our well populated beer garden and everyone appeared to work with a fine obvious spirit of insouciance and amusement.

One hundred and eighteen of our enlisted personnel and seven officers headed east towards the sun and home in September. On 14 September, ninety-seven new men arrived living up very well to the specifications of replacements - eager and pointless. These new men, all fresh from the STATES and not yet tanned with the tinge of pineapples, covered the canvas of MOS's from the proverbial A to Z. Some were humble under the popular classification of MP (M meaning military, P being dubiously and controversially interpreted) and some were PT Instructors, who are also very popular.

At 1300 hours, 4 September, Lt. O.M. BUSHMAN in A/P #950 with a skeleton crew of four enlisted men and two officers and two additional crew members, started off on a routine trip to BARKING SANDS, KAUAI. The pilot discovered that he had insufficient air speed for take-off and applied brakes. Due to a mechanical failure, they did not hold and the plane left the runway, plowed through a fence, crossed a road and ended up collided with a flat car on the other side of the tracks. The nose of the plane was completely crushed in and the tail was elevated 15 feet. The pilot left the plane through a hole by his window, the co-pilot and two enlisted men exited out the top hatch; the remainder of the crew and passengers hit the ground through the camera hatch. The crew emerged rather hurriedly unscared and unbowed chalking up another lucky break for the Air Corps. An investigation was conducted by Group Headquarters. All personnel involved were subjected to

to a long, grueling interrogation leaving them almost beaten down to a bureaucratic nub.

Our routine training program continued at an average pace this month. One hundred and four flights were dispatched for a total of 323:15 hours flying time, using 75, 895 gallons of gasoline. The crew average this month was approximately twenty hours. The high spot of the month was the V-J review. Our Liberators flew in majestic and impressive flight symbolizing their magnificent contribution to the PACIFIC war. Another Alert Strike Force was imposed this month. Our planes simulated attacks on an aircraft carrier successfully.

Our "old" administrative officers bowed out gracefully this month and turned over their desks and headaches to new eager blood. Major K.M. BROWN was replaced by a new Commanding Officer, Major D.C. SHULTIS; Major P.P. TURNER headed for FORT KAM with Major O.C. FREEMAN, Jr., taking over as adjutant leaving the problems and worries and paper clips to Major D.C. MAGINNIS. Our personable new C.O. addressed us on his first day and complimented the squadron on its admirable combat record.

Operations, realizing the strain of maintaining planes for flights under our present lack of experienced men, detailed this month all flying personnel to assist in the maintenance of our B-24's when not actually engaged in flying.

Under the direction of Group Intelligence, the Photo Lab prepared a montage depicting our combat activity. Each man leaving this Squadron is presented one of these as a souvenir and a novel way of saying, "Well done and God speed."

All our sections this month, as always, carried on their work in the usual efficient manner. COMMUNICATIONS, RADAR, ARMAMENT, SUPPLY, ENGINEERING, ORDNANCE were working under the handicap of insufficient personnel.

Rumors still thrive - pulsating faintly, however. The "lulu" this month is one that insists that the immortal 30th Bomb Group (H) is to de-activate.

A very welcome stranger made his appearance in the company street this month - a dog catcher. He was fairly old, however (some thought he was King KAMEHAMEHA) and didn't do too well. The evasive beats still lingered.

The squadron packed up and shoved off again this month. This time to KAHUKU. The move was accomplished in two days and our new quarters and line area are favorable.

September, the brilliant autumnal month - pineapples falling all over the place - fades out and finds this squadron bordering on manpower bankruptcy. A few men to do a great many jobs. October will probably find the proverbial witches flying the "old ladies" instead of the skeptical pilots.

Organizational History, 392nd Bombardment Squadron (H),
30th Bombardment Group (H), Headquarters Seventh Fighter Wing,
Army Air Force, APO # 964.

1 October - 30 October 1945.

1. Date of arrival and departure from each station
occupied in this theatre:

Negative.

2. Losses in action:

Negative.

3. Awards and Decorations:

Award of Air Medal:

2nd Lt. CARL A. BOEGER, JR.
2nd Lt. ARTHUR R. BULGER
2nd Lt. NORMAN E. DIETZEL
2nd Lt. KENNETH L. GARTNER
2nd Lt. JOSEPH R. GROUT
2nd Lt. RAYMOND E. HESS
2nd Lt. ROBERT R. MC CABE
2nd Lt. RUSSELL E. REEVES JR.
2nd Lt. GORDON W. VAUGHN
2nd Lt. JACK L. COURTNEY
2nd Lt. FREDERICK E. DORAIS
2nd Lt. MARTIN S. FRAME
2nd Lt. PHILIP A GIBBS
2nd Lt. MORRIS I ROMINGER
2nd Lt. JOHN W. REEL
2nd Lt. WILLIAM F WRIGHT
2nd Lt. FRANK S ZAWADZKI
2nd Lt. DONALD E BAKER
2nd Lt. FREDERICK W CARTER JR
2nd Lt. EDWARD C. COOPER
2nd Lt. DONALD A ELLIOTT
2nd Lt. MERLIN C ALDRED
2nd Lt. JOHN E BATCHELDER JR.
2nd Lt. PANDELIS CAMESAS
2nd Lt. HAROLD E GIFFORD JR.
2nd Lt. RAYMOND SCZAWINSKI
FLT O WALTER R DOUGAN
SGT DAN C. BEECH
SGT RICHARD E DUELL
SGT WILLIAM F HOLDER
SGT RUDOLPH H PEREZ
SGT GEORGE W BATES
SGT U V LESTER
SGT JOE E GRANTHAM
SGT GURNEY E HOLDER

SGT	OSCAR E JONES
SGT	CHARLES W. MILLER
SGT	MARION W. PERKINS
SGT	ALVIN WISENBERG
SGT	CHARLES H PAUL
SGT	WILLIAM J SHOUP JR
SGT	FREDERICK E BYRD
SGT	GLEN L. WILEY
SGT	EARL H. WILLIAMS
SGT	WALTER E. WUOLLE
SGT	ROY W. ADAMS
SGT	DOUGLAS E CARLSEN
SGT	JOHN P GERLACH
SGT	CLIFFORD E GOUDREAU
SGT	BILLY W. JONES
SGT	EARL R. HAYES
CPL	ROBERT H. BOLTZ
CPL	DE E BRYANT
CPL	WILLIARD B. CROSSLEY
CPL	CHARLES T. HEIL
CPL	DWIGHT E JARVIS
CPL	DONALD I SCOTT
CPL	SAMUEL BEGLIN
CPL	WALLACE E. BRODKORB
CPL	HAIGAZ HAROIAN
CPL	WILLIAM P HART
PFC	EARL R HAYES

4. Organization:

Assistants have been chosen for various departments, and are being trained by the present department heads to take over administrative functions when the officers now in charge are released under the point system. The following named men are the newly appointed assistants:

Ass't Operations Officer-----	1st Lt. Ray N. Rouse
Ass't Adjutant-----	1st Lt. Daniel Price
Ass't Engineering Officer-----	1st Lt. C. G. Hanson
Ass't Intelligence Officer-----	1st Lt. L. C. Hudspeth
Tech. Supply Officer-----	1st Lt. Wm. B. Flora

5. Personnel Strength:

1 October 1945:

71 officers assigned.

3 officers attached.

9 flight officers assigned.

0 flight officers attached.

287 enlisted men assigned.

16 enlisted men attached.

31 October 1945:

60 officers assigned.

5 officers attached.

9 flight officers assigned.

0 flight officers attached.

182 enlisted men assigned.

14 enlisted men attached.

6. Airplane Strength:

12 B-24M's.

7. Airplane Losses:

Negative.

NARRATIVE:

October has passed with mixed feelings of emotions among the squadron personnel, due to many rumors concerning the departure of men having various point scores. It has been a month of success for the squadron in solving numerous problems of manpower shortage, caused by the lack of replacements for the ground crew members who have departed for the states and civilian life.

The weekly group missions have consisted mainly of high altitude bombing of Kaula Rock and Pikini Lava Flow, and have been flown on Friday instead of Saturday as was the previous policy. One mission was flown at medium altitude, because of a shortage of oxygen on the field.

Other training flights have consisted of the "checking out" of co-pilots as first pilots by Captain Henderson, Lt. Dietzel, Lt. Frame, and Lt. Eastbourn. All Co-pilots have now been checked out except for the required instrument checks, which are now being given both to co-pilots and first pilots whose instrument cards are due for renewal. The total flight time for the squadron this month was 254 hours and 30 minutes.

The planes were grounded for three days, as the left rudder hinges were becoming rusty. They were repaired, oiled, repainted, and are now back on flying status. It has been noted that there is a considerable amount of corrosion on all the planes, in spite of the excellent care being taken to prevent it. This corrosion is due to the damp salt air which is dominant on this part of the island. To date no adequate means of prevention have been found.

Two minor accidents occurred in the squadron this month. The first was A/P #986 which was being test-hopped by Capt. Henderson. After the routine flight check the plane was on its way back to the field to land, when a crew member accidentally snagged the life-raft release handle above the flight deck, and the left life-raft released hitting the left rudder and stabilizer and damaging both, causing a vibration in the plane. However it was flown back to the base and landed. Necessary repair was completed in a short time.

The other was a taxi accident which happened on the landing of the group formation on Friday 12 October. Lt. Elliott had landed his ship A/P #163 and was taxiing back up the side of the runway to the parking area. As he was taxiing, another plane which was landing appeared to be too close to pass so to avoid a collision with the plane landing, Lt Elliott turned his plane to the left hitting the rudder of A/P #113 which was parked on the line. The left tip of A/P #163 and the rudder of A/P #113 were damaged, but both were repaired and returned to flying status within the week.

The biggest event of the month for the 392nd was a spectacular parade on Saturday 20 October, during which General WEIKERT, Commanding GENERAL of the 7th Fighter Wing, inspected the personnel in ranks and presented awards to 64 members of the squadron. We went all out for the review and as a result the General commented that it was the best Air Corps review he had ever witnessed. later at a Group Staff Meeting, Colonel PATTESON also praised the work done by the 392nd.

October has seen the addition of a few new faces in the squadron, but even though the number going out far exceeds the number coming in, the squadron is still carrying out the training missions each week. At the present time the squadron is operating with approximately fifty per cent of the original strength, and if the present rate of discharge continues, it will be down to at least one third by the end of November.

Numerous officers are waiting patiently for the critical score to drop to 65 while the enlisted men are waiting for the critical score to drop below 60. Since the first of November has come and gone it is evident that it will be at least the fifteenth of the month or longer, before any further reduction in points for either the officers or enlisted men will be announced by the War Department.

HISTORY

392nd Bombardment Squadron (H)

November 1945

Organizational History, 392nd Bombardment Squadron (H),
30th Bombardment Group (H), Headquarters Seventh Fighter Wing,

1 November - 30 November 1945.

1. Date of arrival and departure from each station
occupied in this theatre:

Negative.

2. Losses in action:

Negative.

3. Awards and Decorations:

Negative.

4. Organization:

Negative.

5. Personnel Strength:

1 November 1945:

60 officers assigned.

5 officers attached.

9 flight officers assigned.

0 flight officers attached.

182 enlisted men assigned.

14 enlisted men attached.

30 November 1945:

64 officers assigned.

2 officers attached.

9 flight officers assigned.

0 flight officers attached.

146 enlisted men assigned.

9 enlisted men attached.

R E S T R I C T E D

R E S T R I C T E D

6. Airplane Strength:
12 B-24Ms.

7. Airplane Losses:
Negative.

NARRATIVE:

The new point system for both officers and enlisted men, as announced 16 November, has further depleted the personnel in the 392nd squadron. During the month of November the squadron lost 5 officers and 35 enlisted men. However, some 48 enlisted men were added to the squadron from the 13th Replacement Depot.

During the month of November the squadron missions have consisted of the Calibration of 12 planes, squadron participation in two group formations, one night flight, and some 16 instrument check flights conducted by Captain Henderson. On November 12, the squadron furnished 5 planes in the Armistice Day formation over Honolulu. On 3 November this squadron was alerted to take part in a search mission for a LB-30 that crashed in the sea some 500 miles N.E. of here. Then on 4 November the squadron furnished 2 planes that took part in the search for the survivors of the lost plane. one of the planes was piloted by Lt. Bull with Lt. Elliott as co-pilot, Lt. Baker navigator, Lt. Johnson, bombardier. Other crew members were T/Sgt. Gerlach, Sgt. Seiferling, S/Sgt. Price and Capt. Nitshki as flight surgeon. The search resulted only in the spotting of part of the wreck of the LB-30 protruding out of the water.

A major problem in preventive maintenance is confronting the engineering section. The location of this base, bordering directly on the ocean, and exposing every airplane in the squadron to a great amount of salt air, has a serious corroding effect on the planes. It has been found that the maintenance required to prevent this corrosion in keeping the airplanes in flying condition takes more man hours at this field than the total maintenance in a suitable location. This has been a decided handicap to the engineering section in striving for superior maintenance.

The flight line maintenance has been somewhat further impeded by the fact that supplies have been difficult to obtain through the 71st Airdrome Squadron and Wheeler Field supply. The main reason for this, is that personnel from those organizations have been lost under the point system, and the change in personnel here.

R E S T R I C T E D

the War Department has written "pau" to the careers of the 392nd Bombardment Squadron, and our inactivation has been completed as of 1 December 1945. the reasons for inactivation are that replacements for essential personnel have been impossible to obtain, and our efficient strike force could not be maintained.

Our high point men have been made available as surplus, while crews and ground personnel with low point scores are being consolidated in the 38th Squadron of the 30th Group. Our C.O., Major Donald C. Shultis, will take over the job of Commanding Officer of the 38th, and will have working with him, administrative officers and men of both squadrons.

Since it was activated at March Field, California on January 15, 1941 as the 2nd Long Range Reconnaissance Squadron, and re-designated the 392nd Bombardment Squadron March 3, 1942, and assigned to the 30th Group, this squadron has compiled an enviable record in combat based on islands in the Pacific from Canton Island to Kwajalein atoll, to Apamama, to Saipan, and back to the Hawaiian Group for training and Island Defense.

Our last official get-together was held in the squadron mess hall on Friday, November 16. The party consisted of a buffet supper, innumerable cases of beer, and G.I. entertainment.

The activities of men formerly assigned to the 392nd Squadron, will hereafter be included with those of the 38th.

R E S T R I C T E D